

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

TIME TABLE No. 109

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

SUNDAY, JULY 22, 1928

**SUPERSEDING TIME TABLE NO. 108 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

WESTWARD

FIRST SUB-DIVISION—BETWEEN PORTLAND AND ASTORIA

EASTWARD

4th CLASS	THIRD CLASS			2nd CLASS	FIRST CLASS				Car Capacity		Distance from Portland	TIME TABLE No. 109		Distance from Seaside	Water, Ways, Turn Tables, Fuel and Scales.	FIRST CLASS				2nd CLASS	THIRD CLASS		4th CLASS	
381	293	241			23	31	21	61	Passing Tracks	Other Tracks		JULY 22, 1928	STATIONS			22	62	24	30			242	294	382
Local Freight	Time Freight	Local Freight			Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger				Local Freight	Time Freight	Local Freight		
Leave Tues. Thur. & Sat.	Leave Mon. Wed. & Fri.	Leave Daily Ex. Sunday			Leave Daily	Leave Sat. Only	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. Only			Arrive Daily Ex. Monday	Arrive Wed. Fri. & Sun.	Arrive Mon. Wed. & Fri.			
6.25AM	9.15PM	11.15AM			6.00PM	2.00PM	8.00AM	7.25AM	Yard		0.0	DN.....PORTLAND.....DIOW	118.0	WTCO	11.45AM	2.05PM	8.45PM	10.15PM			2.00PM	12.30AM	1.30PM	
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND RULES																								
6.55	9.40	11.40			6.14	2.14	8.14	7.39	Yard		4.5	DN.....WILLBRIDGE.....BA	113.5		11.31	1.51	8.31	10.01			1.35	12.10	1.05	
7.05	9.50	11.55			6.20	2.19	8.20	7.45	35	83	7.3	D.....LINNTON.....IN	110.7		11.25	1.45	8.25	9.56			1.24	12.01AM	12.52	
7.07	9.52	11.59AM			6.21	2.20	8.21	7.46AM			7.9	P.....UNITED JUNCTION.....	110.1		11.24	1.44PM	8.24	9.55			1.20PM	11.59	12.50	
7.22	10.07				6.29	2.27	8.28		33	6	12.6	.....HOLBROOK.....	105.4	W 3 MI. W.	11.17		8.17	9.47				11.40	12.30
7.46	10.31				6.41	2.38	8.42		39	10	19.9	D.....SCAPPOOSE.....SQ	98.1		11.03		8.05	9.36				11.13	12.01PM	
8.00	10.46				6.48	2.45	8.49		32	5	24.3	.....WARREN.....	93.7		10.57		7.58	9.28				10.57	11.40
8.10	10.55				6.53	2.50	8.55		58		27.1	.....CORMICK.....	90.9		10.52		7.53	9.24				10.47	11.30
8.15	11.00				6.54	2.51	8.57			10	27.6	D.....ST. HELENS.....H	90.4	W	10.50		7.51	9.23				10.45	11.25	
8.32	11.13				7.00	2.56	9.05		52	5	31.3	.....WATERVIEW.....	86.7		10.42		7.45	9.18				10.30	11.10
8.41	11.20				7.03	2.59	9.10			10	33.2	.....DEER ISLAND.....	84.8		10.37		7.42	9.15				10.23	11.01
9.00	11.33				7.10	3.05	9.17		28		37.2	.....CHARLTON.....	80.8		10.29		7.36	9.09				10.05	10.45
9.22	11.40				7.14	3.09	9.22		27	79	39.4	D.....GOBLE.....GB	78.6		10.24		7.32	9.06				9.55	10.24	
9.53					7.23		9.33		16		45.3	.....REEDS.....	72.7	W 1.9 MI. E.	10.11		7.23						9.47
9.58	12.01AM				7.26	3.19	9.35			12	45.8	D.....RAINIER.....RA	72.2		10.10		7.20	8.55				9.30	9.45	
10.08	12.05				7.28	3.21	9.37		60		46.8	.....AVON.....	71.2	T	10.08		7.18	8.53				9.25	9.37
10.45	12.35				7.45	3.32	9.52		17		53.5	.....PYRAMID.....	64.5		9.52		7.02	8.42				8.55	9.08
10.57	12.45				7.50	3.37	9.57		60	14	55.8	.....MAYGER.....	62.2		9.46		6.57	8.38				8.45	8.58
11.15	1.01				8.00	3.43	10.05		34	12	59.3	.....QUINCY.....	58.7	W	9.38		6.48	8.32				8.30	8.45
11.30	1.15				8.07	3.48	10.14		54	75	62.2	D.....CLATSKANIE.....CN	55.8		9.31		6.41	8.25				8.07	8.32	
11.50	1.32				8.18	3.56	10.26		60	10	66.6	.....MARSHLAND.....	51.4		9.21		6.31	8.18				7.35	8.15
12.05PM	1.46				8.25	4.01	10.34			10	69.8	.....KERRY.....	48.2		9.13		6.23	8.12				7.10	8.02
12.15	1.55				8.28	4.04	10.39		33	53	71.2	.....WESTPORT.....	46.8		9.10		6.20	8.09				7.00	7.55
12.25	2.05				8.33	4.08	10.45			54	73.5	.....WAUNA.....	44.5		9.05		6.15	8.05				6.45	7.43
12.47	2.25				8.45	4.17	10.57		49		78.4	.....CLIFTON.....	39.6	W	8.53		6.03	7.57				6.25	7.17
1.16	2.52				9.00	4.28	11.15				84.9	.....BLIND SLOUGH No Siding.....	33.1		8.37		5.48	7.45				6.00	6.45
1.25	3.01				9.03	4.32	11.20		26	5	86.5	.....KNAPPA.....	31.5		8.33		5.43	7.42				5.43	6.35
1.42	3.15				9.12	4.38	11.30		46	3	90.2	.....SVENSEN.....	27.8		8.24		5.34	7.35				5.15	6.17
2.07	3.40				9.23	4.48	11.43		38		95.4	.....JOHN DAY.....	22.6		8.12		5.22	7.27				4.48	5.50
2.30PM	4.00AM				9.35PM	5.00PM	11.55AM		Yard		99.7	DN.....ASTORIA.....FD	18.3	WTCO	8.00AM		5.10PM	7.15PM				4.30PM	5.30AM	
Arrive Tues. Thur. & Sat.	Arrive Tues. Thur. & Sat.	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Sat. Only	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Sun. Only			Leave Daily Ex. Monday	Leave Tue. Thur. & Sat.	Leave Mon. Wed. & Fri.
8.05 12.4	6.45 14.8	0.44 10.8			3.35 27.8	3.00 33.3	3.55 25.5	0.21 22.5				Time Over District. Average Speed Per Hour.			3.45 26.6	0.21 22.5	3.35 27.8	3.00 33.3			0.40 11.8	5.00 12.5	8.00 12.5	

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

SUPERSEDING TIME TABLE NO. 108 AND ALL SUPPLEMENTS THERE TO
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

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
Brix Logging Co.	13.3
K-P Timber R. R.	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	
Brix 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
K-P Timber R. R.	69.8	West end
Oregon Timber & Log Co.	76.8	East end
Big Creek Logging Co.	86.8	West end

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
E. M. YOUNG.....	RAINIER
R. R. ROWLEY.....	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
		150-151	167-168	154-155	159	50-55	53-54	350-351	160-162
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	1034	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

SPECIAL RULES

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

No. 2. REGISTERING STATIONS.

Portland, Astoria, Seaside.
Linnton for all United Ry.'s trains. United Jet. for No. 293 only.
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.
Passing telegraph offices where orders are to be received, fifteen (15) miles per hour.

No. 6. GENERAL.

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. 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. 9. 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. 10. 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. 11. At Port Dock the track on south side of main track will be used as passing track.

No. 12. No. 21 will stop on signal at Rafton to discharge railway employees and material, on Saturdays at bridge tender's house at John Day draw bridge.

No. 13. No. 22 will stop on signal at Assembly to pick up passengers for Portland.

No. 14. No. 23 will stop on flag at Linnton to pick up passengers for scheduled stops; at Assembly, Columbia City and Deer Island 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, Alledale, Butterfield, Wahannah and Surf to discharge passengers only.

No. 15. No. 24 will stop on signal at John Day bridge tender's house on Saturdays only; at Columbia City to pick up passengers for Portland, and at points east of Rainier to let off passengers from Rainier and points west.

No. 16. No. 30 will stop on signal at Surf, Wahannah and Camp Clatsop to pick up passengers for Astoria, Rainier, St. Helens and Portland.

No. 17. No. 31 will stop on signal at St. Helens and Goble to receive passengers for Astoria and points West; at Clatskanie to discharge passengers from Portland; at Warrenton, Camp Clatsop, Carnahan, West, Wahannah and Surf, to discharge passengers from points East of Astoria.

No. 18. Nos. 21 and 31 will stop at U. P. Dock, Astoria, to discharge passengers, and No. 24 daily except Sunday, and No. 30 to receive passengers exchanged with U. P.

No. 19. 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. 20. 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"	14'6"

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. JAS. C. ZAN, Chief Surgeon, Corbett Bldg., Portland.
DR. JOHN C. ADAMS, Asst. Surgeon, Corbett Bldg., Portland.
DRS. DICKSON, COGHLAN & DAVIS, Oculists, Mayer Bldg., Portland.
DR. C. E. BROUS, Local Surgeon, Linnton, Oregon.
DR. C. E. WADE, Local Surgeon, St. Helens, Ore.
DR. J. F. DITTO, Local Surgeon, Rainier.
DR. J. L. WOODEN, Local Surgeon, Clatskanie, Ore.
DR. CHAS. BLOOM, Local Surgeon, Westport.
DR. J. A. FULTON, Local Surgeon, Astoria.
DR. O. C. HAGMEIER, Assistant Local Surgeon, Astoria.
DR. RAY W. LOGAN, Local Surgeon, Seaside.

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.....	Astoria

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.
Richfield Oil Co.	6.8	9	East end	Not Passenger Stop.
Gunderson Spur.....	6.9	7	West end	Not Passenger Stop.
Columbia Engineering Spur.....	7.0	7	West end	Not Passenger Stop.
West Oregon L. Co.	8.3	15	West end	Not Passenger Stop.
Harbor Track.....	9.8	60	East end	Not Passenger Stop.
Rafton.....	10.7			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.
Columbia City.....	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	21-22-23-24.
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			21-22-23-24.
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	6	East end	Not Passenger Stop.