

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

**First Division**

# EMPLOYEES' TIME TABLE



**To Take Effect Sunday, July 29, 1923**

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

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

**J. P. O'BRIEN,**  
GENERAL MANAGER.

**F. N. FINCH,**  
GENERAL SUPERINTENDENT.

**FIRST DIVISION**

**A. BUCKLEY,**  
Superintendent, PORTLAND, OREGON.

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

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

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

B. B. JOHNSON,  
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**

<b>FIRST DIVISION</b> .....	Main Line.....	381.82		
	Branches.....		411.22	
	Total.....			793.04
<b>SECOND DIVISION</b> .....	Main Line.....	233.26		
	Branches.....		97.84	
	Total.....			331.10
<b>THIRD DIVISION</b> .....	Main Line.....	186.17		
	Branches.....		747.78	
	Total.....			933.95
	<b>Total, Main Line</b> .....	801.25		
	<b>Total, Branches</b> .....		1256.84	
	<b>Total</b> .....			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. 50 July 29, 1923	Distance from Portland	FIRST CLASS						SECOND CLASS	
	255	17	1	19	11	5	23		2	18				4	12	6	24	256			
	Time Freight	Passenger	Passenger	Passenger	Passenger	Mail	Passenger		Passenger	Passenger	Passenger	Passenger	Express	Passenger	Time Freight						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
	4.20AM	4.00AM		6.10PM		6.34PM	2.55PM	00													
	1.00PM	7.40AM		9.55PM		9.25PM	6.50PM	99.5													
		11.10AM	8.55AM	1.05AM		12.05AM	10.15PM	173.8		4.30PM	5.00PM	12.30AM		4.32AM	7.00AM						
	8.45PM							177.5								5.15PM					
			10.35AM		2.15AM		12.35AM	215.8		2.55PM			1.25AM	2.40AM	5.10AM						
	10.40AM	3.25PM	2.25PM	5.30AM	4.55AM	4.00AM	4.15AM	305.3		10.50AM	12.15PM	8.10PM	10.50PM	11.20PM	1.45AM	4.00AM					
		6.15PM	5.45PM	8.30AM	7.30AM	6.30AM	7.15AM	389.5		7.45AM	9.35AM	5.00PM	8.15PM	8.30PM	11.00PM						
	6.20PM							394.3								10.00PM					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	(38.00) 10.3	(14.15) 27.3	(8.50) 25.5	(14.20) 27.2	(5.15) 34.8	(11.56) 32.6	(16.20) 23.8			(8.45) 25.7	(15.00) 25.9	(15.05) 25.8	(5.10) 35.4	(15.15) 26.1	(15.40) 25.4	(45.00) 8.7					

## WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Seattle	Time Table No. 50 July 29, 1923	Distance from Portland	FIRST CLASS				SECOND CLASS	
	691				563	561					562	564				692
	Time Freight				Passenger	Passenger		Passenger	Passenger				Time Freight			
	Leave Daily				Leave Daily	Leave Daily		Arrive Daily	Arrive Daily				Arrive Daily			
					11.15PM	3.30PM	0.0			183.2	10.40PM	6.30AM				
	6.30PM						3.1			180.1				6.45AM		
	8.30PM				12.40AM	4.55PM	38.1			145.1	9.25PM	5.00AM		5.00AM		
	12.05AM				2.30AM	6.50PM	92.1			91.1	7.30PM	2.20AM		12.30AM		
	7.35AM						181.6			1.6				7.30PM		
					6.15AM	10.10PM	183.2			0.0	4.00PM	11.15PM				
	Arrive Daily				Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily		
	(13.05) 13.6				(7.00) 26.2	(6.40) 27.7				(6.40) 27.7	(7.15) 25.2			(11.15) 15.9		

## WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Spokane	Time Table No. 50 July 29, 1923	Distance from Umatilla—Pendleton	FIRST CLASS				SECOND CLASS	
	253			11	75	77	1					12	76	78	2	
	Time Freight			Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger		Time Freight		
	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily		
	6.00PM			9.10PM	4.25PM	7.00AM		0.0		251.4	7.15AM	10.45AM	6.35PM		3.30AM	
					10.10PM	12.10PM		147.8		103.6		5.10AM	12.45PM			
	1.00AM			11.45PM	10.50PM			103.9		80.6	4.10AM	4.20AM			6.10PM	
	5.00AM			1.25AM	12.45AM	2.45AM		157.2		27.3	2.30AM	12.40AM	12.30AM		2.10PM	
	8.00AM			2.10AM				184.5		0.0	1.30AM				12.01PM	
						12.35PM		156.5		94.9		12.10PM	11.50AM			
					4.15AM	2.55PM	7.00AM	204.6		46.8		11.15PM	9.50AM	6.50PM		
					4.55PM	8.50AM		251.4		0.0		8.00AM	5.10PM			
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(14.00) 13.2			(6.00) 36.9	(11.50) 17.3	(9.55) 25.4	(1.50) 25.5			(5.45) 32.1	(11.30) 17.8	(10.35) 23.8	(1.40) 28.1		(15.20) 11.9	





FIFTH SUB-DIVISION—The Dalles and Portland—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. 50		
	977 Way Freight	691 Time Freight	255 Time Freight	561 Passenger	17 Passenger	1 Passenger	19 Passenger	11 Passenger	23 Passenger	5 Mail	563 Passenger		July 29, 1923		
													Leave Daily Ex. Sunday	Leave Daily	Leave Daily
WFTOP			10.40AM									305.3	DN-R THE DALLES	Dk-Wh	
P			10.55									307.8	CRATES		
3350 P			11.25									313.4	ROWENA		
3500 P			11.47									317.0	CHATFIELD		
3200 WP			11.59AM									320.3	MOSIER	H	
9596 WP			12.20PM									326.3	HOOD RIVER	KI	
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	WYETH	We	
2784 P			1.22									342.7	FARLEY		
3203 P			1.35									346.6	CASCADE LOCKS		
6783 WTP			1.50									350.8	BONNEVILLE	Mu	
3315 P			2.04									355.4	DODSON		
3108 P			2.10									358.1	ONEONTA		
3479 P			2.25									363.2	BRIDAL VEIL	Ju	
3210 P			2.35									367.1	ROOSTER ROCK		
3050 P			2.45									370.4	TAYLOR		
5875 WTP			3.00									373.9	TROUTDALE	En	
2700 P												376.3	FAIRVIEW	Fa	
2720 P												381.8	CLARNIE		
1500 P												385.1	GRAHAM		
1385												387.6	BRUN		
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												5.42AM	391.5	NORTH PORTLAND JCT.	
1415 YP			2.00PM	5.20AM								5.47	390.3	PENINSULA JCT.	
P			2.02	5.30								5.47	390.3	PENINSULA JCT.	
1415 YP			2.02	5.30	4.25							5.51	391.8	ST. JOHNS JCT.	
P			2.15	5.35	4.35							5.55	393.0	MILLROAD	
P			2.20	5.45	5.00								394.3	ALBINA	
WFTYOP			2.45PM	7.35AM	6.20PM								6.05	394.4	HARDING ST.
IP													6.05	394.4	EAST PORTLAND
IP													10.05	388.9	PORTLAND
													10.10PM	389.5	PORTLAND
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily								Arrive Daily	Arrive Daily	

STATIONS		Distance from Huntington
DN-R THE DALLES	Dk-Wh	2.5
CRATES		5.6
ROWENA		3.6
CHATFIELD		3.3
MOSIER	H	6.0
HOOD RIVER	KI	4.1
MENO		1.6
SONNY		2.2
VIENTO		2.4
LINDSEY		3.2
WYETH	We	2.9
FARLEY		3.9
CASCADE LOCKS		4.2
BONNEVILLE	Mu	4.6
DODSON		2.7
ONEONTA		5.1
BRIDAL VEIL	Ju	3.9
ROOSTER ROCK		3.3
TAYLOR		3.5
TROUTDALE	En	2.4
FAIRVIEW	Fa	5.5
CLARNIE		3.3
GRAHAM		2.5
BRUN		
HEMLOCK		4.7
FIR		5.5
KENTON		1.2
PENINSULA JCT.		
NORTH PORTLAND JCT.		1.2
PENINSULA JCT.		
PENINSULA JCT.		1.5
ST. JOHNS JCT.		1.2
MILLROAD		1.3
ALBINA	B	0.1
HARDING ST.		0.9
EAST PORTLAND		0.6
PORTLAND	Dispr X P-So-Ve	

Time	Average Speed per Hour
(0.45)	3.7
(2.15)	2.3
(7.40)	11.6
(0.20)	14.1
(2.50)	29.7
(3.20)	25.3
(3.00)	28.0
(2.35)	32.5
(3.00)	28.0
(2.30)	33.9
(0.33)	14.3

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 First class trains will clear No. 5 five minutes.  
 Between Portland and East Portland or Harding St., and between Millroad and St. Johns Junction, trains and engines will use right-hand parallel track in direction of movement.  
 Referring to Rule 83—All trains moving westward from The Dalles must carefully check register at "WH" Office at that point or secure train order check of trains from dispatcher and must fully identify eastward trains between The Dalles and Crates.  
 Only such trains as originate or terminate at Albina will register at Albina.

FIFTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Time Table No. 50

July 29, 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
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R THE DALLES Dk-Wh	84.2	10.40AM	12.10PM		8.05PM	10.45PM	11.10PM	1.35AM					
CRATES	81.7	10.33	12.04PM		7.59	10.39	11.05	1.29					
ROWENA	76.1	10.22	11.54AM		7.48	10.29	10.54	1.20					
CHATFIELD	72.5	10.16	11.47		7.40	10.23	10.46	1.14					
D MOSIER H	69.2	10.10	11.40		7.34	10.17	10.40	1.08					
DN HOOD RIVER Ki	63.2	9.55	11.30		7.20	10.05	10.25	12.55					
MENO	59.1	9.45	11.18		7.10	9.55	10.15	12.46					
SONNY	57.5	9.42	11.15		7.07	9.52	10.12	12.44					
VIENTO	55.3	9.39	11.11		7.03	9.48	10.07	12.40					
LINDSEY	52.9	9.35	11.06		6.59	9.44	10.02	12.36					
D WYETH We	49.7	9.30	11.00		6.53	9.39	9.56	12.31					
FARLEY	46.8	9.25	10.55		6.48	9.34	9.51	12.26					
DN CASCADE LOCKS Cj	42.9	9.18	10.48		6.40	9.28	9.43	12.20					
D BONNEVILLE Mu	38.7	9.10	10.40		6.30	9.20	9.35	12.12					
DODSON	34.1	9.00	10.33		6.22	9.12	9.28	12.05					
ONEONTA	31.4	8.55	10.29		6.18	9.08	9.24	12.01AM					
D BRIDAL VEIL Ju	26.3	8.45	10.22		6.08	9.02	9.17	11.52PM					
ROOSTER ROCK	22.4	8.38	10.17		6.02	8.56	9.12	11.46					
TAYLOR	19.1	8.32	10.13		5.56	8.51	9.08	11.41					
DN TROUTDALE Sn	15.6	8.25	10.08		5.50	8.46	9.03	11.35					
FAIRVIEW Fa	13.2	8.20	10.04		5.42	8.42	8.59	11.31					
CLARNIE	7.7	8.10	9.55		5.25	8.34	8.49	11.22					
GRAHAM	4.4	8.00	9.49		5.16	8.28	8.43	11.15					
BRUN	1.9	7.53	9.42		5.08	8.22	8.38	11.08					
HEMLOCK	17.0										10.30	11.25	
FIR	12.3										10.15	11.10	
KENTON	6.8										10.00	10.50	
PENINSULA JCT.	5.6										9.55	10.35	
NORTH PORTLAND JCT.	6.8			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	9.55	10.35
ST. JOHNS JCT.	4.1			4.13				11.30		6.45	7.50	9.50	10.25
MILLROAD	2.9			4.10				11.25		6.40	7.40	9.40	10.15
DN-R ALBINA B	1.6									6.30AM	7.30PM	9.30PM	10.00PM
HARDING ST.	1.5			4.06				11.21					
EAST PORTLAND	0.6	7.48	9.38	4.03	5.03	8.18	8.33	11.03	11.18				
DN-R PORTLAND Dispr X P-So-Vc	0.0	7.45AM	9.35AM	4.00PM	5.00PM	8.15PM	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	Leave Daily	Leave Daily

Time.....	(2.55)	(2.35)	(0.20)	(3.05)	(2.30)	(2.40)	(2.35)	(0.23)	(0.35)	(0.30)	(5.00)	(5.00)
Average Speed per Hour.....	28.8	32.5	20.4	27.3	33.7	31.5	32.5	17.7	8.9	10.04	16.8	16.8

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.  
 First class trains will clear No. 5 five minutes.  
 Between Portland and East Portland or Harding St., and between Millroad and St. Johns Jct., trains and engines will use right-hand parallel track in direction of movement.  
 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 scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS								Distance from Seattle	Time Table No 50 July 29, 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 18	C.M.&St.P. Passenger 15	C.M.&St.P. Passenger 44	C.M.&St.P. Passenger 17	Passenger	C.M.&St.P. Passenger 16					
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
P				11.15PM	8.30PM	7.15PM	4.45PM	12.15PM	3.30PM	9.30AM	0.0	DN-R SEATTLE	3.1		
Yard IWFTOYP	7.00AM		6.30PM	11.25	8.40PM	7.25PM	4.55PM	12.25PM	3.40	9.40AM	3.1	DN-R ARGO	6.3		
1354 3401 IP	7.30AM		6.50PM	11.35PM					3.50PM		9.4	DN-R BLACK RIVER	Bi		

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	8.10PM	12.25AM	4.40PM	35.7	DN TACOMA JCT.	Jn
	9.10AM	8.20PM	12.29AM	4.44PM	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										176.4	Staff System Sign's 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	
													181.7	
IP													182.6	
I													183.2	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	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	(13.05) 14.0	(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		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. 50 July 29, 1923	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 15	40 C.M.&St.P. Passenger 18	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	
Black Signals DN-R SEATTLE Ow 3.1	183.2	9:15AM	11:55AM	11:45AM	7:00PM	8:00PM	10:40PM	6:30AM				
DN-R ARGO 6.3	180.1	9:05AM	11:45AM	11:30AM	6:50PM	7:50PM	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.

Black Signals DN TACOMA JCT. Jn 0.8	147.5						9:35PM	5:10AM				5:15AM	12:45PM
DN RESERVATION Rn	146.7						9:31PM	5:06AM				5:10AM	12:35PM

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

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

Black Signals NORTH PORTLAND JCT. 1.2	6.8						4:20PM	11:38PM					8:00PM	7:05AM
Black Signals PENINSULA JCT. 1.5	5.6													
Black Signals ST. JOHNS JCT. 1.2	4.1													
Black Signals MILLROAD 1.3	2.9													
Black Signals ALBINA 0.1	1.6												7:30PM	6:30AM
Black Signals HARDING ST. 0.9	1.5													
Black Signals EAST PORTLAND 0.6	0.6													
Black Signals PORTLAND (183.2)	0.0	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	4:00PM	11:15PM	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time.....	(0.10)	(0.10)	(0.15)	(0.10)	(0.10)	(6.40)	(7.15)						(11.15)	(0.35)	(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, tele-phone and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Bend	Time Table No. 50 July 29, 1923			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	313 Freight t		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	7.30PM					
<b>BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES</b>													
WFYT		7.00AM		8.25AM	41.3	DN-R METOLIUS Ms	106.0	5.45PM		4.30PM			
2680 W		7.15		8.35	46.2	D MADRAS Md	101.1	5.30		3.45			
2480		7.30		8.45	51.9	PAXTON	95.4	5.12		3.00			
1900 W		7.45		9.00	57.4	D GATEWAY Gw	89.9	4.55		2.40			
1280 WFP		8.15AM		9.20AM	65.6	R SOUTH JUNCTION	81.7	4.20PM		2.00PM			
<b>BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES</b>													
P		8.50AM		9.40AM	76.0	D-R NORTH JUNCTION Jn	71.3	3.55PM		1.15PM			
1100		8.55		9.45	77.1	COVE CREEK	70.2	3.50		1.10			
1160		9.10		9.55	80.0	TWO SPRING	67.4	3.40		12.55			
475		9.40		10.15	88.1	McLENNON	59.2	3.20		12.30PM			
1150 WP		10.35		10.35	96.1	D MAUPIN Hf	51.2	3.00		11.45AM			
		11.00		10.50	104.5	SHERARS BRIDGE	42.8	2.40		11.05			
1290 W		11.05		10.55	105.1	FARGHER	42.2	2.35		10.55			
1200		11.35		11.20	115.5	TUNNEL ONE	31.8	2.10		10.05			
1160		11.55AM		11.35	121.1	BLUFFS	26.2	1.55		9.45			
2650 W		1.30PM		11.59AM	133.0	MAYS	14.3	1.30		9.15			
450		1.50		12.15PM	137.4	FREE BRIDGE	9.9	1.20		9.00			
WY		2.30PM		12.45PM	147.3	D-R SHERMAN Vo	0.0	1.00PM		8.30AM			
		Arrive Tues. Thurs. & Sat.		Arrive Daily		(147.4)		Leave Daily		Leave Mon. Wed. & Fri.			

(7.30) 14.1 ..... Time ..... (6.30) 22.7 ..... (8.00) 13.3  
 (5.45) 25.6 ..... Average Speed per Hour .....  
 Time shown at Bend is for information only. At this station trains will be governed by time table of Oregon Trunk Ry.

**WESTWARD—Condon Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele-phone and turning stations.	SECOND CLASS		Distance from Condon	Time Table No. 50 July 29, 1923			Distance from Arlington	SECOND CLASS	
	107 Mixed			STATIONS	108 Mixed				
	Leave Daily				Arrive Daily				
10005 WFP		8.20AM	0.0	D-R CONDON Cd	44.5	4.05PM			
1576		8.40	8.2	GWENDOLEN	36.3	3.15			
1783		8.50	12.2	SPEECE	32.3	3.00			
1816		9.10	15.9	CLEM	28.6	2.45			
2342 W		9.35	20.1	MIKKALO	24.4	2.25			
1698		10.00	24.8	BARNETT	19.7	2.05			
2446 W		10.20	28.5	ROCK CRBEK	16.0	1.50			
1793		10.45	37.2	SHUTLER	7.3	1.20			
2596 WFTP		11.30AM	44.5	DN-R ARLINGTON Mx	0.0	12.50PM			
		Arrive Daily		(44.5)		Leave Daily			

(3.10) 14.0 ..... Time ..... (3.15) 13.7 .....  
 ..... Average Speed per Hour .....  
 Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

**WESTWARD—Shaniko Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele-phone and turning stations.	SECOND CLASS		Distance from Shaniko	Time Table No. 50 July 29, 1923			Distance from Biggs	SECOND CLASS	
	105 Mixed			STATIONS	106 Mixed				
	Leave Daily				Arrive Daily				
3385 WFP		7.30AM	0.0	D-R SHANIKO Ni	69.7	5.40PM			
891		8.05	12.6	WILCOX	57.1	4.55			
1100		8.20	17.2	KENT	52.5	4.40			
571		8.40	23.9	BOURBON	45.8	4.10			
1968 WT		9.10	31.2	D GRASS VALLEY Vy	38.5	3.50			
338 Spur		9.27	38.4	ERSKINE	31.3	3.20			
2694 W		9.40	42.7	D MORO Mr	27.0	3.15			
1089		9.48	45.8	DE MOSS	23.9	3.05			
393		9.58	49.7	NISH	20.0	2.53			
3850 Spur		10.00	50.5	HAY CANYON	19.2	2.50			
656		10.11	54.1	SANDON	15.6	2.40			
1199		10.19	55.5	KLONDIKE	14.2	2.35			
3266 W		10.32	60.0	D WASCO Wa	9.7	2.20			
190 Spur		10.40	62.6	SINK	7.1	2.10			
844		10.45	64.5	THORNBERRY	5.2	1.55			
6780 WFP		11.20AM	69.7	DN-R BIGGS Bx	0.0	1.35PM			
		Arrive Daily		(69.7)		Leave Daily			

(3.50) 18.0 ..... Time ..... (4.05) 17.0  
 ..... Average Speed per Hour .....  
 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	Time Table No. 50 July 29, 1923			Distance from Heppner Jct.	SECOND CLASS	
	109 Mixed			STATIONS	110 Mixed				
	Leave Daily				Arrive Daily				
2867 WFP		8.30AM	0.0	D-R HEPPNER Hr	45.2	4.00PM			
1029 P		8.50	8.9	LEXINGTON	36.3	3.30			
		9.05	14.2	JORDAN	31.0	3.10			
2397 W		9.15	16.9	D IONE On	28.3	3.00			
		9.25	20.0	McNAB	25.2	2.40			
1082		9.40	25.4	MORGAN	19.8	2.25			
		9.50	27.5	MORSIL	17.7	2.15			
631 W		10.05	30.7	CECIL	14.5	2.05			
		10.20	34.3	EWING	10.9	1.50			
1004		10.40	38.4	RHEA	6.8	1.35			
882 TP		11.20AM	45.2	D-R HEPPNER JCT. Wi	0.0	1.15PM			
		Arrive Daily		(45.2)		Leave Daily			

(2.50) 15.9 ..... Time ..... (2.45) 16.4  
 ..... Average Speed per Hour .....  
 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. 50 July 29, 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 2.4	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. 50 July 29, 1923			Distance from Centralia	SECOND CLASS
	515		STATIONS		516		
	Mixed				Mixed		
	Leave Daily Ex. Sun.					Arrive Daily Ex. Sun.	
1360 WFOF	3.00PM	0.0	R	TONO 5.8 WABASH 2.2	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 2.6	55.1		1.30AM		9.30PM
1359 P	1.20				f 3.55	5.0	D GALVIN Rk 7.2	52.5		f 1.20		9.20
2285 P	1.40	2.43AM			f 4.10	12.2	R HELSING JUNCTION 1.5	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 4.6	43.8	s 3.05 s 1.00			8.50 7.55
P	2.10	3.05			f 4.19 f 4.30	18.3	BALCH 3.9	39.2	f 2.50 f 12.48			8.35 7.40
2718 P	2.42	3.20			s 4.27 f 4.45	22.2	D CEDARVILLE Cd 4.1	35.3	s 2.42 f 12.38			8.20 7.30
2687 P	3.00	3.35			f 4.35 f 5.00	26.3	LANKNER 2.6	31.2	f 2.34 f 12.26			8.05 7.20
	3.10	3.42			4.40 5.05	28.9	RONY 1.9	28.6	2.29 12.20			7.55 7.15
2353 P	3.20	3.50			s 4.45 f 5.10	30.8	SAGINAW 1.7	26.7	s 2.24 f 12.15			7.45 7.10
WP	3.30	3.55			f 4.50 f 5.20	32.5	SOUTH ELMA 3.5	25.0	f 2.19 f 12.10AM			7.35 7.05
747 P	3.45	4.05			f 4.59 f 5.30	36.0	FULLER 6.3	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 1.5	15.2	f 2.00 f 11.35			7.00 6.40
1160 P			5.12PM	1.45PM		42.3	R SOUTH MONTESANO 1.5	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 1.5	15.2	f 1.45 f 11.35			7.00 6.40
1523 P	5.10	4.35			f 5.30 f 5.55	43.8	MELBOURNE 2.9	13.7	f 1.42 f 11.30			6.55 6.35
1751 P	5.37	4.45			f 5.37 f 6.05	46.7	PREACHER'S SLOUGH 4.5	10.8	f 1.36 f 11.20			6.45 6.25
1915 WFYOP	6.00 6.30	5.00			s 5.50 s 6.20	51.2	D-R COSMOPOLIS Cs 2.1	6.3	s 1.28 s 11.10			6.30 6.00 5.50
						53.3	N. P. CROSSING 0.6	4.2				
4135 WIYOP	6.45PM	5.15AM			6.00PM 6.30AM	53.9	DN-R ABERDEEN Sa 3.6	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	8.0	DN-R	CENTRALIA	Ds	0.0	1.00PM
	Arrive Daily Ex. Sun.			(8.0)			Leave Daily Ex. Sun.
	(0.35) 13.4						(0.35) 13.4

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

**WESTWARD—Primo Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	Distance from Primo	Time Table No. 50 July 29, 1923			Distance from Cosmopolis
		STATIONS			
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.	
	(6.00) 9.6	(3.17) 13.8	(0.07) 12.8	(0.07) 12.8	(2.10) 20.9	(4.15) 14.0						(2.05) 21.7	(3.05) 18.7	(0.07) 12.8	(0.07) 12.8	(4.15) 13.5	(3.00) 15.1

Time shown at Hoquiam and Centralia is for information only. At these stations trains will be governed by time table of Northern Pacific Ry. 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. 50 July 29, 1923			Distance from Olympia	FIRST CLASS	
	123	121		STATIONS		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	7.4	5.50PM	8.00PM	
PWFY	8.30PM	6.30PM	7.4	D-R	OLYMPIA Oa	0.0	5.30PM	7.30PM	
	Arrive Daily	Arrive Daily			(7.4)		Leave Daily	Leave Daily	
	(0.25) 17.8	(0.25) 17.8					(0.20) 22.2	(0.30) 14.8	

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

# FIRST DIVISION

## SPECIAL RULES

### 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 Division.  
No. 12 will stop at stations between Arlington and Umatilla to pick up passengers for Third Division.  
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.  
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) Westward second class and extra trains originating at Tacoma will procure check of register and clearance card at Northern Pacific, Fifteenth Street, telegraph office. Westward second class and extra trains passing through Tacoma will obtain check of register and clearance card at Northern Pacific telegraph office at Reservation.
- (h) 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.
- (i) 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.
- (j) 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.
- (k) 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.
- (l) 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 is located in front of depot building and 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) Double track switch at Crates will be left set and locked for Eastward track.  
(d) Junction switch at Helsing Junction will be left set and locked for O.-W. R. R. & N. track.  
(e) Junction switch at Tacoma Junction will be left set and locked for C. M. & St. P. track.  
(f) Junction switch at Reservation will be left set and locked for O.-W. R. R. & N. main track.  
(g) Wye switch on Montesano Branch will be left set and locked for east leg of wye.  
(h) Double track switch Aberdeen, located 250 feet east of passenger station, will be left set and locked for eastward trains.  
(i) Switches for wye at Sherman will be left set and locked for wye.  
(j) 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 <sup>s</sup>	3201 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 <sup>s</sup>	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 <sup>s</sup>	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.

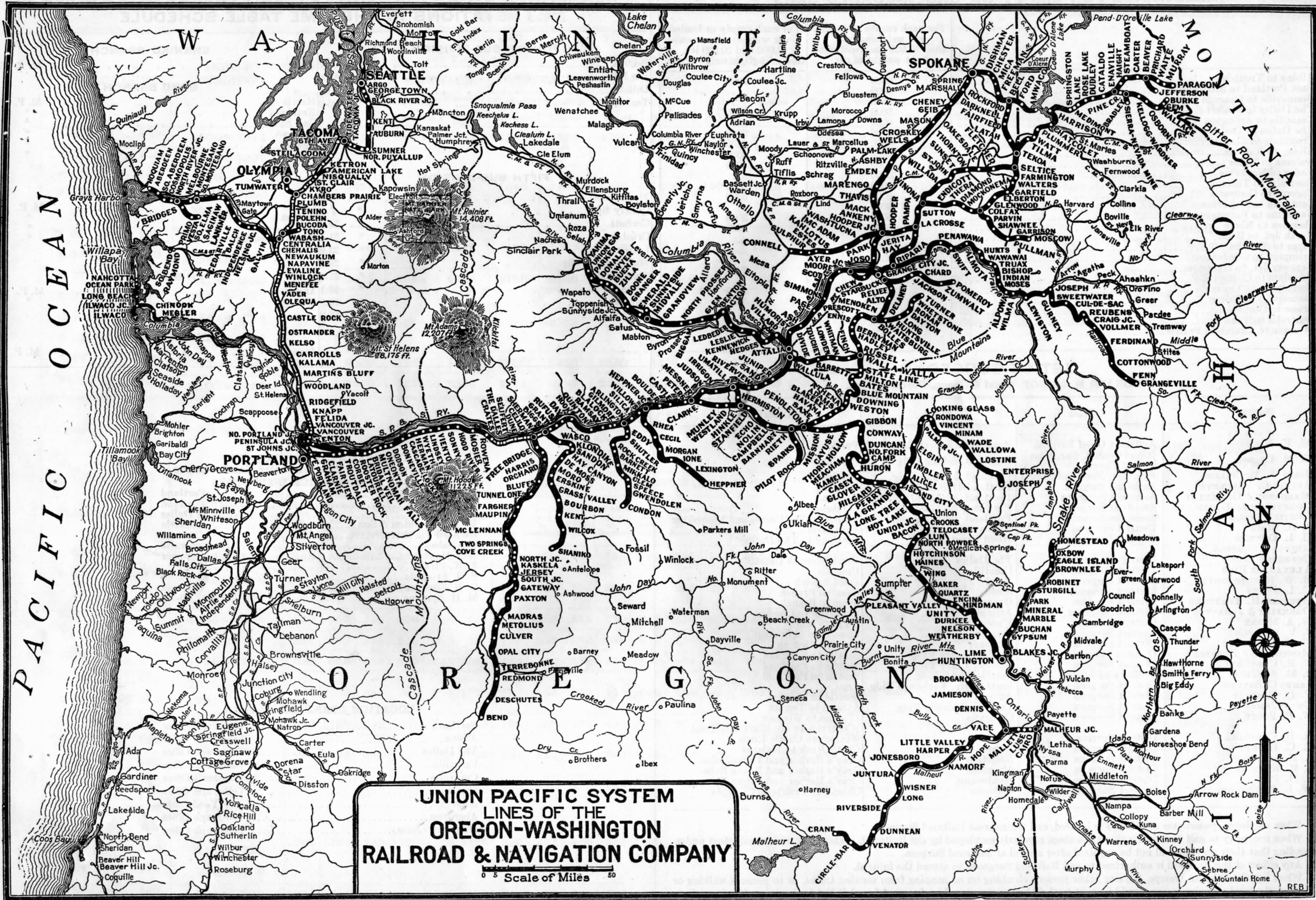
EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

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

## 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 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 Lone	Lone 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 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				





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

0 5 10 20 30 40 50  
 Scale of Miles