

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FIRST DIVISION

## EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 2, 1918

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.*

UNION PACIFIC SYSTEM  
OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

**CONDENSED TIME TABLE—Huntington-Portland**

<b>WESTWARD.</b>							<b>DISTANCE FROM PORTLAND</b>	<b>Time Table No. 31 June 2, 1918</b>	<b>DISTANCE FROM HUNTINGTON</b>	<b>EASTWARD.</b>								
Second Class			First Class							First Class			Second Class					
			255	17	1	19				11	5	2	18	4	12	6	256	
			freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	freight	
			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				
			A M L 12.15	A M L 3.55		P M L 10.45		P M L 10.35	389.3	HUNTINGTON	0.0		A M A 12.15	A M A 8.55		P M A 3.45	P M A 7.40	
			A M 10.30	8.15		A M 3.00		A M 2.30	289.9	LA GRANDE	99.6		8.20	4.50		11.35	9.55 A M	
			P M 6.15	11.15	A M L 8.50	7.00		5.10	215.6	PENDLETON	174.3	P M A 4.35	5.05	1.30		7.30	8.45	
			8.30	11.30	9.05	7.15		5.20	211.2	RIETH	178.8	4.25	4.40	1.15 A M		7.05	8.00	
				P M 1.10	10.30		A M L 2.35		183.3	UMATILLA	215.5	2.45		A M A 12.05	5.15			
			A M 1.00	1.46	11.02	9.10	3.05	7.00	165.4	MESSNER	223.5	2.04 P M	2.50	11.20	11.36	4.20	1.50 P M	
			10.55	4.10	P M 2.10	P M 12.01	5.30	9.20	84.4	THE DALLES	304.5	10.50	12.20 P M	8.40	9.30	1.40 A M	7.00 A M	
					7.00 P M A	5.40 P M A	3.30 P M A	8.15 A M A	12.30 P M A	0.0	PORTLAND	389.3	7.30 A M L	9.30 A M L	5.30 P M L	7.00 P M L	11.00 P M L	
			6.20 P M A							ALBINA							10.00 P M L	
			42.05	15.5	8.50	16.45	5.40	13.55		Through Time		9.05	14.45	15.25	5.05	16.45	45.40	

Figures shown on this page for information only.



FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.

EASTWARD.

Length of passing tracks in the dist.	Second Class.		First Class.						DISTANCES FROM PORTLAND	
	23	255	35	17	1	19	5	11		
	Local Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WFTYP										
8110 P	AM 8.00			PM 1.15	AM 10.30				AM 2.35	183.0
8200 P	8.20			1.21	10.36				2.41	178.8
8200 P	8.40			1.28	10.42				2.47	175.6
5030 WFYP	9.00			1.33	10.49				2.53	171.9
8118 P	9.35	AM 1.00		1.46	11.02	AM 9.10	AM 7.00		3.05	165.4
8260 P	9.55	1.15		1.54	11.10	9.19	7.06		3.12	161.9
8110 P	10.10	1.30		2.00	11.16	9.26	7.12		3.19	158.1
TP	10.30	1.55		2.08	11.25	9.35	7.20		3.27	152.3
8043 WP	10.45	2.10		2.16	11.33	9.41	7.26		3.33	148.2
3015 P	10.50	2.15		2.19	11.38	9.44	7.29		3.36	146.8
7200 TWP	11.10	2.40		2.29	11.46	9.52	7.36		3.44	142.4
8208 P	11.30	3.10		2.37	11.55	10.02	7.45		3.52	137.8
4916 WP	11.45	3.30		2.45	12.05	10.10	7.52		4.00	134.1
8745 P	12.01	3.50		2.52	12.20	10.18	7.59		4.08	129.6
8217 P	12.28	4.05		2.58	12.28	10.26	8.05		4.15	125.6
5000 P	12.45	4.19		3.02	12.34	10.30	8.09		4.19	123.1
8500 P	1.21	4.40		3.08	12.43	10.38	8.16		4.25	118.9
2775 WP	1.40	5.00		3.14	12.52	10.45	8.22		4.31	115.1
5000 P	1.50	5.15		3.18	12.58	10.50	8.26		4.35	112.1
2720 P	2.05	5.30		3.22	1.06	10.55	8.30		4.39	109.4
6954 YP	2.15	5.40		3.26	1.11	11.01	8.35		4.43	106.8
950 WYP	2.30	5.50		3.30	1.16	11.06	8.40		4.47	103.9
2750	2.40	6.00	PM 12.50	3.34	1.21	11.11	8.44		4.51	101.8
2625	2.45	6.05		3.36	1.25	11.14	8.46		4.53	100.3
8678	3.00	6.20		1.01	3.43	1.36	11.26	8.54	5.00	96.6
WFTOP	3.25	6.45		1.09	3.51	1.48	11.35	9.02	5.10	91.9
	3.55	7.15		1.25	4.05	2.05	11.55	9.15	5.25	84.4
	PM A	AM A		PM A	PM A	PM A	AM A	AM A	AM A	
	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	
	8.00	6.15		.35	2.50	3.35	2.45	2.15	2.50	
	12.4	13.1		33.0	34.9	28.1	30.14	34.7	34.9	

Time Table No. 31  
June 2, 1918

STATIONS

Automatic Block	DNR UMATILLA	
	BAILEY	
	IRRIGON	
	JUDSON	
	MESSNER	
	PETERS	
	CASTLE	
	BOULDER	
	HEPPNER JCT.	
	WILLOWS	
Automatic Block	SILICA	
	ARLINGTON	
	GILMORE	
	BLALOCK	
	RAMSAY	
	QUINTON	
	HOOK	
	GOFF	
	DAY	
	RUFUS	
Double Track	GRANT	
	BIGGS	
	SHERMAN	
	MILLER	
	CELILLO	
	DUNE	
	THE DALLES	

98.9  
Time over District  
Average Speed per Hour

STATION NUMBERS.

STATION NUMBERS.	First Class.						Second Class.	
	6	2	18	4	12	36	24	256
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
A 183	AM 5.10	PM 2.40			AM 12.05		AM 11.00	
A 179	4.55	2.30			11.56		10.36	
A 176	4.45	2.22			11.51		10.15	
A 172	4.35	2.15			11.46		9.55	
A 166	4.20	2.04	PM 2.50	AM 11.20	11.36		9.35	PM 1.30
A 162	4.10	1.54	2.44	11.04	11.28		9.19	1.00
A 158	4.00	1.45	2.38	10.52	11.23		9.00	12.30
A 153	3.48	1.32	2.29	10.40	11.15		8.40	12.05 PM
A 149	3.39	1.20	2.22	10.32	11.09		8.25	11.45
A 147	3.36	1.15	2.19	10.29	11.06		8.20	11.38
A 143	3.20	1.04	2.08	10.21	10.59		8.05	11.10
A 138	3.10	1.25	1.56	10.12	10.50		7.45	11.50
A 134	3.01	1.44	1.46	10.05	10.44		7.30	10.35
A 130	2.55	1.23	1.39	9.58	10.38		7.10	10.18
A 126	2.48	1.28	1.32	9.52	10.32		6.50	10.00
A 123	2.44	1.22	1.28	9.48	10.28		6.40	9.50
A 119	2.37	1.24	1.21	9.42	10.22		6.25	9.35
A 115	2.31	1.20	1.14	9.36	10.16		6.10	9.20
A 112	2.27	1.20	1.10	9.32	10.12		6.00	9.05
A 110	2.23	1.16	1.06	9.27	10.08		5.50	8.50
A 107	2.19	1.15	1.02	9.23	10.04		5.40	8.35
A 104	2.15	1.14	1.25	9.19	10.00		5.25	8.20
A 102	2.11	1.29	1.25	9.14	9.56	PM 1.10	5.05	8.10
A 101	2.09	1.26	1.25	9.12	9.54	1.07	5.00	8.05
A 97	2.03	1.16	1.24	9.04	9.48	12.58	4.45	7.50
A 92	1.55	1.06	1.23	8.55	9.42	12.50	4.30	7.30
A 84	1.40	10.50	12.20	8.40	9.30	12.35	4.00	7.00
	AM L	AM L	PM L	PM L	PM L	PM L	AM L	AM L
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	3.30	3.50	2.30	2.40	2.35	.35	7.00	6.30
	28.2	25.9	32.4	30.3	38.1	33.0	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 Celillo 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 stations between Arlington and Umatilla to pick up passengers for Third and Fourth Divisions.

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	5	11	
	Freight	Loc & Freight				Passenger	Passenger	Passenger	Passenger	Passenger	
	Daily.	Daily.				Daily.	Daily.	Daily.	Daily.	Daily.	
WTOFP	AM L 10 55	AM L 6.00				PM L 4.10	PM L 2.10	PM L 12.01	AM L 9 20	AM L 5.30	84.4
P	11.10	6.15				4.15	2.16	12.10	9.25	5.35	81.6
8550 P	11.30	6.30				4.25	2.30	12.20	9.34	5.44	76.0
3500 P	11.52	6.45				4.32	2.38	12.28	9.42	5.52	72.4
3200 WP	PM 12.15	7.00				4.39	2.45	12.36	9.49	5.59	69.2
3020 WP	12.50	7.25				s 4.50	3.00	12.50	10.00	s 6.11	63.2
4040 P	1.10	7.45				4.59	3.09	1.00	10.11	6.21	58.7
3255 P	1.15	7.55				5.02	3.12	1.03	10.14	6.24	57.5
1885 P	1.24	8.10				5.07	3.17	1.08	10.19	6.29	55.3
3190 P	1.34	8.25				5.13	3.22	1.13	10.25	6.34	52.9
2980 TWFP	1.45	8.40				5.18	3.32	1.20	10.32	6.40	49.7
2784 P	1.55	8.55				5.23	3.39	1.27	10.39	6.45	46.8
3203 P	2.10	9.12				5.30	3.48	1.36	10.52	6.52	42.9
6783 WTP	2.30	9.45				5.39	4.00	1.48	11.02	7.01	38.7
3315 P	2.45	10.15				5.46	4.10	2.00	11.12	7.09	34.1
3108 P	2.55	10.28				5.51	4.17	2.06	11.17	7.14	31.4
3479 P	3.15	10.50				6.04	4.30	2.17	11.26	7.21	26.3
3210 P	3.30	11.20				6.10	4.38	2.24	11.32	7.26	22.4
3050 P	3.45	11.38				6.15	4.48	2.32	11.38	7.32	19.1
5875 TWP	4.00 P M A	11.59 A M A				6.20	4.56	2.40	11.45	7.37	15.6
2700 P						6.24	5.02	2.46	11.50	7.41	13.2
2720 P						6.36	5.15	3.00	PM 12.04	7.52	7.7
1500 P						6.45	5.24	3.10	12.12	8.00	4.4
1358						6.50	5.30	3.20	12.20	8.05	1.9
IP						6.55	5.35	3.25	12.25	8.10	0.6
IP						7.00	5.40	3.30	PM 12.30	8.15	0.0
WOTFYP	6.20 P M A	2.00 P M A				7.00	5.40	3.30	PM 12.30	8.15	1.6
	Daily	Daily				Daily	Daily	Daily	Daily	Daily	
	7.25	8.00				2.50	3.30	3.29	3.10	2.45	
	12.4	11.2				29.9	24.2	24.1	26.7	30.7	

**Time Table No. 31**

June 2, 1918

**STATIONS**

DNR THE DALLES	2.8	
CRATES	5.6	
ROWENA	3.9	
CHATFIELD	2.9	
DN MOSIER	6.0	
DN HOOD RIVER	4.5	
MENO	1.2	
SONNY	2.2	
VIENTO	2.4	
LINDSEY	3.2	
DN WYETH	2.9	
HERMAN	3.9	
D CASCADE LOCKS	4.2	
DN BONNEVILLE	4.6	
DODSON	2.7	
ONEONTA	5.1	
D BRIDAL VEIL	3.9	
ROOSTER ROCK	3.3	
TAYLOR	3.5	
DN TROUTDALE	2.4	
D FAIRVIEW	5.5	
CLARNIE	3.3	
GRAHAM	2.5	
BRUUN	1.3	
EAST PORTLAND	0.6	
DNR PORTLAND	1.6	
DN ALBINA		
	84.4	
	Time over District	
	Average Speed per Hour	

STATION NUMBERS.

A 84	AM A 1.35	AM A 10.45	PM A 12.15	PM A 8.35	PM A 9.26
A 82	1.30	10.38	12.10 PM	8.30	9.21
A 76	1.19	10.28	11.59	8.18	9.13
A 72	1.11	10.21	11.52	8.11	9.05
A 69	1.05	10.14	11.45	8.04	8.59
A 63	12.55	10.00	11.33	7.52	8.48
A 59	12.45	9.51	11.22	7.42	8.38
A 58	12.43	9.48	11.20	7.39	8.36
A 55	12.39	9.41	11.15	7.33	8.32
A 53	12.35	9.35	11.10	7.28	8.27
A 50	12.29	9.28	11.04	7.20	8.21
A 47	12.24	9.22	10.59	7.14	8.16
A 43	12.17	9.12	10.52	7.06	8.09
A 39	12.09	9.00	10.42	6.55	8.01
A 34	12.01 AM	8.50	10.33	6.45	7.54
A 31	11.56	8.44	10.28	6.40	7.50
A 26	11.49	8.32	10.17	6.30	7.43
A 22	11.44	8.24	10.12	6.22	7.38
A 19	11.39	8.16	10.07	6.15	7.33
A 16	11.34	8.10	10.02	6.07	7.28
A 13	11.30	8.04	9.58	6.02	7.24
A 8	11.23	7.52	9.50	5.51	7.17
A 4	11.16	7.43	9.44	5.45	7.11
	11.08	7.37	9.38	5.39	7.06
A 1	11.03	7.33	9.33	5.35	7.03
AO	11.00	7.30	9.30	5.30	7.00
AA2					
	Daily	Daily	Daily	Daily	Daily
	2.35	3.15	2.45	3.05	2.26
	33.1	24.4	30.7	27.5	34.1

STATION NUMBERS.	First Class					Second Class	
	6	2	18	4	12	24	256
	Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight	Freight
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily	Daily.
	AM A 1.35	AM A 10.45	PM A 12.15	PM A 8.35	PM A 9.26	PM A 5.45	AM A 3.30
	1.30	10.38	12.10 PM	8.30	9.21	5.30	3.10
	1.19	10.28	11.59	8.18	9.13	5.00	2.50
	1.11	10.21	11.52	8.11	9.05	4.32	2.35
	1.05	10.14	11.45	8.04	8.59	4.10	2.25
	12.55	10.00	11.33	7.52	8.48	3.30	2.10
	12.45	9.51	11.22	7.42	8.38	3.09	1.55
	12.43	9.48	11.20	7.39	8.36	3.00	1.50
	12.39	9.41	11.15	7.33	8.32	2.45	1.40
	12.35	9.35	11.10	7.28	8.27	2.30	1.30
	12.29	9.28	11.04	7.20	8.21	2.10	1.20
	12.24	9.22	10.59	7.14	8.16	1.55	1.10
	12.17	9.12	10.52	7.06	8.09	1.36	12.55
	12.09	9.00	10.42	6.55	8.01	1.15	12.30
	12.01 AM	8.50	10.33	6.45	7.54	12.50	12.15
	11.56	8.44	10.28	6.40	7.50	12.35	12.05 AM
	11.49	8.32	10.17	6.30	7.43	12.15 PM	11.49
	11.44	8.24	10.12	6.22	7.38	11.55	11.29
	11.39	8.16	10.07	6.15	7.33	11.38	11.18
	11.34	8.10	10.02	6.07	7.28	11.10 AM L	11.05 PM L
	11.30	8.04	9.58	6.02	7.24		
	11.23	7.52	9.50	5.51	7.17		
	11.16	7.43	9.44	5.45	7.11		
	11.08	7.37	9.38	5.39	7.06		
	11.03	7.33	9.33	5.35	7.03		
	11.00	7.30	9.30	5.30	7.00		
						9.40 AM L	10.00 PM L
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	2.35	3.15	2.45	3.05	2.26	8.05	5.30
	33.1	24.4	30.7	27.5	34.1	11.1	16.4

**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.  
 Trains 4 and 19 will stop on flag at Warrendale, Corbett and Latourell.  
 Train 19 will stop on flag at Crusher.  
 Trains 1 and 2 will stop on flag at Montavilla, Crusher, Latourell, Multnomah Falls, Warrendale, Eagle Creek 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.  
 Trains 1 and 2 will stop at Corbett.  
 No. 18 and No. 17 will stop at Multnomah Falls to allow passengers to view falls.

Train 17 will stop on flag at Mosier on Sundays for Portland passengers.  
 Trains 4 and 19 will stop on flag at Lindsey on Sundays.  
 No. 6 stop at Multnomah Falls and Bridal Veil Saturday nights to let off passengers.







FIRST DISTRICT—Sherman and Bend.

**WESTWARD.**

**EASTWARD.**

**Time Table No. 31**  
June 2, 1918

Length of passing tracks in to clear.	Second Class		DISTANCE FROM SHERMAN	STATION NUMBERS	First Class		STATION NUMBERS	Second Class			
	81				35			36		82	
	Freight				Passenger			Passenger		Freight	
	Sundays Wednesdays Fridays				Daily			Tuesdays Thursdays Saturdays			
WY	A M L		AM L		AM L		AC147	P M A			
2700	12.05		7.20	147.4	DNR	<b>BEND</b>	AC147	7.05	10.45		
2630 W				140.0		7.4	AC140				
2800				130.9	D	DES CHUTES	AC131				
2700 W				125.4		9.1	AC125				
2680				117.9		REDMOND	AC118				
WFTT	A M L		A M L	110.8		5.5	AC111				
2680 W	7.00		8.40	108.1	DNR	TERREBONNE	AC106	5.40	4.30		
2480 W	7.15		8.50	101.1	D	7.5	AC101	5.25	3.45		
1900 W	7.30		9.00	95.4		5.7	AC 95	5.10	3.00		
1280 WFP	7.45		9.15	89.9	D	PAXTON	AC 90	4.55	2.40		
2800 W	8.15		9.37	81.8	R	5.5	AC 82	4.30	2.00		
2700 W				79.9		8.1	AC 80				
P	8.50		10.01	71.3	R	GATEWAY	AC 76	4.05	1.15		
1100	8.55		10.04	70.2		1.9	AC 71	4.01	1.10		
1160	9.07		10.10	67.3		JERSEY	AC 70	3.55	12.55		
475	9.35		10.28	59.2		3.9	AC 59	3.35	12.30 P M		
1150 WP	10.00		10.45	51.3	D	KASKELA	AC 51	3.15	11.45		
1290 W	10.30		11.05	42.2		4.7	AC 42	2.55	11.05		
1200 W	11.00		11.33	31.8		NORTH JUNCTION	AC 32	2.28	10.25		
1160	11.20		11.46	26.2		1.1	AC 26	2.15	10.00		
2650 W	PM 12.12		PM 12.12	14.4		COVE CREEK	AC 14	1.55	9.30		
450 W	12.35		12.21	9.9		2.9	AC 10	1.47	9.15		
	1.00 P M A		12.45 P M A	0.0	DR	TWO SPRINGS	A 102	1.25 P M L	8.45 A M L		
	Sundays Wednesdays Fridays		Daily			8.1		Daily	Tuesdays Thursdays Saturdays		
	12.55		5.25			7.9		5.40	14.00		
	11.5		26.8			ORCHARD		26.0	10.5		

FIRST DISTRICT—Biggs and Shaniko.

**WESTWARD.**

**EASTWARD.**

**Time Table No. 31**  
June 2, 1918

Length of passing tracks in to clear.	First Class		DISTANCE FROM BIGGS	STATIONS	STATION NUMBERS.	First Class	
	21					22	
	Mixed					Mixed	
	Daily					Daily	
3885 WYFP		A M L 7.15	69.2	DR	<b>SHANIKO</b>	AD69	P M A 5.30
891		f 7.45	56.7		12.5 WILCOX	AD57	f 4.50
1100		s 8.00	52.0		4.7 KENT	AD52	s 4.35
571		f 8.15	45.4		6.6 BOURBON	AD45	f 4.05
1968 WT		s 8.45	38.0	D	7.4 GRASS VALLEY	AD38	s 3.45
388 Spur		f 9.10	30.8		7.2 ERSKINE	AD31	f 3.15
2694 WY		s 9.25	26.6	D	4.2 MORO	AD27	s 3.00
1089		f 9.35	23.4		3.2 DE MOSS	AD23	f 2.50
398		f 9.47	19.6		3.8 NISH	AD20	f 2.38
3850 Spur		9.50	18.7		0.9 HAY CANYON	AD19	2.35
650 Spur		f 10.00	15.6		3.1 SANDON	AD16	f 2.25
1199		f 10.05	13.8		1.8 KLONDIKE	AD14	f 2.20
3266 W		s 10.20	9.3	D	4.5 WASCO	AD 9	s 2.05
190 Spur		f 10.30	6.6		2.7 SINK	AD 7	f 1.50
844		f 10.35	4.9		1.7 GREBE	AD 5	f 1.45
6780 WYFP		11.20 A M A	0.0	DNR	4.9 <b>BIGGS</b>	A104	1.20 P M L
		Daily			69.2		Daily

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

FIRST DISTRICT—Arlington and Condon.

**WESTWARD.**

**EASTWARD.**

**Time Table No. 31**  
June 2, 1918

Length of passing tracks in to clear.	First Class.		DISTANCES FROM ARLINGTON.	STATIONS	STATION NUMBERS.	First Class.	
	13					14	
	Mixed					Mixed	
	Daily					Daily	
10005 WFP		A M L 9.00	44.4	DR	<b>CONDON</b>	AE44	P M A 4.20
1576		f 9.20	36.2		8.2 GWENDOLEN	AE36	f 3.30
1783		f 9.30	32.2		4.0 SPEECE	AE32	f 3.15
1816		s 9.45	28.6		3.6 CLEM	AE29	s 3.00
2342 W		s 10.05	24.3		4.3 MIKKALO	AE24	s 2.40
1698		f 10.20	19.7		4.6 BARNETT	AE20	f 2.20
2446 W		s 10.40	16.2		3.5 ROCK CREEK	AE16	s 2.05
1793		f 11.05	7.5		8.7 SHUTLER	AE 8	f 1.35
2596 WFP		11.40 A M A	0.0	DNR	5.5 <b>ARLINGTON</b>	A138	1.05 P M L
		Daily			44.4		Daily

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

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—The Dalles and Portland.

WESTWARD.				EASTWARD.			
Second Class		First Class		First Class		Second Class	
255 Freight		23 Local Freight		24 Local Freight		256 Freight	
Daily		Daily		Daily		Daily	
Time Table No. 31 June 2, 1918				STATIONS			
DN TROUTDALE				A 16			
5.0 HEMLOCK				AA 17			
4.7 FIR				AA 12			
5.5 KENTON				AA 7			
1.2 PENINSULA JCT.				AA 6			
DISTANCE FROM PENINSULA JCT.				STATION NUMBERS			
16.4				A 16			
11.4				AA 17			
6.7				AA 12			
1.2				AA 7			
.0				AA 6			
8726 P	P M L	P M L			A M L	P M L	
	4.00	12.10			10.50	11.05	
5381 P	4.25	12.30			10.35	10.50	
8612 P	4.50	12.45			10.25	10.40	
8768 P	5.20	1.10			10.10	10.25	
1415 YP	5.25	1.20			10.05	10.20	
	P M A	P M A			A M L	P M L	

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

SECOND DISTRICT—North River Junction and Primo

WESTWARD.		EASTWARD.	
Second Class		First Class	
255 Freight		23 Local Freight	
Daily		Daily	
Time Table No. 31 June 2, 1918			
STATIONS			
R PRIMO			
7.0 BRIDGES			
5.0 R NORTH RIVER JCT.			
12.0			
DISTANCE FROM NORTH RIVER JCT.		STATION NUMBERS	
12.0		DC 12	
5.0		DC 5	
.0		DA 50	
30			
23			

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		First Class		Second Class		First Class	
57 Mixed		23 Local Freight		58 Mixed		24 Local Freight	
Daily Ex. Sun.		Daily		Daily Ex. Sun.		Daily	
Time Table No. 31 June 2, 1918				STATIONS			
R TONO				DB 6			
6.1 WABASH				D 93			
1.7				2.10			
DISTANCE FROM CENTRALIA				STATION NUMBER			
7.8				DB 6			
1.7				D 93			
84 WFOP	P M L	P M L			P M L	P M L	
	4.00				2.35		
40	4.25				2.10		
BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE AND RULES							
WFYOTP				D 91			
4.35 P M A				2.00 P M L			
Daily Ex. Sun.				Daily Ex. Sun.			
.0				7.8			

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.			
First Class		Second Class		First Class		Second Class	
25 Mixed		25 Mixed		26 Mixed		26 Mixed	
Daily		Daily		Daily		Daily	
Time Table No. 31 June 2, 1918				STATIONS			
DR HEPPNER				AF 45			
8.9 LEXINGTON				AF 36			
8.0 IONE				AF 28			
8.4 MORGAN				AF 20			
5.3 CECIL				AF 15			
3.7 EWING				AF 11			
4.1 RHEA				AF 7			
6.8 HEPPNER JCT.				A 149			
45.2				1.25 P M L			
DISTANCES FROM HEPPNER JCT.		STATION NUMBERS		STATION NUMBERS		STATION NUMBERS	
45.2		AF 45		AF 45		AF 45	
36.3		AF 36		AF 36		AF 36	
28.3		AF 28		AF 28		AF 28	
19.9		AF 20		AF 20		AF 20	
14.6		AF 15		AF 15		AF 15	
10.9		AF 11		AF 11		AF 11	
6.8		AF 7		AF 7		AF 7	
.0		A 149		A 149		A 149	
2867 WTFP	A M L						
	8.30						
1029 P	9.00						
2397 W	9.30						
1082	9.55						
681 W	10.15						
	10.30						
1004	10.45						
882 TP	11.20 A M A						
	Daily						

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		First Class	
49 Passenger		47 Passenger		46 Passenger		48 Passenger	
Daily		Daily		Daily		Daily	
Time Table No. 31 June 2, 1918				STATIONS			
DNR CHAMBERS PRAIRIE				D 110			
7.4				DD 7			
.0				DD 7			
DISTANCE FROM OLYMPIA				STATION NUMBERS			
7.4				D 110			
.0				DD 7			
PY	P M L	P M L			P M A	P M A	
	8.05	12.45			12.35	8.00	
PWY	8.30	1.10			12.15	7.40	
	P M A	P M A			P M L	P M L	
	Daily	Daily			Daily	Daily	

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.			
First Class		First Class		First Class		First Class	
205 C. M. & St. P. Passenger		203 Motor		209 C. M. & St. P. Passenger		201 Motor	
Daily		Daily		Daily		Daily	
Time Table No. 31 June 2, 1918				STATIONS			
DR MONTESANO				DE 2			
1.5				DA 42			
.0				DA 42			
DISTANCE FROM SO. MONTESANO		STATION NUMBERS		STATION NUMBERS		STATION NUMBERS	
1.5		DE 2		DE 2		DE 2	
.0		DA 42		DA 42		DA 42	
12 P	P M L	P M L			A M A	P M A	
	6.35	3.52			10.50	1.43	
60 YP	6.43	4.00			10.43	1.35	
	P M A	P M A			A M L	P M L	
	Daily	Daily			Daily	Daily	

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 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 of draw bridges at Tacoma, between South Montesano and Montesano and at 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 east 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 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. 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 21 and 22; 25 and 26; 35 and 36; 63 and 64; 68 and 69; 87 and 88 on 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.

## 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 —



**LIST OF SURGEONS**

NAME	LOCATION	DISTRICT
<b>DR. K. A. J. MACKENZIE</b> , 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. DONALD 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.
DR. J. F. DICKSON	} Nose and Throat.	O-W. R. & N. Co., System.
DR. J. N. COGHLAN		
DR. F. R. DAVIS		
DR. C. STUART MENZIES.		
DR. C. HOLCOMB, Assistant Surgeon.	PORTLAND, Stevens Bldg., Park and Wash Sts.	E. Portland, South of Sullivan's Gulch.
DR. J. F. WATT, District Surgeon.	ALBINA.	Albina to The Dalles and Vancouver.
DR. J. M. LOWE, District Surgeon.	HOOD RIVER.	Portland to The Dalles.
DR. J. M. LOWE.	THE DALLES.	Hood River to Umatilla.
DR. B. FERRELL, District Surgeon.	THE DALLES.	Hood River to Umatilla.
DR. C. L. POLEY, District Surgeon.	BEND.	Bend Branch.
DR. M. B. TAYLOR, District Surgeon.	MORO.	Bend Branch.
DR. J. W. DONNELLY, District Surgeon.	GRASS VALLEY.	Biggs to Shaniko.
DR. W. J. MILLER	ARLINGTON.	Biggs to Shaniko.
DR. J. V. WILHELM	} District Surgeons.	Arlington to Condon.
DR. H. T. ALLISTON, District Surgeon.		
DR. MONTGOMERY RUSSELL, Division Surgeon.	CONDON.	Condon to Arlington.
DR. F. R. UNDERWOOD, Assistant Surgeon.	HEPPNER.	Heppner Branch.
DR. S. M. SAMUELS, Oculist and Aurist.	SEATTLE, 620 Leary Bldg. } Main 90	Portland-Seattle.
DR. WM. P. O'ROURKE, Assistant Surgeon.	SEATTLE, 620 Leary Bldg. }	Portland-Seattle.
DR. F. D. MERRITT, District Surgeon.	SEATTLE, Cobb Bldg. Main 2205	Portland-Seattle.
DR. CHAS. JAMES, District Surgeon.	SEATTLE (Georgetown).	Argo.
DR. W. A. MILLINGTON, District Surgeon.	AUBURN.	Seattle-Tacoma.
	TACOMA, 304 Berlin Bldg.	Auburn-Tenino.
	TENINO.	Tacoma-Centralia.
		{ Tenino-Winlock.
		{ Centralia-So. Elma.
		{ Centralia-Tono.
		Winlock-Castle Rock.
		Castle Rock-Kalama.
		{ Grays Harbor and North River
		{ Branches.
		Chambers Prairie to Olympia.
	CENTRALIA.	
	VADER.	
	KELSO.	
	ELMA.	
	COSMOPOLIS.	
	ABERDEEN.	
	HOQUIAM.	
	MONTESANO.	
	OLYMPIA.	

**STANDARD CLOCKS**

PORTLAND	TELEGRAPH OFFICE
ALBINA	TELEGRAPH "
THE DALLES	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. SUTTIF, "	GEORGETOWN
RICHARD VAETH,	TACOMA
BEN SALIK,	CENTRALIA
O. BORG,	HEPPNER
H. F. SHANKS,	ARLINGTON
F. W. STRAUB,	HOQUIAM
M. H. SYMONS	BEND

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	Bleckson . . . . . " 19.0	Arctic . . . . . " 6.5
Crusher . . . . . " 21.4		Sherars Bridge . . . . . " 43.0	Callow . . . . . " 22.0	Midson . . . . . " 11.0
Latourell . . . . . " 23.9		Truman . . . . . " 84.2	Ballast . . . . . " 28.0	
Multnomah Falls . . . . . " 29.6		Agency . . . . . " 103.5	Hall . . . . . " 40.6	
Warrendale . . . . . " 35.8		Hensley . . . . . " 135.2		
Warrendale . . . . . " 39.9				
Eagle Creek . . . . . " 59.9	<b>HEPPNER BRANCH</b>			
Ruthton . . . . . " 87.9	McNab . . . . . M. P. 25.0	<b>SHANIKO BRANCH</b>		
Seufert . . . . . " 88.8	Jordan . . . . . M. P. 31.0	Kelsey . . . . . M. P. 63.0		
Big Eddy . . . . . " 93.6				
Dillon . . . . . " 96.1				
Tumwater . . . . . " 164.0				
Boardman . . . . . " 164.0				

B. E. PALMER, Superintendent . . . . . Portland.

A. BUCKLEY, Assistant Superintendent . . . . . Portland.

W. H. GUILD, Assistant Superintendent . . . . . "

E. M. RINGER, Chief Dispatcher . . . . . Portland.

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

F. F. SPAULDING, Dispatcher . . . . . Portland

H. D. AULD, " . . . . . "

W. T. WRIGHT, " . . . . . "

H. M. TURNER, Dispatcher . . . . . Portland

Portland.

Portland.

"

H. L. BUCHANAN, Chief Dispatcher . . . . . Centralia.

W. A. STILES, Dispatcher . . . . . "

G. B. WILLIAMS, " . . . . . "

C. E. SHEPPARD, " . . . . . "

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

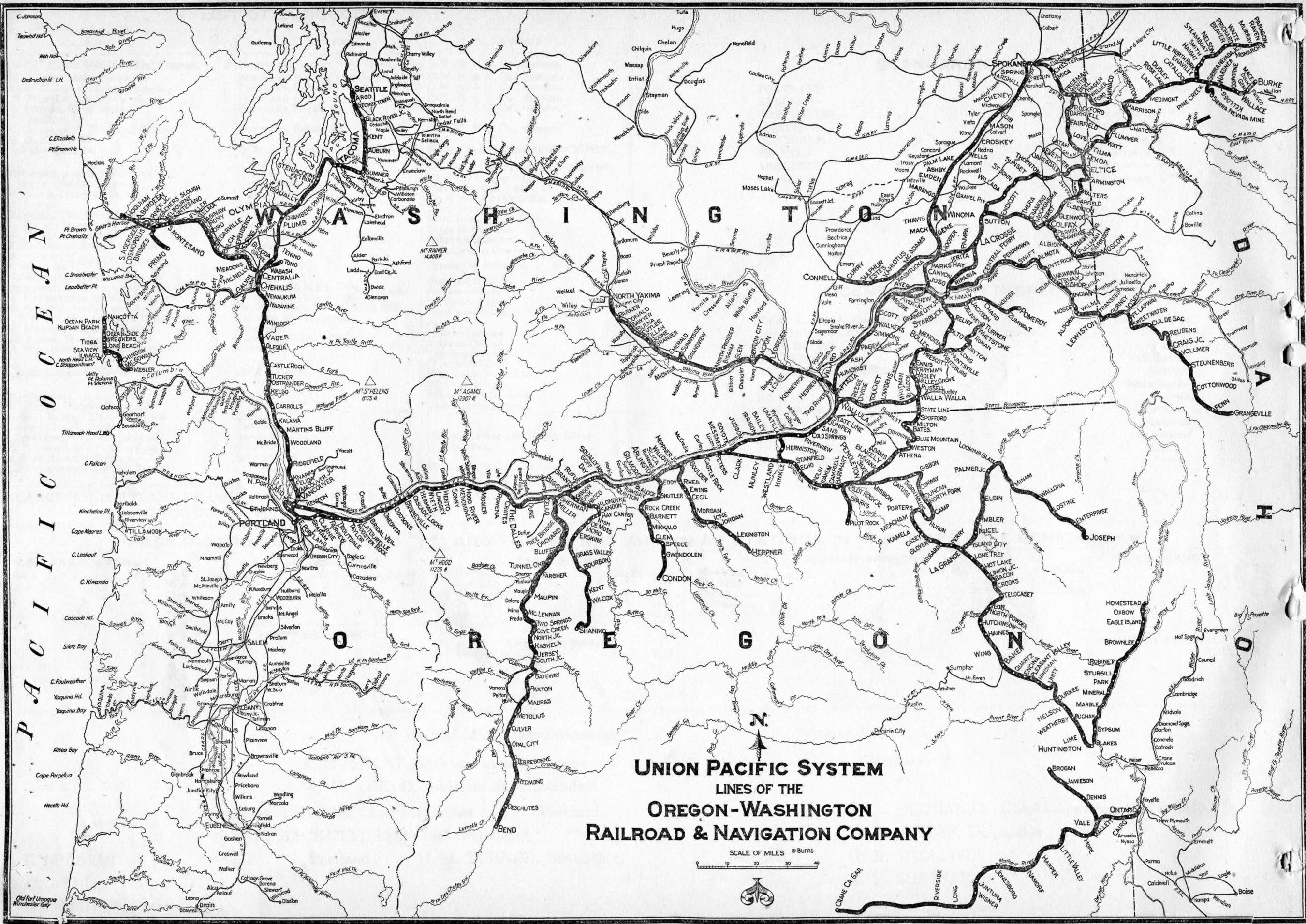
UNION PACIFIC SYSTEM

LINE OF THE

OREGON-WASHINGTON

RAILROAD & NAVIGATION COMPANY

Jeff S. Asay  
442 Elmhurst Place  
Fullerton, CA 92635



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SCALE OF MILES  
0 10 20 30  
Burns

