## 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

2	,	WEST	WARD	INGS.		F.	IRST S	UB-DI	VIS	IO	N—	BETWEEN POR	RTL	AND	AND	ASTOR	A		CONTRACT	EAS	<b>TWARI</b>	)	
OURTH CLASS	THIRD	CLASS	2nd CLASS		FIRST	CLASS			Ca Capa			Time Table No. 101	п	nei			FIRST	CLASS		2nd CLASS	THIRD	CLASS	FOURTH CL
381	241	293	WA	FET APPE	1000	23	61	21	1		e fron	OCTOBER 27, 1925	nce fron	Wyes les, Fuc	22	62	24	111	BER AND M	1.00	242	294	382
Local Freight	Local Freight	Time Freight				Passenger	Passenger	Passenger	ssing	Other	Distance		Ses	ater, Wy uTables, and Scales	Passenger	Passenger	Passenger				Local Freight	Time Freight	Loca! Freight
eave Daily	Leave Daily Ex. Sunday	Leave Mon. Wed. & Fri.				Leave Daily	Leave Daily	Leave Daily	12	95	-	STATIONS	ā	¥ # "		Arrive Daily					Arrive Daily Ex. Monday	Arrive Wed.	Arrive Da Ex. Sunda
6.30 AM	9.30 PM	8.30 PM	AD OF	Salar King	5000 B	6.00 P.M	8.20 AM	8.10 M	Yard		0.0	DNPORTLAND OW	118-0	WT C.O	■ 11.50 AM	s 4.25 PM	s 7.55 PM	- 2 -	18 H	04 13 9	4.30 M	12.30 M	1.30
				BETWEEN	PORTLAND	AND W	ILLBRID	GE TRA	INS	WIL	LL B	E GOVERNED BY T	ERM	INALS	DVISIO	N TIME 1	ABLE A	ND SPEC	IAL RULES				
6.55	10.01	8.55			H	6.14	8.34	8.24	Yard		4.5	DNWILLBRIDGE BA	113.5		11.36	4.09	7.41				4.05	12.10 M	1.05
7.07	10.10	9.03			0.4	6.20	s 8.40	s 8.30	35	83	7.3	DINNTON IN	110-7		s11.30	s 4.01	7.35				3.50	11.58	12.52
7.10	10.15 P.M	9.05	oceanion o			6.21	8.41 W	8.31			7.9	P UNITED JUNCTION	110-1		11.28	3.59 PM	7.34				3.45 AM	11.55	12.50
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7.57		9.45				f 6.42		s 8.51	39	10	19.9	7.3————————————————————————————————————	98.1		s11.05		f 7.10					11.05	12.01 P
									82	5	24.3	4.4	93.7		f10.57		7.01					10.47	11.40
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8.40		10.10		12 11	1/70	6,57	7	9.04	58		27.1	CORMICK	90-9	2 (1)	10.52		6,57					10.35	11.30
8.45		10.12		179		s 6.58	33	s 9.07		10	27.6	D ST. HELENSH	90.4	w	\$10.50		s 6.55	1			K .	10.33	11.25
9.15		10.23	1			7.04	3	9.15	52	5	31.3	WATERVIEW	86.7		10.43		6.48					10.17	11.10
9.40		10.30		911	-, -	7.07	1111111	1 9.18		10	33.2	DEER ISLAND	84.8		f10.38		1 6.44					10.09	11.01
10.05	LUCAT	10.42	LDU,	or Russia	ш	7.13		f 9.25	28		87.2	CHARLTON	80,8		110.32		6.37					9.52	10.45
22-382 1 <b>0.27</b>		10.50			1999	s 7.17		. 9.29	27	79	39.4	D GOBLEGB	78,6		381-382 s ( O. 27		s 6.32					9.43	22-381 1 O.27
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						8 6	30.10	382 9.45	- 00	Ph. D.		P AVON		т		12.21		-		_			9,45
11.00		11.15			<u> </u>	7.31			60	-	46.8	6.7	71,2	-	10.12	1-1-14	6.17					9.12	
11.30		11.35				7.46		9,58	17		58.5	PYRAMID	64.5		9.58		6.02					8.44	9.15
11.40		11.42			and the	s 7.52		s10.04	60	14	55.8		62,2		s 9.52		s 5.57					8.34	9.05
11.55		11.55		auto .		s 8.00		s10.12	34	12	59.3	QUINCY	58,7	w	s 9.45		s 5.48					8.20	8.50
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12.45	1	12.50		200		s 8.28		s 10.47	33	53	71.2	WESTPORT	46.8	No.	s 9.17		* 5.20	Visite II	San Print			7.10	7.52
12.55		1.02		m C - A	La Principal	s 8.33		s10.53		54	78.5	2.3	44,5		s 9.10		s 5.14					6.50	7.42
1.15		1.27		146 - 5		8.45	May 41	s11.04	49		78.4	CLIFTON	39,6	w	• 8.58		s 5.02					6,15	7.17
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1.47		2.10				f 9.03		s11.26	26	5	86.5	1.6 KNAPPA	31,5		s 8.38		s 4.43				100	5.35	6.35
2.00		2.30	-	OTT	<b>PRINT</b>	f 9.12	RME	\$11.37	46	3	90.2	3.7SVENSEN	27.8	3 16	• 8.30	MITT	s 4.35	120:	GHD			5.17	6.17
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rrive Daily	Arrive Daily Ex. Sunday	Arrive Tues.		11111111		Arrive Daily	Arrive Daily	Arrive Daily					-		Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Monday	Leave Tue. Thur. & Sat	Leave Dai
8·10 12·2	0.45	6.45	08070			3-35 27-8	0-21 22-5	3.55 25.5	100		2	Time Over District. Average Speed Per Hour.		100	8-45 26 6	0.26 18.2	3.45 26.6			made letter be	0.45 10 5	8.00	8.00 12 5

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	Transactor Stop.	ESTWARD	Tel 1 (1)		THIRD	SUB-DI	VISIC			RE SUPERIOR TO V	-00		ID FO	RT STE	VENS	CLITTION SEGMA TOSSINA		EAS	ΓWARD	MARKE A A STREET IN THE STREET	
			THIRD CLASS		SECOND CLASS	FIRST	CLASS	of	rom	Time Table No. 101	rom	yes les	FIRST	CLASS	SECOND	CLASS	THIRI	D CLASS	STORES IN		
			7 0 0	1.000	and the state of t	p to long-	Company	Capacity of Side Tracks	Distances from	Time Table No. 101 OCTOBER 27, 1925 STATIONS	Steve	n Tab	The state of	LIM, Joh		N. P. C.	and hou	undi)	-		
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100			T I SE	LANGE BAR	Rest A. Janes			100		Time Over District Average Speed Per Hour											

### GRADE CROSSINGS 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 Portlan
Knappton Logging Co	13.3
Columbia & Nehalem River Ry. Oregon Timber & Log Co.	69.7 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		West end
Portland & Southwestern Ry	20.1	East end
St. Helens Dock and Terminal Co		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		East end
Big Creek Logging Co		West end
Hammond Lumber Co	105.1	Both ends
Hammond Lumber Co		

### 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. YOUNGRAINIER
EMIL NELSON SEASIDE

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

				Clas	s of	Eng	ine		
DISTRICT	Ruling Grade	150-	152	153 154		L-1 L-5 D-5 50 55 156	L-4 53 54	370 350	160
Portland to Goble	.56 .52 .31 .38 .33 .44 1.22 .70	1400 1525 1500 1525 1480	1507 1650 1590 1650 1575 800	1444 1590 1525 1590 1512 766	1620 1690 1600 831	900 1143 1100 1143 1084 470	712 860 810 860 810 378	2000 2000 2100 2050 2100 2050 994 1180	1650 1780 1720 1780 1625 935

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

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

### REGISTERING STATIONS. No. 2.

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

### STANDARD CLOCKS AND BULLETIN BOARDS. No. 3.

Portland, Astoria and Seaside.

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

### SPEED RESTRICTIONS. No. 5.

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

- 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. 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.
- 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.
- 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
- 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"
- 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. 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. 24 will stop on signal at McBride to pick up passengers for Portland and at John Day bridge tender's house on Saturdays only.
- 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

TILLE	18				Height	above	Top o	Rail		19		
	1' Wide	2' Wide	3' Wide	Wide	5' Wide	6' Wide	7' Wide	8' Wide	9' Wide	10' Wide	10'6" Wide	11' Wide
Portland Division.												

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. B. 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

regulations.

Rallway 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 Com-pany 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
	Station

### BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE First Sub-Division

NAME	Miles from Portland	Car Cap- city	Switch at	Flag Stops for Train
Portland, G&C Spur	5.6	33	West end	Not Passenger Stop.
Jacobson Const'n Co.			East end	Not Passenger Stop.
Orwood		8	East end	Not Passenger Stop.
General Petroleum Spurs	6.7	24	East end	Not Passenger Stop.
San Francisco Sulphur Spur		7	West end	Not Passenger Stop.
Columbia Engineering Spur.		7	West end	Not Passenger Stop.
Harbor Track Hubluco	9.8 10.2	60	East end	Not Passenger Stop. 23.
Brix	13.4	4	West end	Not Passenger Stop.
StandardOilCo. 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		4	West end	21-22.
Shell Oil Co	38.9	2	East end	Not Passenger Stop.
Trojan		27	East end	Not Passenger Stop.
Prescott	42.2	17	East end	21-24.
Ossis	43.4	-	D 4 10 1	21-22.
Jacobson Reid Lumber Co	44.8	10	East end	Not Passenger Stop.
Rice's Spur		14	West end	Not Passenger Stop.
Fluhrer's Spur		7	East end	Not Passenger Stop.
Bradbury				21-24.
Palm	63.6	6	East end	Not Passenger Stop.
Woodson	68.5			21-24.
Parsons		2	East end	21-22-23-24.
Aldrich Point		-	Zano cara	21-24.
Brownsmead	83.3	2	East end	21-22-23-24.
Ivy			Line ond	21-22-24.
Fernhill	94.0			21-24.
Tongue Point				21-22-24.

	Sec	ond S	ub-Divisi	on				
11th St., Astoria	100.3			21-22-23-24.				
Meriwether	104.2			21-22	2.			
Allendale	111.4	3	Westend	21-22-24.				
		Third	Sub-Divi	sion				
Stock Yard Spur Warrenton Clay Spur Point Adams Spur	0.7	6.	6 East 6 West 1 East 6	end	Not Passenger Stop. Not Passenger Stop. Not Passenger Stop			