

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 64

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

SUNDAY, NOVEMBER 14, 1915

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY
SUPERSEDING TIME TABLE No. 63 AND ALL SUPPLEMENTS THERETO

G. E. VOTAW, Superintendent

C. A. VERMILLION, Supt. Car Service

C. O. JENKS, General Manager

2		WEST BOUND								FIRST DISTRICT—BETWEEN PORTLAND AND ASTORIA										EAST BOUND											
SECOND CLASS		FIRST CLASS								Car Capacity		Time Table No. 64		Distance from Astoria		Water, Wyes, Turn Tables, Fuel and Scales.		FIRST CLASS								SECOND CLASS					
81								23		27		25		21												82					
Freight								Passenger		Passenger		Passenger		Passenger												Freight					
Daily Ex. Saturday								Daily		Daily		Daily		Daily												Daily Ex. Monday					
L 9.00 PM								L 6.15 PM		L 5.10 PM		L 12.25 PM		L 8.10 AM		Yard		0.0	DN.....PORTLAND.....	DI	99.8	RWTFO	A 9.15 AM	A 12.05 PM	A 4.35 PM	A 9.40 PM				A 3.20 AM	
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																															
9.24								6.31		5.26		12.41		8.26		Yard		4.4	DN.....WILLBRIDGE.....	BA	95.4	J Y	8.59	11.49	4.19	9.24				2.40	
9.34								6.36		5.32		12.47		8.31		35	78	7.3	D.....LINNTON.....	IN	92.5		8.52	11.43	4.13	9.18				2.25	
9.36								6.37		5.33		12.48		8.32				7.9	UNITED JUNCTION.....		91.9	P	8.48	11.40	4.10	9.17				2.19	
9.53								6.43		5.44		12.58		8.40		33	6	12.6	HOLBROOK.....		87.2	W 3 MI. W.	8.40	11.32	4.00	9.09				2.00	
10.17								6.53		6.00		1.14		8.54			47	19.9	D.....SCAPPOOSE.....	SQ	79.9		8.18	11.17	3.44	8.57				1.30	
10.32								7.00		6.10		1.24		9.02		32	5	24.3	WARREN.....		75.5		8.08	11.09	3.34	8.49				1.12	
10.42								7.04		6.16		1.31		9.07		43	52	27.1	SOUTH HOULTON.....		72.7		8.01	11.04	3.28	8.44				1.00	
10.45								7.06		6.18		1.33		9.09			12	27.6	D.....HOULTON.....	HU	72.2		8.00	11.03	3.27	8.43				12.58	
11.01								7.11		6.27		1.42		9.16		52	5	31.3	WATERVIEW.....		68.5	W	7.50	10.57	3.19	8.37				12.40	
11.13								7.15		6.33		1.47		9.21			10	33.2	DEER ISLAND.....		66.6		7.43	10.52	3.13	8.32				12.27	
11.30								7.21		6.41		1.54		9.29		28		37.2	CHARLTON.....		62.6		7.35	10.45	3.05	8.26				12.10 AM	
11.59								7.25		6.46		1.59		9.33		48	58	39.4	DN.....GOBLE.....	GB	60.4	T	7.30	10.41	3.00	8.22				11.59	
12.25 AM								7.38		7.00		2.15		9.46		16	8	45.8	D.....RAINIER.....	RA	54.0	W 2.4 MI. E.	7.15	10.28	2.45	8.10				11.20	
12.40								7.40		A 7.05 PM		A 2.20 PM		9.48		60	18	46.8	F.....WEST RAINIER.....		53.0	R T	L 7.05 AM	10.26	L 2.40 PM	8.08				11.05	
1.05								7.54						10.00		17		53.5	PYRAMID.....		46.3			10.13		7.54				10.35	
1.15								8.00						10.08		14		55.8	MAYGER.....		44.0		10.08			7.49				10.25	
1.35								8.07						10.15		51	8	59.3	QUINCY.....		40.5	W		9.59		7.41				10.05	
2.00								8.13						10.24		54	54	62.2	DN.....CLATSkanie.....	CN	37.6			9.50		7.33				9.45	
2.23								8.24						10.35		60		66.6	MARSHLAND.....		33.2			9.40		7.23				9.10	
2.55								8.35						10.46		33	40	71.2	WESTPORT.....		28.6			9.29		7.12				8.35	
3.30								8.41						10.52			34	73.5	WAUNA.....		26.3			9.24		7.06				7.55	
3.52								8.52						11.04		49		78.4	CLIFTON.....		21.4	W		9.13		6.54				7.30	
4.17								9.06						11.18				84.9	D.....BLIND SLOUGH.....No Siding BS		14.9			8.59		6.39				7.05	
4.40								9.10						11.23			35	86.5	KNAPPA.....		13.3			8.55		6.35				6.53	
5.00								9.18						11.32		46		90.2	SVENSEN.....		9.6			8.47		6.27				6.27	
5.30								9.30						11.45		38		95.4	JOHN DAY.....		4.4			8.35		6.15				5.55	
A 6.00 AM								A 9.45 PM						A 11.59 AM		Yard		99.8	DN.....ASTORIA.....	RO	0.0	RWTFO		L 8.20 AM		L 6.00 PM				L 5.35 PM	
81								23		27		25		21								26		22		28		24		82	
Daily Ex. Sunday								Daily		Daily		Daily		Daily								Daily		Daily		Daily		Daily		Daily Ex. Sunday	
9 00 11.1								3.30 28.5		1.55 24.4		1.55 24.4		3.49 26.6								2.10 21.6		3.45 26.6		1.55 24.4		3.40 27.0		9.45 10.2	
SPECIAL RULES—EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF SAME CLASS. EXCEPTION: No. 25 IS SUPERIOR TO No. 28																															

WEST BOUND										SECOND DISTRICT—BETWEEN ASTORIA AND HOLLADAY										EAST BOUND										3
SECOND CLASS				FIRST CLASS							Car Cap'city	Distances from Holladay	Time Table No. 64 NOVEMBER 14, 1915	Distances from Holladay	Water, Wyes, Turn Tables, Fuel, and Scales	FIRST CLASS										SECOND CLASS				
85	83							23	21	35						36	24	48							84	86				
Mixed	Mixed							Passenger	Passenger	Passenger						Passenger	Passenger	Passenger							Mixed	Mixed				
Daily	Daily							SATURDAY ONLY	Daily	Daily							Daily	Daily	SATURDAY ONLY							Daily	Daily			
L 4.40PM	L 8.45AM							L 9.50PM	L 12.10PM	L 6.50AM	Yd	99.8	DN.....ASTORIA.....RO	19.3	R W T O F	A 8.00AM	A 5.50PM	A 11.45PM											A 8.10AM	A 2.20PM
f 4.55	f 9.00							10.05	f 12.25	f 7.05		104.0	SUNNYMEAD No Siding	15.1		f 7.45	f 5.35	11.30										f 7.55	f 2.00	
s 5.00 5.30	s 9.10							f 10.10	s 12.30	A 7.10AM	43	105.6	D.....WARRENTON.....WA	13.5	J R Y	L 7.40AM	s 5.30	f 11.25										s 7.50	s 1.50 12.10	
f 5.34	f 9.15							10.13	f 12.34		3	107.0	SKIPANON.....Spur	12.1			f 5.27	11.21										f 7.46	f 12.03PM	
f 5.38	f 9.19							f 10.16	f 12.38		9	108.2	COLUMBIA BEACH Spur	10.9			f 5.23	11.18										f 7.43	f 11.58	
f 5.43	f 9.24							10.20	f 12.42			109.7	GLENWOOD No Siding	9.4			f 5.20	11.15										f 7.40	f 11.53	
f 5.45	f 9.27							f 10.22	f 12.44		2	110.3	CARNAHAN.....Spur	8.8			f 5.18	11.13										f 7.38	f 11.50	
f 5.49	f 9.32							f 10.25	f 12.48		23	112.1	WEST.....	7.0			f 5.15	11.10										f 7.34	f 11.44	
f 5.52	f 9.35							f 10.28	f 12.51			113.2	CLATSOP No Siding	5.9			f 5.12	11.07										f 7.32	f 11.41	
f 5.56	f 9.40							10.31	f 12.54			114.4	BUTTERFIELD No Siding	4.7			f 5.09	11.04										f 7.29	f 11.35	
s 6.00	s 9.46							s 10.34	s 12.58		14	115.7	GEARHART.....GR	3.4			s 5.06	f 11.01										s 7.27	s 11.31	
f 6.04	f 9.51							10.36	f 1.02			116.8	WAHANNAH No Siding	2.3			f 5.03	10.57										f 7.23	f 11.26	
f 6.06	f 9.53							10.37	f 1.03			117.4	SURF No Siding	1.7			f 5.02	10.56										f 7.22	f 11.24	
s 6.10	s 10.00							s 10.40	s 1.05		34	118.0	D.....SEASIDE.....SD	1.1	R W		s 5.00	s 10.55										s 7.20	s 11.20	
A 6.15PM	A 10.05AM							A 10.45PM	A 1.10PM		23	119.1	HOLLADAY.....	0.0	Y		L 4.35PM	L 10.50PM										L 7.10AM	L 11.00AM	
85	83							23	21	35						36	24	48										84	86	
Daily	Daily							SATURDAY ONLY	Daily	Daily						Daily	Daily	SATURDAY ONLY										Daily	Daily	
0.50 21.8	1.15 14.5							0.50 21.8	0.55 19.8	0.20 17.7			Time Over District. Average Speed Per Hour.			0.20 17.7	0.50 21.8	0.50 21.8									0.50 21.8	1.50 10.5		

SPECIAL RULES

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

No. 83 is superior to No. 86. No. 23 is superior to No. 48. Trains must not exceed time table schedule time between Warrenton and Astoria.

WEST BOUND										THIRD DISTRICT—BETWEEN WARRENTON AND FORT STEVENS										EAST BOUND			
SECOND CLASS			FIRST CLASS							Capacity of Side Tracks	Distances from Warrenton	Time Table No. 64 NOVEMBER 14, 1915		Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS		SECOND CLASS					
91	89							35								36		90	92				
Mixed	Mixed							Passenger								Passenger		Mixed	Mixed				
Daily	Daily							Daily								Daily		Daily	Daily				
L 5.00PM	L 12.30PM							L 7.10AM	43	0.0	D.....WARRENTON.....WA	3.8	J R Y	A 7.40AM		A 1.45PM	A 5.30PM						
s 5.05	s 12.35							s 7.15	Yard	1.8	DN.....FLAVEL.....X	2.0	R W Y	s 7.35		s 1.30	s 5.25						
s 5.10	s 12.40							s 7.20	4	2.9	HAMMOND.....Spur	0.9		s 7.30		s 1.20	s 5.20						
A 5.15PM	A 12.55PM							A 7.25AM	5	3.8	FORT STEVENS.....	0.0	*Y	L 7.25AM		L 1.15PM	L 5.15PM						
91	89							35						36		90	92						
Daily	Daily							Daily						Daily		Daily	Daily						
0.15 15.2	0.20 11.2							0.15 15.2			Time Over District. Average Speed Per Hour.			0.15 15.2		0.20 11.2	0.15 15.2						

SPECIAL RULES

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

EXCEPTIONS:
No. 35 is superior to No. 36.
No. 89 is superior to No. 90
No. 91 is superior to No. 92.

SPECIAL RULES

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

EXCEPTIONS:

No. 35 is superior to No. 36.
No. 89 is superior to No. 90
No. 91 is superior to No. 92.

GRADE CROSSINGS

NAME	Miles from Portland
P. & S. W. Ry. (Interlocking Plant).....	20.3
St. Helens Lumber Co. (Interlocking Plant).....	26.9
G. N. & P. Ry. (Interlocking Plant).....	38.1
Benson Logging Co. (Interlocking Plant).....	62.4

OVERHEAD CROSSINGS

NAME	Miles from Portland
South Side Lumber Co.....	16.4
Hammond Lumber Co.....	46.0
Columbia & Nehalem River Ry.....	69.7
Oregon Timber & Log Co.....	77.3
Crossett Western Lumber Co.....	87.0

JUNCTIONS WITH LOGGING ROADS

NAME	Miles from Portland	Switch at
P. & S. W. Ry.....	20.1	East end
St. Helens Lumber Co.....	27.0	West end
Goble, Nehalem & Pacific Ry.....	38.0	East end
Benson Logging Co.....	62.3	East end
Colum. & Nehalem Riv. Ry.....	69.8	West end
Oregon Timber & Log Co.....	77.4	West end
Crossett Western Lum. Co.....	86.8	West end

LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
1	5.0 miles west of West Rainier.....	273 feet
2	5.2 miles west of West Rainier.....	165 feet
3	1.2 miles east of Mayger.....	175 feet
4	.6 miles east of John Day.....	176 feet

SPEED RESTRICTIONS

LOCALITY	Speed
Through Town of Linnton.....	20 Miles per Hour
Through City of Goble.....	10 " "
Through City of Rainier.....	8 " "
On Pacific Ave., Hammond.....	8 " "
Between Tongue Point and West End of Young's Bay.....	20 " "
Between Flavel and Fort Stevens.....	20 " "

WATCH INSPECTORS

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.

PORTLAND.....	A. & C. FELDENHEIMER
".....	AL. W. FIELD
ASTORIA.....	J. A. SHANER

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.

S. A. GAGNON, Dispatcher
 E. D. LACKEY, Dispatcher
 E. M. HERRING, Dispatcher

SPECIAL RULES

STANDARD CLOCKS LOCATED AT PORTLAND AND ASTORIA

Linnton yard limits extend 500 feet West of United Junction Switch to 500 feet East of East Head-block passing track.

Attention is called to electrification of main line and passing track at Linnton from United Junction to East of East Switch of passing track, and overhead wires and United Railway trains in yard limits, Linnton.

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, Astoria, Warrenton and Seaside.

West Rainier for 25, 26, 27 and 28 only.

All third district 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, 0.5 miles West of Clatskanie; Blind Slough; John Day River, 5 miles East of Astoria; Young's Bay, 2.8 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, Portland Div. trains will be governed by position of the LOWER blades of train order semaphore.

No. 22 will stop on flag at Alderbrook to receive passengers only.

No. 23 will stop on flag at Alderbrook, Surf and Wahaunah to discharge passengers only and at Skipanon, Glenwood, Clatsop and Butterfield to let off passengers from points east of Astoria.

No. 24 will stop on flag at Linnton to let off passengers from points West of Rainier.

No. 24 will stop on flag at Allendale and Warren Sunday only.

No. 89 will wait at Warrenton for connection with No. 21 and No. 24 with No. 92.

At Linnton, No. 26 waits for connection with United Railway No. 2; No. 22 with United Railway No. 4, and No. 28 with United Railway No. 6.

Capacity of Engines in Addition to Weight of Engines, Tenders and Cabooses

DISTRICT	Ruling Grade	CLASS OF ENGINE							
		D-2	D-3	D-4	D-6	L-1	L-4	N-1	N-3
		150-151	152 157 158	153 154 155	159	50	53 54	350 351 352	370
Portland to Astoria	.54	1425	1575	1525	1450			1650	2050
Astoria to Portland	.44	1475	1600	1575	1500			1700	2100
Astoria to Holladay		1800	1900	1850	1850	1200	925	2000	2400
Holladay to Astoria		1800	1900	1850	1850	1200	925	2000	2400

R. E. WHITE, Asst. Chief Dispatcher
 A. KASE, Chief Dispatcher

COMPANY SURGEONS

DR. E. B. MCDANIEL, Chief Surgeon, Electric Bldg., Portland
 DR. R. C. MCDANIEL, Asst. Surgeon, Electric Bldg., Portland
 DRS. DICKSON, COGHAN & DAVIS, Oculists, Selling Bldg., Portland
 DR. S. M. MANN, Local Surgeon, Linnton
 DR. W. E. WELCH, Local Surgeon, Rainier
 DR. W. H. LOTT, Local Surgeon, Westport.
 DR. J. A. FULTON, Local Surgeon, Astoria
 DR. FRANK VANDOREN, Local Surgeon, Seaside.

Surgeons will attend when called upon officially, to all cases of accident occurring to employees 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

BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE

First District

NAME	Miles from Portland	Car Capacity	Switch at	Flag Stops for Trains
Portland, G & C Spur..	5.6	33	West end	Not Passenger Stop.
Claremont Tavern...	6.0			25-26-27-28.
Orwood Spur.....	6.2	7	East end	Not Passenger Stop.
West Ore. Lbr. Spur.	8.3	15	West end	Not Passenger Stop.
Ban's Spur.....	9.8	55	East end	25-26-27-28.
Burlington.....	11.7			25-26-27-28.
Rocky Point.....	15.7			25-26-27-28.
Johnson's Crossing..	18.1			25-26-27-28.
Honeyman's.....	22.0	7	Both ends	21-25-26-27-28.
McBride.....	30.0			25-26-27-28.
Tide Creek.....	35.8			25-26-27-28.
Nehalem Junction...	38.0			25-26-27-28.
Prescott Spur.....	42.2	17	East end	25-26-27-28.
Oasis.....	43.4			25-26-27-28.
Reed's.....	45.3	16	Both ends	Not Passenger Stop.
Rice's Spur.....	47.0	14	West end	Not Passenger Stop.
Rinearson Spur.....	51.4	3	West end	21-24.
Downing's.....	52.8			21-24.
Fluhrer's Spur.....	55.4	7	East end	Not Passenger Stop.
Inglis.....	60.3	27	West end	21-23-24.
Palm.....	63.7			21-24.
Woodson.....	68.5			21-24.
Kerry.....	69.8			21-22-23-24.
Bugby.....	75.2			21-24.
Parson's.....	77.4			21-24.
Aldrich Point.....	81.7			21-24.
Burnside.....	91.4			21-22-24.
Fernhill.....	94.0			21-22-24.
Tongue Point.....	96.9			21-24.
Alderbrook.....	97.5			21-24.
11th St., Astoria....	100.3			35-36-83-84-85-86

Second District

Merryweather.....	104.2			35-36-83-84-85-86
Allendale.....	111.4			83-84-85-86.

Third District

Stock Yard Spur....	106.1	8	East end	Not Passenger Stop.
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A. L. RYAN, Trainmaster and Traveling Engineer
 P. MCKAY, Asst. Superintendent