

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

**First Division**

# EMPLOYEES' TIME TABLE



**To Take Effect Sunday, May 23, 1920**

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

For the Government and Information of Employes Only, and not intended for the use of the public.  
The Right is Reserved to vary from this Time Table at pleasure.

# CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS					FIRST CLASS				Distance from Huntington	Time Table No. 38 May 23, 1920		Distance from Portland	FIRST CLASS				SECOND CLASS			
					17	1	19	5												
255										STATIONS										
Time Freight																				
Passenger																				
Leave Daily																				
12.15AM									00	HUNTINGTON		389.3								
10.30									99.4	LA GRANDE		289.9								
8.30PM									173.7	PENDLETON		215.6								
10.55AM									178.2	RIETH		211.1								
6.20PM									215.8	UMATILLA		183.0								
Arrive Daily									304.9	THE DALLES		84.4								
(42.05)									389.3	PORTLAND		0.0								
(14.55)										ALBINA										
26.1										(389.3)										
(8.55)																				
25.2																				
(16.15)																				
24.0																				
(13.24)																				
29.1																				
(16.45)																				
23.8																				
(9.10)																				
23.4																				
(14.51)																				
26.2																				
(15.25)																				
25.2																				
(45.40)																				
Leave Daily																				

**J. P. O'BRIEN,**  
General Manager.

**M. J. BUCKLEY,**  
General Superintendent.

**F. N. FINCH,**  
Assistant General Superintendent.

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For the Government and Information of Employees Only, and not intended for the use of the public.

# CONDENSED TIME TABLE

## WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS			FIRST CLASS				Distance from Seattle	Time Table No. 38 May 23, 1920		Distance from Portland	FIRST CLASS				SECOND CLASS		
975 Way Freight	977 Way Freight	691 Time Freight				563 Passenger		561 Passenger	STATIONS		562 Passenger	564 Passenger				692 Time Freight	978 Way Freight
Leave Daily Ex. Mon.	Leave Daily Ex. Mon.	Leave Daily				Leave Daily	Leave Daily		Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
						11.15 PM	10.00 AM	0.0	SEATTLE	11.00 PM	6.45 AM						
7.00 AM		7.00 PM						3.3	ARGO					6.45 AM		3.00 PM	
7.30		7.15				11.35	10.25	9.5	BLACK RIVER	10.30	6.10			6.25		2.45	
9.00		8.15				12.29 AM	11.20	35.8	TACOMA JCT.	9.35	5.01			5.10		1.00	
9.30		8.30				12.45	11.35	38.3	TACOMA	9.25 PM	4.45			4.45		12.30 PM	
							12.15 PM 1.10	80.6	OLYMPIA	8.30 7.40							
3.00 PM	5.00 AM	12.05 AM				2.45	1.25 PM	92.4	CENTRALIA	7.30	2.35			12.30 AM	2.30 PM	7.00 AM	
	5.30	12.15				2.55	1.35	96.1	CHEHALIS	7.15	2.15 AM			11.50	2.00 PM		
	1.55 PM	5.00				6.00	4.20	174.7	VANCOUVER	4.25	11.26			8.15	7.15		
	2.00	5.20				6.10	4.30	176.6	NORTH PORTLAND JCT.	4.20	11.20			8.05	7.05		
	2.45 PM	7.35 AM						181.8	ALBINA					7.30 PM	6.30 AM		
Arrive Daily Ex. Mon.	Arrive Daily Ex. Mon.	Arrive Daily				6.45 AM	5.00 PM	183.4	PORTLAND	4.00 PM	11.00 PM						
						Arrive Daily	Arrive Daily		(183.4)	Leave Daily	Leave Daily			Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	

(8.00) (9.45) (12.35) (7.30) (7.00) ..... Time over District ..... (7.00) (7.45)  
 24.5 26.2 ..... Average Speed per Hour ..... 26.2 25.3 (11.15) (8.00) (8.00)

**A. BUCKLEY, Superintendent.....Portland, Oregon**  
 W. H. GUILD, Assistant Superintendent..... Portland, Oregon  
 J. F. CORBETT, Assistant Superintendent..... Portland, Oregon  
 A. C. MURPHY, Acting Trainmaster..... The Dalles, Oregon

**FIFTH, SIXTH AND SEVENTH DISTRICTS AND BRANCHES:**  
 E. M. RINGER, Chief Dispatcher.....Portland, Oregon  
 E. A. HACKETT, Night Chief Dispatcher.....Portland, Oregon  
 F. F. SPAULDING, Dispatcher.....Portland, Oregon  
 H. D. AULD, Dispatcher.....Portland, Oregon  
 H. M. TURNER, Dispatcher.....Portland, Oregon  
 W. A. MILNER, Dispatcher.....Portland, Oregon  
 W. W. SMITH, Dispatcher.....Portland, Oregon  
 R. W. TEETERS, Dispatcher.....Portland, Oregon

**EIGHTH AND NINTH DISTRICTS AND BRANCHES:**  
 H. L. BUCHANAN, Chief Dispatcher.....Centralia, Washington  
 G. B. WILLIAMS, Dispatcher.....Centralia, Washington  
 C. E. SHEPPARD, Dispatcher.....Centralia, Washington  
 L. L. RUDD, Dispatcher.....Centralia, Washington  
 P. T. McCARTY, Dispatcher.....Centralia, Washington

WESTWARD—FIFTH DISTRICT—Umatilla and The Dalles—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	FIRST CLASS								Distance from Huntington	FIRST CLASS						SECOND CLASS	
	SECOND CLASS		35	17	1	19	5	11		6	2	18	4	12	36	256	24
	Way Freight	Time Freight															
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
WFTYP	7.00AM				10.50AM			2.35AM	215.8								10.50AM
3110 P	7.15				10.57			2.41	220.0								10.35
3200 P	7.30				11.06			2.47	223.2								10.15
3200 P	7.45				11.15			2.53	226.9								9.55
5030 WFYP	8.10	1.00AM		1.45PM	11.30	9.20AM	7.00AM	3.05	223.9			2.30PM	11.05PM	11.36			9.20 12.30PM
3118 P	8.25	1.15		1.53	11.38	9.27	7.06	3.12	227.4								9.00 12.10PM
3260 P	8.40	1.30		1.59	11.44	9.34	7.13	3.19	231.2								8.40 11.44
3110 P	9.00	1.55		2.08	11.53	9.45	7.21	3.27	237.0								8.15 11.15
TP	9.20	2.10		2.16	11.59	9.51	7.27	3.33	241.1								8.00 11.00
3043 P	9.30	2.15		2.19	12.02PM	9.55	7.29	3.36	242.5								7.50 10.50
3015 P	9.50	2.40		2.29	12.10	10.02	7.36	3.44	246.9								7.36 10.30
7200 TWP	10.10	3.10		2.37	12.20 12.30	10.10	7.43	3.52	251.5			12.55 12.45	1.35	10.12	10.50		7.15 10.10
3203 P	10.40	3.30		2.45	12.38	10.16	7.51	4.00	255.2								7.05 9.55
4946 WP	11.05	3.50		2.52	12.51	10.25	7.58	4.08	259.7								6.55 9.40
3745 P	11.30	4.05		2.58	1.04	10.34	8.04	4.15	263.7								6.42 9.30
3217 P	11.40	4.19		3.02	1.10	10.38	8.08	4.19	266.2								6.35 9.25
5000 P	12.04PM	4.40		3.08	1.20	10.48	8.15	4.25	270.4								6.20 9.15
3500 P	12.20	5.00		3.14	1.28	10.57	8.22	4.31	274.2								6.10 9.05
2775 WP	12.30	5.15		3.18	1.34	11.02	8.26	4.35	277.2								6.00 8.55
5000 P	12.45	5.30		3.22	1.40	11.08	8.30	4.39	279.9								5.50 8.45
2720 P	1.00	5.40		3.26	1.45	11.15	8.35	4.43	282.5								5.40 8.35
6954 YP	1.10	5.50		3.30	1.51	11.22	8.40	4.47	285.4								5.25 8.15
950 WYP	1.25	6.00	12.35PM	3.34	1.56	11.26	8.44	4.51	287.5								5.05 8.05
2750	1.30	6.05	12.39	3.36	1.59	11.30	8.46	4.53	289.0								5.00 8.00
2625	1.50	6.20	12.47	3.43	2.08	11.40	8.52	5.00	292.9								4.45 7.45
3678	2.18	6.45	1.00	3.51	2.18	11.50	8.58	5.10	297.6								4.30 7.30
WFTOP	3.00PM	7.15AM	1.15PM	4.05PM	2.35PM	12.05PM	9.10AM	5.25AM	304.9								4.00AM 7.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Leave Daily
	(8.00) 12.0	(6.15) 13.1	(.40) 26.1	(2.20) 35.1	(3.45) 26.4	(2.45) 29.8	(2.10) 37.5	(2.50) 34.9									(6.50) 14.3
																	(5.30) 14.9

Time Table No. 38  
May 23, 1920

STATIONS

DNR	UMATILLA	183.0	5.05AM	2.40PM				12.05AM									10.50AM
	4.2																
	BAILEY	178.8	4.55	2.32				11.56									10.35
	3.2																
D	IRRIGON	175.6	4.45	2.24				11.51									10.15
	3.7																
	JUDSON	171.9	4.35	2.15				11.46									9.55
	6.5																
DN	MESSNER	165.4	4.20	2.05	2.30PM	11.05PM	11.36										9.20 12.30PM
	3.5																
	PETERS	161.9	4.10	1.53	2.21	10.57	11.28										9.00 12.10PM
	3.8																
	CASTLE	158.1	4.00	1.44	2.15	10.50	11.23										8.40 11.44
	5.8																
	BOULDER	152.3	3.48	1.32	2.08	10.40	11.15										8.15 11.15
	4.1																
D	HEPPNER JCT.	148.2	3.39	1.20	1.57	10.32	11.09										8.00 11.00
	1.4																
	WILLOWS	146.8	3.36	1.15	1.54	10.29	11.06										7.50 10.50
	4.4																
	SILICA	142.4	3.20	1.05	1.45	10.21	10.59										7.36 10.30
	4.6																
DN	ARLINGTON	137.8	3.10	1.35	1.35	10.12	10.50										7.15 10.10
	3.7																
	GILMORE	134.1	3.01	1.28	1.28	10.05	10.44										7.05 9.55
	4.5																
	BLALOCK	129.6	2.55	1.26	1.21	9.58	10.38										6.55 9.40
	4.0																
	RAMSAY	125.6	2.48	1.16	1.14	9.52	10.32										6.42 9.30
	2.5																
DN	QUINTON	123.1	2.44	1.12	1.10	9.48	10.28										6.35 9.25
	4.2																
	HOOK	118.9	2.37	1.04	1.02	9.42	10.22										6.20 9.15
	3.8																
	GOFF	115.1	2.31	1.15	1.25	9.36	10.16										6.10 9.05
	3.0																
	DAY	112.1	2.27	1.15	1.25	9.32	10.12										6.00 8.55
	2.7																
	RUFUS	109.4	2.23	1.14	1.25	9.27	10.08										5.50 8.45
	2.6																
	GRANT	106.8	2.19	1.14	1.24	9.23	10.04										5.40 8.35
	2.9																
DN	BIGGS	103.9	2.15	1.13	1.23	9.19	10.00										5.25 8.15
	2.1																
D	SHERMAN	101.8	2.11	1.12	1.23	9.14	9.56	12.20PM									5.05 8.05
	1.5																
	MILLER	100.3	2.09	1.12	1.28	9.12	9.54	12.15									5.00 8.00
	3.9																
	CELILO	96.4	2.03	1.15	1.20	9.04	9.48	12.05PM									4.45 7.45
	4.7																
	DUNE	91.7	1.55	1.10	1.20	8.55	9.42	11.55									4.30 7.30
	7.3																
DNR	THE DALLES	84.4	1.40AM	10.50AM	11.55AM	8.40PM	9.30PM	11.40AM									4.00AM 7.00AM
	(98.6)																

Automatic Block

Automatic Block

Double Track

Westward Trains are superior to Trains of the same class in 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—SIXTH DISTRICT—The Dalles and Portland—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS					Distance from Huntington	Time Table No. 38 May 23, 1920	Distance from Portland	FIRST CLASS					SECOND CLASS		
	255	23	17	1	19	5	11		6		2	18	4	12	24	256		
	Time Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger		Passenger	Passenger	Passenger	Passenger	Way Freight	Time Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
WTOFF	10.50AM	6.00AM	4.10PM	2.45PM	12.10PM	9.15AM	5.30AM	304.9	DNR THE DALLES	84.4	1.35AM	10.45AM	11.50AM	8.35PM	9.26PM		3.45PM	3.30AM
P	11.10	6.15	4.15	2.50	12.15	9.20	5.35	307.7	CRATES	81.6	1.30	f 10.38	11.42	8.30	9.21		3.30	3.10
3350 P	11.30	6.30	4.25	f 3.00	12.26	9.30	5.44	313.3	ROWENA	76.0	1.19	f 10.25	11.30	f 8.18	9.13		3.00	2.50
3500 P	11.45	6.45	4.32	f 3.08	12.32	9.37	5.52	316.9	CHATFIELD	72.4	1.11	f 10.18	11.22	8.11	9.05		2.45	2.35
3200 WP	12.10PM	7.00	4.39	s 3.15	s 12.39	9.44	5.59	320.1	D MOSIER	69.2	1.05	s 10.08	11.15	s 8.04	8.59		2.25	2.25
3020 WP	12.40	7.25	s 4.50	s 3.30	s 12.50	s 9.55	s 6.11	326.1	DN HOOD RIVER	63.2	s 12.55	s 9.55	s 11.02	s 7.52	s 8.48		2.05	2.00
4040 P	12.58	7.45	4.59	f 3.40	12.58	10.04	6.21	330.6	MENO	58.7	12.45	9.40	10.52	7.42	8.38		1.45	1.45
3255 P	1.05	7.55	5.02	f 3.43	1.00	10.07	6.24	331.8	SONNY	57.5	12.43	f 9.37	10.50	f 7.39	8.36		1.35	1.40
1835 P	1.20	8.10	5.07	f 3.50	1.04	10.12	6.29	334.0	VIENTO	55.3	12.39	f 9.33	10.45	f 7.33	8.32		1.20	1.35
3190 P	1.35	8.25	5.13	f 3.57	1.10	10.17	6.34	336.4	LINDSEY	52.9	12.35	f 9.28	10.40	7.28	8.27		1.10	1.30
2980 TWFP	1.45	8.40	5.18	s 4.04	1.16	10.23	6.40	339.6	DN WYETH	49.7	12.29	s 9.22	10.34	f 7.20	8.21		12.45	1.20
2784 P	1.55	8.50	5.23	f 4.10	1.22	10.29	6.45	342.5	HERMAN	46.8	12.24	f 9.16	10.29	7.14	8.16		12.15PM	1.10
1203 P	2.10	9.08	5.30	s 4.16	s 1.30	10.36	6.52	346.4	DN CASCADE LOCKS	42.9	12.17	s 9.08	10.22	s 7.06	8.09		11.45	12.55
0783 WTP	2.30	9.35	5.39	s 4.25	1.40	10.46	7.01	350.6	D BONNEVILLE	38.7	12.09	s 8.58	10.12	f 6.55	8.01		11.15	12.30
3315 P	2.45	10.03	5.46	f 4.35	1.49	10.55	7.09	355.2	DODSON	34.1	12.01AM	f 8.49	10.03	f 6.45	7.54		10.55	12.15
3108 P	2.55	10.25	5.51	f 4.40	1.54	10.59	7.14	357.9	ONEONTA	31.4	11.56	f 8.44	9.58	6.40	7.50		10.25	12.05AM
3479 P	3.15	10.50	6.04	s 4.50	s 2.05	11.10	7.21	363.0	D BRIDAL VEIL	26.3	11.49	s 8.32	9.47	s 6.30	7.43		9.47	11.49
3210 P	3.30	11.16	6.10	f 4.59	2.12	11.16	7.26	366.9	ROOSTER ROCK	22.4	11.44	f 8.24	9.42	f 6.22	7.38		9.20	11.29
3050 P	3.45	11.40	6.15	5.06	2.18	11.23	7.32	370.2	TAYLOR	19.1	11.39	8.16	9.37	6.15	7.33		8.50	11.18
5875 TWP	4.00PM	11.59AM	6.20	s 5.15	2.25	11.29	7.37	373.7	DN TROUTDALE	15.6	11.34	s 8.10	9.32	f 6.07	7.28		8.30AM	11.05PM
2700 P			6.24	s 5.21	2.30	11.33	7.41	376.1	D FAIRVIEW	13.2	11.30	s 8.04	9.28	6.02	7.24			
2720 P			6.36	f 5.35	2.39	11.41	7.52	381.6	CLARNIE	7.7	11.23	f 7.52	9.18	5.51	7.17			
1500 P			6.45	f 5.45	2.46	11.46	8.00	384.9	GRAHAM	4.4	11.16	f 7.43	9.12	5.45	7.11			
1358			6.50	5.50	2.51	11.50	8.05	387.4	BRUUN	1.9	11.08	7.37	9.06	5.39	7.06			
IP			6.55	5.55	2.55	11.54	8.10	388.7	EAST PORTLAND	0.6	11.03	7.33	9.03	5.35	7.03			
IP			7.00PM	6.00PM	3.00PM	11.59AM	8.15AM	389.3	DNR PORTLAND	0.0	11.00PM	7.30AM	9.00AM	5.30PM	7.00PM			
WOTFYP	6.20PM	2.00PM							DNR ALBINA	1.6							7.15AM	10.00PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(84.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(7.30) 12.	(8.00) 11.	(2.50) 29.7	(3.15) 26.4	(2.50) 29.7	(2.44) 30.8	(2.45) 30.7	.....	.....	.....	(2.35) 32.6	(3.15) 26.4	(2.50) 29.7	(3.05) 27.5	(2.26) 34.1		(8.30) 10.9	(5.30) 16.
								.....	.....	.....								

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.  
 Train 4 will stop on flag at Corbett and Latourell.  
 Trains 1 and 2 will stop on flag at Montavilla, Crusher, Latourell, Multnomah Falls, Warrendale and Eagle Creek.  
 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.  
 Trains 4 and 19 will stop on flag at Lindsey on Sundays.  
 Train 6 will stop at Bridal Veil and Multnomah Falls Saturday nights to let off passengers.  
 Train 11 will stop on flag at Mosier and Cascade Locks for Portland passengers.  
 Trains 18 and 19 will reduce speed to three miles per hour passing Multnomah Falls.

EIGHTH DISTRICT—Portland and Centralia—WESTWARD  
NINTH DISTRICT—Centralia and Seattle—WESTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS								Distance from Seattle	Time Table No 38 May 23, 1920		
	975	255	23	977	691	563	135	133	123	137	561	125					
	Way Freight	Time Freight	Way Freight	Way Freight	Time Freight	Passenger	C.M. & St.P. 15	C.M. & St.P. 18	C.M. & St.P. 44	C.M. & St.P. 17	Passenger	C.M. & St.P. 16					
	Leave Daily Ex. Mon.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily												
P														0.0	DR SEATTLE		
Yard IWFTOYP	7.00AM				7.00PM									3.3	DNR ARGO		
1354 3401	7.30AM				7.15PM									9.5	DNR BLACK RIVER		

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

P	9.00AM				8.15PM									35.8	DN TACOMA JCT.		
	9.10AM				8.20PM									36.9	DN RESERVATION		

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

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

P				2.00PM	5.20AM									176.6	NORTH PORTLAND JCT.		
1415														177.8	PENINSULA JCT.		
P		5.25PM	1.20PM	2.02	5.30									179.3	ST. JOHNS JCT.		
P		5.35	1.35	2.15	5.40									180.7	YARD JCT.		
P		5.45	1.45	2.20	6.00									181.8	DN ALBINA		
P		6.20PM	2.00PM	2.45PM	7.35AM									181.9	HARDING ST.		
IP														182.8	EAST PORTLAND		
I														183.4	DNR PORTLAND		
	Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily												

(2.10) 16.8 (5.55) 3.8 (.40) 6.3 (.45) 7.0 (12.35) 14.1

(7.30) 24.4

(7.00) 26.2

..... Time over District.....  
..... Average Speed per Hour.....

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.

**EIGHTH DISTRICT—Portland and Centralia—EASTWARD  
NINTH DISTRICT—Centralia and Seattle—EASTWARD**

**Time Table No. 38**  
May 23, 1920

STATIONS	Distance from Portland	FIRST CLASS								SECOND CLASS				
		120	130	124	134	132	562	564						
		C.M.&St.P. 16	C.M.&St.P. 43	C.M.&St.P. 17	C.M.&St.P. 18	C.M.&St.P. 15	Passenger	Passenger						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
DR SEATTLE 3.3	183.4	9.35AM	11.30AM	12.15PM	6.45PM	8.45PM	11.00PM	6.45AM						
DNR ARGO 6.2	180.1	9.25AM	11.20AM	12.05PM	6.35PM	8.30PM	10.44	6.30						
DNR BLACK RIVER	173.9						10.30PM	6.10AM						

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

DN TACOMA JCT. 1.1	147.6	8.22AM			5.33PM		9.35PM	5.01AM							5.10AM		1.00PM		
DN RESERVATION	146.5	8.18AM			5.28PM		9.30PM	4.52AM							5.00AM		12.45PM		

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

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

NORTH PORTLAND JCT. 1.2	6.8						4.20PM	11.20PM									8.05PM	7.05AM				
PENINSULA JCT. 1.5	5.6						4.17	11.17									7.55	6.55			7.40AM	10.20PM
ST. JOHNS JCT. 1.4	4.1						4.13	11.13									7.45	6.45			7.30	10.10
YARD JCT. 1.1	2.7						4.10	11.10									7.40	6.40			7.25	10.05
DN ALBINA 1.1	1.6																7.30PM	6.30AM			7.15AM	10.00PM
HARDING ST. 1.1	1.5						4.05	11.05														
EAST PORTLAND 0.6	0.6																					
DNR PORTLAND 0.0	0.0						4.00PM	11.00PM														
(183.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	

.....Time over District..... (7.00) (7.45)  
.....Average Speed per Hour..... 26.2 25.3

(11.15) (.35) (2.15) (.25) (.20)  
16.0 7.8 16.8 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.

WESTWARD—GRAY'S HARBOR BRANCH—Centralia and Hoquiam—EASTWARD

Length of passing trucks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS				Distance from Centralia	Time Table No. 38 May 23, 1920	Distance from Hoquiam	FIRST CLASS				SECOND CLASS			
		51	161			53	55	117				43		118	44	56		52	162
		Way Freight	C.M.&St.P. Fast Frt.			Mixed	Passenger	C.M.&St.P. Passenger				Mixed		C.M.&St.P. Passenger	Mixed	Passenger		Way Freight	C.M.&St.P. Fast Frt.
		Leave Daily Ex. Sun.	Leave Daily Ex. Sun.		Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.		Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.			
WFYOTP					3.00PM	9.00AM		3.00AM	0.0	DNR	CENTRALIA 1.5		2.00AM	10.40AM		12.01PM			

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

PI																				
					3.05PM	9.05AM		3.07AM	1.5	BLAKESLEE JUNCTION	55.7		1.30AM	10.30AM					11.45AM	
1359	P				f 3.15	f 9.15		f 3.15	4.6	D GALVIN	52.6		f 1.20	f 10.25					11.30	
2285	P		2.43AM		f 3.35	f 9.35	4.25PM	f 3.33	11.8	HELISING JUNCTION	45.4	2.45PM	f 1.05	f 10.05					11.10	9.30PM
2680	WP		3.50PM	2.50	3.40PM	9.40AM	s 4.30	s 3.40	13.3	DNR INDEPENDENCE	43.9	s 2.40	s 1.00	10.00AM					11.00	9.25
	P		4.10	3.05			f 4.40	f 3.55	17.9	BALCH	39.3	f 2.25	f 12.48						10.40	9.10
2718	P		4.25	3.20			s 4.47	f 4.07	21.8	CEDARVILLE	35.4	s 2.18	f 12.38						10.20	8.55
2687	P		4.40	3.35			f 4.55	f 4.20	26.1	LANKNER	31.1	f 2.10	f 12.26						10.00	8.35
			4.50	3.42				5.00	28.4	RONY	28.8	2.05	12.20						9.45	8.30
2353	P		5.05	3.50			s 5.05	f 4.32	30.5	D SAGINAW	26.7	s 2.00	f 12.15						9.30	8.25
	WP		5.30	3.55			f 5.08	f 4.38	32.1	SOUTH ELMA	25.1	f 1.57	f 12.10AM						8.50	8.20
1747	P		5.40	4.05			f 5.15	f 4.48	35.9	FULLER	21.3	f 1.50	f 11.55						8.30	8.05
2744	P		6.20	4.30			s 5.26	f 5.10	42.1	R SOUTH MONTESANO	15.1	s 1.39	f 11.30						8.00	7.40
1523	P		6.30	4.35			f 5.45	f 5.15	43.5	MELBOURNE	13.7	f 1.21	f 11.25						7.35	7.35
1751	P		6.45	4.45			f 5.51	f 5.27	46.6	PREACHER'S SLOUGH	10.6	f 1.16	f 11.10						7.25	7.25
	P								49.7	NORTH RIVER JUNCTION	7.5									
1915	WFYOP		7.00	5.00			s 6.00	s 5.45	50.9	D COSMOPOLIS	6.3	s 1.10	s 10.55						7.00	7.00
4135	IWYOP		7.15PM	5.15AM			6.10PM	6.00AM	53.6	DNR ABERDEEN	3.6	1.00PM	10.45PM						6.45AM	6.10PM

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

FWTYOP																				
			7.30PM	6.00AM			6.25PM	7.15AM	57.2	DNR	HOQUIAM	0.0	12.45PM	10.30PM					6.30AM	6.00PM
			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(57.2)		Leave Daily	Leave Daily	Leave Daily Ex. Sun.				Leave Daily Ex. Mon.	Leave Daily Ex. Sun.

(3.40)	(3.17)	(.40)	(.40)	(2.00)	(4.15)	.....	.....	.....	.....	(2.00)	(3.30)	(.40)	(5.20)	(3.30)
15.0	14.0	20.0	20.0	22.7	13.4	.....	.....	.....	.....	22.7	16.3	20.0	11.0	13.0

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

First class trains will stop on flag at Callow: Hall.

Trains westward from Blakeslee Junction will procure clearance card from Dispatcher before leaving Centralia.

Train 55 has right over No. 56 Centralia to Independence.

Trains 117 and 118 will stop on flag at South Aberdeen.

**WESTWARD—BEND BRANCH—Bend and Sherman—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, and turning stations.	FIRST CLASS		Distance from Bend	Time Table No. 38 May 23, 1920		FIRST CLASS		SECOND CLASS	
	81	35		36	82	36	82	36	82
	Freight	Passenger							
	Leave Sundays Wednesdays Fridays	Leave Daily		Arrive Daily	Arrive Tuesdays Thursdays Saturdays				
	1.00AM	7.00AM	0.0	DNR BEND	11.30PM				
2700			7.4	7.4					
2630 W	Via Joint Track—See Note Below	Via Joint Track—See Note Below	16.5	9.1					
2800			22.0	D REDMOND					
2700 W			29.5	5.5					
2650			36.6	5.5					
WFYT	7.00AM	s 8.15AM	41.3	7.5					
2680 W			46.3	7.1					
2480		f 8.34	52.0	4.7					
1900 W		s 8.49	57.5	DNR METOLIUS	4.30PM				
180 WFP	8.15	s 9.12	65.6	5.0					
W			67.5	D MADRAS	4.45				
2700	Via Joint Track—See Note Below	Via Joint Track—See Note Below	71.4	5.7					
P	8.50	s 9.32	76.1	5.7					
1100		f 9.35	77.2	D PAXTON	4.30				
1160		f 9.42	80.1	5.5					
475		f 10.04	88.2	D GATEWAY	4.15				
1150 WP	10.25	s 10.25	96.1	8.1					
1290 W		f 10.45	105.2	R SOUTH JUNCTION	3.45				
1200 W		f 11.10	115.6	1.9					
1160		f 11.25	121.2	JERSEY	3.00				
2650 W	1.05PM	f 11.50	133.0	3.9					
450	1.47	f 12.01PM	137.5	KASKELA	2.00				
W	2.20PM	12.30PM	147.4	4.7					
	Arrive Sundays Wednesdays Fridays	Arrive Daily		R NORTH JUNCTION	1.15				
				1.1					
				D COVE CREEK	1.10				
				2.9					
				D TWO SPRING	12.55				
				8.1					
				McLENNON	12.30PM				
				7.9					
				D MAUPIN	11.45				
				9.1					
				FARGHER	10.45				
				10.4					
				TUNNEL ONE	10.05				
				5.6					
				BLUFFS	9.45				
				11.8					
				ORCHARD	9.15				
				4.5					
				FREE BRIDGE	9.00				
				9.9					
				DR SHERMAN	8.30AM				
				0.0					
				(147.4)					
					Leave Daily				

(13.20) (5.30) ..... Time over District..... (6.15) (15.)  
11.1 27.6 ..... Average Speed per Hour..... 23.4 9.8

**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.

**WESTWARD—SHANIKO BRANCH—Shaniko and Biggs—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, and turning stations.	FIRST CLASS		Distance from Shaniko	Time Table No. 38 May 23, 1920		FIRST CLASS	
	21	22		21	22	21	22
	Mixed	Mixed					
	Leave Daily	Arrive Daily		Arrive Daily			
3385 WYFP	7.30AM	6.05PM	0.0	DR SHANIKO			
891	f 8.05	56.7	12.5	12.5			
1100	s 8.20	52.0	17.2	4.7			
571	f 8.40	45.4	23.8	KENT			
1968 WT	s 9.10	38.0	31.2	6.6			
338 Spur	f 9.30	30.8	38.4	BOURBON			
2694 W	s 9.44	26.6	42.6	7.4			
1089	f 9.54	23.4	45.8	D GRASS VALLEY			
393	f 10.01	19.6	49.6	7.2			
3850 Spur	10.03	18.7	50.5	ERSKINE			
650 Spur	f 10.12	15.6	53.6	4.2			
1199	f 10.19	13.8	55.4	D MORO			
3266 W	s 10.32	9.3	59.9	3.2			
190 Spur	f 10.40	6.6	62.6	DE MOSS			
844	f 10.45	4.9	64.3	3.8			
6780 WYFP	11.20AM	0.0	69.2	NISH			
	Arrive Daily	2.00PM		0.9			
				HAY CANYON			
				3.1			
				SANDON			
				1.8			
				KLONDIKE			
				4.5			
				D WASCO			
				2.7			
				SINK			
				1.7			
				GREBE			
				4.9			
				DNR BIGGS			
				0.0			
				(69.2)			
				Leave Daily			

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

**WESTWARD—CONDON BRANCH—Condon and Arlington—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, and turning stations.	FIRST CLASS		Distance from Condon	Table Table No. 38 May 23, 1920		FIRST CLASS	
	13	14		13	14	13	14
	Mixed	Mixed					
	Leave Daily	Arrive Daily		Arrive Daily			
10005 WFP	9.00AM	4.20PM	0.0	DR CONDON			
1576	f 9.20	36.2	8.2	8.2			
1783	f 9.30	32.2	12.2	GWENDOLEN			
1816	s 9.50	28.6	15.8	4.0			
2342 W	s 10.15	24.3	20.1	SPEECE			
1698	f 10.40	19.7	24.7	3.6			
2446 W	s 11.00	16.2	28.2	CLEM			
1793	f 11.20	7.5	36.9	4.3			
2596 TWFP	11.50AM	0.0	44.4	D MIKKALA			
	Arrive Daily	1.05PM		4.6			
				BARNETT			
				3.5			
				ROCK CREEK			
				8.7			
				SHUTLER			
				7.5			
				DNR ARLINGTON			
				0.0			
				(44.4)			
				Leave Daily			

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

**WESTWARD—SEVENTH DISTRICT—Troutdale and Peninsula Jct.—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Huntington	Time Table No. 38 May 23, 1920		Distance from Portland	FIRST CLASS		SECOND CLASS	
		255	23				24		256			
		Time Freight	Way Freight				Way Freight		Time Freight			
		Leave Daily	Leave Daily			Arrive Daily	Arrive Daily					
3726		4.00PM	12.10PM	373.7	DN	8.30AM	11.05PM	22.0				
5331	P	4.25	12.30	378.7		8.20	10.50	17.0				
3612	P	4.50	12.45	383.4		8.10	10.40	12.3				
3763	P	5.20	1.10	388.9		7.50	10.25	6.8				
1415	YP	5.25PM	1.20PM	390.1		7.40AM	10.20PM	5.6				
		Arrive Daily	Arrive Daily			Leave Daily	Leave Daily					

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

**WESTBOUND—VESTA BRANCH—Vesta and North River Jct.—EASTBOUND**

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	Distance from Vesta	Time Table No. 38 May 23, 1920		Distance from No. River Jct.
		STATIONS		
	0.0	VESTA		15.3
462	3.3	PRIMO		12.0
1002	10.3	BRIDGES		5.0
	15.3	NORTH RIVER JCT.		0.0
		(15.3)		

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.

**WESTWARD—TONO BRANCH—Tono and Centralia—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		Distance from Tono	Time Table No. 38 May 23, 1920	Distance from Centralia	SECOND CLASS	
		57					58
		Mixed					Mixed
		Leave Daily Ex. Sun.				Arrive Daily Ex. Sun.	
1360	WFOP	3.00PM	0.0	R	7.8	1.35PM	
		f 3.25	6.1		1.7	f 1.10	

Between Wabash and Centralia trains will be governed by Northern Pacific Time Table and Rules

WFYOTP		3.35PM	7.8	DNR	CENTRALIA	0.0	1.00PM
		Arrive Daily Ex. Sun.			(7.8)		Leave Daily Ex. Sun.

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 before leaving Centralia.

**WESTWARD—HEPPNER BRANCH—Heppner and Heppner Jct.—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	FIRST CLASS		Distance from Heppner	Time Table No. 38 May 23, 1920		Distance from Heppner Jct.	FIRST CLASS	
		25			26			
		Mixed			Mixed			
		Leave Daily		Arrive Daily				
2867	WTFP	8.30AM	0.0	DR	45.2	4.40PM		
1029	P	s 8.50	8.9		36.3	s 3.50		
2397	W	s 9.30	16.9	D	28.3	s 3.15		
1082		s 9.55	25.3		19.9	s 2.40		
631	W	s 10.15	30.6		14.6	s 2.15		
		f 10.30	34.3		10.9	f 2.00		
1004		f 10.45	38.4		6.8	f 1.45		
882	TP	11.20AM	45.2	DR	0.0	1.25PM		
		Arrive Daily			(45.2)	Leave Daily		

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

**WESTWARD—OLYMPIA BRANCH—Chambers Prairie and Olympia—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	FIRST CLASS		Distance from Chambers Prairie	Time Table No. 38 May 23, 1920		Distance from Olympia	FIRST CLASS	
		49			48			
		Passenger		Mixed			Mixed	
		Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	
PY		8.05PM	12.45PM	0.0	DNR	7.4	12.35PM	
PWFY		8.30PM	1.10PM	7.4	DR	0.0	12.15PM	
		Arrive Daily	Arrive Daily				7.40PM	

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

**WESTWARD—MONTESANO BRANCH—Montesano and South Montesano—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	FIRST CLASS		Distance from Montesano	Time Table No. 38 May 23, 1920		Distance from So. Montesano	FIRST CLASS	
		205			206			
		C.M.&St.P. Passenger		C.M.&St.P. Passenger			C.M.&St.P. Passenger	
		Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		
P		5.33PM	1.32PM	0.0	DR	1.5	1.32PM	
2744	YP	5.41PM	1.39PM	1.5	R	0.0	1.24PM	
		Arrive Daily	Arrive Daily				5.26PM	

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 Argo, Tacoma Jct. and Fifteenth St., Tacoma, 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 mile west of Argo.  
Yard limits extend from Tacoma Junction to Fifteenth St., Tacoma.  
Yard limits extend from Junction switch Helsing Junction to west switch 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 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 Signal 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 track on Front Street, Portland, prepared to stop before going over crossing, expecting to find crossing occupied.
- No. 14. Eighth 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 60 miles per hour and other trains will not exceed a speed of 40 miles per hour.
- No. 21. Trains will not exceed a speed of 40 miles per hour around 5- and 6-degree curves, 35 miles per hour around 7- and 8-degree curves and 30 miles per hour around 9- and 10-degree curves. Figures on stakes approaching curves indicate degree of curve.
- No. 22. In any class of service, engines of Consolidation and Mikado class will not exceed a speed of 40 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.  
Gray's Harbor Branch: Passenger, mail and express trains and light engines, Centralia and Helsing Jct., 35 miles per hour; Helsing Jct. and Aberdeen, 40 miles per hour. Freight and mixed trains, 25 miles per hour.  
Tono Branch: All trains: 20 miles per hour in both directions between Tono and Wabash.
- No. 25. Passenger trains will not exceed a speed of 20 miles per hour on East Portland Hill when helper engine is used on rear of train, and must cut off such helper 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 and through turnout at Messner. 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: Fifth District—Between Mile Posts 110½ and 110¾; Sixth District—Between Mile Posts 69 and 70, Tunnel No. 3; Bend Branch—Between Mile Posts 21 and 22; 25 and 26; 35 and 36; 63 and 64; 68 and 69; 87 and 88; Gray's Harbor Branch—Bridge 5A at Galvin, Mile Post 14½; Mile Post 44.

## SPECIAL INSTRUCTIONS—SPEED RESTRICTIONS—Continued

- 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.
- No. 36. Troop trains handling Freight cars must not exceed speed of 25 miles per hour.

### MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

- No. 37. 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. 38. 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. 39. 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. 40. 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. 41. 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. 42. Within Automatic Block Signal limits between Umatilla and Portland and between Argo 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 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. 43. 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 Mountville	Bonnevile to Cascade Locks	The Dalles to Dodson's	Troutdale to Clarno			The Dalles to Seferfs	Umatilla to Arlington	Portland to Kalama	Kalama to Yader	Yader to Winlock	Winlock to Napavine	Centralia to Tacoma	Tacoma to Centralia	Centralia to Napavine
A-81	106	3500 to 3514	1400	1400	625	1135	1295	1295	1390	1570	1705	1285	1060	800	1305	1365	685	1705
P-77	123	3204 to 3207	1670	1670	740	1345	1540	1540	1730	1880	1900	1440	1190	870	1540	1540	800	1900
P-77	138	3200 to 3203																
P-77	145	3208 to 3217																
T-63	160	1742 to 1754	2205	2205	920	1680	1920	1920	2200	2310	2505	1890	1560	1170	1920	2010	1010	2505
T-69	159	1755 to 1760																
P-77	170	3218 to 3219																
P-77	170	3220 to 3225	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500
MK-57	205	2100 to 2140																
C-57	176	710 to 718																
C-57	169	719 to 723	2320	2320	1000	1820	2085	2085	2300	2510	2335	1790	1475	1075	1900	1900	985	2335
C-57	179	725 to 729																
C-57	187	730 to 768																

CLASSIFICATION	ENGINE NUMBERS	SHERMAN and BEND						BIGGS and SHANIKO						ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER			CENTRALIA and HOQUIAM				CENTRALIA and TONO		NORTH RIVER JUNCTION and PRIMO	CHAMBERS PRAIRIE and OLYMPIA			
		EASTWARD			WESTWARD	EASTWARD			WESTWARD			EASTWARD		WESTWARD	EASTWARD			EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD	EASTWARD								
		Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Madras	Madras 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	Hay Canyon to Sandon	Arlington to Eddy	Eddy to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Tono	Tono to Lexington			Lexington to Heppner	Hoquiam to So. Aberdeen	So. Aberdeen to Centralia	Centralia to So. Aberdeen	So. Aberdeen to Hoquiam	Centralia to Tono	Tono to Centralia	
E-63	55	1108 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	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	1701 to 1708																													
M-57	91	4200 to 4208																													
T-63	92	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	1715 to 1726																													
C-57	119	1733 to 1736																													
C-57	139	1727 to 1732	830	1035	485	785	905	1270	180	335	325	405	960	485	340	365	560	208	1210	953	965	740	705	740	1485	1905	740	1630	MAX	1025	1025
T-57	125	1737 to 1741																													
T-69	159	1742 to 1754																													
T-55	143	707 to 709	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	178	710 to 718																													
C-57	163	724																													
C-57	169	719 to 723	1200	1505	745	1170	1120	1720	220	465	460	585	1305	625	435	480	755	275	1625	1400	1300	1000	950	1020	2040	2625	1020	2220	MAX	1475	1475
C-57	179	725 to 729																													
C-57	187	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" — Mogula.
- "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:

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

**LIST OF SURGEONS**

NAME	LOCATION	DISTRICT
<b>DR. DONALD H. JESSOP</b> , Chief Surgeon.	PORTLAND, Corbett Bldg. } Telephones Ho. A 1267 Pa. M 267	O-W. R. & N., System.
DR. M. K. HALL, Asst. Surgeon		
DR. C. M. PEARCE, Chief Oculist, Nose and Throat.	PORTLAND, Selling Bldg. } Main 4249	O-W. R. & N., System.
DR. HENRY C. VIERECK, Eye, Ear, Nose and Throat.	PORTLAND, Selling Bldg. } Main 3638	O-W. R. & N., System.
DR. J. A. LOUNDAGIN.	VANCOUVER.	Vancouver.
DR. C. HOLCOMB, Assistant Surgeon.	ALBINA.	Albina to The Dalles and Vancouver.
DR. J. F. WATT, District Surgeon.	HOOD RIVER.	Portland to The Dalles.
DRS. REUTER, THOMPSON, COBERTH & STONE, Dist. Surg.	THE DALLES.	Hood River to Umatilla.
DR. R. W. HENDERSHOTT, District Surgeon.	BEND.	Bend Branch.
DR. C. L. POLEY, District Surgeon.	MORO.	Bend Branch.
DR. M. B. TAYLOR, District Surgeon.	GRASS VALLEY.	Biggs to Shaniko.
DR. J. W. DONNELLY, District Surgeon.	ARLINGTON.	Arlington to Condon.
DR. W. J. MILLER } District Surgeons.	CONDON.	Condon to Arlington.
DR. J. V. WILHELM }	HEPPNER.	Heppner Branch.
DR. M. C. MCMURDO, District Surgeon.	SEATTLE, 620 Leary Bldg. } Main 90	Portland-Seattle.
DR. MONTGOMERY RUSSELL, Division Surgeon.	SEATTLE, 620 Leary Bldg. }	Portland-Seattle.
DR. F. R. UNDERWOOD, Assistant Surgeon.	SEATTLE, Cobb Bldg. } Main 2205	Portland-Seattle.
DR. S. M. SAMUELS, Oculist and Aurist.	SEATTLE (Georgetown).	Argo.
DR. WM. P. O'ROURKE, Assistant Surgeon.	AUBURN.	Seattle-Tacoma.
DR. F. D. MERRITT, District Surgeon.	TACOMA, 1016 Fidelity Bldg.	Auburn-Tenino.
DR. CHAS. JAMES, District Surgeon.	TENINO.	Tacoma-Centralia.
DR. W. A. MILLINGTON, District Surgeon.	CENTRALIA.	(Tenino-Winlock.
		Centralia-So. Elma.
		Centralia-Tono.
		Winlock-Castle Rock.
		Castle Rock-Kalama.
DR. R. H. CAMPBELL,	VADER.	
DR. C. W. BALES, District Surgeon.	KELSO.	
DR. HANNIBAL BLAIR, District Surgeon.	ELMA.	
DR. EDMUND A. SIZER, District Surgeon.	COSMOPOLIS.	
DR. R. F. HUNTER, District Surgeon.	ABERDEEN.	
DR. H. C. WATKINS, District Surgeon.	HOQUIAM.	
DR. J. H. FITZ, District Surgeon.	MONTESANO.	
DR. W. L. BRIDGEFORD, District Surgeon.	OLYMPIA.	
		Grays Harbor and North River Branches.
		Chambers Prairie to Olympia.

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	
Montavilla . . . . .	M. P. 5.4	Adamsboro . . . . .	M. P. 10.3	Harris . . . . .	M. P. 14.1
Corbett . . . . .	" 20.4	Ward . . . . .	" 14.0	Ketchum . . . . .	" 27.0
Crusher . . . . .	" 21.4			Sherars Bridge . . . . .	" 43.0
Latourell . . . . .	" 23.9			Truman . . . . .	" 84.2
Multnomah Falls . . . . .	" 29.6			Agency . . . . .	" 103.5
Warrendale . . . . .	" 35.8			Hensley . . . . .	" 135.2
Eagle Creek . . . . .	" 39.9				
Seufert . . . . .	" 87.9				
Big Eddy . . . . .	" 88.8				
Dillon . . . . .	" 93.6				
Tumwater . . . . .	" 96.1				
Boardman . . . . .	" 164.0				

  

HEPPNER BRANCH		SHANIKO BRANCH	
McNab . . . . .	M. P. 25.0	Kelsey . . . . .	M. P. 63.0
Jordan . . . . .	M. P. 31.0		

  

GRAY'S HARBOR BRANCH		PRIMO BRANCH	
Callow . . . . .	M. P. 22.0	Hanna . . . . .	M. P. 5.6
Ballast . . . . .	" 28.0	Arctic . . . . .	" 6.3
Hall . . . . .	" 40.6	Midsbn . . . . .	" 10.5
South Aberdeen . . . . .	" 52.8		

  

OLYMPIA BRANCH	
Zanaton . . . . .	M. P. 1.7

**STANDARD CLOCKS**

STANDARD CLOCKS	TELEGRAPH OFFICE
PORTLAND . . . . .	TELEGRAPH "
ALBINA . . . . .	TELEGRAPH "
THE DALLES . . . . .	TELEGRAPH "
UMATILLA . . . . .	TELEGRAPH "
CENTRALIA . . . . .	DISPATCHER'S "
SEATTLE . . . . .	TELEGRAPH "
ABERDEEN . . . . .	TELEGRAPH "
HOQUIAM . . . . .	TELEGRAPH "

**LICENSED WATCH INSPECTORS**

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

**SPEED TABLE.**

RUNNING												EQUALS
2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12		15		18		21		24		30		10 miles per hour
6		7	30	9		10	30	12		15		20 miles per hour
4		5		6		7		8		10		30 miles per hour
3		3	45	4	30	5	15	6		7	30	40 miles per hour
2	40	3	20	4		4	40	5	20	6	40	45 miles per hour
2	24	3		3	36	4	12	4	48	6		50 miles per hour
2	10	2	43	3	15	3	48	4	20	5	25	55 miles per hour
2		2	30	3		3	30	4		5		60 miles per hour
1	50	2	18	2	45	3	13	3	40	4	35	65 miles per hour
1	42	2	8	2	33	2	59	3	24	4	15	70 miles per hour

**SPEED TABLE**

TIME Going 1 Mile		Miles per Hour	TIME Going 1 Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
12		5	1	30	40
6		10	1	20	45
4		15	1	12	50
3		20	1	5	55
2	24	25	1		60
2		30		55	65
1	43	35		51	70



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

PACIFIC OCEAN

