

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FIRST DIVISION

EMPLOYEES' TIME TABLE



To Take Effect Sunday, November 5, 1916

12:01 A. M. "Pacific Time."

For the Government and Information of Employees only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

J. P. O'BRIEN,
Vice President and General Manager.

M. J. BUCKLEY,
General Superintendent.

CONDENSED TIME TABLE—Huntington-Portland

WESTWARD.							DISTANCE FROM PORTLAND	Time Table No. 26 November 5, 1916.	DISTANCE FROM HUNTINGTON	EASTWARD.					
Second Class			First Class							First Class					Second Class
	255	17	1	19	11	5				6	2	18	4	12	256
	Fast Freight	Ore. & Wash. Limited	Portland Local	Pacific Coast Express	Spokane, Portland Passenger	Fast Mail				Salt Lake Express	Pendleton Local	Ore. & Wash. Limited	Portland & Puget Sound Express	Spokane, Portland Passenger	Fast Freight
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.			
								STATIONS							
	A M L 5.10	A M L 4.50		P M L 7.35		P M L 6.15	389.1	HUNTINGTON	0.0	P M A 3.45		A M A 12.35	A M A 9.55		P M A 1.30
	P M 3.30	9.00		A M 12.05		9.40	289.5	LA GRANDE	99.6	11.35		8.30	5.45		3.45 A M
	11.00	11.55	A M L 8.35	3.15		A M 12.10	215.1	PENDLETON	174.0	7.30	P M A 5.00	5.15	2.30		5.30
	A M 12.45	P M 12.05	8.50	3.45		12.20	211.2	RIETH	177.9	7.05	4.50	5.00	2.05		3.25 P M
			10.15		A M L 2.50		183.3	UMATILLA	215.5	5.15	3.15			A M A 12.15	
	3.45	1.50	10.48	5.50	3.17	2.05	166.0	MESSNER	223.1	4.30	2.35 P M	3.15	12.20 A M	11.39	11.30
	11.00	P M 4.10	P M 2.00	8.20	5.20	4.20	84.4	THE DALLES	305.7	1.55 A M	11.25	12.45 P M	9.55	9.35	4.00 A M
		7.00 P M A	5.30 P M A	11.30 A M A	8.00 A M A	7.00 A M A	0.0	PORTLAND	389.1	11.20 P M L	7.50 A M L	10.00 A M L	6.15 P M L	7.00 P M L	
	6.20 P M A							ALBINA							10.00 P M L
	37.10	14.10	8.55	15.55	5.10	12.45		Through Time		16.25	9.10	14.35	15.40	5.15	39.30

Figures shown on this page for information only.

CONDENSED TIME TABLE—Portland—Seattle

WESTWARD.				DISTANCE FROM SEATTLE	Time Table No. 26 November 5, 1916	STATIONS	DISTANCE FROM PORTLAND	EASTWARD.				
Second Class.		First Class.						First Class.			Second Class.	
691		563	569					511	562	512	564	692
Fast Freight		Owl	Portland Express	Shasta Limited	Tacoma Seattle Express	Shasta Limited	Owl	Fast Freight				
Daily.		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				
		P M L	A M L	A M L	P M A	P M A	A M A					
		11.15	10.45	9.30	183.4	3.15	8.10	6.15				
					180.1				A M A			
					173.9	2.50	7.45	5.50	6.45			
					147.6	1.51	6.55	5.01	6.25			
					145.1	1.40 P M	6.45	4.45	5.11			
					107.5	12.45 P M	6.00 P M		4.00			
					92.4				8.30 A M			
					96.1				12.40 A M			
					174.7				11.55			
					176.6				8.30			
					181.8				8.15			
					183.4				7.30 P M L			
									Daily.			
									11.15			

Figures shown on this page for information only.

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FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.

EASTWARD.

Length of passing track in dist.	WESTWARD.									DISTANCES FROM PORTLAND	EASTWARD.									
	Second Class.		First Class.								First Class.					Second Class.				
	23	255	35	17	1	19	11	5	2		18	12	4	6	36	24	256			
	Way Freight	Fast Freight	Bend The Dalles Passenger	Oregon and Washington Limited	Portland Local	Pacific Coast Express	Spokane Portland Passenger	Fast Mail	Pendleton Local	Oregon and Washington Limited	Portland Spokane Passenger	Portland and Puget Sound Express	Salt Lake Express	The Dalles Bend Passenger	Freight	Fast Freight				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
WFTY		AM L 9.00					AM L 2.50										AM A 11.00			
8110 P		9.30					10.21	2.56									10.21			
3200 P		10.00					10.27	3.01									10.00			
8200 P		10.34					10.34	3.06									9.40			
		11.35	AM L 3.45			PM L 1.50	10.48	AM L 3.17	AM L 2.05								9.10	AM A 11.30		
8118 P		11.45	3.55			1.56	10.52	5.54	3.20	2.10							9.00	10.52		
8260 P		PM 12.01	4.19			2.05	10.59	6.00	3.25	2.17							8.40	10.10		
8110 P		12.25	4.40			2.15	11.09	6.10	3.33	2.28							8.15	9.35		
	TP	12.40	4.55			2.21	11.16	6.16	3.39	2.34							7.55	9.10		
8048 WP		12.45	5.00			2.23	11.19	6.19	3.42	2.37							7.50	9.05		
3015 P		1.00	5.15			2.30	11.27	6.27	3.48	2.45							7.30	8.45		
7200 TFWP		1.22	5.30			2.37	11.35	6.35	3.54	2.52							7.10	8.20		
3208 P		2.08	5.45			2.45	11.43	6.44	4.02	3.03							6.44	8.05		
4946 WP		2.52	6.00			2.52	11.52	6.52	4.09	3.10							6.25	7.45		
8748 P		3.15	6.15			2.58	PM 12.01	7.00	4.16	3.16							6.15	7.25		
8217 P		3.25	6.25			3.01	12.05	7.04	4.20	3.20							6.08	7.04		
8000 P		3.45	6.45			3.08	12.12	7.13	4.26	3.26							5.55	6.45		
8500 P		4.00	7.20			3.14	12.20	7.20	4.32	3.32							5.45	6.30		
2775 WP		4.10	7.40			3.18	12.25	7.25	4.36	3.36							5.35	6.20		
6000 P		4.20	7.50			3.22	12.30	7.29	4.40	3.40							5.30	6.10		
2720 P		4.30	8.05			3.26	12.35	7.34	4.44	3.44							5.20	6.00		
6954 YP		4.45	8.25			3.30	12.40	7.39	4.48	3.48							5.10	5.50		
950 WYP		4.55	8.35	PM L 1.00		3.34	12.45	7.43	4.51	3.51							5.05	5.40		
2780		5.00	8.40	1.03		3.36	12.48	7.45	4.53	3.53							5.00	5.35		
2625		5.15	9.00	1.11		3.42	12.58	7.52	5.00	4.00							4.45	5.20		
8678		5.30	9.25	1.19		3.50	1.10	8.00	5.07	4.07							4.25	5.00		
WFTOP		6.00	10.00	1.35		4.05	1.30	8.15	5.20	4.20							4.00	4.30		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily		
		9.00	6.15	.35		2.15	3.15	2.25	2.30	2.15							7.00	7.00		
		11.0	12.5	38.0		36.2	30.4	34.0	39.5	36.2							14.0	11.6		

Time Table No. 26
November 5, 1916

STATIONS

- (DNR) UMATILLA
- 4.2 BAILLEY
- 3.2 IRRIGON
- 3.7 JUDSON
- 6.5 MESSNER
- 3.5 PETERS
- 3.8 CASTLE
- 5.8 BOULDER
- 4.1 HEPPNER JCT.
- 1.5 WILLOWS
- 4.4 SILICA
- 4.6 ARLINGTON
- 3.7 GILMORE
- 4.5 BLALOCK
- 4.0 RAMSAY
- 2.4 QUINTON
- 4.3 HOOK
- 3.8 GOFF
- 3.0 DAY
- 2.7 RUFUS
- 2.6 GRANT
- 2.9 BIGGS
- 2.1 SHERMAN
- 1.5 MILLER
- 3.9 CELILO
- 4.7 DUNE
- 7.5 THE DALLES

98.9
Time over District
Average Speed per Hour

STATION NUMBERS.

- A 183
- A 179
- A 176
- A 172
- A 166
- A 162
- A 158
- A 153
- A 149
- A 147
- A 143
- A 138
- A 134
- A 130
- A 126
- A 123
- A 119
- A 115
- A 112
- A 110
- A 107
- A 104
- A 102
- A 101
- A 97
- A 92
- A 84

Daily

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

- Trains 1 and 2 will stop on flag at Seufert, Big Eddy, Dillon and Boardman.
- Train 4 will stop on flag at Big Eddy and Dillon.
- Train 11 will stop at any station to let off passengers from Third and Fourth Divisions.
- Train 19 will stop at any station to let off passengers from East of Pendleton.
- Train 18 will stop at any point between Biggs and Pendleton to let off passengers from Bend Branch.
- Train 35 will stop on flag at Celilo to let off passengers from Bend Branch.
- Train 17 will stop at any station to let off passengers from Cheyenne, Denver or East.
- Junction switch at Messner will be left set for Second Division.

FIRST DISTRICT—The Dalles and Portland.

WESTWARD.

EASTWARD.

Length of passing tracks in clear	Second Class				First Class				DISTANCES FROM PORTLAND.
	255	23	17	1	19	11	5		
	Fast Freight Daily	Way Freight Daily	Oregon and Washington Limited Daily	Portland Local Daily	Pacific Coast Express Daily	Spokane Portland Passenger Daily	Fast Mail Daily		
WTOFP	AM L 11.00	AM L 6.00	PM L 4.10	PM L 2.00	AM L 8.20	AM L 5.20	AM L 4.20	84.4	
P	11.14	6.10	4.15	2.08	8.26	5.25	4.25	81.6	
8850 P	11.40	6.30	4.24	2.15	8.36	5.36	4.36	76.0	
1950 WP	PM 12.15	7.00	4.36	2.30	8.50	5.49	4.49	69.2	
3020 WP	12.45	7.30	4.50	2.45	9.05	6.00	5.00	63.2	
4040 P	1.10	7.50	5.00	2.55	9.15	6.08	5.08	58.7	
8265 P	1.15	8.00	5.03	2.59	9.18	6.11	5.11	57.5	
1885 P	1.20	8.10	5.07	3.04	9.23	6.15	5.15	55.3	
8190 P	1.30	8.20	5.12	3.10	9.28	6.19	5.19	52.9	
2980 TWFP	1.45	8.50	5.18	3.18	9.35	6.24	5.24	49.7	
P	1.55	9.05	5.23	3.24	9.45	6.29	5.29	46.8	
3203 P	2.10	9.35	5.30	3.35	9.52	6.36	5.36	42.9	
6783 WTP	2.25	10.02	5.40	3.45	10.02	6.46	5.46	38.7	
8315 P	2.45	10.25	5.48	3.58	10.12	6.54	5.54	34.1	
3108 P	2.55	10.35	5.52	4.04	10.17	6.58	5.58	31.4	
3479 OP	3.15	10.56	5.59	4.15	10.30	7.05	6.05	28.3	
3210 P	3.30	11.20	6.05	4.25	10.37	7.11	6.11	22.4	
3050 P	3.45	11.40	6.10	4.34	10.45	7.16	6.16	19.1	
5875 WP	4.00 PM A	12.10 PM A	6.16	4.42	10.51	7.22	6.22	15.6	
2700 P			6.20	4.49	10.55	7.26	6.26	13.2	
2720 P			6.30	5.02	11.04	7.34	6.34	7.7	
2125 P			6.38	5.10	11.10	7.40	6.40	4.4	
IP			6.55	5.25	11.25	7.55	6.55	0.6	
P			7.00 PM A	5.30 PM A	11.30 AM A	8.00 AM A	7.00 AM A	0.0	
VOTFYP	6.20 PM A	2.00 PM A						1.6	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	7.20	8.00	2.50	8.30	3.10	2.40	2.40		
	12.0	10.5	30.0	24.2	20.4	31.7	31.7		

Time Table No. 26
November 5, 1916

STATIONS

DNR THE DALLES
2.8 CRATES
5.6 ROWENA
6.8 MOSIER
6.0 HOOD RIVER
4.5 MENOMINEE
1.2 SONNY
2.2 VIENTO
2.4 LINDSEY
3.2 WYETH
2.9 HERMAN
3.9 CASCADE LOCKS
4.2 BONNEVILLE
4.6 DODSON
2.7 ONEONTA
5.1 BRIDAL VEIL
3.9 ROOSTER ROCK
8.3 TAYLOR
8.5 TROUTDALE
2.4 FAIRVIEW
5.5 CLARNIE
3.8 GRAHAM
3.8 EAST PORTLAND
0.6 PORTLAND
1.6 ALBINA
84.4
Time over District
Average Speed per Hour

STATION NUMBERS.

STATION NUMBERS.	First Class				Second Class			
	2	18	4	12	6	24	256	
	Pendleton Local Daily	Oregon and Washington Limited Daily	Portland Puget Sound Express Daily	Portland Spokane Passenger Daily	Salt Lake Express Daily	Way Freight Daily	Fast Freight Daily	
A 84	AM A 11.20	PM A 12.40	PM A 9.50	PM A 9.30	AM A 1.50	PM A 4.00	AM A 3.30	
A 82	11.14	12.34	9.45	9.25	1.45	3.50	3.15	
A 76	11.00	12.26	9.33	9.15	1.34	3.25	2.50	
A 69	10.45	12.15	9.17	9.01	1.22	2.30	2.20	
A 63	10.30	12.01 PM	9.03	8.50	1.10	2.00	1.55	
A 59	10.18	11.52	8.53	8.43	1.03	1.25	1.40	
A 58	10.14	11.49	8.50	8.40	1.00	1.15	1.33	
A 55	10.09	11.46	8.45	8.37	12.56	1.05	1.25	
A 53	10.04	11.43	8.40	8.33	12.52	12.50	1.15	
A 50	9.55	11.38	8.35	8.28	12.47	12.30	1.05	
A 47	9.45	11.33	8.30	8.23	12.42	12.15 PM	12.55	
A 43	9.35	11.27	8.21	8.16	12.35	11.50	12.35	
A 39	9.25	11.17	8.08	8.01	12.27	11.17	12.02 AM	
A 34	9.15	11.10	7.45	8.01	12.20	10.50	11.51	
A 31	9.08	11.06	7.40	7.57	12.16	10.35	11.45	
A 26	8.54	10.56	7.27	7.50	12.09	9.35	11.30	
A 22	8.43	10.51	7.17	7.45	12.04 AM	9.20	11.20	
A 19	8.34	10.45	7.08	7.40	11.59	9.05	11.10	
A 16	8.26	10.36	7.00	7.34	11.54	8.45 AM L	11.00 PM L	
A 13	8.20	10.32	6.55	7.30	11.50			
A 8	8.12	10.24	6.47	7.23	11.43			
A 4	8.05	10.18	6.38	7.18	11.38			
A 1	7.55	10.03	6.18	7.03	11.23			
A 0	7.50 AM L	10.00 AM L	6.15 PM L	7.00 PM L	11.20 PM L			
AA 2						7.00 AM L	10.00 PM L	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	3.30	2.40	3.35	2.30	2.30	9.00	5.30	
	24.2	31.7	22.8	33.8	33.8	9.4	15.0	

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

- Trains 4 and 19 will stop at Corbett and Latourell.
- Trains 4 and 19 will stop on flag at Warrendale.
- Train 19 will stop on flag at Crusher.
- Trains 1 and 2 will stop at Corbett.
- Trains 1 and 2 will stop on flag at Montavilla, Crusher, Latourell, Multnomah Falls, Warrendale and Ruthton.
- Train 11 will stop at any station to let off passengers from Third and Fourth Divisions.
- Train 19 will stop at any station to let off passengers from East of Pendleton.
- Train 17 will stop at any station to let off passengers from Cheyenne, Denver or East.
- Train 17 will stop on flag at Mosier on Sundays.
- Trains 4 and 19 will stop on flag at Lindsey on Sundays.

FIRST DISTRICT—Portland and North Portland Jct.
SECOND DISTRICT—Reservation and Seattle

WESTWARD.

Second Class					First Class.										DISTANCE FROM PORTLAND	Time Table No. 26 November 5, 1916		STATION NUMBERS
Length of Passing Tracks in Cars	255	23	977	691	563	135	133	123	137	569	125	511	127	121		STATIONS		
	Fast Freight	Way Freight	Way Freight	Fast Freight	Owl	C. M. & St. P. 15	C. M. & St. P. 18	C. M. & St. P. 44	C. M. & St. P. 117	Portland Express	C. M. & St. P. 16	Shasta Limited	C. M. & St. P. 17	C. M. & St. P. 42				
	Daily.	Daily.	Daily Ex. Mon.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				
P															183.4	DR SEATTLE	D 183	
IWTOYP				PM L 7.00											180.1	DNR ARGO	D 180	
				7.02											179.6	GEORGETOWN	D 179	
80 IP				7.15 PM A											173.9	DNR BLACK RIVER	D 174	

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

P				PM L 9.00											147.6	DN TACOMA JCT.	D 147
				9.10 PM A											146.5	DN RESERVATION	D 146

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. CO.

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY. CO.

P				PM L 2.00	AM L 6.30													6.8	NORTH PORTLAND JCT.	D 7
P	PM L 5.25	PM L 1.20		2.02	6.40													5.6	PENINSULA JCT.	AA 6
P	5.35	1.30		2.22	6.50													4.1	ST. JOHNS JCT.	AA 4
P	6.20 PM A	2.00 PM A		2.45 PM A	7.00 AM A													1.6	DNR ALBINA	AA 2
IP																		0.6	EAST PORTLAND	A 1
																		0.0	DNR PORTLAND	A 0
	Daily.	Daily.	Daily Ex. Mon.	Daily.															183.4	
	.55	.40	.45	12.00															Time over District	
	4.3	6.8	7.0	15.0															Average Speed per Hour	

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

SECOND DISTRICT—Centralia and Hoquiam. ✓

WESTWARD.

EASTWARD.

Length of passing tracks in Cars	WESTWARD.						DISTANCE FROM CENTRALIA	Time Table No. 26 November 5, 1916	STATION NUMBERS	EASTWARD.								
	Second Class.			First Class.						First Class.			Second Class.					
	193	51	161							117	41	43	42	118	44			
	C. M. & St. P. Freight	Freight	C. M. & St. P. Fast Frt.				C. M. & St. P. Passenger	MOTOR	MIXED	MOTOR	C. M. & St. P. Passenger	MIXED				Freight	C. M. & St. P. Freight	C. M. & St. P. Fast Frt.
	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.
WFYOTP		A M L 11.30						P M L 12.30	A M L 3.00	0.0	DNR	A M A 11.40				A M A 10.15		

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. CO.

PI		A M L 11.40					P M L 12.38	A M L 3.07	1.5	BLAKESLEE JUNCTION	DA 2	A M A 11.30		A M A 1.45				A M A 10.05		
25	P									3.1	DA 5	s 11.23		f 1.37				9.55		
	P	P M L 12.45	P M L 12.15	A M L 2.43			P M L 7.40	f 1.00	f 3.33	7.2	DA 12	f 11.05	P M A 3.42	f 1.10				9.30	A M A 10.15	P M A 9.30
60	WP	12.50	12.20	2.50			s 7.45	s 1.05	s 3.40	1.5	DA 13	s 11.00	s 3.37	s 1.05				9.25	10.00	9.25
25	P	1.00	12.35	3.05			f 7.55	f 1.15	f 3.55	4.6	DA 18	f 10.51	f 3.28	f 12.48				9.10	9.40	9.10
60	P	1.15	12.55	3.20			s 8.05	s 1.23	s 4.07	3.9	DA 22	s 10.42	s 3.20	s 12.38				8.55	9.20	8.55
60	P	1.31	1.10	3.35			f 8.15	f 1.31	f 4.20	4.3	DA 26	f 10.33	f 3.12	f 12.26				8.40	9.00	8.40
		1.40	1.20	3.42			8.20	1.35	4.26	2.3	DA 28	f 10.27	3.07	12.20				8.33	8.50	8.33
52	P	1.50	1.40	3.50			s 8.25	s 1.40	s 4.32	2.1	DA 31	s 10.23	s 3.02	s 12.15				8.25	8.40	8.25
	WP	2.00	1.45	3.55			f 8.30	f 1.44	f 4.38	1.6	DA 33	f 10.19	f 2.58	f 12.10 A M				8.20	8.35	8.20
35	P	2.10	1.55	4.05			f 8.40	f 1.51	f 4.48	3.8	DA 36	f 10.12	f 2.50	f 11.55				8.05	8.20	8.05
60	P	2.37	2.22	4.30			s 8.53 9.08	s 2.08 2.22	s 5.10	6.2	DA 42	s 9.58 9.43	s 2.37 2.22	s 11.30				7.40	8.00	7.40
84	P	2.55	2.35	4.35			f 9.12	f 2.27	f 5.15	1.4	DA 44	f 9.38	f 2.15	f 11.25				7.35	7.55	7.35
35	P	3.03	2.50	4.45			f 9.20	f 2.34	f 5.27	3.1	DA 47	f 9.33	f 2.06	f 11.10				7.25	7.45	7.25
	P									1.2	DA 50									
45	WFYOP	3.15	3.00	5.00			s 9.30	s 2.43	s 5.45	1.2	DA 51	s 9.25	s 1.55	s 10.55				6.55	7.25	7.00
	P	3.25	3.05	5.10			s 9.35	s 2.48	s 5.52	1.9	DA 53	s 9.20	s 1.50	s 10.50				6.45	7.20	6.30
	WYOP	3.30	3.10	5.15			9.40	2.55	6.00	0.8	DA 54	9.15	1.45	10.45				6.35	7.15	6.25
		P M A	P M A	A M A			P M A	P M A	A M A	3.6		A M L	P M L	P M L				A M L	A M L	P M L

BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY. CO.

FWTYOP		3.45 P M A	3.30 P M A	6.00 A M A			9.55 P M A	3.15 P M A	7.15 A M A	57.2	DNR	HOQUIAM	DA 57	9.00 A M L	1.30 P M L	10.30 P M L				6.15 A M L	7.00 A M L	6.00 P M L
		Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.			Daily.	Daily.	Daily.			57.2		Daily.	Daily.	Daily.				Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.
		3.00	4.00	3.17			2.15	2.45	4.15					2.40	2.12	3.30				4.00	3.15	3.30
		15.1	14.3	13.8			20.2	20.8	13.4					21.5	20.6	16.3				14.3	14.0	13.0

Eastward Trains are superior to Trains of the same class in opposite direction.—See Rule 72.

First class trains will stop on flag for passengers at Meadows: Jay: Callow: Hall.
Trains westward from Blakeslee Junction will procure clearance card from Dispatcher at Centralia
Nos. 41 and 42 will stop on flag for passengers at Western.

FIRST DISTRICT—Sherman and Bend.

WESTWARD.			DISTANCE FROM SHERMAN	EASTWARD.		
Length of passing tracks in clear.	Second Class	First Class		STATION NUMBERS	First Class	Second Class
	81 Freight Sundays Wednesdays Fridays	35 Dial The Dulles Passenger Daily			36 The Dulles Dial Passenger Daily	82 Freight Tuesdays Thursdays Saturdays
	A M L 12.05	A M L 7.25	147.4	DNR BEND	P M A 7.35	P M A 10.45
2700 WY			140.0	7.4 DES CHUTES		
2630 W	Via Joint Track—See Note Below	Via Joint Track—See Note Below	130.9	9.1 DN REDMOND		
2800			125.4	5.5 TERREBONNE		
2700 W	Via Joint Track—See Note Below	Via Joint Track—See Note Below	117.9	7.5 OPAL CITY		
2680			110.8	7.1 CULVER		
WPYT	A M L 7.00	A M L 8.52	106.1	4.7 DNR METOLIUS	P M A 6.00	P M A 4.30
2680 W	7.15	9.02	101.1	5.0 D MADRAS	5.45	3.45
2480	7.30	9.14	95.4	5.7 PAXTON	5.25	3.00
1900 W	7.45	9.30	89.9	5.5 D GATEWAY	5.10	2.40
1280 TWFP	8.15	9.52	81.8	8.1 R SOUTH JUNCTION	4.45	2.00
2700 W	Via Joint Track—See Note Below	Via Joint Track—See Note Below	79.9	1.9 JERSEY		
			76.1	3.9 KASKELA		
P	8.50	10.16	71.3	4.7 R NORTH JUNCTION	4.20	1.15
1100	8.55	10.19	70.2	1.1 COVE CREEK	4.16	1.10
1160	9.07	10.25	67.3	2.9 TWO SPRINGS	4.10	12.55
475	9.35	10.43	59.2	8.1 McLENNON	3.50	12.30
1160 WP	10.00	11.00	51.3	7.9 D MAUPIN	3.30	12.05 P M
1296 W	10.30	11.20	42.2	9.1 FARGHER	3.05	11.20
1200 W	11.00	11.48	31.8	10.4 TUNNEL ONE	2.38	10.34
1160	11.20	P M 12.01	26.2	5.6 BLUFFS	2.25	10.18
2660 W	11.55	12.27	14.4	11.8 ORCHARD	2.05	9.43
450	P M 12.10	12.36	9.9	4.5 FREE BRIDGE	1.57	9.30
WF	12.55 P M A	1.00 P M A	0.0	9.9 DR SHERMAN	1.35 P M L	9.00 A M L
	Sundays Wednesdays Fridays	Daily		147.4	Daily	Tuesdays Thursdays Saturdays
	12.50	5.35		Time over District	6.00	18.45
	11.5	26.3		Average Speed per Hour	24.6	10.7

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. Train movements between North Jct. and South Jct. and between Metolius and Bend will be governed by Rules, Regulations and Time Table of Oregon Trunk Railway.

Trains will not exceed speed of 15 miles per hour over Willow Creek viaduct between Madras and Metolius.

Trains 35 and 36 will stop on flag at Truman, Sherars Bridge, Ketchum and Harris.

Passenger trains will not exceed schedule time between Gateway and South Jct.

Switches for wye at Sherman will be left set and locked for wye.

FIRST DISTRICT—Biggs and Shaniko.

WESTWARD.			DISTANCE FROM BIGGS	EASTWARD.		
Length of passing tracks in to clear.	First Class	21 Mixed Daily		STATION NUMBERS.	First Class	22 Mixed Daily
3885 WYFP		A M L 7.30	69.2	DR SHANIKO	P M A 5.30	
891		8.00	56.7	12.5 WILCOX	4.45	
1100		8.15	52.0	4.7 KENT	4.30	
571		8.30	45.4	6.6 BOURBON	4.00	
1968 WT		9.00	38.0	7.4 D GRASS VALLEY	3.40	
388 Spur		9.25	30.8	7.2 ERSKINE	3.10	
2694 WY		9.40	26.6	4.2 D MORO	2.55	
1089		9.50	23.4	8.2 DE MOSS	2.40	
388		10.02	19.6	3.8 NISH	2.25	
3850 Spur		10.05	18.7	0.9 HAY CANYON	2.20	
650 Spur		10.15	15.6	8.1 SANDON	2.10	
1199		10.20	13.8	1.8 KLONDIKE	2.05	
3266 W		10.35	9.3	4.5 D WASCO	1.50	
190 Spur		10.45	6.6	2.7 SINK	1.35	
844		10.50	4.9	1.7 GREBE	1.30	
6780 WYFP		11.35 A M A	0.0	4.9 DNR BIGGS	1.05 P M L	
		Daily		69.2	Daily	

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. No train or engine will go east of the west wye switch at Biggs without clearance card to cover or under flag protection.

FIRST DISTRICT—Arlington and Condon.

WESTWARD.			DISTANCES FROM ARLINGTON.	EASTWARD.		
Length of passing tracks in to clear.	First Class.	13 Mixed Daily		STATION NUMBERS.	First Class.	14 Mixed Daily
10005 WFP		A M L 8.40	44.4	DR CONDON	P M A 4.50	
1576		9.00	36.2	8.2 GWENDOLEN	4.00	
1783		9.10	32.2	4.0 SPEECE	3.45	
1816		9.25	28.6	3.6 CLEM	3.30	
2342 W		9.45	24.3	4.8 MIKKALO	3.10	
1698		10.00	19.7	4.6 BARNETT	2.50	
2446 W		10.20	16.2	8.5 ROCK CREEK	2.35	
1793		10.45	7.5	8.7 SHUTLER	2.05	
1471		11.05	2.0	6.5 EDDY	1.50	
2596 WFP		11.20 A M A	0.0	2.0 DNR ARLINGTON	1.35 P M L	
		Daily		44.4	Daily	

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

FIRST DISTRICT—The Dalles and Portland.

WESTWARD.				EASTWARD.			
Second Class				First Class			
23		255		256		24	
Way freight		Fast freight		Fast freight		Way freight	
Daily.		Daily.		Daily.		Daily.	
8726 P		PM L 12-10	PM L 4.00			PM A 11.00	AM A 8.35
5381 P		12.30	4.25			10.45	8.15
8612 P		12.45	4.50			10.35	7.55
8768 P		1.10	5.20			10.20	7.30
1415 YP		1.20 PM A	5.25 PM A			10.15 PM L	7.25 AM L

SECOND DISTRICT—North River Junction and Primo

WESTWARD.			EASTWARD.		
Second Class			First Class		
23			24		
Way freight			Way freight		
Daily.			Daily.		
30		12.0			DC 12
65		5.0			DC 5
		.0			DA 50

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

Eastward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. No clearance will be issued to westward trains at Primo.

SECOND DISTRICT—Centralia and Tono

WESTWARD.				EASTWARD.			
Second Class				Second Class			
57		58		58		26	
Mixed Daily Ex. Sun.		Mixed Daily Ex. Sun.		Mixed Daily Ex. Sun.		Mixed Daily	
Daily.		Daily.		Daily.		Daily.	
84 WFOF		PM L 2.00	7.8	DB 6	PM A 1.35		
			7.3	DB 5			
40		1.25	1.7	D 93	1.10		

WESTWARD.				EASTWARD.			
First Class				First Class			
25		26		26		26	
Mixed Daily		Mixed Daily		Mixed Daily		Mixed Daily	
Daily.		Daily.		Daily.		Daily.	
2867 WTFP		AM L 9.00	45.2	DR	HEPPNER	AF 45	PM A 4.45
1029 P		9.25	36.3		LEXINGTON	AF 36	3.40
2397 W		9.45	28.3	D	IONE	AF 28	3.15
1082		10.10	19.9		MORGAN	AF 20	2.45
631 W		10.25	14.6		CECIL	AF 15	2.25
		10.35	10.9		EWING	AF 11	2.17
1004		10.45	6.8		RHBA	AF 7	2.10
882 TP		11.10 AM A	.0	DR	HEPPNER JCT.	A 149	1.55 PM L

Eastward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. No clearance will be issued to westward trains at Tono. Eastward trains from Wabash receive clearance from Dispatcher at Centralia.

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

SECOND DISTRICT—Chambers Prairie and Olympia

WESTWARD.				EASTWARD.			
Second Class		First Class		First Class		Second Class	
53		49		46		54	
Freight		Mixed		Passenger		Freight	
Daily.		Daily.		Daily.		Daily.	
PY	AM L 8.00	PM L 5.40	PM L 1.25	AM A 11.45	PM A 1.20	PM A 5.30	AM A 8.00
PWFY	AM A 8.30	PM A 6.00	PM A 1.55	AM L 11.25	PM L 1.00	PM L 5.05	AM L 7.30

WESTWARD.				EASTWARD.			
First Class				First Class			
205		209		203		201	
C. M. & St. P. Passenger.		C. M. & St. P. Passenger.		Motor		Motor	
Daily.		Daily.		Daily.		Daily.	
12 P	PM L 9.00	PM L 2.30	PM L 2.15	AM L 9.50			
60 YP	PM A 9.08	PM A 2.37	PM A 2.22	AM A 9.58			

Eastward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. No. 45 has right over No. 48, Chambers Prairie to Olympia.

Eastward Trains are superior to Trains of the same class in the opposite direction (See Rule 72). No clearance will be issued at Montesano or South Montesano for Montesano branch trains.

SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions between Portland and East Portland, East Portland and St. Johns Jct., Seattle and Georgetown, Tacoma Jct. and Reservation, Helsing Jct. and Independence, South Montesano and Montesano, North River Jct. and Aberdeen, and within yards at Albina, East Portland, North Portland Jct., Kenton, The Dalles, Des Chutes River Bridge, Biggs, Messner, Umatilla, South Junction, Olympia, Chambers Prairie and Tono, and at Sherman on branch only.
- Protection at Other Stations.** Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule. Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station. Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.
- The limits of Albina yard extend from East Portland to St. Johns Jct.
The limits of North Portland Jct. yard extend from east portal of tunnel to North Portland Jct.
The limits of Kenton yard extend from Peninsula Jct. to yard limit sign located about 500 feet west of P. R. L. & P. Ry. overhead crossing.
Yard limits extend from Seattle Passenger Station to one-fourth mile west of west switch of Georgetown siding.
Yard limits extend from Tacoma Junction to Fifteenth Street, Tacoma.
Yard limits extend from C. M. & St. P. switch Helsing Junction to Independence.
Yard limits extend one-fourth mile east of South Montesano to one-half mile west of South Montesano, including Montesano Branch.
Yard limits extend from 200 feet east of North River Jct. switch to one-fourth mile west of Aberdeen passenger station.
Yard limits extend from one-half mile west of Tono to end of track east of Tono.
Yard limits at Sherman apply only on branch.
- No. 3. Referring to Rule 221-A, all trains will obtain clearance at Messner, Arlington and Hood River. Unnecessary to whistle for train order signal at these stations. Trains will not whistle for train order signal at Aberdeen, Cosmopolis and Independence but will be governed by position of signal at these stations. Referring to Rule 221, on branch lines train order signal lights will not be kept burning after passage of regular trains for the day.
- No. 4. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 5. Referring to Rule 87; within Automatic Block Signals Limits extra trains may pass or run ahead of second class trains without train order authority.
- No. 6. White flag displayed at a blind siding will indicate cars or L. C. L. freight to be moved. Trains doing local work will be governed accordingly.
- No. 7. Trains (except passenger) consisting of more than fifteen cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 8. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.
- No. 9. Helper enginemen will be furnished copies of all train orders affecting movement of trains while being helped.
- No. 10. In order to avoid damage to equipment in stopping trains, and to avoid excessive speed over light grades and through sags, helper enginemen located intermediately or on rear of trains, will work only sufficient steam to keep up the slack.
- No. 11. Train registers will not be used as a means of identifying extra trains.
- No. 12. Trainmen and Enginemen are subject to the Rules and Regulations of Northern Pacific Terminal Co. while in their yard.
- No. 13. All Trains and Engines will approach crossing of United Railway Co. track on Front Street, Portland, prepared to stop before going over crossing, expecting to find crossing occupied.
- No. 14. Second District trains will not obtain clearance at Portland or North Portland Jct.
- No. 15. All trains will receive proceed signal from bridge tender before passing on to draw of draw bridges at Tacoma, Montesano and Aberdeen.
- No. 16. Sand will not be used on draw bridges.
- No. 17. Junction switch at Helsing Junction will be left set and locked for line to Centralia. Junction switch at Tacoma Junction will be left set for C. M. & St. P. track. Junction Switch 1500 feet east of Reservation will be left set for Crossover to Northern Pacific main track. Wye switch on Montesano Branch will be left set for east leg of wye. Double track switch, Aberdeen, located 250 feet east of passenger station, will be left set for eastward trains.
- No. 18. Black River is initial station for all eastward trains. First and second class trains will register by registering ticket (Form 2642) at Black River. O.-W. R. & N. eastward first and second class trains will procure check of register (Form 2529) from operator at Black River. Second class and extra trains only will register and receive clearance card (Form 2643) at Argo.
- No. 19. When passing over Willamette River Bridge between Portland and East Portland, a trainman will remain at rear of train with hand on air valve of tail hose so that emergency brake can be applied if necessary.

SPEED RESTRICTIONS

- No. 20. Passenger trains, mail and express trains and light engines will not exceed a speed of 50 miles per hour and other trains will not exceed a speed of 35 miles per hour.
- No. 21. Trains will not exceed a speed of 30 miles per hour around 6, 7 and 8 degree curves and 25 miles per hour around 9 and 10 degree curves.
- No. 22. In any class of service, engines of Consolidation and Mikado class will not exceed a speed of 35 miles per hour and engines of Mallet class will not exceed a speed of 15 miles per hour.
- No. 23. The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe.
- No. 24. Maximum speed permitted on Branch Lines as follows:
Shaniko Branch: Passenger trains: Shaniko and Grass Valley 35 miles per hour; Grass Valley and Grebe 30 miles per hour; Grebe and Biggs 20 miles per hour.
Freight and mixed trains: Shaniko and Grass Valley 25 miles per hour; Grass Valley and Grebe 20 miles per hour; Grebe and Biggs 10 miles per hour.
Condon Branch: Passenger trains: Condon and Arlington 25 miles per hour.
Freight and mixed trains: Condon and Gwendolen 25 miles per hour; Gwendolen and Rock Creek on descending grades 12 miles per hour; Rock Creek and Mile Post 3 25 miles per hour; Mile Post 3 and Arlington 12 miles per hour.
Tono Branch: All trains: 20 miles per hour in both directions between Tono and Wabash.
- No. 25. Passenger trains will not exceed a speed of 20 miles per hour on East Portland Hill when helper engine is used on rear of train, and must cut off such helper just east of Sandy Road crossing, except in cases of unusually heavy trains. Helper engineers will not work more steam than is absolutely necessary.
- No. 26. Passenger trains will not exceed a speed of 30 miles per hour and freight trains 20 miles per hour in either direction between Eagle Creek and Mile Post 42.
- No. 27. Westward trains will not exceed a speed of 15 miles per hour through turnout at either end of gauntlet track over Des Chutes River Bridge, and through turnout onto westward track at Biggs.
- No. 28. Eastward trains will not exceed a speed of 15 miles per hour through turnout onto eastward track at Crates.
- No. 29. Trains will not exceed a speed of 15 miles per hour through turnout to C. M. & St. P. Ry. at Tacoma Junction.
- No. 30. When sand is blowing, during foggy or stormy weather, and at points where there is liability of tracks being obstructed, trains will be handled with care and under control.
- No. 31. Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover. Permanent slow boards are erected as follows: First District—Tunnel No. 3; Second District—Mile Post 44, Hoquiam Branch; between Mile Posts 25 and 26 and between Mile Posts 87 and 88, Bend Branch.
- No. 32. Train will stop before crossing Vancouver avenue (Mile Post 8 on Kenton Line).
- No. 33. Westward trains will stop before crossing Sandy Road, M. P. 3.
- No. 34. Trains handling logs will not exceed a speed of 15 miles per hour at any point.
- No. 35. Engines will not exceed 6 miles per hour when moving cars on rollway at Preacher's Slough.

SPECIAL INSTRUCTIONS—Continued

MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

- No. 36. The Train Staff System is in operation between St. Johns Jct. and Peninsula Jct. All trains, yard engines and light engines moving between these points will be governed by Train Staff System Rules. St. Johns Jct. and Peninsula Jct. are staff stations. Train order semaphores at St. Johns Jct. and Peninsula Jct. indicate the limits of staff block. Cars will not be shoved through tunnel ahead of engine. Headlights will be kept burning on all engines run between St. Johns Jct. and Peninsula Jct. during day and night. Westward trains will be governed by position of semaphore signals located 600 feet east of east portal of tunnel and not proceed until signal is clear, securing staff at staff station. When approaching staff stations, should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he will stop, and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

AIR BRAKES.

- No. 37. Trainmen will be particular to know that air is cut in on all cars picked up, and before descending heavy grades must know that all good-order air brakes are cut into the train line. Hand brakes must be used on non-air and cut-out cars descending heavy grades.
- No. 38. Pressure Retaining Valves will be used on **descending** grades as follows:
 Shaniko Branch: On freight trains Wasco to Biggs.
 On passenger trains Grebe to Biggs.
 Condon Branch: On all trains Mile Post 35 to Mikkalo; Barnett to Rock Creek, and Mile Post 3 to Arlington.
 Bend Branch: On freight trains Mile Post 99 to South Jct., alternating the retainers.
- No. 39. The braking power on engines helping or pushing trains will be cut into the train line and particular attention be given to cutting in of driving brakes. When helpers are used ahead of regular engine the regular engineer will set air on train to be released by helper engineer, and vice versa when this helper cuts off.
- No. 40. All westward freight trains will stop at Grebe and inspect train as per Rule 16, Rules and Regulations Governing Air Brakes, etc.

TRAIN ORDERS.

- No. 41. Within Automatic Block Signal limits between Umatilla and Portland and between Black River and Seattle:
 Form "19" train order may be issued to restrict the superiority of a train, except that Form 31 must be used (1) when orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217). (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219). (3) When issuing an order Form "G", example 3. (4) When giving any train right over all trains. (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train. Operator will fill out clearance, designating thereon numbers of all orders, (Forms 19 and 31), repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space. In case of wire failure Operator will issue clearance without O. K. from Dispatcher. Operator will retain carbon copy of clearance. Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed. When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order. Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

INTERLOCKING PLANT SIGNALS.

- No. 42. The following whistle signals will be used for movements through the interlocking plant at East Portland:

To Portland,	One long: ———
To Albina,	One long; one short: ——— o
To Graham,	Two long: ——— ———
To S. P. Main Line,	One short; one long: o ———
To East Second St.,	Two short; one long: o o ———
To S. P. Yard,	One short; one long; one short: o ——— o
To Transfer Track,	One long; one short; one long: ——— o ———

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS		ALBINA and TROUTDALE		PORTLAND and THE DALLES				THE DALLES and UMATILLA		PORTLAND AND SEATTLE							NORTH RIVER JUNCTION and PRIMO		CHAMBERS PRAIRIE and OLYMPIA				
			Eastward	Westward	EASTWARD		WESTWARD		EASTWARD	WESTWARD	EASTWARD				WESTWARD			Eastward	Westward					
	Old Numbers	U. P. New Numbers			E. Portland to Troutdale	Bonerville to Cascade L's	The Dalles to Dodson's	Troutdale to Clarno			The Dalles to Arlington	Umatilla to Arlington	Portland to Kalama	Kalama to Oregona	Oregona to Winlock	Winlock to Napavine	Centralia to Seattle			Seattle to Centralia	Centralia to Napavine	Napavine to Portland		
S-51 ^{1 1/2} 98	20	4900	650	650	580																			
S-51 ^{1 1/2} 128	25 to 27	4931 to 4933	850	850	745	1345																		
E-57 ^{1 1/2} 51	57 to 60, 62, 64	1109 to 1113	1000	1000	390	710	810	810	840	980	1065	805	660	495	815	850	430	1065	515		515			
E-63 ^{1 1/2} 54	65 to 70	1101 to 1105	1340	1340	350	640	730	730	755	885	960	725	600	450	735	770	390	960	450		450			
E-63 ^{1 1/2} 55	71 to 73	1106 to 1108																						
E-62 ^{1 1/2} 62	78 to 79	1122 to 1123	1025	1025	470	850	975	975	1010	1180	1280	965	795	600	980	1025	515	1280	630		630			
E-64 ^{1 1/2} 68	80 to 87	1114 to 1121																						
T-55 ^{1 1/2} 71	112 to 119	1701 to 1708																						
A-81 ^{1 1/2} 106	88 to 102	3500 to 3514	1100	1100	625	1135	1295	1295	1390	1570	1705	1285	1060	800	1305	1365	685	1705	795		795			
M-57 ^{1 1/2} 91	103 to 111	4200 to 4208	1320	1320	490	895	1020	1020	1060	1240	1345	1015	835	630	1030	1080	545	1345	635		635			
T-63 ^{1 1/2} 92	130 to 135	1709 to 1714	1340	1340	510	925	1060	1060	1100	1285	1395	1050	865	650	1065	1120	560	1395	655		655			
T-63 ^{1 1/2} 113	136 to 147	1715 to 1726	1490	1490	625	1135	1295	1295	1390	1570	1580	1200	990	720	1280	1280	655	1580	835		835			
C-51 ^{1 1/2} 117	160 to 164	700 to 704	1620	1620	700	1270	1455	1455	1600	1765	1915	1445	1190	895	1465	1535	770	1915	935		935			
T-57 ^{1 1/2} 119	170 to 173	1733 to 1736	1670	1670	740	1345	1540	1540	1730	1880	1900	1440	1190	870	1540	1540	800	1900	1025		1025			
E-64 ^{1 1/2} 139	179 to 184	1727 to 1732																						
P-77 ^{1 1/2} 123	190 to 193	3204 to 3207	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500	1265		1265			
P-77 ^{1 1/2} 138	194 to 197	3200 to 3203																						
P-77 ^{1 1/2} 145	198 to 207	3208 to 3217																						
T-57 ^{1 1/2} 125	174 to 178	1737 to 1741	1700	1700	785	1420	1625	1625	1735	1985	2150	1625	1340	1005	1650	1725	870	2150	1070		1070			
T-63 ^{1 1/2} 160	300 to 305	1755 to 1760	2205	2205	920	1680	1920	1920	2200	2310	2505	1890	1560	1170	1920	2010	1010	2505	1310		1310			
P-77 ^{1 1/2} 170	208 to 209	3218 to 3219	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500	1265		1265			
P-77 ^{1 1/2} 170	210 to 215	3220 to 3225	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500	1370		1370			
T-69 ^{1 1/2} 159	250 to 262	1742 to 1754	2090	2090	900	1635	1880	1880	2050	2280	2200	1680	1380	1000	1790	1790	900	2200	1180		1180			
C-55 ^{1 1/2} 143	327 to 329	707 to 709	1915	1915	900	1635	1880	1880	2050	2280	2470	1865	1540	1155	1895	1895	1000	2470	1235		1235			
C-57 ^{1 1/2} 176	330 to 338	710 to 718	2320	2320	1000	1820	2085	2085	2300	2510	2335	1790	1475	1075	1900	1900	985	2335	1475		1475			
C-57 ^{1 1/2} 163	344	724																						
C-57 ^{1 1/2} 169	339 to 343	719 to 723																						
C-57 ^{1 1/2} 179	345 to 349	725 to 729																						
C-57 ^{1 1/2} 187	350 to 388	730 to 768	2500	2500	1150	2100	2400	2400	2650	2890	2940	2250	1860	1360	2380	2380	1220	2940	1675		1675			
MK-57 ^{1 1/2} 205	500 to 565	2100 to 2140	2795	2795	1285	2350	2695	2695	2965	3225	3500	2645	2175	1635	2900	2900	1440	3500	1740		1740			
MC-57 ^{1 1/2} 394	700 to 702	3800 to 3802	5450	5450	2530	4620	5280	5280	6050	6350	6895	5580	4300	3215	5740	5740	2790	6895	3490		3490			

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

Between stations for which no rating is shown maximum will apply.

CLASS.

- "E" — Eight Wheelers.
- "A" — Atlantic Type.
- "P" — Pacific Type.
- "T" — Ten Wheeler.
- "M" — Moguls.
- "C" — Consolidation Engines.
- "TW" — Twelve Wheelers.
- "S" — Switch.
- "MK" — Mikado.
- "MC" — Mallet Compound.

EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

C-57 ²²/₃₀ 187

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS		SHERMAN and BEND							BIGGS and SHANIKO						ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER			CENTRALIA and HOQUIAM				CENTRALIA and TONO			
			EASTWARD					WESTWARD	EASTWARD			WESTWARD			EASTWARD		WESTWARD	EASTWARD		WESTWARD	EASTWARD	WESTWARD								
	Old Numbers	U. P. New Numbers	Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Madras	Madras to Redmond	Redmond to Bend	Terrebonne to Calver	Biggs to Grebe	Grebe to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Moro	Hay Canyon to Sandon	Arlington to Eddy	Eddy to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Lone	Lone to Lexington	Lexington to Heppner	Hoquiam to So. Aberdeen	So. Aberdeen to Centralia	Centralia to So. Aberdeen	So. Aberdeen to Hoquiam	Centralia to Tono	Tono to Centralia	
E-57 ¹⁷ / ₁₇	51	57 to 60, 62, 64	1109 to 1113	370	465	220	360	400	575	75	170	165	205	510	220	160	145	290	75	600	320	505	390	370	390	780	1000	390	855	MAX
E-63 ¹⁷ / ₁₇	54	65 to 70	1101 to 1105	365	460	215	350	395	570	70	170	155	195	460	210	145	135	260	65	550	290	455	350	335	355	705	905	355	775	MAX
E-63 ¹⁷ / ₁₇	55	71 to 73	1106 to 1108																											
E-62 ¹⁸ / ₁₈	62	78 to 79	1122 to 1123																											
E-64 ¹⁸ / ₁₈	68	80 to 87	1114 to 1121	510	635	305	490	560	780	90	210	210	260	615	295	200	235	350	114	750	375	610	470	445	470	965	1220	470	1034	MAX
T-55 ¹⁸ / ₁₈	71	112 to 119	1701 to 1708																											
A-81 ²⁰ / ₂₀	106	88 to 102	3500 to 3514	690	865	410	660	715	1060	110	285	275	350	815	370	255	305	381	125	980	455	810	625	590	620	1240	1595	620	1360	MAX
M-57 ¹⁸ / ₁₈	91	103 to 111	4200 to 4208	520	650	310	500	565	800	95	225	215	270	645	310	200	245	360	146	800	593	640	490	465	470	965	1220	470	1034	MAX
T-63 ¹⁸ / ₁₈	92	130 to 135	1709 to 1714	535	670	315	510	645	825	115	230	250	285	670	350	220	258	385	150	950	610	665	510	485	510	1020	1310	510	1120	MAX
M-55 ¹⁸ / ₁₈	108	c. s. 10	4209	680	845	415	650	735	1030	140	285	265	330	780	380	260	295	455	171	960	625	790	610	570	600	1200	1548	600	1315	MAX
T-63 ²⁰ / ₂₀	113	136 to 147	1715 to 1726	690	865	415	660	745	1060	145	290	275	330	815	400	260	305	470	180	980	775	810	625	590	624	1260	1620	624	1340	MAX
C-51 ²⁰ / ₂₀	117	160 to 164	700 to 704	770	955	470	740	835	1170	173	320	300	374	910	500	300	364	530	195	1075	870	910	700	665	700	1405	1800	700	1540	MAX
T-57 ²⁰ / ₂₀	119	170 to 173	1733 to 1736																											
T-64 ^{18 2/3} / ₂₆	139	179 to 184	1727 to 1732	830	1035	485	785	905	1270	180	335	325	405	960	485	340	365	560	208	1210	953	965	740	705	740	1485	1905	740	1630	MAX
P-77 ²⁰ / ₂₀	123	190 to 193	3204 to 3207																											
P-77 ^{17 2/3} / ₂₈	138	194 to 197	3200 to 3203	835	1050	505	800	935	1300	180	360	335	420	1020	495	320	385	590	200	1185	1015	965	740	705	740	1485	1905	740	1630	MAX
P-77 ²⁰ / ₂₀	145	198 to 207	3208 to 3217																											
T-57 ²⁰ / ₂₀	125	174 to 178	1737 to 1741	890	1100	540	850	965	1345	190	365	365	440	1030	500	360	420	590	240	1250	1015	1015	785	745	710	1425	1835	710	1720	MAX
P-77 ²⁰ / ₂₀	170	208 to 209	3218 to 3219	1140	1405	685	1100	1220	1750	205	450	435	580	1290	615	425	506	760	250	1595	1390	1330	1030	950	1010	2020	2595	1010	2218	MAX
P-77 ²⁰ / ₂₀	170	210 to 215	3220 to 3225	1140	1405	685	1100	1220	1750	205	450	435	580	1290	615	425	506	760	250	1595	1390	1330	1030	950	1010	2020	2595	1010	2218	MAX
T-69 ²⁰ / ₂₀	159	250 to 262	1742 to 1754	990	1245	615	980	1053	1520	190	410	395	500	1175	535	370	445	617	226	1465	1200	1170	900	855	900	1800	2310	900	1975	MAX
T-63 ²⁰ / ₂₀	160	300 to 305	1755 to 1760	1080	1340	650	1035	1170	1640	200	416	425	535	1240	585	400	490	695	252	1530	1315	1195	920	870	915	1830	2350	915	2010	MAX
C-55 ¹⁸ / ₁₈	143	327 to 329	707 to 709	990	1245	615	980	1100	1520	205	444	430	545	1275	550	420	445	675	267	1530	1315	1170	900	855	900	1800	2310	900	1975	MAX
C-57 ^{18 2/3} / ₂₆	176	330 to 338	710 to 718																											
C-57 ²⁰ / ₂₀	163	344	724																											
C-57 ^{18 2/3} / ₂₆	169	339 to 343	719 to 723	1200	1505	745	1170	1120	1720	220	465	460	585	1305	625	435	480	755	275	1625	1400	1300	1000	950	1020	2041	2625	1020	2220	MAX
C-57 ²⁰ / ₂₀	179	345 to 349	725 to 729																											
C-57 ²⁰ / ₂₀	187	350 to 388	730 to 768	1305	1615	800	1255	1430	1980	275	520	500	650	1460	700	480	555	870	335	1820	1495	1495	1150	1090	1150	2300	2950	1150	2520	MAX
MK-57 ^{20 3/4} / ₃₀	205	500 to 565	2100 to 2165	1445	1815	895	1385	1550	2215	305	600	580	720	1635	770	530	665	940	365	2020	1630	1660	1285	1205	1270	2535	3255	1270	2780	MAX
MC-57 ^{20 3/4} / ₃₀	394	700 to 702	3800 to 3802	2870	3550	1760	2760	3220	4355	500	1180	1145	1420	3200	1540	1055	1250	1967	588	4000	3395	3290	2530	2400	2530	5070	6500	2530	5555	MAX

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Between stations for which no rating is shown, maximum will apply.

EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

$$C-57 \frac{22}{30} 187$$

LIST OF SURGEONS

NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE , Chief Surgeon.	PORTLAND, Corbett Bldg.}Telephones	O-W. R. & N. Co., System.
DR. F. M. TAYLOR, Asst. Surgeon.	PORTLAND, Corbett Bldg.}Ho. A1267	O-W. R. & N. Co., System.
DR. J. H. JESSOP, Asst. Surgeon.	PORTLAND, Corbett Bldg.}Pa. M 267	O-W. R. & N. Co., System.
DR. W. H. NORTON, Asst. Surgeon.	PORTLAND, Corbett Bldg.	O-W. R. & N. Co., System.
DR. GEO. AINSLIE, Chief Oculist.	PORTLAND, Oregonian Bldg.	O-W. R. & N. Co., System.
DRS. DICKSON, COGHLAN and DAVIS, Nose and Throat.	PORTLAND, Selling Bldg.	O-W. R. & N. Co., System.
DR. C. STUART MENZIES.	PORTLAND, Stevens Bldg., Park and Wash Sts.	E. Portland, South of Sullivan's Gulch.
DR. C. HOLCOMB, Assistant Surgeon.	ALBINA.	Albina to The Dalles and Vancouver.
DR. CHAS. R. MANLEY	BRIDAL VEIL.	Portland to The Dalles.
DR. J. F. WATT, District Surgeon.	HOOD RIVER.	Portland to The Dalles.
DR. J. M. LOWE, District Surgeon.	THE DALLES.	Hood River to Umatilla.
DR. THOMPSON COBERTH.	THE DALLES.	Hood River to Umatilla.
DR. B. FERRELL, District Surgeon.	BEND.	Bend Branch.
DR. C. L. POLEY, District Surgeon.	MORO.	Bend Branch.
DR. M. B. TAYLOR, District Surgeon.	GRASS VALLEY.	Biggs to Shaniko.
DR. J. W. DONNELLY, District Surgeon.	ARLINGTON.	Biggs to Shaniko.
DRS. MILLER and WILHELM, District Surgeons.	CONDON.	Arlington to Condon.
DR. H. T. ALLISTON, District Surgeon.	HEPPNER.	Condon to Arlington.
DR. MONTGOMERY RUSSELL, Division Surgeon.	SEATTLE, 620 Leary Bldg.}Main 90	Heppner Branch.
DR. F. R. UNDERWOOD, Assistant Surgeon.	SEATTLE, 620 Leary Bldg.}	Portland-Seattle.
DR. WOOD & SAMUELS, Oculist and Aurist.	SEATTLE, Cobb Bldg. Main 2205	Portland-Seattle.
DR. WM. P. O'ROURKE, Assistant Surgeon.	SEATTLE (Georgetown).	Portland-Seattle.
DR. F. D. MERRITT, District Surgeon.	AUBURN.	Argo.
DR. CHAS. JAMES, District Surgeon.	TACOMA, 304 Berlin Bldg.	Seattle-Tacoma.
DR. W. A. MILLINGTON, District Surgeon.	TENINO.	Auburn-Tenino.
DR. DAVID LIVINGSTONE, District Surgeon.	CENTRALIA.	Tacoma-Centralia.
DR. R. H. CAMPBELL,	VADER.	{Tenino-Winlock.
DR. E. W. WHITE, District Surgeon.	CASTLE ROCK.	Centralia-So. Elma.
DR. C. W. BALES, District Surgeon.	KELSO.	Centralia-Tono.
DR. LUTHER M. SIMS, District Surgeon.	KALAMA.	Winlock-Castle Rock.
DR. J. T. GUERIN, District Surgeon.	VANCOUVER.	Winlock-Kelso.
DR. HANNIBAL BLAIR, District Surgeon.	ELMA.	Castle Rock-Kalama.
DR. EDMUND A. SIZER, District Surgeon.	COSMOPOLIS.	Kelso-Vancouver.
DR. I. R. WATKINS, District Surgeon.	ABERDEEN.	Kalama-Albina.
DR. R. F. HUNTER, District Surgeon.	HOQUIAM.	
DR. J. H. FITZ, District Surgeon.	MONTESANO.	Grays Harbor and North River Branches.

STANDARD CLOCKS

PORTLAND	TELEGRAPH OFFICE
ALBINA	TELEGRAPH "
THE DALLES	TELEGRAPH "
SHANIKO	TELEGRAPH "
UMATILLA	TELEGRAPH "
CENTRALIA	DISPATCHER'S "
SEATTLE	TELEGRAPH "
ABERDEEN	TELEGRAPH "
HOQUIAM	TELEGRAPH "

LICENSED WATCH INSPECTORS

WEBB C. BALL, General Time Inspector	SAN FRANCISCO
BELDING & SAXTON, Local Watch Inspectors	PORTLAND
H. H. HEIDE, " " " "	ALBINA
D. LINDQUIST, " " " "	THE DALLES
HOUGHTON & HUNTER, " " " "	SEATTLE
R. A. SUTTIFF, " " " "	GEORGETOWN
RICHARD VAETH, " " " "	TACOMA
BEN SALIK, " " " "	CENTRALIA
O. BORG, " " " "	HEPPNER
H. F. SHANKS, " " " "	ARLINGTON
F. W. STRAUB, " " " "	HOQUIAM

AMBULANCE AT PORTLAND IS LOCATED AT RED CROSS AMBULANCE CO., 391 DAVIS ST., TELEPHONES, BROADWAY 78 AND A 1211.

PASSENGER STOPS ("S" AND "F") AND TRACKS NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULE

PORTLAND-UMATILLA	ALBINA-TROUTDALE	BEND BRANCH	HOQUIAM BRANCH	PRIMO BRANCH
Montavilla M. P. 5.4	Adamsboro M. P. 10.3	Harris M. P. 14.1	Meadows M. P. 7.0	Hanna M. P. 6.0
Corbett " 20.4	Ward " 14.0	Ketchum " 27.0	Ninemire " 11.9	Midson " 11.0
Crusher " 21.4		Sherars Bridge " 43.0	Harold " 15.8 (Exclusive C. M. & St. P. track.)	
Latourell " 23.9		Truman " 84.2	Callow " 22.0	
Multnomah Falls " 29.6		Agency " 103.5	Whitlatch " 26.1	
Warrendale " 35.8		Hensley " 135.2	Gravel Pit " 28.0	
Stone " 36.1			Hall " 40.6	
Eagle Creek " 39.9				
Ruthton " 59.9				
Seufert " 87.9				
Big Eddy " 88.8				
Dillon " 93.6				
Tumwater " 96.1				
Boardman " 164.0				
	HEPPNER BRANCH			
	Jordan M. P. 31.0			

B. E. PALMER, Superintendent Portland.

F. L. COYKENDALL, Assistant Superintendent Portland.

W. H. GUILD, Assistant Superintendent "

E. M. RINGER, Chief Dispatcher Portland. H. L. BUCHANAN, Chief Dispatcher Centralia.

E. A. HACKETT, Night Chief Dispatcher, " " D. A. SAUNDERS, Dispatcher "

F. F. SPAULDING, Dispatcher Portland H. M. TURNER, Dispatcher Portland W. A. STILES, " "

H. D. AULD, " " E. G. MATHEWS " " G. B. WILLIAMS, " "

W. T. WRIGHT, " " " "

