

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 100

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

PACIFIC TIME

THURSDAY, SEPTEMBER 10, 1925

**SUPERSEDING TIME TABLE NO. 99 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

2		WESTWARD										FIRST SUB-DIVISION—BETWEEN PORTLAND AND ASTORIA										EASTWARD			
FOURTH CLASS		THIRD CLASS		2nd CLASS		FIRST CLASS				Car Capacity		Time Table No. 100		FIRST CLASS		2nd CLASS		THIRD CLASS		FOURTH CLASS					
381	241	293				23	25	61	21			SEPTEMBER 10, 1925		22	62	28	24			242	294	382			
Local Freight	Local Freight	Time Freight				Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger			Local Freight	Time Freight	Local Freight			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon. Wed. & Fri.				Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Monday	Arrive Tues. Thurs. & Sat.	Arrive Daily Ex. Sunday			
6.30 AM	9.30 PM	8.30 PM				6.00 PM	1.15 PM	8.20 AM	8.10 AM	Yard	0.0	DN.....PORTLAND.....OW	118.0	WT Co	11.50 AM	4.25 PM	6.00 PM	9.00 PM			4.30 AM	11.15 PM	1.30 PM		
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																									
6.55	10.01	8.55				6.14	1.29	8.34	8.24	Yard	4.5	DN.....WILLBRIDGE.....BA	113.5		11.36	4.09	5.46	8.46			4.05	10.55	1.05		
7.07	10.10	9.03				6.20	1.35	8.40	8.30	35	83	7.3	D.....LINNTON.....IN	110.7		11.30	4.01	5.38	8.40			3.50	10.46	12.52	
7.10	10.15 PM	9.05				6.21	1.36	8.41 AM	8.31			7.9	P UNITED JUNCTION ..	110.1		11.28	3.59 PM	5.37	8.39			3.45 AM	10.44	12.50	
7.27		9.16				6.29	1.46		8.38	83	6	12.6	.....HOLBROOK.....	105.4	W	11.20		5.25	8.30			10.30	12.30	
7.57		9.45				6.42	2.00		8.51	39	10	19.9	D.....SCAPPOOSE.....SQ	98.1		11.05		5.08	8.17			10.05	12.01 PM		
8.24		10.00				6.51	2.09		8.59	32	5	24.3	.....WARREN.....	93.7		10.57		4.58	8.08			9.50	11.40	
8.40		10.10				6.57	2.14		9.04	58		27.1	.....CORMICK.....	90.9		10.52		4.52	8.02			9.40	11.30	
8.45		10.12				6.58	2.16		9.07	10		27.6	D.....ST. HELENS.....H	90.4	W	10.50		4.50	8.01			9.37	11.25		
9.15		10.23				7.04	2.22		9.15	52	5	31.8	.....WATERVIEW.....	86.7		10.43		4.42	7.53			9.25	11.10	
9.40		10.30				7.07	2.26		9.18	10		32.2	.....DEER ISLAND.....	84.8		10.38		4.37	7.50			9.17	11.01	
10.05		10.42				7.13	2.34		9.25	28		37.2	.....CHARLTON.....	80.8		10.32		4.27	7.42			9.05	10.45	
10.27		10.50				7.17	2.38		9.29	27	79	39.4	D.....GOBLE.....GB	78.6		10.27		4.22	7.38			8.55	10.27		
10.50						7.27	2.49		9.40	16		45.3	.....REEDS.....	72.7	W	10.15		4.08	7.27				9.55	
10.55		11.10				7.29	2.52		9.43	12		45.8	DN.....RAINIER.....RA	72.2		10.14		4.07	7.24			8.33	9.50		
11.00		11.15				7.31	2.53		9.45	60		46.8	P.....AVON.....	71.2	T	10.12		4.05	7.21			8.28	9.45		
11.30		11.35				7.46	3.10		9.58	17		58.5	.....PYRAMID.....	64.5		9.58		3.50	7.05			8.05	9.15	
11.40		11.42				7.52	3.15		10.04	60	14	55.8	.....MAYGER.....	62.2		9.52		3.45	7.00			7.52	9.05	
11.55		11.55				8.00	3.23		10.12	34	12	59.3	.....QUINCY.....	58.7	W	9.45		3.37	6.52			7.30	8.50	
12.10 PM		12.05 AM				8.08	3.31		10.20	54	75	62.2	DN.....CLATSKANIE.....CN	55.8		9.37		3.31	6.45			7.15	8.35		
12.27		12.25				8.19	3.41		10.33	60	10	66.6	.....MARSHLAND.....	51.4		9.27		3.22	6.35			6.55	8.15	
12.40		12.43				8.26	3.48		10.42	10		69.8	.....KERRY.....	48.2		9.19		3.15	6.27			6.40	8.00	
12.45		12.50				8.29	3.52		10.47	33	58	71.2	.....WESTPORT.....	46.8		9.17		3.12	6.24			6.24	7.52	
12.55		1.02				8.34	3.57		10.53	54		73.5	.....WAUNA.....	44.5		9.10		3.07	6.18			6.00	7.42	
1.15		1.27				8.45	4.08		11.04	49		78.4	.....CLIFTON.....	39.6	W	8.58		2.57	6.07			5.30	7.17	
1.40		2.01				9.00	4.23		11.21	54.9		84.9	BLINDSLOUGH No Siding	33.1		8.42		2.43	5.52			4.45	6.45		
1.47		2.10				9.03	4.27		11.26	26	5	86.5	.....KNAPPA.....	31.5		8.38		2.40	5.48			4.27	6.35	
2.00		2.30				9.12	4.36		11.37	46	3	90.2	.....SVENSEN.....	27.8		8.30		2.32	5.39			4.05	6.17	
2.22		2.55				9.23	4.48		11.52	38		95.4	.....JOHN DAY.....	22.6		8.17		2.22	5.27			3.35	5.50	
2.40 PM		3.15 AM				9.35 PM	5.00 PM		12.05 PM	Yard	99.8	DN.....ASTORIA.....FD	18.2	WT Co	8.05 AM		2.10 PM	5.15 PM			3.15 PM	5.30 AM			
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. & Sat.				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Monday	Leave Tues. Thurs. & Sat.	Leave Daily Ex. Sunday		
8-10 12-2	0-45 10-6	6-45 14-8				3-35 27-6	3-45 26-6	0-21 22-6	3-55 15-5						3-45 26-6	0-26 18-2	3-50 26-0	3-45 26-6			0-45 10-5	8-00 12-5	8-00 12-5		
SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS.																									

WESTWARD				SECOND SUB-DIVISION—BETWEEN ASTORIA AND HOLLADAY										EASTWARD				3				
3rd CLASS	SECOND CLASS		FIRST CLASS						Car Cap'city	Distances from Portland	Time Table No.100 SEPTEMBER 10, 1925		Distances from Seaside	Water, Wyes, Turn Tables, Fuel and Scales	FIRST CLASS						SECOND CLASS	3rd CLASS
	221						28	25							21	22	28	24				
	Mixed						Passenger	Passenger	Passenger									Mixed				
	Leave Daily Ex. Sund'y						Leave Daily	Leave Daily	Leave Daily	Passing Tracks	Other Tracks				Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sund'y			
	8.00AM						9.40PM	5.05PM	12.15PM	Yd		99.8	DN.....ASTORIA.....FD	18.2	WT 00	s 7.55AM	s 2.05PM	s 5.05PM	s 1.50PM			
										Yd	Yd	101.6	1.8 PORT DOCK	16.4		7.47	1.57	5.00	f 1.40			
	f 8.20							f 5.20	f 12.30			104.0	2.4 SUNNYMEAD	14.0			f 1.50		f 1.30			
	s 8.25						f 10.00	s 5.25	s 12.35		58	105.6	1.6 D.....WARRENTON.....WA	12.4	Y	s 7.35	s 1.45	s 4.45	s 1.25PM			
	f 8.32						10.03	f 5.28	f 12.38			107.0	1.4 SKIPANON	11.0		f 7.30	f 1.42	4.41	f 10.50			
	f 8.37						f 10.06	f 5.32	f 12.42		39	108.8	1.3.....COLUMBIA BEACH.....	9.7		f 7.27	f 1.38	f 4.38	f 10.44			
	f 8.43						10.08	f 5.36	f 12.47			109.7	1.4.....HUSTON.....	8.3		f 7.23	f 1.35	f 4.35	f 10.40			
	f 8.47						f 10.10	f 5.37	f 12.48		2	110.3	0.6 CARNAHAN	7.7		f 7.22	f 1.33	f 4.33	f 10.33			
	f 8.54						f 10.13	f 5.42	f 12.53		23	112.1	1.8 WEST	5.9		f 7.17	f 1.30	f 4.30	f 10.31			
	f 8.59						f 10.17	f 5.45	f 12.56		4	113.2	1.1 CLATSOP	4.8		f 7.14	f 1.27	f 4.27	f 10.25			
	9.01						10.18	5.47	12.58		15	113.7	0.5 MOGUIRE	4.3		7.12	1.25	4.25	f 10.20			
	f 9.05						10.19	f 5.48	f 1.00			114.4	0.7 BUTTERFIELD.....	3.6		f 7.10	f 1.23	f 4.24	10.18			
	s 9.10						f 10.22	s 5.52	s 1.03		14	115.7	1.3.....GEARHART.....	2.3		s 7.07	s 1.21	s 4.21	f 10.15			
	f 9.15						10.25	f 5.55	f 1.06		6	116.7	1.0 WAHANNAH.....	1.3		f 7.04	f 1.18	f 4.18	s 10.10			
	f 9.17						10.27	f 5.57	f 1.07			117.4	0.7 SURF.....	0.6		f 7.02	f 1.17	f 4.17	f 10.08			
	s 9.20AM						s 10.30PM	s 6.00PM	s 1.10PM		22	64	0.6 DN.....SEASIDE.....SD	0.0	W	7.00AM	1.15PM	4.15PM	f 10.03			
																			10.00AM			
	Arrive Daily Ex. Sund'y						Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sund'y			
	1.20 13.6						0.50 21.8	0.55 19.9	0.50 21.8				Time Over District. Average Speed Per Hour.			0.55 19.9	0.50 21.8	0.50 21.8	1.15 14.6			

GRADE CROSSINGS

NAME	Miles from Portland
P. & S.W. Ry. (Interlocking Plant).....	20.3
Clarke & Wilson Lumber Co. (Interlocking Plant).....	38.0
Benson Timber Co. (Interlocking Plant).....	62.4

OVERHEAD CROSSINGS

NAME	Miles from Portland
Knappton Logging 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	4.5	
United Railways Co.	7.9	
Knappton Logging Co.	13.4	West end
Portland & Southwestern Ry.	20.1	East end
St. Helens Dock and Terminal Co.	27.0	West end
Deer Island Logging Co.	32.5	East end
Clarke & Wilson Lumber Co.	38.1	East 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
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 from yard sign six hundred feet west of West Oregon Lumber Co. switch to yard sign one mile east of Linnton Depot.

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

Seaside yard limits extend from yard sign 500 feet east of East switch at Seaside to yard sign 900 feet west of wye switch Holladay.

WATCH INSPECTORS

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.	
W. H. SAXTON	PORTLAND
SHULTZ & JACOBSEN	ASTORIA
R. M. YOUNG	RAINIER
EMIL NELSON	SEASIDE

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

DISTRICT	Ruling Grade	Class of Engine									
		D-2D-3D-4D-5	D-6	L-1	L-2	L-3	L-4	L-5	L-6	L-7	L-8
Portland to Goble .....	.56	1325	1423	1364	1480	836	700	2000	1580		
Goble to Portland .....	.52	1400	1507	1444	1564	900	712	2000	1650		
Goble to Astoria .....	.31	1525	1650	1590	1690	1143	860	2100	1780		
Astoria to Goble .....	.38	1500	1590	1525	1620	1100	810	2050	1720		
Astoria to Flavel .....	.33	1525	1650	1590	1690	1143	860	2100	1780		
Flavel to Astoria .....	.44	1480	1575	1512	1600	1084	810	2050	1625		
Warrenton to Holladay	1.22	742	800	768	831	470	378	994	935		
Holladay to Warrenton .....	.70	880	950	909	985	557	448	1180	1100		

L. H. JAMES, Dispatcher
E. M. HERRING, Dispatcher
E. D. LACKEY, Dispatcher
F. S. BARLOW, Dispatcher
E. B. ARTHUR, Asst. Chief Disp.

S. A. GAGNON, Asst. Chief Disp.
R. C. SCOFFERN, Chief Disp.
E. B. HEATH, Trainmaster
C. W. MILLER, Trainmaster

SPECIAL RULES

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

No. 2. REGISTERING STATIONS.

Portland, Astoria, Warrenton, Seaside, Fort Stevens.
Linnton for all United Ry's trains.
Trains taking down signals at Willbridge be governed by Rule 96.

No. 3. STANDARD CLOCKS AND BULLETIN BOARDS.

Portland, Astoria and Seaside.

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, 22 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.
Over bridge 110-7 first curve west of Carnahan, 15 miles per hour.
Locomotives backing up will not exceed twenty (20) miles per hour.

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 over head electric wires over main line and passing track at Linnton from Union Junction to East of East switch of passing track.

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 Port Dock the track on south side of main track will be used as passing track.

No. 13. No. 21 will stop on signal at Holbrook to pick up passengers for points west of Rainier; at Nehalem Junction to discharge passengers from Portland or Linnton; Nehalem Jct. on Tuesdays and Fridays to discharge express; and on Saturdays at bridge tender's house at John Day draw bridge.

No. 14. No. 22 will stop on signal at Port Dock and 11th Street, Astoria, to discharge passengers, at Nehalem Junction and Charlton to pick up express and at Prescott and Assembly to pick up passengers for Portland.

No. 15. No. 23 will stop on flag at Linnton to pick up passengers for scheduled stops; at Assembly and Prescott to discharge passengers from Portland; on signal at all points west of Svensen to discharge passengers from Rainier and east, and at Skipanon, Huston, Allendale, Butterfield, Wahannah and Surf to discharge passengers only.

No. 16. Nos. 22 and 24 will stop on signal at points east of Rainier to let off passengers from points west of Rainier.

No. 17. No. 24 will stop on signal at 11th Street, Astoria, to discharge passengers, and at John Day bridge tender's house on Saturdays only.

No. 18. No. 25 will stop on signal at Port Dock to receive passengers.

No. 19. No. 28 will stop at 11th Street, Astoria, to discharge passengers.

No. 20. All Eastward trains will stop at Junction Stop Board, located 200 ft. west of United Junction, and will sound Whistle Signal 14 E, and not proceed until way is known to be clear.

No. 21. 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"	15'6"	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. H. B. MCDANIEL, Chief Surgeon, Pittock Block, Portland
DR. R. C. MCDANIEL, Asst. Surgeon, Pittock Block, Portland
DRS. DICKSON, COGHAN & 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. J. L. WOODEN, Local Surgeon, Clatskanie, Ore.
DR. H. 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.
Jacobson Const'n Co. ..	5.8	8	East end	Not Passenger Stop.
Orwood	6.2	7	East end	Not Passenger Stop.
General Petroleum Spurs ..	6.7	24	East end	Not Passenger Stop.
San Francisco Sulphur Spur ..	6.9	7	West end	Not Passenger Stop.
Columbia Engineering Spur ..	7.0	7	West end	Not Passenger Stop.
Harbor Track	9.8	60	East end	Not Passenger Stop.
Hubluc	10.2			23-25-28.
Brix	13.4	4	West end	Not Passenger Stop.
Honeyman	22.0			25-28.
McNulty	25.9			25-28.
Standard Oil Co. Spur ..	28.4	8	West end	Not Passenger Stop.
Union Oil Co. Spur ..	28.4	7	West end	Not Passenger Stop.
Assembly	29.4			21-24-25-28.
Western Spar Co.	29.5	7	West end	Not Passenger Stop.
McBride	30.0			25-28.
Murphy	32.6	4	East end	Not Passenger Stop.
Tide Creek	35.8			25-28.
Nehalem Junction ..	38.0	4	East end	25-28.
Shell Oil Co.	38.9	2	East end	Not Passenger Stop.
Trojan	40.7	27	East end	Not Passenger Stop.
Prescott	42.2	17	East end	21-24-25-28.
Oasis	43.4			25-28.
Jacobson Reid Lumber Co. ..	44.8	10	East end	Not Passenger Stop.
Rice's Spur	47.0	14	West end	Not Passenger Stop.
Fluhrer's Spur	55.4	7	East end	Not Passenger Stop.
Bradbury	58.0			21-24.
Palm	63.6	6	East end	Not Passenger Stop.
Woodson	68.5			21-24-25-28.
Parsons	76.8	2	East end	21-22-23-24-25-28.
Aldrich Point	81.7			21-24.
Brownmead	83.3	2	East end	21-22-23-24-25-28.
Ivy	88.5			21-22-24-25.
Fernhill	94.0			21-24.
Tongue Point	96.9			21-22-24-25.

Second Sub-Division

11th St., Astoria	100.3			21-23-25-221-222.
Meriwether	104.2			21-28-221-222.
Allendale	111.4	3	West end	21-22-24-25-28-221-222.

Third Sub-Division

Stock Yard Spur	0.5	6	East end	Not Passenger Stop.
Warrenton Clay Spur ..	0.7	65	West end	Not Passenger Stop.
Point Adams Spur ..	2.7	1	East end	Not Passenger Stop.