

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 110

**To be used in conjunction with
Current Special Instruction Book**

Effective 12:01 A. M. Pacific Time

SUNDAY, FEBRUARY 25, 1951

For the government of employes 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.

Think! Is it Safe?

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

2 Westward

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Vancouver	FIRST CLASS										
	Sidings	Other Tracks				701	703	3	1	705	707	709	5	711	713	
						N. P. 406	N. P. 402	S. P. & S.	S. P. & S.	G. N. 460	U. P. 404	N. P. 408	S. P. & S.	S. P. & S. 22	U. P. 458	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
10		Yard	369.5	STATIONS DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Sta...VC 2.0 DN..PORTLAND, Hoyt St....OW	0.0	15.50AM	16.20AM	16.30AM	17.08AM	11.59AM	11.20PM	14.09PM	14.14PM		18.51PM	
9			370.9		1.4						12.03PM	1.24		14.18		
8		Jct.	371.4		1.9	5.55	6.25	6.35	7.13	12.04	1.25PM	4.14	4.19			18.55PM
7	60	186	372.5		3.0	5.57	6.27	6.38	7.15	12.06		4.16	14.21			
4		Yard	375.2		5.7	6.01	6.31	6.43	7.19	12.10		4.20	4.25	16.36PM		
3		Yard	377.5		8.0	6.05	6.35	6.48	7.22	12.14		4.24	4.29	6.40		
			379.5		10.0	16.15AM	16.45AM	17.00AM	17.30AM	12.20PM		4.30PM	4.35PM	6.50PM		
0		Yard	379.5		10.0											
						0.25 22.8	0.25 22.8	0.30 20.0	0.22 27.3	0.21 28.6	0.05 22.8	0.21 28.6	0.21 28.6	0.14 18.4	0.04 28.5	

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Portland	FIRST CLASS										
	Sidings	Other Tracks				700	702	704	6	706	2	708	4	710	712	
						S. P. & S. 21	U. P. 457	U. P. 403	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	N. P. 405	N. P. 401	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
10		Yard	369.5	STATIONS DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Sta...VC 2.0 DN..PORTLAND, Hoyt St....OW	10.0		18.21AM	18.51AM	19.21AM	10.21AM	13.20PM	15.21PM	19.21PM	11.21PM	12.06AM	
9			370.9		8.6				19.17							
8		Jct.	371.4		8.1	18.16AM	18.46AM	9.16	10.16	3.15	5.16	9.16	11.16	12.01AM		
7	60	186	372.5		7.0			19.14	10.14	3.13	5.14	9.14	11.14	11.59PM		
4		Yard	375.2		4.8	18.20AM		9.10	10.10	3.09	5.10	9.10	11.10	11.55		
3		Yard	377.5		2.0	8.16		9.06	10.06	3.05	5.06	9.06	11.06	11.51		
			379.5		0.0	18.10AM		19.00AM	10.00AM	13.00PM	15.00PM	19.00PM	11.00PM	11.45PM		
0		Yard	379.5		0.0											
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
						0.10 25.8	0.05 22.8	0.05 22.8	0.21 28.6	0.21 28.6	0.20 30.0	0.21 28.6	0.21 28.6	0.21 28.6	0.21 28.6	

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. Portland-register station for all trains.

Westward

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

Eastward 3

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
JBWOR YPEXX	106		Yard	L 1.40PM	L 5.23AM	L 4.20AM	278.4	DN.... WISHRAM.....X 3.3	106.1	A12.07PM	A 5.13PM	A11.35PM
P	103	146		f 1.45	5.27	4.25	276.7	.....AVERY..... 8.8	102.8	f12.01PM	5.08	11.29
P	94	131	8	f 1.56	5.36	4.35	285.5	....NORTH DALLES.... 8.7	94.0	f11.48AM	4.58	11.19
B JWTOP	85	80	142	s 2.07	5.45	f 4.47	294.2	DN.....LYLE.....YA 9.7	85.3	s11.35	4.48	11.09
P	76	131	134	s 2.22	5.55	f 5.00	303.9	DNBINGEN-WHITESALMON.WS 2.9	75.6	s11.15	4.37	s10.57
P	73		40	f 2.27			306.8	.....UNDERWOOD..... 1.8	73.7	f11.05		
P	71	82	7	f 2.30	6.00	5.05	308.6	.....HOOD..... 5.1	70.9	f11.00	4.32	10.45
	66		13W	f 2.36		5.10	313.7	.....COOKS..... 6.5	65.8	f10.53		10.39
P	59	130		f 2.43	6.12	5.17	320.2	.....HOME VALLEY..... 1.6	59.3	f10.45	4.20	10.31
W	58		6W	f 2.47		5.19	321.8	.....CARSON..... 3.9	57.7	f10.42		10.29
P	54	79	34	s 2.53	6.18	5.24	326.7	DN....STEVENSON.....NS 5.0	53.8	s10.36	4.14	10.24
P	49	130	35	s 3.00	6.23	5.30	330.7	..NORTH BONNEVILLE.. 6.0	48.8	s10.26	4.09	10.18
WP	43	84	17	f 3.08	6.29	5.37	336.7	N.....SKAMANIA.....SI 5.0	42.8	f10.17	4.03	10.11
P	38		10E	f 3.15		5.43	341.7	.....PRINDLE..... 5.6	37.8	f10.11		10.06
P	32	131		f 3.23	6.40	5.51	347.3	.....MT. PLEASANT..... 4.6	32.2	f10.03	3.51	9.59
WP	28	107	14	f 3.30	6.45	5.57	351.9	.....WASHOUGAL..... 3.2	27.6	f 9.57	3.46	9.54
PX	24	84	75	s 3.41	6.49	6.02	355.1	DN.....CAMAS.....MA 5.1	24.4	s 9.50	3.41	9.50
P	19	142	4	f 3.50	6.54	6.09	360.2	.....FISHER..... 4.8	19.3	f 9.40	3.35	9.43
P	15	84			3.57	6.59	365.0	.....McLOUGHLIN..... 2.3	14.5	9.34	3.30	9.38
		101			4.01	7.02	367.8	.....EAVAN..... 2.2	12.2	9.30	3.27	9.34
PWTY BOXXR VZ	10		Yard	A 4.05PM	A 7.05AM	A 6.25AM	369.5	DN....VANCOUVER...MX	10.0	L 9.26AM	L 3.23PM	L 9.30PM
										Daily	Daily	Daily
				2.25 39.8	1.43 59.5	2.05 46.1		Time Over District Average Speed Per Hour		2.41 35.8	1.50 52.4	2.05 46.1

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).

4 Westward

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

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracts	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
WCPT RVBOX XZP	231		Yard	L 10.40AM	L 3.05AM	L 1.25AM	148.2	DN.....PASCO.....PA 1.6	231.3	A 3.45PM	A 7.30PM	A 2.40AM

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 3.11AM	L 1.31AM	149.8	.....S. P. & S. JCT..... 0.5	229.7	A 3.36PM	A 7.24PM	A 2.31AM						
P	229	167	3			10.48	3.12	f 1.32	150.3	DN.....KENNEWICK.....KN 5.1	229.2	a 3.35	7.23	2.30						
P	224	70	20			10.55	3.17	1.39	150.4	.....FINLEY..... 4.2	224.1	f 3.24	7.18	2.19						
P	220	79	15			11.01	3.21	1.45	150.6	.....HOVER..... 6.5	219.9	f 3.17	7.14	2.11						
WP	218	150	5			11.11	3.28	1.58	150.1	D.....YELLEPIT.....PY 15.2	218.4	f 3.06	7.07	1.58						
P	198	151	4W			11.40	3.45	2.28	151.3	.....BERRIAN..... 5.3	198.2	f 2.36	6.50	1.30						
WP	195	84	14			11.47	3.51	f 2.34	150.6	DN.....PLYMOUTH.....MO 4.0	192.9	a 2.28	6.44	f 1.24						
P	189	147	28W			11.52AM	3.55	2.38	190.6	.....KING..... 8.4	188.9	f 2.22	6.40	1.20						
P	181	147	24			12.02PM	4.03	2.47	190.0	.....PATERSON..... 9.8	180.5	f 2.10	6.32	1.11						
WP	171	147	14			12.13	4.13	2.57	208.8	D.....WHITCOMB.....W 8.4	170.7	f 1.56	6.22	1.01						
P	152		6			12.22			217.2	.....ALDERDALE..... 4.4	162.3	f 1.44								
P	158	150				12.27	4.26	3.10	231.6	.....McCREDIE..... 11.2	157.9	f 1.38	6.09	12.48						
WP	147	150	86			12.40	4.37	3.22	232.8	DN.....ROOSEVELT.....RE 5.9	146.7	a 1.23	5.58	12.36						
P	141		18W			12.47			238.7	.....SUNDALE..... 10.2	140.8	f 1.13								
P	131	149	7			12.58	4.53	3.39	245.9	.....GOODNOE..... 5.0	130.6	f 12.58	5.42	12.19						
P	126		80W			1.04	4.58	3.44	253.9	.....TOWAL..... 6.7	125.6	f 12.49	5.37	12.14						
WP	119	151				1.12	5.05	3.51	260.6	.....CLIFFS..... 4.6	118.9	f 12.40	5.30	12.07						
P	114	79	15			1.19	5.10	3.56	265.2	.....MARYHILL..... 8.2	114.3	a 12.32	5.25	12.02AM						
BWOYR JKXZP	106		Yard			A 1.30PM	A 5.20AM	A 4.06AM	272.4	DN.....WISHEAM.....X	106.1	L 12.17PM	L 5.15PM	L 11.50PM						
												Daily	Daily	Daily						
						2.50 44.2	2.15 55.6	2.41 46.7		Time Over District Average Speed Per Hour		3.28 36.1	2.15 55.6	2.50 44.2						

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, Wyes, Turn Tables, Scales, Standard Clothes & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1				4	16	2
				Passenger	N.P. 348 Passenger	Passenger				Passenger	N.P. 347 Passenger	Passenger
				Daily	Daily	Daily						
BCKO PRTW XYZ	381		Yard				3.2	DN.....YARDLEY.....YD 3.2	380.7			
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF 8.7	377.5			
LJPV WXY							8.7	DN.MARSHALL JCT.(N.P.)MR	368.8			

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

BIKO PRTW XYZ	384		Yard				4.8	DN.....HILLYARD(G.N.)HU 4.8	384.3			
BKPR WXZ	380		Yard	L 9.30PM		L12.06AM	0.0	DN.SPOKANE (G.N. Depot).PD 2.3	379.5	A 6.50AM		A10.55PM

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

LJPVXY	377					L 9.35PM		L12.11AM	2.3	DN...FORT WRIGHT..FW 5.9	377.2	A 6.43AM		A10.48PM
P	371	129				9.44		12.17	8.2	.....OVERLOOK..... 3.5	371.3	6.35		10.40
JP	368	73				9.50		12.21	11.7	DN....SCRIBNER.....SC 7.5	367.8	6.30		10.36
WP	360	78	13			10.02		12.29	19.2	....SOUTH CHENEY..... 5.5	360.3	6.18		10.27
P	355	120				² 10.20		12.35	24.7	.....MOCK..... 5.1	354.8	6.10		³ 10.20
P	350		13 W			² 10.26			29.8	.....AMBER..... 5.8	349.7	^a 6.02		
P	344	78	23			10.33		12.46	35.0	.....RODNA..... 8.5	343.9	5.54		10.06
CWOP	335	EB 130 WB 98	120			^a 10.43		12.55	44.1	DN....LAMONT.....A 6.0	335.4	^a 5.44		9.57
P	329		37E			10.50			50.1	.....ROCKWELL..... 6.0	329.4	5.32		
P	323	129	16			10.57		1.07	56.1	.....MACALL..... 12.2	323.4	5.24		9.40
WP	311	131	31			^a 11.11		1.19	68.3	D.....BENGE.....BN 11.4	311.2	^a 5.08		9.28
P	300	130	13			^f 11.24		1.31	79.7	.....HOOPER..... 8.4	299.8	^f 4.52		9.16
CWP	291	EB 136 WB 74	80			^a 11.34		1.39	88.1	DN...WASHTUCNA..WA 6.3	291.4	^a 4.40		9.07
P	285	80	19			11.42		1.45	94.4	.....SPERRY..... 7.6	285.1	4.29		9.00
P	278	130	85			^a 11.52PM		1.53	102.0	D.....KAHLOTUS.....K 8.4	277.5	^a 4.20		8.52
WP	269	87	5			12.06AM		2.06	110.4	.....FARRINGTON..... 6.5	269.1	4.06		8.38
P	263	64				12.16		2.15	116.9	.....BURE..... 5.7	262.6	3.55		8.29
JV									122.6	...SNAKE RIVER JCT.... 0.2	256.9			
P	257	80	60			^a 12.26		2.24	122.8	DN...SNAKE RIVER...SR 2.7	256.7	^a 3.45		8.20
P	254	130				12.31		2.27	125.5	.....VOTAW..... 3.0	254.0	3.40		8.16
P	251	79	20			12.36		2.30	128.5	.....REDD..... 6.4	251.0	^a 3.35		8.12
P	245	130	9			12.44		2.36	134.9	.....LEVEY..... 6.5	244.6	3.26		8.05
P	238	69				12.52		2.43	141.4	.....MARTINDALE..... 4.6	238.1	3.18		7.58
JPV	234					12.58	L11.20PM	2.48	146.0	...AINSWORTH JCT.... 2.2	233.5	3.12	A 5.37AM	7.52
PZXTCY WRBOK V	231		Yard			A 1.10AM	A11.35PM	A 3.00AM	148.2	DN.....PASCO.....PA 1	231.3	L 3.00AM	L 5.30AM	L 7.40PM
												Daily	Daily	Daily
						3.40 40.4	0.15 8.8	3.54 51.1		Time Over District Average Speed Per Hour		3.50 35.7	0.07 18.9	3.15 45.6

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

6 Westward

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

Eastward

Water, Fuel, Ways, Turn Tables, Signs, Standard Closets & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		SECOND CLASS			Distance from Goldendale	TIME TABLE No. 110 FEBRUARY 25, 1951			Distance from Lyle	SECOND CLASS	
		Siding	Other Tracks	121		STATIONS			120				
				Mixed	Daily Ex. Sun.					Mixed			
BWYR PX	G42		72	L	4.30PM	0.0	D.....	GOLDDALE.....GD	41.6	A	2.45PM		
P	G85		21	s	4.50	6.3		.....	CENTERVILLE.....	35.3	s	2.25	
P	G30		18	f	5.10	11.4		.....	WARWICK.....	30.2	f	2.05	
	G23		8E			18.9		.....	SWALE.....	22.7			
	G17		15	f	6.10	24.7		.....	WAHIAKUS.....	16.9	f	1.05	
PWX	G14	27		s	6.30	28.2	D.....	KLICKITAT.....KI	13.4	s	12.50		
	G10		8	f	6.45	31.3		.....	PITT.....	10.8	f	12.25PM	
BRWTO FJX	85	80	142	A	7.30PM	41.6	DN.....	LYLE.....YA	0.0	L1	1.45AM		
						3.00 13.9					Daily Ex. Sun. 3.00 13.9		
Time Over District Average Speed Per Hour													

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

VANCOUVER DIVISION

Conditional Stops to Dispatch U. S. Mail; to Discharge Revenue Passengers upon Application to Conductor or to Pick Up Revenue Passengers upon Advance Arrangements through Agents

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	B.-White Salmon & Stevenson	East of Spokane	
2	Stevenson & B.-White Salmon		East of Spokane
3	Any Station	East of Spokane	
3	Any Station West of Pasco	Spokane	
3	Any Station East of Pasco		Vancouver and Portland
3	Hooper	Spokane	
3	Redd to Dispatch U. S. Mail		
3	Maryhill		Bingen-White Salmon, Vancouver and Portland
3	Stevenson		Vancouver and Portland
3	Camas	Pasco or Beyond	
4	Any Station		East of Spokane
4	Any Station West of Pasco		Spokane
4	Any Station East of Pasco	Portland and Vancouver	
4	Camas		Pasco or Beyond
4	Stevenson	Portland and Vancouver	
4	Maryhill	Portland, Vancouver and Bingen-White Salmon	
4	Hooper Daily Except Sunday	Any Station	Any Station where Scheduled to Stop
Conditional Stops to Discharge or Pick Up Passengers			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Moonax M. P. 152.6 on Flag	Any Station	Any Station
5	North McNary & Spearfish on Flag	Any Station	Any Station
6	Moonax M. P. 152.6 on Flag	Any Station	Any Station
6	Spearfish & North McNary on Flag	Any Station	Any Station

When No. 3 will not reach Vancouver by 9:00 A. M., back haul U. S. Mail for No. 6 will be dispatched at Stevenson.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS	Distance from Bend	TIME TABLE No. 110 FEBRUARY 25, 1951		Distance from Wishram	SECOND CLASS	THIRD CLASS			
		Sidings	Other Tracks					103		Oregon Trunk Mixed	STATIONS		102				
								Daily					Daily				
BYOVZ PWRKX	T-151		Yard					l 8.00PM	0.0	DN... BEND..... D	151.5	A 5 45AM					
P	T-144	50	20					f 8.15	7.3	..... DESCHUTES.....	144.2	f 5.21					
WXP	T-135	101	227					s 8.40	16.5	DN.. REDMOND..... RD	135.0	s 5 01					
JPV	T-132		132					f 8.46	19.2	D.. PRINEVILLE JCT... XN	132.3	f 4.36					
P	T-129		49					f 8.52	22.0	..... TERREBONNE.....	129.5	f 4.31					
P	T-122	115	24					f 9 09	29.5	..... OPAL CITY.....	122.0	f 4.17					
P	T-115	52	59					s 9 25	36.6	..... CULVER.....	114.9	s 4 04					
OTWPX	T-110	100	179					s 9 35	41.5	DN. METOLIUS..... MS	110.2	s 3 56					
WP	T-105	51	130					s 9 55	46.3	D.... MADRAS..... MD	105.2	s 3 46					
P	T-100	114	4					f 10 11	52.0	..... FAXTON.....	99.5	f 3 22					
P	T-94	34	23					s 10 26	57.5	D... GATEWAY..... GW	94.0	s 3 08					
PW	T-86	111	38					f 10 48	65.7	N... SOUTH JCT..... SJ	85.8	f 2 47					
P	T-80	111						f 11 00	71.2	..... KASKELA.....	80.3	f 2 36					
P	T-75							f 11 11	76.1	D... DAVIDSON..... UN	75.4	f 2 27					
P	T-74		25E					f 11 15	77.9	..... HARDY.....	75.6	f 2 24					
P	T-71	116	14W					11 20	80.4	..... DIXON.....	71.1	2 19					
	T-68		20					s 11 28	84.0	..... DANT.....	67.5	s 2 12					
WP	T-64	50						f 11 36	87.7	..... NENA.....	63.8	f 2 05					
P	T-55 A	93						11 53	96.1	..... CAMBRAI.....	55.4	1 49					
P	T-55		28					s 11 58PM	96.8	DN... MAUPIN..... AU	54.7	s 1 47					
WP	T-51		24					f 12 06AM	100.7	..... TUSKAN.....	50.8	f 1 38					
P	T-48		2E 38W					f 12 13	103.8	..... SHERAR.....	47.7	f 1 32					
P	T-40	99						f 12 30	111.6	..... OAKBROOK.....	39.9	f 1 17					
P	T-31	50						f 12 59	120.9	..... SINAMOX.....	30.6	f 12 59					
WP	T-26	48						f 1 10	125.2	N... DIKE..... DI	26.3	f 12 51					
P	T-18	113						f 1 31	133.5	..... LOCKIT.....	18.0	f 12 35					
P	T-12		27E					f 1 45	139.9	..... KLOAN.....	11.6	f 12 24					
P	T- 6	90						f 1 58	145.8	..... MOODY.....	5.7	f 12 13					
	T-2A							2 06	149.2	..... CELILO.....	2.3	f 12 07					
VXJP	T- 2							2 08	150.0	N... O. T. JCT..... VO	1.5	12 05					
JBWOP RKXZY	106		Yard					A 2 15AM	151.5	DN.. WISHRAM..... X	0.0	L12 01AM					
								6 15 24.2		Time Over District Average Speed Per Hour		5.44 26.4					

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

Nos. 102 and 103 will stop on flag at Axford to receive or discharge passengers.

8 Westward

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

Eastward

Water, Ways, Turntables, Fuel, Scales, Standard Checks, Bill Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Portland	TIME TABLE No. 110 FEBRUARY 25, 1951		Distance from Seaside	FIRST CLASS		SECOND CLASS	
		Sidings	Other Tracks						STATIONS						
				231		21						22		230	
				Freight	Passenger	Passenger	Freight		Passenger	Freight					
				Daily Ex. Saturday	Daily										
JRX1 P	4		Yard	L 7.30PM	L 8.20AM	4.3	DN.....WILLBRIDGE.....BR	113.7	A 6.36PM	A 4.45AM					
XP	A7	28	273	7.38	f 8.26	7.2	D.....LINNTON.....IN	110.7	f 6.30	4.37					
JX	A10			A 7.45PM	8.31	10.0	.....UNITED JCT.....	108.0	6.24	L 4.30AM					
PX	A11				8.33	10.5	DN.....RIVER JCT.....EJ	107.5	6.23						
	A13	29			8.36	12.6	.....HOLBROOK.....	105.4	6.19						
	A20	34	33		s 8.49	19.9	.....SCAPPOOSE.....	98.1	s 6.08						
	A24		19W		f 8.56	24.3	.....WARREN.....	93.7	f 6.00						
	A28	52	21		s 9.04	27.6	DN.....ST. HELENS.....H	90.4	s 5.54						
	A30				f 9.09	30.0	.....COLUMBIA CITY.....	88.0	f 5.46						
	A31	43			9.11	31.2	.....WATERVIEW.....	86.7	5.44						
	A33		11W		f 9.14	33.2	.....DEER ISLAND.....	84.8	f 5.41						
XP	A39	20	60		f 9.25	39.4	.....GOBLE.....	78.6	f 5.31						
	A42				f 9.30	41.9	.....PRESCOTT.....	70.1	f 5.26						
XP	A46		8		s 9.40	45.8	.....RAINIER.....	73.2	s 5.20						
X	A47	53	13W		9.42	46.8	.....AVON.....	71.2	5.16						
P	A56	50	13		s 10.02	55.8	.....MAYGER.....	62.2	f 4.59						
	A58				f 10.06	58.0	.....LOCODA.....	60.0	f 4.55						
	A59		15W		s 10.09	59.3	.....QUINCY.....	53.7	f 4.53						
P	A62	45	70		s 10.18	62.2	DN.....CLATSKANIE.....ON	58.8	s 4.47						
	A67		23W		f 10.28	66.6	.....MARSHLAND.....	51.4	f 4.37						
WP	A71	29	41		s 10.39	71.2	.....WESTPORT.....	46.8	s 4.29						
P	A74		50		s 10.44	73.5	.....WAUNA.....	44.5	s 4.24						
P	A77		14		f 10.51	76.8	.....BRADWOOD.....	41.2	f 4.18						
P	A78	43			f 10.56	78.4	.....CLIFTON.....	39.6	f 4.14						
	A83		2E		f 11.05	83.2	.....BROWNSMEAD.....	34.7	f 4.05						
	A85				f 11.10	84.9	.....BLIND SLOUGH.....	33.1	f 4.01						
P	A87	30	5W		f 11.14	86.5	.....KNAPPA.....	31.5	f 3.58						
	A90	15	3W		f 11.22	90.2	.....SVENSEN.....	27.8	f 3.50						
WTZP BKXR	A100		Yard		s 11.55AM	99.7	D.....ASTORIA.....RO	18.2	s 3.30						
JYX	A106		23		s 12.14PM	105.6	.....WARRENTON.....	12.4	s 3.00						
	A108		31		f 12.21	108.2	.....CAMP CLATSOP.....	9.7	f 2.51						
	A116				f 12.37	115.7	.....GEARHART.....	2.3	f 2.35						
BWY KXR	A118		67		A 12.45PM	118.0	D.....SEASIDE.....SD	0.0	L 2.30PM						
									Daily	Daily Ex. Monday					
					0.15 22.8	4.25 25.7	Time Over District Average Speed per Hour		4.06 27.7	0.15 22.8					

Eastward trains are superior to trains of the same class in the opposite direction Except No. 21 is superior to No. 22 Willbridge to Seaside.

No. 21 will stop at U. S. Naval Station-Tongue Point to discharge military personnel.

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

No. 22 will stop at Warren on Mondays and Thursdays to dispatch U. S. Mail.

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

Westward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 110 FEBRUARY 25, 1951		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
JXYR	A106		23	0.0	..... WARRENTON	2.7	
	FS2		25	1.8	1.8 FLAVEL	0.9	
	FS3		5E	2.7	0.9 POINT ADAMS	0.0	
					Time Over District Average Speed per Hour		

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

Westward

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

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. 110 FEBRUARY 25, 1951		Distance from Keney	SECOND CLASS	
		Sidings	Other Tracks	231			STATIONS			230	
				Freight	Daily Ex. Saturday					Freight	
XJ	A10			L 7.45PM	10.0	..... UNITED JCT	47.0	A 4.30AM		
OWXP	NB10		Yard		10.0	..... RAFTON	47.0			
JPX	U10			7.47	10.5	DN..... RIVER JCT..... RJ	46.5	4.27			
	U10A		31W	7.49	11.0	..... BAN SPUR	46.0	4.25		
P	U12	4	11W	7.52	11.7	..... BURLINGTON	45.3	4.22		
P	U14		6E	8.01	13.9	Mile. Bl. (..... TUNNEL SPUR	43.1	4.15			
JXPR	U17		5E	A 8.15PM	17.1	DN..... BOWERS JCT..... BJ	39.9	L 4.00AM			
PWX	U22	47	17E		21.9	D..... NORTH PLAINS..... NP	35.1				
	U23		18		23.3	..... VADIE	33.7			
	U25		11E		25.5	..... CHRISTIE	31.5			
XP	U26		13		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	..... KRABBY	0.0			
					0.30 14.2	Time Over District Average Speed per Hour			0.30 14.2		

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 Third Sub-division will not register.

Water, Wyes, Turn- tables, Fuel, Boilers, Standard Closets, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 110 FEBRUARY 25, 1951		Distance from Eugene	SECOND CLASS	
		Sidelings	Other Trachs	231				STATIONS	230			
				Freight	Daily Ex. Saturday				Freight			
JRXP	U17		5E				17.1	DN..... BOWERS JCT.....BJ	125.7	A 4.00AM		
	E21	46					20.9	.....MERLE.....	121.9	3.48		
YPXJ	E22						21.5	.....FOREST GROVE JCT.....	121.3	3.46		
X		77					26.7	.....BEAVERTON SIDING.....	116.1	3.30		
XWP	E28		33				27.6	.....BEAVERTON.....	115.2	3.27		
JVP	E28A						28.1	.....BEBURG.....	114.7	3.25AM		

BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES

JVP	E31						31.2	.....GRETON.....	111.6	3.05AM		
PX	E32	77	17				32.1	N.....TIGARD.....RD	110.7	3.02		
P	E36		10				36.1	.....TUALATIN.....	106.7	2.50		
P	E39	19					39.0	.....TONQUIN.....	103.8	2.40		
P	E43	21	7				43.0	.....WILSONVILLE.....	99.8	2.28		
P	E45	76					45.4	.....CURTIS.....	97.4	2.19		
P	E49		20				49.1	.....DONALD.....	93.7	2.07		
WP	E55	75	8E				54.5	.....WEST WOODBURN.....	88.3	1.50		
	E57		9E				57.4	.....ST. LOUIS.....	85.4	1.41		
	E63	9	6W				63.1	.....HOPMERE.....	79.7	1.23		
P	E64		8				64.1	.....QUINABY.....	78.7	1.20		
PX	E69	80	55				68.6	.....BUSH.....	74.2	1.05		
WVBPXK	E71		303				71.2	DN.....SALEM.....SA	71.6	12.50		
PX	E73	52					72.8	.....MINTO.....	70.0	12.44		
P	E80		11E 6W				79.9	.....ORVILLE.....	62.9	12.22		
P	E85	74					84.8	.....SIDNEY.....	58.0	12.07AM		
	E88		17				87.9	.....TALBOT.....	54.9	11.57PM		
	E91		15W				90.8	.....DEVER.....	52.0	11.48		
ZKBRP TKWOJ	E97		Yard				96.5	DN...ALBANY YARD...YD.	46.3	11.30		
VXP	E98		Yard				97.8	.....ALBANY.....	45.0	10.45		
P	E111		14E				111.1	.....FAYETTEVILLE.....	31.7	10.05		
	E114		5E				113.8	.....POTTER.....	29.0	9.58		
	E116	6					116.1	.....TULSA.....	26.7	9.50		
P	E124		12 24E				124.2	.....HARRISBURG.....	18.6	9.25		
P	E129		60				128.7	D.....JUNCTION CITY...JC	14.1	9.09		
	E133		6E				133.4	.....MEADOW VIEW.....	9.4	8.53		
	E135		9				135.0	.....AWBREY.....	7.8	8.48		
	E136		8W 16E				136.1	.....KNID.....	6.7	8.45		
BKXR YFV	E143		Yard				142.8	D.....EUGENE.....G	0.0	8.00PM		
										Daily Ex. Sunday		
							7.45 16.2	Time Over District Average Speed per Hour		8.00 15.7		

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, Scales, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Forest Grove
		Sidings	Other Tracks			
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6
X	F1	11	3E	0.8	0.8	
	F3		7E	2.9	.....ORENCO.....	9.8
P	F5	5	32	4.5	.....SEWELL.....	7.7
	F8		8	7.9	1.6	
P	F11		65	10.6	D.....HILLSBORO.....BO	6.1
					3.4	
					.....CORNELIUS.....	2.7
					2.7	
					D.....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, Scales, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Foster
		Sidings	Other Tracks			
ZKBP TWOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9
JV				0.9	0.9	
				13.6	.....S. P. CONN. ALBANY.....	31.0

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
	S15	10		14.8	O. E. Conn. 0.3	
PX	S16	70	154	15.9	.....LEBANON.....	17.1
					(O. E. Siding) 1.1	
P	S20		2E	20.2	D.....WELDWOOD.....V	16.0
	S22		8E	22.1	4.5	
PWYO RBXJ	S24			28.8	.....WATERLOO.....	11.7
	S29		Yard	31.9	1.9	
	S32				.....NYE.....	9.8
					2.2	
					.....NARROWS.....	7.6
					4.5	
					DN.....SWEET HOME.....SW	3.1
					3.1	
					.....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, Scales, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 110 FEBRUARY 25, 1951	Distance from Dollar
		Sidings	Other Tracks			
PWYRB XOJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5
H6	H6		20W	6.4	6.4	
	H8		10	8.1	.....HOLLEY.....	9.1
H12	H12		9E	11.8	1.7	
	H14		49	13.9	.....CALAPOOYA.....	7.4
W	H16		Yard	15.5	3.7	
					.....MITCHELL.....	3.7
					2.1	
					.....WOODRAFFE SIDING.....	1.6
					1.6	
					.....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., 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	30
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 orders (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.	
Dead engines with all rods up or in place and piston rod not disconnected from the crosshead may be moved in trains at a speed not to exceed 12 M. P. H.	
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
At Washougal to dispatch U. S. Mail, Train 3.....		20
At Home Valley to dispatch U. S. Mail, Train 5.....		10
At Lyle to dispatch U. S. Mail, Train 3 and 4.....		15

Vancouver Division—Second Subdivision—

Maximum speed.....	75	70 45
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Vancouver Division—Third Subdivision—

Maximum speed.....	75	70 45
Between Kahlotus and Snake River Jet.....	50	40 25

Vancouver Division—Fourth Subdivision—

Maximum speed.....	25
On curves 5 degrees and over.....	15

Oregon Trunk Railway—

	Frt. and	
	Psgr.	Mixed
Between Wishram and MP 87.....	40	35
Between MP 87 and MP 98.....	30	25
Between MP 98 and Metolius.....	40	35
Between Metolius and Bend.....	45	45

Portland Division—First and Second Subdivisions—

	Psgr.	Frt.
Maximum speed (Steam Power).....	45	35
Maximum speed (Diesel-electric Power).....	50	40
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 Astoria and Seaside.....	30	20
Over Youngs Bay draw span, Bridge 102.6, west of Astoria.	12	12
Between Warrenton and Point Adams.....	15	15

SPEED RESTRICTIONS

<u>Portland Division—Third Subdivision—</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

<u>Oregon Electric Railway—</u>	
<u>First, Second, Third and Fourth Subdivisions—</u>	M.P.H.
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.....	30
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.
Overlook.....	East 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 Third Subdivisions—</u>	
United Junction.....	Junction of First and Third Subdivisions.
River Junction.....	Junction of Third Subdivision and route to Rafton.
Bowers Junction.....	Junction of Third 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.	

Portland Division—First Subdivision—

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.
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Cello Draw Bridge is closed as a draw span except when actually in use to permit passage of navigation. Advance notice covering time a vessel will pass through 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 flagmen have been placed and vessel is ready to pass through, will remove angle bars which will allow draw span to be opened. After vessel has passed through draw and 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

<u>Oregon Electric Railway—Second Subdivision—</u>	
Southern Pacific Co.....	26.3

COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East end

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks.....	174.0	45	Both ends
North McNary Industry.....	195.3	27	Both ends
North McNary Spur.....	195.3	18	East end
Morrison-Knudsen Co. Spur.....	208.6	12	East end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco.....	234.2	12	West end
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtucna Industry.....	292.4	156	East end
Ankeny.....	305.9	14	West 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

Oregon Trunk Railway—

	Miles from Wishram	Car Capacity	Switch at
Central Oregon Fir Supply Spur...	136.3	8	West 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	16	East end
Harbor Track.....	9.8	17	East end
Trojan.....	40.7	12	East end
Reeds.....	45.2	5	East end
Mill Creek Naval Spur.....	96.2	21	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

Portland Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
Haydite.....	40.3	8	Both ends

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
Linn County Lbr. Prod. Co.....	101.7	8	East end
Miller Seed Co.....	118.3	4	West end
Timber, Inc., Spur.....	122.1	4	East end
J & W Lumber.....	129.2	6	East end
Valley Plywood Co. Spur.....	129.5	12	East end
Crown-Zellerbach.....	129.9	25	Both ends
Johnson & Powell Bros.....	130.0	10	East end
Fox Valley Lumber Co. Spur.....	136.5	12	East end
North End Lumber Co. Spur.....	136.6	2	East end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Crowfoot 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
Douglas Fir Products.....	20.8	15	East end
B. F. Johnson Lbr. Co.....	21.3	9	East end
Gas Heat, Inc.....	21.5	2	East end
W. O. W. Lbr. Co.....	21.9	2	West end
McGlothern Spur.....	23.7	3	East end
In-Kell Lbr. Co.....	23.9	5	East end
Benjo Milling Co.....	24.5	6	East end
Puget Timber Company.....	24.7	7	East end
Daugherty Piling Co.....	26.0	10	Both ends

Oregon Electric Railway—Fourth Subdivision—

	Miles from Sweet Home	Car Capacity	Switch at
Ingraham Spur.....	9.7	4	East end

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
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

<u>Terminals Subdivision—</u>	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.—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 5458) 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.

<u>Vancouver Division—Third Subdivision—</u>	Miles from Portland
Marshall Junction, N. P. Ry.....	368.8
Fort Wright, G. N. Ry.....	377.2

Telephone located at Signal 375.6 to enable crews to contact operator at Ft. Wright when signal indicates "APPROACH" or "STOP".

COMPANY SURGEONS

15

Dr. Merl L. Margason, Chief Surgeon	}	1216 S. W. Yamhill, Portland. Telephone ATwater 4152.
The Portland Clinic		1216 S. W. Yamhill, Portland. Telephone ATwater 4152.

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver
 DR. W. S. SHEPHERD, 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. WAYNE M. HENKLE, Bingen-White Salmon.
 DR. D. G. MOODY, Bingen-White Salmon
 DR. H. W. HOLDERBY, Goldendale.
 THE DALLES CLINIC, The Dalles, Oregon
 DR. G. J. VOTAVA, Pasco.
 DR. JOSEPH L. GREENWELL, Pasco.
 DR. CHARLES G. SMICK, Sprague, Wash.
 DR. E. B. COULTER Spokane.
 THE ROBERT HEMINGWAY
 MEMORIAL CLINIC, Bend.
 DR. R. F. JONES, Redmond.
 DR. O. L. ZESCHIN, St. Helens.
 DR. M. A. KENNEY, Rainier.
 DR. PAUL H. STARR, Clatskanie.
 DR. J. L. WOODIN, Clatskanie.
 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. 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
Roosevelt.....	Station
Plymouth.....	Station
Pasco.....	Baggage Room
Snake River.....	Station
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Redmond.....	Station
Bend.....	Station
Astoria.....	Station
Vernonia.....	Station
Salem.....	Station
Albany.....	Station

J. L. MONAHAN, Asst. Supt.
 C. F. CROFFUT, Trainmaster
 R. G. HASKELL, Trainmaster
 F. S. BARLOW, Jr., Trainmaster
 H. J. TIERNEY, Trainmaster
 A. BERGH, Trainmaster
 H. J. WASSENER, Trainmaster
 H. DUCKETT, Trainmaster
 J. F. WILSON, Trainmaster

A. R. WINN, Chief Dispatcher
 J. A. CANNON, Gen. Supt. Motive Power.
 C. E. BARNES, Master Mechanic
 W. C. ABBOTT, Traveling Engr.
 J. M. WASSENER, Traveling Engr.
 A. C. ANDERSON, Traveling Engr.

STATE OF MISSISSIPPI

IN SENATE, January 10, 1901.

REPORT OF THE

GOVERNOR

THE GOVERNOR OF THE STATE OF MISSISSIPPI, in compliance with the provisions of the Constitution, has the honor to submit to the Senate and House of Representatives the following report of the administration of the State during the year 1900.

The year 1900 was a year of unusual activity in the State. The people have shown a marked interest in the affairs of the State, and the Legislature has been called upon to take action upon many important measures.

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