

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 90

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

SATURDAY, JULY 29, 1922

**SUPERSEDING TIME TABLE NO. 89 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

SPECIAL RULES——EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.

WESTWARD											SECOND SUB-DIVISION — BETWEEN ASTORIA AND HOLLADAY											EASTWARD											3
4th CLASS	SECOND CLASS		FIRST CLASS								Car Cap'city		Time Table No. 90 JULY 29, 1922	Distances from Holladay	Water, Wyes Turn Tables, Fuel, and Scales	FIRST CLASS										2nd CLASS	3rd CLASS						
	61		23	31	25	53	51	29	43	41						22	44	50	24	52	30	32	46			60							
	Mixed		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Mixed							
	Leave Daily Ex. Sunday		Leave Daily	Leave Saturday Only	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Sunday Only	Leave Monday Only						Arrive Daily	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Monday Only			Arrive Daily Ex. Sunday							
	8.00AM		10.20PM	5.20PM	5.05PM	3.55PM	11.55AM	11.40AM	9.00AM	1.00AM	Yd	99.8	DN.....ASTORIA.....FD	19.3	W T 0.0	8.00AM	11.05AM	1.05PM	3.55PM	5.05PM	6.30PM	7.10PM	12.35AM		1.20PM								
	f 8.07			5.27	5.12	f 4.01	f 12.01PM		f 9.07	1.05	Yd	101.5	PORT DOCK.....	17.6			f 10.58	f 12.58	3.48	f 4.58		7.03	f 12.28		f 1.12								
	f 8.17		10.35	5.35	f 5.20	f 4.10	f 12.09	11.55	f 9.15	1.12		104.0	SUNNYMEAD.....	15.1		7.40	f 10.50	f 12.50	3.40	f 4.50	6.15	6.55	f 12.20		f 1.01								
	s 8.25		f 10.40	5.40	s 5.25	s 4.15PM	s 12.15PM	s 12.01PM	s 9.20	f 1.15	58	105.6	D.....WARRENTON.....WA	13.5	Y	s 7.35	s 10.45	12.45PM	s 3.35	4.45PM	f 6.10	f 6.50	s 12.15		12.55PM s 1.00								
	f 8.30		10.43	5.44	f 5.29			12.04	f 9.23	1.19		107.0	SKIPANON.....	12.1		f 7.28	f 10.40		3.31		6.05	6.47	f 12.10		f 10.53								
	f 8.35		f 10.46	5.47	f 5.32			f 12.07	f 9.27	1.23	39	108.2	COLUMBIA BEACH.....	10.9		f 7.25	f 10.37		f 3.28		6.02	6.43	f 12.08		f 10.48								
	f 8.42		10.48	5.52	f 5.35			12.11	f 9.29	1.27		109.7	GLENWOOD.....	9.4		f 7.21	f 10.33		f 3.23		5.58	6.40	f 12.05		f 10.43								
	f 8.45		f 10.49	5.53	f 5.37			f 12.12	f 9.31	1.28	2	110.3	CARNAHAN.....	8.8		f 7.19	f 10.32		f 3.22		5.57	6.38	f 12.03		f 10.41								
	f 8.52		f 10.52	5.58	f 5.41			f 12.17	f 9.35	1.32	23	112.1	WEST.....	7.0		f 7.15	f 10.26		f 3.17		5.52	6.35	f 12.01AM		f 10.33								
	f 8.57		f 10.54	6.02	f 5.44			12.21	f 9.38	1.35	4	113.2	CLATSOP.....	5.9		f 7.12	f 10.23		f 3.13		5.48	6.32	f 11.58		f 10.29								
	8.59		10.55	6.03	5.47			12.22	9.39	1.37	15	113.7	McGUIRE.....	5.4		7.11	10.22		3.12		5.47	6.31	11.57		10.27								
	f 9.02		10.57	6.05	f 5.48			12.24	f 9.41	1.40		114.4	BUTTERFIELD.....	4.7		7.10	f 10.20		f 3.10		5.45	6.29	f 11.55		f 10.25								
	f 9.08		f 11.00	s 6.08	s 5.52			s 12.27	s 9.43	f 1.43	14	115.7	D.....GEARHART.....GR	3.4		s 7.06	s 10.17		s 3.07		s 5.42	s 6.27	s 11.52		s 10.20								
	f 9.12		11.03	6.11	f 5.56			12.30	f 9.46	1.46		116.8	WAHANNAH.....	2.3		f 7.03	f 10.13		f 3.03		5.37	6.23	f 11.48		f 10.16								
	f 9.16		11.06	6.12	f 5.57			12.32	f 9.47	1.47	23	117.4	SURF.....	1.7		f 7.02	f 10.12		f 3.02		5.36	6.22	f 11.47		f 10.13								
	s 9.20		s 11.10	s 6.15 6.20	s 6.00			s 12.35	s 9.50	s 1.50	22	118.0	D.....SEASIDE.....SD	1.1	W	s 7.00	s 10.10		s 3.00		s 5.35	s 6.20	s 11.45		s 10.10								
	s 9.25AM		s 11.15PM	s 6.25PM	s 6.05PM			s 12.40PM	s 9.55AM	s 1.55AM	56	119.1	HOLLADAY.....	0.0	Y	6.45AM	10.00AM		2.45PM		5.15PM	6.10PM	11.35PM		10.00AM								
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Sunday Only	Arrive Monday Only						Leave Daily	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Sunday Only		Leave Daily Ex. Sunday								
	1.25 13.6		0.55 21.1	1.00 19.3	1.00 19.3	0.20 17.6	0.20 17.6	1.00 19.3	0.55 21.1	0.55 21.1			Time Over District. Average Speed Per Hour.			1.15 15.4	1.05 17.5	0.20 17.6	1.10 16.6	0.20 17.6	1.15 15.4	1.00 19.3	1.00 19.3		1.25 13.6								

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS:
No. 43 is superior to No. 44. No. 23 is superior to No. 46. No. 61 is superior to No. 60.

WESTWARD						THIRD SUB-DIVISION—BETWEEN WARRENTON AND FORT STEVENS												EASTWARD			
THIRD CLASS		SECOND CLASS				FIRST CLASS			Capacity of Side Tracks	Distances from Warrenton	Time Table No. 90 JULY 29, 1922		Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS			SECOND CLASS			
					71		75	73			72	74				70					
					Mixed		Passenger	Passenger			Passenger	Passenger				Mixed					
					Leave Daily Ex. Sunday		Leave Daily	Leave Sunday Only			Arrive Sunday Only	Arrive Daily				Arrive Daily Ex. Sunday					
					12.01PM		4.15PM	12.15PM	58	0.0	D..... WARRENTONWA	3.8	Y	s 12.45PM	s 4.45PM		s 12.50PM				
					f 12.09		f 4.22	f 12.21	110	1.8	 FLAVEL	2.0	W C Y	f 12.38	f 4.38		f 12.40				
					s 12.14		s 4.25	s 12.25	4	2.9	HAMMOND	0.9		s 12.35	s 4.35		s 12.35				
					⁷⁰ s 12.20PM		⁷⁴ s 4.30PM	⁷² s 12.30PM	Yard	3.8	D.....FORT STEVENS.... FN	0.0	Y	⁷³ 12.30PM	⁷⁵ 4.30PM		⁷¹ 12.30PM				
					Arrive Daily Ex. Sunday		Arrive Daily	Arrive Sunday Only						Leave Sunday Only	Leave Daily		Leave Daily Ex. Sunday				
					0.20 11.4		0.15 15.0	0.15 15.0			Time Over District. Average Speed Per Hour.			0.15 15.0	0.15 15.0		0.20 11.4				

SPECIAL RULES

EASTWARD TRAINS ARE SUPER-
IOR 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

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).....	62.4

OVERHEAD CROSSINGS

NAME	Miles from Portland
Grant Smith-Porter Bros. Co.	13.3
Columbia & Nehalem River Ry.....	69.7
Oregon Timber & Log Co.....	76.8
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 Dock and Terminal Co.	27.0	West end
Milton Creek Logging Co.	27.0	West end
Deer Island Logging Co.	32.5	East end
Goble, Nehalem & Pacific Ry.....	38.1	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.....	76.8	East end
Big Creek Logging Co.....	86.8	West end
Hammond Lumber Co.....	105.1	Both ends
H. E. Noble Lumber Co.....	119.1	East end
Hammond Lumber Co.....	119.2	

LOCATION AND LENGTH OF TUNNELS

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

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

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-4	N-3
		150	152	153	159	50	53	370
		151	158	155		55	54	350
						156		351
								352
Portland to Goble	.56	1325	1423	1364	1480	836	700	2000
Goble to Portland	.52	1400	1507	1444	1564	900	712	2000
Goble to Astoria.....	.31	1525	1650	1590	1690	1143	860	2100
Astoria to Goble	.38	1500	1590	1525	1620	1100	810	2050
Astoria to Flavel	.33	1525	1650	1590	1690	1143	860	2100
Flavel to Astoria	.44	1480	1575	1512	1600	1084	810	2050
Warrenton to Holladay.....	1.22	742	800	766	831	470	378	994
Holladay to Warrenton.....	.70	880	950	909	985	557	448	1180

L. H. JAMES, Dispatcher	S. A. GAGNON, Night Chief Disp.
E. M. HERRING, Dispatcher	E. C. SCOFFERN, Chief Disp.
E. D. LACKEY, Dispatcher	E. B. HEATH, Trainmaster
F. S. BARLOW, Dispatcher	

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 26 and 27.
Trains taking down signals at Willbridge be governed by Rule 96.
Trains 30, 31 and 32 will register by card at Warrenton.

No. 3. STANDARD CLOCKS AND BULLETIN BOARDS.

Portland, Astoria, Warrenton and Seaside.

No. 4. Deraill 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.

Hammond Lumber Co. trains must not exceed a speed of fifteen (15) miles per hour in either direction between Seaside and Warrenton.

No. 6. 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 siding.

No. 7. Rule 83-a will not apply at initial stations which are not telegraph stations, nor at telegraph stations except during office hours, or when an operator is on duty after office hours.

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.

No. 9. 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. 10. 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. 11. 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. 12. At Willbridge Portland division trains will be governed by position of the lower blades of train order semaphore.

No. 13. At Port Dock the track on south side of main track will be used as passing track.

No. 14. 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. 15. No. 22 will stop on signal at 11th Street, Astoria, and Port Dock to discharge passengers.

No. 16. No. 23 will stop on signal at Skipanon, Glenwood, Butterfield, Wahannah and Surf to discharge 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. 18. 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. 19. No. 29 will stop on signal at Goble to pick up passengers for Astoria and points west; at 11th St. Astoria to pick up passengers, and at Glenwood, Allendale, Clatsop, Butterfield Wahannah and Surf to discharge passengers from Astoria and points east.

No. 20. No. 25 will stop on signal at Eleventh Street Astoria, and Port Dock to receive passengers.

No. 21. No. 31 will stop on signal at Goble to pick up passengers for Astoria and points west and at Warrenton, Columbia Beach, Carnahan, West and Surf to discharge passengers from east of Astoria.

No. 22. No. 30 will stop on signal at Surf, Wahannah and Columbia Beach to pick up passengers for Portland.

No. 23. No. 32 will stop on signal at Surf to pick up passengers for Astoria and points east.

No. 24. 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.

No. 25. At Linnton, No. 22 waits for connection with United Railway No. 2.

No. 26. CLEARANCE TABLE

	Height above Top of Rail										
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	9' Wide	10' 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"	14'0"

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, 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 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.
Orwood.....	6.2	7	East 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.
Honeymans	22.0	7	Both ends	21-25-26-27-28.
McNulty.....	25.9			25-26-27-28.
Standard Oil Co. Spur	28.4	8	West end	Not Passenger Stop.
Assembly.....	29.4			25-26-27-28.
Sommarstrom 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. (Express only)
Tide Creek	35.8			25-26-27-28.
Nehalem Junction...	38.0			25-26-27-28.
Trojan.....	40.7	27	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.
Rice's Spur.....	47.0	14	West end	Not Passenger Stop.
Tryon Spur.....	51.4	3	West end	21-22-24.
Downings	52.8			21-24.
Fluhrer's Spur.....	55.4	7	East end	Not Passenger Stop.
Inglis.....	60.3	12	West end	21-24.
Palm.....	63.6	6	East end	21-24.
Woodson.....	68.5			21-24-25-28.
Bugby.....	75.2			21-24.
Parsons.....	76.8	2	East end	21-22-23-24-25-28.
Aldrich Point.....	81.7			21-24.
Brownsmead.....	83.3	2	East end	21-22-23-24-25-28.
Burnside.....	91.4			21-22-24.
Fernhill.....	94.0			21-22-24.
Tongue Point.....	96.9			21-24.
Halco.....	97.5			21-22-23-24-25-28.

Second Sub-Division

11th St., Astoria.....	100.3			41-43-44-46-50-51-52-53-60-61.
Merryweather.....	104.2			43-44-50-51-52-53-60-61
Allendale.....	111.4	3	West end	22-24-25-43-44-60-61

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.
Point Adams Spur..	108.3	1	East end	Not Passenger Stop.