

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

**First Division**

# EMPLOYEES' TIME TABLE



**To Take Effect Sunday, July 11, 1920**

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

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# UNION PACIFIC SYSTEM

## OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

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

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

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

**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

# CONDENSED TIME TABLE

## WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS					FIRST CLASS					Distance from Huntington	FIRST CLASS					SECOND CLASS				
255					17 1 19 5						Distance from Portland	6 2 18 4					256			
Time Freight					Passenger Passenger Passenger Passenger					Passenger Passenger Passenger Passenger					Time Freight					
Leave Daily					Leave Daily Leave Daily Leave Daily Leave Daily					Arrive Daily Arrive Daily Arrive Daily Arrive Daily					Arrive Daily					
										0.0	HUNTINGTON									
12.15AM					4.05AM					99.4	LA GRANDE					7.00PM				
10.15AM					8.30					173.7	PENDLETON					9.30AM				
8.30PM					11.59AM 9.05AM 7.20AM 1.18AM					178.2	RIETH					8.00PM				
10.40AM					10.50AM					215.8	UMATILLA					12.05PM				
6.20PM					4.10PM 2.35PM 12.10PM 5.10AM					304.9	THE DALLES					4.00AM				
Arrive Daily					7.00PM 6.00PM 3.00PM 7.45AM					389.3	PORTLAND					10.00PM				
(42.05)					(14.55) (8.55) (16.25) (12.16)					394.1	ALBINA					(45.00)				
9.4					26.1 25.2 23.8 31.7					Time Over District.....	(16.45) (9.05) (14.51) (15.10)					8.6				
Average Speed Per Hour.....					23.8 23.5 26.2 25.6					389.3)					Leave Daily Leave Daily Leave Daily Leave Daily					

## WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS					FIRST CLASS					Distance from Seattle	FIRST CLASS					SECOND CLASS				
691					563 561						Distance from Portland	562 564					692			
Time Freight					Passenger Passenger					Passenger Passenger					Time Freight					
Leave Daily					Leave Daily Leave Daily					Arrive Daily Arrive Daily					Arrive Daily					
										0.0	SEATTLE									
7.00PM					11.15PM 10.00AM					3.1	ARGO					6.45AM				
8.30PM					12.45AM 11.25AM					38.1	TACOMA					5.00				
12.05AM					2.45 1.15PM					92.1	CENTRALIA					12.30AM				
7.35AM					6.45AM 4.40PM					181.6	ALBINA					7.30PM				
Arrive Daily					Arrive Daily Arrive Daily					183.2	PORTLAND					Leave Daily				
(12.35)					(7.30) (6.40)					Time over District.....					(11.15)					
14.2					24.5 27.4					Average Speed per Hour.....					15.9					
26.2					26.2 25.3					(7.00) (7.45)					Leave Daily Leave Daily					



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. 39 July 11, 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	
WTOFP	10.40AM	6.00AM	4.10PM	2.35PM	12.10PM	5.10AM	5.05AM	304.9											
P	11.00	6.15	4.15	2.41	12.15	5.15	5.10	307.7											
3350 P	11.30	6.30	4.25	2.52	12.26	5.24	5.19	313.3											
3500 P	11.45AM	6.45	4.32	2.58	12.32	5.30	5.25	316.9											
3200 WP	12.10PM	7.00	4.39	3.05	12.39	5.35	5.35	320.1											
3020 WP	12.40	7.25	4.50	3.20	12.50	5.45	5.50	326.1											
4040 P	12.58	7.45	4.59	3.31	12.58	5.54	5.59	330.6											
3255 P	1.05	7.55	5.02	3.35	1.00	5.56	6.01	331.8											
1835 P	1.20	8.10	5.06	3.42	1.04	6.00	6.05	334.0											
190 P	1.35	8.25	5.10	3.48	1.10	6.04	6.09	336.4											
2980 TWFP	1.45	8.40	5.16	3.56	1.16	6.10	6.15	339.6											
3203 P	1.55	8.50	5.22	4.02	1.22	6.15	6.20	342.5											
6783 WTP	2.10	9.10	5.29	4.10	1.30	6.21	6.26	346.4											
3315 P	2.30	9.35	5.38	4.21	1.40	6.30	6.36	350.6											
3108 P	2.45	10.03	5.45	4.33	1.49	6.38	6.45	355.2											
3479 P	2.55	10.25	5.50	4.38	1.54	6.42	6.50	357.9											
3210 P	3.15	10.50	6.00	4.50	2.05	6.50	7.00	363.0											
3050 P	3.30	11.15	6.07	5.00	2.12	6.57	7.07	366.9											
5875 TWP	3.45	11.40	6.14	5.09	2.18	7.03	7.14	370.2											
2700 P	4.00PM	11.59AM	6.20	5.18	2.25	7.09	7.21	373.7											
2720 P			6.25	5.25	2.30	7.13	7.25	376.1											
1500 P			6.36	5.37	2.39	7.23	7.36	381.6											
1358			6.45	5.45	2.46	7.29	7.44	384.9											
IP			6.50	5.50	2.51	7.35	7.50	387.4											
IP			6.55	5.55	2.55	7.40	7.55	388.7											
WOTFYP	6.20PM	2.00PM	7.00PM	6.00PM	3.00PM	7.45AM	8.00AM	389.3											
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	394.1											
	(7.40)	(8.00)	(2.50)	(3.25)	(2.50)	(2.35)	(2.55)												
	11.6	11.2	29.8	24.7	29.8	32.5	28.9												
									..... Time over District.....										
									..... Average Speed per Hour.....										
										(2.35)	(3.05)	(2.50)	(3.05)	(2.25)					
										32.5	27.2	29.8	27.4	34.7					
															(8.30)	(5.30)			
															10.5	16.2			

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.  
 Train 4 will stop at Viento to let off passengers from Portland.  
 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 of 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 39 July 11, 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. Passenger 15	C.M.&St.P. Passenger 18		C.M.&St.P. Passenger 44	C.M.&St.P. Passenger 17	Passenger	C.M.&St.P. Passenger 16
	Leave Daily Ex. Mon	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
P											11.15PM	9.00PM	7.00PM	5.25PM	12.30PM	10.00AM	9.45AM	
Yard IWFTOYP	7.00AM				7.00PM						11.25	9.12PM	7.11PM	5.35PM	12.40PM	10.10	9.55AM	
1354 3401	7.30AM				7.15PM						11.35PM					10.20AM		

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						12.29AM	10.15PM			1.40PM	11.10AM	35.7	DN TACOMA JCT. 0.8
	9.10AM				8.20PM						12.33AM	10.20PM			1.42PM	11.15AM	36.5	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												176.4	NORTH PORTLAND JCT. 1.2
1415																		177.6	PENINSULA JCT. 1.5
P		5.25PM	1.20PM	2.02	5.30						6.10AM							179.1	ST. JOHNS JCT. 1.4
P		5.35	1.35	2.15	5.40						6.20							180.5	YARD JCT. 1.1
P		5.45	1.45	2.20	6.00						6.22							181.6	DNR ALBINA 1.1
P		6.20PM	2.00PM	2.45PM	7.35AM						6.30							181.7	HARDING ST. 1.0
IP																		182.6	EAST PORTLAND 1.0
I											6.45AM							183.2	DNR PORTLAND 1.0
	Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(183.2)

(2.10)	(0.55)	(0.40)	(0.45)	(12.35)	(7.30)	(1.20)	(0.11)	(0.10)	(1.12)	(6.40)	(0.10)								..... Time over District.....
15.4	4.3	6.0	6.9	14.2	24.4	27.4	16.9	18.6	30.4	27.4	18.6								..... Average Speed per Hour.....

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.  
Trains only originating and terminating at Albina will register at Albina.

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

**Time Table No. 39**  
July 11, 1920

Distance from  
Portland

**FIRST CLASS**

**SECOND CLASS**

STATIONS	Distance from Portland	FIRST CLASS							SECOND CLASS				
		120 C.M.&St.P. Passenger 16	130 C.M.&St.P. Passenger 43	124 C.M.&St.P. Passenger 17	134 C.M.&St.P. Passenger 18	132 C.M.&St.P. Passenger 15	562 Passenger	564 Passenger	692 Time Freight	978 Way Freight	976 Way Freight	24 Way Freight	256 Time Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DR SEATTLE 3.1	183.2	9.35AM	11.30AM	12.15PM	6.45PM	8.45PM	11.00PM	6.45AM					
DNR ARGO 6.3	180.1	9.25AM	11.20AM	12.05PM	6.35PM	8.30PM	10.44	6.30					
DNR BLACK RIVER	173.8						10.30PM	6.10AM					
									6.45AM		3.00PM		
									6.25AM		2.45PM		

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

STATIONS	Distance from Portland	120	130	124	134	132	562	564	692	978	976	24	256
DN TACOMA JCT. 0.8	147.5	8.22AM			5.33PM		9.35PM	5.10AM	5.15AM		1.00PM		
DN RESERVATION	146.7	8.18AM			5.28PM		9.30PM	5.05AM	5.10AM		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.**

STATIONS	Distance from Portland	120	130	124	134	132	562	564	692	978	976	24	256
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						4.14	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
DNR ALBINA 1.1	1.6								7.30PM	6.30AM		7.15AM	10.00PM
HARDING ST. 0.9	1.5						4.05	11.05					
EAST PORTLAND 0.6	0.6												
DNR PORTLAND 0.0	0.0						4.00PM	11.00PM					
(183.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District.....	(1.17)	(0.10)	(0.10)	(1.17)	(0.15)	(7.00)	(7.45)		(11.15)	(.35)	(2.15)	(.25)	(.20)
Average Speed per Hour.....	28.4	18.6	18.6	28.4	12.4	26.2	23.8		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 only originating and terminating at Albina will register at Albina.

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

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS				Distance from Centralia	Time Table No. 39 July 11, 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 2.4			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		3.45	2.4	BLAKESLEE JUNCTION	55.1		1.30AM	10.30AM					11.45AM	
1359	P				f 3.15	f 9.15		f 3.55	5.0	D GALVIN	52.5		f 1.20	f 10.25					11.30	
2285	P		2.43AM		f 3.35	f 9.35	4.25PM	f 4.10	12.2	HELISING JUNCTION	45.3	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 4.15	13.7	DNR INDEPENDENCE	43.8	s 2.40	s 1.00	10.00AM					11.00	9.25
	P		4.10	3.05			f 4.40	f 4.30	18.3	BALCH	39.2	f 2.25	f 12.48						10.40	9.10
2718	P		4.25	3.20			s 4.47	f 4.45	22.2	CEDARVILLE	35.3	s 2.18	f 12.38						10.20	8.55
2687	P		4.40	3.35			f 4.55	f 5.00	26.3	LANKNER	31.2	f 2.10	f 12.26						10.00	8.35
			4.50	3.42				5.00	28.8	RONY	28.7	2.05	12.20						9.45	8.30
2353	P		5.05	3.50			s 5.05	f 5.10	30.8	D SAGINAW	26.7	s 2.00	f 12.15						9.30	8.25
	WP		5.30	3.55			f 5.08	f 5.20	32.5	SOUTH ELMA	25.0	f 1.57	f 12.10AM						8.50	8.20
1747	P		5.40	4.05			f 5.15	f 5.30	35.9	FULLER	21.6	f 1.50	f 11.55PM						8.30	8.05
2744	P		6.20	4.30			s 5.26	f 5.50	42.4	R SOUTH MONTESANO	15.1	s 1.39	f 11.35						8.00	7.40
1523	P		6.30	4.35			s 5.41	f 5.55	43.8	MELBOURNE	13.7	f 1.21	f 11.30						7.50	7.35
1751	P		6.45	4.45			f 5.51	f 6.05	46.9	PREACHER'S SLOUGH	10.6	f 1.16	f 11.20						7.40	7.25
	P								50.1	NORTH RIVER JUNCTION	7.4									
1915	WFYOP		7.00	5.00			s 6.00	s 6.20	51.2	D COSMOPOLIS	6.3	s 1.10	s 11.10						7.30	7.00
4135	IWYOP		7.15PM	5.15AM			6.10PM	6.30AM	53.9	DNR ABERDEEN	3.6	1.00PM	11.00PM						7.15AM	6.10PM

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

FWTYOP																				
			7.45PM	6.00AM			6.25PM	7.15AM	57.5	DNR	HOQUIAM	0.0	12.45PM	10.45PM					7.00AM	6.00PM
			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(57.5)		Leave Daily	Leave Daily	Leave Daily Ex. Sun.				Leave Daily Ex. Mon.	Leave Daily Ex. Sun.
			(3.55) 11.3	(3.17) 13.9			(0.46) 20.0	(0.40) 20.0			Time over District.....		(2.00)	(3.15)	(0.40)				(5.01) 11.5	(3.30) 13.0
							(2.00) 22.7	(4.15) 13.5			Average Speed per Hour.....		22.7	17.7	20.0					

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.



10 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		Distance from Huntington	Time Table No. 39 July 11, 1920	Distance from Portland	SECOND CLASS	
	255	23				24	256
	Time Freight	Way Freight				Way Freight	Time Freight
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
3720	4.00PM	12.10PM	373.7	DN	22.0	8.30AM	11.05PM
5331 P	4.25	12.30	378.7	5.0 HEMLOCK	17.0	8.20	10.50
3612 P	4.50	12.45	383.4	4.7 FIR	12.3	8.10	10.40
3763 P	5.20	1.10	388.9	5.5 KENTON	6.8	7.50	10.25
1415 YP	5.25PM	1.20PM	390.1	1.2 PENINSULA JCT.	5.6	7.40AM	10.20PM
	Arrive Daily	Arrive Daily		(16.4)		Leave Daily	Leave Daily
	(1.25) 15.5	(1.10) 18.9		Time Over District	(0.50) 26.4	(0.45) 29.3	

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

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. 39 July 11, 1920	Distance from Centralia	SECOND CLASS	
		57				58	
		Mixed				Mixed	
		Leave Daily Ex. Sun.				Arrive Daily Ex. Sun.	
1380 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.
		(0.35) 13.4				(0.35) 13.4	

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—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. 39 July 11, 1920	Distance from Olympia	FIRST CLASS	
	49	47				46	48
	Passenger	Mixed				Passenger	Mixed
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
PY	8.05PM	12.35PM	0.0	DNR	7.4	12.25PM	8.00PM
PWFY	8.30PM	1.00PM	7.4	DR	0.0	12.05PM	7.40PM
	Arrive Daily	Arrive Daily		(7.4)		Leave Daily	Leave Daily
	(0.25) 17.8	(0.25) 17.8		Time Over District	(0.20) 22.2	(0.20) 22.2	

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

WESTWARD—PRIMO BRANCH—Primo and North River Jct.—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	Distance from Primo	Time Table No. 39 July 11, 1920	Distance from No. River Jct.		
				STATIONS	
				24	256
462	0.0	PRIMO	12.0		
1002	7.0	7.0 BRIDGES	5.0		
	12.0	5.0 NORTH RIVER JCT.	0.0		
		(12.0)			

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—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. 39 July 11, 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	
		(2.10) 16.0		Time Over District	(3.15) 13.9		

Westward 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. 39 July 11, 1920	Distance from So. Montesano	FIRST CLASS	
	205	209				210	206
	C.M.&St.P. Passenger	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	5.33PM
2744 YP	5.41PM	1.39PM	1.5	R	0.0	1.24PM	5.26PM
	Arrive Daily	Arrive Daily		(1.5)		Leave Daily	Leave Daily
	(0.08) 11.3	(0.07) 12.9		Time Over District	(0.08) 11.3	(0.07) 12.9	

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

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 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 will not exceed a speed of 60 miles per hour and other trains and light engines, or engines with cabooses 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 Aberdeen, 35 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 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. 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 Montavilla	Bonneville to Cascade Locks	The Dalles to Dodson's	Troutdale to Clarie			The Dalles to Seafert	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	1870	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	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500
P-77	170	3220 to 3225																
MK-57	205	2100 to 2140	3600	3600	1285	2350	2695	2695	2965	3225	3500	2645	2175	1635	2900	2900	1440	3500
C-57	176	710 to 718	2320	2320	1000	1820	2085	2085	2300	2510	2335	1790	1475	1075	1900	1900	985	2335
C-57	169	719 to 723																
C-57	179	725 to 729																
C-57	187	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 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	Moro to Sandon	Arlington to Eddy	Eddy to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Ione	Ione 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	520	650	310	500	565	800	95	225	215	270	645	310	200	245	360	146	800	593	640	490	465	470	965	1220	470	1034	MAX	635	635
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	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	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	1727 to 1732																													
T-57	125	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	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
T-55	143	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	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	724																													
C-57	169	719 to 723																													
C-57	179	725 to 729																													
C-57	187	730 to 768	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

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:

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

**LIST OF SURGEONS**

Name	Title	Place	District
<b>DR. DONALD H. JESSOP</b>	Chief Surgeon	Portland, Corbett Bldg.	Portland
DR. M. K. HALL	Assistant Surgeon	Portland, Corbett Bldg.	Portland
DR. C. M. PEARCE	{Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
DR. HENRY C. VIREECK	Eye, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
DR. EDWARD J. KANE	Assistant Surgeon	Portland, Selling Bldg.	Portland
DR. E. G. MARGASON	Assistant Surgeon	Portland, 5904 1/2 72nd, S. E.	Portland
DR. COURTLAND L. BOOTH	Assistant Surgeon	Portland, 798 Clinton	Portland
DR. CURTIS HOLCOMB	Assistant Surgeon	Portland, 119 1/2 Russell	Albina to The Dalles and Vancouver
DR. J. A. LOUNDAGIN	District Surgeon	Vancouver	Vancouver
DR. J. F. WATT	District Surgeon	Hood River	Portland to The Dalles
<b>DRS. REUTER, THOMPSON, COBERTH &amp; STONE</b>	District Surgeons	The Dalles	Hood River to Umatilla
DR. R. W. HENDERSHOTT	District Surgeon	Bend	Bend Branch
DR. C. L. POLEY	District Surgeon	Moro	Shaniko 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 Surgeon	Condon	Condon to Arlington
DR. J. V. WILHELM	District Surgeon	Condon	Condon to Arlington
DR. M. C. MCMURDO	District Surgeon	Heppner	Heppner Branch
DR. MONTGOMERY RUSSELL	District Surgeon	Seattle, Leary Bldg.	Seattle to Portland
DR. F. R. UNDERWOOD	District Surgeon	Seattle, Leary Bldg.	Seattle to Portland
DR. S. M. SAMUELS	Oculist and Aurist	Seattle, Cobb Bldg.	Seattle to Portland
DR. WM. P. O'ROURKE	District Surgeon	Seattle, Georgetown	Argo
DR. F. D. MERRITT	District Surgeon	Auburn	Seattle to Tacoma
DR. CHAS. JAMES	District Surgeon	Tacoma, Fidelity Bldg.	Auburn to Tenino
DR. W. A. MILLINGTON	District Surgeon	Tenino	Tacoma to Centralia
DR. DAVID LIVINGSTON	District Surgeon	Centralia	{Tenino to Winlock Centralia to So. Elma and Tono
DR. R. H. CAMPBELL	District Surgeon	Vader	Winlock to Castle Rock
DR. C. W. BALES	District Surgeon	Kelso	Castle Rock to Kalama
DR. EDMUND A. SIZER	District Surgeon	Cosmopolis	Gray's Harbor and No. River Bchs.
DR. R. F. HUNTER	District Surgeon	Aberdeen	Gray's Harbor and No. River Bchs.
DR. H. C. WATKINS	District Surgeon	Hoquiam	Gray's Harbor and No. River Bchs.
DR. J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and No. River Bchs.
DR. W. L. BRIDGEFORD	District Surgeon	Olympia	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 . . . . .	"	104.0						

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

**GRAY'S HARBOR BRANCH**

Callow . . . . .	M. P.	22.0
Ballast . . . . .	"	28.0
Hall . . . . .	"	40.6
South Aberdeen . . . . .	"	52.8

**PRIMO BRANCH**

Hanna . . . . .	M. P.	5.6
Arctic . . . . .	"	6.3
Midson . . . . .	"	10.5

**OLYMPIA BRANCH**

Zanaton . . . . .	M. P.	1.7
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**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. SUTTIFF, " " " . . . . .	GEORGETOWN
RICHARD VAETH, " " " . . . . .	TACOMA
BEN SALIK, " " " . . . . .	CENTRALIA
O. BORG, " " " . . . . .	HEPPNER
H. F. SHANKS, " " " . . . . .	ARLINGTON
F. W. STRAUB, " " " . . . . .	HOQUIAM
M. H. SYMONS, " " " . . . . .	BEND

**SPEED TABLE.**

RUNNING												EQUALS
2 Miles		2 1/2 Miles		3 Miles		3 1/2 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 epr 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**

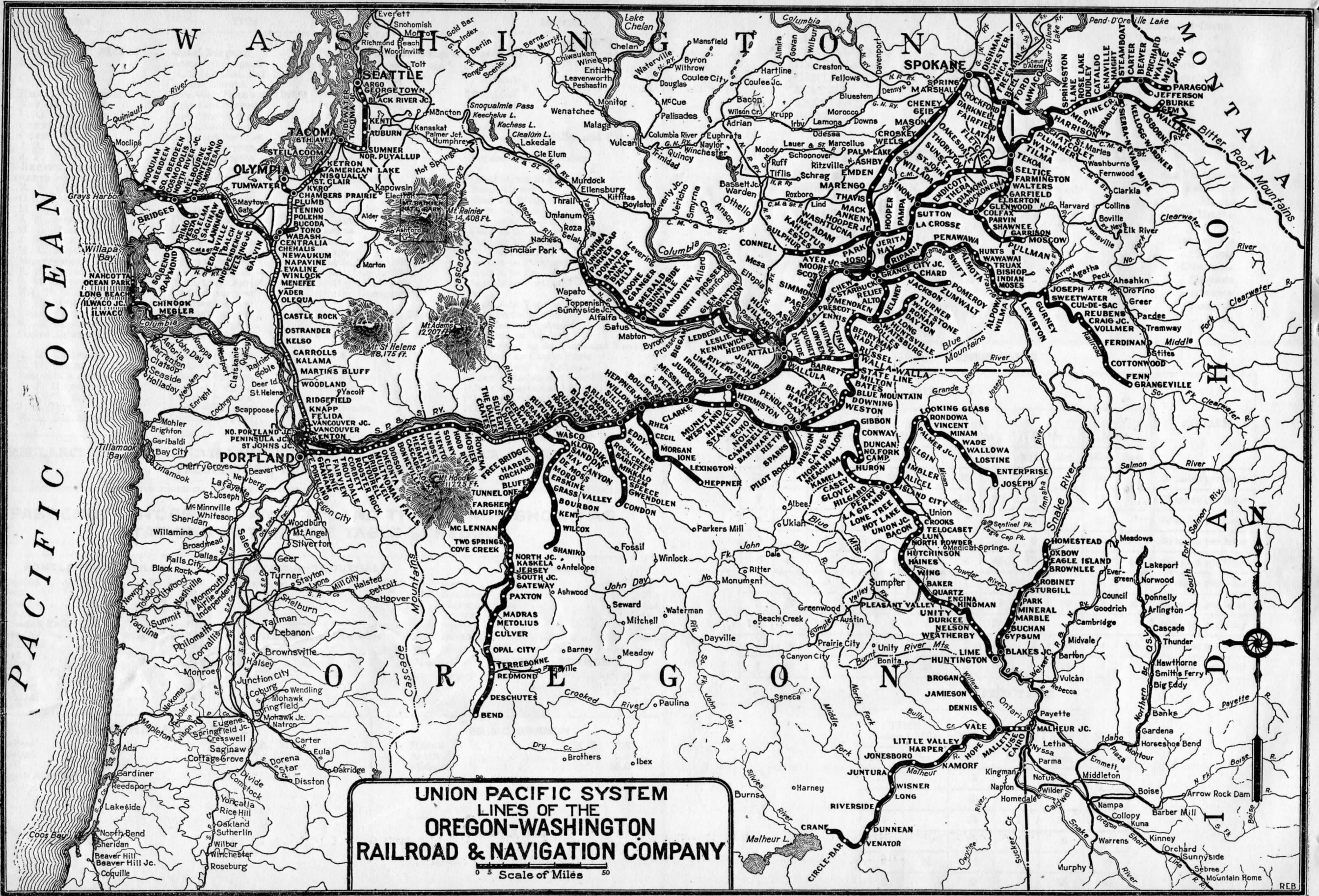
TIME Going 1 Mile		Miles per Hour	TIME Going 1 Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
12		5	1	30	40
6		10	1	20	45
4		15	1	12	50
3		20	1	5	55
2	24	25	1		60
2		30		55	65
1	43	35		51	70



RAILROAD & NAVIGATION COMPANY  
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PACIFIC OCEAN

PACIFIC OCEAN



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

Scale of Miles  
0 5 50