# SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

## System Lines

# TIME TABLE

# No. 127

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

**Effective 12:01 A. M. Pacific Time**

## Sunday, April 13, 1958

**For the government of employes only, who must also, while on duty, have a copy of the current SPECIAL INSTRUCTIONS in their possession.**

***Think! Is it Safe?***

**J. L. MONAHAN, Superintendent**
**N. S. WESTERGARD, General Manager**

## TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND



TIME TABLE No. 127
April 13, 1958

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Spokane | STATIONS | Distance from Vancouver | FIRST CLASS 3 S. P. & S. Passenger Daily | 701 G. N. 402 Passenger Daily | 1 S. P. & S. Passenger Daily | 703 G. N. 460 Passenger Daily | 705 N. P. 408 Passenger Daily | 5 S. P. & S. Passenger Daily | 707 U. P. 458 Passenger Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WTXOP RKZBVY | 10 | | Yard | 369.5 | DN.....VANCOUVER.....MX (AUTOMATIC BLOCK, DOUBLE TRACK) | 0.0 | L5.35AM | L5.40AM | L6 53AM | L12 09PM | L4.09PM | L7.55PM | L8.51PM |
| | | | | | 1.4 | | | | | | | | |
| | 9 | | | 370.9 | .....NORTH PORTLAND..... | 1.4 | | | | f12.13 | | f8.00 | |
| | | | | | 0.5 | | | | | | | | |
| IJPV | 8 | | Jct. | 371.4 | DN..NORTH PORTLAND Jct..KD | 1.9 | 5.40 | 5 45 | 6 56 | 12.14 | 4.12 | 8.01 | A8.55PM |
| | | | | | 1.1 | | | | | | | | |
| XPV | 7 | 60 | 283 | 372.5 | .....EAST ST. JOHNS..... | 3.0 | 5.42 | 5.47 | 6 58 | 12.16 | 4.14 | f8.03 | |
| | | | | | 2.7 | | | | | | | | |
| BIRXJPK | 4 | | Yard | 375.2 | DN.....WILLBRIDGE.....BR | 5.7 | 5.46 | 5.51 | 7.02 | 12 20 | 4.18 | 8.07 | |
| | | | | | 2.3 | | | | | | | | |
| XV | 2 | | Yard | 377.5 | .....LAKE YARD..... | 8.0 | 5.50 | 5.55 | 7.05 | 12 24 | 4.21 | 8.11 | |
| | | | | | 2.0 | | | | | | | | |
| PRKXBV | | | | 379.5 | DN..PORTLAND, Union Sta...VC | 10.0 | A6.00AM | A6.05AM | A7.15AM | A12.30PM | A4.30PM | A8.20PM | |
| TOBP RKXZV | 0 | | Yard | 379.5 | DN...PORTLAND, Hoyt St....OW | 10.0 | | | | | | | |
| | | | | | Time Over District | | 0.25 | 0.25 | 0.22 | 0.21 | 0.21 | 0.25 | 0.04 |
| | | | | | Average Speed Per Hour | | 24.0 | 24.0 | 27.3 | 28.6 | 28.6 | 24.0 | 28.5 |



## TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER



TIME TABLE No. 127
April 13, 1958

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Spokane | STATIONS | Distance from Portland | FIRST CLASS 6 S. P. & S. Passenger | 700 U. P. 457 Passenger | 702 G. N. 459 Passenger | 2 S. P. & S. Passenger | 704 N. P. 407 Passenger | 4 S. P. & S. Passenger | 706 G. N. 401 Passenger |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BWTYO PRKXZV | 10 | | Yard | 369.5 | DN.....VANCOUVER.....MX (AUTOMATIC BLOCK, DOUBLE TRACK) | 10.0 | A 8.51AM | A9.21AM | A1.49PM | A3.20PM | A 5.44PM | A10.04PM | A12.06AM |
| | | | | | 1.4 | | | | | | | | |
| | 9 | | | 370.9 | .....NORTH PORTLAND..... | 8.6 | s 8.47 | | | | | | |
| | | | | | 0.5 | | | | | | | | |
| PIJV | 8 | | Jct. | 371.4 | DN..NORTH PORTLAND Jct..KD | 8.1 | 8.46 | L9.16AM | 1.46 | 3.15 | 5.40 | 9.59 | 12.01AM |
| | | | | | 1.1 | | | | | | | | |
| XPV | 7 | 60 | 283 | 372.5 | .....EAST ST. JOHNS..... | 7.0 | f 8.44 | | 1.44 | 3.13 | 5.38 | 9.57 | 11.59PM |
| | | | | | 2.7 | | | | | | | | |
| BIPRXJK | 4 | | Yard | 375.2 | DN.....WILLBRIDGE.....BR | 4.3 | 8.40 | | 1.40 | 3.09 | 5.34 | 9.53 | 11.55 |
| | | | | | 2.3 | | | | | | | | |
| XV | 2 | | Yard | 377.5 | .....LAKE YARD..... | 2.0 | 8.36 | | 1.36 | 3.05 | 5.30 | 9.49 | 11.51 |
| | | | | | 2.0 | | | | | | | | |
| PRKXBV | | | | 379.5 | DN..PORTLAND, Union Sta...VC | 0.0 | L 8.30AM | | L1.30PM | L3.00PM | L 5.25PM | L 9.45PM | L11.45PM |
| PBTO RKXZV | 0 | | Yard | 379.5 | DN...PORTLAND, Hoyt St....OW | 0.0 | | | | | | | |
| | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | | | | Time Over District | | 0.21 | 0.05 | 0.19 | 0.20 | 0.19 | 0.19 | 0.21 |
| | | | | | Average Speed Per Hour | | 28.6 | 22.8 | 31.6 | 30.0 | 31.6 | 31.6 | 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 Portland, between Union Station and 18th Avenue on Eastward Main Track and 15th Avenue on Westward Main Track, Trains and Engines will be governed by Northern Pacific Terminal Company Rules.

At Willbridge, all 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.

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS | FIRST CLASS | | | Distance from Spokane | TIME TABLE No. 127 April 13, 1958 | | Distance from Portland | FIRST CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 201 | 5 | 1 | 3 | | | STATIONS | | 6 | 2 | 4 | |
| | | | | Freight | Passenger | Passenger | Passenger | | | | | Passenger | Passenger | Passenger | |
| | | | | Daily | Daily | Daily | Daily | | | | | | | | |
| JBWOR YPKXZ | 106 | | Yard | L 1.00PM | L 5.35PM | L 5.03AM | L 3.30AM | 273.4 | AUTOMATIC BLOCK | DN.....WISHRAM.....X | 106.1 | A11.15AM | A 5.03PM | A11 57PM | |
| | | | | | | | | | | 2.9 | | | | | |
| P | 103 | 148 | 55 | 1.05 | f 5.39 | 5.07 | 3.35 | 276.3 | | .....AVERY..... | 103.2 | f11.08 | 4.59 | 11.50 | |
| | | | | | | | | | | 9.9 | | | | | |
| P | 94 | 129 | 6 | 1.17 | f 5.51 | 5.17 | 3.46 | 286.2 | | .....NORTH DALLES..... | 93.3 | f10.56 | 4.49 | 11.39 | |
| | | | | | | | | | | 8.0 | | | | | |
| JTP | 85 | 80 | 142 | 1.27 | s 6.02 | 5.26 | 3.55 | 294.2 | | DN.....LYLE.....YA | 85.3 | s10 46 | 4.41 | 11.30 | |
| | | | | | | | | | | 9.4 | | | | | |
| P | 76 | 131 | 138 | 1.39 | s 6.17 | 5.36 | 4.06 | 303.6 | | DNBINGEN-WHITESALMON.WS | 75.9 | s10.32 | 4.32 | 11.20 | |
| | | | | | | | | | | 3.4 | | | | | |
| P | 73 | | 40 | | f 6.22 | | | 307.0 | | .....UNDERWOOD..... | 72.5 | f10.23 | | | |
| | | | | | | | | | | 1.6 | | | | | |
| P | 71 | 82 | 7 | 1.45 | f 6.24 | 5.41 | 4.12 | 308.6 | | .....HOOD..... | 70.9 | f10.20 | 4.27 | 11.14 | |
| | | | | | | | | | | 5.1 | | | | | |
| | 66 | | 13W | | f 6.31 | | 4.18 | 313.7 | | .....COOKS..... | 65.8 | f10 14 | | 11.09 | |
| | | | | | | | | | | 6.3 | | | | | |
| P | 60 | 130 | | 2.00 | f 6.39 | 5.53 | 4.25 | 320.0 | | .....HOME VALLEY..... | 59.5 | f10.06 | 4.16 | 11.03 | |
| | | | | | | | | | | 1.8 | | | | | |
| | 58 | | | | f 6.42 | | | 321.8 | | .....CARSON..... | 57.7 | f10.04 | | | |
| | | | | | | | | | | 3.4 | | | | | |
| P | 54 | 124 | 34 | 2.07 | s 6.48 | 5.59 | 4.31 | 325.2 | | DN....STEVENSON.....NS | 54.3 | s 9.59 | 4.11 | 10.58 | |
| | | | | | | | | | | 5.0 | | | | | |
| P | 49 | 130 | 35 | 2.13 | s 6.55 | 6.04 | 4.37 | 330.2 | | ..NORTH BONNEVILLE.. | 49 3 | s 9.50 | 4.06 | 10.53 | |
| | | | | | | | | | | 7.2 | | | | | |
| P | 42 | 128 | 17 | 2.22 | f 7.04 | 6.12 | 4.45 | 337.4 | | .....SKAMANIA..... | 42.1 | f 9.40 | 3.59 | 10.46 | |
| | | | | | | | | | | 4.3 | | | | | |
| P | 38 | | 10E | | f 7.09 | | 4.50 | 341.7 | | .....PRINDLE..... | 37.8 | f 9.34 | | 10.42 | |
| | | | | | | | | | | 5.8 | | | | | |
| P | 32 | 131 | | 2.35 | f 7.16 | 6.23 | 4.57 | 347.5 | | .....MT. PLEASANT..... | 32.0 | f 9.27 | 3.49 | 10.36 | |
| | | | | | | | | | | 4.0 | | | | | |
| P | 28 | 107 | 14 | 2.40 | f 7.22 | 6.27 | 5.02 | 351.5 | | .....WASHOUGAL..... | 28.0 | f 9.22 | 3.45 | 10.32 | |
| | | | | | | | | | | 4.2 | | | | | |
| PX | 24 | 132 | 134 | 2.46 | s 7.30 | 6.32 | 5.08 | 355.7 | | DN.....CAMAS.....MA | 23.8 | s 9.16 | 3.40 | 10.27 | |
| | | | | | | | | | | 4.0 | | | | | |
| P | 20 | 142 | 15 | 2.52 | f 7.35 | 6.37 | 5.14 | 359.7 | | .....FISHER..... | 19.8 | f 9.07 | 3.35 | 10.22 | |
| | | | | | | | | | | 5.3 | | | | | |
| P | 15 | 84 | | 2.59 | 7.41 | 6.43 | 5.20 | 365.0 | | .....McLOUGHLIN..... | 14.5 | 9.01 | 3.29 | 10.16 | |
| | | | | | | | | | | 2.4 | | | | | |
| | | 101 | 187 | 3.02 | 7.44 | 6.46 | 5.23 | 367.4 | | .....EAVAN..... | 12.1 | 8.58 | 3.26 | 10.13 | |
| | | | | | | | | | | 2.1 | | | | | |
| PWTY BOKXR VE | 10 | | Yard | 2 A 3.10PM | A 7.50PM | A 6.50AM | A 5.30AM | 369.5 | | DN....VANCOUVER...MX | 10.0 | L 8.55AM | 201 L 3.23PM | L10.10PM | |
| | | | | | | | | | | | | Daily | Daily | Daily | |
| | | | | 2.10 44.4 | 2.15 42.7 | 1.47 53.9 | 2.00 48.1 | | | Time Over District Average Speed Per Hour | | 2.20 41.2 | 1.40 57.7 | 1.47 53.9 | |

**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).

**At Wishram** Trains 6 and 5 will register by ticket per Rule 83(A).

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS | FIRST CLASS | | | Distance from Spokane | TIME TABLE No. 127 April 13, 1958 STATIONS | Distance from Portland | FIRST CLASS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 201 | 5 | 1 | 3 | | | | 4 | 6 | 2 | | |
| | | | | Freight | Passenger | Passenger | Passenger | | | | Passenger | Passenger | Passenger | | |
| | | | | Daily | Daily | Daily | Daily | | | | | | | | |
| WCYT RVBOK IXZP | 231 | | Yard | | L 2.50PM | L 2.55AM | L 1.05AM | 148.2 | DN.....PASCO.....RN (1.6) PA | 231.3 | A 2.15AM | A 2.00PM | A 7.10PM | | |

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

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JVI | | | | | L 9.45AM | L 2.56PM | L 3.00AM | L 1.11AM | 149.8 | .....S. P. & S. JCT..... (1.2) | 229.7 | A 2.09AM | A 1.52PM | A 7.05PM | |
| P | 229 | 167 | 1 | | 9.47 | f 2.58 | 3.01 | 1.12 | 151.0 | DN....KENNEWICK....KN (4.6) | 228.5 | 2.08 | f 1.50 | 7.04 | |
| P | 224 | 70 | 101 | | 9.53 | f 3.03 | 3.06 | 1.17 | 155.6 | D.....FINLEY.....FN (8.1) | 223.9 | 2.03 | f 1.43 | 6.59 | |
| P | 216 | 150 | 7W | | 10.03 | f 3.12 | 3.14 | 1.25 | 163.7 | .....YELLEPIT..... (12.5) | 215.8 | 1.55 | f 1.34 | 6.51 | |
| P | 203 | 150 | 4W | | 10.18 | f 3.25 | 3.26 | 4 1.43 | 176.2 | .....BERRIAN..... (11.3) | 203.3 | 3 1.43 | f 1.20 | 6.39 | |
| P | 192 | 150 | 35 | | 10.32 | s 3.38 | 3.37 | 1.55 | 187.5 | DN.....PLYMOUTH....MO (12.2) | 192.0 | 1.32 | s 1.07 | 6.28 | |
| P | 180 | 147 | 24 | | 10.47 | f 3.52 | 3.49 | 2.07 | 199.7 | .....PATERSON..... (9.4) | 179.8 | 1.20 | f12.52 | 6.16 | |
| P | 170 | 147 | 14 | | 10.59 | f 4.02 | 3.58 | 2.17 | 209.1 | .....WHITCOMB..... (8.2) | 170.4 | 1.11 | f12.41 | 6.07 | |
| P | 162 | | 35 | | | f 4.12 | | | 217.3 | .....ALDERDALE..... (4.6) | 162.2 | | f12.32 | | |
| P | 158 | 150 | | | 11.15 | f 4.17 | 4.10 | 2.30 | 221.9 | .....McCREDIE..... (10.9) | 157.6 | 12.59 | f12.27 | 5.55 | |
| P | 147 | 150 | 36 | | 11.29 | s 4.30 | 4.21 | 2.41 | 232.8 | DN....ROOSEVELT....RE (5.9) | 146.7 | 12.48 | s12.15 | 5.44 | |
| P | 141 | | 18W | | | f 4.37 | | | 238.7 | .....SUNDALE..... (10.0) | 140.8 | | f12.06PM | | |
| P | 131 | 149 | 7 | | 6 11.54AM | f 4.49 | 4.36 | 2.57 | 248.7 | .....GOODNOE..... (5.6) | 130.8 | 12.32 | 201 f11.54AM | 5.29 | |
| P | 125 | | 30W | | 12.01PM | f 4.56 | 4.41 | 3.03 | 254.8 | .....TOWAL..... (5.5) | 125.2 | 12.26 | f11.48 | 5.24 | |
| P | 120 | 151 | | | 12.08 | f 5.02 | 4.46 | 3.09 | 259.8 | .....CLIFFS..... (5.7) | 119.7 | 12.20 | f11.42 | 5.19 | |
| P | 114 | 70 | | | 12.15 | s 2 5.14 | 4.51 | 3.15 | 265.5 | .....MARYHILL..... (7.9) | 114.0 | 12.14 | s11.35 | 5 5.14 | |
| BWOYR JKXZP | 106 | | Yard | | A12.30PM | A 5.25PM | A 5.00AM | A 3.25AM | 273.4 | DN.....WISHRAM.....X | 106.1 | L12.05AM | L11.25AM | L 5.05PM | |
| | | | | | | | | | | | | Daily | Daily | Daily | |
| | | | | | 2.45 44.9 | 2.35 48.5 | 2.05 60.1 | 2.20 53.7 | | Time Over District / Average Speed Per Hour | | 2.10 57.8 | 2.35 48.5 | 2.05 60.1 | |

Automatic Block

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

**At Wishram** Trains 6 and 5 will register by ticket per Rule 83(A).

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 201 Freight Daily | FIRST CLASS 1 Passenger Daily | FIRST CLASS 3 Passenger Daily | Distance from Spokane | TIME TABLE No. 127 April 13, 1958 STATIONS | Distance from Portland | FIRST CLASS 4 Passenger | FIRST CLASS 2 Passenger |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BCKO PRTW XZ | 381 | | Yard | | | | 3.2 | DN.....YARDLEY.....YD (3.2) | 380.7 | | |
| BKP RXZ | 378 | | Yard | | | | 0.0 | DN.SPOKANE (N.P. Depot).SF (3.7) | 377.5 | | |
| IJPV 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 OXZ | 380 | | Yard | | L11.59PM | L 9.45PM | 0.0 | DN.SPOKANE (G.N. Depot).PD (2.3) | 379.5 | A 6.10AM | A10.25PM |
| BETWEEN FT. WRIGHT AND HILLYARD, TRAINS WILL BE GOVERNED BY G. N. RY. KALISPELL DIVISION TIME TABLE AND RULES | | | | | | | | | | | |
| IJPVXY | 377 | | | L 6.01AM (4) | L12.04AM | L 9.51PM | 2.3 | DN...FORT WRIGHT..FW (6.1) | 377.2 | A 6.01AM (201) | A10.18PM |
| P | 371 | 129 | | 6.09 | 12.10 | 9.57 | 8.4 | .....OVERLOOK..... (3.7) | 371.1 | 5.51 | 10.09 |
| JP | 367 | 73 | 55 | 6.14 | 12.14 | 10.04 (2) | 12.1 | DN.....SCRIBNER.....SC (6.7) | 367.4 | 5.46 | 10.04 (3) |
| P | 361 | 78 | 13 | 6.25 | 12.21 | 10.11 | 18.8 | .....SOUTH CHENEY..... (6.1) | 360.7 | 5.36 | 9.55 |
| P | 355 | 120 | | 6.33 | 12.27 | 10.17 | 24.9 | .....MOCK..... (5.1) | 354.6 | 5.27 | 9.47 |
| P | 350 | | 18W | | | s10.24 | 30.0 | .....AMBER..... (6.2) | 349.5 | s 5.20 | |
| P | 343 | 130 | 23 | 6.47 | 12.38 | 10.30 | 36.2 | .....RODNA..... (8.6) | 343.3 | 5.11 | 9.35 |
| P | 335 | EB 139 WB 96 | 101 | 6.58 | 12.46 | s10.40 | 44.8 | DN.....LAMONT.....A (5.3) | 334.7 | s 5.00 | 9.26 |
| P | 329 | | 22E | | | 10.45 | 50.1 | .....ROCKWELL..... (5.6) | 329.4 | 4.53 | |
| P | 324 | 129 | 16 | 7.11 | 12.57 | 10.50 | 55.7 | .....MACALL..... (12.7) | 323.8 | 4.48 | 9.15 |
| P | 311 | 131 | 31 | 7.26 | 1.09 | s11.04 | 68.4 | D.....BENGE.....BN (11.6) | 311.1 | s 4.35 | 9.02 |
| P | 300 | 130 | 13 | 7.40 | 1.21 | 11.15 | 80.0 | .....HOOPER..... (8.6) | 299.5 | 4.22 | 8.50 |
| P | 291 | EB 136 WB 74 | 40 | 7.51 | 1.30 | s11.27 | 88.6 | DN....WASHTUCNA...WA (5.6) | 290.9 | s 4.13 | 8.41 |
| P | 285 | | 42E | 7.58 | 1.36 | 11.33 | 94.2 | .....SPERRY..... (7.5) | 285.3 | 4.00 | 8.35 |
| P | 278 | 130 | 85 | 8.07 | 1.44 | s11.42 | 101.7 | D.....KAHLOTUS. ....K (9.2) | 277.8 | s 3.53 | 8.27 |
| P | 269 | 92 | 5 | 8.25 | 1.55 | 11.55PM | 110.9 | .....FARRINGTON..... (5.8) | 268.6 | 3.40 | 8.16 |
| P | 263 | 119 | | 8.37 | 2.02 | 12.03AM | 116.7 | .....BURR..... (5.9) | 262.8 | 3.32 | 8.09 |
| JV | | | | | | | 122.6 | ...SNAKE RIVER JCT.... (0.6) | 256.9 | | |
| P | 256 | 80 | 63 | 8.50 | 2.10 | s12.12 | 123.2 | DN...SNAKE RIVER...SR (2.3) | 256.3 | s 3.23 | 8.01 |
| P | 254 | 130 | | 8.54 | 2.13 | 12.15 | 125.5 | .....VOTAW..... (3.5) | 254.0 | 3.19 | 7.58 |
| P | 251 | | 68W | 8.59 | 2.16 | 12.19 | 129.0 | .....REDD..... (5.7) | 250.5 | s 3.15 | 7.55 |
| P | 245 | 130 | 9 | 9.06 | 2.22 | 12.25 | 134.7 | .....LEVEY..... (6.8) | 244.8 | 3.09 | 7.49 |
| P | 238 | 69 | | 9.15 | 2.29 | 12.32 | 141.5 | .....MARTINDALE..... (4.5) | 238.0 | 3.02 | 7.42 |
| IJPV | 234 | | | 9.21 | 2.33 | 12.38 | 146.0 | ....AINSWORTH JCT..... (2.2) | 233.5 | 2.57 | 7.37 |
| PZXTCY WRBOK IV | 231 | | Yard | A 9.30AM | A 2.45AM (4) | A12.50AM | 148.2 | DN.....PASCO.....RN PA | 231.3 | L 2.45AM (1) | L 7.25PM |
| | | | | | | | | | | Daily | Daily |
| | | | | 3.29 41.9 | 2.46 53.6 | 3.05 48.0 | | Time Over District Average Speed Per Hour | | 3.25 43.4 | 3.00 49.4 |

AUTOMATIC BLOCK

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

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Goldendale | TIME TABLE No. 127 April 13, 1958 — STATIONS | Distance from Lyle |
|---|---|---|---|---|---|---|
| BYR PX | G42 | | 72 | 0.0 | D.....GOLDENDALE.....GD | 41.6 |
| | | | | | 6.3 | |
| P | G35 | | 21 | 6.3 | .....CENTERVILLE..... | 35.3 |
| | | | | | 5.1 | |
| P | G30 | | 18 | 11.4 | .....WARWICK..... | 30.2 |
| | | | | | 7.2 | |
| | G23 | | 8E | 18.6 | .....SWALE..... | 23.0 |
| | | | | | 6.1 | |
| | G17 | | 15 | 24.7 | .....WAHKIAKUS..... | 16.9 |
| | | | | | 3.5 | |
| P | G13 | 27 | | 28.2 | D.....KLICKITAT.....KI | 13.4 |
| | | | | | 3.1 | |
| | G10 | | 8 | 31.3 | .....PITT..... | 10.3 |
| | | | | | 10.3 | |
| RT PJ | 85 | 80 | 142 | 41.6 | DN.....LYLE.....YA | 0.0 |
| | | | | | 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 Exchange U. S. Mail; to Discharge Revenue Passengers upon Application to Conductor or to Pick Up Revenue Passengers upon Advance Arrangements through Agents or on Flag.**

| 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 | Maryhill on Flag | | Vancouver and Portland |
| 3 | Lyle, B.-White Salmon & Stevenson on Flag | | Vancouver and Portland |
| 3 | Bingen-White Salmon & 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 & Bingen-White Salmon | | Pasco or Beyond |
| 4 | Stevenson-Bingen-White Salmon & Maryhill | Portland and Vancouver | |
| 4 | Bingen-White Salmon daily except Saturday, to unload U. S. Mail. | | |
| 4 | Hooper | Any Station | Any Station where Scheduled to Stop |
| 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 |

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boar and Yard Limits, etc. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS 105 Oregon Trunk Mixed Saturday Only | THIRD CLASS 103 Oregon Trunk Mixed Daily Ex. Sat. & Sun. | SECOND CLASS 251 Oregon Trunk Freight Daily | Distance from Bend | TIME TABLE No. 127 April 13, 1958 STATIONS | Distance from Wishram | SECOND CLASS | THIRD CLASS 102 Oregon Trunk Mixed Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BYOVZ PRKX | T-151 | | Yard | L 7.00PM | L 11.00PM | L 4.00AM | 0.0 | DN....BEND.....D | 151.5 | | A 7.00AM |
| | | | | | | | | 7.3 | | | |
| P | T-144 | 48 | 20 | f 7.11 | f 11.15 | 4.09 | 7.3 | ....DESCHUTES..... | 144.2 | | f 6.35 |
| | | | | | | | | 9.6 | | | |
| XP | T-135 | 99 | 312 | s 7.30 | s 11.40 | 4.21 | 16.9 | DN..REDMOND.....RD | 134.6 | | s 6.15 |
| | | | | | | | | 2.3 | | | |
| JPV | T-132 | 85 | 45 | f 7.35 | f 11.46 | | 19.2 | D.PRINEVILLE JCT...XN | 132.3 | | f 5.50 |
| | | | | | | | | 2.8 | | | |
| P | T-130 | 47 | | f 7.40 | f 11.52PM | 4.28 | 22.0 | ...TERREBONNE..... | 129.5 | | f 5.45 |
| | | | | | | | | 7.9 | | | |
| P | T-122 | 113 | 24 | f 7.52 | f 12.09AM | 4.38 | 29.9 | .... OPAL CITY..... | 121.6 | | f 5.31 |
| | | | | | | | | 6.6 | | | |
| P | T-115 | 46 | 53 | f 8.02 | f 12.25 | 4.46 | 36.5 | .....CULVER..... | 115.0 | | f 5.18 |
| | | | | | | | | 4.8 | | | |
| PX | T-110 | 98 | 233 | s 8.12 | s 12.35 | 4.52 | 41.3 | DN..METOLIUS.....MS | 110.2 | | s 5.10 |
| | | | | | | | | 5.2 | | | |
| P | T-105 | 49 | 177 | s 8.25 | s 12.55 | 102 5.00 | 46.5 | D.....MADRAS.....MD | 105.0 | | 251 s 5.00 |
| | | | | | | | | 5.2 | | | |
| P | T-100 | 110 | 4 | f 8.35 | f 1.10 | 5.10 | 51.7 | .....PAXTON..... | 99.8 | | f 4.34 |
| | | | | | | | | 5.8 | | | |
| P | T-94 | 32 | 23 | s 8.51 | s 1.26 | 5.23 | 57.5 | ....GATEWAY..... | 94.0 | | s 4.18 |
| | | | | | | | | 8.2 | | | |
| P | T-86 | 109 | 38 | f 9.13 | f 1.48 | 5.43 | 65.7 | DN SOUTH JCT.....SJ | 85.8 | | f 3.56 |
| | | | | | | | | 5.7 | | | |
| P | T-80 | 109 | | f 9.24 | f 1.59 | 5.54 | 71.4 | .....KASKELA..... | 80.1 | | f 3.45 |
| | | | | | | | | 9.0 | | | |
| P | T-71 | 114 | 14W | 9.43 | 2.18 | 6.11 | 80.4 | .....DIXON..... | 71.1 | | 3.26 |
| | | | | | | | | 3.6 | | | |
| | T-68 | | 5W | f 9.50 | f 2.25 | | 84.0 | .....DANT..... | 67.5 | | f 3.19 |
| | | | | | | | | 3.7 | | | |
| P | T-64 | 48 | | f 9.57 | f 2.32 | 6.24 | 87.7 | .....NENA..... | 63.8 | | f 3.11 |
| | | | | | | | | 8.2 | | | |
| P | T-56 | 91 | 16 | 10.13 | 102 2.55 | 6.39 | 95.9 | .....CAMBRAI..... | 55.6 | | 103 2.55 |
| | | | | | | | | 1.0 | | | |
| P | T-55 | | 28 | s 10.20 | s 3.01 | | 96.9 | DN....MAUPIN.....AU | 54.6 | | s 2.53 |
| | | | | | | | | 7.3 | | | |
| P | T-47 | | 38W | f 10.35 | f 3.16 | 6.54 | 104.2 | .....SHERAR..... | 47.3 | | f 2.39 |
| | | | | | | | | 7.6 | | | |
| P | T-40 | 97 | 9E | f 10.51 | f 3.32 | 7.08 | 111.8 | .....OAKBROOK..... | 39.7 | | f 2.23 |
| | | | | | | | | 9.3 | | | |
| P | T-30 | 48 | 10E | f 11.10 | f 3.51 | 7.25 | 121.1 | .....SINAMOX..... | 30.4 | | f 2.04 |
| | | | | | | | | 4.0 | | | |
| P | T-26 | 46 | | f 11.18 | f 3.59 | 7.33 | 125.1 | N.....DIKE.....DI | 26.4 | | f 1.55 |
| | | | | | | | | 8.1 | | | |
| P | T-18 | 111 | 13 | f 11.35PM | f 4.16 | 7.48 | 133.2 | .....LOCKIT..... | 18.3 | | f 1.38 |
| | | | | | | | | 12.4 | | | |
| P | T- 6 | 89 | 10W | f 12.01AM | f 4.41 | 8.12 | 145.6 | .....MOODY..... | 5.9 | | f 1.13 |
| | | | | | | | | 4.4 | | | |
| IVXJP | T- 2 | | | 12.10 | 4.50 | 8.20 | 150.0 | ....O. T. JCT..... | 1.5 | | 1.04 |
| | | | | | | | | 1.5 | | | |
| JBOPW RKXZY | 106 | | Yard | A 12.15AM | A 5.00AM | A 8.30AM | 151.5 | DN..WISHRAM.....X | 0.0 | | L 1.00AM |
| | | | | 5.15 28.9 | 6.00 25.3 | 4.30 33.7 | | Time Over District Average Speed Per Hour | | | 6.00 25.3 |

Auto. Block

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

Nos. 102, 103 and 105 will stop on flag at Tuskan, Hardy and Axford to receive or discharge passengers.

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits. | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 231 Freight Daily Ex. Saturday | Distance from Portland | TIME TABLE No. 127 April 13, 1958 STATIONS | Distance from Seaside | SECOND CLASS 230 Freight Daily Ex. Monday |
|---|---|---|---|---|---|---|---|---|
| JRXI P | 4 | | Yard | L 10.00PM | 4.3 | DN Auto. Blk. ....WILLBRIDGE.....BR | 113.7 | A 5.15AM |
| | A5 | 80 | | 10.02 | 5.1 | 0.8 .WILLBRIDGE SIDING.. | 112.9 | 5.13 |
| XP | A7 | 47 | 220 | 10.08 | 7.8 | 2.2 D.....LINNTON.....IN | 110.7 | 5.07 |
| PJX | A10 | | | A 10.15PM | 10.0 | 2.7 DN.....UNITED JCT.....UJ | 108.0 | L 5.00AM |
| | A13 | 29 | | | 12.6 | 2.6 .....HOLBROOK..... | 105.4 | |
| | A20 | 34 | 33 | | 19.9 | 7.3 .....SCAPPOOSE..... | 98.1 | |
| X | A28 | 52 | 19 | | 27.6 | 7.7 DN.....ST. HELENS.....H | 90.4 | |
| | A31 | 43 | | | 31.3 | 3.7 .....WATERVIEW..... | 86.7 | |
| P | A39 | 20 | 60 | | 39.4 | 8.1 .....GOBLE..... | 78.6 | |
| P | A46 | | | | 45.8 | 6.4 .....RAINIER..... | 72.2 | |
| | A47 | 53 | 15E | | 46.8 | 1.0 .....AVON..... | 71.2 | |
| P | A56 | 50 | 13 | | 55.8 | 9.0 .....MAYGER..... | 62.2 | |
| | A58 | | | | 58.0 | 2.2 .....LOCODA..... | 60.0 | |
| | A59 | | 15W | | 59.3 | 1.3 .....QUINCY..... | 58.7 | |
| P | A62 | 45 | 72 | | 62.2 | 2.9 D..... CLATSKANIE.....CN | 55.8 | |
| | A67 | | 23W | | 66.6 | 4.4 .....MARSHLAND..... | 51.4 | |
| P | A71 | 29 | 21 | | 71.2 | 4.6 .....WESTPORT..... | 46.8 | |
| P | A74 | | 65 | | 73.5 | 2.3 .....WAUNA..... | 44.5 | |
| P | A77 | | 19 | | 76.8 | 3.3 ..... BRADWOOD ..... | 41.2 | |
| P | A78 | 43 | | | 78.4 | 1.6 .....CLIFTON..... | 39.6 | |
| | A83 | | 2E | | 83.3 | 4.9 .....BROWNSMEAD..... | 34.7 | |
| P | A87 | 20 | 5W | | 86.5 | 3.2 .....KNAPPA..... | 31.5 | |
| | A90 | 15 | 2W | | 90.2 | 3.7 ..... SVENSEN ..... | 27.8 | |
| TZP BKXR | A100 | | Yard | | 99.7 | 9.5 D.....ASTORIA.....RO | 18.3 | |
| JY | A106 | | 17 | | 105.6 | 5.9 .....WARRENTON..... | 12.4 | |
| | A108 | | 19E | | 108.3 | 2.7 .....CAMP CLATSOP..... | 9.7 | |
| B KR | A118 | | 67 | | 118.0 | 9.7 D.....SEASIDE.....SD | 0.0 | |
| | | | | 0.15 22.8 | | Time Over District Average Speed per Hour | | 0.15 22.8 |

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

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Warrenton | TIME TABLE No. 127 April 13, 1958 STATIONS | Distance from Point Adams |
|---|---|---|---|---|---|---|
| JXYR | A106 | | 17 | 0.0 | WARRENTON | 2.7 |
| | | | | | 1.8 | |
| | FS2 | | 25 | 1.8 | FLAVEL | 0.9 |
| | | | | | 0.9 | |
| | FS3 | | 5E | 2.7 | POINT ADAMS | 0.0 |
| | | | | | Time Over District<br>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: Sidings | Car Capacity: Other Tracks | SECOND CLASS 231 Freight Daily Ex. Saturday | Distance from Portland | TIME TABLE No. 127 April 13, 1958 STATIONS | Distance from Vernonia | SECOND CLASS 230 Freight |
|---|---|---|---|---|---|---|---|---|
| PXJ | A10 | | | L10.15PM | 10.0 | DN UNITED JCT UJ | 38.5 | A 5.00AM |
| | | | | | | 1.0 | | |
| | U11A | | 31W | 10.19 | 11.0 | BAN SPUR | 37.5 | 4.55 |
| | | | | | | 0.7 | | |
| P | U12 | | 4 | 10.22 | 11.7 | BURLINGTON | 36.8 | 4.52 |
| | | | | | | 2.9 | | |
| P | U15 | | 8W | 10.31 | 14.6 | Auto. Blk. TUNNEL SPUR | 33.9 | 4.42 |
| | | | | | | 2.5 | | |
| JXPR | U17 | | 25<br>5E | A10.40PM | 17.1 | DN BOWERS JCT BJ | 31.4 | L 4.30AM |
| | | | | | | 4.8 | | |
| P | U22 | 47 | 17E | | 21.9 | D NORTH PLAINS NP | 26.6 | |
| | | | | | | 1.4 | | |
| | U23 | | 18 | | 23.3 | VADIS | 25.2 | |
| | | | | | | 2.2 | | |
| | U26 | | 11E | | 25.5 | CHRISTIE | 23.0 | |
| | | | | | | 2.0 | | |
| P | U28 | 32 | 22 | | 27.5 | BANKS | 21.0 | |
| | | | | | | 4.2 | | |
| P | U32 | 24 | 7 | | 31.7 | MANNING | 16.8 | |
| | | | | | | 7.1 | | |
| P | U39 | 20 | 8E | | 38.8 | TOPHILL | 9.7 | |
| | | | | | | 4.3 | | |
| P | U43 | 29 | | | 43.1 | BRAUN | 5.4 | |
| | | | | | | 5.4 | | |
| BYK XPR | U49 | | Yard | | 48.5 | D VERNONIA VN | 0.0 | |
| | | | | | | | | Daily Ex. Mon. |
| | | | | 0.25<br>17.0 | | Time Over District<br>Average Speed per Hour | | 0.30<br>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, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 231 Freight Daily Ex. Saturday | Distance from Portland | TIME TABLE No. 127 April 13, 1958 STATIONS | Distance from Eugene | SECOND CLASS 230 Freight |
|---|---|---|---|---|---|---|---|---|
| JRXP | U17 | | 5E | L 10.40PM | 17.1 | DN.....BOWERS JCT.....BJ | 125.7 | A 4.30AM |
| | | | | | | 3.8 | | |
| | E21 | 46 | 33 | 10.52 | 20.9 | .....MERLE..... | 121.9 | 4.18 |
| | | | | | | 0.6 | | |
| YPXJ | E22 | | | 10.54 | 21.5 | .....FOREST GROVE JCT..... | 121.3 | 4.16 |
| | | | | | | 5.2 | | |
| X | | 77 | 8W | 11.10 | 26.7 | .....BEAVERTON SIDING..... | 116.1 | 4.00 |
| | | | | | | 0.9 | | |
| XP | E28 | | 30 | 11.13 | 27.6 | .....BEAVERTON..... | 115.2 | 3.57 |
| | | | | | | 0.5 | | |
| JVP | E28A | | | 11.15PM | 28.1 | .....BEBURG..... | 114.7 | 3.55AM |
| | | | | | | 3.1 | | |
| BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES | | | | | | | | |
| JVP | E31 | | | 11.35PM | 31.2 | .....GRETON..... | 111.6 | 3.35AM |
| | | | | | | 0.9 | | |
| PX | E32 | 77 | 17 | 11.38 | 32.1 | .....TIGARD..... | 110.7 | 3.32 |
| | | | | | | 4.0 | | |
| P | E36 | | 10E | 11.50PM | 36.1 | .....TUALATIN..... | 106.7 | 3.20 |
| | | | | | | 2.9 | | |
| P | E39 | 19 | | 12.01AM | 39.0 | .....TONQUIN..... | 103.8 | 3.10 |
| | | | | | | 4.0 | | |
| P | E43 | 21 | 7 | 12.12 | 43.0 | .....WILSONVILLE..... | 99.8 | 2.58 |
| | | | | | | 2.4 | | |
| P | E45 | 76 | | 12.21 | 45.4 | .....CURTIS..... | 97.4 | 2.49 |
| | | | | | | 3.7 | | |
| P | E49 | | 24 | 12.33 | 49.1 | .....DONALD..... | 93.7 | 2.37 |
| | | | | | | 5.4 | | |
| P | E55 | 75 | 8E | 12.50 | 54.5 | ..... WEST WOODBURN..... | 88.3 | 2.20 |
| | | | | | | 2.9 | | |
| | E57 | | 9E | 12.59 | 57.4 | .....ST. LOUIS..... | 85.4 | 2.11 |
| | | | | | | 5.7 | | |
| | E63 | | 12 | 1.17 | 63.1 | .....HOPMERE..... | 79.7 | 1.53 |
| | | | | | | 1.0 | | |
| P | E64 | | 8 | 1.20 | 64.1 | .....QUINABY..... | 78.7 | 1.50 |
| | | | | | | 4.5 | | |
| PX | E69 | 80 | 51 | 230 1.35 | 68.6 | .....BUSH..... | 74.2 | 231 1.35 |
| | | | | | | 2.6 | | |
| VBPXK | E71 | | Yard | 1.50 | 71.2 | DN.....SALEM.....SA | 71.6 | 1.20 |
| | | | | | | 1.6 | | |
| PX | E73 | 52 | | 1.55 | 72.8 | .....MINTO..... | 70.0 | 1.15 |
| | | | | | | 7.1 | | |
| P | E80 | | 11E 13W | 2.17 | 79.9 | .....ORVILLE..... | 62.9 | 12.53 |
| | | | | | | 4.9 | | |
| P | E85 | 74 | | 2.32 | 84.8 | .....SIDNEY..... | 58.0 | 12.38 |
| | | | | | | 3.1 | | |
| | E88 | | 17 | 2.42 | 87.9 | .....TALBOT..... | 54.9 | 12.28 |
| | | | | | | 2.9 | | |
| | E91 | | 15W | 2.51 | 90.8 | .....DEVER..... | 52.0 | 12.19 |
| | | | | | | 5.7 | | |
| ZXBRP TKOJ | E97 | | Yard | 3.30 | 96.5 | DN....ALBANY YARD.....YD. | 46.3 | 12.01AM |
| | | | | | | 1.3 | | |
| VXP | E98 | | Yard | 3.35 | 97.8 | ..... ALBANY ..... | 45.0 | 11.15PM |
| | | | | | | 13.3 | | |
| P | E111 | | 14E | 4.10 | 111.1 | .....FAYETTEVILLE..... | 31.7 | 10.35 |
| | | | | | | 2.7 | | |
| | E114 | | 5E | 4.18 | 113.8 | .....POTTER..... | 29.0 | 10.28 |
| | | | | | | 2.3 | | |
| | E116 | 6 | | 4.25 | 116.1 | .....TULSA..... | 26.7 | 10.20 |
| | | | | | | 8.1 | | |
| P | E124 | | 12 24E | 4.50 | 124.2 | .....HARRISBURG..... | 18.6 | 9.55 |
| | | | | | | 4.5 | | |
| P | E129 | | 85 | 5.05 | 128.7 | D.....JUNCTION CITY....JC | 14.1 | 9.39 |
| | | | | | | 4.7 | | |
| | E133 | | 6E | 5.20 | 133.4 | .....MEADOW VIEW..... | 9.4 | 9.23 |
| | | | | | | 1.6 | | |
| | E135 | | 9 | 5.24 | 135.0 | .....AWBREY..... | 7.8 | 9.18 |
| | | | | | | 1.1 | | |
| | E136 | | 8W 23E | 5.27 | 136.1 | .....ENID..... | 6.7 | 9.15 |
| | | | | | | 6.7 | | |
| BKXR PVY | E143 | | Yard | A 6.15AM | 142.8 | D.....EUGENE.....G | 0.0 | L 8.30PM |
| | | | | | | | | Daily Ex. Sunday |
| | | | | 7.35 16.6 | | 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

TIME TABLE No. 127
April 13, 1958

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Forest Grove Junction | STATIONS | Distance from Forest Grove |
|---|---|---|---|---|---|---|
| JYPX | E22 | | | 0.0 | .....FOREST GROVE JCT..... | 10.6 |
| | | | | | 0.8 | |
| X | F1 | 11 | 3E | 0.8 | .....ORENCO..... | 9.8 |
| | | | | | 2.1 | |
| | F3 | | 7E | 2.9 | .....SEWELL..... | 7.7 |
| | | | | | 1.6 | |
| P | F5 | 5 | 36 | 4.5 | D.....HILLSBORO.....BO | 6.1 |
| | | | | | 3.4 | |
| | F8 | | 9 | 7.9 | .....CORNELIUS..... | 2.7 |
| | | | | | 2.7 | |
| P | F11 | | 65 | 10.6 | D.....FOREST GROVE..... | 0.0 |
| | | | | | Time Over District<br>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

TIME TABLE No. 127
April 13, 1958

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Albany Yard | STATIONS | Distance from Foster |
|---|---|---|---|---|---|---|
| ZKBXP TOR | E97 | | Yard | 0.0 | DN.....ALBANY YARD.....YD | 31.9 |
| | | | | | 0.9 | |
| JVX | | | | 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**

| | | | | | | |
|---|---|---|---|---|---|---|
| WPJVX | S15 | | 20 | 14.5 | DN.....LEBANON.....BA<br>O. E. Conn. | 17.4 |
| | | | | | 0.3 | |
| X | S15A | 10 | | 14.8 | .....LEBANON.....<br>(O. E. Siding) | 17.1 |
| | | | | | 1.1 | |
| PX | S16 | 70 | 237 | 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 |
| | | | | | 6.7 | |
| PY RBXJ | S29 | | Yard | 28.8 | DN.....SWEET HOME.....SW | 3.1 |
| | | | | | 3.1 | |
| X | S32 | | | 31.9 | .....FOSTER..... | 0.0 |
| | | | | | Time Over District<br>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

TIME TABLE No. 127
April 13, 1958

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits | Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | Distance from Sweet Home | STATIONS | Distance from Dollar |
|---|---|---|---|---|---|---|
| PYRB XJ | S29 | | Yard | 0.0 | DN.....SWEET HOME.....SW | 15.5 |
| | | | | | 6.4 | |
| | H6 | | 20W | 6.4 | .....HOLLEY..... | 9.1 |
| | | | | | 1.7 | |
| | H8 | | 10 | 8.1 | .....CALAPOOYA..... | 7.4 |
| | | | | | 5.8 | |
| | H14 | | 49 | 13.9 | .....WOODROFFE SIDING..... | 1.6 |
| | | | | | 1.6 | |
| | H16 | | Yard | 15.5 | .....DOLLAR..... | 0.0 |
| | | | | | Time Over District<br>Average Speed per Hour | |

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

## SPEED RESTRICTIONS

**All Subdivisions—**

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 MPH must not be exceeded.

Reduced speed limits are designated by advance warning signs set in an upward angle of 45 degrees and indicate by numerals the permissible speed. Reduce speed signs, hexagon shaped, are located at the beginning of the restricted territory and also indicate by numerals the permissible speed through the restricted area. Resume speed signs bearing the letters "RS" or colored green without any lettering indicate the end of the restricted territory. On the Terminals, First, Second and Third Subdivisions of the Vancouver Division, advance warning signs are located 4500 feet, on the Oregon Trunk Railway 3000 feet, and on all other Subdivisions, 1500 feet in advance of the reduce speed signs.

Passenger trains with diesel-electric locomotive and all lightweight roller bearing passenger train equipment may exceed by not more than ten miles per hour the permissible speed indicated on reduce speed signs and by not more than five miles per hour the permissible maximum speed for other passenger trains except as directly affected by prescribed speed restrictions.

When operating against the current of traffic in double track territory or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed for passenger trains is 59 MPH and for freight trains 49 MPH.

| | M.P.H. |
|---|---|
| Through crossovers and turnouts | 15 |
| Through Nos. 14, 15 and 16 turnouts located at Willbridge, S. P. & S. Jct., Ainsworth Jct., Scribner, east end Overlook Siding, Ft. Wright, east end South Jct. Siding, United Jct., Bowers Jct. and Forest Grove Jct. | 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 and road switcher engines, Classes DE single or multiple units of 1500, 1600 or 1750 HP used in passenger service. | 65 |
| 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 |

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.

## SPEED RESTRICTIONS

**Terminals Subdivision—**

| | M. P. H. Psgr. | M. P. H. Frt. |
|---|---|---|
| Maximum speed | 70 | 50 |
| Over Bridges between Vancouver and Willbridge | 30 | 30 |

**Vancouver Division—First Subdivision—**

| | | |
|---|---|---|
| Maximum speed | 70 | 50 |
| At Vancouver over 7th, 8th, 9th, 11th, Jefferson and Hill Streets | 10 | 10 |
| Within the city limits of Vancouver | 65 | |
| At Washougal to dispatch U. S. Mail, Train 1 | 50 | |
| At Lyle to dispatch U. S. Mail, Train 4 | 30 | |

**Vancouver Division—Second Subdivision—**

| | | |
|---|---|---|
| Maximum speed | 70 | 50 |
| Within the city limits of Kennewick | 35 | 35 |
| Within the city limits of Pasco | 25 | 25 |

**Vancouver Division—Third Subdivision—**

| | | |
|---|---|---|
| Maximum speed | 70 | 50 |
| Within the city limits of Pasco | 25 | 25 |
| Between Kahlotus and Snake River Jct. | 40 | 30 |
| Within the city limits of Lamont | 70 | |

**Vancouver Division—Fourth Subdivision—**

| | |
|---|---|
| Maximum speed | 30 |
| On curves 5 degrees and over | 15 |

**Oregon Trunk Railway—**

| | Psgr. | Frt. and Mixed |
|---|---|---|
| Maximum speed | 60 | 50 |
| Between Wishram and MP 87 | 40 | 35 |
| Between MP 87 and MP 98 | 30 | 25 |
| Over C Street crossing, Culver | 35 | 35 |
| Between North City Limits and A Street, Redmond | 50 | |
| Between A and H Streets, Redmond | 35 | 35 |
| Between H Street and South City Limits, Redmond | 50 | |
| Between North City Limits and Revere Street, Bend | 50 | |
| Between Revere Street and end of line, Bend | 25 | 25 |
| Over Revere Street when using siding, Bend | 10 | 10 |

**Portland Division—First and Second Subdivisions—**

| | Psgr. | Frt. |
|---|---|---|
| Maximum speed | 50 | 40 |
| Through Linnton, Scappoose and Rainier | 20 | 20 |
| Within City Limits of St. Helens | 40 | |
| Over Church Street Crossing, St. Helens | 30 | 30 |
| Within City Limits of Columbia City and Goble | 40 | |
| U. S. Government Trackage, Locoda | | 10 |
| Between East City Limits and 14th Street, Astoria | 30 | 30 |
| Between 14th Street and West City Limits, Astoria | 25 | 25 |
| Between Astoria and Seaside | 30 | 20 |
| Over Young's Bay Draw Span, Bridge 102-6 | 12 | 12 |
| Within City Limits of Warrenton, Gearhart and Seaside | 20 | |
| Over East and West Legs of Wye, Warrenton | 10 | 10 |
| Between Warrenton and Point Adams | 15 | 15 |

## SPEED RESTRICTIONS

**Portland Division—Third Subdivision—**

| | M.P.H. |
|---|---|
| Between United Junction and Banks | 25 |
| Between Banks and Vernonia | 20 |
| Within City Limits of Vernonia | 15 |

**Oregon Electric Railway—**
**First, Second, Third and Fourth Subdivisions—**

| | M.P.H. |
|---|---|
| Maximum speed | 35 |
| Train Handling Logs | 30 |
| Within City Limits of Beaverton | 20 |
| Between Beburg and Greton on S. P. tracks | 20 |
| Trains Handling Logs under S. P. Co. Bridge at Tualatin | 15 |
| Over Bridge 43-4, Wilsonville, brakes must be released before moving on any portion of structure and the application of brakes while moving on bridge must be avoided as much as possible. | |
| Between Cherry Avenue and North 5th Street, Salem | 20 |
| Between North 5th Street and West City Limits, Salem | 15 |
| Passing Paper Mill, Salem | 5 |
| Through Albany, Harrisburg, Junction City and Eugene | 20 |
| Trains handling logs over Santiam River Bridge 89-0, Calapooya River Bridge 99-9 and Willamette River Bridge 126-1 | 10 |
| Between Forest Grove Junction and Forest Grove | 25 |
| Through Hillsboro and Forest Grove | 20 |
| Between Lebanon and Sweet Home | 25 |
| Through Sweet Home | 20 |
| Over Santiam Highway crossing, Sweet Home | 10 |
| Between Sweet Home and Calapooya | 25 |
| Between Calapooya and Dollar | 12 |

## SPRING SWITCHES WITH FACING POINT LOCK

**Vancouver Division—Second Subdivision—**

Wishram.....East yard lead switch.

**Vancouver Division—Third Subdivision—**

Pasco.....East switch of siding.
Votaw.....East switch of siding.
Burr.....East switch of siding.
Hooper.....East switch of siding.
Benge.....East switch of siding.
Mock.....West switch of siding.
Overlook.....East switch of siding.

**Oregon Trunk Railway—**

Dixon.....Both switches of siding
South Junction.....East Switch of siding
Paxton.....East switch of siding

**Portland Division—First Subdivision—**

Willbridge Siding.....Both Switches of Siding

## SPRING SWITCHES WITHOUT FACING POINT LOCK

**Vancouver Division—First Subdivision—**

Vancouver.....{East yard lead switch. End of double track.

**Portland Division—First and Third Subdivisions—**

United Junction.....Junction of First and Third Subdivisions.
Bowers Junction.....Junction of Third Subdivision and O. E. Ry.

## DRAW BRIDGES

**Terminals Subdivision—**

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, Interlocked.

## OVERHEAD RAILROAD CROSSINGS

**Vancouver Division—Second Subdivision—**

| | Miles from Portland |
|---|---|
| Union Pacific R. R. | 228.4 |

**Vancouver Division—Third Subdivision—**

| | |
|---|---|
| Union Pacific R. R. | 362.5 |
| Northern Pacific Ry. | 364.1 |

**Oregon Electric Railway—First Subdivision—**

| | |
|---|---|
| Southern Pacific Co. | 35.8 |
| Southern Pacific Co. | 97.6 |

## RAILROAD CROSSINGS

**Oregon Electric Railway—First Subdivision—**

| | 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 |

**Vancouver Division—First Subdivision—**

| | Miles from Portland | Car Capacity | Switch at |
|---|---|---|---|
| Camas-Washougal Port Dock Spur | 25.8 | 16 | East end |
| Hegewald Timber Co. Spurs | 52.7 | 70 | West end |
| Stevenson Plywood Co. Spurs | 52.7 | 76 | East end |
| Underwood Fruit & Whse. Co. Spur | 75.0 | 12 | East end |
| Dallesdam Setout Spur | 96.6 | 25 | West end |
| Dallesdam Spur Trackage | 96.6 | | West end |

**Vancouver Division—Second Subdivision—**

| | Miles from Portland | Car Capacity | Switch at |
|---|---|---|---|
| Ballast loading tracks | 174.0 | 45 | Both ends |
| Sampson Grain Co. Spur | 182.5 | 20 | West end |
| North McNary Spur | 195.0 | 14 | East end |
| Kerley Chemical Corporation | 220.3 | 7 | West end |
| Phillips Chemical Co. Spurs Nos. 1 & 2 & Gas Ice Corporation Spur | 223.9 | 151 | East end |

**Vancouver Division—Third Subdivision—**

| | Miles from Portland | Car Capacity | Switch at |
|---|---|---|---|
| East Pasco—Standard Oil Spur | 234.2 | 12 | West end |
| " —Permante Cement Co. Spur | 234.5 | 17 | West end |
| " —Tidewater Shaver Spur | 234.7 | 19 | West end |
| " —Shell Chemical Corp. Spur | 234.7 | 8 | West end |
| " —Storage Spur | 234.7 | 20 | West end |
| Burr Canyon Spur | 265.9 | 5 | West end |
| Harder | 280.7 | 18 | East end |
| Washtucna Industry | 292.4 | 156 | East end |
| Ankeny | 305.8 | 15 | 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 | 6 | Both ends |

**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 |
| Portland Tug and Barge Spur | 5.8 | 16 | East end |
| Harbor Track | 9.8 | 17 | East end |
| Crown Zellerbach Corp. Spur | 26.1 | 58 | East end |
| Trojan | 40.7 | 12 | East end |
| Prescott | 41.9 | 2 | East end |
| Reeds | 45.2 | 5 | East end |
| Goodat Crushed Rock Spur | 47.3 | 10 | 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 | 56 | West end |
| Bioproducts Spur | 108.1 | 5 | West end |

**Portland Division—Third Subdivision—**

| | Miles from Portland | Car Capacity | Switch at |
|---|---|---|---|
| Haydite | 40.3 | 12 | Both ends |



**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 | 7 | East end |
| Chemawa B. P. A. Spur | 65.9 | 40 | West end |
| Roberts | 75.4 | 23 | East end |
| Linn County Lbr. Prod. Co. | 101.7 | 8 | East end |
| Munson Spur | 113.3 | 1 | East end |
| Miller Seed Co. | 118.3 | 4 | West end |
| Cartney | 121.3 | 2 | East end |
| Junction City Remilling Co. | 129.2 | 6 | East end |
| Valley Plywood Co. Spur | 129.5 | 14 | East end |
| Johnson & Powell Bros. | 130.0 | 3 | East end |

**Oregon Electric Railway—Third Subdivision—**

| | Miles from Albany | Car Capacity | Switch at |
|---|---|---|---|
| Indianola Lbr. Co. | 17.9 | 5 | East end |
| Clear Lbr Sales Co. - Fairview Lbr Co. | 20.7 | 7 | East end |
| Bauman Lumber Co. | 20.8 | 15 | East end |
| B. F. Johnson Lbr. Co. | 21.3 | 9 | East end |
| Gas Heat, Inc. | 21.5 | 2 | East end |
| The Red Knot Lumber Co. | 21.9 | 2 | West end |
| J. F. McGlothern Spur | 23.7 | 3 | East end |
| Kell Lbr. Co. | 23.9 | 5 | East end |
| Willamette Fibre & Chip Board Inc. | 24.3 | 6 | East end |
| Benjo Milling Co. | 24.5 | 6 | East end |
| J. H. Baxter Company | 24.7 | 7 | East end |
| Orlo Bagley 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 Minutes | Time Per Mile Seconds | Miles Per Hour | Time Per Mile Minutes | Time Per Mile 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 |
|---|---|
| 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 Willbridge**—Whistle signal — • — will be sounded for route to First Subdivision of the Portland Division. Upper unit of eastward home interlocking signal governs movements on eastward main track Terminals Subdivision. Lower unit governs movements to First Subdivision of the Portland Division.

**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. OXford 3-7279) 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 |

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

**Oregon Trunk Railway—**

| | Miles from Wishram |
|---|---|
| Columbia River Draw Bridge | 1.3 |

The following engine whistle signals will be sounded in calling for route:
Oregon Trunk Railway • • • •
Union Pacific Railroad Co. — • —



## COMPANY SURGEONS

**Dr. Merl L. Margason, Chief Surgeon** — 1216 S. W. Yamhill, Portland, Oregon, Telephone CApitol 8-4151.

**The Portland Clinic** — 1216 S. W. Yamhill, Portland, Oregon, Telephone CApitol 8-4151.

## LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver, Wash.
DR. W. S. SHEPHERD, Camas, Wash.
DR. H. L. ELDRIDGE, Washougal, Wash.
DR. HARRY S. HOLMES, North Bonneville, Wash.
DR. WAYNE M. HENKLE, Bingen-White Salmon, Wash.
DR. H. W. HOLDERBY, Goldendale, Wash.
DR. JOHN E. LIBBY, Goldendale, Wash.
DR. R. L. BECKER, Goldendale, Wash.
THE DALLES CLINIC, The Dalles, Oregon
DR. JAMES R. SCHLICHTING, The Dalles, Oregon
DR. G. J. VOTAVA, Pasco, Wash.
DR. JOSEPH L. GREENWELL, Pasco, Wash.
DR. F. C. KLOPFENSTEIN, Pasco, Wash.
DR. CHARLES G. SMICK, Ritzville, Wash.
DR. HENRY BOSSHARD, Connell, Wash.
DR. WILLIAM ORLOB, Cheney, Wash.
DR. E. B. COULTER, Spokane, Wash.
BEND MEMORIAL CLINIC, Bend, Oregon
DR. R. F. JONES, Redmond, Oregon
DR. T. J. HICKS, Madras, Oregon
DR. JAMES R. SCHLICHTING, Maupin, Oregon
DR. O. L. ZESCHIN, St. Helens, Oregon
DR. M. A. KENNEY, Rainier, Oregon
DR. J. L. WOODIN, Clatskanie, Oregon
DR. OTTO GEORGE, Clatskanie, Oregon
DR. FRANK E. FOWLER, Astoria, Oregon
DR. R. W. PARCHER, Seaside, Oregon
DR. ROLAND D. EBY, Vernonia, Oregon
DR. A. O. PITMAN, Hillsboro, Oregon
DR. GERALD B. SMITH, Woodburn, Oregon
DR. R. E. PURVINE, Salem, Oregon
DR. L. M. BAIN, Albany, Oregon
DR. ROLAND A. MARTIN, Albany, Oregon
DR. RALPH E. HERRON, Lebanon, Oregon
DR. ROBT. LANGMACK, Sweet Home, Oregon
DR. W. H. CHAPMAN, Eugene, Oregon

## STRETCHERS ARE LOCATED AT FOLLOWING POINTS

| | |
|---|---|
| Portland | Steam Derrick Outfit |
| 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 |
| Vernonia | Station |

F. S. BARLOW, Jr., Asst. Supt.
C. F. CROFFUT, Trainmaster
R. G. HASKELL, Trainmaster
H. J. WASSENAR, Trainmaster
W. W. GARRETT, Trainmaster
G. S. SHOWALTER, Trainmaster

A. R. WINN, Chief Dispatcher
D. J. RITCHIE, Gen. Supt. Motive Power
L. Z. DANIELS, Master Mechanic
J. J. SHEFCHEK, Traveling Engr.
H. E. CROFFUT, Traveling Engr.
L. J. FITZGERALD, Traveling Engr.