

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, January 28, 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

MILES OF ROAD

A. BUCKLEY,
Superintendent, PORTLAND, OREGON.

FIRST DIVISION..... Main Line..... 381.82
Branches..... 411.22
Total..... 793.04

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

SECOND DIVISION..... Main Line..... 233.26
Branches..... 97.84
Total..... 331.10

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

THIRD DIVISION..... Main Line..... 82.14
Branches..... 310.62
Total..... 392.76

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

FOURTH DIVISION..... Main Line..... 104.03
Branches..... 437.16
Total..... 541.19

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

Total, Main Line..... 801.25
Total, Branches..... 1256.84
Total..... 2058.09

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

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. 49 January 28, 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		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	4.20AM	5.10AM		6.10PM				6.54PM	2.55PM	00	HUNTINGTON	389.5		12.35AM	8.05AM		11.45AM	2.40PM	6.54PM		
	1.00PM	8.50AM		9.55PM				9.50PM	6.40PM	99.5	LA GRANDE	290.0		8.05PM	3.25AM		7.27AM	10.25AM	7.00AM		
		12.20PM	9.05AM	1.05AM				12.25AM	10.01PM	173.8	PENDLETON	215.7	4.10PM	5.00PM	12.20AM		4.32AM	7.00AM			
	8.45PM									177.5	RIETH	212.0							5.15PM		
			10.45AM				2.35AM		12.25AM	215.8	UMATILLA	183.0	2.30PM		12.50AM	2.40AM	5.10AM				
	10.40AM	4.35PM	2.35PM	5.30AM	5.15AM	4.20AM	3.50AM			305.3	THE DALLES	84.2	10.40AM	11.55AM	8.10PM	10.10PM	11.20PM	1.45AM	4.00AM		
		7.30PM	6.00PM	8.30AM	8.00AM	7.00AM	7.30AM			389.5	PORTLAND	0.0	7.15AM	9.10AM	5.00PM	7.30PM	8.30PM	11.00PM			
	6.20PM									394.3	ALBINA	1.6							10.00PM		
	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	(12.00) 22.1	(16.35) 23.5	Time.....					(8.55) 24.2	(15.25) 25.2	(15.05) 25.8	(5.20) 34.3	(15.15) 26.1	(15.40) 25.4	(44.54) 8.7	Average Speed Per Hour.....	

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Seattle	Time Table No. 49 January 28, 1923	Distance from Portland	FIRST CLASS		SECOND CLASS			
	691 Time Freight				563 Passenger	561 Passenger					562 Passenger	564 Passenger		692 Time Freight		
	Leave Daily				Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily					
	7.00PM				11.15PM	3.30PM	0.0	SEATTLE	183.2	10.40PM	6.30AM		6.45AM			
	8.30PM				12.40AM	4.55PM	38.1	ARGO	180.1	9.25PM	5.00AM		5.00AM			
	12.05AM				2.30AM	6.50PM	92.1	TACOMA	145.1	7.30PM	2.20AM		12.30AM			
	7.35AM						181.6	CENTRALIA	91.1				7.30PM			
					6.15AM	10.10PM	183.2	ALBINA	1.6							
	Arrive Daily				Arrive Daily	Arrive Daily		PORTLAND	0.0	4.00PM	11.15PM		Leave Daily			
	(12.45) 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. 49 January 28, 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		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily					
	6.00PM			9.15PM	4.25PM	7.05AM		0.0	SPOKANE	251.4	7.15AM	10.30AM	6.35PM		3.30AM				
					10.25PM	12.15PM		147.8	RIPARIA	103.6		4.45AM	12.45PM						
	1.30AM			12.10AM	11.05PM			103.9	AYER JUNCTION	80.6	3.45AM	3.55AM			6.40PM				
	6.00AM			1.45AM	12.55AM 2.30AM			157.2	WALLULA	27.3	1.55AM	2.20AM 12.15AM			2.10PM				
	8.00AM			2.30AM				184.5	UMATILLA	0.0	12.55AM				12.01PM				
					12.35PM 12.55PM			156.5	STARBUCK	94.9			12.10PM 11.50AM						
					4.00AM	2.55PM	7.00AM	204.6	WALLA WALLA	46.8		11.00PM	9.50AM	7.00PM					
						4.55PM	9.00AM	251.4	PENDLETON	0.0			8.00AM	5.10PM					
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave 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 in ft. tracks in ft. location of scale, water, fuel, tele- phone and turn- ing stations.

		SECOND CLASS		FIRST CLASS							Distances from Huntington		
		253	255	29	17	1	19	11	5	23			
		Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTYP		8.30AM				10.45AM		2.35AM		12.25AM	215.8		
3110	P	8.45				10.52		2.41		12.40	220.0		
3200	P	8.55				s10.58		2.47		12.46	223.2		
3200	P	9.10				f11.05		2.53		12.53	226.9		
5030	WFYP	9.30	1.20AM			2.15PM	s11.15	3.10AM	3.03	2.10AM	f 1.05	223.9	
		9.35	1.30			2.18	f11.18	3.12	3.05	2.12	f 1.08	225.7	
3118	P	9.40	1.48			2.25	11.21	3.15	3.08	2.15	1.11	227.5	
3260	P	9.50	2.21			2.31	f11.28	3.20	3.14	2.21	1.18	231.4	
3110	P	10.05	2.45			2.39	11.38	3.28	3.22	2.29	1.30	237.2	
	TP	10.15	2.55			2.44	s11.47	3.33	3.28	2.35	1.36	241.2	
3043	P	10.20	3.00			2.47	f11.50	3.36	3.31	2.38	1.39	242.7	
3015	P	10.30	3.20 3.43			2.53	11.59AM	3.43	3.37	2.44	1.47	247.1	
7200	WTP	10.40	4.00			s 3.00	s12.10PM s12.20	s 3.50	s 3.44	s 2.52	s 1.55	251.7	
3203	P	10.55	4.15			3.08	12.30	3.58	3.52	3.03	2.08	255.4	
4946	WP	11.05	4.30			3.15	f12.40	4.05	3.58	3.10	2.16	259.9	
3745	P	11.15	4.40			3.20	12.48	4.11	4.04	3.15	2.24	263.9	
3217	P	11.20	4.45			3.24	s12.52	4.15	4.08	3.18	2.30	266.3	
5000	P	11.30	4.55			3.30	f 1.05	4.22	4.14	3.23	2.42	270.6	
3500	P	11.46	5.05			3.36	f 1.13	4.28	4.19	3.28	2.50	274.6	
2775	WP	11.55AM	5.20			3.40	f 1.18	4.33	4.24	3.32	2.55	277.4	
5000	P	12.05PM	5.35			3.44	s 1.24	4.37	4.28	3.36	3.00	280.1	
3705	P	12.15	5.45			3.48	f 1.30	4.41	4.32	3.40	3.05	282.7	
6054	YP	12.25	5.55			3.52	s 1.36	4.45	4.36	3.44	f 3.10	285.6	
050	WP	12.40	6.00			f12.35PM	3.55	1.41	4.49	4.39	3.47	3.15	287.7
2750		12.45	6.05			f12.38	3.58	1.44	4.52	4.42	3.49	3.17	289.2
2625		1.00	6.15			f12.44	4.04	1.55	4.58	4.47	3.54	3.23	293.1
		1.05	6.20			12.46	4.06	1.58	5.00	4.49	3.56	3.25	294.3
		1.20	6.30			12.50	4.12	2.06	5.07	4.53	4.00	3.30	297.8
3678		2.00PM	7.15AM			1.05PM	4.30PM	2.25PM	5.25AM	5.10AM	4.15AM	3.45AM	305.3
WFTOP		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 49
January 28, 1923

STATIONS		
DN-R	UMATILLA	Ce
	4.2	
	BAILEY	
	3.2	
D	IRRIGON	Go
	3.7	
	JUDSON	
	6.3	
DN-R	MESSNER	Fe
	1.8	
	BOARDMAN	Bd
	1.8	
	PETERS	
	3.9	
	CASTLE	
	5.8	
	BOULDER	
	4.0	
D	HEPPNER JCT.	
	1.5	
	WILLOWS	
	4.4	
	SILICA	
	4.6	
DN	ARLINGTON	Mx
	3.7	
	GILMORE	
	4.5	
	BLALOCK	
	4.0	
	RAMSAY	
	2.4	
D	QUINTON	Qn
	4.3	
	HOOK	
	4.0	
	GOFF	
	2.8	
	DAY	
	2.7	
	RUFUS	
	2.6	
	GRANT	
	2.9	
DN	BIGGS	Bx
	2.1	
D	SHERMAN	Vo
	1.5	
	MILLER	
	3.9	
	CELLO	
	1.2	
	OREGON TRUNK JCT.	
	3.5	
	DUNE	
	7.5	
DN-R	THE DALLES	Dk-Wh
	(98.8)	

(5.30) 18.0 (5.55) 13.7 (0.30) 34.6 (2.15) 36.0 (3.40) 26.8 (2.15) 36.0 (2.35) 38.1 (2.05) 38.9 (3.20) 29.6 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.
First class trains will register by registering ticket (Form 2642) at Messner.

FOURTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD

Time Table No. 49

January 28, 1923

Distance from Portland

FIRST CLASS

SECOND CLASS

Block Signals

Block Signals

Double Track

STATIONS	Distance from Portland	FIRST CLASS							SECOND CLASS	
		24 Passenger	2 Passenger	18 Passenger	4 Passenger	12 Passenger	6 Express	30 Passenger	254 Time Freight	256 Time Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	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		9.10	
D IRRIGON Go	175.6	f 4.46	s 2.08			12.34	2.18		8.55	
JUDSON	171.9	4.36	f 2.00			12.27	2.09		8.40	
DN-R MESSNER Fe	165.6	f 4.20	s 1.47	2.40PM	10.35PM	12.16	1.55		8.15	
BOARDMAN Bd	163.8	f 4.16	f 1.44	2.30	10.30	12.13	1.51		8.10	
PETERS	162.0	4.11	1.40	2.25	10.27	12.10	1.48		8.05	
CASTLE	158.1	4.02	f 1.32	2.16	10.20	12.03AM	1.41		7.55	
BOULDER	152.3	3.50	1.20	2.07	10.10	11.55PM	1.30		7.35	
D HEPNER JCT. Wi	148.3	3.40	s 1.12	2.00	10.02	11.49	1.22		7.20	
WILLOWS	146.8	3.36	f 1.09	1.57	9.59	11.46	1.19		7.15	
SILICA	142.4	3.20	1.00	1.51	9.51	11.39	1.10		7.00	
DN ARLINGTON Mx	137.8	s 3.10	s 12.50	s 1.40	s 9.42	s 11.30	s 1.00		6.40	
GILMORE	134.1	3.03	12.30	1.32	9.35	11.24	12.53		6.25	
BLALOCK	129.6	2.57	f 12.18	1.24	9.28	11.18	12.45		6.10	
RAMSAY	125.6	2.52	12.09	1.17	9.22	11.12	12.38		6.00	
D QUINTON Qn	123.2	2.48	s 12.04 PM	1.13	9.18	11.08	12.34		5.52	
HOOK	118.9	2.42	f 11.54 AM	1.05	9.12	11.02	12.26		5.40	
GOFF	114.9	2.37	f 11.46	12.58	9.06	10.57	12.19		5.30	
DAY	112.1	2.32	f 11.40	12.52	9.02	10.52	12.13		5.20	
RUFUS	109.4	2.28	s 11.35	f 12.47	f 8.57	10.48	12.08		5.10	
GRANT	106.8	2.24	f 11.30	12.42	8.53	10.44	12.03 AM		5.00	
DN BIGGS Bx	103.9	2.20	s 11.25	s 12.35	f 8.48	10.40	11.58 PM		4.50	
D SHERMAN Vo	101.8	2.16	f 11.18	s 12.30	8.44	10.36	11.54	12.35 PM	4.40	
MILLER	100.3	2.13	f 11.15	12.24	f 8.41	10.33	11.50	f 12.30	4.35	
CELILO	96.4	2.08	s 11.08	12.18	f 8.34	10.28	11.44	f 12.25	4.20	
OREGON TRUNK JCT.	95.2	2.05	11.04	12.15	8.30	10.26	11.40	12.22	4.15	
DUNE	91.7	2.00	11.00	12.10 PM	8.25	10.22	11.34	12.18	4.00	
DN-R THE DALLES Dk-Wh	84.2	1.45 AM	10.40 AM	11.55 AM	8.10 PM	10.10 PM	11.20 PM	12.05 PM	3.30 AM	
(98.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Time.....	(3.20)	(3.45)	(2.45)	(2.25)	(2.40)	(3.15)	(.30)	(6.00)	(5.30)
Average Speed per Hour.....	29.6	26.3	29.4	33.5	36.9	30.3	34.6	16.6	16.0

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.

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

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS								Distance from Seattle	Time Table No 49 January 28, 1923	
	975	977	691	563	39	37	35	33	561	31	STATIONS		DN-R SEATTLE	Ow
	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	DN-R ARGO <td>Bi</td>	Bi	
P				11.15PM	8.30PM	7.40PM	5.15PM	12.15PM	3.30PM	9.30AM	0.0	DN-R BLACK RIVER	Bi	
Yard IWFTOYP	7.00AM		7.00PM	11.25	8.40PM	7.50PM	5.25PM	12.25PM	3.40	9.40AM	3.1			
1354 3401	7.30AM		7.15PM	11.35PM					3.50PM		9.4			

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

P	9.00AM	8.15PM							12.25AM				4.40PM	35.7	DN TACOMA JCT.	Jn
	9.10AM	8.20PM							12.30AM				4.45PM	36.5	DN RESERVATION	En

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										176.4	NORTH PORTLAND JCT.	
1415	YP								5.42AM					177.6	PENINSULA JCT.	
	P													179.1	ST. JOHNS JCT.	
	P													180.3	MILLROAD	
	P		2.45PM	7.35AM										181.6	ALBINA	
	IP													181.7	HARDING ST.	
	I													182.6	EAST PORTLAND	
									6.15AM					183.2	PORTLAND	
		Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

(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 (0.10) 18.6 (6.40) 27.7 (0.10) 18.6

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. 49
January 28, 1923

Distance from
Portland

FIRST CLASS

SECOND CLASS

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 Tues. Thur. & Sat.	
Black Spgns DN-R SEATTLE Ow 3.1	183.2	9.15AM	11.55AM	11.45AM	7.25PM	8.15PM	10.40PM	6.30AM			
DN-R ARGO 0.3	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	173.2						10.20PM	6.00AM	6.25AM	2.45PM	

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

Black Spgns DN TACOMA JCT. Jn 0.8	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.

Black Spgns NORTH PORTLAND JCT. 1.2	6.8						4.20PM	11.38PM			8.00PM	7.05AM	
Black Spgns PENINSULA JCT. 1.5	5.6												
Black Spgns ST. JOHNS JCT. 1.2	4.1												
Black Spgns MILLROAD 1.3	2.9												
Black Spgns ALBINA 0.1	1.6										7.30PM	6.30AM	
Black Spgns HARDING ST. 0.9	1.5												
Black Spgns EAST PORTLAND 0.6	0.6												
Black Spgns PORTLAND 0.0	0.0						4.00PM	11.15PM					
(183.2)		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)
Average Speed per Hour..... 18.6 18.6 12.4 18.6 18.6 27.7 25.2

(11.15) (0.35) (2.25)
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, tele-phone and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Bend	Time Table No. 49 January 28, 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	s 8.15AM	41.3	DN-R	METOLIUS Ms	106.0	s 5.15PM		4.30PM			
2680 W		7.15	s 8.24	46.2	D	4.9 MADRAS Md	101.1	s 5.00		3.45			
2480		7.30	f 8.34	51.9		5.7 PAXTON	95.4	f 4.42		3.00			
1900 W		7.45	s 8.49	57.4	D	5.5 GATEWAY Gw	89.9	s 4.25		2.40			
1280 WFP		8.15AM	s 9.12AM	65.6	R	8.2 SOUTH JUNCTION	81.7	s 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	s 9.32AM	76.0	D-R	NORTH JUNCTION Jn	71.3	s 3.25PM		1.15PM			
1100		8.55	f 9.35	77.1		1.1 COVE CREEK	70.2	f 3.22		1.10			
1160		9.10	f 9.42	80.0		2.9 TWO SPRING	67.4	f 3.15		12.55			
475		9.40	f 10.04	88.1		8.1 McLENNON	59.2	f 2.55		12.30PM			
1150 WP		10.25	s 10.25	96.1	D	8.0 MAUPIN Hf	51.2	s 2.35		11.45AM			
		10.55	f 10.40	104.5		8.4 SHERARS BRIDGE	42.8	f 2.15		10.50			
1290 W		11.00	f 10.45	105.1		0.6 FARGHER	42.2	f 2.10		10.45			
1200		11.35	f 11.10	115.5		10.4 TUNNEL ONE	31.8	f 1.44		10.05			
1160		11.55AM	f 11.25	121.1		5.6 BLUFFS	26.2	f 1.30		9.45			
2650 W		1.05PM	f 11.50AM	133.0		11.9 MAYS	14.3	f 1.05		9.15			
450		1.47	f 12.01PM	137.4		4.4 FREE BRIDGE	9.9	f 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, tele-phone and turning stations.	SECOND CLASS		Distance from Condon	Time Table No. 49 January 28, 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		f 8.40	8.2		8.2 GWENDOLEN	36.3	f 3.30		
1783		f 8.50	12.2		4.0 SPEECE	32.3	f 3.15		
1816		s 9.10	15.9		3.7 CLEM	28.6	s 3.00		
2342 W		s 9.35	20.1		4.2 MIKKALO	24.4	s 2.40		
1698		f 10.00	24.8		4.7 BARNETT	19.7	f 2.20		
2446 W		s 10.20	28.5		3.7 ROCK CREEK	16.0	s 2.05		
1793		f 10.45	37.2		8.7 SHUTLER	7.3	f 1.35		
2596 WFYP		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 Average Speed per Hour (3.20) 13.6 (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, tele-phone and turning stations.	SECOND CLASS		Distance from Shaniko	Time Table No. 49 January 28, 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		f 8.05	12.6		12.6 WILCOX	57.1	f 5.05		
1100		s 8.20	17.2		4.6 KENT	52.5	s 4.50		
571		f 8.40	23.9		6.7 BOURBON	45.8	f 4.20		
1968 WT		s 9.10	31.2	D	7.8 GRASS VALLEY Vy	38.5	s 4.00		
338 Spur		f 9.27	38.4		7.2 ERSKINE	31.3	f 3.40		
2694 W		s 9.40	42.7	D	4.3 MORO Mr	27.0	s 3.25		
1089		f 9.48	45.8		3.1 DE MOSS	23.9	f 3.15		
393		f 9.58	49.7		3.9 NISH	20.0	f 3.03		
3550 Spur		10.00	50.5		0.8 HAY CANYON	19.2	3.00		
652		f 10.11	54.1		3.6 SANDON	15.6	f 2.50		
1199		f 10.19	55.5		1.4 KLONDIKE	14.2	f 2.45		
3266 W		s 10.32	60.0	D	4.5 WASCO Wa	9.7	s 2.30		
190 Spur		f 10.40	62.6		2.6 SINK	7.1	f 2.15		
844		f 10.45	64.5		1.9 THORNBERRY	5.2	f 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, tele-phone and turning stations.	SECOND CLASS		Distance from Heppner Jct.	Time Table No. 49 January 28, 1923			Distance from Heppner Jct.	SECOND CLASS	
	109 Mixed			STATIONS	110 Mixed				
	Leave Daily				Arrive Daily				
2867 WFYP		8.00AM	0.0	D-R	HEPPNER Hr	45.2	4.40PM		
1029 P		s 8.20	8.9		8.9 LEXINGTON	36.3	s 3.50		
2397 W		f 8.45	14.2		5.3 JORDAN	31.0	3.25		
		s 9.00	16.9	D	2.7 IONE On	28.3	s 3.15		
		f 9.10	20.0		3.1 McNAB	25.2	2.55		
1082		s 9.30	25.4		5.4 MORGAN	19.8	s 2.40		
631 W		f 9.40	27.5		2.1 MORSIL	17.7	2.25		
		s 9.55	30.7		3.2 CECIL	14.5	s 2.15		
1004		f 10.15	34.3		3.6 EWING	10.9	f 2.00		
882 TP		f 10.35	38.4		4.1 RHEA	6.8	f 1.45		
		11.20AM	45.2	D-R	HEPPNER JCT. Wi	0.0	1.25PM		
		Arrive Daily			(45.2)		Leave Daily		

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

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. 49 January 28, 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.	
WFTYOP	1.00PM					3.00AM	0.0	DN-R	CENTRALIA 2.4	Ds	57.5		1.45AM		9.45PM
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.

WESTWARD—Tono Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Tono	Time Table No. 49 January 28, 1923			Distance from Centralia	SECOND CLASS	
	515			516					
	Mixed			Mixed					
1360 WFOF	3.00PM		0.0	R	TONO 5.8		8.0	1.35PM	
	Leave Daily Ex. Sun.				STATIONS			Arrive Daily Ex. Sun.	
	f 3.25		5.8		WABASH 2.2		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
1359 P	1.20				f 3.55	5.0	D GALVIN Rk	52.5		f 1.20			9.20
2285 P	1.40	2.43AM			f 4.05PM	f 4.10	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
2353 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
WP	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 f 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
4135 WIYOP	6.45PM	5.15AM			6.00PM	6.30AM	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

WFTYOP	3.35PM	80	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. 49 January 28, 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	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. 118 will run 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. 49 January 28, 1923			Distance from Olympia	FIRST CLASS	
	123	121		122	124				
	Passenger	Passenger		Passenger	Mixed				
PY			0.0	DN-R	CHAMBERS PRAIRIE	Ma	7.4	5.50PM	8.00PM
PWFY			7.4	D-R	OLYMPIA	Oa	0.0	5.30PM	7.30PM
	8.05PM	6.05PM			(7.4)			Leave Daily	Leave Daily
	8.30PM	6.30PM							

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 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, mail and express 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 speed of 6 miles per hour over Howe Truss Bridges and 15 miles per hour at other points.
(j) Trains in which steam derrick is moved will not exceed 25 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

MAIN LINE

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

CLASSIFICATION	ENGINE NUMBERS	ALBINA and TROUTDALE		PORTLAND and THE DALLES				THE DALLES and UMATILLA		PORTLAND AND SEATTLE									
		Eastward	Westward	EASTWARD		WESTWARD		EASTWARD	WESTWARD	EASTWARD					WESTWARD				
				E. Portland to Montavilla	Bonneville to Cascade Locks	The Dalles to Dodson	Troutdale to Clarnie			The Dalles to Seufert	Umatilla to Arlington	Albina to Kalama	Kalama to Vader	Vader to Winlock	Winlock to Napavine	Centralia to Tacoma	Tacoma to Tenino	Centralia to Napavine	Napavine to Vancouver
A. 81 $\frac{20}{28}$ 106	3500 to 3514	1400	1400	625	1135	1295	1295	1390	1570	1705	1285	1060	800	1305	1365	685	1705		
P. 77 $\frac{22}{28}$ 135 ^s	3201 to 3207																		
P. 77 $\frac{17-28}{28}$ 143	3200	1670	1670	740	1345	1540	1540	1730	1880	1900	1440	1190	870	1540	1540	800	1900		
P. 77 $\frac{22}{28}$ 143	3201 to 3203																		
P. 77 $\frac{22}{28}$ 149 ^s	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 ^s	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	EASTWARD	EASTWARD										
		Sherman to North Jet.	North Jet. to South Jet.	South Jet. to Madras	Madras to Redmond	Redmond to Bend	Terrebonne to Culver		Biggs to Thornberry	Thornberry to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Moro	Hay Canyon to Sandon	Arlington to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington				Heppner Jct. to Ione	Ione to Lexington	Lexington to Heppner	Hoquiam to Cosmopolis				Cosmopolis to Centralia	Centralia to Cosmopolis	Cosmopolis to Hoquiam
E. 63 $\frac{17}{24}$ 55	1106 to 1108	365	460	215	350	395	570	70	170	155	195	460	210	145	135	65	550	290	455	350	335	355	705	905	355	775	450	450				
E. 62 $\frac{18}{26}$ 62	1122 to 1123	510	635	305	490	560	780	90	210	210	260	615	295	200	235	114	750	375	610	470	445	470	965	1220	470	1034	630	630				
T. 55 $\frac{18}{24}$ 71	1701 to 1708																															
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	830	1035	485	785	905	1270	180	335	325	405	960	485	340	365	208	1210	953	965	740	705	740	1485	1905	740	1630	1025	1025				
T. 64 $\frac{15\frac{1}{2}-26}{26}$ 145	1727 to 1732																															
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	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				
T. 63 $\frac{22}{28}$ 160	1755 to 1760																															
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 and 717																															
C. 57 $\frac{20\frac{1}{2}}{30}$ 167	{ 710, 715, 718, 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	PRIMO BRANCH	
Ward	" 14.2	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. VANCE	Assistant Surgeon	Portland, 412 Bush & Lane Bldg	Portland
MARGASON & GHORMLEY	Assistant Surgeons	Portland, 5904 1/2 72nd, S. E.	Portland
COURTLAND L. BOOTH	Assistant Surgeon	Portland, 798 Clinton	Portland
CURTIS HOLCOMB	Assistant Surgeon	Portland, 129 1/2 Russell	Albina to The Dalles and Vancouver
J. B. BLAIR	District Surgeon	Vancouver	Vancouver
WATT & DUMBLE	District Surgeon	Hood River	Portland to The Dalles
REUTER, THOMPSON, COBERTH & STONE	District Surgeons	The Dalles	Hood River to Umatilla
ALEXANDER REED	District Surgeon	Umatilla	Umatilla
R. W. HENDERSHOTT	District Surgeon	Bend	Bend Branch
C. L. POLEY	District Surgeon	Moro	Shaniko Branch
HERBERT H. THATCHER	District Surgeon	Grass Valley	Shaniko Branch
DONNELLY & JOHNSTON	District Surgeons	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 Behs.
R. F. HUNTER	District Surgeon	Hoquiam	Gray's Harbor and Primo Behs.
I. R. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and Primo Behs.
J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and Primo Behs.
W. L. BRIDGEFORD	District Surgeon	Olympia	Chambers Prairie to Olympia

GENERAL TIME INSPECTORS

W. F. Hayes, General Time Inspector, San Francisco

LOCAL TIME SERVICE INSPECTORS

Belding & Saxton.....	Portland
N. L. Nielson.....	Portland
D. Lindquist.....	The Dalles
W. W. Houghton & Son.....	Seattle
Richard Vaeth.....	Tacoma
Ben Salick.....	Centralia
Wm. Haylor.....	Heppner
F. W. Straub.....	Hoquiam
S. J. Stieglitz.....	Aberdeen
O. R. Simenson & Son.....	Olympia
M. H. Symons.....	Bend

LOCATION STANDARD CLOCKS

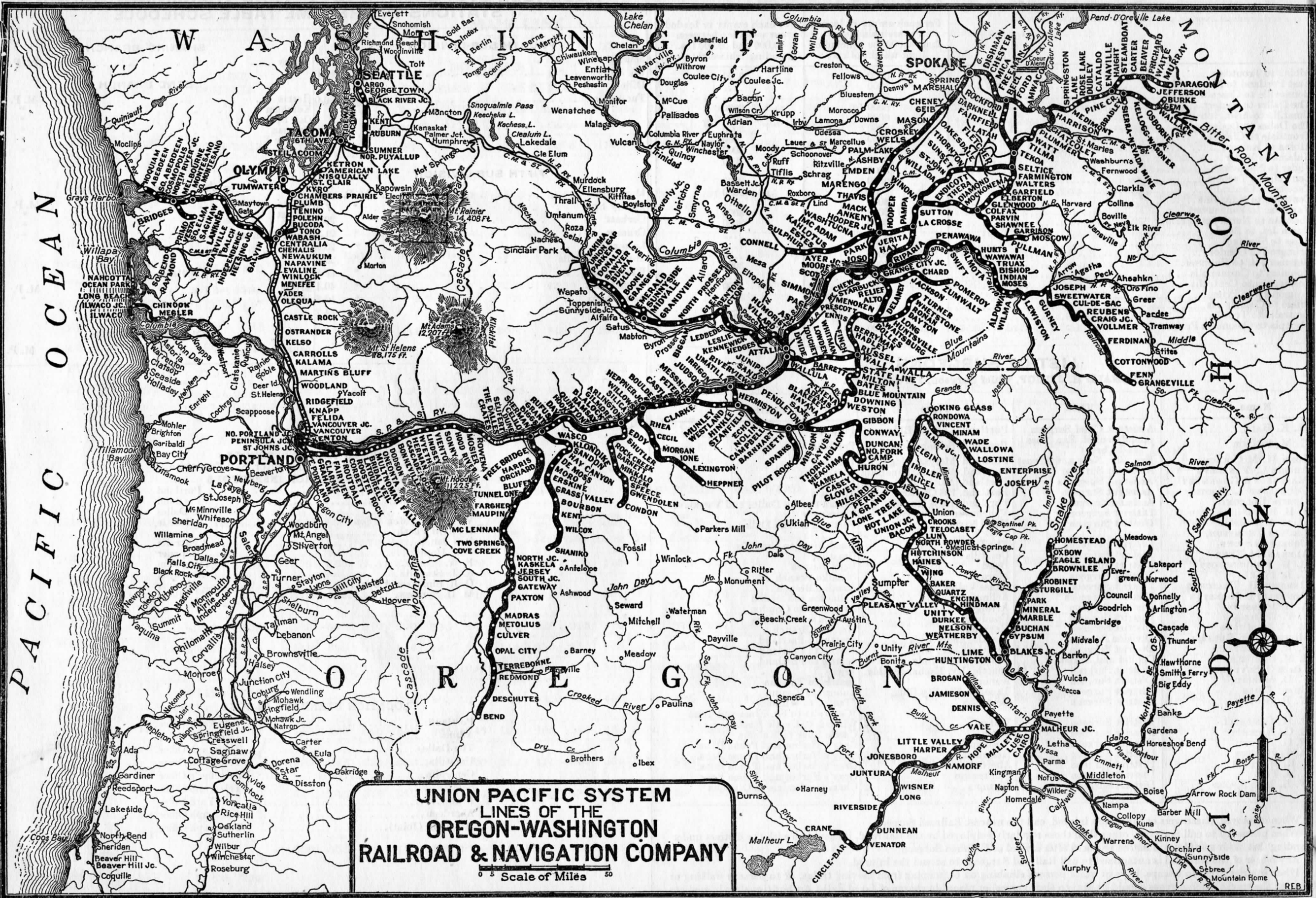
Portland.....	Telegraph Office
Albina.....	Telegraph Office
The Dalles.....	Telegraph Office
Umatilla.....	Telegraph Office
Centralia.....	Dispatcher's Office
Seattle.....	Telegraph Office
Argo.....	Yard Office
Aberdeen.....	Telegraph Office
Hoquiam (Joint).....	Telegraph Office

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