

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, January 7, 1923

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.

MILES OF ROAD

FIRST DIVISION	Main Line.....	381.82		
	Branches.....		411.22	
	Total.....			793.04
SECOND DIVISION	Main Line.....	233.26		
	Branches.....		97.84	
	Total.....			331.10
THIRD DIVISION	Main Line.....	82.14		
	Branches.....		310.62	
	Total.....			392.76
FOURTH DIVISION	Main Line.....	104.03		
	Branches.....		437.16	
	Total.....			541.19
	Total, Main Line.....	801.25		
	Total, Branches.....		1256.84	
	Total.....			2058.09

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. 48 January 7 1923	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	Leave Daily	Leave Daily	0 0	HUNTINGTON	389.5	12 05 AM	8 05 AM	11 45 AM	2 40 PM	6 54 PM				
	4 20 AM	5 10 AM		6 10 PM				6 54 PM	3 25 PM	99.5	LA GRANDE	290.0	8 05 PM	3 35 AM	7 27 AM	10 40 AM	7 00 AM				
	1 00 PM	9 00 AM		9 55 PM				9 50 PM	7 25 PM	173.8	PENDLETON	215.7	4 10 PM	5 00 PM	12 20 AM	4 32 AM	7 00 AM				
	8 45 PM			1 05 AM				12 25 AM	10 30 PM	177.5	RIETH	212.0						5 15 PM			
				10 45 AM				2 35 AM	12 25 AM	215.8	UMATILLA	183.0	2 30 PM		12 50 AM	2 40 AM	5 10 AM				
	10 40 AM	4 35 PM	2 35 PM	5 30 AM	5 15 AM	4 20 AM	3 50 AM	4 20 AM	3 50 AM	305.3	THE DALLES	84.2	10 40 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 00 AM	7 30 AM	7 00 AM	7 30 AM	389.5	PORTLAND	0.0	7 15 AM	9 00 AM	5 00 PM	7 30 PM	8 30 PM	11 00 PM			
	6 20 PM									394.3	ALBINA	1.6							10 00 PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	(38.00) 10.3	(14.20) 27.2	(8.55) 24.2	(14.20) 27.2	(5.25) 33.7	(12.06) 32.1	(16.05) 24.8	Time.....					(8.55) 24.2	(15.05) 25.8	(15.05) 25.8	(5.20) 34.3	(15.15) 26.1	(15.40) 25.4	(44.54) 9.7		
	Average Speed Per Hour.....																				

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Seattle	Time Table No. 48 January 7, 1923	Distance from Portland	FIRST CLASS				SECOND CLASS	
	691 Time Freight				563 Passenger	561 Passenger					562 Passenger	564 Passenger				
	Leave Daily				Leave Daily	Leave Daily	0 0	SEATTLE	183.2	10 40 PM	6 30 AM			6 45 AM		
	7 00 PM				11 15 PM	3 30 PM	3.1	ARGO	180.1					5 00 AM		
	8 30 PM				12 40 AM	4 55 PM	38.1	TACOMA	145.1	9 25 PM	5 00 AM			12 30 AM		
	12 05 AM				2 30 AM	6 50 PM	92.1	CENTRALIA	91.1	7 30 PM	2 20 AM			7 30 PM		
	7 35 AM						181.6	ALBINA	1.6							
					6 15 AM	10 10 PM	183.2	PORTLAND	0.0	4 00 PM	11 15 PM					
	Arrive Daily				Arrive Daily	Arrive Daily				Leave Daily	Leave Daily			Leave Daily		
	(12.85) 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—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Spokane	Time Table No. 48 January 7, 1923	Distance from Umatilla— Pendleton	FIRST CLASS				SECOND CLASS		
	253 Time Freight			11 Passenger	75 Passenger	77 Passenger	1 Passenger				12 Passenger	76 Passenger	78 Passenger	2 Passenger			254 Time Freight
	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	0 0	SPOKANE	251.4	7 15 AM	10 30 AM	6 35 PM		3 30 AM		
	6 00 PM			9 15 PM	4 25 PM	7 05 AM		147.8	RIPARIA	103.6		4 45 AM	12 45 PM		6 40 PM		
	1 30 AM			12 10 AM	11 05 PM			103.9	AYER JUNCTION	80.6	3 45 AM	3 55 AM		2 10 PM			
	6 00 AM			1 45 AM	12 55 AM	2 30 AM		157.2	WALLULA	27.3	1 55 AM	2 20 AM	12 15 AM	12 01 PM			
	8 00 AM			2 30 AM				184.5	UMATILLA	0.0	12 55 AM						
						12 35 PM		156.5	STARBUCK	94.9			12 10 PM				
						12 55 PM		204.6	WALLA WALLA	46.8		11 00 PM	9 50 AM	7 00 PM			
						4 00 AM	2 55 PM	7 00 AM	PENDLETON	0.0			8 00 AM	5 10 PM			
						4 55 PM	9 00 AM	251.4	(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	(14.00) 13.2			(5.15) 35.1	(11.35) 21.6	(9.50) 25.6	(2.00) 23.4	Time.....					(6.20) 29.1	(11.30) 21.7	(10.35) 23.8	(1.50) 25.5	(15.29) 11.9
	Average Speed per Hour.....																

FOURTH SUB-DIVISION—Umatilla and The Dalles—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 Huntington	Time Table No. 48						
			29	17	1	19	11	5	23		January 7, 1923						
			Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger								
WFTYP		Time Freight															
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
		8.30AM				10.45AM		2.35AM		12.25AM	215.8		DN-R	UMATILLA	Co		
		8.45				10.52		2.41		12.40	220.0			BAILEY			
		9.00				10.58		2.47		12.46	223.2		D	IRRIGON	Go		
		9.10				11.05		2.53		12.53	226.9			JUDSON			
		9.30	1.20AM			2.15PM	11.15	3.10AM	3.03	2.10AM	223.9		DN-R	MESSNER	Fe		
		9.35	1.30			2.17	11.18	3.12	3.05	2.12	225.7		D	BOARDMAN	Bd		
		9.40	1.48			2.21	11.21	3.15	3.08	2.15	227.5			PETERS			
		9.50	2.21			2.27	11.28	3.20	3.14	2.21	231.4			CASTLE			
		10.05	2.45			2.35	11.38	3.28	3.22	2.29	237.2			BOULDER			
		10.15	2.55			2.41	11.47	3.33	3.28	2.35	241.2		D	HEPPNER JCT.	W		
		10.20	3.00			2.44	11.50	3.36	3.31	2.38	242.7			WILLOWS			
		10.30	3.20			2.50	11.59AM	3.43	3.37	2.44	247.1			SILICA			
		10.40	4.00			2.57	12.10PM	3.50	3.44	2.52	251.7		DN	ARLINGTON	Mx		
		10.55	4.15			3.06	12.20	3.58	3.52	3.00	255.4			GILMORE			
		11.05	4.30			3.14	12.40	4.05	3.58	3.06	259.9			BLALOCK			
		11.15	4.40			3.20	12.48	4.11	4.04	3.12	263.9			RAMSAY			
		11.20	4.45			3.24	12.52	4.15	4.08	3.15	266.3		D	QUINTON	Qn		
		11.30	4.55			3.30	1.05	4.22	4.14	3.21	270.6			HOOK			
		11.46	5.05			3.36	1.13	4.28	4.19	3.26	274.6			GOFF			
		11.55AM	5.20			3.40	1.18	4.33	4.24	3.30	277.4			DAY			
		12.05PM	5.35			3.44	1.24	4.37	4.28	3.34	280.1			RUFUS			
		12.15	5.45			3.48	1.30	4.41	4.32	3.38	282.7			GRANT			
		12.25	5.55			3.52	1.36	4.45	4.36	3.42	285.6		DN	BIGGS	Bx		
		12.40	6.00			12.35PM	3.55	4.49	4.39	3.45	287.7		D	SHERMAN	Vo		
		12.45	6.05			12.38	3.58	4.52	4.42	3.47	289.2			MILLER			
		1.00	6.15			12.44	4.04	4.58	4.47	3.52	293.1			CELLO			
		1.05	6.20			12.46	4.06	5.00	4.49	3.54	294.3			OREGON TRUNK JCT.			
		1.20	6.30			12.50	4.12	5.07	4.53	3.58	297.8			DUNE			
		2.00PM	7.15AM			1.05PM	4.30PM	2.25PM	5.25AM	4.15AM	305.3		DN-R	THE DALLES	Dk-Wh		
		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
		(5.30)	(5.55)			(0.30)	(2.15)	(3.40)	(2.15)	(2.35)	(2.05)	(3.20)					
		18.0	13.7			34.6	36.0	26.8	36.0	38.1	38.9	29.6					

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

FOURTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD

Time Table No. 48

January 7, 1923

Block Signals

Block Signals

Block Signals

Distance from
Portland

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Portland	FIRST CLASS							SECOND CLASS		
		24 Passenger Arrive Daily	2 Passenger Arrive Daily	18 Passenger Arrive Daily	4 Passenger Arrive Daily	12 Passenger Arrive Daily	6 Express Arrive Daily	30 Passenger Arrive Daily	254 Time Freight Arrive Daily	256 Time Freight Arrive Daily	
DN-R UMATILLA Cs	183.0	5.05AM	2.25PM			12.50AM	2.35AM			9.30AM	
BAILEY	178.8	4.55	f 2.15			12.40	2.25			9.15	
D IRRIGON Go	175.6	f 4.46	s 2.08			12.34	2.18			9.00	
JUDSON	171.9	4.36	f 2.00			12.27	2.09			8.45	
DN-R MESSNER Fc	165.6	f 4.20	s 1.47	2.30PM	10.35PM	12.16	1.55			8.20	9.00AM
D BOARDMAN Bd	163.8	f 4.16	f 1.44	2.25	10.30	12.13	1.51			8.15	8.50
PETERS	162.0	4.11	1.40	2.21	10.27	12.10	1.48			8.05	8.40
CASTLE	158.1	4.02	f 1.32	2.12	10.20	12.03AM	1.41			7.55	8.25
BOULDER	152.3	3.50	1.20	2.03	10.10	11.55PM	1.30			7.35	8.05
D HEPPNER JCT. Wi	148.3	3.40	s 1.12	1.56	10.02	11.49	1.22			7.20	7.50
WILLOWS	146.8	3.36 3.31	f 1.09	1.53	9.59	11.46	1.19			7.15	7.45
SILICA	142.4	3.20	1.00	1.45	9.51	11.39	1.10			7.00	7.30
DN ARLINGTON Mx	137.8	s 3.10	s 12.50 12.40	s 1.35	s 9.42	s 11.30	s 1.00			6.40	7.15
GILMORE	134.1	3.00	12.30	1.29	9.35	11.24	12.53			6.25	7.00
BLALOCK	129.6	2.47	f 12.18	1.22	9.28	11.18	12.45			6.10	6.45
RAMSAY	125.6	2.42	12.09	1.16	9.22	11.12	12.38			6.00	6.30
D QUINTON Qn	123.2	2.38	s 12.04PM	1.13	9.18	11.08	12.34			5.52	6.25
HOOK	118.9	2.31	f 11.54AM	1.05	9.12	11.02	12.26			5.40	6.10
GOFF	114.9	2.26	f 11.46	12.55	9.06	10.57	12.19			5.30	5.55
DAY	112.1	2.21	f 11.40	12.50	9.02	10.52	12.13			5.20	5.45
RUFUS	109.4	2.17	s 11.35	f 12.45	f 8.57	10.48	12.08			5.10	5.35
GRANT	106.8	2.13	f 11.30	12.40	8.53	10.44	12.03AM			5.00	5.25
DN BIGGS Bx	103.9	2.09	s 11.25	s 12.35	f 8.48	10.40	11.58PM			4.50	5.15
D SHERMAN Vo	101.8	2.06	f 11.18	s 12.30	8.44	10.36	11.54	12.35PM		4.40	5.05
MILLER	100.3	2.03	f 11.15	12.23	f 8.41	10.33	11.50	f 12.30		4.35	5.00
CELILO	96.4	1.58	s 11.08	12.14	f 8.34	10.28	11.44	f 12.22		4.20	4.45
OREGON TRUNK JCT.	95.2	1.56	11.04	12.11	8.30	10.26	11.40	12.18		4.15	4.40
DUNE	91.7	1.52	11.00	12.02PM	8.25	10.22	11.34	12.12PM		4.00	4.30
DN-R THE DALLES Dk-Wh	84.2	1.40AM	10.40AM	11.45AM	8.10PM	10.10PM	11.20PM	11.55AM		3.30AM	4.00AM
(08.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily

Time.....	(3.25)	(3.45)	(2.45)	(2.25)	(2.40)	(3.15)	(.40)	(6.00)	(5.00)
Average Speed per Hour.....	28.8	26.3	29.4	33.5	36.9	30.3	25.9	16.6	16.2

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.

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

FIFTH SUB-DIVISION—The Dalles and Portland—WESTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele-phones, and turning stations.	SECOND CLASS						FIRST CLASS								Distance from Huntington	STATIONS		
		977	691	255			561	17	1	19	11	5	23	563				
		Way Freight	Time Freight	Time Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
WFTOP				10.40AM											305.3			DN-R THE DALLES Dk-Wh
P				10.55											307.8			DN CRATES Cr.
3350 P				11.22											313.4			ROWENA
3500 P				11.40											317.0			CHATFIELD
3200 WP				11.55AM											320.3			D MOSIER H
9596 WP				12.15PM											326.3			DN HOOD RIVER K
4040 P				12.40											330.4			MENO
3255 P				12.45											332.0			SONNY
1835 P				12.52											334.2			VIENTO
3190 P				1.00											336.6			LINDSEY
2980 WFTP				1.10											339.8			DN WYETH
2784 P				1.22											342.7			HERMAN
3203 P				1.35											346.6			D CASCADE LOCKS C
6783 WTP				1.50											350.8			D BONNEVILLE Mu
3315 P				2.04											355.4			DODSON
3108 P				2.10											358.1			ONEONTA
3479 P				2.25											363.2			D BRIDAL VEIL Ju
3210 P				2.35											367.1			ROOSTER ROCK
3050 P				2.45											370.4			TAYLOR
5875 WTP				3.00											373.9			DN TROUTDALE Sn
2700 P															376.3			FAIRVIEW Fa
2720 P															381.8			CLARNIE
1500 P															385.1			GRAHAM
1385															387.6			BRUUN
5331 P				3.25											378.9			HEMLOCK
3912 P				3.50											383.6			FIR
3763 P				4.20											389.1			KENTON
1415 YP				4.25											390.3			PENINSULA JCT.
P															391.5			Block Signals NORTH PORTLAND JCT.
1415 YP				2.02PM	5.20AM										5.42AM	390.3		Block Signals PENINSULA JCT.
				2.02	5.30										5.47	390.3		Block Signals PENINSULA JCT.
1415 YP				2.02	5.30	4.25									5.47	390.3		Block Signals PENINSULA JCT.
P				2.15	5.35	4.35									5.51	391.8		Block Signals ST. JOHNS JCT.
P				2.20	5.45	5.00									5.55	393.0		Block Signals MILLROAD
WFTYOP				2.45PM	7.35AM	6.20PM										394.3		Block Signals DN-R ALBINA B
																394.4		Block Signals HARDING ST.
IP																388.9		Block Signals EAST PORTLAND
IP																389.5		Block Signals DN-R PORTLAND Dispr X P-Sc-Ve
																		(84.2)

(0.45) (2.15) (7.40) (0.29) (2.55) (3.25) (3.00) (2.45) (2.40) (2.40) (0.33) Time
 6.9 2.3 11.6 14.1 28.9 24.7 28.1 30.7 31.6 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.
 Only such trains as originate or terminate at Albina will register at Albina.

FIFTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Time Table No. 48

January 7, 1923

STATIONS	Distance from Portland	FIRST CLASS								SECOND CLASS			
		2	18	562	4	12	6	24	564	978	692	254	256
		Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Passenger	Way Freight	Time Freight	Time Freight	Time Freight
DN-R THE DALLES Dk-Wh	84.2	10.30AM	11.40AM		8.05PM	10.05PM	11.15PM	1.35AM					
DN CRATES Cr	81.7	10.24	11.34		7.58	9.59	11.09	1.29					
ROWENA	76.1	f 10.11	11.22		f 7.46	9.50	10.59	1.20				2.30AM	3.00AM
CHATFIELD	72.5	10.03	11.16		7.38	9.44	10.52	1.14				2.20	2.50
D MOSIER H	69.2	s 9.55	11.10		s 7.32	9.38	10.45	1.08				2.08	2.35
DN HOOD RIVER Ki	63.2	s 9.40	s 10.55		s 7.20	s 9.25	s 10.30	s 12.55				1.58	2.25
MENO	59.1	9.31	10.46		7.10	9.16	10.18	12.46				1.50	2.15
SONNY	57.5	f 9.28	10.43		f 7.06	9.13	10.15	12.43				1.30	1.55
VIENTO	55.3	f 9.24	10.39		7.01	9.09	10.10	12.39				1.15	1.40
LINDSEY	52.9	f 9.20	10.35		6.56	9.05	10.05	12.34				1.10	1.35
DN WYETH We	49.7	s 9.14	10.29		f 6.49	8.59	9.59	12.29				1.03	1.28
HERMAN	46.8	f 9.08	10.24		6.43	8.54	9.54	12.24				12.56	1.22
D CASCADE LOCKS Cj	42.9	s 9.00	10.18		s 6.35	8.48	9.48	12.18				12.48	1.13
D BONNEVILLE Mu	38.7	s 8.50	10.10		f 6.25	8.40	9.40	12.10				12.40	1.05
DODSON	34.1	f 8.40	10.03		f 6.15	8.33	9.33	12.03AM				12.30	12.55
ONEONTA	31.4	f 8.33	9.59		6.08	8.29	9.29	11.59PM				12.10AM	12.40
D BRIDAL VEIL Ju	26.3	s 8.22	9.51		s 5.56	8.21	9.21	11.51				11.45PM	12.28
ROOSTER ROCK	22.4	f 8.15	9.45		f 5.47	8.15	9.15	11.45				11.38	12.20
TAYLOR	19.1	8.08	9.40		5.40	8.10	9.10	11.40				11.26	12.10AM
DN TROUTDALE Sn	15.6	s 8.01	9.35		f 5.31	8.05	9.05	11.35				11.17	11.59PM
FAIRVIEW Fa	13.2	s 7.56	9.31		5.25	8.01	9.01	11.31				11.10	11.50
CLARNIE	7.7	f 7.40	9.22		5.16	7.52	8.52	11.22				11.00	11.40
GRAHAM	4.4	7.30	9.15		5.11	7.45	8.45	11.15				VIA KENTON	VIA KENTON
BRUN	1.9	7.22	9.08		5.06	7.38	8.38	11.08					
HEMLOCK	17.0											10.30	11.10
FIR	12.3											10.15	10.55
KENTON	6.8											10.00	10.40
PENINSULA JCT.	5.6											9.55	10.25
NORTH PORTLAND JCT.	6.8	VIA GRAHAM	VIA GRAHAM		VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM					
PENINSULA JCT.	5.6			4.20PM					11.38PM			7.05AM	8.00PM
PENINSULA JCT.	5.6			4.17					11.34			6.55	7.55
PENINSULA JCT.	5.6			4.17					11.34			6.55	7.55
ST. JOHNS JCT.	4.1			4.13					11.30			6.45	7.50
MILLROAD	2.9			4.10					11.25			6.40	7.40
DN-R ALBINA B	1.6											6.30AM	7.30PM
HARDING ST.	1.5			4.06					11.21			9.30PM	10.00PM
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				
(84.2)		Leave Daily	Leave Daily	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	(0.35)	(0.30)	(5.00)	(5.00)	
									8.9	10.04	16.6	16.6	

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.

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.

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 tracks in feet and location of poles, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS							Distance from Seattle	Time Table No 48 January 7, 1923	
	975	977	691	563	39	37	35	33	561	31		STATIONS	Double track
	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 Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	DN-R SEATTLE Ow
P				11.15PM	8.30PM	7.40PM	5.15PM	12.15PM	3.30PM	9.30AM	3.1	DN-R ARGO 0.3	
Yard IWFTOYP	7.00AM		7.00PM	11.25	8.40PM	7.50PM	5.25PM	12.25PM	3.40	9.40AM	9.4	DN-R BLACK RIVER Bi	
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. 0.8 Jn
	9.10AM	8.20PM	12.30AM	4.45PM	36.5	DN RESERVATION Rn

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								5.42AM						9.41PM	176.4	Block Sign's Staff System NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.5 ST. JOHNS JCT. 1.2 MILLROAD 1.3 ALBINA 0.1 HARDING ST. 0.9 EAST PORTLAND 0.6 PORTLAND (183.2)
1415	YP																	177.6	
	P																	179.1	
	P																	180.3	
	P		2.45PM	7.35AM														181.6	
	IP																	181.7	
	I										6.15AM						10.10PM	182.6	
		Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	183.2	
		(2.10) 15.4	(0.45) 6.9	(12.35) 14.2							(7.00) 26.2	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(6.40) 27.7	(0.10) 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 and 691 and 692 or their extras 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. 48

January 7, 1923

STATIONS	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
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. & Sat.
DN-R SEATTLE Ow	183.2	9.15AM	11.55AM	11.45AM	7.25PM	8.15PM	10.40PM	6.30AM			
DN-R ARGO	180.1	9.05AM	11.45AM	11.30AM	7.15PM	8.05PM	10.30	6.15	6.45AM		3.00PM
DN-R BLACK RIVER Bi	173.8						10.20PM	6.00AM	6.25AM		2.45PM

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

DN TACOMA JCT. Jn	147.5						9.35PM	5.10AM				5.15AM		12.45PM
DN RESERVATION Rn	146.7						9.30PM	5.05AM				5.10AM		12.35PM

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

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

NORTH PORTLAND JCT. 1.2	6.8						4.20PM	11.38PM						8.00PM	7.05AM	
PENINSULA JCT. 1.5	5.6															
ST. JOHNS JCT. 1.3	4.1															
MILLROAD 1.3	2.9															
ALBINA 0.1	1.6													7.30PM	6.30AM	
HARDING ST. 0.9	1.5															
EAST PORTLAND 0.6	0.6															
PORTLAND (183.2)	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.

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 and 691 and 692 or their extras 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. 48 January 7, 1923			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	313 Freight		29 Passenger			STATIONS	30 Passenger			314 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					
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	106.0	5.05PM		4.30PM			
2680 W		7.15		8.24	46.2	D MADRAS Md	101.1	4.50		3.45			
2480		7.30		8.34	51.9	PAXTON	95.4	4.35		3.00			
1900 W		7.45		8.49	57.4	D GATEWAY Gw	89.9	4.20		2.40			
1280 WFP		8.15AM		9.12AM	65.6	R SOUTH JUNCTION	81.7	3.50PM		2.00PM			
BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES													
P		8.50AM		9.32AM	76.0	D-R NORTH JUNCTION Jn	71.3	3.25PM		1.15PM			
1100		8.55		9.35	77.1	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	59.2	2.55		12.30PM			
1150 WP		10.25		10.25	96.1	D MAUPIN Hf	51.2	2.35		11.45AM			
		10.55		10.40	104.5	SHERARS BRIDGE	42.8	2.15		10.50			
1290 W		11.00		10.45	105.1	FARGHER	42.2	2.10		10.45			
1200		11.35		11.10	115.5	TUNNEL ONE	31.8	1.44		10.05			
1160		11.55AM		11.25	121.1	BLUFFS	26.2	1.30		9.45			
2650 W		1.05PM		11.50AM	133.0	MAYS	14.3	1.05		9.15			
450		1.47		12.01PM	137.4	FREE BRIDGE	9.9	12.55		9.00			
WY		2.20PM		12.30PM	147.3	D-R SHERMAN Vo	0.0	12.35PM		8.30AM			
		Arrive Tues. Thurs. & Sat.		Arrive Daily		(147.3)		Leave Daily		Leave Mon. Wed. & Fri.			

(7.20) 14.5 Time (5.30) 26.8 Average Speed per Hour (6.25) 22.9 (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 scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Condon	Time Table No. 48 January 7, 1923			Distance from Arlington	SECOND CLASS	
	107 Mixed			STATIONS	108 Mixed				
	Leave Daily				Arrive Daily				
10005 WFYP		8.20AM	0.0	D-R CONDON Cd	44.5	4.20PM			
1576		8.40	8.2	GWENDOLEN	36.3	3.30			
1783		8.50	12.2	SPEECE	32.3	3.15			
1816		9.10	15.9	CLEM	28.6	3.00			
2342 W		9.35	20.1	MIKKALO	24.4	2.40			
1698		10.00	24.8	BARNETT	19.7	2.20			
2446 W		10.20	28.5	ROCK CREEK	16.0	2.05			
1793		10.45	37.2	SHUTLER	7.3	1.35			
2506 WFTP		11.30AM	44.5	DN-R ARLINGTON Mx	0.0	1.05PM			
		Arrive Daily		(44.5)		Leave Daily			

(8.10) 14.0 Time (3.15) 13.7 (3.20) 13.6 Time (3.15) 13.9

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.	SECOND CLASS		Distance from Shaniko	Time Table No. 48 January 7, 1923			Distance from Biggs	SECOND CLASS	
	105 Mixed			STATIONS	106 Mixed				
	Leave Daily				Arrive Daily				
3385 WFYP		7.30AM	0.0	D-R SHANIKO Ni	69.7	5.50PM			
891		8.05	12.6	WILCOX	57.1	5.05			
1100		8.20	17.2	KENT	52.5	4.50			
571		8.40	23.9	BOURBON	45.8	4.20			
1968 WT		9.10	31.2	D GRASS VALLEY Vy	38.5	4.00			
338 Spur		9.30	38.4	ERSKINE	31.3	3.40			
2694 W		9.44	42.7	D MORO Mr	27.0	3.25			
1059		9.54	45.8	DE MOSS	23.9	3.15			
393		10.01	49.7	NISH	20.0	3.03			
3850 Spur		10.03	50.5	HAY CANYON	19.2	3.00			
656		10.12	54.1	SANDON	15.6	2.50			
1199		10.19	55.5	KLONDIKE	14.2	2.45			
3266 W		10.32	60.0	D WASCO Wa	9.7	2.30			
190 Spur		10.40	62.6	SINK	7.1	2.15			
844		10.45	64.5	THORNBERRY	5.2	2.05			
6780 WFYP		11.20AM	69.7	DN-R BIGGS Bx	0.0	1.45PM			
		Arrive Daily		(69.7)		Leave Daily			

(3.50) 18.0 Time (4.05) 17.0

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

WESTWARD—Heppner Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Heppner	Time Table No. 48 January 7, 1923			Distance from Heppner Jct.	SECOND CLASS	
	109 Mixed			STATIONS	110 Mixed				
	Leave Daily				Arrive Daily				
2867 WFTP		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	14.2	JORDAN	31.0	3.25			
2397 W		9.00	16.9	D IONE On	28.3	3.15			
		9.10	20.0	McNAB	25.2	2.55			
1082		9.30	25.4	MORGAN	19.8	2.40			
		9.40	27.5	MORSIL	17.7	2.25			
631 W		9.55	30.7	CECIL	14.5	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. Wf	0.0	1.25PM			
		Arrive Daily		(45.2)		Leave Daily			

(3.20) 13.6 Time (3.15) 13.9

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

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. 48 January 7 1923			Distance from Hoquiam	FIRST CLASS				SECOND CLASS	
	987	161	119	115	117	577		118	578	116		120	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.			
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				
WFTYOP	1.00PM					3.00AM	0.0	DN-R	CENTRALIA	Ds	57.5		1.45AM		9.45PM		

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. 48 January 7, 1923			Distance from Centralia	SECOND CLASS	
	515	516		TONO	WABASH				
	Mixed	Mixed		5.8	2.2				
1300 WFOP	3.00PM		0.0	R	8.0	1.35PM			
	f 3.25		5.8		2.2	f 1.10			

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	55.1		1.30AM		9.30PM
1350 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	R HELSING JUNCTION	45.3	3.10PM	f 1.05		9.00 8.00PM
2680 WP	1.50	2.50			s 4.10 s 4.15	13.7	DN 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	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	31.2	f 2.34 f 12.26			8.05 7.20
	3.10	3.42			4.40 5.05	28.9	RONY	28.6	2.29 12.20			7.55 7.15
353 P	3.20	3.50			s 4.45 f 5.10	30.8	D SAGINAW Sg	26.7	s 2.24 f 12.15			7.45 7.10
	3.30	3.55			f 4.50 f 5.20	32.5	SOUTH ELMA	25.0	f 2.19 f 12.10AM			7.35 7.05
1747 P	3.45	4.05			f 4.59 f 5.30	36.0	FULLER	21.5	f 2.12 f 11.55PM			7.20 6.55
	4.15	4.30			f 5.12 5.50	42.3	R SOUTH MONTESANO	15.2	f 2.00 f 11.35			7.00 6.40
1160 P			5.12PM	1.45PM		42.3	R SOUTH MONTESANO	15.2		2.00PM 5.27PM		
			5.19PM	1.52PM		43.8	D MONTESANO Mo	16.7		1.53PM 5.20PM		
	5.00	4.30			f 5.27 f 5.50	42.3	R SOUTH MONTESANO	15.2	f 1.45 f 11.35			7.00 6.40
1523 P	5.10	4.35			f 5.32 f 5.55	43.8	MELBOURNE	13.7	f 1.42 f 11.30			6.55 6.35
1751 P	5.40	4.45			f 5.40 f 6.05	46.7	PREACHER'S SLOUGH	10.8	f 1.36 f 11.20			6.45 6.25
1915 WFYOP	6.00	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
	6.30					53.3	N. P. CROSSING	4.2				5.50
4136 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	8.0	DN-R	CENTRALIA	Ds	0.0	1.00PM
	Arrive Daily Ex. Sun.			(8.0)			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. 48 January 7, 1923			Distance from Cosmopolis
		STATIONS			
		PRIMO	BRIDGES	COSMOPOLIS	
462	0.0			13.1	
1002	7.9			5.2	
	13.1			0.0	

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 Ex. Sun.	Leave Daily Ex. Sun.

Time shown at Hoquiam and Centralia is for information only. At these stations trains will be governed by time table of Northern Pacific Ry.

Trains 117 and 118 will register at Primo Branch Junction switch, Cosmopolis. Train register for Blakeslee Junction is located at Centralia. Train arriving South Montesano as No. 115, South Montesano to Montesano, and will run as No. 116, Montesano to South Montesano. Train arriving South Montesano as No. 117 will run as No. 119, South Montesano to Montesano, and will run as No. 120, 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. 48 January 7, 1923			Distance from Olympia	FIRST CLASS	
	123	121		122	124				
	Passenger	Passenger		Passenger	Mixed				
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	
PY	8.05PM	6.05PM	0.0	DN-R	CHAMBERS PRAIRIE Ma	7.4	5.50PM	8.00PM	
PWFFY	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	

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

FIRST DIVISION

SPECIAL RULES

PASSENGER TRAINS

1. Nos. 1 and 2 will stop on flag at Montavilla, Corbett, Crusher, Latourell, Multnomah Falls, Warrendale, Eagle Creek, Seufert, Big Eddy, Dillon 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, and on Saturdays will stop at Multnomah Falls to let off passengers from Portland.
- 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.

3. (a) Trains from the Second Division entering Umatilla yard will be governed by Rule 93, and if a train on Third Division main line is seen approaching wye junction switch, Second Division train will remain clear of Third Division main line until the approaching train has stopped.
 - (b) Between Peninsula Junction and St. Johns Junction trains will be governed by Special Rule 30 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.
 - (c) Sixth Sub-Division westward trains will obtain clearance card at Vancouver for movement North Portland Junction to Albina or Portland. Train register for trains arriving and departing North Portland Junction from and to Fifth Sub-Division will be maintained at Vancouver.
 - (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 Rules 83 and 83(a), but may proceed Argo to Seattle on clear signal indication from interlocking tower at Argo and run with current of traffic, being governed by Rule 93.
 - (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. Westward C. M. & St. P. Railway trains entering Helsing Junction-Independence yard, will be governed by Rule 93, and if a train on O.-W. R. R. & N. main line is seen approaching Helsing Junction switch, train from C. M. & St. P. Railway will remain clear of O.-W. R. R. & N. main line until the approaching train on O.-W. R. R. & N. main line has stopped.
 - (i) Primo Branch trains entering Cosmopolis yard will be governed by Rule 93, and if a train on main line is seen approaching Primo Branch junction switch, Primo Branch train will remain clear of main line until the approaching train has stopped.
 - (j) 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. Company at Centralia.
 - (k) 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. If a home block signal fails to indicate stop or a distant block signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal, the train dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by the signal and must remain there until relieved by an employe of the Signal Department or by official instructions.
 7. Automatic block signals govern movement of trains in both directions through gauntlet track over Des Chutes River Bridge between Celilo and Miller. All trains will approach gauntlet track under control and must not exceed 15 miles per hour through gauntlet track. When a train is stopped by home signal at the approach to gauntlet track it may proceed when signal clears or by sending a flagman ahead sufficient distance to insure full protection. When opposing trains approach at same time eastward trains must stop before passing home signal 600 feet west of bridge, giving westward superior trains preference.
 8. At Hood River, siding on north side of main track is No. 1 and siding on south side of main track is No. 2. Unless otherwise directed, all westward trains taking siding will use Siding No. 1; eastward freight trains will use Siding No. 2, and eastward passenger trains will take siding at crossover from main track to Siding No. 1.

9. 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.
10. 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.
11. 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.
12. 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.
13. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.
14. While in Northern Pacific Terminal Company's yard in Portland, trains and engines will be governed by rules and regulations of that company.
15. (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.
16. Sand will not be used on draw bridges.
17. 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.
18. (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, when this track is clear. When cars are spotted at house, switches will be left set and locked for main track.
19. 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.
20. 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

25. (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) When within yard limits a maximum speed of 30 miles an hour by first class trains and 15 miles an hour by other trains and engines must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.
 - (d) All trains will not exceed 15 miles an hour when using crossovers or turnouts, and be under control through sidings, interlocking plants and yard limits. Under control means to be able to stop within the distance track is seen to be clear.
 - (e) 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.
 - (f) 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.
 - (g) 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.
 - (h) Slow boards will be erected one-fourth mile from the point which they are intended to cover.
 - (i) Trains handling logs will not exceed a speed of 15 miles per hour.
 - (j) Trains in which steam derrick is moved will not exceed 30 miles per hour on main line and 15 miles per hour on branch lines.

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
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 $\frac{22}{28}$ 135	3204 to 3207																
P. 77 $\frac{17-28}{28}$ 143	3200																
P. 77 $\frac{22}{28}$ 143	3201 to 3203	1670	1670	740	1345	1540	1540	1730	1880	1900	1440	1190	870	1540	1540	800	1900
P. 77 $\frac{22}{28}$ 149	3208 to 3217																
T. 69 $\frac{22}{28}$ 159	1742 to 1754	2205	2205	920	1680	1920	1920	2200	2310	2505	1890	1560	1170	1920	2010	1010	2505
T. 63 $\frac{22}{28}$ 160	1755 to 1760																
P. 77 $\frac{25}{28}$ 167	3218 to 3225	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500
C. 57 $\frac{15\frac{1}{2}-26}{30}$ 167	711 to 717																
C. 57 $\frac{20\frac{1}{2}}{30}$ 172	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 $\frac{23\frac{1}{2}}{30}$ 207	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	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 Cosmopolis	Cosmopolis to Centralia
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 $\frac{15\frac{1}{2}-26}{26}$ 145	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	1650	2200	2310	900	1975	1180	1180	
C. 55 $\frac{19}{30}$ 149	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 $\frac{15\frac{1}{2}-26}{30}$ 167	{ 711 to 714 716 to 717																												
C. 57 $\frac{21}{30}$ 163	710, 715, 718 and 724	1200	1505	745	1170	1120	1720	220	465	460	585	1305	625	435	480	275	1625	1400	1300	1000	950	1510	2040	2625	1020	2220	1475	1475	
C. 57 $\frac{15\frac{1}{2}-26}{30}$ 172	719 to 723																												
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	1700	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 Jct.....	6000	3000
North Jct. to Bend.....	3000
Biggs to Shaniko.....	3000
Arlington to Condon.....	3000
Heppner Jct. 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. 87.7	Kelsey	M. P. 63.0
Big Eddy	" 88.6		
Dillon	" 93.5		
Tumwater	" 96.0		
		BEND BRANCH	
		Harris	M. P. 13.1
		Ketchum	" 27.0
		Oak Springs	" 56.2
		Truman	" 84.2
		Agency	" 103.5
		Hensley	" 135.2
		GRAY'S HARBOR BRANCH	
Montavilla	M. P. 5.4	Callow	M. P. 23.0
Quarry Spur	" 7.1	Ballast	" 28.2
Corbett	" 20.4	Hall	" 40.6
Crusher	" 21.4	South Aberdeen	" 52.8
Latourell	" 23.9		
Multnomah Falls	" 29.6		
Warrendale	" 35.8		
Eagle Creek	" 40.1		
Adamsboro	" 10.3		
Ward	" 14.2		
		PRIMO BRANCH	
		Arctic	M. P. 7.3
		Midson	" 11.6
		OLYMPIA BRANCH	
		Zanaton	M. P. 1.8

LIST OF SURGEONS

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

Name	Title	Place	District
M. K. HALL	Assistant Chief 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
ARCHIE C. VANCLEVE	Assistant Surgeon	Portland, 412 Bush & Lane Bldg	Portland
E. G. MARGASON	Assistant Surgeon	Portland, 590 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	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
W. R. SCOTT	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 Primo Bchs.
R. F. HUNTER	District Surgeon	Hoquiam	Gray's Harbor and Primo Bchs.
I. R. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and Primo Bchs.
J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and Primo Bchs.
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
O. R. Simenson & Son	Olympia
M. H. Symons	Bend

LOCATION STANDARD CLOCKS

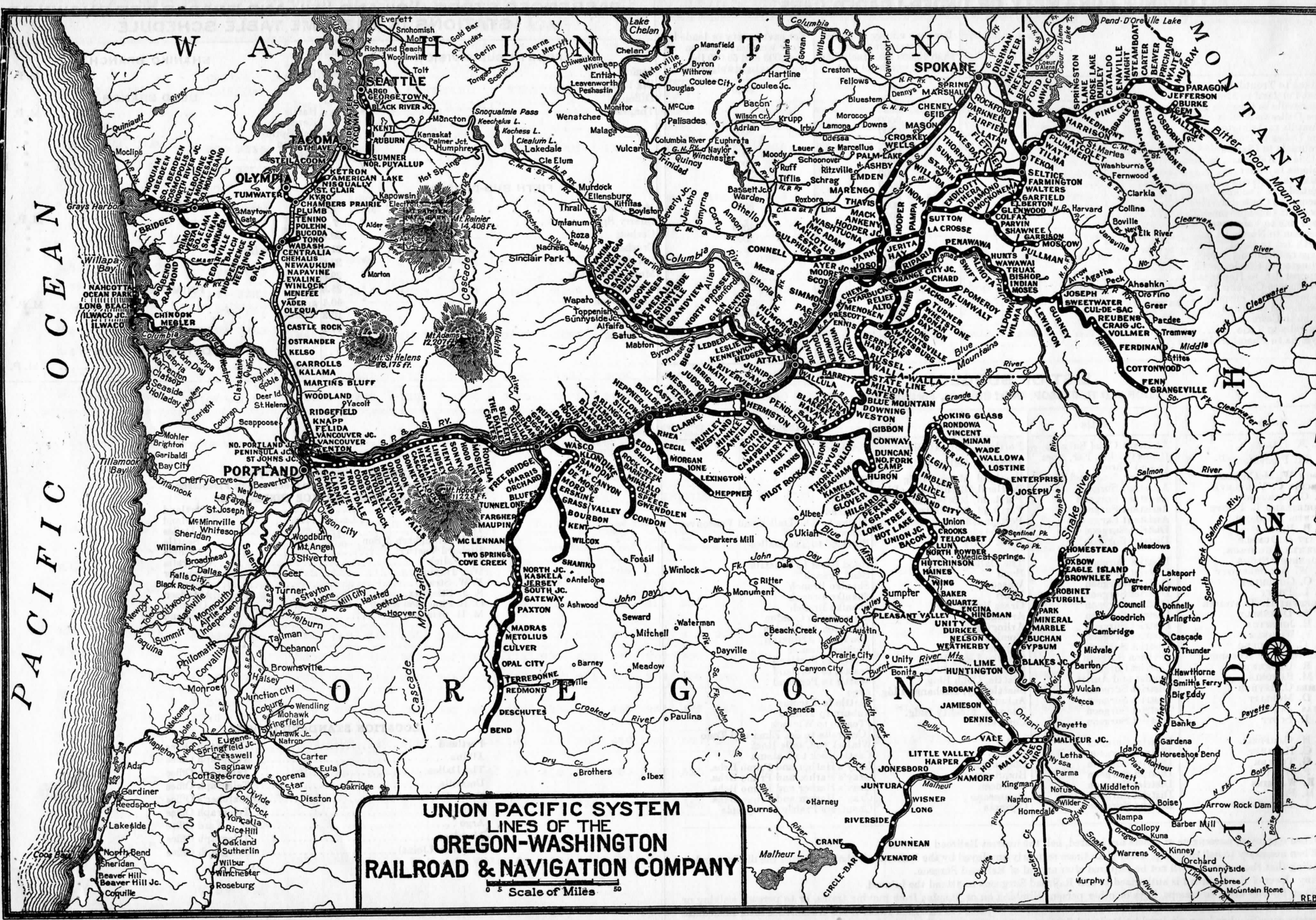
Portland	Telegraph Office
Albina	Telegraph Office
The Dalles	Telegraph Office
Umatilla	Telegraph Office
Centralia	Dispatcher's Office
Seattle	Telegraph Office
Argo	Yard Office
Aberdeen	Telegraph Office
Hoquiam (Joint)	Telegraph Office

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
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

Scale of Miles 50