

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, October 30, 1921

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.

F. N. FINCH,
GENERAL SUPERINTENDENT.

FIRST DIVISION

A. BUCKLEY,
Superintendent, PORTLAND, OREGON.

W. H. GUILD,
ASSISTANT SUPERINTENDENT, Portland, Oregon.

J. F. CORBETT,
ASSISTANT SUPERINTENDENT, Portland, Oregon.

E. M. RINGER,
CHIEF DISPATCHER, Fifth, Sixth and Seventh Sub-Divisions and Branches,
Portland, Oregon.

H. M. TURNER,
NIGHT CHIEF DISPATCHER, Fifth, Sixth and Seventh Sub-Divisions and
Branches, Portland, Oregon.

E. A. HACKETT,
CHIEF DISPATCHER, Eighth and Ninth Sub-Divisions and Branches, Cen-
tralia, Washington.

MILEAGE

FIRST DIVISION	Main Line.....	384.40		
	Branches.....		413.80	
	Total.....			798.20
SECOND DIVISION	Main Line.....	233.18		
	Branches.....		97.80	
	Total.....			330.98
THIRD DIVISION	Main Line.....	79.61		
	Branches.....		302.56	
	Total.....			382.17
FOURTH DIVISION	Main Line.....	104.03		
	Branches.....		426.14	
	Total.....			530.17
	Total, Main Line.....	801.22		
	Total, Branches.....		1240.30	
	Total.....			2041.52

Time per Mile	Miles per Hour
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1' 10"	51.4
1' 12"	50
1' 15"	48
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 40"	36
1' 45"	34.3
1' 50"	32.7
2'	30
2' 10"	27.6
2' 15"	26.6
2' 20"	25.7
2' 30"	24
2' 40"	22.5
2' 45"	21.8
2' 50"	21.2
3'	20
3' 9"	19
3' 20"	18
3' 31"	17
3' 45"	16
4'	15
5'	12
6'	10
7' 30"	8
10'	6

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

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS					Distance from Huntington	Time Table No. 44 October 30, 1921	Distance from Portland*	FIRST CLASS						SECOND CLASS	
	255 Time Freight	17 Passenger	1 Passenger	19 Passenger	11 Passenger	5 Mail	23 Passenger					2 Passenger	18 Passenger	4 Passenger	12 Passenger	6 Express	24 Passenger	256 Time Freight	
	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				
	12.15AM	5.10AM		6.10PM		7.29PM	3.25PM	0 0	HUNTINGTON	389.3		12.11AM	8.10AM	11.45AM	3.00PM	7.00PM			
	10.15AM	9.00AM		9.55PM		10.35PM	7.25PM	99.4	LA GRANDE	289.9		8.05PM	3.35AM	7.27AM	10.55AM	9.30AM			
		12.25PM	9.05AM	1.28AM		1.23AM	10.30PM	173.7	PENDLETON	215.6	4.10PM	5.00PM	12.20AM	4.32AM	7.15AM				
	8.30PM							178.2	RIETH	211.1						8.00PM			
			10.45AM		2.35AM		12.25AM	215.8	UMATILLA	183.0	2.30PM		12.50PM	2.40AM	5.10AM	12.05PM			
	10.40AM	4.35PM	2.35PM	5.30AM	5.15AM	5.00AM	3.50AM	304.9	THE DALLES	84.4	10.35AM	11.45AM	8.10PM	10.10PM	11.20PM	1.40AM	4.00AM		
		7.30PM	6.00PM	8.30AM	8.00AM	7.45AM	7.30AM	389.3	PORTLAND	0.0	7.15AM	9.00AM	5.00PM	7.30PM	8.30PM	11.00PM			
	6.20PM							394.1	ALBINA	1.6							10.00PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	(42.05) 9.0	(14.20) 27.2	(8.55) 24.2	(14.20) 27.2	(5.25) 32.8	(12.16) 31.7	(16.05) 24.2	Time.....	Average Speed Per Hour.....	(8.55) 24.2	(15.11) 25.6	(15.10) 25.6	(5.20) 34.2	(15.15) 25.5	(16.0) 24.3	(45.00) 8.6			

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS			Distance from Seattle	Time Table No. 44 October 30, 1921	Distance from Portland	FIRST CLASS			SECOND CLASS	
	691 Time Freight			563 Passenger	561 Passenger					562 Passenger	564 Passenger		692 Time Freight	
	Leave Daily			Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily				
	7.00PM			11.15PM	3.30PM	0 0	SEATTLE	183.2	10.45PM	6.30AM		6.45AM		
	8.30PM			12.45AM	4.55PM	38.1	ARGO	180.1				5.00AM		
	12.05AM			2.45AM	6.50PM	92.1	TACOMA	145.1	9.25PM	5.00AM		12.30AM		
	7.35AM					181.6	CENTRALIA	91.1	7.30PM	2.35AM		7.30PM		
				6.45AM	10.15PM	183.2	ALBINA	1.6						
				Arrive Daily	Arrive Daily		PORTLAND	0.0	4.00PM	11.00PM		Leave Daily		
	(12.35) 14.3			(7.30) 24.4	(6.45) 27.1	Time.....	Average Speed per Hour.....	(6.45) 27.1	(7.30) 24.4			(11.15) 15.9		

WESTWARD—FIFTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD

Length of passing tracks in feet and location of switch, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS							Distance from Huntington	FIRST CLASS										SECOND CLASS	
	303	255	35	17	1	19	11	5	23		24	2	18	4	12	6	36	256	304			
	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger		Passenger	Passenger	Passenger	Passenger	Express	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				10.45AM			2.35AM		12.25AM	215.8	DN-R UMATILLA 4.2 Co	183.0	5.05AM	2.25PM			12.50AM	2.35AM	10.45AM		
3110 P	7.15				10.52			2.41		12.40	220.0	BAILEY 3.2	178.8	4.55	f 2.15			12.40	2.25	10.20		
3200 P	7.30				s10.58			2.47		12.46	223.2	D IRRIGON 3.7 Go	175.6	f 4.46	s 2.08			12.34	2.18	10.05		
3200 P	7.45				f11.05			2.53		12.53	226.9	JUDSON 6.5	171.9	f 4.36	f 2.00			12.27	2.09	9.45		
5030 WFYP	8.10	1.05AM			2.15PM	s11.15	3.10AM	3.03	2.50AM	f 1.05	223.9	DN MESSNER 3.4 Fe	165.4	f 4.20	s 1.47	2.30PM	10.35PM	12.16	1.55	9.15	12.30PM	
3118 P	8.25	1.20			2.21	11.21	3.15	3.08	2.55	1.11	227.3	PETERS 3.8	162.0	4.11	1.40	2.21	10.27	12.10	1.48	9.00	12.10PM	
3260 P	8.40	1.41			2.27	f11.28	3.20	3.14	3.00	1.18	231.1	CASTLE 5.8	158.2	4.02	f 1.32	2.12	10.20	12.03AM	1.41	8.40	11.28AM	
3110 P	9.05	2.05			2.35	11.38	3.28	3.22	3.07	1.30	236.9	BOULDER 4.1	152.4	3.50	1.20	2.03	10.10	11.55PM	1.30	8.15	11.05	
TP	9.20	2.20			2.41	s11.47	3.33	3.28	3.13	1.36	241.0	D HEPPNER JCT. 1.5 Wi	148.3	3.40	s 1.12	1.56	10.02	11.49	1.22	8.00	10.50	
3043 P	9.25	2.25			2.44	f11.50	3.36	3.31	3.15	1.39	242.5	WILLOWS 4.4	146.8	3.36	f 1.09	1.53	9.59	11.46	1.19	7.50	10.45	
3015 P	9.45	2.40			2.50	11.59AM	3.43	3.37	3.20	1.47	246.9	SILICA 4.6	142.4	3.20	1.00	1.45	9.51	11.39	1.10	7.35	10.30	
7200 TWP	10.10	3.00			s 2.57	s12.10PM	s 3.50	s 3.44	s 3.27	s 1.55	251.5	DN ARLINGTON 3.7 Mx	137.8	s 3.00	s12.50	s 1.35	s 9.42	s11.30	s 1.00	7.15	10.10	
3203 P	10.30	3.34			3.06	12.30	3.58	3.52	3.34	2.04	255.2	GILMORE 4.5	134.1	2.54	12.30	1.29	9.35	11.24	12.53	7.05	9.55	
4946 WP	10.55	3.58			3.14	f12.40	4.05	3.58	3.41	2.12	259.7	BLALOCK 4.0	129.6	2.48	f12.18	1.22	9.28	11.18	12.45	6.55	9.40	
3745 P	11.15	4.25			3.20	12.48	4.11	4.04	3.47	2.18	263.7	RAMSAY 2.4	125.6	2.42	12.09	1.16	9.22	11.12	12.38	6.42	9.30	
3217 P	11.30	4.35			3.24	f12.52	4.15	4.08	3.51	2.23	266.1	DN QUINTON 4.3 Qn	123.2	2.38	f12.04PM	1.13	9.18	11.08	12.34	6.35	9.25	
5000 P	11.55AM	4.50			3.30	f 1.05	4.22	4.14	3.57	2.31	270.4	HOOK 3.8	118.9	2.31	f11.55AM	1.05	9.12	11.02	12.26	6.20	9.15	
3500 P	12.15PM	5.05			3.36	f 1.13	4.28	4.19	4.02	2.38	274.2	GOFF 3.0	115.1	2.26	f11.46	12.55	9.06	10.57	12.19	6.10	9.05	
2775 WP	12.30	5.15			3.40	f 1.18	4.33	4.24	4.07	2.44	277.2	DAY 2.7	112.1	2.21	f11.40	12.50	9.02	10.52	12.13	6.00	8.55	
5000 P	12.45	5.25			3.44	s 1.24	4.37	4.28	4.12	2.49	279.9	RUFUS 2.6	109.4	2.17	s11.34	12.45	f 8.57	10.48	12.08	5.50	8.45	
2720 P	1.00	5.40			3.48	f 1.30	4.41	4.32	4.16	2.54	282.5	GRANT 2.9	106.8	2.13	f11.28	12.40	8.53	10.44	12.03AM	5.40	8.30	
6954 YP	1.15	5.50			3.52	s 1.36	4.45	4.36	4.20	3.00	285.4	DN BIGGS 2.2 Bx	103.9	2.09	s11.20	s12.35	f 8.48	10.40	11.58PM	5.20	8.15	
950 WP	1.25	6.00	12.35PM		3.55	s 1.41	4.49	4.39	4.23	3.04	287.6	D SHERMAN 1.4 Vo	101.7	2.06	f11.15	s12.30	8.44	10.36	11.54	12.35PM	5.05	8.05
2750	1.30	6.05	12.38		3.58	f 1.44	4.52	4.42	4.26	3.07	289.0	MILLER 3.9	100.3	2.03	f11.12	12.23	f 8.41	10.33	11.50	f12.30	5.00	8.00
2625	1.55	6.20	12.44		4.04	s 1.55	4.58	4.47	4.31	3.15	292.9	CELILO 4.7	96.4	1.58	s11.02	12.14	f 8.34	10.28	11.44	f12.22	4.45	7.45
3678	2.20	6.45	12.50		4.12	2.06	5.07	4.53	4.38	3.25	297.6	DUNE 7.3	91.7	1.52	10.52	12.02PM	8.25	10.22	11.34	12.12PM	4.30	7.30
WFTOP	3.00PM	7.15AM	1.05PM		4.30PM	2.25PM	5.25AM	5.10AM	4.55AM	3.45AM	304.9	DN-R THE DALLES Dk-Wh	84.4	1.40AM	10.35AM	11.45AM	8.10PM	10.10PM	11.20PM	11.55AM	4.00AM	7.00AM
	Arrive Daily	Arrive Daily	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)	(6.10)	(8.0)	(2.15)	(3.40)	(2.15)	(2.35)	(2.05)	(3.20)	Time			(3.25)	(3.50)	(2.45)	(2.25)	(2.40)	(3.15)	(.40)	(6.45)	(5.30)	
	12.3	13.1	34.6	36.0	26.8	36.0	38.1	38.9	29.6	Average Speed per Hour			28.8	25.7	29.4	33.5	36.9	30.3	25.9	14.6	14.7	

Westward Trains are superior to Trains of the same class in opposite direction.—See Rule 72.
 First class trains will clear No. 5 five minutes.

WESTWARD—SIXTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS						Distance from Huntington	FIRST CLASS						SECOND CLASS			
	255	301	17	1	19	11	5	23		2	18	4	12	6	24	302	256		
	Time Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Mail	Passenger		Passenger	Passenger	Passenger	Passenger	Express	Passenger	Way Freight	Time 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
WTOPF	10.40AM	6.00AM	4.35PM	2.35PM	5.30AM	5.15AM	5.00AM	3.50AM	304.9	DN-R THE DALLES Dk-Wh 2.8	84.4	10.30AM	11.40AM	8.05PM	10.05PM	11.15PM	1.35AM	3.45PM	3.30AM
P	10.55	6.15	4.40	2.41	5.35	5.20	5.05	3.56	307.7	CRATES 5.6	81.6	10.24	11.34	7.58	9.59	11.09	1.29	3.30	3.10
3350 P	11.22	6.30	4.50	2.52	5.45	5.29	5.14	4.10	313.3	ROWENA 3.6	76.0	10.11	11.22	7.46	9.50	10.59	1.20	2.52	2.50
3500 P	11.45AM	6.45	4.56	2.58	5.51	5.35	5.19	4.18	316.9	CHATFIELD 3.2	72.4	10.03	11.16	7.38	9.44	10.52	1.14	2.35	2.35
3200 WP	12.10PM	7.00	5.02	3.05	5.57	5.40	5.24	4.25	320.1	D MOSIER 6.0	69.2	9.55	11.10	7.32	9.38	10.45	1.08	2.25	2.25
3020 WP	12.40	7.25	5.15	3.20	6.10	5.50	5.35	4.40	326.1	DN HOOD RIVER 4.5	63.2	9.40	10.55	7.20	9.25	10.30	12.55	2.05	2.00
4040 P	12.58	7.45	5.24	3.31	6.20	6.00	5.45	4.55	330.6	MENO 1.2	58.7	9.31	10.46	7.10	9.16	10.18	12.46	1.45	1.45
3255 P	1.05	7.50	5.27	3.35	6.23	6.03	5.48	4.59	331.8	SONNY 2.2	57.5	9.28	10.43	7.06	9.13	10.15	12.43	1.35	1.40
1835 P	1.20	8.00	5.31	3.40	6.28	6.08	5.52	5.04	334.0	VIENTO 2.4	55.3	9.24	10.39	7.01	9.09	10.10	12.39	1.20	1.35
100 P	1.35	8.10	5.36	3.45	6.33	6.12	5.56	5.10	336.4	LINDSEY 3.2	52.9	9.20	10.35	6.56	9.05	10.05	12.34	1.05	1.30
80 TWFP	1.45	8.25	5.42	3.51	6.39	6.18	6.01	5.17	339.6	DN WYETH 2.9	49.7	9.14	10.29	6.49	8.59	9.59	12.29	12.45	1.20
84 P	1.55	8.35	5.47	3.57	6.45	6.24	6.07	5.24	342.5	HERMAN 3.9	46.8	9.08	10.24	6.43	8.54	9.54	12.24	12.15PM	1.10
203 P	2.10	9.00	5.55	4.05	6.53	6.32	6.14	5.33	346.4	DN CASCADE LOCKS 4.2	42.9	9.00	10.18	6.35	8.48	9.48	12.18	11.45AM	12.55
6783 WTP	2.30	9.30	6.05	4.15	7.03	6.41	6.23	5.45	350.6	D BONNEVILLE 4.6	38.7	8.50	10.10	6.25	8.40	9.40	12.10	11.15	12.30
3315 P	2.45	10.03	6.15	4.26	7.12	6.50	6.32	5.56	355.2	DODSON 2.7	34.1	8.40	10.03	6.15	8.33	9.33	12.03AM	10.50	12.15
3108 P	2.55	10.25	6.20	4.32	7.17	6.55	6.36	6.02	357.9	ONEONTA 5.1	31.4	8.33	9.59	6.08	8.29	9.29	11.59PM	10.25	12.05AM
3479 P	3.15	10.50	6.29	4.45	7.27	7.04	6.45	6.15	363.0	D BRIDAL VEIL 3.9	26.3	8.22	9.51	5.56	8.21	9.21	11.51	9.51	11.51PM
3210 P	3.30	11.15	6.36	4.55	7.35	7.14	6.52	6.25	366.9	ROOSTER ROCK 3.3	22.4	8.15	9.45	5.47	8.15	9.15	11.45	9.20	11.29
3050 P	3.45	11.40	6.43	5.04	7.42	7.19	6.58	6.32	370.2	TAYLOR 3.5	19.1	8.08	9.40	5.40	8.10	9.10	11.40	8.50	11.18
5875 TWP	4.00PM	11.59AM	6.50	5.15	7.50	7.26	7.04	6.40	373.7	DN TROUTDALE 2.4	15.6	8.01	9.35	5.31	8.05	9.05	11.35	8.30AM	11.05PM
2700 P			6.55	5.25	7.56	7.31	7.09	6.45	376.1	D FAIRVIEW 5.5	13.2	7.56	9.31	5.25	8.01	9.01	11.31		
2720 P			7.06	5.37	8.07	7.42	7.17	6.58	381.6	CLARNIE 3.3	7.7	7.42	9.22	5.16	7.52	8.52	11.22		
1500 P			7.14	5.45	8.14	7.47	7.23	7.06	384.9	GRAHAM 2.5	4.4	7.35	9.15	5.11	7.45	8.45	11.15		
1358			7.20	5.50	8.20	7.51	7.28	7.12	387.4	BRUUN 1.3	1.9	7.28	9.08	5.06	7.38	8.38	11.08		
IP			7.25	5.55	8.25	7.55	7.35	7.18	388.7	EAST PORTLAND 0.6	0.6	7.18	9.03	5.03	7.33	8.33	11.03		
IP			7.30PM	6.00PM	8.30AM	8.00AM	7.45AM	7.30AM	389.3	DN-R PORTLAND Dispr X P-So-Vc 1.6	0.0	7.15AM	9.00AM	5.00PM	7.30PM	8.30PM	11.00PM		
WOTFYP	6.20PM	2.00PM							394.1	DN-R ALBINA B	1.6							7.15AM	10.00PM
	Arrive Daily	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	Leave Daily
	(7.40)	(8.00)	(2.55)	(3.25)	(3.00)	(2.45)	(2.45)	(3.40)		Time		(3.15)	(2.40)	(3.05)	(2.35)	(2.45)	(2.35)	(8.30)	(5.30)
	11.6	11.2	28.9	24.7	28.1	30.7	30.7	23.0		Average Speed per Hour		25.9	31.6	27.3	32.7	30.7	32.7	10.5	16.2

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
First class trains will clear No. 5 five minutes.

**EIGHTH SUB-DIVISION—Portland and Centralia—WESTWARD
NINTH SUB-DIVISION—Centralia and Seattle—WESTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS					FIRST CLASS								Distance from Seattle	Time Table No 44 October 30, 1921	
	975	255	301	977	691	563	135	133	123	137	561	125	STATIONS		Black River	
	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						11.15 PM	8.30 PM	7.40 PM	5.15 PM	12.15 PM	3.30 PM	9.30 AM	0.0	D-R SEATTLE Ow		
Yard IWFTOYP	7.00 AM				7.00 PM	11.25	8.40 PM	7.50 PM	5.25 PM	12.25 PM	3.40	9.40 AM	3.1	DN-R ARGO		
1354 3401	7.30 AM				7.15 PM	11.35 PM					3.50 PM		9.4	DN-R BLACK RIVER Bi		

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

P	9.00 AM				8.15 PM									35.7	DN TACOMA JCT. Jn
	9.10 AM				8.20 PM									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					2.00 PM	5.20 AM									176.4	NORTH PORTLAND JCT. 1.2
1415															177.6	PENINSULA JCT. 1.5
P		5.25 PM	1.20 PM	2.02	5.30										179.1	ST. JOHNS JCT. 1.4
P		5.35	1.35	2.15	5.40										180.5	YARD JCT. 1.1
P		5.45	1.45	2.20	6.00										181.6	DN-R ALBINA B
P		6.20 PM	2.00 PM	2.45 PM	7.35 AM										181.7	HARDING ST. .9
IP															182.6	EAST PORTLAND .6
I															183.2	DN-R PORTLAND Disprz P-So-Ve
	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	Arrive Daily		(183.2)

(2.10)	(0.55)	(0.40)	(0.45)	(12.35)	(7.30)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(6.45)	(0.10)				Time
15.4	4.3	6.0	6.9	14.2	24.4	18.6	18.6	18.6	18.6	18.6	2.71	18.6				Average Speed per Hour

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

**EIGHTH SUB-DIVISION—Portland and Centralia—EASTWARD
NINTH SUB-DIVISION—Centralia and Seattle—EASTWARD**

Time Table No. 44
October 30, 1921

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	302 Way Freight	256 Time Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
D-R SEATTLE Ow	183.2	9.15AM	11.55AM	11.45AM	7.25PM	8.15PM	10.45PM	6.30AM					
DN-R ARGO	180.1	9.05AM	11.45AM	11.30AM	7.15PM	8.05PM	10.32	6.15	6.45AM		3.00PM		
DN-R BLACK RIVER Bi	173.8						10.20PM	6.00AM	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. Jn	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	7.40AM	10.20PM	
ST. JOHNS JCT. 1.4	4.1						4.13	11.13					7.45	6.45	7.30	10.14	
YARD JCT. 1.1	2.7						4.10	11.10					7.40	6.40	7.25	10.10	
DN-R ALBINA B	1.6												7.30PM	6.30AM	7.15AM	10.00PM	
HARDING ST. 1.0	1.5						4.05	11.05									
EAST PORTLAND 0.6	0.6																
DN-R 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 Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily

Time.....	(0.10)	(0.10)	(0.15)	(0.10)	(0.10)	(6.45)	(7.30)						(11.15)	(.35)	(2.25)	(.25)	(.20)
Average Speed per Hour.....	18.6	18.6	12.4	18.6	18.6	27.1	24.4						15.9	8.9	13.1	9.6	12.0

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

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.

END

WESTWARD—Gray's Harbor Branch—EASTWARD

Length of passing tracks in feet and location of seats, water, fuel, telephone and turning stations.	SECOND CLASS				FIRST CLASS				Distance from Centralia	Time Table No. 44 October 30, 1921	Distance from Hoquiam	FIRST CLASS				SECOND CLASS		
		51	161		205	209	117	43				118	44	210	206	52	162	
		Way Freight	C.M.&St.P. Fast Frt.		C.M.&St.P. Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Passenger				C.M.&St.P. Passenger	Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Way Freight	C.M.&St.P. Fast Frt.	
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				
WFYOTP	8.00AM						3.00AM	0.0	DN-R	CENTRALIA 2.4	Ds	57.5		2.00AM			9.45PM	

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

PI		8.10AM				3.45AM	2.4	BLAKESLEE JUNCTION	55.1	1.30AM				9.30PM
1359	P	8.20				f 3.55	5.0	D GALVIN Rk	52.5	f 1.20				9.20
2285	P	8.40	2.43AM			f 4.10	12.2	HELISING JUNCTION	45.3	f 1.05				8.00PM
2680	WP	8.50	2.50			s 4.10 s 4.15	13.7	DN-R INDEPENDENCE Nd	43.8	s 3.05 s 1.00				8.50 7.55
	P	9.10	3.05			f 4.19 f 4.30	18.3	BALCH	39.2	f 2.50 f 12.48				8.35 7.40
2718	P	9.30	3.20			s 4.27 f 4.45	22.2	CEDARVILLE	35.3	s 2.42 f 12.38				8.20 7.30
2687	P	9.50	3.35			f 4.35 f 5.00	26.3	LANKNER	31.2	f 2.34 f 12.26				8.05 7.20
		10.00	3.42			4.40 5.05	28.8	RONY	28.7	2.29 12.20				7.55 7.15
2353	P	10.10	3.50			s 4.45 f 5.10	30.8	D SAGINAW Sg	26.7	s 2.24 f 12.15				7.45 7.10
	WP	10.20	3.55			f 4.50 f 5.20	32.5	SOUTH ELMA	25.0	f 2.19 f 12.10AM				7.35 7.05
1747	P	10.35	4.05			f 4.59 f 5.30	35.9	FULLER	21.6	f 2.12 f 11.55PM				7.20 6.55
		11.00	4.30			f 5.12 5.50	42.4	R SOUTH MONTESANO	15.1	f 2.00 f 11.35				7.00 6.40
1160	P					5.12PM 1.45PM	42.4	R SOUTH MONTESANO	15.1		2.00PM 5.27PM			
						5.19PM 1.52PM	43.9	MONTESANO Mo	16.6		1.53PM 5.20PM			
		11.00	4.30			f 5.27 f 5.50	42.4	R SOUTH MONTESANO	15.1	f 1.45 f 11.35				7.00 6.40
1523	P	11.10	4.35			f 5.32 f 5.55	43.8	MELBOURNE	13.7	f 1.42 f 11.30				6.55 6.35
1751	P	11.30	4.45			f 5.40 f 6.05	46.9	PREACHER'S SLOUGH	10.6	f 1.36 f 11.20				6.45 6.25
	P						50.1	NORTH RIVER JUNCTION	7.4					
1915	WFYOP	11.59AM	5.00			s 5.50 s 6.20	51.2	D COSMOPOLIS Cs	6.3	s 1.28 s 11.10				6.30 5.50
4135	IWYOP	12.15PM	5.15AM			6.00PM 6.30AM	53.9	DN-R ABERDEEN Sa	3.6	1.20PM 11.00PM				6.00PM 5.30PM

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

FWTYOP		12.30PM	6.00AM			6.15PM	7.15AM	57.5	DN-R	HOQUIAM	Ho	0.0	1.05PM	10.45PM			5.30PM	5.00PM
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			Arrive Daily	Arrive Daily			(57.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.

(4.30)	(3.17)	(0.07)	(0.07)	(2.10)	(4.15)	Time	(2.05)	(3.15)	(0.07)	(0.07)	(4.15)	(3.00)
12.8	13.8	12.8	12.8	20.8	14.0	Average Speed per Hour	21.7	17.7	12.8	12.8	13.5	15.1

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

WESTWARD—Bend Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Bend	Time Table No. 44 October 30, 1921			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	81	35		STATIONS	36	82					
	Freight	Passenger			Passenger	Freight					
	Leave Tues. Thurs. & Sat.	Leave Daily		Arrive Daily	Arrive Mon. Wed. & Fri.						
WY	1.00AM	7.00AM	0.0	DN-R	BEND Nd	147.4	7.00PM	11.30PM			

BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES

WFYT	7.00AM	s 8.15AM	41.3	DN-R	METOLIUS Ma	106.1	s 5.05PM	4.30PM
2680 W	7.15	s 8.24	46.3	D	MADRAS Md	101.1	s 4.50	3.45
2480	7.30	f 8.34	51.9		PAXTON	95.5	f 4.35	3.00
1900 W	7.45	s 8.49	57.4	D	GATEWAY Gw	90.0	s 4.20	2.40
1280 WFP	8.15	s 9.12	65.7	R	SOUTH JUNCTION Un	81.7	s 3.50	2.00

BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES

P	8.50	s 9.32	76.1	R	NORTH JUNCTION Jn	71.3	s 3.25	1.15
	8.55	f 9.35	77.2		COVE CREEK	70.2	f 3.22	1.10
	9.10	f 9.42	80.0		TWO SPRING	67.4	f 3.15	12.55
	9.40	f 10.04	88.1		McLENNON	59.3	f 2.55	12.30PM
1150 WP	10.25	s 10.25	96.1	D	MAUPIN Hf	51.3	s 2.35	11.45AM
1290 W	11.00	f 10.45	105.2		FARGHER	42.2	f 2.10	10.45
1200	11.35	f 11.10	115.6		TUNNEL ONE	31.8	f 1.44	10.05
1160	11.55AM	f 11.25	121.2		BLUFFS	26.2	f 1.30	9.45
2650 W	1.05PM	f 11.50AM	133.0		ORCHARD	14.4	f 1.05	9.15
450	1.47	f 12.01PM	137.5		FREE BRIDGE	9.9	f 12.55	9.00
YW	2.20PM	12.30PM	147.4	D-R	SHERMAN Vo	0.0	12.35PM	8.30AM

(13.20) 11.1 Time (6.25) 22.9 Average Speed per Hour (15.00) 9.8

WESTWARD—Heppner Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Heppner Jct.	Time Table No. 44 October 30, 1921			Distance from Heppner Jct.	FIRST CLASS	
	25	26		STATIONS	Mixed	Mixed			
	Mixed	Mixed			Arrive Daily	Leave Daily			
	Leave Daily	Arrive Daily		Arrive Daily	Leave Daily				
2867 WTFP	8.00AM	4.40PM	0.0	D-R	HEPPNER Hr	45.2	4.40PM		
1029 P	s 8.20	s 3.50	8.9		LEXINGTON	36.3	s 3.50		
2397 W	s 9.00	s 3.15	16.9	D	IONE On	28.3	s 3.15		
1082	s 9.30	s 2.40	25.3		MORGAN	19.9	s 2.40		
631 W	s 9.55	s 2.15	30.6		CECIL	14.6	s 2.15		
	f 10.15	f 2.00	34.3		EWING	10.9	f 2.00		
1004	f 10.35	f 1.45	38.4		RHEA	6.8	f 1.45		
882 TP	11.20AM	1.25PM	45.2	D-R	HEPPNER JCT. Wi	0.0	1.25PM		

(3.20) 13.6 Time (3.15) 13.9 Average Speed per Hour

WESTWARD—Shaniko Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Shaniko	Time Table No. 44 October 30, 1921			Distance from Biggs	FIRST CLASS	
	21	22		STATIONS	Mixed	Mixed			
	Mixed	Mixed			Arrive Daily	Arrive Daily			
	Leave Daily	Arrive Daily		Arrive Daily	Leave Daily				
3385 WYFP	7.30AM	5.50PM	0.0	D-R	SHANIKO Ni	69.3	5.50PM		
891	f 8.05	f 5.05	12.6		WILCOX	56.7	f 5.05		
1100	s 8.20	s 4.50	17.4		KENT	51.9	s 4.50		
571	f 8.40	f 4.20	23.9		BOURBON	45.4	f 4.20		
1968 WT	s 9.10	s 4.00	31.2	D	GRASS VALLEY Vy	38.1	s 4.00		
338 Spur	f 9.30	f 3.40	38.6		ERSKINE	30.7	f 3.40		
2694 W	s 9.44	s 3.25	42.7	D	MORO Mr	26.6	s 3.25		
1089	f 9.54	f 3.15	45.8		DE MOSS	23.5	f 3.15		
393	f 10.01	f 3.03	49.7		NISH	19.6	f 3.03		
3850 Spur	10.03	3.00	50.6		HAY CANYON	18.7	3.00		
650 Spur	f 10.12	f 2.50	53.6		SANDON	15.7	f 2.50		
1199	f 10.19	f 2.45	55.6		KLONDIKE	13.7	f 2.45		
3266 W	s 10.32	s 2.30	60.0	D	WASCO Wa	9.3	s 2.30		
190 Spur	f 10.40	f 2.15	62.6		SINK	6.7	f 2.15		
844	f 10.45	f 2.05	64.4		THORNBERRY	4.9	f 2.05		
6780 WYFP	11.20AM	1.45PM	69.3	DN-R	BIGGS Bx	0.0	1.45PM		

(3.50) 18.0 Time (4.05) 16.9 Average Speed per Hour

WESTWARD—Condon Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Condon	Table Table No. 44 October 30, 1921			Distance from Arlington	FIRST CLASS	
	13	14		STATIONS	Mixed	Mixed			
	Mixed	Mixed			Arrive Daily	Arrive Daily			
	Leave Daily	Arrive Daily		Arrive Daily	Leave Daily				
10005 WYFP	8.20AM	4.20PM	0.0	D-R	CONDON Cd	44.4	4.20PM		
1576	f 8.40	f 3.30	8.2		GWENDOLEN	36.3	f 3.30		
1783	f 8.50	f 3.15	12.1		SPEECE	32.3	f 3.15		
1816	s 9.10	s 3.00	15.8		CLEM	28.6	s 3.00		
2342 W	s 9.35	s 2.40	20.1		MIKKALO	24.3	s 2.40		
1098	f 10.00	f 2.20	24.7		BARNETT	19.7	f 2.20		
2446 W	s 10.20	s 2.05	28.2		ROCK CREEK	16.2	s 2.05		
1793	f 10.45	f 1.35	36.9		SHUTLER	7.5	f 1.35		
2596 TWFP	11.30AM	1.05PM	44.4	DN-R	ARLINGTON Mx	0.0	1.05PM		

(3.10) 14.0 Time (3.15) 13.7 Average Speed per Hour

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

WESTWARD—Primo Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	Distance from Primo	Time Table No. 44 October 30, 1921		Distance from No. River Jet.
		STATIONS		
462	0.0	PRIMO 7.0	12.0	
1002	7.0	BRIDGES 5.0	5.0	
	12.0	NORTH RIVER JCT. (12.0)	0.0	

Time
Average Speed per Hour.....

WESTWARD—SEVENTH SUB-DIVISION—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	Distance from Huntington	SECOND CLASS		Distance from Portland	SECOND CLASS	
		255 Time Freight	301 Way Freight		302 Way Freight	256 Time Freight
3726	373.7	4.00PM	12.10PM	22.0	8.30AM	11.05PM
5331 P	378.7	4.25	12.30	17.0	8.20	10.50
3612 P	383.4	4.50	12.45	12.3	8.10	10.40
3763 P	388.9	5.20	1.10	6.8	7.50	10.25
1415 YP	390.1	5.25PM	1.20PM	5.6	7.40AM	10.20PM

Time
Average Speed per Hour.....
Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—Tono Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Tono	Time Table No. 44 October 30, 1921		Distance from Centralia	SECOND CLASS	
	57 Mixed	58 Mixed		STATIONS				
1300 WFOP	3.00PM	1.35PM	0.0	TONO 6.1	7.8	7.8	1.35PM	
	3.25	1.10	6.1	WABASH 1.7	1.7	1.7	1.10	

BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE AND RULES

WFYOTP	3.35PM	7.8	DN-R	CENTRALIA	Da	0.0	1.00PM
	Arrive Daily Ex. Sun.			(7.8)			Leave Daily Ex. Sun.
	(0.35) 13.4					(0.35) 13.4	

WESTWARD—Olympia Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Chambers Prairie	Time Table No. 44 October 30, 1921		Distance from Olympia	FIRST CLASS	
	49 Passenger	47 Passenger		46 Passenger	48 Mixed			
PY	8.05PM	6.05PM	0.0	DN-R CHAMBERS PRAIRIE	Ma	7.4	5.50PM	8.00PM
PWFY	8.30PM	6.30PM	7.4	D-R OLYMPIA	Oa	0.0	5.30PM	7.30PM

Time
Average Speed per Hour.....

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

FIRST DIVISION

SPECIAL RULES

PASSENGER TRAINS

1. Nos. 1 and 2 will stop on flag at Montavilla, Corbett, Crusher Latourell, Multnomah Falls, Warrendale, Eagle Creek, Seufert, Big Eddy, Dillon, Tumwater and Boardman.
No. 4 will stop on flag at Corbett, Latourell and Big Eddy.
No. 4 will stop at Viento to let off passengers from Portland.
No. 4 will stop on flag at Lindsey on Sundays.
No. 6 will stop on flag at any station to load or unload express.
No. 11 will stop at any station to let off passengers from Third and Fourth Divisions.
No. 12 will stop at stations between Arlington and Umatilla to pick up passengers for Third and Fourth Divisions.
Nos. 17 and 19 will stop at any station to let off passengers from points east of Green River.
No. 18 will stop at any station between Biggs and Pendleton to let off passengers from Bend Branch.
No. 23 will stop on flag at any station between The Dalles and Troutdale to pick up passengers for Portland.
No. 23 will stop on flag at Irrigon and Rufus to pick up passengers for The Dalles and west.
No. 24 on Saturday will stop at Bridal Veil and Multnomah Falls to let off passengers.
No. 24 on Sunday will stop at Bridal Veil.
No. 35 will stop on flag at Celilo to let off passengers from Bend Branch.
Nos. 35 and 36 will stop on flag at Truman, Sherars Bridge, Ketchum and Harris.
Nos. 117 and 118 will stop on flag at South Aberdeen.
Nos. 43, 44, 117 and 118 will stop on flag at Callow and Hall.

FREIGHT TRAINS

Passengers will not be carried on freight trains, except persons in charge of special freight, employes with annual passes, or employes on trip passes when traveling on company business, between stations at which trains stop. See Rule 720.

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., Peninsula Jct. and North Portland 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, Peninsula Jct., 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. Under control means to be able to stop within the distance track is seen to be clear.

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 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 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 at Sherman and Heppner Jct. apply only on branch.

3. Eighth Sub-Division trains will not obtain clearance at Portland or North Portland Jct. All trains will obtain clearance at Arlington and Hood River. Unnecessary to whistle for train order signal at these stations. Trains westward from Blakeslee Jct. and eastward from Wabash will obtain clearance before leaving Centralia. Clearance will not be issued to trains at Peninsula Jct., North River Jct., Primo or Tono.
4. Trains will not whistle for train order signals at Aberdeen, Cosmopolis and Independence, but will be governed by position of signal at these stations.
On Branch lines train order signal lights will not be kept burning after passage of regular trains for the day.

5. White flag or indicator board displayed at a blind siding will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
6. Trains (except passenger) consisting of more than twenty-five cars will cut off engine to take water or fuel, and will also cut off way cars before spotting.
7. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
8. Train registers will not be used as a means of identifying extra trains.
9. Trainmen and Enginemen are subject to the Rules and Regulations of Northern Pacific Terminal Co. while in their yard.
10. All trains will receive proceed signal from bridge tender before passing on to draw of draw bridges at Tacoma, and between South Montesano and Montesano.
11. Sand will not be used on draw bridges.
12. 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.
13. Junction switch at Messner will be left set and locked for Second Division.
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.
Switches for wye at Sherman will be left set and locked for wye.
14. 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.
15. On passenger trains when backing up between South Montesano and Montesano, 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.

DIVISION SPEED RESTRICTIONS

16. Passenger, mail or express trains will not exceed a speed of 60 miles per hour and other trains, including light engines, and engines with cabooses, will not exceed a speed of 35 miles per hour.

Passenger, mail or express 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; and other trains will not exceed 30 miles per hour around 5 and 6 degree curves, 25 miles per hour around 7 and 8 degree curves, and 20 miles per hour around 9 and 10 degree curves. Figures on stake at beginning of curve indicate degree of curvature.

In any class of service engines of Consolidation and Mikado class will not exceed a speed of 35 miles per hour, except Mikado class engines with drivers 63 inches or over handling passenger trains will not exceed a speed of 50 miles per hour. Mallet class engines of 3800 series will not exceed a speed of 15 miles per hour, and of 3600 series, 20 miles per hour.

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.

Trains will be handled with care and under control when sand is blowing, when weather is foggy or stormy, and at points where there is liability of track being obstructed.

Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover.

Trains handling logs will not exceed a speed of 15 miles per hour.

SUB-DIVISION SPEED RESTRICTIONS

17. **FIFTH SUB-DIVISION.**

	Passenger	Freight
A. Through gauntlet track over Des Chutes River Bridge.....	15 miles	15 miles
B. Over frogs and crossings East end Willamette River Bridge.....	15 miles	15 miles
C. Over street crossings, Portland.....	10 miles	10 miles
D. Over street crossings, The Dalles.....	12 miles	12 miles
18. **SIXTH SUBDIVISION.**

	Passenger	Freight
A. Between Eagle Creek and Milepost 42.....	30 miles	20 miles
B. On East Portland Hill when helper engine is used on rear of train.....	20 miles	

Helper engine will be cut off at Graham except in cases of unusually heavy trains.

SPECIAL RULES---Continued

SUB-DIVISION SPEED RESTRICTIONS

19. BRANCHES.

A.—Shaniko Branch—

	Passenger	Freight
Between Shaniko and Grass Valley	30 miles	25 miles
Between Grass Valley and Thornberry.....	30 miles	18 miles
Between Thornberry and Biggs.....	20 miles	10 miles

Condon Branch—

Between Condon and Arlington.....	25 miles	
Between Condon and Gwendolen.....		25 miles
Between Gwendolen and Rock Creek on descending grades.....		12 miles
Between Rock Creek and Milepost 3.....		25 miles
Between Milepost 3 and Arlington.....		12 miles

Heppner Branch—

Between Heppner Jct. and Heppner.....	30 miles	25 miles
---------------------------------------	----------	----------

Bend Branch—

Between Sherman and South Junction.....	35 miles	25 miles
Between South Junction and Paxton.....	25 miles	25 miles
Between Paxton and Metolius.....	35 miles	25 miles
Over Willow Creek Viaduct between Madras and Metolius.....	15 miles	15 miles

Gray's Harbor Branch—

Between Centralia and Aberdeen.....	35 miles	25 miles
Within City Limits Aberdeen (over street crossings.....)	10 miles	10 miles
Within City Limits Aberdeen (at other places.....)	20 miles	20 miles
Within City Limits Cosmopolis.....	20 miles	20 miles
Trains handling logs within City Limits of Cosmopolis.....		8 miles
On Rollway at Preacher's Slough.....		6 miles

Olympia Branch—

Between Chambers Prairie and Olympia.....	35 miles	25 miles
---	----------	----------

Primo Branch—

Between North River Jct. and Primo.....	25 miles	20 miles
---	----------	----------

Tono Branch—

Between Tono and Wabash.....	20 miles	20 miles
------------------------------	----------	----------

B.—C. M. & St. P. Class K 1 engines in passenger service and equipped with swing motion trucks will not exceed thirty-five miles per hour; when equipped with rigid trucks will not exceed twenty-five miles per hour. Class L engines in passenger trains must not exceed thirty-five miles per hour.

C. M. & St. P. freight engines with single trucks will not be permitted to run in excess of thirty-five miles when handling or helping passenger trains.

MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

20. 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 sempahores 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

21. 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. Trainmen must know that hand brakes are operative on freight cars which have air brakes cut-out.

Pressure Retaining Valves will be used on descending grades as follows:

Shaniko Branch—On freight trains Wasco to Biggs.

On passenger trains Thornberry 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.

The braking power on engines helping or pushing trains will be cut into the train line and particular attention will be given to cutting in of driver brakes. When helper is 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.

All westward freight trains will stop at Thornberry and inspect train as per Rule 1024 Rules and Regulations Governing Air Brakes, etc.

INTERLOCKING PLANT SIGNALS

22. 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 ———

RAILWAY CROSSINGS

See General Rule 98:

The following is the law in Washington:

Trains Shall Stop at Railroad Crossings.—All railroads and street railroads, operating in this state shall cause their trains and cars to come

to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signal men, interlocking plants or gates.

All trains and engines will approach crossing of United Railway track, Front Street, Portland, prepared to stop before going over crossing, expecting to find crossing occupied.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train exclusive of engine and tender, which the different classes of locomotives will haul in each direction between stations shown, under favorable weather conditions: (a deduction of ten (10) per cent may be made for time freight trains). Between stations for which no rating is shown maximum will apply.

MAIN LINE

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	Troutdale to Clarnie			The Dalles to Seufert	Umatilla to Arlington	Albina to Kalama	Kalama to Vader	Vader to Winlock	Winlock to Napavine	Centralia to Tacoma	Tacoma to Tenino	Centralia to Napavine	Napavine to Vancouver
A. 81	$\frac{20}{28}$ 106	3500 to 3514	1400	1400	625	1135	1295	1295	1390	1570	1705	1285	1060	800	1305	1365	685	1705	
P. 77	$\frac{22}{28}$ 123	3204 to 3207																	
P. 77	$\frac{17-28}{28}$ 138	3200 to 3203	1670	1670	740	1345	1540	1540	1730	1880	1900	1440	1190	870	1540	1540	800	1900	
P. 77	$\frac{22}{28}$ 145	3208 to 3217																	
T. 69	$\frac{22}{28}$ 159	1742 to 1754																	
T. 63	$\frac{22}{28}$ 160	1755 to 1760	2205	2205	920	1680	1920	1920	2200	2310	2505	1890	1560	1170	1920	2010	1010	2505	
P. 77	$\frac{25}{28}$ 170	3218 to 3227	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500	
C. 57	$\frac{15\frac{1}{2}-26}{30}$ 176	710 to 718																	
C. 57	$\frac{15\frac{1}{2}-26}{30}$ 169	719 to 723	2320	2320	1000	1820	2085	2085	2300	2510	2335	1790	1475	1075	1900	1900	985	2335	
C. 57	$\frac{22}{30}$ 179	725 to 729																	
C. 57	$\frac{22}{30}$ 187	730 to 768	2500	2500	1150	2100	2400	2400	2650	2890	2940	2250	1860	1360	2380	2380	1220	2940	
MK. 57	$\frac{23\frac{1}{2}}{30}$ 205	2100 to 2165	3600	3600	1285	2350	2695	2695	2965	3225	3500	2645	2175	1635	2900	2900	1440	3500	

CLASS

- "E" — Eight Wheel.
- "A" — Atlantic.
- "P" — Pacific.
- "T" — Ten Wheel.
- "M" — Mogul.
- "C" — Consolidation.
- "TW" — Twelve Wheel.
- "S" — Switch.
- "MK" — Mikado.
- "MC" — Mallet Compound.
- "TTT" — Two-Ten-Two.

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

$$C-57 \frac{22}{30} 87$$

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Albina to Troutdale.....	6000	3000
East Portland to Montavilla.....	3000
Bonneville to Cascade Locks.....	3000
The Dalles to Seufert.....	6000	3000
Umatilla to Arlington.....	6000	3000
The Dalles to Dodson.....	6000	3000
Troutdale to Clarnie.....	6000	3000
Albina to Kalama.....	6000	3000
Kalama to Vader.....	6000	3000
Vader to Napavine.....	3000
Centralia to Tacoma.....	6000	3000
Tacoma to Centralia.....	6000	3000
Centralia to Napavine.....	3000
Napavine to Vancouver.....	6000	3000
Sherman to North Jet.....	6000	3000
North Jet. to Bend.....	3000
Biggs to Shaniko.....	3000
Arlington to Condon.....	3000
Heppner Jet. to Heppner.....	6000	3000
Hoquiam to Cosmopolis.....	3000
Cosmopolis to Centralia.....	6000	3000
Cosmopolis to Primo.....	6000	3000
Primo to Cosmopolis.....	3000
Centralia to Tono.....	6000	3000
Olympia to Chambers Prairie.....	6000	3000

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS.

Total weight of train exclusive of engine and tender, which the different classes of locomotives will haul in each direction between stations shown, under favorable weather conditions: (a deduction of ten (10) per cent may be made for time freight trains). Between stations for which no rating is shown maximum will apply.

BRANCHES

CLASSIFICATION	ENGINE NUMBERS	SHERMAN and BEND							BIGGS and SHANIKO							ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER			CENTRALIA and HOQUIAM				CEN-TRALIA and TONO	NORTH RIVER JUNCTION and PRIMO	CHAM-BERS PRAIRIE and OLYMPIA
		EASTWARD						WEST-WARD	EASTWARD				WESTWARD			EASTWARD		WEST-WARD	EASTWARD			EAST-WARD	WEST-WARD	EAST-WARD	EAST-WARD	EAST-WARD			
		Sher-man to North Jet.	North Jet. to South Jet.	South Jet. to Madras	Madras to Red-mond	Red-mond to Bend	Terre-bonne 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	Arling-ton to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arling-ton	Hepp-ner Jct. to Ione	Ione to Lexing-ton	Lexing-ton to Hepp-ner	Ho-quiam to So. Aber-deen	So. Aber-deen to Cen-tralia	Cen-tralia to So. Aber-deen	So. Aber-deen to Ho-quiam	EAST-WARD	EAST-WARD	EAST-WARD	
E. 63 17 55 24	1106 to 1108	365	460	215	350	395	570	70	170	155	195	460	210	145	135	65	550	290	455	350	335	355	705	905	355	775	450	450	
E. 62 18 62 26	1122 to 1123	510	635	305	490	560	780	90	210	210	260	615	295	200	235	114	750	375	610	470	445	470	965	1220	470	1034	630	630	
T. 55 18 71 24	1701 to 1708	520	650	310	500	565	800	95	225	215	270	645	310	200	245	146	800	593	640	490	465	470	965	1220	470	1034	635	635	
M. 57 18 91 24	4200 to 4208	535	670	315	510	645	825	115	230	250	285	670	350	220	258	150	950	610	665	510	485	510	1020	1310	510	1120	655	655	
T. 63 19 92 24	1709 to 1714	690	865	415	660	745	1060	145	290	275	330	815	400	260	305	180	980	775	810	625	590	624	1260	1620	624	1340	835	835	
T. 63 20 113 24	1715 to 1726	830	1035	485	785	905	1270	180	335	325	405	960	485	340	365	208	1210	953	965	740	705	740	1485	1905	740	1630	1025	1025	
T. 57 20 119 26	1733 to 1736	890	1100	540	850	965	1345	190	365	365	440	1030	500	360	420	240	1250	1015	1015	785	745	710	1425	1835	710	1720	1070	1070	
T. 64 15 139 26	1727 to 1732	990	1245	615	980	1053	1520	190	410	395	500	1175	535	370	445	226	1465	1200	1170	900	855	1100	2200	2310	900	1975	1180	1180	
T. 69 22 159 28	1742 to 1754	990	1245	615	980	1053	1520	190	410	395	500	1175	535	370	445	226	1465	1200	1170	900	855	1100	2200	2310	900	1975	1180	1180	
T. 63 22 160 28	1755 to 1760	990	1245	615	980	1053	1520	190	410	395	500	1175	535	370	445	226	1465	1200	1170	900	855	1100	2200	2310	900	1975	1180	1180	
C. 55 19 143 30	707 to 709	990	1245	615	980	1100	1520	205	445	430	545	1275	550	420	445	267	1530	1315	1170	900	855	900	1800	2310	900	1975	1235	1235	
C. 57 15 176 30	710 to 718																												
C. 57 21 163 30	724	1200	1505	745	1170	1120	1720	220	465	460	585	1305	625	435	480	275	1625	1400	1300	1000	950	1020	2040	2625	1020	2220	1475	1475	
C. 57 15 169 30	719 to 723																												
C. 57 22 179 30	725 to 729																												
C. 57 22 187 30	730 to 768	1305	1615	800	1255	1430	1980	275	520	500	650	1460	700	480	555	335	1820	1495	1495	1150	1090	1150	2300	2950	1150	2520	1740	1740	

LOCATION STANDARD CLOCKS

Portland.....	Telegraph Office
Albina.....	Telegraph Office
The Dalles.....	Telegraph Office
Umatilla.....	Telegraph Office
Centralia.....	Dispatcher's Office
Seattle.....	Telegraph Office
Aberdeen.....	Telegraph Office
Hoquiam.....	Telegraph Office

GENERAL TIME INSPECTORS

Webb C. Ball, General Time Inspector, San Francisco

LOCAL TIME SERVICE INSPECTORS

Belding & Saxton.....	Portland
H. H. Heide.....	Albina
D. Lindquist.....	The Dalles
W. W. Houghton & Son.....	Seattle
Richard Vaeth.....	Tacamo
Ben Salick.....	Centralia
O. Borg.....	Heppner
Albert Longnecker.....	Arlington
F. W. Straub.....	Hoquiam
S. J. Stieglitz.....	Aberdeen
M. H. Symons.....	Bend

LIST OF SURGEONS

DONALD H. JESSOP, Chief Surgeon, Portland, Ore.

Name	Title	Place	District
M. K. HALL	Assistant Surgeon	Portland, Corbett Bldg.	Portland
C. M. PEARCE	Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
JOHN W. MCCOLLOM	Eye, Ear, Nose and Throat	Portland, Morgan Bldg.	Portland
EDWARD J. KANE	Assistant Surgeon	Portland, Selling Bldg.	Portland
E. G. MARGASON	Assistant Surgeon	Portland, 5904 1/2 72nd, S. E.	Portland
COURTLAND L. BOOTH	Assistant Surgeon	Portland, 798 Clinton	Portland
CURTIS HOLCOMB	Assistant Surgeon	Portland, 129 1/2 Russell	Albina to The Dalles and Vancouver
J. B. BLAIR	District Surgeon	Vancouver	Vancouver
WATT & DUMBLE	District Surgeon	Hood River	Portland to The Dalles
REUTER, THOMPSON, COBERTH & STONE	District Surgeons	The Dalles	Hood River to Umatilla
R. W. HENDERSHOTT	District Surgeon	Bend	Bend Branch
J. C. GHORMLEY	District Surgeon	Wasco	Shaniko Branch
C. L. POLEY	District Surgeon	Moro	Shaniko Branch
HERBERT H. THATCHER	District Surgeon	Grass Valley	Biggs to Shaniko
J. W. DONNELLY	District Surgeon	Arlington	Arlington to Condon
J. V. WILHELM	District Surgeon	Condon	Condon to Arlington
M. C. MCMURDO	District Surgeon	Heppner	Heppner Branch
MONTGOMERY RUSSELL	Division Surgeon	Seattle, Leary Bldg.	Seattle to Portland
F. R. UNDERWOOD	District Surgeon	Seattle, Leary Bldg.	Seattle to Portland
S. M. SAMUELS	Oculist and Aurist	Seattle, Cobb Bldg.	Seattle to Portland
WM. P. O'ROURKE	District Surgeon	Seattle, Georgetown	Argo
F. D. MERRITT	District Surgeon	Auburn	Seattle to Tacoma
CHAS. JAMES	District Surgeon	Tacoma, Fidelity Bldg.	Auburn to Tenino
DAVID LIVINGSTONE	District Surgeon	Centralia	Tenino to Winlock
R. H. CAMPBELL	District Surgeon	Vader	Centralia to So. Elma and Tono
E. C. HACKETT	District Surgeon	Kelso	Winlock to Castle Rock
E. A. SIZER	District Surgeon	Cosmopolis	Castle Rock to Kalama
R. F. HUNTER	District Surgeon	Hoquiam	Gray's Harbor and No. River Bchs.
I. R. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and No. River Bchs.
J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and No. River Bchs.
W. L. BRIDGEFORD	District Surgeon	Olympia	Chambers Prairie to Olympia

When employes, passengers or others are injured, call the nearest Railroad Surgeon.

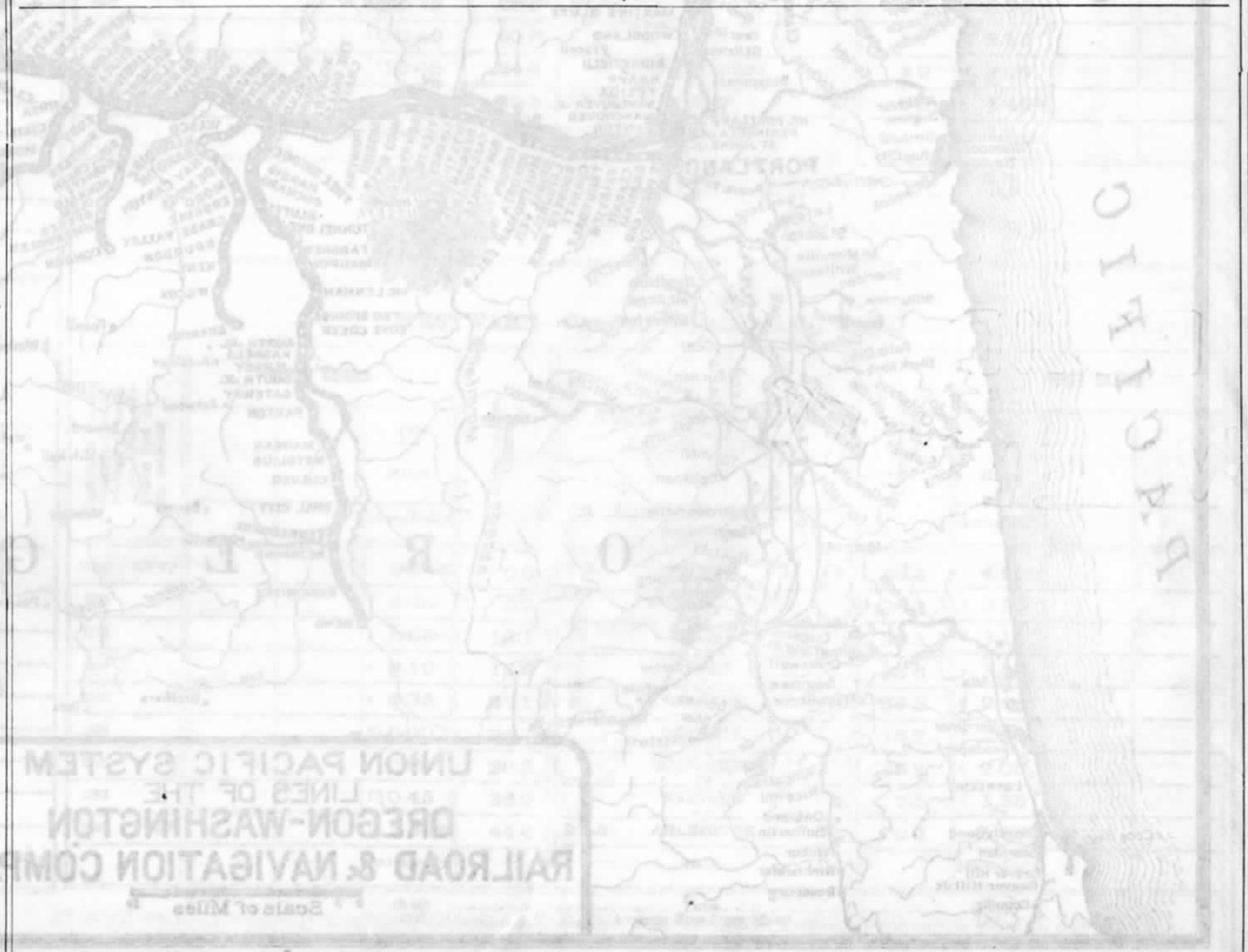
When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of Railroad Surgeon.

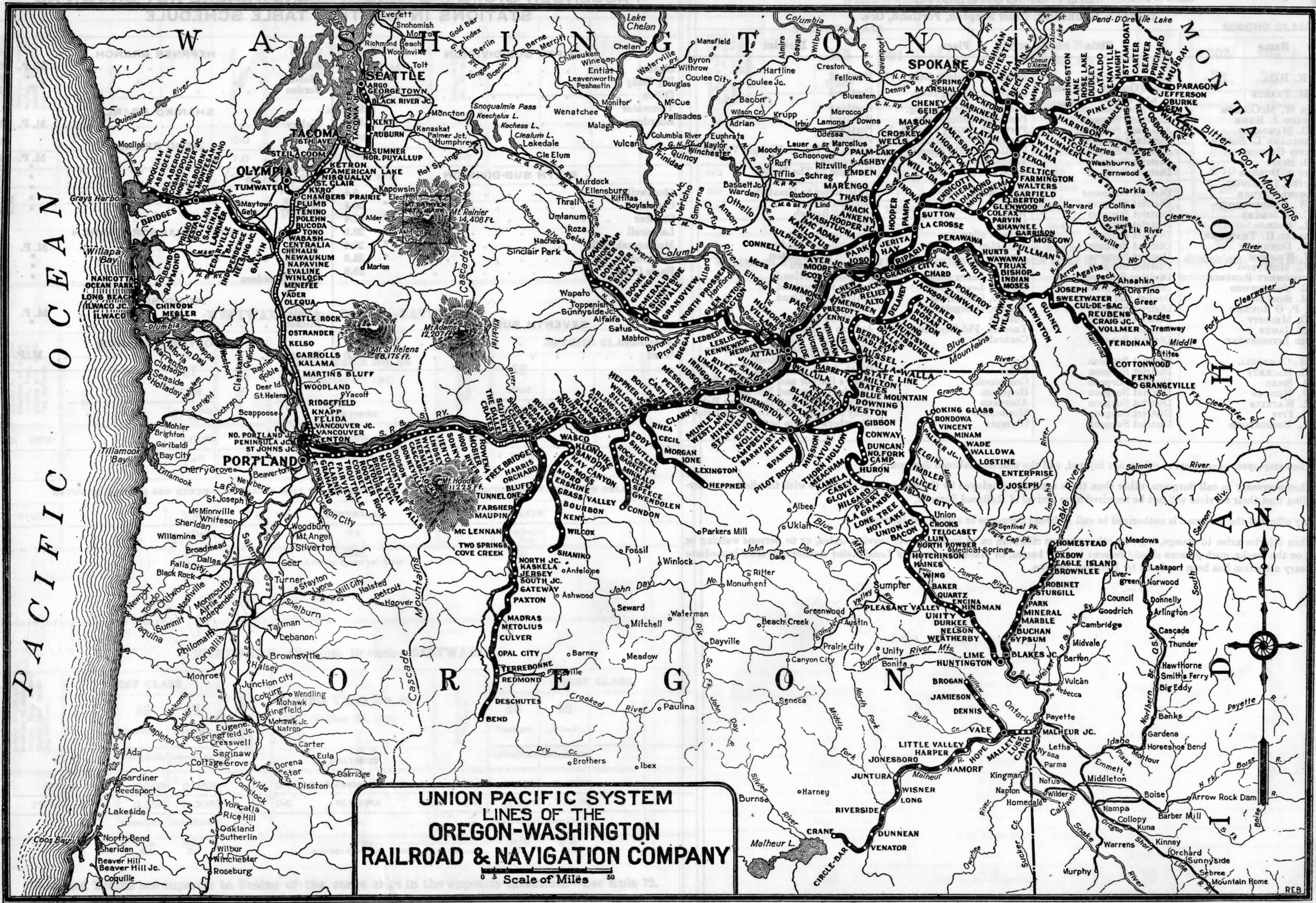
Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

PASSENGER STOPS ("S" AND "F") AND TRACKS NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULE

FIFTH SUB-DIVISION		HEPPNER BRANCH	
Seufert	M. P. 87.9	Morsil	M. P. 18.0
Big Eddy	" 88.8	McNab	" 25.0
Dillon	" 93.6	Jordan	" 31.0
Tumwater	" 96.1		
Boardman	" 164.0	SHANIKO BRANCH	
		Kelsey	M. P. 63.0
SIXTH SUB-DIVISION		BEND BRANCH	
Montavilla	M. P. 5.4	Harris	M. P. 14.1
Corbett	" 20.4	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		
SEVENTH SUB-DIVISION		GRAY'S HARBOR BRANCH	
Adamsboro	M. P. 10.3	Callow	M. P. 22.0
Ward	" 14.0	Ballast	" 28.0
		Hall	" 40.6
		South Aberdeen	" 52.8
		PRIMO BRANCH	
		Arctic	M. P. 6.3
		Midson	" 10.5
		OLYMPIA BRANCH	
		Zanaton	M. P. 1.7





UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY
0 5 10 20 30 40 50
Scale of Miles