

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FIRST DIVISION

## EMPLOYEES' TIME TABLE



To Take Effect Sunday, December 30, 1917

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.*

A. W. PERLEY,  
*Acting General Superintendent*

M. J. BUCKLEY,  
*General Superintendent.*

CONDENSED TIME TABLE—Huntington-Portland

WESTWARD.										DISTANCE FROM PORTLAND	Time Table No. 29 December 30, 1917	DISTANCE FROM HUNTINGTON	EASTWARD.												
Second Class					First Class								First Class			Second Class									
					255	17	1	19	11				5	2	18	4	12	6	256						
					Fast Freight	Ore. & Wash. Limited	Portland Local	Pacific Coast Express	Spokane, Portland Passenger				Fast Mail	Pendleton Local	Ore. & Wash. Limited	Portland & Puget Sound Express	Spokane, Portland Passenger	Salt Lake Express	Fast Freight						
					Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.									
					PM 10.00	AM 4.50		PM 8.00		PM 6.30	389.3	HUNTINGTON	0.0		AM 12.35	AM 9.55		PM 3.45	PM 4.45						
					AM 9.30	9.00		AM 12.30		9.55	289.9	LA GRANDE	99.6		8.30	5.45		11.35	7.00						
					PM 4.15	11.55	AM 8.50	4.00		AM 12.25	215.6	PENDLETON	174.3	PM 5.00	5.15	2.30		7.30	9.00						
					8.00	PM 12.05	9.05	4.15		12.35	211.1	RIETH	178.8	4.50	5.00	2.05		7.05	8.30						
							10.30		AM 2.55		183.	UMATILLA	215.5	3.15			AM 12.15	5.15							
					AM 1.00	1.50	11.02	6.15	3.25	2.20	165.4	MESSNER	223.5	2.38	3.15	12.20	11.42	4.20	1.50						
					11.00	4.10	PM 2.05	8.50	5.35	4.40	84.4	THE DALLES	304.5	11.25	12.50	9.55	9.35	1.40	7.00						
						7.00	5.45	12.30	8.15	7.30	0.0	PORTLAND	389.3	7.50	10.00	6.15	7.00	11.00							
					PM 8.20				AM 8.15	AM 7.30		ALBINA										10.00			
					44.20	14.10	8.55	16.30	5.20	13.0		Through Time		9.10	14.35	15.40	5.15	16.45	42.45						

Figures shown on this page for information only.



FIRST DISTRICT—Umatilla and The Dalles.

**WESTWARD.**

**EASTWARD.**

Length of passing tracks in this 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	Daily				
WFTY		AM L 7.00				AM L 10.30		AM L 2.55														
#110 P		7.20				10.36		3.01														
#200 P		7.40				10.42		3.07														
#200 P		8.00				10.49		3.12														
5030 WFY		8.25	AM L 1.00		PM L 1.50	11.02	AM L 6.15	3.25	AM L 2.20													
#118 P		8.40	1.15		1.56	11.10	6.22	3.31	2.26													
#260 P		9.00	1.30		2.03	11.16	6.29	3.38	2.33													
#110 P		9.20	1.55		2.13	11.25	6.38	3.46	2.44													
TP		9.40	2.10		2.20	11.33	6.44	3.52	2.50													
#043 WP		9.45	2.15		2.23	11.38	6.47	3.55	2.53													
3015 P		10.05	2.40		2.32	11.46	6.54	4.01	3.00													
7200 TWP		10.30	3.10		2.39	11.55 PM 12.05	7.02	4.09	3.10													
#208 P		10.50	3.30		2.46	12.13	7.11	4.17	3.18													
4946 WP		11.10	3.50		2.52	12.22	7.19	4.24	3.27													
#745 P		11.30	4.10		2.58	12.30	7.26	4.31	3.34													
#217 P		11.50	4.20		3.02	12.37	7.30	4.35	3.38													
8000 P		11.59	4.41		3.08	12.47	7.37	4.41	3.44													
#500 P		PM 12.15	5.00		3.14	12.54	7.43	4.47	3.51													
2775 WP		12.32	5.15		3.18	12.59	7.48	4.51	3.55													
5000 P		12.45	5.30		3.22	1.04	7.53	4.55	3.59													
2720 P		1.00	5.40		3.26	1.09	7.58	4.59	4.03													
6954 YP		1.10	5.50		3.30	1.15	8.04	5.03	4.07													
950 WYP		1.20	6.00		PM L 1.00 3.34	1.20	8.08	5.07	4.11													
2750		1.30	6.05		1.03 3.36	1.23	8.12	5.09	4.13													
2625		2.00	6.20		1.11 3.42	1.31	8.20	5.15	4.20													
3678		2.25	6.45		1.19 3.50	1.42	8.28	5.22	4.27													
WFTOP		3.00 PM A 7.15 AM A		1.35 PM A 4.05 PM A	2.00 PM A 8.45 AM A	5.35 AM A 4.40 AM A																
		Daily	Daily		Daily	Daily	Daily	Daily	Daily													
		8.00	6.15		.35	2.15	3.30	2.30	2.40													
		12.4	13.1		33.0	36.	28.2	32.4	37.1													

Time Table No. 29  
December 30, 1917

**STATIONS**

- DNR UMATILLA
- 4.2 BAILEY
- 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	PM A 3.10		AM A 12-15		AM A 5.10		AM A 11.00															
A 179	3.00		12.07		4.55		10.36															
A 176	s 2.53		12.01 AM		t 4.45		10.15															
A 172	t 2.47		11.54		4.35		9.55															
A 166	s 2.38	PM A 3.15	11.42	AM A 12.20	t 4.20		9.30	PM A 1.30														
A 162	2.31	3.09	11.34	12.15	4.10		9.15	1.00														
A 158	t 2.23	3.01	11.28	12.08 AM	4.00		9.00	12.25														
A 153	2.13	2.52	11.19	11.59	3.46		8.40	12.05 PM														
A 149	s 1.55	2.43	11.12	11.51	3.34		8.25	11.45														
A 147	t 1.50	2.40	11.10	11.48	3.30		8.20	11.38														
A 143	1.40	2.32	11.03	11.41	3.20		8.05	11.20														
A 138	s 1.30	s 2.18	10.53	11.30	3.10		7.50	11.05														
A 134	1.22	2.12	10.47	11.22	3.01		7.35	10.50														
A 130	t 1.12	2.06	10.41	11.16	2.55		7.19	10.25														
A 126	1.03	2.00	10.35	11.09	2.48		6.50	10.05														
A 123	t 12.57	1.56	10.31	11.05	2.44		6.40	9.55														
A 119	t 12.47	1.49	10.25	10.58	2.37		6.25	9.35														
A 115	t 12.38	1.42	10.20	10.52	2.31		6.10	9.20														
A 112	t 12.32	1.38	10.16	10.48	2.27		6.00	9.05														
A 110	s 12.26	1.34	10.12	10.44	2.23		5.50	8.50														
A 107	t 12.20	1.30	10.08	10.38	2.19		5.40	8.35														
A 104	s 12.15 12.05	1.26	10.04	10.34	2.15		5.25	8.20														
A 102	s 12.01 PM	s 1.22	10.01	10.30	2.11		5.05	8.10														
A 101	t 11.58	1.19	9.59	10.28	2.09		5.00	8.05														
A 97	s 11.50	1.13	9.53	10.20	2.03		4.45	7.50														
A 92	11.40	1.05	9.47	10.10	1.55		4.30	7.30														
A 84	11.25 AM L 12.50 PM L	9.35 PM L 9.55 PM L	1.40 AM L 12.30 PM L	4.00 AM L 7.00 AM L																		
	Daily	Daily	Daily	Daily	Daily		Daily	Daily														
	3.45	2.25	2.40	2.25	3.30		7.00	6.30														
	27.0	33.0	37.1	33.0	28.2		14.1	12.5														

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, Tumwater and Boardman.
- Train 4 will stop on flag at Big Eddy.
- 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.
- No. 12 will stop at any station to pick up passengers for Third and Fourth Divisions.
- No. 12 will stop at Biggs to let off passengers from Portland.





FIRST DISTRICT—Portland and North Portland Jct.

SECOND DISTRICT—Reservation and Seattle

**EASTWARD.**

DISTANCE FROM PORTLAND	STATIONS	STATION NUMBERS.	First Class.										Second Class.				Length of passing tracks in cars and location of water, fuel and turning stations.	
			124	120	130	562	128	134	132	512	564	692	978	24	256			
			C. M. & St. P. 17	C. M. & St. P. 16	C. M. & St. P. 43	Tacoma Seattle Express	C. M. & St. P. 18	C. M. & St. P. 118	C. M. & St. P. 15	Portland Puget Sound Limited	Owl	Fast Freight	Way Freight	Way Freight	Fast Freight			
			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sun.	Daily.	Daily.				
183.4	DR SEATTLE	D 183	AM 8.30	AM 10.00	PM 12.40	PM 3.30	PM 7.15	PM 7.25	PM 8.00	PM 8.10	AM 6.15							P
180.1	DNR ARGO	D 180	AM 8.20	AM 9.48	PM 12.30	PM 3.18	PM 7.01	PM 7.11	PM 7.48	PM 7.58	AM 6.03	AM 6.45						IWFTOYP
179.6	GEORGETOWN	D 179				PM 3.17				PM 7.57	AM 6.02	AM 6.40						
173.9	DNR BLACK RIVER	D 174				PM 3.05				PM 7.45	AM 5.50	AM 6.25						IP 30

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

47.6	DN TACOMA JCT.	D 147				PM 2.06				PM 6.55	AM 5.01	AM 5.11						P
146.5	DN RESERVATION	D 146				PM 2.00				PM 6.50	AM 4.52	AM 4.55						

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.

6.8	NORTH PORTLAND JCT	D 7				AM 9.05				PM 2.30	PM 11.20	PM 8.15	AM 3.55					P
5.6	PENINSULA JCT.	AA 6				9.02				2.27	11.17	8.05	3.35	AM 10.05	PM 10.20			P
4.1	ST. JOHNS JCT.	AA 4				8.58				2.22	11.13	7.55	3.20	9.55	10.10			P
3.6	MOCKS	AA 3				8.56				2.20	11.11	7.45	3.10	9.50	10.05			P
1.6	DN ALBINA	AA 2				8.50				2.15	11.05	7.30	3.00	9.40	10.00			P
0.6	EAST PORTLAND	A 1																IP
0.0	DNR PORTLAND	A 0				AM 8.45				PM 2.10	PM 11.00							I
183.4			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sun.	Daily.	Daily.			
Time over District			.10	.12	.10	6.45	.14	.14	.12	6.00	7.15	11.15	.55	.25	.20			
Average Speed per Hour			19.8	16.5	19.8	27.1	14.1	14.1	16.5	80.5	25.3	16.0	5.7	9.0	12.0			

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

Trains originating and terminating at Albina will register at Albina.

SECOND DISTRICT—Centralia and Hoquiam.

**WESTWARD.**

**EASTWARD.**

Length of passing tracks in Cars	Second Class.						First Class.						DISTANCE FROM CENTRALIA	Time Table No. 29 December 30, 1917	STATION NUMBERS	First Class.						Second Class.					
	193		51		161		117		41		43					42		118		44		52		194		162	
	C. N. & 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. N. & 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 5.10		A M L 3.00		0.0		DNR CENTRALIA 1.5		D. 91		A M A 11.40		A M A 2.00		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 5.18	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		11.50				s 5.24	f 3.15	4.6	D GALVIN	DA 5	s 11.23		f 1.37					9.55			
	P	P M L 12.45	P M 12.15	A M L 2.43			f 7.40	f 5.40	11.8	HELSING JUNCTION	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	12.55	12.20	2.50			s 7.45	s 5.43	13.3	DNR INDEPENDENCE	DA 13	s 11.00	s 3.37	s 1.05					9.25	10.00	9.25	
25	P	1.15	12.40	3.05			f 7.55	f 5.55	17.9	BALCH	DA 18	f 10.51	f 3.28	f 12.48					9.10	9.40	9.10	
60	P	1.35	1.00	3.20			s 8.05	s 6.03	21.8	CEDARVILLE	DA 22	s 10.42	s 3.20	f 12.38					8.55	9.20	8.55	
60	P	2.05	1.30	3.35			f 8.15	f 6.11	26.1	LANKNER	DA 26	f 10.33	f 3.12	f 12.26					8.40	9.00	8.40	
		2.25	1.45	3.42			8.20	6.15	28.4	RONY	DA 28	f 10.27	3.07	12.20					8.33	8.50	8.33	
53	P	<b>3.02</b>	2.00	3.50			s <b>8.25</b>	s 6.20	30.5	D SAGINAW	DA 31	s 10.23	s <b>3.02</b>	f 12.15					8.25	8.40	<b>8.25</b>	
	WP	3.10	2.15	3.55			f 8.30	f 6.24	32.1	SOUTH ELMA	DA 33	f 10.19	f 2.58	f 12.10 A M					8.20	8.35	8.00	
35	P	3.25	<b>2.50</b>	4.05			f 8.40	f 6.34	35.9	FULLER	DA 36	f 10.12	f <b>2.50</b>	f 11.55					8.05	8.20	7.45	
60	P	3.45	3.20	4.30			s 8.53 9.08	s 6.55 7.10	42.1	R SOUTH MONTESANO	DA 42	s 9.58 9.43	s 2.37 2.22	f 11.30					7.40	8.00	7.20	
64	P	3.50	3.25	4.35			f 9.12	f <b>7.14</b>	43.5	MELBOURNE	DA 44	f 9.38	f 2.15	f 11.25					7.35	7.55	<b>7.14</b>	
35	P	4.00	3.35	4.45			f 9.20	f 7.22	46.6	PREACHER'S SLOUGH	DA 47	f 9.33	f 2.06	f 11.10					7.25	7.45	7.00	
	P								49.7	NORTH RIVER JUNCTION	DA 50											
45	WFYOP	4.15	3.50 P M A	5.00			s 9.30	s 7.30	50.9	D COSMOPOLIS	DA 51	s 9.25	s 1.55	s 10.55					7.00 A M L	7.25	6.45	
	P	4.20		5.10			9.35	7.35	52.8	SOUTH ABERDEEN	DA 53	9.20	1.50	10.50					7.20	6.30		
	WYOP	4.30		5.15			9.40	7.40	53.6	DNR ABERDEEN	DA 54	9.15	1.45	10.45						7.15	6.25	

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

FWTYOP						9.55 P M A	8.00 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					Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.
		Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.		Daily.	Daily.	Daily.		57.2		Daily.	Daily.	Daily.					3.15	3.00	3.05
		3.45	4.20	2.32		2.15	2.50	4.15		Time over District		2.40	2.12	3.30					15.6	13.9	13.5
		11.2	11.7	18.1		20.2	20.0	18.4		Average Speed per Hour		21.5	20.6	16.3							

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: Callow: Hall.  
Trains westward from Blakeslee Junction will procure clearance card from Dispatcher at Centralia.

FIRST DISTRICT—Sherman and Bend.

WESTWARD.			DISTANCE FROM SHERMAN	EASTWARD.		
Length of passing tracks in to clear.	Second Class	First Class		First Class	Second Class	
	81 Freight	35 Bend The Dalles Passenger		36 The Dalles Bend Passenger	82 Freight	
	Sundays Wednesdays Fridays	Daily		Tuesdays Thursdays Saturdays		
	A M L	A M L		P M A		
WY	12.05	7.35	147.4	7.05	10.45	
2700			140.0			
2630 W	Via Joint Track—See Note Below	Via Joint Track—See Note Below	130.9			
2800			125.4			
2700 W	Via Joint Track—See Note Below	Via Joint Track—See Note Below	117.9			
2680			110.8			
WYFT	A M L	A M L	106.1			
2880 W	7.15	9.05	101.1			
2480	7.30	9.15	95.4			
900 W	7.45	9.30	89.9			
1280 WFP	8.15	9.52	81.8			
2900 W	Via Joint Track—See Note Below	Via Joint Track—See Note Below	79.9			
2700	Via Joint Track—See Note Below	Via Joint Track—See Note Below	76.1			
P	8.50	10.16	71.3			
1100	8.55	10.19	70.2			
1160	9.07	10.25	67.3			
475	9.35	10.43	59.2			
1150 WP	10.00	11.00	51.3			
1290 W	10.30	11.20	42.2			
1200 W	11.00	11.48	31.8			
1160	11.20	12.01	26.2			
2650 W	11.55	12.27	14.4			
450	P M		9.9			
W	12.10		0.0			
	12.55	1.00				
	Sundays Wednesdays Fridays	Daily				
	12.50	5.25				
	11.5	26.8				

Time Table No. 29  
December 30, 1917

STATION NUMBERS	
DNR	BEND
	7.4
	DES CHUTES
	9.1
DN	REDMOND
	5.5
	TERREBONNE
	7.5
	OPAL CITY
	7.1
	CULVER
	4.7
DNR	METOLIUS
	5.0
D	MADRAS
	5.7
	PAXTON
	5.5
D	GATEWAY
	8.1
R	SOUTH JUNCTION
	1.9
	JERSEY
	3.9
	KASKELA
	4.7
R	NORTH JUNCTION
	1.1
	COVE CREEK
	2.9
	TWO SPRINGS
	8.1
	McLENNON
	7.9
D	MAUPIN
	9.1
	FARGHER
	10.4
	TUNNEL ONE
	5.6
	BLUFFS
	11.8
	ORCHARD
	4.5
	FREE BRIDGE
	9.9
DR	SHERMAN
	147.4

Time over District  
Average Speed per Hour

Joint Track

Joint Track

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.  
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		First Class	22 Mixed	
		Daily			Daily	
	A M L			P M A		
3385 WYFP	7.30	69.2	DR	SHANIKO		
891	8.00	56.7		12.5		
1100	8.15	52.0		WILCOX		
571	8.30	45.4		4.7		
1908 WT	9.00	38.0		KENT		
338 Spur	9.25	30.8		6.6		
2694 WY	9.40	26.6		BOURBON		
1089	9.50	23.4	D	GRASS VALLEY		
398	10.02	19.6		7.4		
3850 Spur	10.05	18.7		ERSKINE		
650 Spur	10.15	15.6	D	MORO		
1199	10.20	13.8		4.2		
3266 W	10.35	9.3		DE MOSS		
190 Spur	10.45	6.6		3.8		
844	10.50	4.9		NISH		
6780 WYFP	11.35 A M A	0.0		0.9		
	Daily			HAY CANYON		
				8.1		
				SANDON		
				1.8		
				KLONDIKE		
				4.5		
			D	WASCO		
				2.7		
				SINK		
				1.7		
				GREBE		
				4.9		
			DNR	BIGGS		
				69.2		

Time Table No. 29  
December 30, 1917

STATION NUMBERS	
DR	SHANIKO
	12.5
	WILCOX
	4.7
	KENT
	6.6
	BOURBON
	7.4
D	GRASS VALLEY
	7.2
	ERSKINE
	4.2
D	MORO
	3.2
	DE MOSS
	3.8
	NISH
	0.9
	HAY CANYON
	8.1
	SANDON
	1.8
	KLONDIKE
	4.5
D	WASCO
	2.7
	SINK
	1.7
	GREBE
	4.9
DNR	BIGGS
	69.2

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

FIRST DISTRICT—Arlington and Condon.

WESTWARD.			DISTANCES FROM ARLINGTON.	EASTWARD.		
Length of passing tracks in to clear.	First Class.	13 Mixed		First Class.	14 Mixed	
		Daily			Daily	
	A M L			P M A		
10005 WFP	9.00	44.4	DR	CONDON		
1576	9.20	36.2		8.2		
1783	9.30	32.2		GWENDOLEN		
1816	9.45	28.6		4.0		
2342 W	10.05	24.3		SPEECH		
1698	10.20	19.7		3.6		
2446 W	10.40	16.2		CLEM		
1793	11.05	7.5		4.3		
2596 WFP	11.40 A M A	0.0		MIKKALO		
	Daily			4.6		
				BARNETT		
				8.5		
				ROCK CREEK		
				8.7		
				SHUTLER		
				5.5		
			DNR	ARLINGTON		
				44.4		

Time Table No. 29  
December 30, 1917

STATION NUMBERS	
DR	CONDON
	8.2
	GWENDOLEN
	4.0
	SPEECH
	3.6
	CLEM
	4.3
	MIKKALO
	4.6
	BARNETT
	8.5
	ROCK CREEK
	8.7
	SHUTLER
	5.5
DNR	ARLINGTON
	44.4

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.

Table for First District - The Dalles and Portland. Includes columns for Second Class, First Class, Time Table No. 29 (December 30, 1917), STATIONS (TROUTDALE, HEMLOCK, FIR, KENTON, PENINSULA JCT.), and STATION NUMBERS (A 16, AA 17, AA 12, AA 7, AA 6).

SECOND DISTRICT—North River Junction and Primo

WESTWARD.

EASTWARD.

Table for Second District - North River Junction and Primo. Includes columns for Second Class, Time Table No. 29 (December 30, 1917), STATIONS (PRIMO, BRIDGES, NORTH RIVER JCT.), and STATION NUMBERS (DC 12, DC 5, 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.

Table for Second District - Centralia and Tono. Includes columns for Second Class, Time Table No. 29 (December 30, 1917), STATIONS (TONO, WABASH), and STATION NUMBERS (DB 6, D 93).

BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE AND RULES.

Table for Centralia and Tono section. Includes columns for Second Class, Time Table No. 29 (December 30, 1917), STATIONS (CENTRALIA), and STATION NUMBERS (D 91).

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.

FIRST DISTRICT—Heppner Jct. and Heppner.

WESTWARD.

EASTWARD.

Table for First District - Heppner Jct. and Heppner. Includes columns for First Class, Time Table No. 29 (December 30, 1917), STATIONS (HEPPNER, LEXINGTON, IONE, MORGAN, CECIL, EWING, RHEA, HEPPNER JCT.), and STATION NUMBERS (AF 45, AF 36, AF 28, AF 20, AF 15, AF 11, AF 7, A149).

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.

Table for Second District - Chambers Prairie and Olympia. Includes columns for Second Class, First Class, Time Table No. 29 (December 30, 1917), STATIONS (CHAMBERS PRAIRIE, OLYMPIA), and STATION NUMBERS (D 110, DD 7).

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

SECOND DISTRICT—Montesano and South Montesano

WESTWARD.

EASTWARD.

Table for Second District - Montesano and South Montesano. Includes columns for First Class, Time Table No. 29 (December 30, 1917), STATIONS (MONTESANO, SO. MONTESANO), and STATION NUMBERS (DE 2, DA 42).

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

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- 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 and Heppner Jct. 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 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 and Heppner Jct. 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 or indicator board 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 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 O.-W. R. & N. track. Junction switch at Tacoma Junction will be left set and locked for C. M. & St. P. track. Junction Switch at Reservation will be left set and locked for O.-W. R. & N. main track. Wye switch on Montesano Branch will be left set and locked for west leg of wye. Double track switch Aberdeen, located 250 feet east of passenger station, will be left set and locked 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

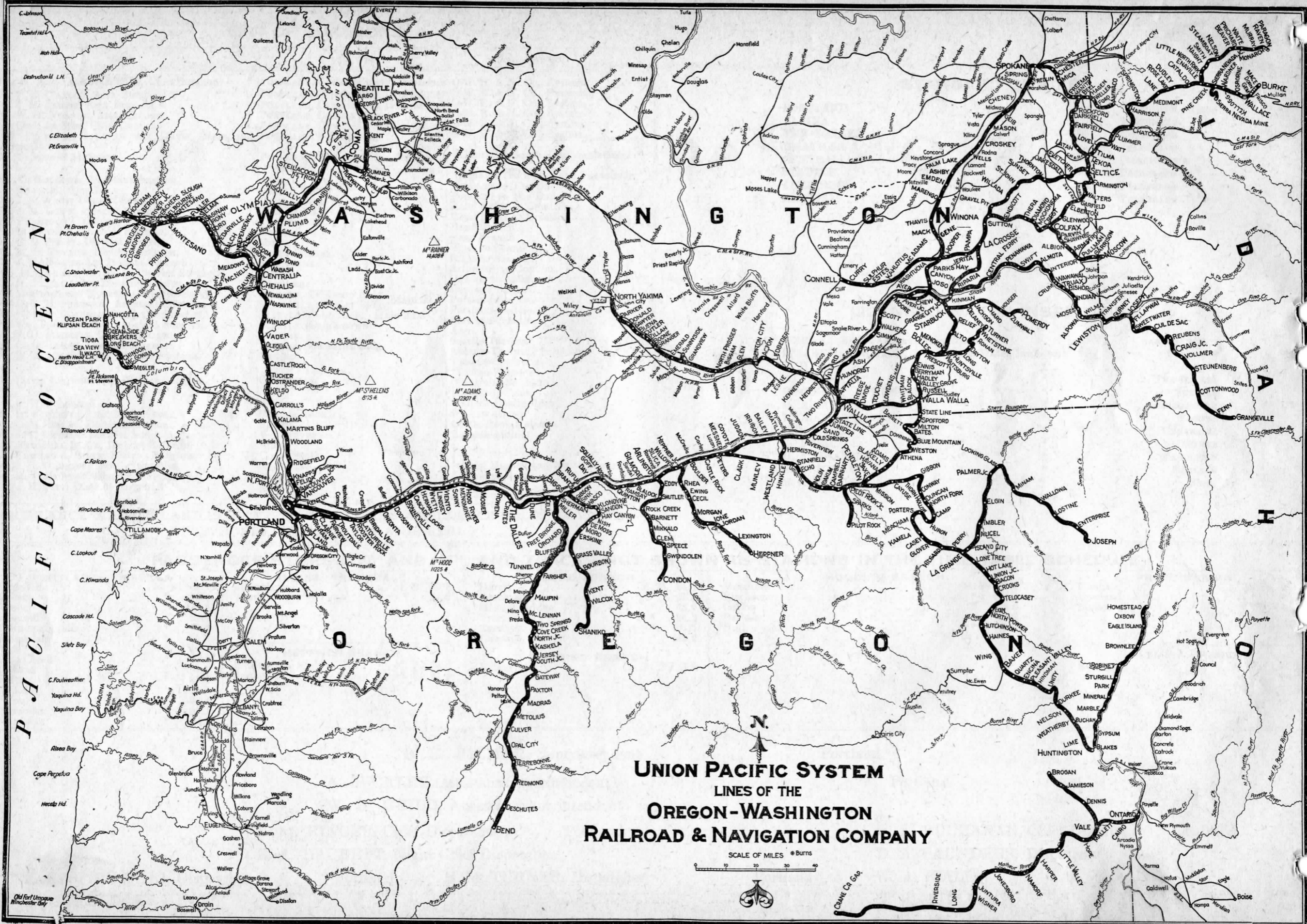
- No. 20. Passenger trains, mail and express trains and light engines will not exceed a speed of 50 miles per hour and other trains will not exceed a speed of 35 miles per hour.
- No. 21. Trains will not exceed a speed of 30 miles per hour around 6, 7 and 8 degree curves and 25 miles per hour around 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.  
Bend Branch: All trains: 25 miles per hour Paxton to South Junction.  
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 at Doernbechers, except in cases of unusually heavy trains. Helper enginemen 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. Trains will not exceed a speed of 15 miles per hour through gauntlet track over Des Chutes River Bridge. Westward trains will not exceed 15 miles per hour 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. Trains handling logs will not exceed a speed of 15 miles per hour at any point, and will not exceed 8 miles per hour within city limits of Cosmopolis.
- No. 33. Engines will not exceed 6 miles per hour when moving cars on rollway at Preacher's Slough.
- No. 34. Trains and Engines will not exceed speed of 15 miles per hour over frogs and crossings at East end of Willamette River Steel Bridge.
- No. 35. City ordinances restrict speed of trains within city limits as follows: Portland 10 miles per hour over grade crossings; The Dalles 12 miles per hour over street crossings; Aberdeen 6 miles per hour; Cosmopolis 15 miles per hour; Seattle 5 miles per hour south of Denny Way and north of Hanford St.







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