

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 101

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

TUESDAY, OCTOBER 27, 1925

**SUPERSEDING TIME TABLE NO. 100 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. 101			FIRST CLASS			2nd CLASS			THIRD CLASS			FOURTH CLASS		
381	241	293				23	61	21	Car Capacity			OCTOBER 27, 1925						22	62	24				242	294	382			
Local Freight	Local Freight	Time Freight				Passenger	Passenger	Passenger	Passing Tracks			STATIONS			Distance from Seaside			Water, Wyes Turn Tables, Fuel and Scales.	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	Yard										Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily Ex. Monday	Arrive Wed. Fri. & Sun.	Arrive Daily Ex. Sunday		
6.30 AM	9.30 PM	8.30 PM				6.00 PM	8.20 AM	8.10 AM	Yard		0.0	DN.....PORTLAND ..DI	118.0	WT C.O.	s 11.50 AM	s 4.25 PM	s 7.55 PM							4.30 AM	12.30 AM	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	8.34	8.24	Yard		4.5	DN.....WILLERIDGE ..BA	113.5		11.36	4.09	7.41							4.05	12.10 AM	1.05			
7.07	10.10	9.03				6.20	s 8.40	s 8.30	35	83	7.3	D.....LINNTON ..IN	110.7		s 11.30	s 4.01	7.35							3.50	11.58	12.52			
7.10	10.15 PM	9.05				6.21	8.41 AM	8.31			7.9	F UNITED JUNCTION ..	110.1		11.28	3.59 PM	7.34							3.45 AM	11.55	12.50			
7.27		9.20				6.29		f 8.38	53	6	12.6	.....HOLBROOK ..	105.4	W	f 11.20		7.25								11.35	12.30		
7.57		9.45				f 6.42		s 8.51	39	10	19.9	D.....SCAPPOOSE ..SQ	95.1		s 11.05		f 7.10								11.05	12.01 PM			
8.24		10.00				6.51		f 8.59	32	5	24.3	.....WARREN ..	93.7		f 10.57		7.01								10.47	11.40		
8.40		10.10				6.57		9.04	58		27.1	.....CORMICK ..	90.9		10.52		6.57								10.35	11.30		
8.45		10.12				s 6.58		s 9.07	10		27.6	D.....ST. HELENS ..H	90.4	W	s 10.50		s 6.55								10.33	11.25			
9.15		10.23				7.04		9.15	52	5	31.3	.....WATERVIEW ..	86.7		10.43		6.48								10.17	11.10		
9.40		10.30				7.07		f 9.18	10		33.2	.....DEER ISLAND ..	84.8		f 10.38		f 6.44								10.09	11.01		
10.05		10.42				7.13		f 9.25	28		37.2	.....CHARLTON ..	80.8		f 10.32		6.37								9.52	10.45		
10.27		10.50				s 7.17		s 9.29	27	79	39.4	D.....GOBLE ..GE	78.6		s 10.27		s 6.32								9.43	10.27			
10.50						7.27		9.40	16		45.3	.....REEDS ..	72.7	W	10.15		6.21									9.55		
10.55		11.10				s 7.29		s 9.43	12		45.8	DN.....RAINIER ..RA	72.2		s 10.14		s 6.20								9.15	9.50			
11.00		11.15				7.31		9.45	60		46.3	P.....AVON ..	71.2	T	10.12		6.17								9.12	9.45			
11.30		11.35				7.46		9.58	17		53.5	.....PYRAMID ..	64.5		9.58		6.02								8.44	9.15		
11.40		11.42				s 7.52		s 10.04	60	14	55.3	.....MAYGER ..	62.2		s 9.52		s 5.57								8.34	9.05		
11.55		11.55				s 8.00		s 10.12	34	12	59.3	.....QUINCY ..	58.7	W	s 9.45		s 5.48								8.20	8.50		
12.10 PM		12.05 AM				s 8.07		s 10.20	54	75	62.2	DN.....CLATSKANIE ..CN	55.8		s 9.37		s 5.42								8.07	8.35			
12.27		12.25				f 8.17		f 10.33	60	10	66.6	.....MARSHLAND ..	51.4		f 9.27		f 5.31								7.40	8.15		
12.40		12.43				s 8.25		s 10.42	10		69.8	.....KERRY ..	48.2		s 9.19		s 5.23								7.20	8.00		
12.45		12.50				s 8.28		s 10.47	33	53	71.2	.....WESTPORT ..	46.3		s 9.17		s 5.20								7.10	7.52		
12.55		1.02				s 8.33		s 10.53		54	73.5	.....WAUNA ..	44.5		s 9.10		s 5.14								6.50	7.42		
1.15		1.27				s 8.45		s 11.04	49		78.4	.....CLIFTON ..	39.6	W	s 8.58		s 5.02								6.15	7.17		
1.40		2.01				9.00		f 11.21			84.9	BLINDSLOUGH No Siding	33.1		f 8.42		s 4.47								5.43	6.45			
1.47		2.10				f 9.03		s 11.26	26	5	86.5	.....KNAPPA ..	31.5		s 8.38		s 4.43								5.35	6.35		
2.00		2.30				f 9.12		s 11.37	46	3	90.2	.....SVENSEN ..	27.8		s 8.30		s 4.35								5.17	6.17		
2.22		2.55				9.23		f 11.52	38		95.4	.....JOHN DAY ..	22.6		f 8.17		f 4.22								4.52	5.50		
2.40 PM		3.15 AM				s 9.35 PM		s 12.05 PM	Yard		99.8	DN.....ASTORIA ..FD	18.2	WT OC	8.05 AM		4.10 PM								4.30 PM	5.30 AM			
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues. Thur. & Sat.				Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily							Leave Daily Ex. Monday	Leave Tue. Thur. & Sat.	Leave Daily Ex. Sunday			
8.10 12.2	0.45 10.5	6.45 14.8				3.35 27.8	0.21 22.5	3.55 25.5							8.45 26.6	0.26 18.2	3.45 26.5							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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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. 101 OCTOBER 27, 1925		Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS		SECOND CLASS		THIRD CLASS													
						58	0.0	D..... WARRENTON .....WA	3.8	Y																			
								1.8																					
						100	1.8	..... FLAVEL	2.0																			
								1.1																					
						4	2.9	..... HAMMOND	0.9																			
								0.9																					
						Yard	3.8	..... FORT STEVENS	0.0	Y																		

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
B. 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-2	D-3	D-4	D-5	L-1	L-2	L-3	L-4	N-1	D-7
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	766	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. 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, 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 United 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 on Saturdays at bridge tender's house at John Day draw bridge.

No. 14. No. 22 will stop on signal at Port Dock, Astoria, to discharge passengers, 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, McBride, Deer Island and Prescott to discharge passengers from Portland; on signal at Fern Hill, John Day and Tongue Point to discharge passengers from Rainier and east, and at Skipanon, Huston, Allendale, Butterfield, Wahannah and Surf to discharge passengers only.

No. 16. No. 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 McBride to pick up passengers for Portland and at John Day bridge tender's house on Saturdays only.

No. 18. 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. 19. 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, 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. J. L. WOODEN, 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.
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.
Hucluco	10.2			23.
Brix	13.4	4	West end	Not Passenger Stop.
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.
Western Spar Co.	29.5	7	West end	Not Passenger Stop.
McBride	30.0			21-22.
Murphy	32.6	4	East end	Not Passenger Stop.
Tide Creek	35.8			21-22.
Nehalem Junction ..	38.0	4	West end	21-22.
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.
Oasis	43.4			21-22.
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.
Parsons	76.8	2	East end	21-22-23-24.
Aldrich Point	81.7			21-24.
Brownmead	83.3	2	East end	21-22-23-24.
Ivy	88.5			21-22-24.
Fernhill	94.0			21-24.
Tongue Point	96.9			21-22-24.

Second Sub-Division

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

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.