

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

# EMPLOYEES' TIME TABLE



To Take Effect Sunday, May 21, 1922

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, Fourth and Fifth Sub-Divisions and Branches,  
Portland, Oregon.

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

E. A. HACKETT,  
CHIEF DISPATCHER, Sixth Sub-Division and Branches, Centralia, Washington.

**MILEAGE**

<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

# CONDENSED TIME TABLE

## WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Huntington	Time Table No. 46 May 21, 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
12.15AM	5.10AM		6.10PM		7.29PM	3.25PM		12.11AM	8.10AM		11.45AM	2.45PM	7.00PM								
10.15AM	9.00AM		9.55PM		10.35PM	7.25PM		8.05PM	3.35AM		7.27AM	10.40AM	9.30AM								
	12.25PM	9.05AM	1.28AM		1.23AM	10.30PM		4.10PM	5.00PM	12.20AM	4.32AM	7.00AM									
8.30PM													8.00PM								
		10.45AM		2.35AM		12.25AM		2.30PM		12.50AM	2.40AM	5.10AM									
10.40AM	4.35PM	2.35PM	5.30AM	5.15AM	5.00AM	3.50AM		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		7.15AM	9.00AM	5.00PM	7.30PM	8.30PM	11.00PM								
6.20PM														10.00PM							
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							
(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							

## WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Seattle	Time Table No. 46 May 21, 1922	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	Leave Daily	Leave Daily	Leave Daily
				11.15PM	3.30PM		10.40PM	6.30AM									
7.00PM				12.40AM	4.55PM		9.25PM	5.00AM					6.45AM				
8.30PM				2.30AM	6.50PM		7.30PM	2.40AM					5.00AM				
12.05AM													12.30AM				
7.35AM													7.30PM				
				6.15AM	10.10PM		4.00PM	11.15PM									
Arrive Daily				Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily				
(12.85) 14.3				(7.00) 26.2	(6.40) 27.7	(6.40) 27.7	(7.15) 25.2	(11.15) 15.9									

## WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Spokane	Time Table No. 46 May 21, 1922	Distance from Umatilla— Pendleton	FIRST CLASS				SECOND CLASS		
253 Time Freight				11 Passenger	5 Passenger	7 Passenger	1 Passenger				12 Passenger	6 Passenger	8 Passenger	2 Passenger	254 Time Freight		
																Leave Daily	Leave Daily
6.00PM				9.15PM	4.25PM	7.05AM		7.15AM	11.15AM	6.45PM		3.30AM					
					10.25PM	12.15PM			5.05AM	12.45PM							
1.30AM				12.10AM	11.05PM			3.45AM	4.10AM			6.40PM					
6.00AM				1.45AM	12.58AM 2.40AM			1.53AM	2.25AM 12.15AM			2.10PM					
8.00AM				2.30AM				12.55AM				12.01PM					
						12.35PM 12.55PM											
					4.10AM	2.55PM	7.00AM				11.00PM	9.45AM	7.00PM				
						4.55PM	9.00AM				8.00AM	5.10PM					
Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
(14.00) 13.2				(5.15) 35.1	(11.45) 21.3	(9.50) 25.6	(2.00) 23.4	(6.20) 29.1	(12.15) 20.8	(10.45) 23.4	(1.50) 25.5	(15.20) 11.9					

**FOURTH SUB-DIVISION—Umatilla and The Dalles—WESTWARD**

Length of passing tracks in feet and location of poles, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS							Distance from Huntington		
		253	303	35	17	1	19	11	5	23			
		Time Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger			
WFTYP	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	8.30AM	7.00AM				10.45AM		2.35AM		12.25AM	215.8		
3110 P	8.45	7.15				10.52		2.41		12.40	220.0		
3200 P	9.00	7.30				10.58		2.47		12.46	223.2		
3200 P	9.10	7.45				11.05		2.53		12.53	226.9		
5030 WFYP	9.30	8.20	1.05AM			2.15PM	11.15	3.10AM	3.03	2.50AM	1.05	223.9	
	9.35	8.30	1.10			2.17	11.18	3.12	3.05	2.52	1.08	225.3	
3118 P	9.40	8.40	1.20			2.21	11.21	3.15	3.08	2.55	1.11	227.3	
3260 P	9.50	9.00	1.41			2.27	11.28	3.20	3.14	3.00	1.18	231.1	
3110 P	10.05	9.25	2.05			2.35	11.38	3.28	3.22	3.07	1.30	236.9	
TP	10.15	9.40	2.20			2.41	11.47	3.33	3.28	3.13	1.36	241.0	
3043 P	10.20	9.45	2.25			2.44	11.50	3.36	3.31	3.15	1.39	242.5	
3015 P	10.30	10.00	2.40			2.50	11.59AM	3.43	3.37	3.20	1.47	246.9	
7200 WTP	10.40	10.20	3.00			2.57	12.10PM	3.50	3.44	3.27	1.55	251.5	
3203 P	10.55	10.35	3.34			3.06	12.20	3.58	3.52	3.34	2.04	255.2	
4946 WP	11.05	10.55	3.58			3.14	12.40	4.05	3.58	3.41	2.12	259.7	
3745 P	11.14	11.14	4.25			3.20	12.48	4.11	4.04	3.47	2.18	263.7	
3217 P	11.20	11.30	4.35			3.24	12.52	4.15	4.08	3.51	2.23	266.1	
5000 P	11.30	11.55AM	4.50			3.30	1.05	4.22	4.14	3.57	2.31	270.4	
3500 P	11.46	12.15PM	5.05			3.36	1.13	4.28	4.19	4.02	2.38	274.2	
2775 WP	11.55AM	12.30	5.20			3.40	1.18	4.33	4.24	4.07	2.44	277.2	
5000 P	12.05PM	12.45	5.35			3.44	1.24	4.37	4.28	4.12	2.49	279.9	
3795 P	12.15	1.00	5.55			3.48	1.30	4.41	4.32	4.16	2.54	282.5	
6954 YP	12.25	1.15	6.10			3.52	1.36	4.45	4.36	4.20	3.00	285.4	
950 WP	12.40	1.25	6.20			12.35PM	3.55	4.49	4.39	4.23	3.04	287.6	
2750	12.45	1.30	6.25			12.38	3.58	4.52	4.42	4.26	3.07	289.0	
2625	1.00	1.55	6.35			12.44	4.04	4.58	4.47	4.31	3.15	292.9	
	1.05	2.05	6.40			12.46	4.06	5.00	4.49	4.33	3.17	294.1	
3678	1.20	2.20	6.50			12.50	4.12	5.07	4.53	4.38	3.25	297.6	
WFTOP	2.00PM	3.00PM	7.15AM			1.05PM	4.30PM	2.25PM	5.25AM	5.10AM	4.55AM	3.45AM	304.9
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

**Time Table No. 46**  
May 21, 1922

STATIONS		
DN-R	UMATILLA	Ce
	4.2	
	BAILEY	
	3.2	
D	IRRIGON	Go
	3.7	
	JUDSON	
	6.5	
DN-R	MESSNER	Fe
	1.4	
	BOARDMAN	
	2.0	
	PETERS	
	3.8	
	CASTLE	
	5.8	
	BOULDER	
	4.1	
D	HEPPNER JCT.	
	1.5	
	WILLOWS	
	4.4	
	SILICA	
	4.6	
DN	ARLINGTON	Mx
	3.7	
	GILMORE	
	4.5	
	BLALOCK	
	4.0	
	RAMSAY	
	2.4	
D	QUINTON	Qn
	4.3	
	HOOK	
	3.8	
	GOFF	
	3.0	
	DAY	
	2.7	
	RUFUS	
	2.6	
	GRANT	
	2.9	
DN	BIGGS	Bx
	2.2	
D	SHERMAN	Vo
	1.4	
	MILLER	
	3.9	
	CEILO	
	1.2	
	OREGON TRUNK JCT.	
	3.5	
	DUNE	
	7.3	
DN-R	THE DALLES	Dk-Wb
	(98.6)	

(5.30)	(8.00)	(6.10)	(0.30)	(2.15)	(3.40)	(2.15)	(2.35)	(2.05)	(3.20)	Time
18.0	12.3	13.1	34.6	36.0	26.8	36.0	38.1	38.9	29.6	Average Speed per Hour

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.  
 Nos. 5, 11 and 17 will register by registering ticket (Form 2642) at Messner.

**FOURTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD**

Time Table No. 46 May 21, 1922		Distance from Portland	FIRST CLASS								SECOND CLASS			
			24	2	18	4	12	6	36	254	256	304		
			Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Time Freight	Time Freight	Way Freight		
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday		
Block Signals	DN-R <b>UMATLLA</b> Cs	183.0	5.05AM	2.25PM			12.50AM	2.35AM				9.30AM	5.00PM	
	4.2 BAILEY	178.8	4.55	f 2.15			12.40	2.25				9.15	4.30	
	D IRRIGON Go	175.6	f 4.46	s 2.08			12.34	2.18				9.00	4.15	
	3.7 JUDSON	171.9	4.36	f 2.00			12.27	2.09				8.45	4.00	
	6.5 DN-R <b>MESSNER</b> Fo	165.4	f 4.20	s 1.47	2.30PM	10.35PM	12.16	1.55				8.20	9.00AM	3.35
	1.4 BOARDMAN	164.0	4.16	f 1.44	2.25	10.30	12.13	1.51				8.15	8.50	3.25
	2.0 PETERS	162.0	4.11	1.40	2.21	10.27	12.10	1.48				8.05	8.40	3.20
	3.1 CASTLE	158.2	4.02	f 1.32	2.12	10.20	12.03AM	1.41				7.55	8.25	3.05
	5.8 BOULDER	152.4	3.50	1.20	2.03	10.10	11.55PM	1.30				7.35	8.05	2.35
	4.1 D <b>HEPPNER JCT.</b> Wi	148.3	3.40	s 1.12	1.56	10.02	11.49	1.22				7.20	7.50	2.20
1.5 WILLOWS	146.8	<del>3.36</del> 3.31	f 1.09	1.53	9.59	11.46	1.19				7.15	7.45	2.15	
4.4 SILICA	142.4	3.20	1.00	1.45	9.51	11.39	1.10				7.00	7.30	2.00	
4.0 DN <b>ARLINGTON</b> Mx	137.8	s 3.00	s 12.50 12.40	s 1.35	s 9.42	s 11.30	s 1.00				6.40	7.15	1.35	
3.7 GILMORE	134.1	2.54	12.30	1.29	9.35	11.24	12.53				6.25	7.00	1.00	
4.5 BLALOCK	129.6	2.48	f 12.18	1.22	9.28	11.18	12.45				6.10	6.45	12.40 12.18PM	
4.0 RAMSAY	125.6	2.42	12.09	1.16	9.22	11.12	12.38				6.00	6.30	11.50AM	
2.4 D <b>QUINTON</b> Qn	123.2	2.38	s 12.04PM	1.13	9.18	11.08	12.34				5.52	6.25	11.30 11.20	
4.3 HOOK	118.9	2.31	f 11.55AM	1.05	9.12	11.02	12.26				5.40	6.10	11.00	
3.8 GOFF	115.1	2.26	f 11.46	12.55	9.06	10.57	12.19				5.30	5.55	10.50	
3.0 DAY	112.1	2.21	f 11.40	12.50	9.02	10.52	12.13				5.20	5.45	10.40	
2.7 RUFUS	109.4	2.17	s 11.34	f 12.45	f 8.57	10.48	12.08				5.10	5.35	10.32	
2.6 GRANT	106.8	2.13	f 11.28	12.40	8.53	10.44	12.03AM				5.00	5.25	10.25	
2.9 DN <b>BIGGS</b> Bx	103.9	2.09	s 11.20	s 12.35	f 8.48	10.40	11.58PM				4.50	5.15	10.15	
2.2 D <b>SHERMAN</b> Vo	101.7	2.06	f 11.15	s 12.30	8.44	10.36	11.54	12.35PM			4.40	5.05	10.05	
1.4 MILLER	100.3	2.03	f 11.12	12.23	f 8.41	10.33	11.50	f 12.30			4.35	5.00	10.00	
3.9 CELLO	96.4	1.58	s 11.02	12.14	f 8.34	10.28	11.44	f 12.22			4.20	4.45	9.45	
1.2 <b>OREGON TRUNK JCT.</b>	95.2	1.56	10.58	12.11	8.30	10.26	11.40	12.18			4.15	4.40	9.40	
3.5 DUNE	91.7	1.52	10.52	12.02PM	8.25	10.22	11.34	12.12PM			4.00	4.30	9.30	
7.3 DN-R <b>THE DALLES</b> Dk-Wh	84.4	1.40AM	10.35AM	11.45AM	8.10PM	10.10PM	11.20PM	11.55AM			3.30AM	4.00AM	9.00AM	
(98.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	

Time.....	(3.25)	(3.50)	(2.45)	(2.25)	(2.40)	(3.15)	(.40)				(6.00)	(5.00)	(8.00)
Average Speed per Hour.....	28.8	25.7	29.4	33.5	36.9	30.3	25.9				16.6	16.2	12.3

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.  
 Nos. 12 and 18 will register by registering ticket (Form 2642) at Messner.

FIFTH SUB-DIVISION—The Dalles and Portland—WESTWARD

Length of passing trains in feet and location of seats, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS				FIRST CLASS								Distance from Huntington	STATIONS			
	977	691	255	301	561	17	1	19	11	5	23	563		Time Table No. 46			
	Way Freight	Time Freight	Time Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger		May 21, 1922			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Block Signals			
WFTOP			10.40AM	6.00AM									304.9	DN-R THE DALLES	Dk-Wh	2.8	
P			10.55	6.15									307.7	DN CRATES	Cr.	5.6	
3350 P			11.22	6.30									313.3	ROWENA		3.6	
3500 P			11.45AM	6.45									316.9	CHATFIELD		3.2	
3200 WP			12.10PM	7.00									320.1	D MOSIER	H	6.0	
3020 WP			12.40	7.25									326.1	DN HOOD RIVER	KI	4.5	
4040 P			12.58	7.45									330.6	MENO		1.2	
3255 P			1.05	7.50									331.8	SONNY		2.2	
1835 P			1.20	8.00									334.0	VIENTO		2.4	
3190 P			1.35	8.10									336.4	LINDSEY		3.2	
2980 WFTP			1.45	8.25									339.6	DN WYETH		2.0	
2784 P			1.55	8.35									342.5	HERMAN		3.9	
3203 P			2.10	9.00									346.4	D CASCADE LOCKS	CJ	4.2	
6783 WTP			2.30	9.30									350.6	D BONNEVILLE	Mu	4.6	
3315 P			2.45	10.03									355.2	DODSON		2.7	
3108 P			2.55	10.25									357.9	ONEONTA		5.1	
3479 P			3.15	10.50									363.0	D BRIDAL VEIL	Ju	3.9	
3210 P			3.30	11.15									366.9	ROOSTER ROCK		3.3	
3050 P			3.45	11.40									370.2	TAYLOR		3.5	
5875 WTP			4.00	11.59AM									373.7	DN TROUTDALE	Sn	2.4	
2700 P													376.1	FAIRVIEW	Fa	5.5	
2720 P			VIA KENTON	VIA KENTON									381.6	CLARNIE		3.3	
1500 P													384.9	GRAHAM		2.5	
1385													387.4	BRUUN			
5331 P			4.25	12.30PM									378.7	HEMLOCK		4.7	
3912 P			4.50	12.45									383.4	FIR		5.5	
3763 P			5.20	1.10									388.9	KENTON		1.2	
1415 YP			5.25PM	1.20PM									390.1	PENINSULA JCT.			
P			2.00PM	5.20AM									391.3	Block Signals	NORTH PORTLAND JCT.	1.2	
1415 YP			2.02	5.30									390.1	Block Signals	PENINSULA JCT.		
1415 YP			2.02	5.30	5.25PM	1.20PM							390.1	Block Signals	PENINSULA JCT.	1.5	
P			2.15	5.35	5.35	1.35							391.6	Block Signals	ST. JOHNS JCT.	1.4	
P			2.20	5.45	5.45	1.45							393.0	Block Signals	MILLROAD	1.1	
WFTYOP			2.45PM	7.35AM	6.20PM	2.00PM							394.1	Block Signals	DN-R ALBINA	B	
IP													395.0	Block Signals	HARDING ST.	0.9	
IP													388.7	Block Signals	EAST PORTLAND	0.6	
													389.3	Block Signals	DN-R PORTLAND	Dispr X P-So-Ve	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday											(84.4)

(0.45) (2.15) (7.40) (8.00) (0.20) (2.55) (3.25) (3.00) (2.45) (2.45) (3.40) (0.33) ..... Time  
6.9 2.3 11.6 11.2 14.1 28.9 24.7 28.1 30.7 30.7 23.0 14.3 ..... Average Speed per Hour

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.  
 Between Portland and East Portland or Harding St., and between Millroad and St. Johns Junction, trains and engines will use right-hand parallel track in direction of movement.—See Special Rule 2,  
 Movements in Yards.  
 Only such trains as originate or terminate at Albina will register at Albina.

FIFTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Time Table No. 46

May 21, 1922

STATIONS	Distance from Portland	FIRST CLASS								SECOND CLASS				
		2	18	562	4	12	6	24	564	978	302	692	254	256
		Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Passenger	Way Freight	Way Freight	Time Freight	Time Freight	Time Freight
DN-R THE DALLES Dk-Wh	84.4	10.30AM	11.40AM		8.05PM	10.05PM	11.15PM	1.35AM						
DN CRATES Cr	81.6	10.24	11.34		7.58	9.59	11.09	1.29						
ROWENA	76.0	10.11	11.22		7.46	9.50	10.59	1.20						
CHATFIELD	72.4	10.03	11.16		7.38	9.44	10.52	1.14						
D MOSIER H	69.2	9.55	11.10		7.32	9.38	10.45	1.08						
DN HOOD RIVER Ki	63.2	9.40	10.55		7.20	9.25	10.30	12.55						
MENO	58.7	9.31	10.46		7.10	9.16	10.18	12.46						
SONNY	57.5	9.28	10.43		7.06	9.13	10.15	12.43						
VIENTO	55.3	9.24	10.39		7.01	9.09	10.10	12.39						
LINDSEY	52.9	9.20	10.35		6.56	9.05	10.05	12.34						
DN WYETH We	49.7	9.14	10.29		6.49	8.59	9.59	12.29						
HERMAN	46.8	9.08	10.24		6.43	8.54	9.54	12.24						
D CASCADE LOCKS Cj	42.9	9.00	10.18		6.35	8.48	9.48	12.18						
D BONNEVILLE Mu	38.7	8.50	10.10		6.25	8.40	9.40	12.10						
DODSON	34.1	8.40	10.03		6.15	8.33	9.33	12.03AM						
ONEONTA	31.4	8.33	9.59		6.08	8.29	9.29	11.59PM						
D BRIDAL VEIL Ju	26.3	8.22	9.51		5.56	8.21	9.21	11.51						
ROOSTER ROCK	22.4	8.15	9.45		5.47	8.15	9.15	11.45						
TAYLOR	19.1	8.08	9.40		5.40	8.10	9.10	11.40						
DN TROUTDALE Sn	15.6	8.01	9.35		5.31	8.05	9.05	11.35						
FAIRVIEW Fa	13.2	7.56	9.31		5.25	8.01	9.01	11.31						
CLARNIE	7.7	7.42	9.22		5.16	7.52	8.52	11.22						
GRAHAM	4.4	7.35	9.15		5.11	7.45	8.45	11.15						
BRUN	1.9	7.28	9.08		5.06	7.38	8.38	11.08						
HEMLOCK	17.0													
FIR	12.3													
KENTON	6.8													
PENINSULA JCT.	5.6													
NORTH PORTLAND JCT.	6.8			4.20PM				11.38PM						
PENINSULA JCT.	5.6			4.17				11.34						
PENINSULA JCT.	5.6			4.17				11.34						
ST. JOHNS JCT.	4.1			4.13				11.30						
MILLROAD	2.7			4.10				11.25						
DN-R ALBINA B	1.6													
HARDING ST.	1.5			4.06				11.21						
EAST PORTLAND	0.6	7.18	9.03	4.03	5.03	7.33	8.33	11.03	11.18					
DN-R PORTLAND Dispr X P-So-Ve	0.0	7.15AM	9.00AM	4.00PM	5.00PM	7.30PM	8.30PM	11.00PM	11.15PM					
(84.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					

Time..... (3.15) (2.40) (0.20) (3.05) (2.35) (2.45) (2.35) (0.23)  
 Average Speed per Hour..... 25.9 31.6 20.4 27.3 32.7 30.7 32.7 17.8

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.  
 Between Portland and East Portland or Harding St., and between Millroad and St. Johns Jct., trains and engines will use right-hand parallel track in direction of movement.—See Special Rule 2, Movements in Yards.  
 Only such trains as originate or terminate at Albina will register at Albina.



SIXTH SUB-DIVISION—North Portland Jct. and Seattle—EASTWARD

Time Table No. 46 May 21, 1922	Distance from Portland	FIRST CLASS										SECOND CLASS			
		120	130	124	134	132	562	564					692	978	976
		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
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tues. Thur. & Sat.	
DN-R SEATTLE Ow	183.2	9.15 AM	11.55 AM	11.45 AM	7.25 PM	8.15 PM	10.40 PM	6.30 AM							
DN-R ARGO	180.1	9.05 AM	11.45 AM	11.30 AM	7.15 PM	8.05 PM	10.30	6.15					6.45 AM		3.00 PM
DN-R BLACK RIVER Bi	173.8						10.20 PM	6.00 AM					6.25 AM		2.45 PM

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					9.35 PM	5.10 AM							5.15 AM	12.45 PM
RESERVATION	146.7					9.30 PM	5.05 AM							5.10 AM	12.35 PM

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.	6.8					4.20 PM	11.38 PM							8.00 PM	7.05 AM
PENINSULA JCT.	5.6														
ST. JOHNS JCT.	4.1														
MILLROAD	2.7														
DN-R ALBINA B	1.6													7.30 PM	6.30 AM
HARDING ST.	1.5														
EAST PORTLAND	0.6														
DN-R PORTLAND	0.0					4.00 PM	11.15 PM								
(183.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Leave Daily	Leave Daily Ex. Sun.

Time.....	(0.10)	(0.10)	(0.15)	(0.10)	(0.10)	(6.40)	(7.15)							(11.15)	(.35)	(2.25)
Average Speed per Hour.....	18.6	18.6	12.4	18.6	18.6	27.7	25.2							15.9	8.9	13.1

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

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fifth Sub-Division schedules between Portland and North Portland Jct.

First class trains will register by registering ticket (Form 2642) at Black River.

Only such trains as originate or terminate in O.-W. R. R. & N. yard at Argo will register at Argo.

**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. 46 May 21, 1922			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	81 Freight		35 Passenger			STATIONS	36 Passenger			82 Freight			
	Leave Tues. Thurs. & Sat.		Leave Daily				Arrive Daily			Arrive Mon. Wed. & Fri.			
WY			7:00AM		0.0	DN-R BEND Nd	147.4	7:00PM					
<b>BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES</b>													
WFYT		7:00AM		8:15AM	41.3	DN-R METOLIUS Ms	106.1	5:05PM		4:30PM			
2650 W		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 W		7:45		8:49	57.4	D GATEWAY Gw	90.0	4:20		2:40			
1280 WFP		8:15AM		9:12AM	65.7	R SOUTH JUNCTION	81.7	3:50PM		2:00PM			
<b>BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES</b>													
P		8:50AM		9:32AM	76.1	D-R NORTH JUNCTION Jn	71.3	3:25PM		1:15PM			
1100		8:55		9:35	77.2	COVE CREEK	70.2	3:22		1:10			
1160		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 WP		10:25		10:25	96.1	D MAUPIN Hf	51.3	2:35		11:45AM			
		10:55		10:40	104.4	SHERARS BRIDGE	43.0	2:15		10:50			
1290 W		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 W		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			
WY		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.			

(7.20) 14.5 ..... Time ..... (6.25) 22.9 ..... (8.00) 13.3 .....  
 ..... Average Speed per Hour .....  
 Time shown at Bend is for information only. At this station trains will be governed by time table of Oregon Trunk Ry.

**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. 46 May 21, 1922			Distance from Arlington	FIRST CLASS	
	13 Mixed			STATIONS	14 Mixed				
	Leave Daily				Arrive Daily				
10005 WFP		8:20AM	0.0	D-R CONDON Cd	44.4	4:20PM			
1576		8:40	8.2	GWENDOLEN	36.2	3:30			
1783		8:50	12.1	SPEICE	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 WFP		11:30AM	44.4	DN-R ARLINGTON Ms	0.0	1:05PM			
		Arrive Daily		(44.4)		Leave Daily			

(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—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. 46 May 21, 1922			Distance from Biggs	FIRST CLASS	
	21 Mixed			STATIONS	22 Mixed				
	Leave Daily				Arrive Daily				
3385 WFP		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			
3550 Spur		10:03	50.6	HAY CANYON	18.7	3:00			
650		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 WFP		11:20AM	69.3	DN-R BIGGS Bx	0.0	1:45PM			
		Arrive Daily		(69.3)		Leave Daily			

(3.50) 18.0 ..... Time ..... (4.05) 17.0 .....  
 ..... Average Speed per Hour .....  
 (69.3)

**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	Time Table No. 46 May 21, 1922			Distance from Heppner Jct.	FIRST CLASS	
	25 Mixed			STATIONS	26 Mixed				
	Leave Daily				Arrive Daily				
2867 WFP		8:00AM	0.0	D-R HEPPNER Hr	45.2	4:40PM			
1029 P		8:20	8.9	LEXINGTON	36.3	3:50			
		8:45	14.0	JORDAN	31.2	3:25			
2397 W		9:00	16.9	D IONE On	28.3	3:15			
		9:10	19.8	McNAB	25.4	2:55			
1082		9:30	25.3	MORGAN	19.9	2:40			
		9:40	27.3	MORSIL	17.9	2:25			
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 ..... Time ..... (3.15) 13.9 .....  
 ..... Average Speed per Hour .....  
 (45.2)

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. 46 May 21, 1922			Distance from Hoquiam	FIRST CLASS		SECOND CLASS	
	987	161	205	209	117	577		118	578	210		206	988	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.	
WFTYOP	1.00PM					3.00AM	0.0	DN-R	CENTRALIA 2.4	Ds	57.5		2.00AM		9.45PM
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			<b>STATIONS</b>				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	

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. 46 May 21, 1922			Distance from Centralia	SECOND CLASS	
	515			516					
	Mixed			Mixed					
1360 WFOP	3.00PM	0.0	R	TONO 6.1	7.8			1.35PM	
	3.25PM	6.1		WABASH 1.7	1.7			1.10PM	
	Arrive Daily Ex. Sun.			<b>STATIONS</b>				Arrive Daily Ex. Sun.	

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

IP	1.10PM				3.45AM	2.4	BLAKESLEE JUNCTION 2.6	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	HELSING JUNCTION 1.5	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
	2.10	3.05			f 4.19 f 4.30	18.3	BALCH 3.9	39.2	f 2.50 f 12.48			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 12.38			8.20 7.30
2687 P	3.00	3.35			f 4.35 f 5.00	26.3	LANKNER 2.5	31.2	f 2.34 f 12.26			8.05 7.20
	3.10	3.42			4.40 5.05	28.8	RONY 2.0	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 1.7	26.7	s 2.24 f 12.15			7.45 7.10
	3.30	3.55			f 4.50 f 5.20	32.5	SOUTH ELMA 3.4	25.0	f 2.19 f 12.10AM			7.35 7.05
1747 P	3.45	4.05			f 4.59 f 5.30	35.9	FULLER 6.5	21.6	f 2.12 f 11.55PM			7.20 6.55
	4.15PM	4.30AM			f 5.12PM 5.50AM	42.4	R SOUTH MONTESANO	15.1	f 2.00PM f 11.35PM			7.00PM 6.40PM
1160 P			5.12PM	1.45PM		42.4	R SOUTH MONTESANO 1.5	15.1		2.00PM 5.27PM		
			5.19PM	1.52PM		43.9	D MONTESANO Mo	16.6		1.53PM 5.20PM		
	5.00PM	4.30AM			f 5.27PM f 5.50AM	42.4	R SOUTH MONTESANO 1.4	15.1	f 1.45PM f 11.35PM			7.00PM 6.40PM
1523 P	5.10	4.35			f 5.32 f 5.55	43.8	MELBOURNE 3.1	13.7	f 1.42 f 11.30			6.55 6.35
1751 P	5.40	4.45			f 5.40 f 6.05	46.9	PREACHER'S SLOUGH 4.3	10.6	f 1.36 f 11.20			6.45 6.25
1915 WFYOP	6.00 6.30	5.00			s 5.50 s 6.20	51.2	D-R COSMOPOLIS Cs	6.3	s 1.28 s 11.10			6.30 6.00 5.50
						53.3	N. P. CROSSING 0.6	4.2				
4135 WIYOP	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 WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE AND RULES

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

Time shown at Centralia is for information only. At this station trains will be governed by time table of Northern Pacific Ry. Register for Wabash is located at Centralia.

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. 46 May 21, 1922			Distance from Cosmopolis
		STATIONS			
		PRIMO	BRIDGES	COSMOPOLIS	
462	0.0	7.0	6.1	13.1	
1002	7.0	6.1	0.0	0.0	
	13.1	(13.1)			
		<b>Time</b>		<b>Time</b>	
		Average Speed per Hour		Average Speed per Hour	

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

WFTYOP	7.00PM	6.00AM			6.15PM	7.15AM	57.5	DN-R	HOQUIAM	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	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) 20.9	(4.15) 14.0						(2.05) 21.7	(3.20) 17.3	(0.07) 12.8	(0.07) 12.8	(4.15) 13.5	(3.00) 15.1

Time shown at Hoquiam and Centralia is for information only. At these stations trains will be governed by time table of Northern Pacific Ry. Train register for Helsing Junction is located at Independence. Train register for Blakeslee Junction is located at Centralia. Train arriving South Montesano as No. 118 will run as No. 209, South Montesano to Montesano, and will run as No. 210, Montesano to South Montesano. Train arriving South Montesano as No. 117 will run as No. 205, South Montesano to Montesano, and will run as No. 206, Montesano to South Montesano.

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. 46 May 21, 1922			Distance from Olympia	FIRST CLASS	
	49	47		46	48				
	Passenger	Passenger		Passenger	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	
	Arrive Daily	Arrive Daily			(7.4)		Leave Daily	Leave Daily	
	(0.25) 17.8	(0.25) 17.8					(0.20) 22.2	(0.30) 14.8	

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

# FIRST DIVISION SPECIAL RULES

(Superseding conflicting rules 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 and Tumwater.  
No. 1 will stop at Sherman, Miller and Celilo to let off passengers from east of Sherman.  
No. 4 will stop on flag at Corbett, Latourell, Warrendale and Big Eddy.  
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 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 to let off passengers.  
No. 24 will not exceed 30 miles per hour passing Troutdale station building to permit of mail dispatch.  
Nos. 35 and 36 will stop on flag at Truman, Oak Springs, Ketchum and Harris.  
Nos. 117 and 118 will stop on flag at South Aberdeen.  
Nos. 577, 578, 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 Jet., Peninsula Jet. and North Portland Jet., Seattle and Argo, Tacoma Jet. and Fifteenth St. Tacoma, Helsing Jet. and Independence, South Montesano and Montesano, Primo Branch Switch Cosmopolis and Aberdeen, and within yards at Albina, East Portland, Peninsula Jet., North Portland Jet., Kenton, The Dalles, Des Chutes River Bridge, Biggs, Messner, Umatilla, Tacoma, Argo, South Junction, Olympia, Chambers Prairie and Tono, and at Sherman and Heppner Jet. on branch only. Under control means to be able to stop with 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 Primo Branch switch at East end of Cosmopolis yard to one-fourth mile west of Aberdeen passenger station.

Yard limits at Sherman and Heppner Jct. apply only on branch.

3. (a) Between Peninsula Junction and St. Johns Junction trains will be governed by Special Rule 23 covering train staff operation, and check of trains at Peninsula Junction as prescribed by Rule 83 is not required for movement Peninsula Junction to St. Johns Junction.  
(b) Sixth Sub-Division westward trains will obtain clearance card at Vancouver for movement from North Portland Junction to Albina or Portland.  
(c) Sixth Sub-Division eastward trains are not required to obtain clearance card or check of trains as per Rules 83 and 83(a) at Reservation, nor westward trains at Tacoma Junction. See Special Rule 2, Movements in Yards.  
(d) Sixth Sub-Division eastward trains will obtain clearance card at Black River for movement Black River to Argo or Seattle.  
(e) C. M. & St. P. eastward passenger trains are not required to obtain clearance card or check of trains at Argo as per Rule 83 and 83(a), but may proceed Argo to Seattle on clear signal indication from interlocking tower at Argo and will run with current of traffic. See Special Rule 2, Movements in Yards.  
(f) All westward Sixth Sub-Division trains originating at Seattle will obtain at Seattle a train order check as per Rule 83(c) covering movement from double to single track at Argo.  
(g) Trains westward from Blakeslee Junction will obtain clearance card before leaving Centralia. Train register for trains arriving and departing Blakeslee Junction from and to points on Grays Harbor Branch will be maintained in office of Chief Dispatcher O.-W. R. R. & N. Company at Centralia.  
(h) Trains for which Helsing Junction is initial station will obtain clearance card at Independence. See Special Rule 2, Movements in Yards.  
(i) Trains eastward from Wabash will obtain clearance card before leaving Centralia. Train register for trains arriving and departing Wabash from and to Tono will be maintained in office of Chief Dispatcher, O.-W. R. R. & N. Co. at Centralia.  
(j) Trains are not required to obtain clearance card at Primo, Montesano, South Montesano or Tono as per Rule 83(a).

4. Unless otherwise directed, between Troutdale and Portland or Albina all freight trains will run via Kenton and all passenger trains will run via Graham.
5. Train registers will not be used as a means of identifying extra trains.
6. Referring to Rule 221 (a):
  - (a) All trains are required to obtain clearance card at Arlington and Hood River, but will not whistle for train order signal at these stations.
  - (b) Trains will not whistle for train order signal at Aberdeen, Cosmopolis or Independence, but will be governed by position of such signals at these stations.
7. Referring to Rule 221 (b):  
On branch lines train order signal lights will not be kept burning at night when operators are not on duty.
8. White indicator board displayed at a blind siding will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
9. 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.
10. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.
11. While in Northern Pacific Terminal Company's yard in Portland, trains and engines will be governed by rules and regulations of that company.
12. (a) All trains and engines will stop at established stop boards and not proceed onto draw span of bridge at Tacoma and bridge between South Montesano and Montesano until they have called for, received and acknowledged proceed signal from bridge tender.  
(b) Trains crossing 15th Street, Tacoma, must be preceded by a flagman.
13. Sand will not be used on draw bridges.
14. Referring to Rule No. 17; when rules require the head light to be displayed, electric headlights on engines will be dimmed:
  - (a) In yards where yard 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.
15. (a) Junction switch at Messner will be left set and locked for Second Division.  
(b) Junction switch at Troutdale will be left set and locked for track via Graham.  
(c) Junction switch at Helsing Junction will be left set and locked for O.-W. R. R. & N. track.  
(d) Junction switch at Tacoma Junction will be left set and locked for C. M. & St. P. track.  
(e) Junction switch at Reservation will be left set and locked for O.-W. R. R. & N. main track.  
(f) Wye switch on Montesano Branch will be left set and locked for east leg of wye.  
(g) Double track switch Aberdeen, located 250 feet east of passenger station, will be left set and locked for eastward trains.  
(h) Switches for wye at Sherman will be left set and locked for wye.  
(i) House track switches at Moro will be left set and locked for house track.
16. When passing over Willamette River Bridge between Portland and East Portland, a trainman will remain at rear of train with hand on air valve of tail hose so that emergency brake can be applied if necessary.
17. 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

18. (a) Passenger, mail or express trains will not exceed speed of 60 miles per hour, and other trains, including light engines and engines with cabooses, will not exceed speed of 35 miles per hour.  
(b) Passenger, mail or express trains will not exceed speed of 40 miles per hour on 5 and 6 degree curves, 35 miles per hour on 7 and 8 degree curves and 30 miles per hour on 9 and 10 degree curves; and other trains, light engines and engines with cabooses, will not exceed speed of 30 miles per hour on 5 and 6 degree curves, 25 miles per hour on 7 and 8 degree curves and 20 miles per hour on 9 and 10 degree curves. Figures on stake at beginning of curve indicate degree of curvature.  
(c) In any class of service engines of Consolidation and Mikado class will not exceed speed of 35 miles per hour, except Mikado class engines with drivers 63 inches or over handling passenger trains will not exceed speed of 50 miles per hour. Mallet class engines of 3800 series will not exceed speed of 15 miles per hour, and of 3600 series, 20 miles per hour.  
(d) 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.  
(e) 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.  
(f) Slow boards will be erected one-fourth mile from the point which they are intended to cover.  
(g) Trains handling logs will not exceed a speed of 15 miles per hour.



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

## MAIN LINE

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.

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
A. 81 $\frac{20}{23}$ 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:

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

## BRANCHES

CLASSIFICATION	ENGINE NUMBERS	SHERMAN and BEND							BIGGS and SHANIKO							ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER			CENTRALIA and HOQUIAM				CENTRALIA and TONO	COS-MOPOLIS and PRIMO	CHAMBERS PRAIRIE and OLYMPIA
		EASTWARD						WESTWARD	EASTWARD				WESTWARD			EASTWARD		WESTWARD											
		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 Cosmopolis	Cosmopolis to Centralia	Centralia to Cosmopolis	Cosmopolis to Hoquiam			
E. 63 $\frac{17}{24}$ 55	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 $\frac{18}{26}$ 62	1122 to 1123																												
T. 55 $\frac{18}{24}$ 71	1701 to 1708	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	
M. 57 $\frac{18}{24}$ 91	4200 to 4208	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	
T. 63 $\frac{19}{24}$ 92	1709 to 1714	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 $\frac{20}{24}$ 113	1715 to 1726	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. 57 $\frac{20}{26}$ 119	1733 to 1736																												
T. 64 $\frac{15\frac{1}{2}-26}{26}$ 139	1727 to 1732	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 $\frac{20}{26}$ 125	1737 to 1741	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. 69 $\frac{22}{28}$ 159	1742 to 1754																												
T. 63 $\frac{22}{28}$ 160	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 $\frac{19}{30}$ 143	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 $\frac{15\frac{1}{2}-26}{30}$ 176	710 to 718																												
C. 57 $\frac{21}{30}$ 163	724																												
C. 57 $\frac{15\frac{1}{2}-26}{30}$ 169	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 $\frac{22}{30}$ 179	725 to 729																												
C. 57 $\frac{22}{30}$ 187	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	

**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

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

FOURTH SUB-DIVISION		SHANIKO BRANCH	
Seufert . . . . .	M. P. 87.9	Kelsey . . . . .	M. P. 63.0
Big Eddy . . . . .	" 88.8		
Dillon . . . . .	" 93.6		
Tumwater . . . . .	" 96.1		
		BEND BRANCH	
		Harris . . . . .	M. P. 14.1
		Ketchum . . . . .	" 27.0
		Oak Springs . . . . .	" 56.2
		Truman . . . . .	" 84.2
		Agency . . . . .	" 103.5
		Hensley . . . . .	" 135.2
FIFTH SUB-DIVISION		GRAY'S HARBOR BRANCH	
Montavilla . . . . .	M. P. 5.4	Callow . . . . .	M. P. 22.0
Corbett . . . . .	" 20.4	Ballast . . . . .	" 28.0
Crusher . . . . .	" 21.4	Hall . . . . .	" 40.6
Latourell . . . . .	" 23.9	South Aberdeen . . . . .	" 52.8
Multnomah Falls . . . . .	" 29.6		
Warrendale . . . . .	" 35.8		
Eagle Creek . . . . .	" 39.9		
Adamsboro . . . . .	" 10.3		
Ward . . . . .	" 14.0		
		PRIMO BRANCH	
		Arctic . . . . .	M. P. 6.3
		Midson . . . . .	" 10.5
		OLYMPIA BRANCH	
		Zanaton . . . . .	M. P. 1.7

**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 1/4 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	Shaniko Branch
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
F. R. UNDERWOOD	District Surgeon	Seattle, Leary Bldg.	Seattle to Portland
S. M. SAMUELS	Oculist and Aurist	Seattle, Cobb Bldg.	Seattle to Portland
JAMES C. SNYDER	District Surgeon	Seattle, Ry. Exchange Bldg.	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 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 Behs.
R. F. HUNTER	District Surgeon	Hoquiam	Gray's Harbor and No. River Behs.
I. R. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and No. River Behs.
J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and No. River Behs.
W. L. BRIDGEFORD	District Surgeon	Olympia	Chambers Prairie to Olympia

**GENERAL TIME INSPECTORS**

W. F. Hayes, 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

**LOCATION STANDARD CLOCKS**

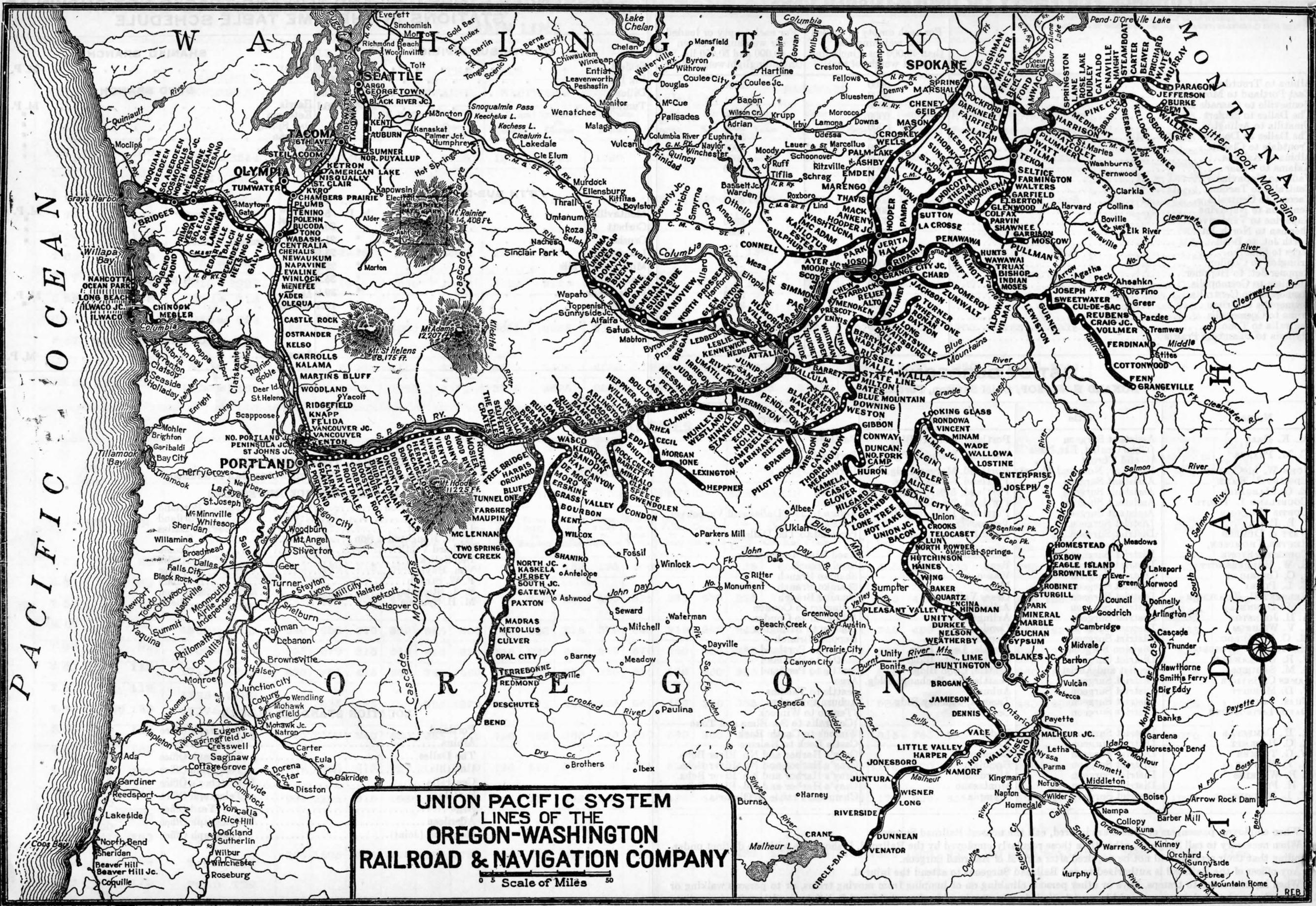
Portland . . . . .	Telegraph Office
Albina . . . . .	Telegraph Office
The Dalles . . . . .	Telegraph Office
Umatilla . . . . .	Telegraph Office
Centralia . . . . .	Dispatcher's Office
Seattle . . . . .	Telegraph Office
Argo . . . . .	Yard Office
Aberdeen . . . . .	Telegraph Office
Hoquiam (Joint) . . . . .	Telegraph Office

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.



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

Scale of Miles 50