

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

# EMPLOYEES' TIME TABLE



To Take Effect Sunday, March 12, 1922

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

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

**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, Centralia,  
Washington.

		<b>MILEAGE</b>	
<b>FIRST DIVISION</b> .....	Main Line.....	384.40	
	Branches.....		413.80
	Total.....		798.20
<b>SECOND DIVISION</b> .....	Main Line.....	233.18	
	Branches.....		97.80
	Total.....		330.98
<b>THIRD DIVISION</b> .....	Main Line.....	79.61	
	Branches.....		302.56
	Total.....		382.17
<b>FOURTH DIVISION</b> .....	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. 45 March 12, 1922	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			
	12.15 AM			5.10 AM		6.10 PM		7.29 PM	3.25 PM	0.0	HUNTINGTON	389.3		12.11 AM	8.10 AM		11.45 AM	2.45 PM	7.00 PM		
	10.15 AM			9.00 AM		9.55 PM		10.35 PM	7.25 PM	99.4	LA GRANDE	289.9		8.05 PM	3.35 AM		7.27 AM	10.40 AM	9.30 AM		
				12.25 PM	9.05 AM	1.28 AM		1.23 AM	10.30 PM	173.7	PENDLETON	215.6	4.10 PM	5.00 PM	12.20 AM		4.32 AM	7.00 AM			
	8.30 PM									178.2	RIETH	211.1								8.00 PM	
				10.45 AM		2.35 AM			12.25 AM	215.8	UMATILLA	183.0	2.30 PM			12.50 PM	2.40 AM	5.10 AM	12.05 PM		
	10.40 AM			4.35 PM	2.35 PM	5.30 AM	5.15 AM	5.00 AM	3.50 AM	304.9	THE DALLES	84.4	10.35 AM	11.45 AM	8.10 PM	10.10 PM	11.20 PM	1.40 AM	4.00 AM		
				7.30 PM	6.00 PM	8.30 AM	8.00 AM	7.45 AM	7.30 AM	389.3	PORTLAND	0.0	7.15 AM	9.00 AM	5.00 PM	7.30 PM	8.30 PM	11.00 PM			
	6.20 PM									394.1	ALBINA	1.6								10.00 PM	
	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	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.....			(8.55) 24.2	(15.11) 25.6	(15.10) 25.6	(5.20) 34.2	(15.15) 25.5	(15.45) 24.7	(45.00) 8.6	Average Speed Per Hour.....	

## WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Seattle	Time Table No. 45 March 12, 1922	Distance from Portland	FIRST CLASS				SECOND CLASS	
	691 Time Freight				563 Passenger	561 Passenger							562 Passenger	564 Passenger		
	Leave Daily				Leave Daily	Leave Daily				Arrive Daily	Arrive Daily			Arrive Daily		
	7.00 PM				11.15 PM	3.30 PM	0.0	SEATTLE	183.2	10.40 PM	6.30 AM			6.45 AM		
	8.30 PM				12.40 AM	4.55 PM	38.1	ARGO	180.1					5.00 AM		
	12.05 AM				2.30 AM	6.50 PM	92.1	TACOMA	145.1	9.25 PM	5.00 AM			7.30 AM		
	7.35 AM						181.6	CENTRALIA	91.1	7.30 PM	2.40 AM			12.30 AM		
					6.15 AM	10.10 PM	183.2	ALBINA	1.6					7.30 PM		
	Arrive Daily				Arrive Daily	Arrive Daily		PORTLAND	0.0	4.00 PM	11.15 PM			Leave Daily		
	(12.35) 14.2				(7.00) 26.2	(6.40) 27.7	Time.....			(6.40) 27.7	(7.15) 25.2			(11.15) 15.9	Average Speed per Hour.....	

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

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS		FIRST CLASS							Distance from Huntington	Time Table No. 45 March 12, 1922										FIRST CLASS		SECOND CLASS	
	303	255	35	17	1	19	11	5	23		24	2	18	4	12	6	36	256	304	Time Freight	Way Freight			
	Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger		Passenger	Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
	Leave Daily	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	Arrive Daily	Arrive Daily				
WFTYP	7.00AM				10.45AM			2.35AM		12.25AM	215.8			12.50AM	2.35AM			10.45AM	2.00PM					
3110 P	7.15				10.52			2.41		12.40	220.0			12.40	2.25			10.20	1.40					
3200 P	7.30				10.58			2.47		12.46	223.2			12.34	2.18			10.05	1.20					
3200 P	7.45				11.05			2.53		12.53	226.9			12.27	2.09			9.45	1.00					
5030 WFYP	8.10	1.05AM		2.15PM	11.15	3.10AM	3.03	2.50AM	1.05		223.9			12.16	1.55			9.15	12.30					
3118 P	8.25	1.20		2.21	11.21	3.15	3.08	2.55	1.11		227.3			12.10	1.48			9.00	12.10PM					
3200 P	8.40	1.41		2.27	11.28	3.20	3.14	3.00	1.18		231.1			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			11.55PM	1.30			8.15	11.05					
TP	9.20	2.20		2.41	11.47	3.33	3.28	3.13	1.36		241.0			11.49	1.22			8.00	10.50					
3043 P	9.25	2.25		2.44	11.50	3.36	3.31	3.15	1.39		242.5			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			11.46	1.10			7.35	10.30					
7200 TWP	10.10	3.00		2.57	12.10PM	3.50	3.44	3.27	1.55		251.5			11.30	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			11.24	12.53			7.05	9.55					
4946 WP	10.55	3.58		3.14	12.40	4.05	3.58	3.41	2.12		259.7			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			11.12	12.38			6.42	9.30					
3217 P	11.30	4.35		3.24	12.52	4.15	4.08	3.51	2.23		266.1			11.08	12.34			6.35	9.25					
5000 P	11.55AM	4.50		3.30	1.05	4.22	4.14	3.57	2.31		270.4			11.02	12.26			6.20	9.15					
3500 P	12.15PM	5.05		3.36	1.13	4.28	4.19	4.02	2.38		274.2			10.57	12.19			6.10	9.05					
2775 WP	12.30	5.15		3.40	1.18	4.33	4.24	4.07	2.44		277.2			10.52	12.13			6.00	8.55					
5000 P	12.45	5.25		3.44	1.24	4.37	4.28	4.12	2.49		279.9			10.48	12.08			5.50	8.45					
2720 P	1.00	5.40		3.48	1.30	4.41	4.32	4.16	2.54		282.5			10.44	12.03AM			5.40	8.30					
6954 YP	1.15	5.50		3.52	1.36	4.45	4.36	4.20	3.00		285.4			10.40	11.58PM			5.20	8.15					
950 WP	1.25	6.00	12.35PM	3.55	1.41	4.49	4.39	4.23	3.04		287.6			10.36	11.54	12.35PM		5.05	8.05					
2750	1.30	6.05	12.38	3.58	1.44	4.52	4.42	4.26	3.07		289.0			10.33	11.50	12.30		5.00	8.00					
2625	1.55	6.20	12.44	4.04	1.55	4.58	4.47	4.31	3.15		292.9			10.28	11.44	12.22		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			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			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				
	(8.00) 12.3	(6.10) 13.1	(0.30) 34.6	(2.15) 36.0	(3.40) 26.8	(2.15) 36.0	(2.35) 38.1	(2.05) 38.9	(3.20) 29.6					(3.25) 28.8	(3.50) 25.7	(2.45) 29.4	(2.25) 33.5	(2.40) 36.9	(3.15) 30.3	(.40) 25.9	(6.45) 14.6	(7.00) 14.1		

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, tele- phone and turn- ing stations.	SECOND CLASS		FIRST CLASS						Distance from Huntington	Time Table No. 45 March 12, 1922	Distance from Portland	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	
WTOFP	10.40AM	6.00AM	4.35PM	2.35PM	5.30AM	5.15AM	5.00AM	3.50AM	304.9	DN-R THE DALLES Dk-Wh	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	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	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	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 H	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 KI	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	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	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	55.3	9.24	10.39	7.01	9.09	10.10	12.39	1.20	1.35
190 P	1.35	8.10	5.36	3.45	6.33	6.12	5.56	5.10	336.4	LINDSEY	52.9	9.20	10.35	6.56	9.05	10.05	12.34	1.05	1.30
1980 TWFP	1.45	8.25	5.42	3.51	6.39	6.18	6.01	5.17	339.6	DN WYETH We	49.7	9.14	10.29	6.49	8.59	9.59	12.29	12.45	1.20
2784 P	1.55	8.35	5.47	3.57	6.45	6.24	6.07	5.24	342.5	HERMAN	46.8	9.08	10.24	6.43	8.54	9.54	12.24	12.15PM	1.10
3203 P	2.10	9.00	5.55	4.05	6.53	6.32	6.14	5.33	346.4	D CASCADE LOCKS Cj	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 Mu	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	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	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 Ju	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	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	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 Sn	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	FAIRVIEW Fa	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	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	4.4	7.35	9.15	5.11	7.45	8.45	11.15		
1385			7.20	5.50	8.20	7.51	7.28	7.12	387.4	BRUN	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	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 P-So-Ve	0.0	7.15AM	9.00AM	5.00PM	7.30PM	8.30PM	11.00PM		
	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

(5.20)	(5.59)	(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)	(7.15)	(4.25)
12.9	11.5	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	9.5	15.6

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 North Portland Jct.—WESTWARD**

**NINTH SUB-DIVISION—Reservation and Seattle—WESTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS					FIRST CLASS								Distance from Seattle	Time Table No 45 March 12, 1922			
	975	255	301	977	691						563	135	133		123	137	561	125
	Way Freight	Time Freight	Way Freight	Way Freight	Time Freight						Passenger	C.M.&St.P. Passenger 15	C.M.&St.P. Passenger 18		C.M.&St.P. Passenger 44	C.M.&St.P. Passenger 17	Passenger	C.M.&St.P. Passenger 16
	Leave Mon. Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
P											11.15PM	8.30PM	7.40PM	5.15PM	12.15PM	3.30PM	9.30AM	
Yard IWFTOYP	7.00AM				7.00PM						11.25	8.40PM	7.50PM	5.25PM	12.25PM	3.40	9.40AM	
1354 3401	7.30AM				7.15PM						11.35PM					3.50PM		

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

P	9.00AM				8.15PM						12.25AM					4.40PM	35.7	DN TACOMA JCT. Jn
	9.10AM				8.20PM						12.30AM					4.45PM	36.5	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											9.41PM	176.4	NORTH PORTLAND JCT. 1.2
1415	YP	5.25PM	1.20PM	2.02	5.30						5.42AM						9.44	177.6	PENINSULA JCT. 1.5
	P	5.35	1.35	2.15	5.40						5.47						9.48	179.1	ST. JOHNS JCT. 1.4
	P	5.45	1.45	2.20	6.00						5.51						9.52	180.5	YARD JCT. 1.1
	P	6.20PM	2.00PM	2.45PM	7.35AM						5.55							181.6	DN-R ALBINA B
	IP										6.05						10.00	181.7	HARDING ST. .9
	I																	182.6	EAST PORTLAND .6
		Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily					6.15AM						10.10PM	183.2	DN-R PORTLAND Dispr. X P-So-Ve

(2.10)	(0.55)	(0.40)	(0.45)	(12.35)	(7.00)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(6.40)	(0.10)	Time
15.4	4.3	6.0	6.9	14.2	26.2	18.6	18.6	18.6	18.6	18.6	27.7	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 North Portland Jct.—EASTWARD**

**NINTH SUB-DIVISION—Reservation and Seattle—EASTWARD**

Time Table No. 45 March 12, 1922	Distance from Portland	FIRST CLASS										SECOND CLASS								
		120	130	124	134	132	562	564							692	978	976	302	256	
		C.M.&St.P. Passenger 16	C.M.&St.P. Passenger 43	C.M.&St.P. Passenger 17	C.M.&St.P. Passenger 18	C.M.&St.P. Passenger 15	Passenger	Passenger								Time Freight	Way Freight	Way Freight	Way Freight	Time Freight
<b>STATIONS</b>		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tues. Thur. & Sat.	Arrive Daily	Arrive Daily	
Black Signals DN-R SEATTLE 3.1 DN-R ARGO 6.3 DN-R BLACK RIVER	Ow Double Track Bi	183.2	9.15AM	11.55AM	11.45AM	7.25PM	8.15PM	10.40PM	6.30AM											
		180.1	9.05AM	11.45AM	11.30AM	7.15PM	8.05PM	10.30	6.15						6.45AM		3.00PM			
		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.**

Black Signals DN TACOMA JCT. 0.8 RESERVATION	Jn	147.5						9.35PM	5.10AM											5.15AM	12.45PM	
		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.**

Black Signals NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.5 ST. JOHNS JCT. 1.4 YARD JCT. 1.1 DN-R ALBINA 1.1 HARDING ST. 1.0 EAST PORTLAND 0.6 DN-R PORTLAND 0.0 (183.2)	Staff Signals Double Track Double Track Double Track Double Track B Double Track Double Track	6.8						4.20PM	11.38PM												8.05PM	7.05AM			
		5.6						4.17	11.34												7.55	6.55	7.40AM	10.20PM	
		4.1						4.13	11.30												7.45	6.45	7.30	10.14	
		2.7						4.10	11.25												7.40	6.40	7.25	10.10	
		1.6																			7.30PM	6.30AM	7.15AM	10.00PM	
		1.5						4.05	11.20																
		0.6																							
		0.0						4.00PM	11.15PM																
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily												Leave Daily	Leave Daily Ex. Sun.	Leave Tues. Thur. & Sat.	Leave Daily	Leave Daily

Time.....	(0.10)	(0.10)	(0.15)	(0.10)	(0.10)	(6.40)	(7.15)													(11.15)	(.35)	(2.25)	(0.25)	(0.20)
Average Speed per Hour.....	18.6	18.6	12.4	18.6	18.6	27.7	25.2													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.**

**WESTWARD—Gray's Harbor Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS				FIRST CLASS				Distance from Centralia	Time Table No. 45		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.	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	C.M.&St.P. Passenger		C.M.&St.P. Passenger	Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Way Freight	C.M.&St.P. Fast Frt.	Way Freight	C.M.&St.P. Fast Frt.	Way Freight	C.M.&St.P. Fast Frt.	Way Freight	C.M.&St.P. Fast Frt.
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		
WFYOTP	1.00PM								3.00AM	0.0	DN-R	<b>CENTRALIA</b> 2.4	Da	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		1.10PM					3.45AM	2.4	BLAKESLEE JUNCTION	55.1	1.30AM						9.30PM						
1359	P	1.20					f 3.55	5.0	D GALVIN Rk	52.5	f 1.20						9.20						
2285	P	1.40	2.43AM				f 4.10	12.2	HELISING JUNCTION	45.3	f 1.05						9.00	8.00PM					
2680	WP	1.50	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	2.10	3.05				f 4.19 f 4.30	18.3	BALCH	39.2	f 2.50 f 2.48						8.35	7.40					
2718	P	2.42	3.20				s 4.27 f 4.45	22.2	D CEDARVILLE Cd	35.3	s 2.42 f 2.38						8.20	7.30					
2687	P	3.00	3.35				f 4.35 f 5.00	26.3	LANKNER	31.2	f 2.34 f 2.26						8.05	7.20					
		3.10	3.42				4.40 5.05	28.8	RONY	28.7	2.29 12.20						7.55	7.15					
2353	P	3.20	3.50				s 4.45 f 5.10	30.8	SAGINAW	26.7	s 2.24 f 2.15						7.45	7.10					
	WP	3.30	3.55				f 4.50 f 5.20	32.5	SOUTH ELMA	25.0	f 2.19 f 2.10AM						7.35	7.05					
1747	P	3.45	4.05				f 4.59 f 5.30	35.9	FULLER	21.6	f 2.12 f 1.55PM						7.20	6.55					
		4.15PM	4.30AM				f 5.12PM 5.50AM	42.4	R SOUTH MONTESANO	15.1	f 2.00PM f 1.35PM						7.00PM	6.40PM					
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											
		5.00PM	4.30AM				f 5.27PM f 5.50AM	42.4	R SOUTH MONTESANO	15.1	f 1.45PM f 1.35PM						7.00PM	6.40PM					
1523	P	5.10	4.35				f 5.32 f 5.55	43.8	MELBOURNE	13.7	f 1.42 f 1.30						6.55	6.35					
1751	P	5.40	4.45				f 5.40 f 6.05	46.9	PREACHER'S SLOUGH	10.6	f 1.36 f 1.20						6.45	6.25					
	P							50.1	NORTH RIVER JUNCTION	7.4													
1915	WFYOP	6.00	5.00				s 5.50 s 6.20	51.2	D COSMOPOLIS Ca	6.3	s 1.28 s 1.10						6.30	6.00					
4135	IWYOP	6.45PM	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		7.00PM	6.00AM				6.15PM	7.15AM	57.5	DN-R	<b>HOQUIAM</b>	Ho	0.0	1.05PM	10.40PM					5.30PM	5.00PM		
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				Arrive Daily	Arrive Daily	Arrive Daily		(57.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sun.	Leave Daily Ex. Sun.		
		(6.00) 9.6	(3.17) 13.8				(0.07) 12.8	(0.07) 12.8	(2.10) 20.8	(4.15) 14.0	Time			(2.05) 21.7	(3.10) 18.0	(0.07) 12.8	(0.07) 12.8			(4.15) 13.5	(3.00) 15.1		
											Average Speed per Hour												

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		FIRST CLASS		Distance from Bend	Time Table No. 45 March 12, 1922		Distance from Sherman	FIRST CLASS		SECOND CLASS	
	81		35			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	8.15AM	41.3	DN-R	METOLIUS	Ms	106.1	5.05PM	4.30PM			
2680	7.15	8.24	46.3	D	MADRAS	Md	101.1	4.50	3.45			
2480	7.30	8.34	51.9		PAXTON		95.5	4.35	3.00			
1900	7.45	8.49	57.4	D	GATEWAY	Gw	90.0	4.20	2.40			
1280	8.15	9.12	65.7	R	SOUTH JUNCTION		81.7	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	9.32	76.1	R	NORTH JUNCTION	Jn	71.3	3.25	1.15			
.00	8.55	9.35	77.2		COVE CREEK		70.2	3.22	1.10			
1180	9.10	9.42	80.0		TWO SPRING		67.4	3.15	12.55			
475	9.40	10.04	88.1		McLENNON		59.3	2.55	12.30PM			
1150	10.25	10.25	96.1	D	MAUPIN	Hf	51.3	2.35	11.45AM			
1290	11.00	10.45	105.2		FARGHER		42.2	2.10	10.45			
1200	11.35	11.10	115.6		TUNNEL ONE		31.8	1.44	10.05			
1160	11.55AM	11.25	121.2		BLUFFS		26.2	1.30	9.45			
2650	1.05PM	11.50AM	133.0		ORCHARD		14.4	1.05	9.15			
450	1.47	12.01PM	137.5		FREE BRIDGE		9.9	12.55	9.00			
YW	2.20PM	12.30PM	147.4	D-R	SHERMAN	Vo	0.0	12.35PM	8.30AM			
	Arrive Tues. Thurs. & Sat.	Arrive Daily			(147.4)			Leave Daily	Leave Mon. Wed. & Fri.			
	(13.20) 11.1	(5.30) 26.8						(6.25) 22.9	(15.00) 9.8			

**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. 45 March 12, 1922		Distance from Biggs	FIRST CLASS	
	21			22				
	Mixed			Mixed				
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			
3385	WYFP	7.30AM	0.0	D-R	SHANIKO	Ni	69.3	5.50PM
891		8.05	12.6		WILCOX		56.7	5.05
1100		8.20	17.4		KENT		51.9	4.50
571		8.40	23.9		BOURBON		45.4	4.20
1968	WT	9.10	31.2	D	GRASS VALLEY	Vy	38.1	4.00
338	Spur	9.30	38.6		ERSKINE		30.7	3.40
2694	W	9.44	42.7	D	MORO	Mr	26.6	3.25
1089		9.54	45.8		DE MOSS		23.5	3.15
393		10.01	49.7		NISH		19.6	3.03
3850	Spur	10.03	50.6		HAY CANYON		18.7	3.00
650	Spur	10.12	53.6		SANDON		15.7	2.50
1199		10.19	55.6		KLONDIKE		13.7	2.45
3266	W	10.32	60.0	D	WASCO	Wa	9.3	2.30
190	Spur	10.40	62.6		SINK		6.7	2.15
844		10.45	64.4		THORNBERRY		4.9	2.05
6780	WYFP	11.20AM	69.3	DN-R	BIGGS	Bx	0.0	1.45PM
		Arrive Daily			(69.3)			Leave Daily
		(3.50) 18.0						(4.05) 16.9

**WESTWARD—Condon Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Heppner	Time Table No. 45 March 12, 1922		Distance from Heppner Jct.	FIRST CLASS	
	25			26				
	Mixed			Mixed				
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			
2867	WTFP	8.00AM	0.0	D-R	HEPPNER	Hr	45.2	4.40PM
1029	P	8.20	8.9		LEXINGTON		36.3	3.50
2397	W	9.00	16.9	D	IONE	On	28.3	3.15
1082		9.30	25.3		MORGAN		19.9	2.40
631	W	9.55	30.6		CECIL		14.6	2.15
		10.15	34.3		EWING		10.9	2.00
1004		10.35	38.4		RHEA		6.8	1.45
882	TP	11.20AM	45.2	D-R	HEPPNER JCT.	Wi	0.0	1.25PM
		Arrive Daily			(45.2)			Leave Daily
		(3.20) 13.6						(3.15) 13.9

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Condon	Table Table No. 45 March 12, 1922		Distance from Arlington	FIRST CLASS	
	13			14				
	Mixed			Mixed				
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			
10005	WYFP	8.20AM	0.0	D-R	CONDON	Cd	44.4	4.20PM
1576		8.40	8.2		GWENDOLEN		36.3	3.30
1783		8.50	12.1		SPEECE		32.3	3.15
1816		9.10	15.8		CLEM		28.6	3.00
2342	W	9.35	20.1		MIKKALO		24.3	2.40
1698		10.00	24.7		BARNETT		19.7	2.20
2446	W	10.20	28.2		ROCK CREEK		16.2	2.05
1793		10.45	36.9		SHUTLER		7.5	1.35
2596	TWFP	11.30AM	44.4	DN-R	ARLINGTON	Mx	0.0	1.05PM
		Arrive Daily			(44.4)			Leave Daily
		(3.10) 14.0						(3.15) 13.7

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, tele- phone, and turn- ing stations.	Distance from Primo	Time Table No. 45 March 12, 1922		Distance from No. River Jet.
		STATIONS		
462	0.0	<b>PRIMO</b>	12.0	
1002	7.0	7.0 BRIDGES	5.0	
	12.0	5.0 <b>NORTH RIVER JCT.</b>	0.0	
		(12.0)		

Time .....  
Average Speed per Hour.....

**WESTWARD—SEVENTH SUB-DIVISION—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS		Distance from Huntington	Time Table No. 45 March 12, 1922		Distance from Portland	SECOND CLASS	
	255 Time Freight	301 Way Freight		302 Way Freight	256 Time Freight			
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	
3726	4.00PM	12.10PM	373.7	DN	<b>TROUTDALE</b>	Sn	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 <b>PENINSULA JCT.</b>		5.6	7.40AM 10.20PM
	Arrive Daily	Arrive Daily			(16.4)		Leave Daily	Leave Daily

Time ..... (1.25) (1.10) (0.50) (0.45)  
Average Speed per Hour..... 11.6 14.0 19.7 21.8  
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, tele- phone and turn- ing stations.	SECOND CLASS		Distance from Tono	Time Table No. 45 March 12, 1922		Distance from Centralia	SECOND CLASS	
	57 Mixed	58 Mixed						
1300 WFOF	Leave Daily Ex. Sun.	3.00PM	0.0	R	<b>TONO</b>	7.8	1.35PM	
	f	3.25	6.1		6.1 WABASH	1.7	f 1.10	
					1.7			

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

WFYOTP	3.35PM	7.8	DN-R	<b>CENTRALIA</b>	Ds	0.0	1.00PM
	Arrive Daily Ex. Sun.			(7.8)			Leave Daily Ex. Sun.
	(0.35) 13.4			Time.....		(0.35) 13.4	Average Speed per Hour.....

**WESTWARD—Olympia Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	FIRST CLASS		Distance from Chambers Prairie	Time Table No. 45 March 12, 1922		Distance from Olympia	FIRST CLASS	
	49 Passenger	47 Passenger		46 Passenger	48 Mixed			
PY	Leave Daily	Leave Daily	0.0	DN-R	<b>CHAMBERS PRAIRIE</b>	Ma	7.4	5.50PM 8.00PM
PWFY	8.05PM	6.05PM			7.4		0.0	5.30PM 7.30PM
	8.30PM	6.30PM	7.4	D-R	<b>OLYMPIA</b>	On		Leave Daily Leave Daily
	Arrive Daily	Arrive Daily			(7.4)			

Time..... (0.25) (0.25) (0.20) (0.30)  
Average Speed per Hour..... 17.8 17.8 22.2 14.8

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

# FIRST DIVISION

## SPECIAL RULES

(Superseding rules in conflict in "Rules and Instructions of the Transportation Department.")

### 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, Warrendale 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. 19 will stop at any station East of Sherman to pick up passengers for Shaniko and Bend Branches.
- 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. 24 will not exceed 30 miles per hour passing Troutdale station building to permit of mail dispatch.
- 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 westward trains will obtain clearance at Vancouver covering movement between North Portland Jct. and Albina or Portland.

Ninth Sub-Division eastward trains will not obtain clearance at Reservation, but will obtain clearance at Black River.

All trains will obtain clearance at Arlington and Hood River.

Trains originating at Helsing Jct. will obtain clearance at Independence.

Trains westward from Blakeslee Jct. and eastward from Wabash will obtain clearance before leaving Centralia.

Trains will not obtain clearance at Peninsula Jct., South Montesano, Montesano, North River Jct., Primo or Tono.

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.

4. Trains will not whistle for train order signals at Arlington, Hood River, 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.  
Trains crossing Fifteenth Street at Tacoma must be preceded by flagman.
11. Sand will not be used on draw bridges.
12. Referring to Rule No. 17, "Rules and Instructions of the Transportation Department", when rules require the headlight to be displayed, electric headlights on engines will be dimmed:
  - (a) In yards where switch engines are employed.
  - (b) At meeting points.
  - (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
  - (d) When standing.
  - (e) On two or more tracks when approaching trains running in the opposite direction.
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 curves of 9 degrees or more; 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 curves of 9 degrees or more. 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.....	25 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.**

	Passenger	Freight
<b>A.—Shaniko Branch—</b>		
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
<b>Condon Branch—</b>		
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
<b>Heppner Branch—</b>		
Between Heppner Jct. and Heppner.....	30 miles	25 miles
<b>Bend Branch—</b>		
Between Sherman and South Junction.....	35 miles	25 miles
Between South Junction and Paxton.....	25 miles	20 miles
Between Paxton and Metolius.....	45 miles	30 miles
Over Willow Creek Viaduct between Madras and Metolius.....	15 miles	15 miles
<b>Gray's Harbor Branch—</b>		
Between Centralia and Aberdeen.....	35 miles	25 miles
Within City Limits Aberdeen {over street crossings.....	10 miles	10 miles
{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
<b>Olympia Branch—</b>		
Between Chambers Prairie and Olympia.....	35 miles	25 miles
<b>Primo Branch—</b>		
Between North River Jct. and Primo.....	25 miles	20 miles
<b>Tono Branch—</b>		
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 semaphores at St. Johns Jct. and Peninsula Jct. indicate the limits of staff block. Cars will not be shoved through tunnel ahead of engine. Headlights will be kept burning on all engines run between St. Johns Jct. and Peninsula Jct. during day and night. Westward trains will be governed by position of semaphore signals located 600 feet east of Peninsula Jct. staff station on North Portland Jct. line and 1450 east of this station on Troutdale line 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**

Referring to 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
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				CENTRALIA and TONO	NORTH RIVER JUNCTION and PRIMO	CHAMBERS PRAIRIE and OLYMPIA	
		EASTWARD					WESTWARD	EASTWARD			WESTWARD			EASTWARD		WESTWARD	EASTWARD			WESTWARD	EASTWARD	EASTWARD	EASTWARD					
		Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Madras	Madras to Redmond	Redmond to Bend	Terrebonne to Culver	Biggs to Thornberry	Thornberry to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Moro	Hay Canyon to Sandon	Arlington to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Ione	Ione to Lexington				Lexington to Heppner	Hoquiam to So. Aberdeen	So. Aberdeen to Centralia	Centralia to So. Aberdeen	So. Aberdeen to Hoquiam
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	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. 64 15 26 139 26	1727 to 1732	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. 57 20 125 26	1737 to 1741	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 26 176 30	710 to 718																											
C. 57 21 163 30	724																											
C. 57 15 26 169 30	719 to 723	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 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
Argo.....	Yard Office
Aberdeen.....	Telegraph Office
Hoquiam (Joint).....	Telegraph Office

### GENERAL TIME INSPECTORS

Webb C. Ball, General Time Inspector, San Francisco

### LOCAL TIME SERVICE INSPECTORS

Belding & Saxton.....	Portland
N. L. Nielson.....	Portland
D. Lindquist.....	The Dalles
W. W. Houghton & Son.....	Seattle
Richard Vaeth.....	Tacoma
Ben Salick.....	Centralia
Wm. Haylor.....	Heppner
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
A. H. JOHNSTON	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
R. UNDERWOOD	District Surgeon	Seattle, Leary Bldg.	Seattle to Portland
M. SAMUELS	Oculist and Aurist	Seattle, Cobb Bldg.	Seattle to Portland
A. P. O'ROURKE	District Surgeon	Seattle, Georgetown	Argo
T. 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 Centralia to So. Elma and Tono
R. H. CAMPBELL	District Surgeon	Vader	Winlock to Castle Rock
E. C. HACKETT	District Surgeon	Kelso	Castle Rock to Kalama
W. G. TUCKER	District Surgeon	Cosmopolis	Gray's Harbor and No. River Bchs.
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

**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
		BEND BRANCH	
		Harris . . . . .	M. P. 14.1
		Ketchum . . . . .	" 27.0
		Sherars Bridge . . . . .	" 43.0
		Truman . . . . .	" 84.2
		Agency . . . . .	" 103.5
		Hensley . . . . .	" 135.2
		GRAY'S HARBOR BRANCH	
		Callow . . . . .	M. P. 22.0
		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
SIXTH SUB-DIVISION			
Montavilla . . . . .	M. P. 5.4		
Corbett . . . . .	" 20.4		
Crusher . . . . .	" 21.4		
Latourell . . . . .	" 23.9		
Multnomah Falls . . . . .	" 29.6		
Warrendale . . . . .	" 35.8		
Eagle Creek . . . . .	" 39.9		
SEVENTH SUB-DIVISION			
Adamsboro . . . . .	M. P. 10.3		
Ward . . . . .	" 14.0		

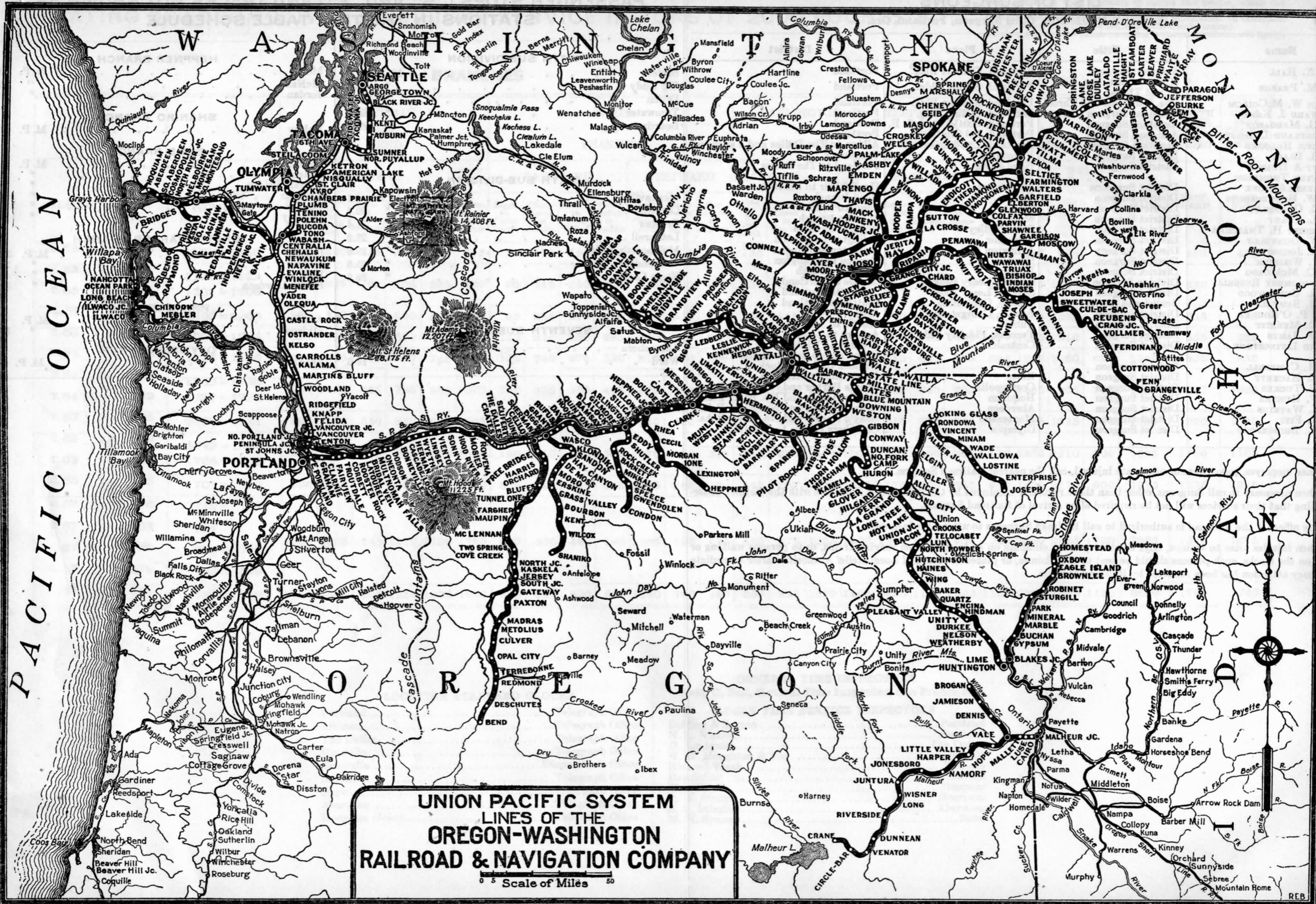
When employes, passengers or others are injured, call the nearest Railroad Surgeon.

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 running 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.





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

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