

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 18, 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

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

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

FOURTH SUB-DIVISION—Umatilla and The Dalles—WESTWARD

Length of passing tracks in feet and location of tele-phones and turn- ing stations.	SECOND CLASS				FIRST CLASS								Distance from Huntington
					29	17	1	19	11	5	23		
					Passenger	Passenger	Passenger	Passenger	Passenger	Mall	Passenger		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
WFYYP													
8110 P					8.30 ^{AM}								216.8
3200 P					8.45								220.0
3200 P					9.00								223.2
6030 WFYP					9.10								226.9
					9.30	1.20 ^{PM}							229.9
					9.35	1.30							225.3
3118 P					9.40	1.48							227.3
3200 P					9.50	2.21							231.1
3110 P					10.05	2.45							239.9
TP					10.15	2.55							241.0
3043 P					10.20	3.00							242.5
3015 P					10.30	3.20 3.43							246.9
7200 WTP					10.40	4.00							251.5
2303 P					10.55	4.15							255.2
4946 WP					11.05	4.30							259.7
3745 P					11.15	4.40							263.7
2217 P					11.20	4.45							266.1
5000 P					11.30	4.55							270.4
3500 P					11.46	5.05							274.2
2775 WP					11.55 ^{AM}	5.20							277.2
5000 P					12.05 ^{PM}	5.35							279.9
3795 P					12.15	5.45							282.5
6954 YP					12.25	5.55							285.4
950 WP					12.40	6.00							287.6
2750					12.45	6.05							289.0
2625					1.00	6.15							292.9
					1.05	6.20							294.1
9678					1.20	6.30							297.6
WFYYP					2.00 ^{PM}	7.15 ^{AM}							304.9
					Arrive Daily	Arrive Daily							

Distance from Huntington

Time Table No. 47
June 18, 1922

STATIONS		
DN-R	UMATILLA	0
	BAILEY	3.2
D	IRRIGON	3.7
	JUDSON	6.5
DN-R	MESSNER	Fr
	BOARDMAN	2.0
	PETERS	3.8
	CASTLE	5.8
	BOULDER	4.1
D	HEPPNER JCT.	1.8
	WILLOWS	4.4
	SILICA	4.5
DN	ARLINGTON	3.7
	GILMORE	4.5
	BLALOCK	4.0
	RAMSAY	2.4
D	QUINTON	Qb
	HOOK	3.8
	GOFF	3.0
	DAY	2.7
	RUFUS	2.6
	GRANT	2.9
DN	BIGGS	Bs
D	SHERMAN	Vo
	MILLER	3.9
	CELLO	1.2
	OREGON TRUNK JCT.	3.5
	DUNE	7.3
DN-R	THE DALLES	Dk-Wb

Passenger

Block Signals

(5.30) 18.0 (5.55) 19.7 (6.30) 24.4 (7.15) 30.0 (7.40) 35.9 (7.15) 36.0 (7.35) 38.1 (7.05) 38.9 (7.30) 39.6

Time

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.

FIFTH SUB-DIVISION—The Dalles and Portland—WESTWARD

Station	SECOND CLASS			FIRST CLASS								Distance from Huntington	Time Table No. 47 June 18, 1922
	977	691	255	561	17	1	19	11	5	23	563		
	Way Freight Leave Daily Ex. Sunday	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Mall Leave Daily	Passenger Leave Daily	Passenger Leave Daily		
WFTOP			10.40 ^{AM}									304.9	STATIONS DN-R THE DALLES Dk-Wb 2.8 DN CRATES Cr. 5.6 ROWENA 3.9 CHATFIELD 3.2 D MOSIER H 6.0 DN HOOD RIVER K 4.5 MENO 1.7 SONNY 2.2 VIENTO 2.4 LINDSEY 3.2 DN WYTH W 2.9 HERMAN 3.9 D CASCADE LOCKS C 4.2 D BONNEVILLE M 4.6 DODSON 2.7 ONEONTA 5.1 D BRIDAL VEIL Ju 3.9 ROOSTER ROCK 3.3 TAYLOR 3.5 DN TROUTDALE So 2.4 FAIRVIEW Fa 5.5 CLARNIE 3.3 GRAHAM 2.5 BRUUN 3.7 HEMLOCK 4.7 FIR 4.5 KENTON 1.2 PENINSULA JCT. 1.2 NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 3.1 PENINSULA JCT. 1.5 ST. JOHNS JCT. 1.4 MILLROAD 1.1 DN-R ALBINA B 0.1 HARDING ST. 0.9 EAST PORTLAND 0.5 DN-R PORTLAND Dmtr X P-Bo-Ve (84.4)
P			10.55									307.7	
P			11.22									313.3	
P			11.40									316.9	
WP			11.55 ^{AM}									320.1	
WP			12.15 ^{PM}									326.1	
P			12.40									330.6	
P			12.45									331.8	
P			12.52									334.0	
P			1.00									336.4	
WFTP			1.10									339.6	
P			1.22									342.5	
P			1.35									346.4	
WTP			1.50									350.6	
P			2.04									355.2	
P			2.10									357.9	
P			2.25									363.0	
P			2.35									366.9	
P			2.45									370.2	
WTP			3.00									373.7	
P												376.1	
P												381.0	
P												384.9	
P												387.4	
P			3.25									378.7	
P			3.50									383.4	
P			4.20									388.0	
YP			4.25									390.1	
P												391.3	
YP			2.00 ^{PM}	5.20 ^{AM}								391.3	
YP			2.02	5.30								390.1	
YP			2.02	5.30	4.25							390.1	
P			2.16	5.35	4.35							391.6	
P			2.20	5.45	5.00							393.0	
TYOP			2.45 ^{PM}	7.35 ^{AM}	6.20 ^{PM}							394.1	
IP												395.0	
IP												388.7	
												389.3	
												389.3	

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.

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

Length of passing trains in feet and trains in feet and water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS								Distance from Seattle	Time Table No 47 June 18, 1922	
	975	977	691	563	39	37	35	33	561	31	Back Stops		Stations	
	Way Freight Leave Mon. Wed. & Fri.	Way Freight Leave Daily Ex. Sun.	Time Freight Leave Daily	Passenger Leave Daily	C.M.&S.P. Passenger 15 Leave Daily	C.M.&S.P. Passenger 18 Leave Daily	C.M.&S.P. Passenger 44 Leave Daily	C.M.&S.P. Passenger 17 Leave Daily	Passenger Leave Daily	C.M.&S.P. Passenger 16 Leave Daily				
P											00	DN-R SEATTLE		
and IWFTOYP	7.00 ^{AM}		7.00 ^{PM}		11.15 ^{PM}	8.30 ^{PM}	7.40 ^{PM}	5.15 ^{PM}	12.15 ^{PM}	3.30 ^{PM}	9.30 ^{AM}	31	DN-R ARGO	
354												31	DN-R BLACK RIVER	
101	7.30 ^{AM}		7.16 ^{PM}		11.35 ^{PM}					3.60 ^{PM}		94		

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

P		9.00 ^{AM}		8.15 ^{PM}								4.40 ^{PM}	35.7	DN TACOMA JCT.
		9.10 ^{AM}		8.20 ^{PM}								4.45 ^{PM}	36.6	RESERVATION

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

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.

P			2.00 ^{PM}	6.20 ^{AM}									176.4	NORTH PORTLAND JCT.	
415	YP												177.6	PENINSULA JCT.	
	P												179.1	ST. JOHNS JCT.	
	P												180.5	MILLROAD	
	P		2.45 ^{PM}	7.35 ^{AM}									181.6	DN-R ALBINA	
													181.7	HARDING ST.	
	IP												182.6	EAST PORTLAND	
	I												183.2	DN-R PORTLAND	
			Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily									10.10 ^{PM}	Diapr. X P-So-Vr
			(2.10) 18.4	(9.45) 9.9	(12.35) 14.2										(153.2)
						(7.00) 26.2	(9.10) 18.6	(9.10) 18.6	(9.10) 18.6	(9.10) 18.6	(16.40) 27.7	(9.10) 18.6			Time Average Speed per Hour

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.

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

Time Table No. 47 June 18, 1922		Distance from Portland	FIRST CLASS								SECOND CLASS		
			32 C.M. & St. P. Passenger 16	34 C.M. & St. P. Passenger 43	36 C.M. & St. P. Passenger 17	38 C.M. & St. P. Passenger 18	40 C.M. & St. P. Passenger 15	562 Passenger	564 Passenger	692 Time Freight	978 Way Freight	976 Way Freight	
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Tues. Thur. & Sat.
Back Leads	DN-R SEATTLE O _w	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	173.2						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.

Back Leads	DN TACOMA JCT. J _n	147.5											
	RESERVATION	146.7						9 35 ^{PM}	5 10 ^{AM}				5 15 ^{AM}
								9 30 ^{PM}	5 05 ^{AM}				12 45 ^{PM}
													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.

Back Leads	STATIONS	Distance	FIRST CLASS								SECOND CLASS			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. & Sat.	
	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	Leave Daily	Leave Tues. Thur. & Sat.

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

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 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 water, fuel, tele- phone and turn- ing stations.	SECOND CLASS		FIRST CLASS		Distance from Bend	Time Table No. 47 June 18, 1922			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	313 Freight		29 Passenger			STATIONS	30 Passenger			314 Freight			
	Leave Tues. Thurs & Sat.	Leave Daily	Leave Daily	Arrive Daily			Arrive Mon. Wed. & Fri.						
WY		7:00 AM	8:15 AM	41.3	DN-R	BEND	147.4	7:00 PM					

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

WFYT	7:00 AM	8:15 AM	41.3 <th>DN-R</th> <th>METOLIUS</th> <th>100.1</th> <th>5:05 PM</th> <th>4:30 PM</th>	DN-R	METOLIUS	100.1	5:05 PM	4:30 PM
2030 W	7:15	8:24	40.3	D	MADRAS	101.1	4:50	3:45
2450 W	7:30	8:34	51.9	D	PAXTON	95.5	4:35	3:00
1900 W	7:45	8:49	57.4	D	GATEWAY	90.0	4:20	2:40
1280 WFP	8:15 AM	9:12 AM	65.7	R	SOUTH JUNCTION	81.7	3:50 PM	2:00 PM

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

P	8:50 AM	9:32 AM	76.1 <th>D-R</th> <th>NORTH JUNCTION</th> <th>71.3</th> <th>3:25 PM</th> <th>1:15 PM</th>	D-R	NORTH JUNCTION	71.3	3:25 PM	1:15 PM
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	69.3	2:55	12:30 PM
1150 WFP	10:25	10:25	96.1	D	MAUPIN	61.3	2:35	11:45 AM
1290 W	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
1290 W	11:35	11:10	115.6		TUNNEL ONE	31.8	1:44	10:05
1160	11:55 AM	11:25	121.2		BLUFFS	26.2	1:30	9:45
2650 W	1:05 PM	11:50 AM	133.0		MAYS	14.4	1:05	9:15
480	1:47	12:01 PM	137.5		FREE BRIDGE	9.9	12:55	9:00
WY	2:20 PM	12:30 PM	147.4	D-R	SHERMAN	0.0	12:35 PM	8:30 AM

(7.30) 14.5 Time (6.25) 13.3 Average Speed per Hour (8.00) 13.3

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 water, fuel, tele- phone and turn- ing stations.	FIRST CLASS		Distance from Condon	Time Table No. 47 June 18, 1922			Distance from Arlington	FIRST CLASS	
	107 Mixed			STATIONS	108 Mixed				
	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily			
10005 WFYP		8:20 AM	0.0	D-R	CONDON	44.4	4:20 PM		
1578		8:40	8.2		GWENDOLEN	36.2	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		MIRKALO	24.3	2:40		
1695		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		
2506 WFP		11:30 AM	44.4	DN-R	ARLINGTON	0.0	1:05 PM		

(8.10) 14.0 Time (3.15) 13.7 Average Speed per Hour (3.20) 13.5

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 water, fuel, tele- phone and turn- ing stations.	FIRST CLASS		Distance from Shaniko	Time Table No. 47 June 18, 1922			Distance from Biggs	FIRST CLASS	
	105 Mixed			STATIONS	106 Mixed				
	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily			
3385 WFYP		7:30 AM	0.0	D-R	SHANIKO	69.3	5:50 PM		
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	46.4	4:20		
1905 WT		9:10	31.2	D	GRASS VALLEY	38.1	4:00		
335 Spur		9:30	38.6		ERSKINE	30.7	3:40		
2094 W		9:44	42.7	D	MORO	26.6	3:25		
1089		9:54	45.8		DE MOSS	23.6	3:15		
303		10:01	49.7		NISH	19.6	3:03		
2650 Spur		10:03	50.6		HAY CANYON	18.7	3:00		
650		10:12	53.6		SANDON	15.7	2:50		
1109		10:19	55.6		KLONDIKE	13.7	2:45		
3256 W		10:32	60.0	D	WASCO	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 WFYP		11:20 AM	69.3	DN-R	BIGGS	0.0	1:45 PM		

(8.50) 18.0 Time (4.05) 17.0 Average Speed per Hour

WESTWARD—Heppner Branch—EASTWARD

Length of passing tracks in feet and location of water, fuel, tele- phone and turn- ing stations.	FIRST CLASS		Distance from Heppner	Time Table No. 47 June 18, 1922			Distance from Heppner Jct.	FIRST CLASS	
	109 Mixed			STATIONS	110 Mixed				
	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily			
2667 WFP		8:00 AM	0.0	D-R	HEPPNER	45.2	4:40 PM		
1029 F		8:20	8.9		LEXINGTON	36.3	3:50		
2397 W		8:45	14.0		JORDAN	31.2	3:25		
		9:00	16.9	D	IONE	28.3	3:15		
		9:10	19.8		McNAB	25.4	2:55		
1092		9:30	25.3		MORGAN	19.9	2:40		
		9:40	27.3		MORSIL	17.9	2:25		
621 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		
832 TP		11:20 AM	45.2	D-R	HEPPNER JCT.	0.0	1:25 PM		

(3.20) 13.5 Time (6.15) 13.9 Average Speed per Hour

WESTWARD—Gray's Harbor Branch—EASTWARD

Length of passing tracks in feet and location of water, fuel, telephone and turning stations.	SECOND CLASS						FIRST CLASS						Distance from Centralia	Time Table No. 47 June 18, 1922			Distance from Hoquiam	FIRST CLASS				SECOND CLASS	
	987	161	119	115	117	577	STATIONS							118	578	116		120	988	162			
	Way Freight	C.M.&St.P. Fast Frl.	C.M.&St.P. Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Passenger	DN-R	CENTRALIA	Da	57.5	2.00 ^M				9:45 ^W								
WFYOP	1:00 ^W					3:00 ^M																	

WESTWARD—Tono Branch—EASTWARD

Length of passing tracks in feet and location of water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Tono	Time Table No. 47 June 18, 1922			Distance from Centralia	SECOND CLASS	
	515	Mixed		STATIONS				516	Mixed
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.		DN-R	TONO	Da		7.8	1:35 ^W
1350 WFOF	3:00 ^W		0.0						
	3:25		6.1					1:10	

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

IP	1:10 ^W				3:45 ^M	2.4	BLAKESLEE JUNCTION		55.1		1:30 ^M		9:30 ^W	
1338 P	1:20				3:55	6.0	D	GALVIN Rk	52.6		1:20		9:20	
2285 P	1:40	2:43 ^M			4:05 ^W	4:10	12.2	HELSEING JUNCTION		45.3	3:10 ^W	1:05	9:00	8:00 ^W
2:50 WP	1:50	2:50			4:10	4:15	13.7	DN-R	INDEPENDENCE Nd	43.8	3:05	1:00	8:50	7:55
P	2:10	3:05			4:19	4:30	18.3		BALCH	39.2	2:50	12:48	8:35	7:40
2718 P	2:42	3:20			4:27	4:45	22.2	D	CEDARVILLE Cd	35.3	2:42	12:38	8:20	7:30
2:57 P	3:00	3:35			4:35	5:00	26.3		LANEYER	31.2	2:34	12:26	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
3:58 P	3:20	3:50			4:45	5:10	30.8		SAGINAW	26.7	2:24	12:15	7:45	7:10
WP	3:30	3:55			4:50	5:20	32.6		SOUTH ELMA	25.0	2:19	12:10 ^M	7:35	7:05
1747 P	3:45	4:05			4:59	5:30	35.9		FULLER	21.6	2:12	11:55 ^W	7:20	6:55
	4:15	4:30			5:12	5:50	42.4	R	SOUTH MONTESANO	15.1	2:00	11:35	7:00	6:40
1160 P			5:12 ^W	1:45 ^W			42.4	R	SOUTH MONTESANO	15.1		2:00 ^W	5:27 ^W	
			5:19 ^W	1:52 ^W			43.0	D	MONTESANO Mo	16.6		1:53 ^W	5:20 ^W	
	5:00	4:30			5:27	5:50	42.4	R	SOUTH MONTESANO	15.1	1:45	11:35	7:00	6:40
1523 P	5:10	4:35			5:32	5:55	43.8		MELBOURNE	13.7	1:42	11:30	6:55	6:35
1751 P	5:40	4:45			5:40	6:05	40.9		PREACHER'S SLOUGH	10.6	1:36	11:20	6:45	6:25
1915 WYOP	6:00	5:00			5:50	6:20	51.2	D-R	COSMOPOLIS Ca	6.3	1:28	11:10	6:30	6:00
	6:30						53.3		N. P. CROSSING	4.2				5:50
1134 WYOP	6:45 ^W	5:15 ^M			6:00 ^W	6:30 ^M	53.9	DN-R	ABERDEEN Ba	3.6	1:20 ^W	11:00 ^W	6:00 ^W	5:30 ^W

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

WFYOTF	3:36 ^W	7.8	DN-R	CENTRALIA	Da	0.0	1:00 ^W
	Arrive Daily Ex. Sun.			(7.8)			Leave Daily Ex. Sun.
	(0:35) 12.4						(0:35) 13.4

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 water, fuel, telephone and turning stations.	Distance from Primo	Time Table No. 47 June 18, 1922			Distance from Cosmopolis
		STATIONS			
		402	1002	13.1	
	0.0				13.1
	7.0				6.1
	13.1				0.0
					(13.1)
					(0:25) 17.8
					(0:25) 17.8
					(2:05) 21.7
					(3:20) 17.3
					(0:07) 12.8
					(0:07) 12.8
					(4:15) 13.8
					(3:00) 18.1

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

WFYOP	7:00 ^W	8:00 ^M			6:15 ^W	7:15 ^M	57.5	DN-R	HOQUIAM	Ho	0.0	1:05 ^W	10:40 ^W			5:30 ^W	5:00 ^W
	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) 9.8	(3:17) 12.8	(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) 13.8	(3:00) 18.1

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 Montessano as No. 115, South Montessano to Montessano, and will run as No. 116, Montessano to South Montessano. Train arriving South Montessano as No. 118 will run as No. 119, South Montessano to Montessano, and will run as No. 120, Montessano to South Montessano.

WESTWARD—Olympia Branch—EASTWARD

Length of passing tracks in feet and location of water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Chambers Prairie	Time Table No. 47 June 18, 1922			Distance from Olympia	FIRST CLASS	
	123	121		STATIONS				122	124
	Passenger	Passenger		DN-R	CHAMBERS PRAIRIE Ma	7.4		Passenger	Mixed
PY	8:05 ^W	6:05 ^W	0.0	DN-R	OLYMPIA Oa	0.0	5:50 ^W	8:00 ^W	
PWFY	8:30 ^W	6:30 ^W	7.4	D-R			5:30 ^W	7:30 ^W	
	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 Cello 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. 29 and 30 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 Jct. 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, Arlington, Messner, Umatilla, Tacoma, Argo, 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 Jet. 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 24 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. When home block signal displays stop indication due to switch being set to permit train to enter siding, such train may proceed into siding with caution without stopping for home block signal.
7. 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.
8. 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.
9. 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.
10. 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.
11. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
12. While in Northern Pacific Terminal Company's yard in Portland, trains and engines will be governed by rules and regulations of that company.
13. (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.
Sand will not be used on draw bridges.
15. 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.
16. (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.
17. 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.
18. 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

19. (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 Clarno			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 28 106	3600 to 3614	1400	1400	825	1135	1295	1295	1390	1570	1705	1285	1060	800	1305	1365	685	1705	
F. 77 28 123	3204 to 3207																	
F. 77 28 138	3900																	
F. 77 28 143	3201 to 3203	1870	1670	740	1345	1540	1540	1730	1890	1900	1440	1190	870	1540	1540	800	1900	
F. 77 28 145	3208 to 3217																	
T. 69 28 169	1742 to 1754	2205	2205	920	1680	1920	1920	2200	2310	2505	1890	1560	1170	1920	2010	1010	2505	
T. 63 28 180	1755 to 1760																	
F. 77 28 170	3218 to 3227	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500	
C. 57 30 176	710 to 718																	
C. 57 30 169	719 to 723	2320	2320	1000	1820	2085	2085	2300	2510	2335	1790	1475	1075	1900	1900	985	2335	
C. 57 30 179	725 to 729																	
C. 57 30 187	730 to 768	2500	2500	1150	2100	2400	2400	2650	2890	2940	2250	1880	1360	2380	2380	1220	2940	
MK. 57 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	COSMOPOLIS and PRIMO	CHAMBERS PRAIRIE and OLYMPIA	
		EASTWARD					WESTWARD	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		Terreneboule 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
E. 63 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 26 62	1122 to 1123																											
T. 55 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	985	1220	470	1034	630	630
M. 57 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	985	1220	470	1034	635	635
T. 63 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 24 113	1715 to 1726	690	865	415	660	745	1080	145	290	275	330	815	400	260	305	180	980	775	810	625	590	624	1260	1620	624	1340	835	835
T. 57 26 119	1733 to 1736																											
T. 64 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 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 28 159	1742 to 1754																											
T. 63 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 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 30 176	710 to 718																											
C. 57 30 163	724																											
C. 57 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 30 179	725 to 729																											
C. 57 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

