

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FIRST DIVISION

EMPLOYEES' TIME TABLE



To Take Effect Sunday, July 28, 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.

FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.										EASTWARD.														
Second Class.										First Class.														
		23	255			35	17	1	19	5	11			6	2	18	4	12	36			24	256	
		Local Freight	Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Freight	
		Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	
WFTYP		AM 8.00	L			PM 1.15	L	AM 10.30	L			AM 2.35	L	183.0										
#110	P	8.20				1.21		10.36				2.41		178.8										
#200	P	8.40				1.28		10.42				2.47		175.6										
#200	P	9.00				1.33		10.49				2.53		171.9										
5030	WFYP	9.35	AM 1.00	L		1.46		11.02	AM 9.10	L	AM 7.00	L	3.05	165.4										
#118	P	9.55	1.15			1.54		11.10	9.19	7.06	3.12	161.9												
#260	P	10.10	1.30			2.00		11.16	9.26	7.12	3.19	158.1												
#110	P	10.30	1.55			2.08		11.25	9.35	7.20	3.27	152.3												
	TP	10.45	2.10			2.16		11.33	9.41	7.26	3.33	148.2												
#043	WP	10.50	2.15			2.19		11.38	9.44	7.29	3.36	146.8												
3015	P	11.10	2.40			2.29		11.46	9.52	7.36	3.44	142.4												
7200	TWP	11.30	3.10			2.37		11.55	10.02	7.45	3.52	137.8												
#208	P	11.45	3.30			2.45		12.05	10.10	7.52	4.00	134.1												
4946	WP	PM 12.01	3.50			2.52		12.20	10.18	7.59	4.08	129.6												
#745	P	12.28	4.05			2.58		12.28	10.26	8.05	4.15	125.6												
#217	P	12.45	4.19			3.02		12.34	10.30	8.09	4.19	123.1												
5000	P	1.21	4.40			3.08		12.43	10.38	8.16	4.25	118.9												
#500	P	1.40	5.00			3.14		12.52	10.45	8.22	4.31	115.1												
2775	WP	1.50	5.15			3.18		12.58	10.50	8.26	4.35	112.1												
5000	P	2.05	5.30			3.22		1.06	10.55	8.30	4.39	109.4												
2720	P	2.15	5.40			3.26		1.11	11.01	8.35	4.43	106.8												
6954	YP	2.30	5.50			3.30		1.16	11.06	8.40	4.47	103.9												
950	WYP	2.40	6.00			PM 12.50		3.34	1.21	11.11	8.44	4.51	101.8											
2750		2.45	6.05			12.53		3.36	1.25	11.14	8.46	4.53	100.3											
2625		3.00	6.20			1.01		3.43	1.36	11.26	8.54	5.00	96.6											
8678		3.25	6.45			1.09		3.51	1.48	11.35	9.02	5.10	91.9											
WFTOP		3.55	7.15			1.25		4.05	2.05	11.55	9.15	5.25	84.4											
		Daily	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. 32
July 21, 1918

STATIONS

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

Automatic Block

Automatic Block

Double Track

98.9
Time over District
Average Speed per Hour

STATION NUMBERS.

STATION NUMBER	AM	A	PM	A	AM	A	AM	A	AM	A	AM	A
A 183	5.10		2.40				12.05				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	PM 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		12.54	1.56	10.12		10.50				7.45	10.50
A 134	3.01		12.44	1.46	10.05		10.44				7.30	10.35
A 130	2.55		12.36	1.39	9.58		10.38				7.10	10.18
A 126	2.48		12.28	1.32	9.52		10.32				6.50	10.00
A 123	2.44		12.22	1.28	9.48		10.28				6.40	9.50
A 119	2.37		12.14	1.21	9.42		10.22				6.25	9.35
A 115	2.31		12.06	1.14	9.36		10.16				6.10	9.20
A 112	2.27		12.01 PM	1.10	9.32		10.12				6.00	9.05
A 110	2.23		11.56	1.06	9.27		10.08				5.50	8.50
A 107	2.19		11.50	1.02	9.23		10.04				5.40	8.35
A 104	2.15		11.45	12.58	9.19		10.00				5.25	8.20
A 102	2.11		11.29	12.54	9.14		9.56	PM 1.10			5.05	8.10
A 101	2.09		11.26	12.50	9.12		9.54	1.07			5.00	8.05
A 97	2.03		11.16	12.43	9.04		9.48	12.58			4.45	7.50
A 92	1.55		11.06	12.35	8.55		9.42	12.50			4.30	7.30
A 84	1.40	AM L	10.50	12.20	8.40	PM L	9.30	12.35	PM L		4.00	7.00
	Daily		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 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 stations between Arlington and Umatilla to pick up passengers for Third and Fourth Divisions.

WESTWARD.

EASTWARD.

Length of passing tracks in its clear	WESTWARD.										DISTANCES FROM PORTLAND.	EASTWARD.																	
	Second Class					First Class						First Class					Second Class												
	255		23			17		1	19			5	11		6		2			18		4	12		24		256		
	Freight	Loca Freight				Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Local freight	Freight	Local freight	Freight				
Daily.	Daily.				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						
WTOFP	AM 10.55	L 6.00				PM 4.10	L 2.10	PM 12.01	L 9.20	AM 5.30																			
P	11.10	6.15				4.15	2.16	12.10	9.25	5.35																			
3350 P	11.30	6.30				4.25	2.30	12.20	9.34	5.44																			
3500 P	11.52	6.45				4.32	2.38	12.28	9.42	5.52																			
3200 WP	PM 12.15	7.00				4.39	2.45	12.36	9.49	5.59																			
3020 WP	12.50	7.25				4.50	3.00	12.50	10.00	6.11																			
4040 P	1.10	7.45				4.59	3.09	1.00	10.11	6.21																			
8255 P	1.15	7.55				5.02	3.12	1.03	10.14	6.24																			
1885 P	1.24	8.10				5.07	3.17	1.08	10.19	6.29																			
3190 P	1.34	8.25				5.13	3.22	1.13	10.25	6.34																			
2980 TWFP	1.45	8.40				5.18	3.32	1.20	10.32	6.40																			
2784 P	1.55	8.55				5.23	3.39	1.27	10.39	6.45																			
3208 P	2.10	9.12				5.30	3.48	1.36	10.52	6.52																			
6783 WTP	2.30	9.45				5.39	4.00	1.48	11.02	7.01																			
3315 P	2.45	10.15				5.46	4.10	2.00	11.12	7.09																			
3108 P	2.55	10.28				5.51	4.17	2.06	11.17	7.14																			
3479 P	3.15	10.50				6.04	4.30	2.17	11.26	7.21																			
3210 P	3.30	11.20				6.10	4.38	2.24	11.32	7.26																			
3050 P	3.45	11.38				6.15	4.48	2.32	11.38	7.32																			
5875 TWP	4.00 PM	11.59 AM				6.20	4.56	2.40	11.45	7.37																			
2700 P						6.24	5.02	2.46	11.50	7.41																			
2720 P						6.36	5.15	3.00	12.04 PM	7.52																			
1500 P						6.45	5.24	3.10	12.12	8.00																			
1358						6.50	5.30	3.20	12.20	8.05																			
IP						6.55	5.35	3.25	12.25	8.10																			
IP						7.00	5.40	3.30	12.30	8.15																			
WOTFYP	6.20 PM	2.00 AM																											
	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. 32
July 21, 1918

STATIONS

- DNR THE DALLES
- CRATES
- ROWENA
- CHATFIELD
- MOSIER
- HOOD RIVER
- MEMO
- SONNY
- VIENTO
- LINDSEY
- WYETH
- HERMAN
- CASCADE LOCKS
- BONNEVILLE
- DODSON
- ONEONTA
- BRIDAL VEIL
- ROOSTER ROCK
- TAYLOR
- TROUTDALE
- FAIRVIEW
- CLARNIE
- GRAHAM
- BRUUN
- EAST PORTLAND
- PORTLAND
- ALBINA

84.4
Time over District
Average Speed per Hour

STATION NUMBERS.	AM	AM	PM	PM	PM	AM	AM	PM	PM	PM	AM	AM	PM	PM	PM	AM	AM
A 84	1.35	10.45	12.15	8.35	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												

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 will stop at Bridal Veil, Multnomah Falls and Eagle Creek Saturday nights to let off passengers.

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.				
			120	130	124	134	132	562	564									692	978	24		256			
			C. M. & St. P. 16	C. M. & St. P. 43	C. M. & St. P. 17	C. M. & St. P. 118	C. M. & St. P. 15	Passenger	Passenger									Fast freight	Way freight	Way freight		Fast freight			
			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.									Daily.	Daily Ex. Sun.	Daily.	Daily.					
183.4	DR SEATTLE 8.8	Double Track	D 183	AM A 9.30	AM A 11.40	PM A 12.15	PM A 6.40	PM A 8.45	PM A 11.00	AM A 8.15													P		
180.1	DNR ARGO 0.5		D 180	AM L 9.20	AM L 11.30	PM L 12.05	PM L 6.30	PM L 8.30	AM L 10.44	AM L 6.03									AM A 6.45				IWFTOTP		
179.6	GEORGETOWN 5.7		D 179								AM L 10.42	AM L 6.02									AM L 6.40				
173.9	DNR BLACK RIVER		D 174								PM L 10.30	AM L 5.50									AM L 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.

147.6	DN TACOMA JCT. 1.1	D 147	AM A 8.25	PM A 5.33	PM A 9.35	AM A 5.01													AM A 5.11				P
46.5	DN RESERVATION	D 146	AM L 8.20	PM L 5.29	PM L 9.30	AM L 4.52													AM L 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. 1.2	D 7					PM A 4.20	PM A 11.20													PM A 8.15	AM A 3.55				P				
5.6	PENINSULA JCT. 1.5	AA 6					4.17	11.17													8.05	3.35	AM A 10.05	PM A 10.20			P			
4.1	ST. JOHNS JCT. .5	AA 4					4.13	11.13													7.55	3.20	9.55	10.10			P			
3.5	MOCKS 2.0	AA 3					4.11	11.11													7.45	3.10	9.50	10.05			P			
1.6	DN ALBINA 1.0	AA 2					4.05	11.05													7.30 PM L	3.00 AM L	9.40 AM L	10.00 PM L			P			
0.6	EAST PORTLAND .6	A 1																										IP		
0.0	DNR PORTLAND	A 0					4.00 PM L	11.00 PM L																				I		
183.4			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.													Daily.	Daily Ex. Sun.	Daily.	Daily.						
Time over District										7.00	7.15													11.15	.55	.25	.20			
Average Speed per Hour										26.2	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 running tracks in feet	Second Class.					First Class.					DISTANCE FROM CENTRALIA	Time Table No. 32 July 21, 1918										STATION NUMBERS	First Class.					Second Class.				
	51		161			117		41		43		42		118		44	52		162													
	Freight		C.M. & S.P. Fast Frt.			C.M. & S.P. Passenger		MOTOR		MIXED		MOTOR		C.M. & S.P. Passenger		MIXED	Freight		C.M. & S.P. Fast Frt.													
	Daily. Ex. Sun.		Daily. Ex. Sun.			Daily.		Daily.		Daily.	Daily.		Daily.		Daily.	Daily. Ex. Sun.		Daily. Ex. Sun.														
WFYOTP	P M L 2.05							P M L 2.00		A M L 3.00	DNR CENTRALIA 1.5		D. 91	P M A 12.40		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.

PL		P M L 2.15					P M L 2.05	A M L 3.07	1.5	BLAKESLEE JUNCTION	DA 2	P M A 12.30	A M A 1.45				A M A 10.05
25	P	2.20					s 2.10	f 3.15	4.6	D GALVIN	DA 5	s 12.23	f 1.37				9.55
	P	2.35	A M L 2.43				P M L 4.45	f 2.25	3.33	HELSENG JUNCTION	DA 12	f 12.05	P M A 2.25	f 1.10			9.30
60	WP	3.00	2.50				s 4.50	s 2.30	3.40	DNR INDEPENDENCE	DA 13	s 12.01	P M 2.20	s 1.05			9.25
26	P	3.15	3.05				f 5.05	f 2.45	3.55	BALCH	DA 18	f 11.51	f 2.05	f 12.48			9.10
60	P	3.30	3.20				s 5.15	s 2.55	4.07	CEDARVILLE	DA 22	s 11.42	s 1.55	f 12.38			8.55
60	P	3.45	3.35				f 5.25	f 3.03	4.20	LANKNER	DA 26	f 11.33	f 1.45	f 12.26			8.40
		3.50	3.42				5.30	3.07	4.26	RONY	DA 28	f 11.27	1.40	12.20			8.33
83	P	3.55	3.50				s 5.35	s 3.12	4.32	D SAGINAW	DA 31	s 11.23	s 1.36	f 12.15			8.25
	WP	4.00	3.55				f 5.40	f 3.16	4.38	SOUTH ELMA	DA 33	f 11.19	f 1.33	f 12.10			8.20
35	P	4.10	4.05				f 5.50	f 3.32	4.48	FULLER	DA 36	f 11.12	f 1.25	f 11.55			8.05
60	P	4.30	4.30				s 6.03	s 3.45	5.10	R SOUTH MONTESANO	DA 42	s 10.58	s 1.12	f 11.30			7.40
84	P	4.35	4.35				f 6.21	f 4.04	5.15	MELBOURNE	DA 44	f 10.38	f 12.53	f 11.25			7.35
35	P	4.45	4.45				f 6.27	f 4.12	5.27	PREACHER'S SLOUGH	DA 47	f 10.33	f 12.48	f 11.10			7.25
	P								49.7	NORTH RIVER JUNCTION	DA 50						
45	WFYOP	5.00	5.00				s 6.35	s 4.20	5.45	D COSMOPOLIS	DA 51	s 10.25	s 12.40	s 10.55			7.00
	P		5.10				6.40	4.25	5.52	SOUTH ABERDEEN	DA 53	10.20	12.35	10.50			6.50
	WYOP		5.15				6.45	4.30	6.00	DNR ABERDEEN	DA 54	10.15	12.30	10.45			6.45

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

FWTYOP		Daily. Ex. Sun.	Daily. Ex. Sun.				4.50	7.15	57.2	DNR HOQUIAM	DA 57	10.00	10.30				Daily. Ex. Sun.	Daily. Ex. Sun.
		2.55	2.32				2.00	2.50	4.15			Daily.	Daily.	Daily.			3.15	2.45
		17.0	18.1				20.9	20.0	18.4			21.5	22.1	16.8			15.6	15.2

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

SPECIAL INSTRUCTIONS

11

- 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 —

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								
			Eastward	Westward	EASTWARD		WESTWARD		EASTWARD	WESTWARD	EASTWARD				WESTWARD				
					E. Portland to Montavilla	Bonneville to Cascade Locks	The Dalles to Dodson's	Troutdale to Clarno			The Dalles to Arlington	Umatilla to Arlington	Portland to Kalama	Kalama to Olegua	Olegua to Winlock	Winlock to Napavine	Centralia to Seattle	Seattle to Centralia	Centralia to Napavine
Old Numbers	U. P. New Numbers																		
A-81	106	88 to 102	3500 to 3514	1400	1400	625	1135	1295	1295	1390	1570	1705	1285	1060	800	1305	1365	685	1705
P-77	123	190 to 193	3204 to 3207	1670	1670	740	1345	1540	1540	1730	1880	1900	1440	1190	870	1540	1540	800	1900
P-77	138	194 to 197	3200 to 3203																
P-77	145	198 to 207	3208 to 3217																
T-63	160	300 to 305	1755 to 1760	2205	2205	920	1680	1920	1920	2200	2310	2505	1890	1580	1170	1920	2010	1010	2505
P-77	170	208 to 209	3218 to 3219	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500
P-77	170	210 to 215	3220 to 3225																
MK-57	205	500 to 565	2100 to 2140	2795	2795	1285	2350	2695	2695	2965	3225	3500	2645	2175	1635	2900	2900	1440	3500
C-57	176	330 to 338	710 to 718	2320	2320	1000	1820	2085	2085	2300	2510	2335	1790	1475	1075	1900	1900	985	2335
C-57	169	339 to 343	719 to 723																
C-57	179	345 to 349	725 to 729																
C-57	187	350 to 388	730 to 768	2500	2500	1150	2100	2400	2400	2650	2890	2940	2250	1860	1360	2380	2380	1220	2940

CLASSIFICATION	ENGINE NUMBERS		SHERMAN and BEND						BIGGS and SHANIKO						ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER			CENTRALIA and HOQUIAM				CENTRALIA and TONO		NORTH RIVER and PRIMO	CHAMBERS PRAIRIE and OLYMPIA			
			EASTWARD			WESTWARD	EASTWARD			WESTWARD			EASTWARD		WESTWARD	EASTWARD		EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD	EASTWARD							
			Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Modras	Modras to Redmond	Redmond to Bend	Terrebonne to Culver	Biggs to Grebe	Grebe to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Moro	May 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			
Old Numbers	U. P. New Numbers																															
E-63	55	71 to 73	1106 to 1108	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	450	450
E-62	62	78 to 79	1122 to 1123	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	630	630
T-55	71	112 to 119	1701 to 1708																													
M-57	91	103 to 111	4200 to 4208																													
T-63	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	655	655
T-63	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	835	835
T-57	119	170 to 173	1733 to 1736	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	1025	1025
T-64	139	179 to 184	1727 to 1732																													
T-57	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	1070	1070
T-69	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	1180	1180
C-57	143	327 to 329	707 to 709	990	1245	615	980	1100	1520	205	445	430	545	1275	550	420	445	675	267	1530	1315	1170	900	855	900	1800	2310	900	1975	MAX	1235	1235
C-57	176	330 to 338	710 to 718	1200	1505	745	1170	1120	1720	220	465	460	585	1305	625	435	480	755	275	1625	1400	1300	1000	950	1020	2040	2625	1020	2220	MAX	1475	1475
C-57	163	344	724																													
C-57	169	339 to 343	719 to 723																													
C-57	179	345 to 349	725 to 729	1305	615	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	1740	1740
C-57	187	350 to 388	730 to 768																													

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.

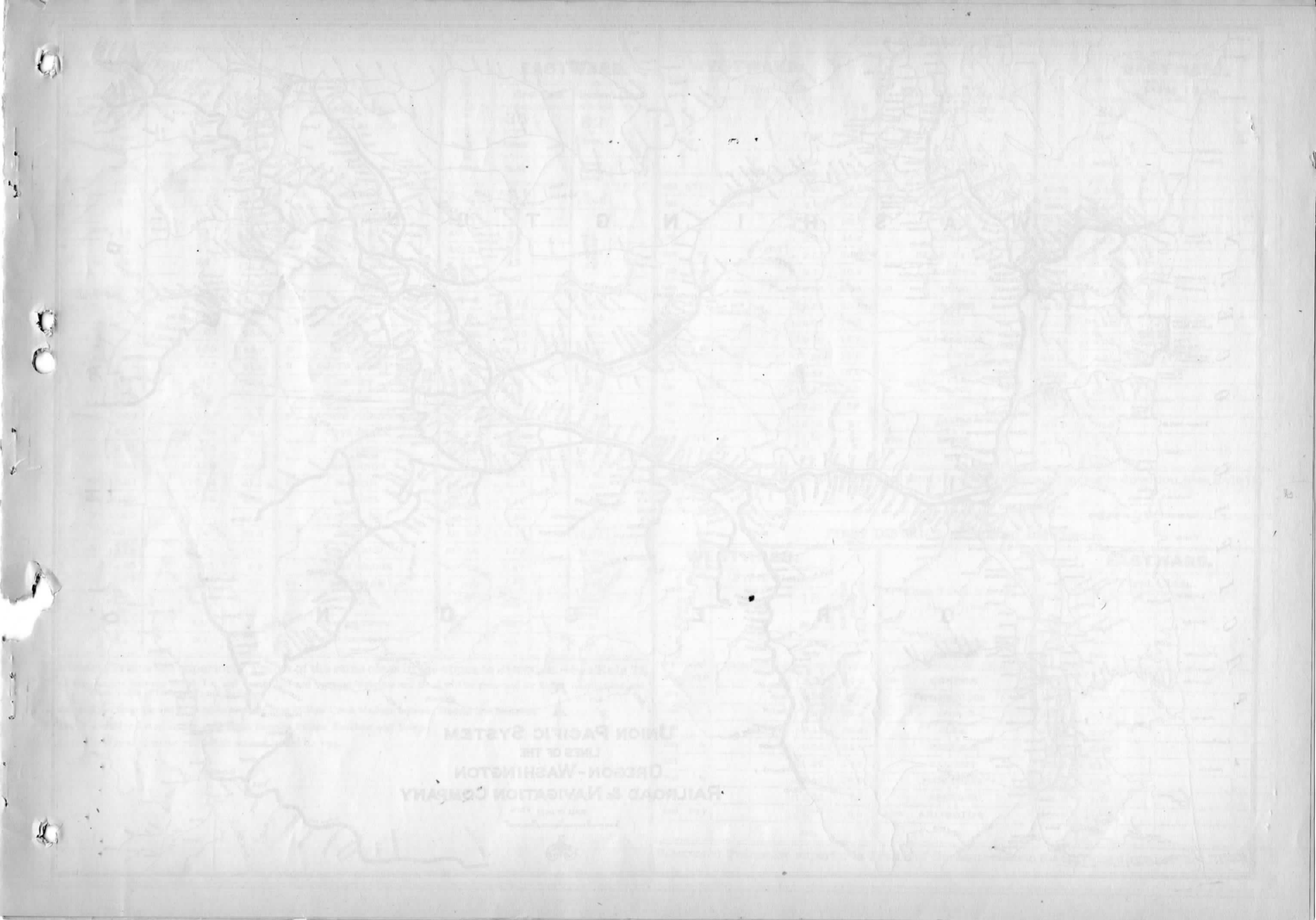
EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

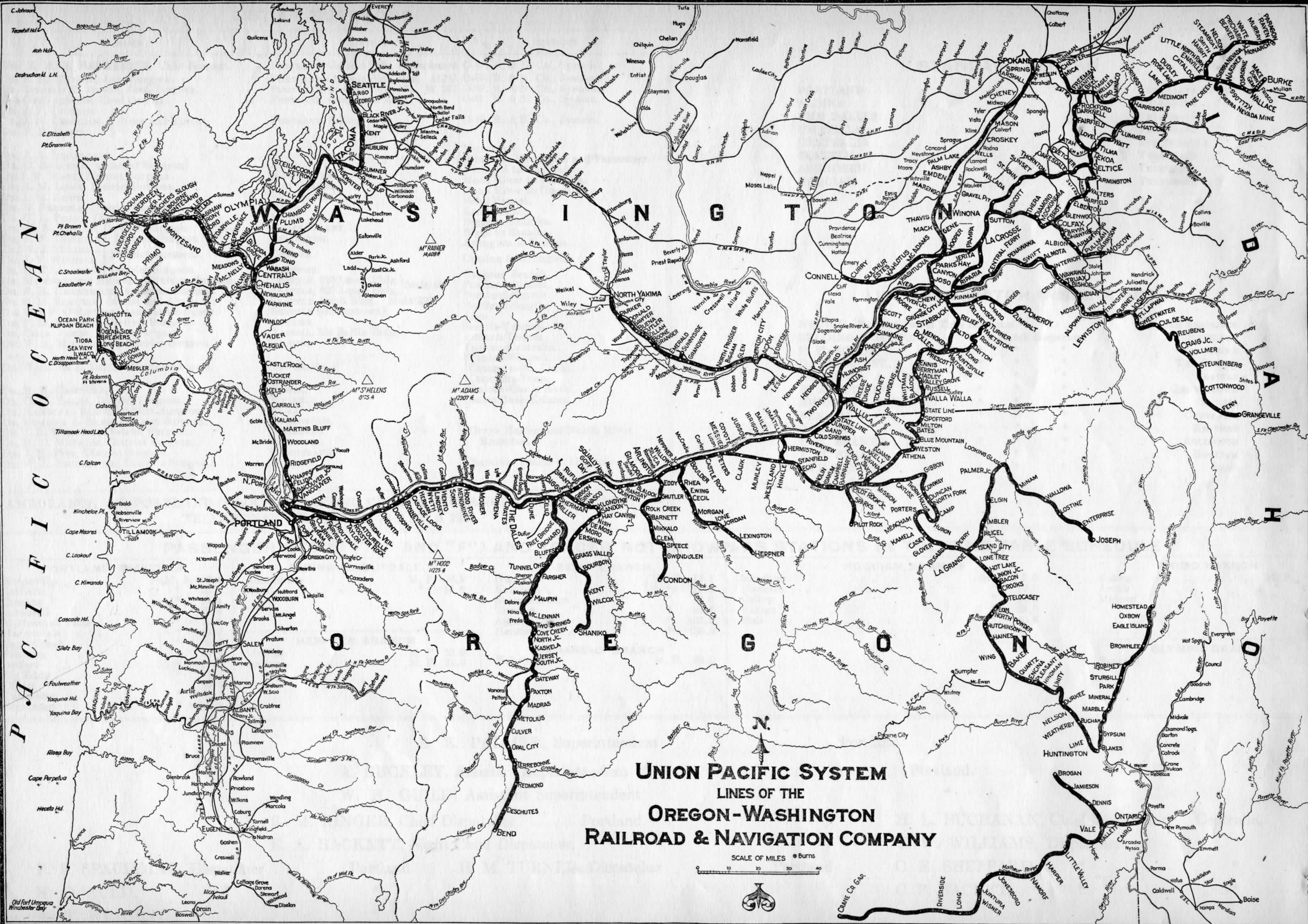
C-57 $\frac{22}{30}$ 187

RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE
UNION PACIFIC SYSTEM

W A S H I N G T O N

OREGON





PACIFIC

UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

SCALE OF MILES Burns



Old Fort Umpqua Winchester Bay

Boise