

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 99

To be used in conjunction with
Current Special Instruction Book

To Take Effect at 12:01 A. M.
Pacific Time

THURSDAY, JANUARY 1, 1948

For the government of employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

E. H. SHOWALTER, Superintendent
E. B. STANTON, Vice-Pres. & Genl. Mgr.

2 Westward

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

Water, Fuel, Wyee, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 99 JANUARY 1, 1948 STATIONS		Distance from Vancouver	FIRST CLASS											
		Sidings	Other Tracks					701	3	1	703	705	5	707	709				
								G. N. 402	S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	S. P. & S.	S. P. & S. 22	U. P. 458				
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
WTYOP RKXZBV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX 1.4	0.0	L 6.15AM	L 7.10AM	L 7.35AM	L 1.50PM	L 4.06PM	L 4.15PM		L 8.22PM				
	9			370.9		1.4					f 1.55		f 4.20						
LJPV	8		Jct.	371.4		0.5	1.9	6.20	7.15	7.40	1.56	4.12	4.21		A 8.27PM				
XPV	7	60	186	372.5		1.1	3.0	6.22	7.17	7.42	f 1.59	4.14	f 4.23						
IRXJP	4		Yard	375.2		2.7	5.7	6.27	7.21	7.46	2.04	4.19	4.27	L 6.31PM					
RKXPV	2		Yard	377.5		2.3	8.0	6.33	7.25	7.50	2.09	4.24	4.31	6.35					
PRKXBV				379.5		2.0	10.0	A 6.45AM	A 7.35AM	A 8.00AM	A 2.20PM	A 4.35PM	A 4.40PM	A 6.45PM					
WTOBP JRKXZV	0		Yard	379.5		DN.....LAKE YARD.....C 2.0	10.0												
						DN.....PORTLAND, Union Station..VC													
						DN.....PORTLAND, Hoyt Street....OW													
								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
						Time Over District Average Speed Per Hour		0.30 20.0	0.25 24.0	0.25 24.0	0.30 20.0	0.29 20.7	0.25 24.0	0.14 18.4	0.05 22.8				

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Water, Fuel, Wyee, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Portland	FIRST CLASS									
		Sidings	Other Tracks		STATIONS	700		702	6	704	2	706	4	708			
						S. P. & S. 21		U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	G. N. 401			
						Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BWTYO PRKXZJV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX 1.4	10.0		A 8.58AM	A 9.21AM	A 12.22PM	A 3.20PM	A 4.21PM	A 9.06PM	A 11.59PM		
	9			370.9		NORTH PORTLAND..... 0.5	8.6		f 8.54	n 9.17							
PLJV	8		Jct.	371.4		DN..NORTH PORTLAND Jct..KD 1.1	8.1		L 8.53AM	9.16	12.17	3.15	4.16	9.01	11.53		
XPV	7	60	186	372.5		EAST ST. JOHNS..... 2.7	7.0			f 9.14	12.15	3.13	4.14	8.59	11.50		
IPRXJ	4		Yard	375.2		DN.....WILLBRIDGE.....BE 2.3	4.3	A 8.20AM		9.10	12.11	3.09	4.10	8.55	11.46		
RKXPV	2		Yard	377.5		DN.....LAKE YARD.....C 2.0	2.0	8.16		9.06	12.07	3.05	4.06	8.51	11.40		
PREXBV				379.5		DN ..PORTLAND, Union Station..VC	0.0	L 8.10AM		L 9.00AM	L 12.01PM	L 3.00PM	L 4.00PM	L 8.45PM	L 11.30PM		
PBWTO RKXZJV	0		Yard	379.5		DNPORTLAND, Hoyt Street....OW	0.0										
									Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
							Time Over District Average Speed Per Hour		0.10 25.8	0.05 22.8	0.21 28.6	0.21 28.6	0.20 30.0	0.21 28.6	0.21 28.6	0.29 20.6	

When Single Track is used, Eastward Trains are Superior to trains of the same class in the opposite direction.

Rule (D97) is in effect on this Sub-Division.

At Lake Yard all first class trains will register by ticket per Rule 83(A), other trains will not be required to register.

At Willbridge, all westward trains, except first class, on Terminals Sub-Division, and all except first class trains from the Portland Division, will require a check of register in train order form.

At North Portland Jct., trains will not be required to comply with Rule D-83.

At Vancouver and Willbridge, trains will register by ticket per Rule 83(A).

At Vancouver, all westward trains, except first class on Terminals Sub-Division, will require a check of register in train order form.

Westward

S. P. & S. Ry., VANCOUVER DIVISION—First Sub-Division

Eastward 3

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 99		Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks	5	1	3		JANUARY 1, 1948			6	2	4		
								STATIONS							
								Passenger	Passenger						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
JBWOR YPKXZ	106		Yard	L 1.25PM	L 5.38AM	L 4.40AM	273.4	DN	 WISHRAM X 3.3	106.1	A 12.28PM	A 5.13PM	A 11.50PM		
P	103	146	36	f 1.30	5.43	4.45	276.7	...	 AVERY 8.8	102.8	f 12.21	5.08	11.42		
P	94	131	13	f 1.43	5.53	4.56	285.5	...	 NORTHDALLES 8.7	94.0	f 12.08PM	4.58	11.30		
JWTOP	85	80	142	s 1.57	6.03	s 5.10	294.2	DN	 LYLE YA 9.7	85.3	s 11.55AM	4.48	s 11.18		
P	76	131	132	s 2.15	6.14	f 5.24	303.9	DN	BINGEN-WHITE SALMON.WS 2.9	75.6	s 11.35	4.37	s 10.53		
P	73		40	f 2.20			306.8	...	 UNDERWOOD 1.8	72.7	f 11.20				
P	71	82	7	f 2.23	6.19	5.31	308.6	...	 HOOD 5.1	70.9	f 11.15	4.32	10.40		
	66		13W	f 2.30		5.38	313.7	...	 COOKS 6.5	65.8	f 11.08		10.33		
P	59	130		f 2.39	6.31	5.47	320.2	...	 HOME VALLEY 1.6	59.3	f 11.00	4.20	10.25		
W	58		6W	f 2.42		5.49	321.8	...	 CARSON 3.9	57.7	f 10.57		10.23		
P	54	79	47	s 2.50	6.37	5.55	325.7	DN	 STEVENSON NS 5.0	53.8	s 10.51	4.14	10.18		
P	49	130	49	s 2.58	6.43	6.02	330.7	D	NORTH BONNEVILLE.N 6.0	48.8	s 10.41	4.09	10.11		
WP	43	84	17	f 3.07	6.50	6.10	336.7	N	 SKAMANIA SI 5.0	42.8	f 10.30	4.03	10.04		
P	38		10E	f 3.15		6.17	341.7	...	 PRINDLE 2.2	37.8	f 10.22		9.57		
P	36			f 3.19			343.9	...	 CAPE HORN 3.4	35.6	f 10.18				
P	32	131		f 3.24	7.02	6.25	347.3	...	 MT. PLEASANT 4.6	32.2	f 10.13	3.51	9.49		
WP	28	107	14	f 3.31	7.08	6.31	351.9	...	 WASHOUGAL 3.2	27.6	f 10.05	3.46	9.43		
P	24	84	114	s 3.41	7.13	6.38	355.1	DN	 CAMAS MA 5.1	24.4	s 10.00	3.41	9.38		
P	19	142	4	f 3.52	7.19	6.45	360.2	...	 FISHER 4.8	19.3	f 9.45	3.35	9.31		
P	15	84		3.59	7.25	6.52	365.0	...	 McLOUGHLIN 2.3	14.5	9.39	3.30	9.25		
		101		4.03	7.28	6.56	367.3	...	 EAVAN 2.2	12.2	9.35	3.27	9.20		
PWTY BOKXR VZJ	10		Yard	A 4.10PM	A 7.32AM	A 7.05AM	369.5	DN	 VANCOUVER MX	10.0	L 9.30AM	L 3.23PM	L 9.15PM		
				Daily	Daily	Daily					Daily	Daily	Daily		
				2.45 34.9	1.54 50.6	2.25 39.8			Time Over District Average Speed Per Hour		2.58 32.4	1.50 52.4	2.35 37.2		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

At Vancouver all westward trains to and eastward trains from Terminals Subdivision will register by ticket per Rule 83(A).

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

4 Westward

S. P. & S. Ry., VANCOUVER DIVISION—Second Sub-Division

Eastward

Water, Fuel, Turn, Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 99		Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks	5	1	3		JANUARY 1, 1948			4	6	2		
Passenger	Passenger	Passenger	STATIONS		Passenger	Passenger	Passenger								
Daily	Daily	Daily			Daily	Daily	Daily								
JWCYT RVBOK XZP	231	Yard	L 10.40AM	L 3.20AM	L 1.50AM	148.2	DN.....PASCO.....PA 1.6	231.3	A 2.40AM	A 3.45PM	A 7.30PM				

BETWEEN S. P. & S. JCT. AND PASCO TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES

JV				L 10.46AM	L 3.26AM	L 1.56AM	149.8	...	S. P. & S. JCT.....	220.7	A 2.34AM	A 3.39PM	A 7.24PM
P	220	167	2	s 10.48	3.27	f 1.57	150.3	...	0.5 KENNEWICK.....KN	229.2	2.33	s 3.38	7.23
P	224	70	20	f 10.55	3.32	2.03	155.4	...	5.1 FINLEY.....	224.1	2.28	f 3.29	7.18
P	220	79	15	f 11.01	3.36	2.08	159.6	...	4.2 HOVER.....	219.9	2.23	f 3.22	7.14
WP	213	150	38	f 11.10	3.43	2.16	166.1	D.	6.5 YELLEPIT.....PY	213.4	2.16	f 3.12	7.07
P	198	151		f 11.27	4.01	2.33	181.3	...	15.2 BEERRAN.....	198.2	1.58	f 2.52	6.50
WP	193	84	14	s 11.33	4.07	2.39	186.6	DN	5.3 PLYMOUTH.....MO	192.0	1.52	s 2.44	6.44
P	189	147		f 11.38	4.11	2.44	190.6	...	4.0 KING.....	188.9	1.47	f 2.38	6.40
P	181	147	10	f 11.49AM	4.19	2.54	199.0	...	8.4 PATERSON.....	180.5	1.37	f 2.27	6.32
WP	171	147	14	f 12.01PM	4.29	3.07	208.8	D.	9.8 WHITCOMB.....W	170.7	1.25	f 2.13	6.22
P	162		16	f 12.10			217.2	...	8.4 ALDERDALE.....	162.3		f 2.03	
P	158	150		f 12.15	4.41	3.22	221.6	...	4.4 McCREDIE.....	157.9	1.10	f 1.58	6.09
WP	147	150	36	s 12.28	4.52	3.36	232.8	DN	11.2 ROOSEVELT.....RE	146.7	12.57	s 1.45	5.58
P	141		18	f 12.35			238.7	...	5.9 SUNDALE.....	140.8		f 1.35	
P	131	149		f 12.47	5.08	3.56	248.9	...	10.2 GOODNOE.....	130.6	12.38	f 1.20	5.42
P	126	80		f 12.52	5.13	4.02	253.9	...	5.0 TOWAL.....	125.6	12.32	f 1.10	5.37
WP	119	151		f 1.01	5.20	4.10	260.6	DN	6.7 CLIFFS.....CF	118.9	12.25	f 1.01	5.30
P	114	79	15	s 1.10	5.25	4.15	265.2	...	4.6 MARYHILL.....	114.3	12.19	s 12.51	5.25
BWOYR JKXZP	106		Yard	A 1.20PM	A 5.35AM	A 4.25AM	273.4	DN	8.2 WISHRAM.....X	106.1	12.05AM	12.37PM	5.15PM
				Daily	Daily	Daily					Daily	Daily	Daily
				2.40 47.0	2.15 55.6	2.35 48.5		Time Over District Average Speed Per Hour			2.35 48.5	3.08 40.0	2.15 55.6

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Westward

S. P. & S. Ry., VANCOUVER DIVISION—Third Sub-Division

Eastward 5

Water, Fuel, Wyee, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Portland	FIRST CLASS			
		Sidings	Other Tracks	3	15	1		STATIONS			4	16	2	
WCTB	381		Yard	Passenger	N.P. 348 Passenger	Passenger	3.2	DN.....YARDLEY.....YD	390.7		Passenger	N.P. 347 Passenger	Passenger	
JOKXZ				Daily	Daily	Daily					Daily	Daily	Daily	
RKXB	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF	377.5					
JWVI							8.7	DN.MARSHALL JCT.(N.P.)MR	368.8					

ON N. P. RY. BETWEEN MARSHALL JUNCTION AND YARDLEY, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES

JRBOKX	384		Yard				4.8	DN.....HILLYARD (G.N.) HU	384.3				
ZWTCF							4.8						
RCWTFB	380		Yard	L 9.45PM		L 12.06AM	0.0	DN.SPOKANE (G.N. Depot).PD	379.5	A 6.50AM		A 10.55PM	
JOKXZ							2.3						

ON G. N. RY. BETWEEN FT. WRIGHT AND HILLYARD, TRAINS WILL BE GOVERNED BY G. N. RY. SPOKANE DIVISION TIME TABLE AND RULES

JIV	377			L 9.50PM		L 12.11AM	2.3	DN...FORT WRIGHT...FW	377.2	A 6.45AM		A 10.50PM	
P	371	129		9.59		12.18	8.2	...OVERLOOK.....	371.3	6.36		10.41	
JP	368	73		10.05		12.22	11.7	DN...SCRIBNER.....SC	367.8	6.30		10.36	
WP	360	78	13	² 10.27		12.30	19.2	...SOUTH CHENEY.....	360.3	6.18		³ 10.27	
P	355	120		10.33		12.36	24.7	...MOCK.....	354.8	6.10		10.20	
P	350		13W	s10.39			29.8	...AMBER.....	349.7	s 6.02			
P	344	78	23	10.47		12.48	35.6	...RODNA.....	343.9	5.54		10.06	
CWOP	335	EB 139 WB 96	120	s10.59		12.58	44.1	DN.....LAMONT.....A	335.4	s 5.44		9.57	
P	329		36E	11.06			50.1	...ROCKWELL.....	329.4	5.32			
P	323	120	16	11.14		1.11	56.1	...MACALL.....	323.4	5.25		9.45	
P	317						62.1	...LANTZ.....	317.4				
WP	311	131	31	s11.29		1.24	68.3	D.....BENGE.....BN	311.2	s 5.11		9.33	
P	300	130	13	11.44		1.37	79.7	...HOOPER.....	299.8	4.55		9.19	
CWP	291	EB 136 WB 74	30	s11.53PM		1.47	88.1	DN.....WASHTUCNA....WA	291.4	s 4.44		9.09	
P	285	80	19	12.03AM		1.53	94.4	...SPERRY.....	285.1	4.34		9.02	
P	278	130	85	s12.13		2.01	102.0	D...KAHLOTUS.....K	277.5	s 4.25		8.54	
WP	269	87	5	12.28		2.14	110.4	...FARRINGTON.....	269.1	4.11		8.40	
P	263	64		12.40		2.23	116.9	...BURE.....	262.6	4.01		8.30	
JV							122.6	...SNAKE RIVER JCT....	256.9				
P	257	80	60	s12.51		2.32	122.8	DN...SNAKE RIVER....SR	256.7	s 3.52		8.21	
P	254	130		12.56		2.36	125.5	...VOTAW.....	254.0	3.48		8.16	
P	251	79	20	1.01		2.39	128.5	...REDD.....	251.0	s 3.44		8.12	
WP	245	130	9	1.10		2.46	134.9	...LEVEY.....	244.6	3.35		8.05	
P	238	69		1.18		2.53	141.4	...MARTINDALE.....	238.1	3.27		7.58	
JPV	234			1.23	L 9.40PM	2.58	146.0	...AINSWORTH JCT....	233.5	3.22	A 5.17AM	7.52	
PZXTCY								...PASCO.....PA	231.3	L 3.10AM	L 5.10AM	L 7.40PM	
WRBOK													
JV	231		Yard	A 1.35AM	A 9.55PM	A 3.10AM	148.2	DN		L 3.10AM	L 5.10AM	L 7.40PM	
				Daily	Daily	Daily				Daily	Daily	Daily	
				3.50	0.15	3.04		Time Over District		3.40	0.07	3.15	
				38.7	11.2	48.3		Average Speed Per Hour		40.4	24.0	45.6	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Westward

OREGON TRUNK RAILWAY

Eastward 7

Water, Fuel, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		Distance from Bend	TIME TABLE No. 99		Distance from Wishram	SECOND CLASS		THIRD CLASS			
		Sidings	Other Tracks				313	103		JANUARY 1, 1948			102	314				
						U. P. Mixed	Oregon Trunk Mixed		STATIONS				Oregon Trunk Mixed	U. P. Mixed				
						Daily Ex. Mon.	Daily						Daily	Daily Ex. Sun.				
JBYOVZ PWRKX	T-151		Yard				L 5.00AM	L 8.00PM	0.0	DN.....BEND.....D	151.5	A 7.00AM	A 2.30PM					
P	T-144	50	12				5.20	f 8.18	7.3	DESCHUTES.....	144.2	f 6.35	2.08					
WXP	T-135	101	135				¹⁰² 6.10	s 8.50	16.5	DN.....REDMOND.....RD	135.0	s ³¹³ 6.10	1.40					
JPV	T-132	67					6.25	s 8.58	19.2	D.....PRINEVILLE JCT.....XN	132.3	s 5.40	1.31					
P	T-129	49					6.34	s 9.05	22.0	TERREBONNE.....	129.5	f 5.22	1.22					
P	T-122	115	24				6.56	f 9.25	29.5	OPAL CITY.....	122.0	f 5.07	12.58					
P	T-115	49	41				7.17	s 9.43	36.6	CULVER.....	114.9	s 4.53	12.36					
OTWPX	T-110	100	159				7.30	s 9.55	41.3	DN.....METOLIUS.....MS	110.2	s 4.45	12.22					
	T-108		4						43.9	AGENCY.....	107.6							
WP	T-105	51	39				7.42	s 10.10	46.3	D.....MADRAS.....MD	105.2	s 4.30	12.05PM					
P	T-100	114	4				7.57	f 10.26	52.0	FAXTON.....	99.5	f 4.08	11.48AM					
P	T-94	34	23				8.10	s 10.41	57.5	D.....GATEWAY.....GW	94.0	s 3.52	11.30					
PW ½ MI. W	T-86	22	20				8.30	s 11.03	65.7	N.....SOUTH JCT.....SJ	85.8	f 3.30	11.08					
YP	T-84						8.34	11.07	67.5	JERSEY WYE.....	84.0	3.23	11.03					
	T-83								68.6	AXFORD.....	82.9							
P	T-80	123					8.43	f 11.18	71.2	KASKELA.....	80.3	f 3.17	10.53					
P	T-75						8.56	f 11.31	76.1	D.....DAVIDSON.....UN	75.4	f 3.07	10.40					
P	T-74		25E				9.01	f 11.36	77.9	DANT.....	73.6	f 3.04	10.35					
	T-68		8E				9.15	f 11.51PM	83.9	FRIEDA.....	67.6	f 2.52	10.18					
WP	T-64	50					9.25	f 12.01AM	87.7	NENA.....	63.8	f 2.44	10.08					
P	T-55 A	93					³¹⁴ 9.45	12.25	96.1	CAMBRAI.....	55.4	2.28	³¹³ 9.45					
P	T-55		28				9.47	s 12.27	96.8	DN.....MAUPIN.....AU	54.7	s 2.26	9.43					
WP	T-51		24				9.57	f 12.38	100.7	TUSKAN.....	50.8	f 2.18	9.34					
P	T-48		38W				10.05	f 12.48	103.8	SHERAR.....	47.7	f 2.11	9.26					
P	T-40	99					10.25	f 1.15	111.6	OAKBROOK.....	39.9	f 1.55	9.07					
P	T-31	50					10.48	f ¹⁰² 1.36	120.9	SINAMOX.....	30.6	f ¹⁰³ 1.36	8.44					
WP	T-26	48					10.59	f 1.50	125.2	DN.....DIKE.....DI	26.3	f 1.27	8.34					
P	T-18	113					11.20	f 2.09	133.5	LOCKIT.....	18.0	f 1.10	8.13					
P	T-12		27E				11.37	f 2.25	139.9	KLOAN.....	11.6	f 12.56	7.57					
P	T-6	90					11.52AM	f 2.40	145.8	MOODY.....	5.7	f 12.43	7.40					
	T-2A							2.46	149.2	CELILO.....	2.3	f 12.36						
VXJP	T-2						A 12.01PM	2.48	150.0	N.....O. T. JCT.....VO	1.5	12.34	L 7.30AM					
JBWOP RKXZY	106		Yard					A 3.00AM	151.5	DN.....WISHRAM.....X	0.0	L 12.30AM						
							Daily Ex. Mon.	Daily					Daily	Daily Ex. Sun.				
							7.01 21.6	7.00 21.6		Time Over District Average Speed Per Hour			6.30 23.3	7.00 21.6				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

S. P. & S. Ry., PORTLAND DIVISION—First Sub-Division

Nos. 21 and 22 will stop on flag to receive or discharge passengers at Ivy, Woodson and West.

S. P. & S. Ry., PORTLAND DIVISION
Westward Second Sub-Division Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
JXYR	A106		22	0.0	WARRENTON.....	3.8	
					1.8		
	FS2		25	1.8	FLAVEL.....	2.0	
					2.0		
X	FS4			3.8	FORT STEVENS.....	0.0	
Time Over District Average Speed per Hour							

Eastward trains are superior to trains of the same class in the opposite direction.

S. P. & S. Ry., PORTLAND DIVISION
Westward Third Sub-Division Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits	Station Numbers		Car Capacity		Distance from Wilkesboro	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Glenwood
	Siding	Other Tracks				STATIONS		
XPRJ	U26	12		0.0	 WILKESBORO	12.9		
X	R1	24E		1.2	 PENGRA	11.7		
WP	R9			8.9	 WASHBURN	4.0		
	R12	3E		11.7	 GRAY'S SPUR	1.2		
XP	R13	Yard		12.9	 GLENWOOD	0.0		
Time Over District Average Speed per Hour								

Eastward trains are superior to trains of the same class in the opposite direction.

S. P. & S. Ry., PORTLAND DIVISION—Fourth Sub-Division
Westward Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Keasy	SECOND CLASS	
		Sidings	Other Tracks		231	STATIONS		230				
									Freight		Freight	
				Daily Ex. Saturday					Daily Ex. Sun.			
XPJ	A10			L 7.20PM	10.0	 UNITED JCT.....	47.0	A 12.10AM				
OWXP	NB10		Yard		10.0	 RAFTON.....	47.0					
JPX	U10			7.23	10.5	DN..... RIVER JCT..... RJ	46.5	12.04				
	U10A		31W	7.26	11.0	 BAN SPUR.....	46.0	12.01AM				
P	U12	4	11W	7.30	11.7	 BURLINGTON.....	45.3	11.58PM				
	U13		2W	7.38	13.4	 FALKENBURG.....	43.6	11.48				
P	U14		6E	7.41	13.9	Auto. Blk. { TUNNEL SPUR.....	43.1	11.43				
P	U15		10E 5W	7.51	15.5	Auto. Blk. { ROCKTON.....	41.5	11.33				
	U16		5W	7.53	15.9	 CULLITON.....	41.1	11.30				
JXPR	U17		5E	A 8.00PM	17.1	DN..... BOWERS JCT..... BJ	39.9	L 11.20PM				
PWX 2750' E.	U22	47	17E		21.9	D..... NORTH PLAINS... NP	35.1					
	U23		26		23.3	 VADIS.....	33.7					
	U25		11E		25.5	 CHRISTIE.....	31.5					
JXPR	U26		12		26.4	 WILKESBORO.....	30.6					
XP	U28	32	22		27.5	 BANKS.....	29.5					
WP	U32	30	7		31.7	 MANNING.....	25.3					
P	U39	20			38.8	 TOPHILL.....	18.2					
WP	U43	29			43.1	 BRAUN.....	13.9					
BYK XPR	U49		Yard		48.5	D..... VERNONIA..... VN	8.5					
VWX	U57		52		57.0	 KEASEY.....	0.0					
				Daily Ex. Saturday			Time Over District Average Speed per Hour		Daily Ex. Sun.			
				0.40 10.7					0.50 8.5			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

At Bowers Junction all westward trains to and eastward trains from O.E. Ry. First Sub-division will register by Ticket per Rule 83(A).
 Eastward trains from Fourth Sub-division will not register.

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seals, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Eugene	SECOND CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES

JVP	E31					8.48PM	31.2	GRETON.....	111.6	10.22PM	
PX	E32	77	9			8.50	32.1	DN.....TIGARD.....RD	110.7	10.20	
P	E36		10			9.00	36.1	TUALATIN.....	106.7	9.57	
P	E39	19				9.07	39.0	TONQUIN.....	103.8	9.48	
P	E43	21	7			9.17	43.0	WILSONVILLE.....	99.8	9.33	
P	E45	76				9.25	45.4	CURTIS.....	97.4	9.25	
P	E49		20			9.35	49.1	DONALD.....	93.7	9.10	
WP	E55	75	8E			9.50	54.5	N....WEST WOODBURN...RN	88.3	8.54	
	E57		9E			9.57	57.4	ST. LOUIS.....	85.4	8.47	
	E63	9	6W			10.15	63.1	HOPMERE.....	79.7	8.34	
P	E64		8			10.18	64.1	QUINABY.....	78.7	8.32	
PX	E69	80	55			10.33	68.6	BUSH.....	74.2	8.20	
WVBPXK	E71		274			10.45	71.2	DN.....SALEM.....SA	71.6	8.10	
PX	E73	52				10.50	73.8	MINTO.....	70.0	8.05	
P	E80		11E 5W			11.13	79.9	ORVILLE.....	62.9	7.45	
P	E85	74	7E			11.28	84.8	SIDNEY.....	58.0	7.35	
	E88		17W			11.36	87.9	TALBOT.....	54.9	7.28	
	E91		15W			11.44PM	90.8	DEVER.....	52.0	7.22	
XBRP TKWOJ	E97		Yard			12.01AM	96.5	DN.....ALBANY YARD.....YD	46.3	7.10	
VXP	E98		Yard			12.15	97.8	ALBANY.....	45.0	6.50	
P	E111		14E			12.47	111.1	FAYETTEVILLE.....	31.7	6.23	
	E114		5E			12.52	113.8	POTTER.....	29.0	6.18	
	E116	6				12.56	116.1	TULSA.....	26.7	6.14	
P	E124		28E			1.10	124.2	HARRISBURG.....	18.6	6.00	
P	E129		58			1.20	128.7	D....JUNCTION CITY...JC	14.1	5.50	
	E133		6E			1.28	133.4	MEADOW VIEW.....	9.4	5.42	
	E135		9			1.31	135.0	AWBREY.....	7.8	5.39	
	E136		16E			1.33	136.1	ENID.....	6.7	5.37	
BKXR YPV	E143		Yard			A 2.00AM	142.8	D.....EUGENE.....G	0.0	L 5.00PM	
						Daily Ex. Saturday				Daily Ex. Sunday	
						6.00 21.0		Time Over District Average Speed per Hour		6.20 19.9	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Westward

Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

Water, Wyes, Turn- tables, Fuel, Seals, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Forest Grove	—All Subdivisions—			
		Sidings	Other Trucks		STATIONS						
JYPX	E22			0.0	FOREST GROVE JCT.....	10.6					
X	F1	11		0.8	ORENCO.....	9.8					
	F3		7E	2.1	SEWELL.....	7.7					
P	F5	5	32	1.6	HILLSBORO.....BO	6.1					
	F8		6E	3.4	CORNELIUS.....	2.7					
	F11		46	2.7	FOREST GROVE.....	0.0					
Time Over District Average Speed per Hour											

Eastward trains are superior to trains of the same class in the opposite direction.

Westward

Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seals, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Foster				
		Sidings	Other Tracks		STATIONS						
KBXP WOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9					
JV				0.9	S. P. CONN. ALBANY.....	31.0					
13.6											

Between S. P. Conn. Albany and Lebanon Conn. with O. E. Third Sub-Division Trains Will Be Governed By S. P. Co. Portland Division Time Tables and Rules

WPJV	S14		20	14.5	DN.....LEBANON.....BA	17.4					
					O. E. Conn.						
	S15	10		14.8	LEBANON.....	17.1					
					(O. E. Siding)						
PX	S16	70	154	15.9	D.....WELDWOOD.....V	16.0					
					4.3						
P	S20		2E	20.2	WATERLOO.....	11.7					
					1.9						
	S22		8E	22.1	NYE.....	9.8					
					2.2						
	S24		11E	24.3	NARROWS.....	7.6					
					4.5						
PWYO RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	3.1					
					3.1						
	S32		222	31.9	FOSTER.....	0.0					
Time Over District Average Speed per Hour											

Eastward trains are superior to trains of the same class in the opposite direction.

Westward

Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limite	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Dollar				
		Sidings	Other Tracks		STATIONS						
PWYRB XOJ	S29		Yard	0.0	DN....SWEET HOME....SW	15.5					
	H6		20W	6.4	HOLLEY.....	9.1					
	H8		10	8.1	CALAPOOYA.....	7.4					
	H10		30	10.5	RYAN.....	5.0					
	H12		9E	11.8	MITCHELL.....	3.7					
	H14		49	13.9	WOODRAFFE SIDING.....	1.6					
W 0.9 M.I.E	H16		Yard	15.5	DOLLAR.....	0.0					
Time Over District Average Speed per Hour											

Eastward trains are superior to trains of the same class in the opposite direction.

SPEED RESTRICTIONS

All Subdivisions—

Designation "Str."—Train with diesel-electric locomotive and all light-weight roller bearing passenger train equipment.

Designation "Psgr."—Train with diesel-electric or steam locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

Maximum speed of Streamliner trains must not exceed by more than ten miles per hour the permissible passenger train speed indicated on slow boards.

When Streamliner train is operated against the current of traffic in double track territory the Streamliner train must not exceed the maximum speed for other passenger trains.

M.P.H.

Through crossovers, gantlets and turnouts..... 15

Through No. 15 and No. 16 turnouts located at Willbridge, S.P. & S. Jet., Panama Jet., Ainsworth Jet., Scribner and Ft. Wright.. 25

Over spring switches not equipped with facing point lock, when moving in facing point direction and not using turnouts..... 30

Over spring switches when moving in trailing point direction actuating switch points and not using turnouts..... 30

Over spring switches when using turnouts..... 15

Freight engines used in passenger service must not exceed authorized speed for freight trains in the territory where operated.

Handling steam wrecking cranes, pile drivers or locomotive cranes 25

Handling scale test car..... 30

When freight cars, except those equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory where operated.

Over switches in paved streets..... 10

When picking up train order hoops (except where hoop stands are located)..... 25

To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:

With main and side rods removed:

All classes..... 20

With main rods removed and side rods in place:

All classes..... 25

Over bridges..... 20

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 20 MPH, and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one-half the restricted speed for that engine in working order, as shown under "Bridge and Engine restrictions."

Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.

Bridge or other restrictions applicable to these engines when in operating condition to be observed.

For engines coming from the shop, to prevent running hot authorized maximum speed is..... 25 M.P.H.

SPEED RESTRICTIONS

Terminals Subdivision—

	M. P. H.		
	Str.	Psgr.	Frt.
Maximum Speed.....	75	70	45
Between 17th Avenue and end of double track.....	10	10	10
Between end of double track and Union Station.....	6	6	6
Through In terlocking and on all depot tracks, Union Station.....	6	6	6
Over Bridges between Vancouver and Willbridge.....	30	30	30

Vancouver Division—First Subdivision—

Maximum Speed.....	75	70	45
At Camas to exchange U.S. Mail, Trains 3 and 4.....	20		
Between first crossing east of depot and overhead bridge west of depot, Washougal, (City Ordinance).....	30	30	25
At Bingen-White Salmon to exchange U. S. Mail, Train 3.....	20		
Engines G.N. Class R-1.....			35

Vancouver Division—Second Subdivision—

Maximum Speed.....	75	70	45
Engines G. N. Class R-1.....			35

Vancouver Division—Third Subdivision—

Maximum Speed.....	75	70	45
Between Kahlotus and Snake River Jct.....	50	40	25
Engines G.N. Class R-1.....			35

Vancouver Division—Fourth Subdivision—

Between Goldendale and Klickitat.....	20		
Between Klickitat and Lyle.....	25		
On curves 5 degrees and over.....	15		

Oregon Trunk Railway—

	Frt. and	
	Psgr.	Mixed
Between Wishram and MP 87.....	35	30
Between MP 87 and MP 98.....	25	20
Between MP 98 and Metolius.....	40	35
Between Metolius and MP 130.....	45	45
Between MP 130 and Bend.....	25	25
Engines G. N. Class R-1.....		35

Portland Division—First and Second Subdivisions—

	Psgr. Frt.	
Maximum speed.....	40	30
Through Linnton.....	20	20
Hageman Moorage crossing, located 462 feet west of Bridge A-9.3.....	15	15
Through Scappoose.....	20	20
Through Rainier (City Ordinance).....	8	8
Between Locoda and U. S. Government Yard.....		10
Between Astoria and Seaside.....	30	20
Over Youngs Bay draw span, bridge 102.6, west of Astoria .	12	12
On Pacific Avenue, Hammond.....	8	8
Between Warrenton and Fort Stevens.....	15	15

SPEED RESTRICTIONS

<u>Portland Division—Third and Fourth Subdivisions—</u>		M.P.H.
Over bridge B-07 between River Junction and Rafton.....	12	
Between United Junction and Wilkesboro.....	25	
Between Wilkesboro and Keasey.....	20	
Between Wilkesboro and Glenwood.....	15	
Eastward trains will use not less than 25 minutes between Top Hill and Manning.		
Trains handling logs, disconnected trucks.....	15	
Trains handling empty disconnected trucks.....	25	
<u>Oregon Electric Railway—</u>		M.P.H.
<u>First, Second, Third and Fourth Subdivisions—</u>		
Over bridge 43.4, Wilsonville, 20 MPH, except over steel span, 10 MPH. Brakes must be released before moving on any portion of the structure and the application of brakes while moving on the bridge must be avoided as much as possible.		
Between Forest Grove Junction and Forest Grove.....	25	
Through Hillsboro.....	10	
Through Forest Grove.....	15	
Between Bowers Junction and Beburg.....	35	
Between Beburg and Greton on S. P. tracks.....	20	
Between Greton and Eugene.....	35	
Through Salem.....	10	
Passing paper mill, Salem.....	5	
Through Albany.....	12	
Between second crossing east of depot at Harrisburg and county road crossing, 1800 feet west.....	8	
Through Junction City.....	20	
Between Lebanon and Sweet Home.....	25	
Between Sweet Home and Calapooya.....	25	
Between Calapooya and Dollar.....	12	
Trains handling logs.....	25	
Trains handling logs over Willamette River Bridge 126-1, Calapooya River Bridge 99-9 and Santiam River Bridge 89-0....	10	
Trains handling logs under S. P. Co. bridge at Tualatin.....	15	

SPRING SWITCHES WITH FACING POINT LOCK

<u>Vancouver Division—Second Subdivision—</u>	
Wishram.....	East yard lead switch.
<u>Vancouver Division—Third Subdivision—</u>	
Pasco.....	East switch of siding.
Votaw.....	East switch of siding.
Hooper.....	East switch of siding.
Benge.....	East switch of siding.
Mock.....	West switch of siding.

SPRING SWITCHES WITHOUT FACING POINT LOCK

<u>Vancouver Division—First Subdivision—</u>	
Vancouver.....	{ East yard lead switch. End of double track.
<u>Portland—First and Fourth Subdivisions—</u>	
United Junction.....	Junction of First and Fourth Subdivision.
River Junction.....	Junction of Fourth Subdivision and route to Rafton.
Bowers Junction.....	Junction of Fourth Subdivision and O. E. Ry.
<u>Oregon Trunk Railway—</u>	
Oregon Trunk Junction.....	Junction of O. T. Ry. and U. P. R. R. Co.

DRAW BRIDGES

<u>Terminals Subdivision—</u>	
Willamette River, MP 5.3 center of draw, Interlocked.	
Oregon Slough, MP 8.7 center of draw, Interlocked.	
Columbia River, MP 9.8 center of draw, Interlocked.	
<u>Portland Division—First Subdivision—</u>	
Clatskanie River, MP 62.7 center of draw.	
Blind Slough, MP 84.8 center of draw.	
John Day River MP 94.8 center of draw.	
Youngs Bay, MP 102.6 center of draw.	
Skipanon Creek, MP 105.5 center of draw.	

Oregon Trunk Railway—

Columbia River, MP T-1.3 center of draw.

Celilo Draw Bridge is closed as a draw span except when actually in use to permit passage of navigation. Advance notice covering the time a vessel will pass through the draw will be given to the Chief Dispatcher. He will then instruct section foreman at Wishram to be on hand at Celilo draw at proper time, and after the flagmen have been placed and vessel is ready to pass through, will remove the angle bars which will allow the draw span to be opened. After vessel has passed through draw and the angle bars have been replaced, flagmen will be recalled and section foreman and flagmen released.

OVERHEAD RAILROAD CROSSINGS

<u>Vancouver Division—Second Subdivision—</u>		Miles from Portland
Union Pacific R. R.....		228.4
<u>Vancouver Division—Third Subdivision—</u>		
Union Pacific R. R.....		362.5
Northern Pacific Ry.....		364.1
<u>Portland Division—First Subdivision—</u>		
Rafton trackage.....		10.5
<u>Oregon Electric Railway—First Subdivision—</u>		
Southern Pacific Co.....		35.8
Southern Pacific Co.....		97.6

RAILROAD CROSSINGS

<u>Oregon Electric Railway—First Subdivision—</u>		Miles from Portland
Southern Pacific Co.....		70.9
Southern Pacific Co.....		71.0
Southern Pacific Co.....		71.2
Southern Pacific Co.....		71.5
Southern Pacific Co.....		97.7
Southern Pacific Co.....		97.8
Southern Pacific Co.....		97.9
Southern Pacific Co.....		140.7

Oregon Electric Railway—Second Subdivision—

Southern Pacific Co.....	26.3
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COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Hegewald Spur.....	52.8	10	West End

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
North McNary.....	195.3	27	Both ends

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtuena Industry.....	292.4	156	East end
Nemour's Powder Spur.....	368.6	48	West end
Brick Yard Spur.....	374.6	9	East end

Vancouver Division—Fourth Subdivision—

	Miles from Lyle	Car Capacity	Switch at
Doubling Spur.....	1.6	8	East end
Klickitat Springs.....	15.8	10	East end

Portland Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Gasco.....	5.6	28	West end
Gasco.....	5.6	24	West end
Gasco.....	5.6	25	East end
Harbor Track.....	9.8	57	East end
Trojan.....	40.7	12	East end
Reeds.....	45.2	5	East end
Hickox Spur.....	47.3	12	East end
Tongue Point.....	96.8	19	East end

Portland Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Warrenton Clay Spur.....	106.3	54	West end
Bioproducts Spur.....	108.1	5	West end
Point Adams Spur.....	108.3	5	East end

Portland Division—Third Subdivision—

	Miles from Wilkesboro	Car Capacity	Switch at
Atlas Logging Co. tracks.....	12.1	72	Both ends

Portland Division—Fourth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Outfit Spur 39.3.....	39.3	8	West end

COMMERCIAL AND STORAGE TRACKS

Oregon Electric Railway—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Bendemeer.....	18.9	2	East end
Durham.....	34.4	6	East end
Mulloy.....	40.2	7	East end
Waconda.....	61.3	8	East end
Roberts.....	75.4	23	East end
Conser.....	93.5	8	East end
Pirtle.....	101.7	8	East end
Miller Seed Co.....	118.3	4	West end
Cartney.....	121.3	2	East end
Timber, Inc., Spur.....	122.1	3	East end
Crown-Zellerbach.....	129.9	25	Both ends
Johnson & Powell Bros.....	130.0	10	East end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Crawfoot Lbr. Co.....	17.9	4	East end
Kelley Timber Products.....	18.3	3	East end
C. & M. Lbr.—Brady Bros.....	20.7	7	East end
Pallet Mfg. Co.....	20.8	15	East end
B. F. Johnson Lbr. Co.....	21.3	3	East end
N. B. Duncan Spur.....	21.9	2	West end
McGlothorn Spur.....	23.7	3	East end
In-Kell Lbr. Co.....	23.9	5	East end
Benjo Milling Co.....	24.5	3	East end
Puget Timber Company.....	24.7	7	East end
Daugherty Piling Co.....	26.0	10	Both ends

SPEED TABLE

Time Per Mile			Time Per Mile		
Minutes	Seconds	Miles Per Hour	Minutes	Seconds	Miles Per Hour
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

INTERLOCKINGS

Terminals Subdivision—

	Miles from Portland
Portland (Union Station) south end.....	0.0
Willbridge.....	4.3
Willamette River Draw Bridge.....	5.3
North Portland Junction.....	8.1
Oregon Slough Draw Bridge.....	8.7
Columbia River Draw Bridge.....	9.8

At Portland—Interlocking at south end of freight and passenger yards governs movement of all trains and engines entering or leaving N.P.T. Co. Yards.

When the Home Signal is at "Stop" the following signals will be used to call for desired route:

For Albina	— •
For Troutdale	— —
For S.P. Main Track	• —
For S.P. Yard	• — •
For E. 2nd St.	• • —
For S.P.S. to E. Side	• • —

When the Home Signal is at "Proceed" the whistle must not be sounded. When conditions are favorable use hand or lantern signals for route desired, omitting whistle signals.

At Willbridge—Whistle signal (— • —) will be sounded for route to Astoria. Upper unit of eastward home interlocking signal governs movements on eastward main track. Lower unit governs movements to Astoria Line.

At North Portland Jct.—In calling for diverging route through interlocking, the following whistle signals will be sounded:

From and to U. P. R. R.	• —
Stock Yards: From S.P. & S. Ry.	• — •
From U. P. R. R.	• • • •

At Oregon Slough Bridge—Assigned hours of draw bridge tender are 8 A. M. to 4 P. M., but is subject to call (Tel. UNiversity 2982) while off duty to operate draw for river traffic. Should it become necessary to flag through this interlocking plant, it must be ascertained if the draw tender is not on duty, and then flagmen must precede train and be sure that derails and rail locks are in proper position.

At Columbia River Bridge—The following engine whistle signals will be sounded in calling for route:

Eastward: For N.P. Ry.	—
For S.P. & S. Ry.	• • —
Westward: From S.P. & S. Ry.	• — •
From N.P. Ry.	• • • •

Upper units of eastward home interlocking signal governs movement from Terminals Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

Vancouver Division—Third Subdivision—

	Miles from Portland
Marshall Junction, N. P. Ry.....	368.8
Fort Wright, G. N. Ry.....	377.2

At Fort Wright—Junction switch is governed by interlocking signals and rules.

Eastward automatic block signal 375.6 located just west of Tunnel 19, is a three-position signal and connected with Home Signal at Fort Wright interlocker. This signal will indicate "Approach" when home signal indicates "Stop" and will indicate "Proceed" when home signal indicates "Proceed" and route is lined for Eastward S. P. & S. trains.

Telephone located at Signal 375.6.

COMPANY SURGEONS

Dr. Chas. C. Newcastle, Chief Surgeon	318 Mayer Bldg., Portland. Telephone BEacon 5070; if no answer call ATwater 4175.
Dr. P. L. Heitmeyer, Asst. Surgeon	318 Mayer Bldg., Portland. Telephone BEacon 5070.

LOCAL SURGEONS

DR. R. D. WISWALL, Vancouver
DR. W. B. McMAKIN, Camas.
DR. H. L. ELDRIDGE, Washougal.
DR. J. E. STRAIN, North Bonneville.
DR. J. R. REHAL, Stevenson
DR. T. G. LATHROP, Bingen-White Salmon.
DR. J. N. REID, Goldendale.
DR. G. E. RICHARDSON, Goldendale
DR. G. J. VOTAVA, Pasco.
DR. JOSEPH L. GREENWELL, Pasco.
DR. A. L. VICTOR, Washtucna.
DR. E. R. NORTHRUP, Spokane.
DR. R. W. HENDERSHOTT, Bend.
DR. R. F. JONES, Redmond.
DR. JOHN BARTON, St. Helens.
DR. O. L. ZESCHIN, St. Helens.
DR. M. A. KENNEY, Rainier.
DR. PAUL H. STARR, Clatskanie.
DR. J. L. WOODIN, Clatskanie.
DR. G. W. SMILEY, Westport.
DR. FRANK E. FOWLER, Astoria.
DR. R. W. PARCHER, Seaside.
DR. ROLAND D. EBY, Vernonia.
DR. A. O. PITMAN, Hillsboro.
DR. GERALD B. SMITH, Woodburn.
DR. R. E. PURVINE, Salem.
DR. L. M. BAIN, Albany.
DR. JOEL C. BOOTH, Lebanon.
DR. ROBT. LANGMACK, Sweet Home.
DR. D. G. CLARK, Harrisburg.
DR. W. H. CHAPMAN, Eugene.

STRETCHERS ARE LOCATED AT FOLLOWING POINTS

Portland.....	Baggage Room
Portland.....	Steam Derrick Outfit
Vancouver.....	Baggage Room
Vancouver.....	Steam Derrick Outfit
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Steam Derrick Outfit
Pasco.....	Baggage Room
Snake River.....	Station
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Bend.....	Station
Astoria.....	Station
Vernonia.....	Station
Salem.....	Station
Albany.....	Station

R. C. SCOFFERN, Asst. Supt.	M. L. BUNTIN, Chief Dispatcher
J. L. MONAHAN, Trainmaster	F. C. WAGER, Mechanical Supt.
C. F. CROFFUT, Trainmaster	C. E. BARNES, Master Mechanic
R. G. HASKELL, Trainmaster	W. C. ABBOTT, Traveling Engr.
H. M. BATES, Trainmaster	J. M. WASSENAR, Traveling Engr.
A. E. JOHNSON, Trainmaster	J. T. CRAINE, Traveling Engr.

Table with 2 columns: Station, Miles from Portland. Rows include Columbia River Draw Bridge, Oregon Slough Draw Bridge, North Portland Junction, Willamette River Draw Bridge, and Portland Union Station.

As Portland—Interlocking at south end of freight and passenger yards. Government of all freight and engines entering or leaving N.E.R.

When the Home Signal is at "Stop" the following signals will be used to call for desired route: For N.E.R. to E. Side, For N.E.R. to S. Side, For N.E.R. to S. Side, For N.E.R. to S. Side.

When the Home Signal is at "Proceed" the following signals will be used to call for desired route: For N.E.R. to E. Side, For N.E.R. to S. Side, For N.E.R. to S. Side, For N.E.R. to S. Side.

At Whitbridge—When signal is at "Stop" the following signals will be used to call for desired route: For N.E.R. to E. Side, For N.E.R. to S. Side, For N.E.R. to S. Side, For N.E.R. to S. Side.

At North Portland Jct.—When signal is at "Stop" the following signals will be used to call for desired route: For N.E.R. to E. Side, For N.E.R. to S. Side, For N.E.R. to S. Side, For N.E.R. to S. Side.

At Oregon Slough Bridge—Assigned hours of draw bridge under are 8 A.M. to 4 P.M. and is subject to call (Tel. 302) on duty to operate draw for river traffic. Should it become necessary to draw through this interlocking plant it must be arranged in the draw tender is not on duty and then engine must proceed train and be sure that details and rail locks are in proper position.

At Columbia River Bridge—The following signals will be used to call for desired route: For N.E.R. to E. Side, For N.E.R. to S. Side, For N.E.R. to S. Side, For N.E.R. to S. Side.

Table with 2 columns: Direction, Miles from Portland. Rows include Westward: From N.P. & S. Ry., From N.P. Ry., Eastward: For N.P. & S. Ry., For N.P. Ry.

Upper mile of eastward home interlocking signal governs movement from Terminal Subdivision to N.P. Ry. The lower mile governs movements to S.P. & S. Ry.

At Fort Wright—Junction switch is governed by interlocking signals and rules.

Eastward automatic block signal 8756 located just west of Tunnel 18 is a three-position signal and connected with Home Signal at Port Wright interlocking. This signal will indicate "Proceed" when home signal indicates "Stop" and will indicate "Proceed" when home signal indicates "Proceed" and route is fixed for Eastward S. P. & S. Ry.

Table with 2 columns: Signal, Miles from Portland. Rows include Telephone located at Signal 8756, Signal 8756, Signal 8756, Signal 8756.

Dr. J. L. Harrison, Chief Engineer, Portland, Oregon. Dr. J. L. Harrison, Chief Engineer, Portland, Oregon. Dr. J. L. Harrison, Chief Engineer, Portland, Oregon.

LOCAL ENGINEERS

Table with 2 columns: Name, Station. Rows include Dr. J. L. Harrison, Chief Engineer, Portland, Oregon. Dr. J. L. Harrison, Chief Engineer, Portland, Oregon. Dr. J. L. Harrison, Chief Engineer, Portland, Oregon.

STATIONERS ARE LOCATED AT FOLLOWING POINTS

Table with 2 columns: Station, Name. Rows include Portland, Oregon, Portland, Oregon, Portland, Oregon, Portland, Oregon, Portland, Oregon.

STATIONERS ARE LOCATED AT FOLLOWING POINTS

Table with 2 columns: Station, Name. Rows include Portland, Oregon, Portland, Oregon, Portland, Oregon, Portland, Oregon, Portland, Oregon.

Table with 2 columns: Name, Station. Rows include R. C. SCOTT, Chief Engineer, Portland, Oregon. R. C. SCOTT, Chief Engineer, Portland, Oregon. R. C. SCOTT, Chief Engineer, Portland, Oregon.