SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 89

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

SATURDAY, JULY 1, 1922

SUPERSEDING TIME TABLE NO. 88 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

2	W	ESTWA	RD				FIRS	T SUE	3-D	IVI	SIO	N-BETWEEN PORTLA	110	AND	ADIO		F	IRST CLASS			THIRD CLASS F	OURTH CLA
RTH CLASS T		EUI WI		1	FIRST CLASS	3			Car		H o	Time Table No. 89	поп	Fue	00	00	28	24	30	32	94	182
	93	1	23	29	25	27	21	31	to	_	land	JULY 1, 1922	Astoria	nTables, Ind Scales	26	22 Passenger			Passenger	Passenger	Time Freight	Local
181 Local	Time	/ water	333 5	-	Passenger	Passenger	190		rack	Track	Portla	STATIONS	Dista	wate urnT and	Arrive Daily	10 m		- The State of the	Arrive Sun. Only	Arrive Daily	Arrive Daily A	Arrive Tue Thur. & S
Preight ave Mon., I d.and Fri. E	eave Daily	Leav	e Daily	eave Daily	Leave Daily	Leave Daily	Leave Daily	Only	AH		Δ	- Mark Harman Ed.			s 10.00M			The Total I	9.50 PM	s 10.30 PM	2.00 W	1.30
	8.30 PM	6	.20 PM	5.15 PM	1.45 PM	12.25 PM	8.20 W	8.10M	Yard		0.0	ONPORTLANDOW									200 000000	
8.30 ₩	0.00		8.81	BETWE	EN PORT	LAND A	ND WILL	BRIDGE	TRA	AINS	WII	L BE GOVERNED BY TERMIN	ALS	DIVISI	ON TIME	TABLE	AND SP	TAO	9.34	10.14	1.35	1.10
0.55	8.50	1 6	3.36	5.31	2.01	12.41	8.36	The second second	ard		44	4.4	05.4	202 / 508	9.44	11.54	4.19	7.49			1.20	12,48
8.55				5.38	2.07	s I 2,48	s 8.43	8.32	35	78	7.3	TX	92.5	- Service	9.37	11.48	s 4.12	7.43	9.28	10.08		
9,37	9.01		3.41					8.33			7.9	o united junction	91.9		9.35	11.46	4.10	7.42	9.27	. 10.07	1.17	12.40
9.40	9.03		3.42	5.39	2.08	12.49	8.44					4.7————————————————————————————————————	87.2	3 M1. W.	f 9.25	11.37	f 3.58	7.33	9.19	9.59	12.55	12.28
0.02	9.19		3.50	f 5.50	2.15	112.59	8.53	8.40	83	6	12-6	7.3	-		s 9.08	s11.24	• 3.43	s 7.19	9.07	9.47	12.20	12.12
10.35	9,47		7.02	s 6.06	2.27	s 1.15	s 9.08	8.52	39	8	19-9	SCAPPOOSESC	79.9		31			7,10	8.59	9.40	12.02 W	12.01
	10.05		7.10	f 6.16	2.34	t 1.25	f 9.18	8.58	32	5	24.3	WARREN	75.5		1 8.58	11.16	f 3.33			9,35	11.54	11.49
22				6.21	2.38	1.30	9.23	9.03	58		27.1	CORMICK	72.7	100	8.53	11.12	3.27	7.06	8.55			
11,12	10.17	450	7.15			united.	. 9.25	9.05		12	27.6	D ST. HELENS	72.2	w	8.52	s11.10	s 3.25	• 7.04	8.53	1 9.34	11.52	11.47
11.15	10.19		7.17	s 6.23	f 2.40	• 1.32			52	5	31.3	3.7	68.5	100	8.43	11.03	3.17	6.57	8.47	9.28	11.38	11.32
11.33	10.35		7.23	6.32	2.46	1.38	9.32	9.11	- 02			D	J 66.6	1	s 8.39	f11.00	s 3.12	s 6.53	8.43	9.25	11.32	11.24
11.40	10.43	The second	7.27	. 6.36	2.49	s 1.43	1 9.36	9.13	100	10	33.2	4.0	-	7365	1000	10.52	t 3.03	6,45	8.37	9.18	11.18	11.07
11.58	11.00		7.35	f 6.45	2.55	1 1.52	9.43	9.20	28		37.2	CHARLTON	62.6		1 8.31	10.02	s 2.58		8.33	9.14	11.10	10,48
	11,10		7.39	s 6.49	28 2,58	s 1.57	. 9.47	9.23	27	79	39.4	DNGOBLE	B 60.4		* 8.25	\$10,48	s 2,08	* 6.41				10.10
12.08PM	11.10				s 3.10	s 2.10	s10.01	9.34		6	45.8	DRAINIERR	▲ 54.0	2.4 Ml. E.	s 8.10	*10.35	8 2.43	s 6.27	8.22	s 9.04	10.43	
12.35	11.34		7.52	s 7.05			10,03	9.36	60		46.8	P AVON	53.0	т	8.05 M	10.33	2.38 PM	6.25	8.20	9.02	10.38	10.03 9.36
12.40	11.37		7,55	s 7.10 ^{PM}	3.12	* 2.15 PM				-	70.5	6.7	46.8		100 100 10	110.18	13T	1 6.08	8.08	8.50	10.12	8.58
1.10	12.02 4		8.08		3.23	. 165	110.18	9.50	17	0	53.5	2.8		-0.0	1100	s10.12		s 6.02	8.03	8.47	10.01	8.43
1.20	12.12	s	8.15		3.28		s 10.23	9.55	60	14	55.8	MAYGER	44.0	-		s 10,02			7.58	8.40	9.47	8.28
			8,25		3.35		s10.32	10.02	34	12	59.3	QUINCY	40.5	w		\$10.02		• 5.53		23		8.10
1.35	12.25		8.34		f 3.41		s10.38	10.08	54	75	62.2		N 37.6			s 9.53		\$ 5.45	7.52	1 8.34	9.34	
1.48	12.37	S	8,34			-			60	10	66.6	MARSHLAND	33.2			f 9.42		f 5.34	7.43	8.27	9.15	7.5
2.08	12.55	f	8.45		3.49		f10.50	10.16	- 00	10	69.8	3.2 KERRY	30.0		FA -	s 9.33		s 5.27	7.38	8.20	9.03	7.3
2.25	1.08		8.53		3.55		*10.57	10.22	-	-	100	1.4 ————————————————————————————————————	28.6	1	Sept. Top	s 9.30	1 7 10-2	* 5.23	7.36	8.17	8,56	7.3
2.31	1.15	s	8.56	the Contract	3.57	100	\$11.01	10.24	33	-		2.3 WAUNA	26.1		RE	s 9.23		• 5.17	7.32	8.13	8.40	7.2
2.42	1.25	8	9.02	1	4.02	o 24	\$11.07	10.28	100	54		4.9 CLIFTON	21.4	-	Total Co	. 9.11		* 5.04	7.22	8.03	8.24	7.0
3,03	1.45		9.13		4.12		s11.21	10.37	49	_	78.4	8.5	-		-	1 8.53		s 4.47	7.10	7.52	8.03	6.3
3.33	2.10		9.29		4.24		f11.39	10.49			84.9	BLIND SLOUGHNo Siding	14.5	-	-	s 8.48	-	• 4.43	7.07	7.48	7.48	6.2
3.40	2.17	s	9.33		4.27		s11.43	10.52	26	5	86.5	KNAPPA	13.3	-		-		s 4.34	6.59	7.41	7.25	6.1
3.56	2.35		9.42		4.34		s11.54	10.59	46	3	90.2	SVENSEN	9.	6	-	• 8.39	-	1 4,20	6.50		7.00	5.5
4,20	-		9.55		4.45	1	f 12.10 PM	11.10	38		95.4	4.4	4.	1	10017	f 8.25	-	-	1		6.40 PA	-
	2.55				s 5.00 P	THE	100 PM L/S	s 11.25M	Yat	rd	99.8	The same of the case of the same of the sa	RO FD 0.0	wro	e l	8.10	-	4.05 P	6.35	PM 7.15 PM	0.40	18
4.35 PM	3.15 ₩	S	10.10 PM		- 3.00 %	7.11	0 83	100	10	13	750	SEU SHI MOT	-	3110	1 0	19 1 4 19			Tacus Su		Leave Dail	
						lu Accion Det	ly Arrive Daily	Arrive Sat	-	-								ly Leave Dail	y Leave Su Only 3,15		7.20 13.6	8 0 12
Arrive Mon. Wed. and Fri 8.05 12.3	Arrive Daily Ex. Sunday 6.45 14.8	A	3.50 26.1	1.55 24.4						-		Time Over District. Average Speed Per Hour. RAINS ARE SUPERIOR TO			1.55 24.4	4.00 25.0	1.57 24.0	4.00 25.0	3.15 30.7	30-7	13.6	12.0

				CUECT	WADI	•	A. Carlotte Street		SECO	ND SI	IR-D	IVIS	ION	-BETWEEN AS	STO	RIA	AND	HOLL	ADAY			Е	ASTV	VARD			and CLASS 3rd CL
			3/10	WEST	WARI	,	1000000000	-	BECO	ND 5	OB-D.	1	1	11.75 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 7	1			.74	FIRST C	LASS				P	nd CLASSISTA C
LASS	SECOND CL	ASS		-		100	FIRST CL	I	-,	04	40	Car Cap'ct	a o p	Time Table No. 89	from	Vyes les Fu	22	44	54	24	46	80	32	48	50	52	60
	For All Street	61	28	49	25	47	45	21	51	31	43		. 8 .	JULY 1, 1922	stances fro Holladay	ables d	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed
-	м	fixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger 1	Passenger Leave	Passenger Leave		Track Other			Dista	Wat urn T	Arrive	Arrive	Arrive Sunday	Arrive	Arrive	Arrive Sunday	Arrive Daily	Arrive	Arrive Daily Ex. Sunday	Arrive Monday Only	Daily Ex. Sunday
-	I	Daily Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Sunday Only	Saturday Only	Leave Daily			STATIONS DNFE		F	Daily 61	Daily	0-1-	Daily	Daily	Only Only					
i	1	8.00M	10.20PM	6.55PM	5.05PM	3.00PM	1.00PM	12.35PM	12.20PM	11.30W	9.004	Yd	99-8	DN ASTORIA FI	19.3	W 700	s 8.00W	s11.05	s 1.45	s 3.55	8 0.10	0.00	49	1 8.43	111 98	f12.28	1 2.07
1		8.07	STATE OF	1 7.03	5.12	f 3.07	f 1.07		f 12.26	M. Harrison S	1 9.07	Yd Y	d 101.5	PORT DOCK	17.6		Second of the	f10.58	f 1.38	3.48	f 6.08						f 1.55
}	5-10	-	10.05	1 7.10	5.90	f 3.15	f 1.15	12.50	f 12.35	11.45	1 9.15		104-0	2.5	. 15-1		7.40	f10.50	f 1.30	3.40	f 6.00	6.15	6.55	f 8.35	f11.30	112.20	5516
}	300	8.17	- Contract		46		s 1.20		s12.40PM	co	s 9.20	-	8 105.6	DWARRENTONWA	13.5	Y	s 7.35	s10.45	1.25%	s 3.35	5.55 5.55 5.20	f 6.10	f 6.50	s 8.30	s11.25	s12.15	31-21-45 1.50PM 11.25
		8.25	f10.40	s 7.15	1 5.25	s 3.20	s 1.20	-	812.40			+-	107.0	1.4 skipanon	-	-	f 7.28	f 10.40		3.31	f 5.15	6.05	6.47	f 8.26	f11.21	f12.10	11.18
	17.1	8.30	10.43	f 7.18	5.29	f 3.23	f 1.23	12.59		11.54				1.2	-	-	1 7.25	f 10.37		f 3.28	f 5.12	6.02	6.43	1 8.23	f11.18	f12.08	11.13
	140-0 4	8.37	110.46	f 7.22	5.32	1 3.28	f 1.27	1.02		11.57	1 9.27	39	2 108.2	COLUMBIA BEACH	10.9		-	-	-	f 3.23	f 5.08	5.58	6.40	1 8.20	f11.15	112.05	11.07
	100	8.43	10.48	f 7.26	5.35	f 3.32	f 1.30	1.06		12.01%	f 9.29		109.7		9.4		1 7.21	110.33				-			f11.13	112.03	11.03
		8.47	110.49	1 7.27	5.37	1 3.33	f 1.32	1.07	16.0	12.02	f 9.31	1	2 110.3		8 8	3	f 7.19	f10.32		f 3.22	f 5.07	5.57	-			f12.01W	10.57
_		0.58	110.52	1 7.32	5.41	1 3.38	f 1.35	1.12		12.07	1 9.35	23	29 112.1	WEST	. 7.0		f 7.15	f10.26		f 3.17	f 5.02	5.52	6.35	f 8.14			
-						1 3.42	f 1.38	1.16		12.11	1 9.38		4 113 2	CLATSOP	5.9	9	f 7.12	f10.23		f 3.13	1 4.58	5.48	6.32	f 8.12	111.06	f11.58	10.52
1	4 4 4 4	9.02	110.54	1 7.35	30	-				1715-354	1	-	119.7	0.5 McGUIRE	. 5.4	4	7.11	10.22		3.12	4.56	5.47	6.31	8.11	11.04	11.57	10.49
		9.05	10.55	7.36	5.47	3.43	1.39	1.17		12.12	9.39		-	0.7	-	7	7.10	f 10.20		f 3.10	f 4.54	5.45	6.29	f 8.09	f11.03	f11.55	10.47
		9.08	10.57	1 7.37	5.48	1 3.44	f 1.41	1.18		12.14	f 9.41		114.4	BUTTERFIELD			Total I	To Separate	-	s 3.07	s 4.52	s 5.42	s 6.27	s 8.07	s1 1.00	*11.52	10.42
	Zall www	9.15	111.00	s 7.42	s 5.52	8 3.48	s 1.44	s 1.23		s12.17	8 9.43		14 115.7	DGEARHARTG	R 3.	4	-	s 10.17	-	-			6.23	f 8.03	f10.54	f11.48	10.37
11	, 1075 T St	9.20	11.03	1 7.45	5.56	f 3.52	f 1.47	1.25	0.763	12.20	1 9.46		116.8	WAHANNAH	2	3	1 7.03	f10.13		f 3.03	f 4.49	5.37	20	UAV.	-		10.33
-		9.25	11.06	f 7.47	5.57	1 3.53	f 1.48	1.27	11.63	12.22	1 9.47		23 117-4	SURF	1.	7	1 7.02	110.12		f 3.02	f 4.47	5.36	6.22	1 8.02			
4		-				-	-		y with	s12.25	s 9.50	22	60 118.0	DSEASIDES	D 1.	1 W	s 7.00	s10.10		s 3.00	s 4.45	s 5.35		8 8.00	-	\$11.45	10.30
1			s11.10	s 7.50	32		* 1.50	-	11000	THE PERSON NAMED IN	s 9.55		119.1	HOLLADAY	0	0 Y	6.45	10.00	AM	2.45%	4.35P	5.15	6.10P	L 7.55		11.35P	
			s11.15	s 7.55	-		-	s 1.35P	Arrive	Arrive	Arrive	_		at templos, at the estern	all	1	Leave	Leave	Leave Sunday	Leave Daily	Leave Daily	Leave Sunday	Leave Daily	Leave Daily	Daily Ex. Sunda	Leave Suuday Only	Leave Daily Ex. Sunday
1	_	Arrive Daily Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Daily	Daily	Sunday Only	Saturday	Daily			Time Over District.	-	-	Daily 1.15	1.05 17.5	Only	1.10 16.6	1.05 17.5	Only 1-15 15-4	1.00	0.55 21.1	1.00	1 00	1.50 10.5
		1.35	0.55 21.1	1.00	1.00	1.00	0.55	1.00	0 20 17 6	1.05 17.5	0.55	1	1	Average Speed Per Hour.	d	1	15.4				157-70513	38 25 21 11	1 1 1 1 1 1 1 1	and the last	1000		

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS:
No. 43 is superior to No. 44. No. 47 is superior to No. 46. No. 61 is superior to No. 60.

	WESTWARD	The second	1111				1	WEEN WARREN		1		FIRST CLASS	SECOND (CLASS	
THIRD CLASS		SECOND CLASS	3447 (344)	FIRST CLASS	-	- 8	B	Time Table No. 89	Hon	352	74	72	70	W LINE DOCUMENT	100
	4 - 6	1 0 14	71	78	75	ity of racks	es fr	Time Table No. 89 JULY 1, 1922	ses f	Tab	14	411 (127)	1		- 11
			Mixed	Passenger	Passenger	Capac Side T	Warrent	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ort S	Water Turn and S	Passenger	Passenger	Mixed Arrive		-
			Leave Daily Ex. Sunday	Leave Daily	Leave Sunday	2.2	Dist	STATIONS	Dist	BH.	Arrive Sunday Only	Arrive Daily	Daily Ex. Sunday	- G - HI W-S	
	37 N See See		Ex. Sunday	5.25PM	Only 12.55PM	58	0.0	D WARRENTONWA	3.8	Y	s 1.25PM	s 5.55PM	s 1.50PM	W12 LK1 - 112 H	
						110	10	1.8	2.0	wc	f 1.18	1 5.48	1 1.40	ar northean	
			1 1.03	f 5.32	f 1.01		-	1.1		Y	s 1.15	s 5.45	s 1.35	1 1 25	
			s 1.08	s 5.35	s 1.05	4	2.9	HAMMOND	0.9			73	71 1.30PM		1
	111111111111111111111111111111111111111		s 1,15PM	s 5.40PM	s 1.10PM	Yard	3.8	DFORT STEVENS FN	0.0	Y	1.10PM	5.40PM	1,30%		-
									_	_	Leave	Leave	Leave	549543	1
		21-11	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only						Sunday	Leave Daily	Daily Ex. Sunday		-1
-	The state of		0.20 11.4	0 15 15 0	0.15 15.0	176.75	PR I	Time Over District.	1	AL STAN	0.15 15.0	0.15 15.0	0.20 11.4		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

EXCEPTIONS:

No. 71 is superior to No. 70 No. 73 is superior to No. 72 No. 75 is superior to No. 74

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).... OVERHEAD CROSSINGS Miles from Portland Columbia & Nehalem River Ry..... 69.7 Oregon Timber & Log Co..... 76.8 87.0 JUNCTIONS NAME Switch at Vancouver Division 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 32.5 West end Deer Island Logging Co..... East end

.01	LOCATION AND LENGTH OF TUNE	NELS
No.	LOCATION	Length
3	1.2 miles east of Mayger	175 feet

38.1

51.4

62.3

69.8

76.8

86.8

105.1

119.1

East end

West end

East end

West end

East end

West end

Both ends

East end

Goble, Nehalem & Pacific Ry

Noyes Holland Logging Co.....

Benson Timber Co.....

Colum. & Nehalem Riv. Ry

Oregon Timber & Log Co.....

Big Creek Logging Co.....

Hammond Lumber Co.....

H. E. Noble Lumber Co.....

Hammond Lumber Co.....

YARDS

Linnton yard limits extend six hundred feet west of West Oregon Lumber Co. switch to one thousand feet east of east switch of the Clark - Wilson Lumber Co. loading track.

Rainier yard limits extend from yard sign five hundred feet east of east switch Reeds to yard sign five hundred feet west of west passing track switch Avon.

Astoria yard limits extend from Tongue Point to 2600 feet west of west switch at Warrenton on Second Sub-Division and to Ft. Stevens on Third Sub-Division.

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, 1	Minn.
W. H. SAXTON	PORTLAND
SHULTZ & JACOBSEN	ASTORIA
E. M. YOUNG	RAINIER
L. S. BALL	SEASIDE

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF EN-GINES, TENDERS AND CABOOSES

STIDS LADJES		-	C	lass	of 1	Engi	ne e	1
DISTRICT	Ruling Grade	150-	152 157	153	159	L-1 L-5 D-5 50 55	L-4 53 54	N-3 N-1-5H 370 350 351 352
Portland to Goble Goble to Portland Goble to Astoria Astoria to Goble Astoria to Flavel Flavel to Astoria Warrenton to Holladay Holladay to Warrenton.	.31 .38 .33	1400 1525 1500 1525 1480 742	1507 1650 1590 1650 1575 800	1444 1590 1525 1590 1512	1620 1690 1600 831	836 900 1143 1100 1143 1084	712 860 810 860 810 378	2000 2000 2100 2050 2100 2050 994 1180

E. M. HERRING, Dispatcher E. D. LACKEY, Dispatcher F. S. BARLOW, Dispatcher

S. A. GAGNON, Night Chief Disp. R. C. SCOFFERN, Chief Disp. E. B. HEATH, Trainmaster

No. 26.

SPECIAL RULES

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

REGISTERING STATIONS.

No. 2. Portland, Astoria, Warrenton, Seaside, Fort Stevens. Avon for trains 26, 27, 28 and 29. Trains taking down signals at Willbridge be governed by Rule 96. Trains 25, 30, 31 and 32 will register by card at Warrenton.

No. 3. STANDARD CLOCKS AND BULLETIN BOARDS.

Portland, Astoria, Warrenton and Seaside. 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 Hantbarn Spur and Astoria water tank 8 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.

Hammond Lumber Co. trains must not exceed a speed of fifteen (15) miles per hour in either direction between Seaside and Warrenton. When an order is put out to a train at a station, directing it to meet an opposing train at that

station and the order contains the clause ".....gets this order at meeting point" the train receiving the order at the meeting point will hold the main track and the other train must take the No. 8. 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.

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.

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. Employes will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance"

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.

At Willbridge Portland division trains will be governed by position of the lower blades of train order semaphore.

At Port Dock the track on south side of main track will be used as passing track. No. 21 will stop on signal at Burlington to discharge passengers from Portland; at Holbrook to pick up passengers for points west of Rainier; at Nehalem Junction to discharge passengers from Portland or Linnton, and on Saturdays at bridge tender's house at John Day draw bridge.

No. 22 will stop on signal at 11th Street, Astoria, and Port Dock to discharge passengers.

No. 23 will stop on signal at Skipanon, Glenwood, Butterfield, Wahannah and Surf to discharge No. 16.

passengers only. No. 17. Nos. 22 and 24 will stop on signal at points east of Rainier to let off passengers from points west of Rainier.

No. 24 will stop on signal at Warren Sunday only and at Holbrook Saturday and Sunday only, and at John Day bridge tender's house on Saturdays only.

No. 21 will stop on signal at Columbia Beach, Carnahan, West and Surf to discharge passengers

from east of Astoria.

No. 25 will stop on signal at Gobie, Eleventh Street Astoria, and Port Dock to receive passengers and will stop on signal at points west of Warrenton to discharge passengers from Warrenton and

No. 21. No. 31 will stop on signal at Warrenton, Columbia Beach, Carnahan, West and Surf to discharge

passengers from east of Astoria. No. 30 will stop on signal at Surf, Wahannah and Columbia Beach to pick up passengers for Portland.

No.:32 will stop on signal at Surf to pick up passengers for points east of Astoria. All Eastward trains will stop at Junction Stop Board, located 200 ft. west of United Junction, Linnton, and will sound Whistle Signal 14 E, and not proceed until way is known to be clear.

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

CLEARANCE TABLE

					Height	above	Top o	f Rail	ime in	- 18	100/6	181
	1' Wide	2' Wide	Wide	Wide	5' Wide	6' Wide	7' Wide	8' Wide	9' Wide	10' Wide	10'6" Wide	11' Wide
Portland Division.	18'6"	18'0"	17'6"	17'0"	17'0"	16'6"	16'6"	16'0"	15'6"	15'0"	14'6"	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.

CUMPANY SUKUEUNS

DR. E. B. McDaniel, Chief Surgeon, Electric Bldg, Portland DR. R. C. McDaniel, Asst. Surgeon, Electric Bldg., Portland DRS. DICKSON, COGHLAN & DAVIS, Oculists, Selling Bldg., Portland Dr. C. E. Brous, Local Surgeon, Linnton, Oregon

DR. C. E. WADE, Local Surgeon, St. Helens, Ore. DR. W. E. WELCH, Local Surgeon, Rainier

DR. M. G. EVANS, Local Surgeon, Clatskanie, Ore. DR. E. J. JASPER, Local Surgeon, Westport

DR. J. A. FULTON, Local Surgeon, Astoria

DR. ARTHUR VAN DUZEN, Assistant Local Surgeon, Astoria. DR. O. C. HAGMEIER, Local Surgeon, Seaside and Warrenton.

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

Rallway Officials are required to call on the nearest authorized surgeons whenever 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

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

First Sub-Division Miles NAME from Switch Cap-Flag Stops for Trains Portland city at Portland, G&C Spur. Not Passenger Stop. 33 West end Claremont..... 6.0 26-27-28-29 Orwood..... Not Passenger Stop. 6.2 East end Ban's Spur.
Burlington Spur.
Rocky Point. 9.8 55 East end 26-27-28-29. 11.9 26-27-28-29. West end 15.7 26-27-28-29. Johnson's Crossing. 18.1 26-27-28-29. Honeymans 22.0 Bothends 21-26-27-28-29. McNulty..... StandardOilCo. Spur 25.9 26-27-28-29. 28.4 8 West end Not Passenger Stop. Assembly..... Sommarstrom Ship 29.4 26-27-28-29 Building Co. Spur .. 29.5 West end Not Passenger Stop. 7 McBride... Appleton's Crossing. Tide Creek.... 30.0 26-27-28-29. 26, 27. (Express only) 26-27-28-29. 32.0 35.8 Nehalem Junction... 38.0 26-27-28-29. East end Trojan $\frac{40.7}{42.2}$ East end | Not Passenger Stop Prescott Spur..... 17 East end 21-24-26-27-28-29. 43.4 45.3 47.0 51.4 52.8 Oasis..... 26-27-28-29. Not Passenger Stop. Rice's Spur West end Not Passenger Stop. Tryon Spur..... West end 21-22-24. 21-24. 55.4 East end Not Passenger Stop. Inglis..... 60.3 West end 12 21-24. Palm..... 63.6 East end 21-24 Woodson.... 68.5 21-24. Bugby..... 75.2 21-24. 76.8 East end 21-22-23-24. 81.7 21-24. Brownsmead 83.3 East end 21-22-23-24. Burnside..... 91.4 21-22-24. Fernhill.... 94.0 21-22-24. Tongue Point 96.9 21-24. 97.5 21-22-23-24

Second Sub-Division 11th St., Astoria 100.3 25-43-44-45-46-47-48-49-50-51-52-54. Merryweather 104.2 43-44-45-46-47-48-49-50-51-52-Allendale..... Westend 22-43-44-45-46-47-48-49-50-51-111.4 3 52-54.

S. Minda	Thi	rd Sub	-Division	
Stock Yard Spur Warrenton Clay Spur Point Adams Spur	106.1 106.3 108.3	65	West end	Not Passenger Stop. Not Passenger Stop. Not Passenger Stop.