

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, September 12, 1920

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

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

J. P. O'BRIEN,
General Manager.

M. J. BUCKLEY,
General Superintendent.

F. N. FINCH,
Assistant General Superintendent.

A. BUCKLEY, SuperintendentPortland, 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 DispatcherPortland, Oregon
E. A. HACKETT, Night Chief DispatcherPortland, Oregon
F. F. SPAULDING, Dispatcher.....Portland, Oregon
H. D. AULD, DispatcherPortland, Oregon
H. M. TURNER, Dispatcher.....Portland, Oregon
W. A. MILNER, Dispatcher.....Portland, Oregon
W. W. SMITH, DispatcherPortland, Oregon
R. W. TEETERS, Dispatcher.....Portland, Oregon

EIGHTH AND NINTH DISTRICTS AND BRANCHES:

H. L. BUCHANAN, Chief DispatcherCentralia, 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	Time Table No. 40 September 12, 1920					Distance from Portland	FIRST CLASS					SECOND CLASS																																					
255																	256																																										
Time Freight															Time Freight																																												
Leave Daily					Leave Daily					Leave Daily					Leave Daily																																												
										00	HUNTINGTON					389.3																																											
12.15AM					4.05AM					10.35PM					7.29PM	3.45PM					11.51PM					8.10AM					7.00PM																												
10.15AM					8.30					3.05AM					10.43PM					99.4	11.35AM					8.10					3.45					9.30AM																							
					11.59AM					9.05AM					7.20AM					1.23AM					173.7					7.30					4.35PM					5.00PM					12.20AM					8.00PM									
8.30PM																				178.2																																							
																				215.8					5.05					2.45PM																													
10.40AM					4.10PM					2.35PM					12.10PM					5.10AM					304.9					1.40AM					10.40AM					11.55AM					8.10PM					4.00AM									
					7.00PM					6.00PM					3.00PM					7.45AM					389.3					11.00PM					7.30AM					9.00AM					5.00PM														
6.20PM																				394.1					0.0																																		
Arrive Daily					Arrive Daily					Arrive Daily					Arrive Daily					394.1					0.0																																		
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WESTWARD—FIFTH DISTRICT—Umatilla and The Dalles—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. 40 September 12, 1920	Distance from Portland	FIRST CLASS						SECOND CLASS		
	23	255	35	17	1	19	5	11				6	2	18	4	12	36	256	24	
	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight	
	Leave Daily	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				2.20AM	215.8		183.0	4.55AM	2.40PM					12.35AM	10.50AM
3110 P	7.15				f 10.56				2.26	220.0		178.8	4.45	f 2.32					12.26	10.35
3200 P	7.30				s 11.02				2.31	223.2		175.6	f 4.38	s 2.24					12.21	10.15
3200 P	7.45				f 11.09				2.38	226.9		171.9	4.30	f 2.15					12.16	9.55
5030 WFYP	8.10	1.00AM		1.45PM	s 11.20	f 9.20AM	3.00AM	2.48	223.9		165.4	f 4.15	s 2.05	2.30PM	10.35PM	12.06AM			9.20	12.30PM
3118 P	8.25	1.15		1.53	11.28	9.27	3.05	2.54	227.3		162.0	4.07	1.53	2.21	10.27	11.58PM			9.00	12.10PM
3260 P	8.40	1.30		1.59	f 11.33	9.34	3.11	2.59	231.1		158.2	3.57	f 1.44	2.15	10.20	11.53			8.40	11.33AM
3110 P	9.05	1.55		2.08	11.45	9.45	3.20	3.07	236.9		152.4	3.43	1.32	2.08	10.10	11.45			8.15	11.15
TP	9.20	2.10		2.16	s 11.52	9.51	3.27	3.13	241.0		148.3	3.34	s 1.20	1.57	10.02	11.39			8.00	11.00
3043 P	9.25	2.15		2.19	f 11.55AM	9.55	3.30	3.15	242.5		146.8	3.30	f 1.15	1.54	9.59	11.36			7.50	10.50
3015 P	9.45	2.40		2.29	12.04PM	10.02	3.37	3.20	246.9		142.4	3.20	1.05	1.45	9.51	11.29			7.35	10.30
7200 TWP	10.10	3.10	s 2.37	s 12.15	s 12.25	s 10.10	s 3.44	s 3.28	251.5		137.8	s 3.10	s 12.55	s 1.35	s 9.42	s 11.20			7.15	10.10
3203 P	10.30	3.34		2.45	12.35	10.16	3.50	3.34	255.2		134.1	3.02	12.35	1.29	9.35	11.14			7.05	9.55
4946 WP	10.55	3.57		2.52	f 12.44	10.25	3.57	3.42	259.7		129.6	2.55	f 12.20	1.22	9.28	11.08			6.55	9.40
3745 P	11.15	4.15		2.58	12.51	10.34	4.04	3.49	263.7		125.6	2.48	12.10	1.16	9.22	11.02			6.42	9.30
3217 P	11.30	4.25		3.02	f 12.56	10.38	4.07	3.53	266.1		123.2	2.44	f 12.05PM	1.13	9.18	10.58			6.35	9.25
5000 P	11.55AM	4.45		3.08	f 1.05	10.48	4.14	4.01	270.4		118.9	2.37	f 11.55AM	1.05	9.12	10.52			6.20	9.15
3500 P	12.15PM	5.00		3.14	f 1.13	10.57	4.19	4.07	274.2		115.1	2.31	f 11.46	12.55	9.06	10.46			6.10	9.05
2775 WP	12.30	5.15		3.18	f 1.18	11.02	4.24	4.12	277.2		112.1	2.27	f 11.40	12.50	9.02	10.42			6.00	8.55
5000 P	12.45	5.30		3.22	s 1.24	11.08	4.28	4.17	279.9		109.4	2.23	s 11.34	12.45	f 8.57	10.38			5.50	8.45
2720 P	1.00	5.40		3.26	f 1.30	11.15	4.32	4.22	282.5		106.8	2.19	f 11.28	12.40	8.52	10.34			5.40	8.30
6954 YP	1.15	5.50		3.30	s 1.36	s 11.22	4.36	4.26	285.4		103.9	2.15	s 11.22	s 12.35	f 8.48	10.29			5.25	8.15
950 WYP	1.25	6.00	12.35PM	3.34	s 1.41	s 11.26	4.39	4.30	287.6		101.7	2.11	f 11.15	s 12.30	8.44	10.26	12.20PM		5.05	8.05
2750	1.30	6.05	12.37	3.36	f 1.44	11.30	4.41	4.32	289.0		100.3	2.09	f 11.12	12.28	f 8.42	10.24	f 12.15		5.00	8.00
2625	1.55	6.20	12.43	3.43	s 1.55	11.40	4.46	4.38	292.9		96.4	2.03	s 11.05	12.20	f 8.34	10.18	f 12.05PM		4.45	7.45
3678	2.20	6.45	12.50	3.51	2.06	11.50AM	4.52	4.46	297.6		91.7	1.55	10.55	12.10PM	8.25	10.12	f 11.55AM		4.30	7.30
WFTOP	3.00PM	7.15AM	1.05PM	4.05PM	2.25PM	12.05PM	5.05AM	5.00AM	304.9		84.4	1.40AM	10.40AM	11.55AM	8.10PM	10.00PM	11.40AM		4.00AM	7.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(8.00) 12.3	(6.15) 13.0	(.30) 35.2	(2.20) 34.7	(3.35) 27.3	(2.45) 29.5	(2.05) 38.8	(2.40) 36.9 Time over District.....	(3.15) 30.3	(4.00) 24.6	(2.35) 31.4	(2.25) 33.5	(2.35) 38.2	(.40) 26.0	(6.50) 14.4	(5.30) 17.9 Average Speed per Hour.....		

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.

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 40 September 12, 1920		
	975	255	23	977	691	563	135	133	123	137	561	125		STATIONS	Automatic Block	Double Track
	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													0.0	DR SEATTLE		
Yard IWFTOYP	7.00AM				7.00PM								3.1	DNR ARGO		
1354	7.30AM				7.15PM								9.4	DNR BLACK RIVER		
3401																

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								35.7	DN TACOMA JCT.	
	9.10AM				8.20PM								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.	
1415													177.6	PENINSULA JCT.	
P		5.25PM	1.20PM	2.02	5.30								179.1	ST. JOHNS JCT.	
P		5.35	1.35	2.15	5.40								180.5	YARD JCT.	
P		5.45	1.45	2.20	6.00								181.6	DNR ALBINA	
P		6.20PM	2.00PM	2.45PM	7.35AM								181.7	HARDING ST.	
IP													182.6	EAST PORTLAND	
I													183.2	DNR PORTLAND	
	Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily										

(2.10) 15.4 (0.55) 4.3 (0.40) 6.0 (0.45) 6.9 (12.35) 14.2 (7.30) 24.4 (0.12) 15.5 (0.12) 15.5 (0.10) 18.6 (0.12) 15.5 (6.40) 27.4 (0.10) 18.6
..... 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 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. 40
September 12, 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
DR SEATTLE 3.1	183.2	9:35AM	12:15PM	11:45AM	7:15PM	8:45PM	11:00PM	6:30AM					
DNR ARGO 6.3	180.1	9:25AM	12:05PM	11:30AM	7:05PM	8:30PM	10:44	6:15					
DNR BLACK RIVER	173.8						10:30PM	6:00AM					
									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.

DN TACOMA JCT. 0.8	147.5						9:35PM	5:10AM					5:15AM	12:45PM
DN RESERVATION	146.7						9:30PM	5:05AM					5:10AM	12:35PM

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
ST. JOHNS JCT. 1.4	4.1						4:14	11:13						7:40AM	10:20PM
YARD JCT. 1.1	2.7						4:10	11:10						7:45	6:45
DNR ALBINA 1	1.6													7:40	6:40
HARDING ST. 0.9	1.5						4:05	11:05						7:30PM	6:30AM
EAST PORTLAND 0.6	0.6														
DNR PORTLAND (183.2)	0.0						4:00PM	11:00PM							
		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)	(0.15)	(0.10)	(0.15)	(7.00)	(7.30)							(11.15)	(.35)	(2.15)	(.25)	(.20)
Average Speed per Hour.....	28.4	18.6	12.4	18.6	12.4	26.2	24.5							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. 40 September 12, 1920	Distance from Hoquiam	FIRST CLASS			SECOND CLASS				
	51	65	161	53	55	117	43				118	44	56	52	162	64		
	Way Freight	Time Freight	C.M.&St.P. Fast Frt.	Mixed	Passenger	C.M.&St.P. Passenger	Passenger				C.M.&St.P. Passenger	Passenger	Passenger	Way Freight	C.M.&St.P. Fast Frt.	Time Freight		
	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.	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.	Arrive Daily Ex. Sun.	
WFYOTP		4.00AM		3.00PM	9.00AM		3.00AM	0.0	DNR	CENTRALIA 2.4	57.5		2.00AM	10.40AM		12.01PM		1.30AM

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

PI		4.10AM			3.05PM	9.05AM		3.45	2.4	BLAKESLEE JUNCTION 2.6	55.1		1.30AM	10.30AM			11.45AM		1.10AM
1359	P	4.20			f 3.15	f 9.15		f 3.55	5.0	D GALVIN 7.2	52.5		f 1.20	f 10.25			11.30		1.00
2285	P	4.40	2.43AM		f 3.35	f 9.35	4.05PM	f 4.10	12.2	HELING JUNCTION 1.5	45.3	3.10PM	f 1.05	f 10.05			11.10	9.30PM	12.40
2680	WP	3.50PM	4.45	2.50	3.40PM	9.40AM	s 4.10	s 4.15	13.7	DNR INDEPENDENCE 4.6	43.8	s 3.05	s 1.00	10.00AM			11.00	9.25	12.35
	P	4.10	5.00	3.05			f 4.19	f 4.30	18.3	BALCH 3.9	39.2	f 2.50	f 12.48				10.40	9.10	12.20
2718	P	4.27	5.14	3.20			s 4.27	f 4.45	22.2	CEDARVILLE 4.1	35.3	s 2.42	f 12.38				10.20	8.55	12.05AM
2687	P	4.40	5.28	3.35			f 4.35	f 5.00	26.3	LANKNER 2.5	31.2	f 2.34	f 12.26				10.00	8.35	11.50PM
		4.50	5.35	3.42				4.40	28.8	RONY 2.0	28.7	2.29	12.20				9.45	8.30	11.45
2358	P	5.05	5.40	3.50			s 4.45	f 5.10	30.8	D SAGINAW 1.7	26.7	s 2.24	f 12.15				9.30	8.25	11.40
	WP	5.30	5.45	3.55			f 4.50	f 5.20	32.5	SOUTH ELMA 3.4	25.0	f 2.19	f 12.10AM				8.50	8.20	11.35
1747	P	5.40	6.00	4.05			f 4.59	f 5.30	35.9	FULLER 6.5	21.6	f 2.12	f 11.55PM				8.30	8.05	11.20
2744	P	6.20	6.20	4.30			s 5.12	f 5.50	42.4	R SOUTH MONTESANO 1.4	15.1	s 2.00	f 11.35				8.00	7.40	11.01
1523	P	6.30	6.25	4.35			s 5.27	f 5.55	43.8	MELBOURNE 3.1	13.7	f 1.42	f 11.30				7.50	7.35	10.55
1751	P	6.45	6.35	4.45			f 5.32	f 6.05	46.9	PREACHER'S SLOUGH 3.2	10.6	f 1.36	f 11.20				7.40	7.25	10.45
	P								50.1	NORTH RIVER JUNCTION 1.1	7.4								
1915	WFYOP	7.00	6.50	5.00			s 5.50	s 6.20	51.2	D COSMOPOLIS 2.7	6.3	s 1.28	s 11.10				7.30	7.00	10.30
4135	IWYOP	7.15PM	7.00AM	5.15AM			6.00PM	6.30AM	53.9	DNR ABERDEEN 3.6	3.6	1.20PM	11.00PM				7.15AM	6.45PM	10.15PM

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

FWTYOP		7.45PM	7.15AM	6.00AM			6.15PM	7.15AM	57.5	DNR	HOQUIAM	0.0	1.05PM	10.45PM			7.00AM	6.35PM	10.00PM
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	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.	Leave Daily Ex. Sun.
		(3.55) 11.3	(3.15) 18.0	(3.17) 13.9			(0.40) 20.0	(0.40) 20.0			Time over District.....		(2.10) 20.8	(3.15) 17.7	(0.40) 20.0		(5.01) 11.5	(2.55) 13.0	(3.30) 16.5
											Average Speed per Hour.....								

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.	SECOND CLASS		FIRST CLASS		Distance from Bend	Time Table No. 40 September 12, 1920		Distance from Sherman	FIRST CLASS		SECOND CLASS	
	81		35			36			82			
	Freight	Passenger	Passenger	Freight		Passenger	Freight		Passenger			
	Leave Sun. Wed. & Fri.	Leave Daily				Arrive Daily	Arrive Tue. Thur. & Sat.					
	1.00AM	7.00AM			DNR BEND	147.4	6.50PM	11.30PM				
2700					7.4 DES CHUTES	140.0						
2630 W					9.1 REDMOND	130.9						
2800					5.4 TERREBONNE	125.5						
2700 W					7.6 OPAL CITY	117.9						
2680					7.1 CULVER	110.8						
WFYT	7.00AM	s 8.15AM			4.7 METOLIUS	106.1	s 5.00PM	4.30PM				
2680 W	7.15	s 8.24			5.0 MADRAS	101.1	s 4.45	3.45				
2480	7.30	f 8.34			5.6 PAXTON	95.5	f 4.30	3.00				
1900 W	7.45	s 8.49			5.5 GATEWAY	90.0	s 4.15	2.40				
280 WFP	8.15	s 9.12			8.3 SOUTH JUNCTION	81.7	s 3.45	2.00				
2700 W					1.8 JERSEY	79.9						
					3.7 KASKELA	76.2						
					4.9 NORTH JUNCTION	71.3	s 3.20	1.15				
1100	8.55	f 9.35			1.1 COVE CREEK	70.2	f 3.17	1.10				
1160	9.10	f 9.42			2.8 TWO SPRING	67.4	f 3.10	12.55				
475	9.40	f 10.04			8.1 McLENNON	59.3	f 2.50	12.30PM				
1150 WFP	10.25	s 10.25			8.0 MAUPIN	51.3	s 2.29	11.45AM				
1290 W	11.00	f 10.45			9.1 FARGHER	42.2	f 2.04	10.45				
1200	11.35	f 11.10			10.4 TUNNEL ONE	31.8	f 1.41	10.05				
1160	11.55AM	f 11.25			5.6 BLUFFS	26.2	f 1.29	9.45				
2650 W	1.05PM	f 11.50AM			11.8 ORCHARD	14.4	f 1.05	9.15				
450	1.47	f 12.01PM			4.5 FREE BRIDGE	9.9	f 12.55	9.00				
	2.20PM	12.30PM			9.9 SHERMAN	0.0	12.35PM	8.30AM				
	Arrive Sun. Wed. & Fri.	Arrive Daily			(147.4)		Leave Daily	Leave Tues. Thur. & Sat.				
	(13.20) 11.6	(5.30) 26.8				(6.15) 23.6		(15.00) 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. 40 September 12, 1920		Distance from Biggs	FIRST CLASS	
	21			22				
	Mixed	Freight		Mixed	Freight			
		Leave Daily		Arrive Daily				
3385 WYFP		7.30AM	0.0	DR SHANIKO	69.3	5.50PM		
891		f 8.05	12.6	12.6 WILCOX	56.7	f 5.05		
1100		s 8.20	17.4	4.8 KENT	51.9	s 4.50		
571		f 8.40	23.9	6.5 BOURBON	45.4	f 4.20		
1968 WT		s 9.10	31.2	7.3 GRASS VALLEY	38.1	s 4.00		
338 Spur		f 9.30	38.6	7.4 ERSKINE	30.7	f 3.40		
2694 W		s 9.44	42.7	4.1 MORO	26.6	s 3.25		
1089		f 9.54	45.8	3.1 DE MOSS	23.5	f 3.15		
393		f 10.01	49.7	3.9 NISH	19.6	f 3.03		
3850 Spur		10.03	50.6	0.9 HAY CANYON	18.7	3.00		
650 Spur		f 10.12	53.6	3.0 SANDON	15.7	f 2.50		
1199		f 10.19	55.6	2.0 KLONDIKE	13.7	f 2.45		
3266 W		s 10.32	60.0	4.4 WASCO	9.3	s 2.30		
190 Spur		f 10.40	62.6	2.6 SINK	6.7	f 2.15		
844		f 10.45	64.4	1.8 GREBE	4.9	f 2.05		
6780 WYFP		11.20AM	69.3	4.9 BIGGS	0.0	1.45PM		
		Arrive Daily				Leave Daily		
		(3.50) 18.1		Time Over District.....	(4.05) 17.0			

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. 40 September 12, 1920		Distance from Arlington	FIRST CLASS	
	13			14				
	Mixed	Freight		Mixed	Freight			
		Leave Daily		Arrive Daily				
10005 WFP		8.50AM	0.0	DR CONDON	44.4	4.20PM		
1576		f 9.10	8.2	8.2 GWENDOLEN	36.3	f 3.30		
1783		f 9.20	12.1	3.9 SPEECE	32.3	f 3.15		
1816		s 9.40	15.8	3.7 CLEM	28.6	s 3.00		
2342 W		s 10.05	20.1	4.3 MIKKALO	24.3	s 2.40		
1698		f 10.30	24.7	4.6 BARNETT	19.7	f 2.20		
2446 W		s 10.50	28.2	3.5 ROCK CREEK	16.2	s 2.05		
1793		f 11.10	36.9	8.7 SHUTLER	7.5	f 1.35		
2596 TWFP		11.50AM	44.4	7.5 ARLINGTON	0.0	1.05PM		
		Arrive Daily				Leave Daily		
		(3.00) 14.4		Time Over District.....	(3.15) 13.7			

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

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. 40 September 12, 1920	Distance from Portland	SECOND CLASS	
	255	23				24	256
	Time Freight	Way Freight				Way Freight	Time Freight
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
3726	4.00PM	12.10PM	373.7	DN TROUTDALE	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	
				Average Speed per Hour.....			

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. 40 September 12, 1920	Distance from Centralia	SECOND CLASS	
	57	58				58	58
	Mixed	Mixed				Mixed	Mixed
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
1360 WFOP	3.00PM		0.0	R TONO	7.8	1.35PM	
	f 3.25		6.1	6.1 WABASH	1.7	f 1.10	
	Ex. Sun.			1.7			

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			(7.8)		Leave Daily
	Ex. Sun.					Ex. Sun.
	(0.35) 13.4			Time Over District.....	(0.35) 13.4	
				Average Speed per Hour.....		

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. 40 September 12, 1920	Distance from Olympia	FIRST CLASS	
	49	47				46	48
	Passenger	Mixed				Passenger	Mixed
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
PY	8.05PM	12.35PM	0.0	DNR CHAMBERS PRAIRIE	7.4	12.25PM	8.00PM
PWFY	8.30PM	1.00PM	7.4	DR OLYMPIA	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	
				Average Speed per Hour.....			

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. 40 September 12, 1920	Distance from No. River Jct.	STATIONS	
				PRIMO	BRIDGES
				7.0	5.0
462	0.0		12.0		
1002	7.0		5.0		
	12.0		0.0		
					(12.0)

Time Over District.....
Average Speed per Hour.....

Eastward Trains are superior to Trains of the same class in the oppositedirection.—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. 40 September 12, 1920	Distance from Heppner Jct.	FIRST CLASS	
	25	26				26	26
	Mixed	Mixed				Mixed	Mixed
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
2867 WTEP	8.30AM		0.0	DR HEPPNER	45.2	4.40PM	
1029 P	s 8.50		8.9	8.9 LEXINGTON	36.3	s 3.50	
2397 W	s 9.30		16.9	D IONE	28.3	s 3.15	
1082	s 9.55		25.3	8.4 MORGAN	19.9	s 2.40	
631 W	s 10.15		30.6	5.3 CECIL	14.6	s 2.15	
	f 10.30		34.3	3.7 EWING	10.9	f 2.00	
1004	f 10.45		38.4	4.1 RHEA	6.8	f 1.45	
882 TP	11.20AM		45.2	6.8 DR HEPPNER JCT.	0.0	f 1.25PM	
	Arrive Daily			(45.2)		Leave Daily	
	(2.50) 16.0			Time Over District.....	(3.15) 13.9		
				Average Speed per Hour.....			

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. 40 September 12, 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		STATIONS		Arrive Daily	Arrive Daily
P	5.19PM	1.53PM	0.0	DR MONTESANO	1.5	1.53PM	5.19PM
2744 YP	5.27PM	2.00PM	1.5	R SO. MONTESANO	0.0	1.45PM	5.12PM
	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	
				Average Speed per Hour.....			

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 yard limit board 1000 feet west of 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. 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. 5. 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. 6. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.
- No. 7. 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. 8. Train registers will not be used as a means of identifying extra trains.
- No. 9. Trainmen and Enginemen are subject to the Rules and Regulations of Northern Pacific Terminal Co. while in their yard.
- No. 10. 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. 11. Eighth District trains will not obtain clearance at Portland or North Portland Jct.
- No. 12. 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. 13. Sand will not be used on draw bridges.
- No. 14. 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. 15. 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. 16. 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 engineers will not work more steam than is absolutely necessary.
- No. 26. Passenger trains will not exceed a speed of 30 miles per hour and freight trains 20 miles per hour in either direction between Eagle Creek and Mile Post 42.
- No. 27. Trains will not exceed a speed of 15 miles per hour through gauntlet track over Des Chutes River Bridge.
- No. 28. 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. 29. 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 14¼; Mile Post 44.

LIST OF SURGEONS

Name	Title	Place	District
DR. DONALD H. JESSOP	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. LOUNDAGEN	District Surgeon	Vancouver	Vancouver
DR. J. F. WATT	District Surgeon	Hood River	Portland to The Dalles
DRS. REUTER, THOMPSON, COBERTH & STONE	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. HERBERT H. 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	Hoquiam	Gray's Harbor and No. River Bchs.
DR. H. C. WATKINS	District Surgeon	Aberdeen	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	"	164.0						

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
Aretic	"	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
W. W. HOUGHTON & SON, " " "	SEATTLE
RICHARD VAETH, " " "	TACOMA
BEN SALICK, " " "	CENTRALIA
O. BORG, " " "	HEPPNER
ALBERT LONGNECKER, " " "	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

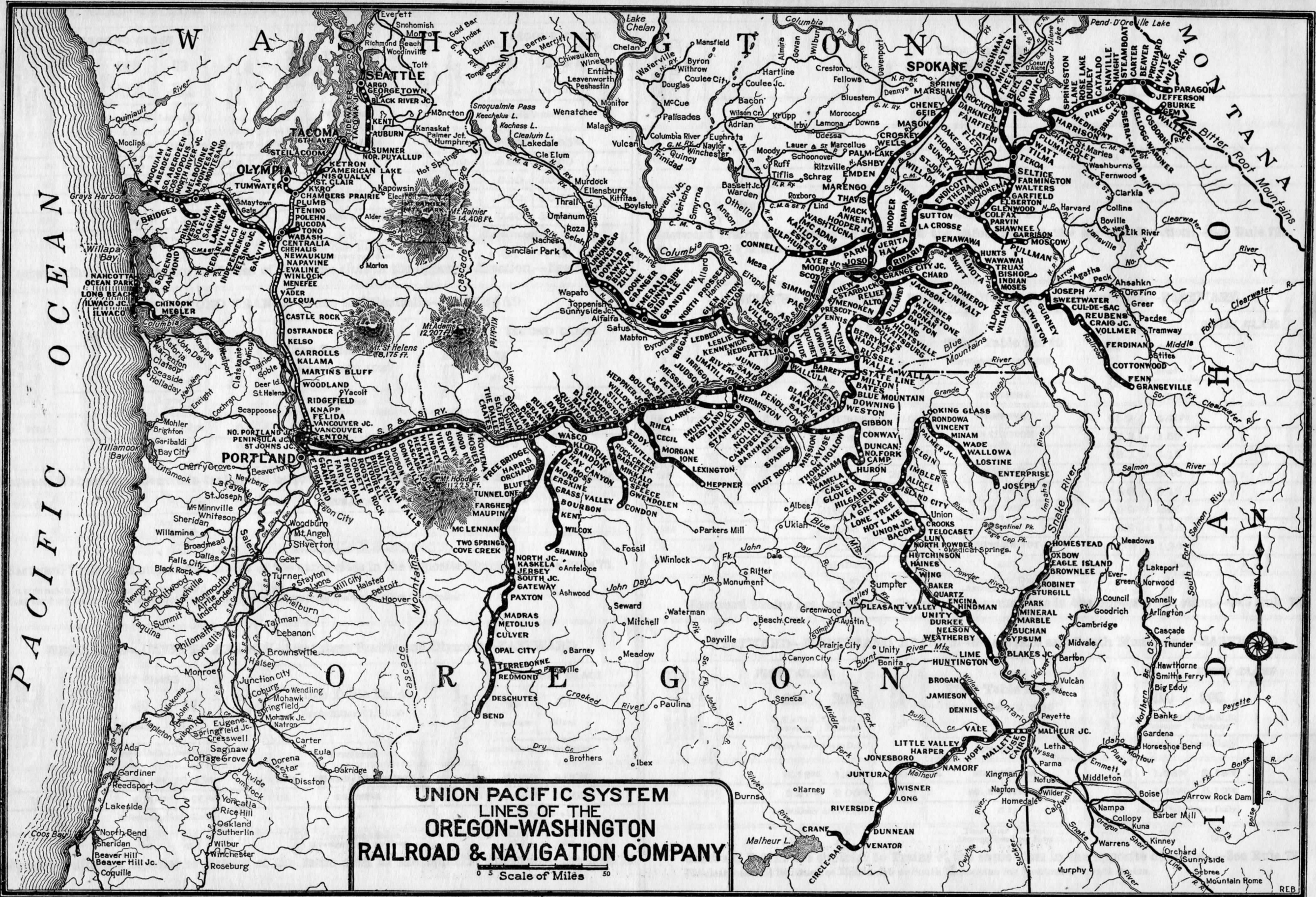
SPEED TABLE

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
OREGON-WASHINGTON
LINES OF THE
UNION PACIFIC SYSTEM
Scale of Miles

PACIFIC OCEAN



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

0 5 10 15 20 25 30 35 40 45 50
Scale of Miles