

United States Railroad Administration

W. G. McADOO, Director General of Railroads

SPOKANE, PORTLAND & SEATTLE RAILROAD

PORTLAND DIVISION

TIME TABLE No. 76

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

SUNDAY, SEPTEMBER 22, 1918

SUPERSEDING TIME TABLE No. 75 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

E. B. HEATH, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Manager

2		WESTWARD										FIRST SUB-DIVISION—BETWEEN PORTLAND AND ASTORIA										EASTWARD	
FOURTH CLASS		THIRD CLASS		FIRST CLASS					Car Capacity		Time Table No. 76 SEPTEMBER 22, 1918		Distance from Astoria		FIRST CLASS		THIRD CLASS		FOURTH CLASS				
181	93			23	27	25	29	21	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	26	22	28	24	32			94	182
Local Freight	Time Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Saturday			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday
L 6.00 AM	L 9.30 PM			L 6.15 PM	L 5.25 PM	L 12.25 PM	L 8.30 AM	L 7.15 AM	Yard		0.0	DN.....PORTLAND.....	DI.....OW	99.8	WT C O	A 9.15 AM	A 12.10 PM	A 4.45 PM	A 8.10 PM	A 10.15 PM		A 3.45 AM	A 3.30 PM
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																							
6.22	9.59			6.31	5.41	12.41	8.46	7.31	Yard		4.4	DN.....WILLBRIDGE.....BA	95.4			8.59	11.54	4.29	7.54	9.59		3.20	3.05
6.34	10.10			6.37	5.47	12.47	8.53	7.37	35	78	7.3	D.....LINNTON.....IN	92.5			8.53	11.48	4.22	7.48	9.53		3.08	2.50
6.37	10.12			6.38	5.48	12.48	8.54	7.38			7.9	P.....UNITED JUNCTION.....	91.9			8.48	11.42	4.18	7.47	9.52		3.05	2.40
6.56	10.27			6.48	5.58	12.58	9.02	7.47	38	6	12.6	HOLBROOK.....	87.2	W 3 MI. W.		8.37	11.33	4.08	7.37	9.43		2.47	2.15
7.25	10.50			7.04	6.13	1.15	9.13	7.59	39	8	19.9	D.....SCAPPOOSE.....SQ	78.9			8.19	11.21	3.54	7.23	9.30		2.18	1.15
7.43	11.05			7.14	6.22	1.23	9.20	8.07	32	5	24.3	WARREN.....WN	75.5			8.07	11.14	3.43	7.14	9.22		2.00	12.48
7.55	11.14			7.18	6.26	1.30	9.24	8.12	58		27.1	CORMICK.....	72.7			8.00	11.09	3.37	7.08	9.17		1.50	12.33
8.25	11.16			7.19	6.28	1.33	9.25	8.14	12		27.6	D.....ST. HELENS.....H	72.2			7.58	11.08	3.35	7.07	9.16		1.48	12.30
8.48	11.28			7.25	6.35	1.44	9.31	8.20	52	5	31.3	WATERVIEW.....	68.5	W		7.48	10.59	3.25	7.00	9.10		1.32	12.08 PM
9.00	11.35			7.28	6.40	1.50	9.34	8.25		10	33.2	DEER ISLAND.....DJ	66.6			7.43	10.55	3.17	6.56	9.07		1.25	11.58
9.25	11.48			7.35	6.48	2.00	9.40	8.33	28		37.2	CHARLTON.....	62.6			7.33	10.47	3.05	6.48	9.00		1.09	11.35
9.45	11.55			7.38	6.55	2.07	9.45	8.38	27	79	39.4	DN.....GOBLE.....GB	60.4	T		7.27	10.42	3.00	6.43	8.57		1.00	11.22
10.15	12.22 AM			7.48	7.13	2.20	9.57	8.50	16		45.3	REEDS.....	54.5	W 19 MI. E.		7.11	10.31	2.46	6.30	8.46		12.36	10.48
10.20	12.25			7.50	7.15	2.25	9.58	8.51	9		45.8	D.....RAINIER.....RA	54.0			7.10	10.30	2.45	6.28	8.45		12.34	10.45
10.28	12.30			7.52	7.20 PM	2.30 PM	10.00	8.54	60		46.8	P.....AVON.....	53.0	T		7.00 AM	10.28	2.40 PM	6.25	8.43		12.30 AM	10.38
11.03	12.57			8.05			10.15	9.08	17		53.5	PYRAMID.....	46.3			10.15			6.08	8.30		11.55	9.08
11.15	1.07			8.10			10.20	9.14	14		55.8	MAYGER.....	44.0				10.10		6.02	8.26		11.45	8.50
11.32	1.20			8.20			10.27	9.24	51		59.3	QUINCY.....	40.5	W			10.03		5.53	8.20		11.29	8.28
11.47	1.32			8.28			10.33	9.32	54	60	62.2	DN.....CLATSKANIE.....CN	37.6				9.57		5.45	8.13		11.17	8.12
12.08 PM	1.50			8.40			10.43	9.47	60		66.6	MARSHLAND.....	33.2			9.47			5.33	8.03		10.58	7.48
12.31	2.08			8.51			10.52	10.00	33	40	71.2	WESTPORT.....	28.6			9.32			5.21	7.53		10.38	7.23
12.43	2.18			8.56			10.57	10.07	54	78.5		WAUNA.....	26.3			9.25			5.14	7.48		10.28	7.10
1.08	2.38			9.10			11.08	10.23	49		78.4	CLIFTON.....	21.4	W		9.12			5.01	7.37		10.07	6.50
1.41	3.05			9.27			11.22	10.42			84.9	BLIND SLOUGH.....No Siding BS	14.9			8.55			4.45	7.23		9.40	6.28
1.49	3.11			9.32			11.26	10.48	35		86.5	KNAPPA.....	13.3			8.50			4.40	7.19		9.32	6.22
2.07	3.25			9.44			11.33	10.59	46		90.2	SVENSEN.....	9.6			8.40			4.29	7.11		9.15	6.09
2.35	3.45			10.00			11.44	11.15	38		95.4	JOHN DAY.....	4.4			8.25			4.15	7.00		8.50	5.50
A 3.00 PM	A 4.05 AM			A 10.15 PM			A 11.59 AM	A 11.30 AM	Yard		99.8	DN.....ASTORIA.....RO	0.0	WT OC		L 8.10 AM			L 4.00 PM	L 6.45 PM		L 8.25 PM	L 5.30 AM
181	93			23	27	25	29	21								26	22	28	24	32		94	182
Daily Ex. Sunday	Daily Ex. Sunday			Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday
9:00 11.1	6:25 15.5			4:00 25.0	1:55 24.4	2:05 22.5	3:29 28.6	4:15 23.5				Time Over District. Average Speed Per Hour.				2:15 20.8	4:00 25.0	2:05 22.5	4:10 23.9	3:30 28.5		7:20 13.6	10:00 10.0
SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS. EXCEPTION: No. 25 IS SUPERIOR TO No. 28																							

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 Timber Co. (Interlocking Plant).....	62.4

OVERHEAD CROSSINGS

NAME	Miles from Portland
Grant Smith-Porter Bros. Co.	13.3
Hammond Lumber Co.	46.0
Columbia & Nehalem River Ry.	69.7
Oregon Timber & Log Co.	77.3
Big Creek Logging Co.	87.0

JUNCTIONS

NAME	Miles from Portland	Switch at
Vancouver Division	4.4	
United Railways Co.	7.9	
Grant Smith-Porter Bros. Co.	13.4	West end
Portland & Southwestern Ry.	20.1	East end
St. Helens Lumber Co.	27.0	West end
Deer Island Logging Co.	32.5	East end
Goble, Nehalem & Pacific Ry.	38.0	East end
Hammond Lumber Co.	45.8	East end
Noyes Holland Logging Co.	51.4	West end
Benson Timber Co.	62.3	East end
Colum. & Nehalem Riv. Ry.	69.8	West end
Oregon Timber & Log Co.	77.4	West end
Big Creek Logging Co.	86.8	West end
Hammond Lumber Co.	105.1	Both ends
Grant Smith Porter Bros.	113.6	West end
H. E. Noble Lumber Co.	119.1	East end
Hammond Lumber Co.	119.2	East end

LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
3	1.2 miles east of Mayger	175 feet

YARDS

Linnton yard limits extend five hundred feet west of United Junction switch to five hundred feet east of east switch of passing track.

Astoria yard limits extend from Tongue Point to 390 feet west of Smith's Point switch.

Warrenton yard limits extend from 500 feet east of East switch of Hammond Lumber Co., siding to 2600 feet west of west switch on Second Sub-division.

Flavel yard limits extend from Warrenton to Fort Stevens.

Seaside yard limits extend from 500 feet east of East switch at Seaside to yard sign 900 feet west of wye switch Holladay. Attention is called to the use of Seaside yard limits by Hammond Lumber Co. engines

WATCH INSPECTORS

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.	
A. & C. FELDENHEIMER.....	PORTLAND
AL. W. FIELD.....	"
EMIL NELSON.....	ASTORIA
E. M. YOUNG.....	RAINIER

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES

DISTRICT	Ruling Grade	Class of Engine									
		D-2	D-3	D-4	D-6	L-1	L-5	L-4	N-1	N-3	N-1-SH
		150	157	154	159	50	53	54	352	351	370
		151	158	155		55	54				350
						156					351
Portland to Goble	.56	1325	1423	1364	1480	836	700	1456	2000		
Goble to Portland	.52	1400	1507	1444	1564	900	712	1535	2000		
Goble to Astoria	.31	1525	1650	1590	1690	1143	860	1800	2100		
Astoria to Goble	.38	1500	1590	1525	1620	1100	810	1640	2050		
Astoria to Flavel	.33	1525	1650	1590	1690	1143	860	1800	2100		
Flavel to Astoria	.44	1480	1575	1512	1600	1084	810	1618	2050		
Warrenton to Holladay....	1.22	742	800	766	831	470	378	815	994		
Holladay to Warrenton....	.70	880	950	909	985	557	448	966	1180		

F. J. CHADIMA, Dispatcher	C. W. MILLER, Trainmaster
E. D. LACKEY, Dispatcher	J. F. WARD, Asst. Trainmaster
F. X. ADAMS, Dispatcher	R. C. SCOFFERN, Chief Disp.

SPECIAL RULES

No. 1. Special Rules supersede rules and regulations of Transportation Department.

No. 2. **REGISTERING STATIONS.**
Portland, Astoria, Warrenton, Seaside, Fort Stevens.
Avon for trains 25, 26, 27, 28.
Clatsop for trains starting from or terminating at that point.
No. 29 and No. 32 will register at Warrenton by ticket.

No. 3. **STANDARD CLOCKS AND BULLETIN BOARDS.**
Portland, Astoria, Warrenton, Seaside and Clatsop.

No. 4. Derail Switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Derails must be left at derail at all times, except when in use.

No. 5. **SPEED RESTRICTIONS.**
Maximum speed for passenger trains at any point must not exceed 45 miles per hour, and freight trains must not exceed 30 miles per hour.
Through Town of Linnton. 20 miles per hour.
Through City of Goble. 10 miles per hour.
Through City of Rainier. 8 miles per hour.
Between Tongue Point and west end of Young's Bay, 20 miles per hour.
Between Hanthorn Spur and Astoria water tank 8 miles per hour.
Over west end Young's Bay trestle 10 miles per hour.
On Pacific Ave., Hammond, 8 miles per hour.
Between Flavel and Fort Stevens, 20 miles per hour.
Trains must not exceed time table schedule between Warrenton and Astoria.
Trains must not exceed schedule time between Rocky Point and Willbridge and engines backing up between these points must not exceed 20 miles per hour.
Over bridge 110-7 first curve west of Carnahan, 15 miles per hour.

No. 6. 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.

No. 7. All trainmen and others interested are hereby warned that the majority of cattle guards on Portland Division are closer to tracks than required standard of the Public Service Commission of Oregon.

No. 8. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.

No. 9. Draw Bridges are located: Clatskanie River, 0.5 miles West of Clatskanie; Blind Slough; John Day River, 0.6 miles east of John Day; Young's Bay, 2.8 miles west of Astoria; Skipanon Creek, 0.1 miles East of Warrenton.

No. 10. At Willbridge Portland division trains will be governed by position of the lower blades of train order semaphore.

No. 11. No. 21 will stop on flag at Holbrook for passengers for points west of Rainier and at Nehalem Junction to discharge passengers from Portland or Linnton.

No. 12. No. 22 will stop on flag at Inglis to receive passengers for Portland.

No. 13. No. 23 will stop on signal at Skipanon, Glenwood, Butterfield, Wahannah and Surf to discharge passengers only.

No. 14. No. 24 will stop on signal at points east of Rainier to let off passengers from points west of Rainier.

No. 15. No. 24 will stop on flag at Warren Sunday only and at Holbrook Saturday and Sunday only.

No. 16. No. 25 will stop at Junction with Deer Island Logging Co. on Monday and Thursday of each week to unload perishable express.

No. 17. At Linnton, No. 22 waits for connection with United Railway No. 2.

No. 18. At Warrenton No. 52 waits for connection with No. 72.

No. 19. No. 29 will stop at Goble on signal to receive passengers for Astoria and points west: at Mayger and Clifton to put off U.S. mail.

No. 20. No. 32 will stop on flag as follows: At Svensen and Knappa Saturdays only to discharge passengers; at Blind Slough Saturdays only to receive passengers; at Kerry daily to receive passengers; at Goble daily to discharge passengers from points west of Rainier.

CLEARANCE TABLE

	Height above Top of Rail										
	1'	2'	3'	4'	5'	6'	7'	8'	9'	10'	11'
Portland Division.	18'6"	18'0"	17'6"	17'0"	17'0"	16'6"	16'6"	16'0"	15'8"	15'0"	14'0"

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

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. M. G. EVANS, Clatskanie, Ore.
DR. W. H. LOTT, Local Surgeon, Westport.
DR. J. A. FULTON, Local Surgeon, Astoria
DR. W. E. LEWIS, 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 Sub-Division				
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.....	6.0			25-26-27-28.
Col. Engr. Works ..	6.9	7	West end	Not Passenger Stop.
Oregon Ship Timber Co. Spur	8.1	12	West 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 Spur....	11.9	60	West end	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.
Sommerstrom Ship Building Co. Spur..	29.5	7	West end	Not Passenger Stop.
McBride.....	30.0			25-26-27-28.
Appleton's Crossing.	32.0			26, 27.
Tide Creek	35.8			25-26-27-28.
Nehalem Junction...	38.0	4	East end	25-26-27-28.
Trojan.....	40.7	29	East end	Not Passenger Stop
Prescott Spur.....	42.2	17	East end	21-24-25-26-27-28.
Oasis.....	43.4			25-26-27-28.
Plues	46.4	15	East end	Not Passenger Stop.
Rice's Spur.....	47.0	14	West end	Not Passenger Stop.
Tryon Spur.....	51.4	3	West end	21-22-23-24.
Downings	52.8			21-24.
Fluhrer's Spur.....	55.4	7	East end	Not Passenger Stop.
Inglis, 2 tracks.....	60.3	29	West end	21-23-24.
Palm.....	63.6	6	East end	21-24.
Woodson.....	68.5			21-24.
Kerry Spur.....	69.8	10	West end	21-22-23-24. Regular Stops
Bugby.....	75.2			21-24.
Parsons Spur	77.4	2	West end	21-22-23-24.
Aldrich Point.....	81.7			21-24.
Brody.....	83.3	2	East end	Not Passenger Stop.
Burnside.....	91.4			21-22-24.
Fernhill.....	94.0			21-22-24.
Tongue Point.....	96.9			21-24.
Halco.....	97.5			21-22-23-24.

Second Sub-Division

12th St., Astoria.....	100.2			50-52-54-74-76-78-51-53-55-73-77-79.
Municipal Dock, Astoria	101.5			22-50-52-54-74-76-78-51-53-55-73-77-79.
Merryweather.....	104.2			50-52-54-74-76-51-53-55-73-77.
Allendale.....	111.4			50-52-54-51-53-55.
Grant Smith Porter Bros. Co.	113.7	15	Both ends	Not Passenger Stop.

Third Sub-Division

Stock Yard Spur.....	106.1	6	East end	Not Passenger Stop
Warrenton Clay Spur	106.3	65	West end	Not Passenger Stop.
Barbey Fish Co.....	108.5	4	West end	Not Passenger Stop.