

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, January 13, 1924

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.

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

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

H. M. TURNER, CHIEF DISPATCHER, Portland, Oregon.

B. B. JOHNSON, NIGHT CHIEF DISPATCHER, " "

H. D. AULD, DISPATCHER, " "

W. A. MILNER, " " "

W. W. SMITH, " " "

P. T. MCCARTHY, " " "

Fourth and Fifth Sub-Divisions and Branches.

E. A. HACKETT, CHIEF DISPATCHER, Centralia, Washington.

G. B. WILLIAMS, " " "

C. E. SHEPPARD, " " "

L. L. RUDD, " " "

E. M. RINGER, " " "

Sixth Sub-Division and Branches.

FIRST DIVISION	Main Line.....	381.82		
	Branches.....		411.22	
	Total.....			793.04
SECOND DIVISION	Main Line.....	233.26		
	Branches.....		97.84	
	Total.....			331.10
THIRD DIVISION	Main Line.....	186.17		
	Branches.....		747.78	
	Total.....			933.95
	Total, Main Line.....	801.25		
	Total, Branches.....		1256.84	
	Total.....			2058.09

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

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Huntington	Time Table No. 52 January 13, 1924	Distance from Portland	FIRST CLASS						SECOND CLASS	
	255 Time Freight	17 Passenger	1 Passenger	25 Passenger	11 Passenger	5 Mail	23 Passenger		2 Passenger	18 Passenger				26 Passenger	12 Passenger	6 Express	24 Passenger	256 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	0.0												
	1.00PM	7.40AM		9.55PM			9.25PM	6.55PM	99.5												
		11.10AM	8.55AM	1.05AM			12.05AM	10.15PM	173.8												
	8.45PM								177.5												
			10.35AM		2.15AM			12.35AM	215.8												
	10.40AM	3.25PM	2.25PM	5.30AM	4.55AM	4.00AM	4.15AM		305.3												
		6.15PM	5.45PM	8.30AM	7.30AM	6.30AM	7.15AM		389.5												
	6.20PM								394.3												
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								10.00PM					
	(38.00) 10.3	(14.15) 27.3	(8.50) 25.5	(14.20) 27.2	(6.15) 34.8	(11.56) 32.6	(16.20) 23.8	..... Time .....	..... Average Speed Per Hour	(8.45) 25.7	(15.00) 25.9	(14.40) 26.5	(5.10) 85.4	(15.15) 28.1	(15.40) 25.4	(45.00) 9.7			

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS			FIRST CLASS				Distance from Seattle	Time Table No. 52 January 13, 1924	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			
	6.30PM			11.15PM	3.30PM	0.0			183.2	10.40PM	6.30AM				
	8.30PM			12.40AM	4.55PM	38.1			180.1				6.45AM		
	12.05AM			2.30AM	6.50PM	92.1			145.1	9.25PM	5.00AM		5.00AM		
	7.35AM					181.6			91.1	7.30PM	2.20AM		12.30AM		
						183.2			1.6				7.30PM		
				6.15AM	10.10PM				0.0	4.00PM	11.15PM				
	Arrive Daily			Arrive Daily	Arrive Daily				(183.2)	Leave Daily	Leave Daily		Leave Daily		
	(13.05) 13.6			(7.00) 26.2	(6.40) 27.7	..... Time .....	..... Average Speed per Hour	(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. 52 January 13, 1924	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	Arrive Daily			
	6.00PM		9.10PM	4.25PM	7.00AM		0.0		251.4	7.15AM	11.30AM	6.35PM			
				10.05PM	12.10PM		147.8		103.6		5.15AM	12.45PM			
	1.00AM		11.42PM	10.45PM			103.9		80.6	4.10AM	4.30AM		6.10PM		
	5.30AM		1.20AM	12.30AM	3.00AM		157.2		27.3	2.30AM	3.00AM	12.15AM	2.10PM		
	8.00AM		2.10AM				184.5		0.0	1.30AM			12.01PM		
					12.35PM		156.5		94.9			12.10PM			
					12.55PM		204.6		46.8		11.00PM	9.50AM	6.50PM		
				4.30AM	2.55PM	7.00AM	251.4		0.0			8.00AM	5.10PM		
					4.55PM	8.50AM			(251.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily		
	(14.00) 13.2		(5.00) 36.9	(12.05) 24.8	(9.55) 25.4	(1.50) 25.5	..... Time .....	..... Average Speed per Hour	(5.45) 32.1	(12.30) 23.7	(10.35) 23.8	(1.40) 23.1	(15.20) 11.9

FIFTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Time Table No. 52
January 13, 1924

STATIONS	Distance from Portland	FIRST CLASS								SECOND CLASS			
		2	18	562	26	12	6	24	564	978	692	254	256
		Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Passenger	Way Freight	Time Freight	Time Freight	Time Freight
DN-R THE DALLES Dk-Wh	84.2	10.40AM	12.10PM		7.00PM	10.45PM	11.10PM	1.20AM				2.30AM	3.00AM
CRATES	81.7	10.33	12.04PM		6.54	10.39	11.05	1.14				2.07	2.42
ROWENA	76.1	10.22	11.54AM		6.44	10.29	10.54	1.06				1.55	2.30
CHATFIELD	72.5	10.16	11.47		6.37	10.23	10.46	1.00				1.47	2.22
D MOSIER H	69.2	10.10	11.40		6.30	10.17	10.40	12.55				1.40	2.15
DN HOOD RIVER Ki	63.2	9.55	11.30		6.15	10.05	10.25	12.40				1.15	1.50
MENO	59.1	9.45	11.18		6.02	9.55	10.15	12.30				12.58	1.33
SONNY	57.5	9.42	11.15		5.59	9.52	10.12	12.28				12.55	1.30
VIENTO	55.3	9.39	11.11		5.55	9.48	10.07	12.24				12.50	1.25
LINDSEY	52.9	9.35	11.06		5.51	9.44	10.02	12.20				12.45	1.20
D WYETH We	49.7	9.30	11.00		5.45	9.39	9.56	12.15				12.37	1.12
FARLEY	46.8	9.25	10.55		5.39	9.34	9.51	12.11				12.30	1.05
DN CASCADE LOCKS Cj	42.9	9.18	10.48		5.32	9.28	9.43	12.05AM				12.20	12.55
D BONNEVILLE Mu	38.7	9.10	10.40		5.24	9.20	9.35	11.57PM				12.10	12.44
DODSON	34.1	9.00	10.33		5.16	9.12	9.28	11.50				12.01AM	12.34
ONEONTA	31.4	8.55	10.29		5.10	9.08	9.24	11.45				11.55PM	12.29
D BRIDAL VEIL Ju	26.3	8.45	10.22		4.55	9.02	9.17	11.37				11.37	12.19
ROOSTER ROCK	22.4	8.38	10.17		4.47	8.56	9.12	11.31				11.16	12.12
TAYLOR	19.1	8.32	10.13		4.40	8.51	9.08	11.26				11.10	12.05AM
DN TROUTDALE Sn	15.6	8.25	10.08		4.33	8.46	9.03	11.20				11.00	11.40PM
FAIRVIEW Fa	13.2	8.20	10.04		4.28	8.42	8.59	11.16					
CLARNIE	7.7	8.10	9.55		4.20	8.34	8.49	11.08					
GRAHAM	4.4	8.00	9.49		4.14	8.28	8.43	11.00					
BRUUN	1.9	7.53	9.42		4.08	8.22	8.38	10.53					
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
ST. JOHNS JCT.	4.1			4.13				11.30			6.45	7.50	9.50
MILLROAD	2.9			4.10				11.25			6.40	7.40	9.40
DN-R ALBINA B	1.6										6.30AM	7.30PM	9.30PM
HARDING ST.	1.5			4.06				11.21					10.00PM
EAST PORTLAND	0.6	7.48	9.38	4.03	4.03	8.18	8.33	10.48	11.18				
DN-R PORTLAND Dispr X P-So-Ve	0.0	7.45AM	9.35AM	4.00PM	4.00PM	8.15PM	8.30PM	10.45PM	11.15PM				
(84.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

Time.....	(2.55)	(2.35)	(0.20)	(3.00)	(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	28.1	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, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS								Distance from Seattle	Time Table No 52 January 13, 1924					
		975 Way Freight	977 Way Freight	691 Time Freight						563 Passenger	39 C.M.&St.P. Passenger 18		37 C.M.&St.P. Passenger 15	35 C.M.&St.P. Passenger 44	33 C.M.&St.P. Passenger 17	561 Passenger	31 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	
P										11.15PM	8.30PM	7.15PM	4.45PM	12.15PM	3.30PM	9.30AM	0.0	STATIONS DN-R SEATTLE Ow DN-R ARGO DN-R BLACK RIVER Bi
Yard IWFTOYP		7.00AM		6.30PM						11.25	8.40PM	7.25PM	4.55PM	12.25PM	3.40	9.40AM	3.1	
1354 3401 IP		7.30AM		6.50PM						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		8.10PM						12.25AM					4.40PM		35.7	DN TACOMA JCT. Jn DN RESERVATION Rn
		9.10AM		8.20PM						12.29AM					4.44PM		36.5	

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. 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										5.42AM							177.6	
P																	179.1	
P																	180.3	
P				2.45PM	7.35AM												181.6	
																	181.7	
IP																	182.6	
I										6.15AM					10.10PM		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		

(2.10)	(0.45)	(13.05)							(7.00)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(6.40)	(0.10)	..... Time
15.4	6.9	14.0						26.2	18.6	18.6	18.6	18.6	18.6	27.7	13.6		..... 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. 52 January 13, 1924	Distance from Portland	FIRST CLASS										SECOND CLASS		
		32	34	36	38	40	562	564				692	978	976
		C.M.&St.P. Passenger 16	C.M.&St.P. Passenger 43	C.M.&St.P. Passenger 17	C.M.&St.P. Passenger 15	C.M.&St.P. Passenger 18	Passenger	Passenger				Time Freight	Way Freight	Way Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
DN-R SEATTLE Ow	183.2	9.15AM	11.55AM	11.45AM	7.00PM	8.00PM	10.40PM	6.30AM						
DN-R ARGO 0.3	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.

DN TACOMA JCT. Jn	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.

NORTH PORTLAND JCT. 1.2	6.8						4.20PM	11.38PM							8.00PM	7.05AM
PENINSULA JCT. 1.5	5.6															
ST. JOHNS JCT. 1.2	4.1															
MILLROAD 1.3	2.9															
ALBINA 0.1	1.6													7.30PM	6.30AM	
HARDING ST. 0.9	1.5															
EAST PORTLAND 0.6	0.6															
PORTLAND (183.2)	0.0						4.00PM	11.15PM								
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.

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.
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 First class trains and 691 and 692 or their extras will register by registering ticket (Form 2642) at Black River.
 Only such trains as originate or terminate in O.-W. R. R. & N. yard at Argo will register at Argo.

WESTWARD—Bend Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS			Distance from Bend	Time Table No. 52 January 13, 1924			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	309 O. T. Ry. Local Freight	313 Freight	103 O. T. Ry. Mixed	27 Mixed	29 Passenger		30 Mixed	102 O. T. Ry. Mixed	308 O. T. Ry. Local Freight		314 Freight			
	Leave Wed Fri & Sun	Leave Tues Thurs & Sat	Leave Daily	Leave Sun. only	Leave Daily Ex. Sun.		Arrive Daily	Arrive Daily	Arrive Tues Thurs & Sat		Arrive Mon Wed. & Fri.			
WY				7.00AM	7.00AM	0.0	DN-R	BEND	Nd	147.4	7.30PM			

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

WFYT	8.35AM	7.00AM	8.40PM	8.50AM	8.25AM	41.3	DN-R	METOLIUS	Ms	106.0	5.35PM	5.40AM	4.00PM	4.30PM
2680 W	9.05	7.15	8.55	9.05	8.35	46.2	D	MADRAS	Md	101.1	5.15	5.15	3.00	3.45
2480	9.40	7.30	9.15	9.20	8.45	51.9		PAXTON		95.4	4.55	4.55	2.30	3.00
1900 W	10.30	7.45	9.35	9.40	9.00	57.4	D	GATEWAY	Gw	89.9	4.30	4.25	2.00	2.40
1280 WFP	11.30AM	8.15AM	10.10PM	10.10AM	9.20AM	65.6	R	SOUTH JUNCTION		81.7	3.45PM	3.55AM	1.05PM	2.00PM

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

P	8.50AM		10.35AM	9.40AM	76.0	D-R	NORTH JUNCTION	Jn	71.3	3.20PM			1.15PM
1100	8.55		10.40	9.45	77.1		COVE CREEK		70.2	3.15			1.10
1160	9.10		10.50	9.55	80.0		TWO SPRING		67.4	3.05			12.55
475 P	9.40		11.15	10.15	88.1		McLENNON		59.2	2.40			12.30PM
1150 WP	10.35		11.40AM	10.35	96.1	D	MAUPIN	Hf	51.2	2.15			11.45AM
	11.00		12.05PM	10.50	104.5		SHERARS BRIDGE		42.8	1.35			11.05
1290 WP	11.05		12.10	10.55	105.1		FARGHER		42.2	1.30			10.55
1200	11.35AM		12.50	11.20	115.5		TUNNEL ONE		31.8	12.50			10.05
1160 P	12.35PM		1.10	11.35AM	121.1		BLUFFS		26.2	12.35			9.45
2650 W	1.30		1.45	12.05PM	133.0		MAYS		14.3	12.05PM			9.15
450	1.50		2.00	12.20	137.4		FREE BRIDGE		9.9	11.50AM			9.00
WY	2.30PM		2.55PM	12.45PM	147.3	D-R	SHERMAN	Vo	0.0	11.25AM			8.30AM

(2.55) 8.3 (7.30) 14.1 (1.30) 16.2 (7.55) 18.6 (5.45) 25.6 Time (8.05) 18.0 (1.45) 13.9 (2.55) 8.3 (8.00) 13.3
Average Speed per Hour.....

Oregon Trunk Ry. trains eastward from South Jet. will obtain clearance card before leaving North Jet. Time shown at Bend is for information only. At this station trains will be governed by time table of Oregon Trunk Ry.

WESTWARD—Condon Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Condon	Time Table No. 52 January 13, 1924			Distance from Arlington	SECOND CLASS	
	107 Mixed			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 CREEK		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	

(8.10) 14.0 Time (3.15) 13.7
Average Speed per Hour.....

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

WESTWARD—Shaniko Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Shaniko	Time Table No. 52 January 13, 1924			Distance from Biggs	SECOND CLASS	
	105 Mixed			106 Mixed					
	Leave Daily			Arrive Daily					
3385 WFYP	7.45AM		0.0	D-R	SHANIKO	Ni	69.7	5.00PM	
891	8.20		12.6		WILCOX		57.1	4.15	
1100	8.35		17.2		KENT		52.5	4.05	
571	8.55		23.9		BOURBON		45.8	3.40	
1968 WT	9.25		31.2	D	GRASS VALLEY	Vy	38.5	3.20	
338 Spur	9.40		38.4		ERSKINE		31.3	3.00	
2694 W	9.51		42.7	D	MORO	Mr	27.0	2.50	
1089	9.58		45.8		DE MOSS		23.9	2.42	
393	10.06		49.7		NISH		20.0	2.33	
3850 Spur	10.08		50.5		HAY CANYON		19.2	2.31	
650	10.17		54.1		SANDON		15.6	2.24	
1199	10.20		55.5		KLONDIKE		14.2	2.21	
3266 W	10.30		60.0	D	WASCO	Wa	9.7	2.10	
190 Spur	10.35		62.6		SINK		7.1	1.58	
844	10.40		64.5		THORNBERRY		5.2	1.55	
6780 WFYP	11.10AM		69.7	DN-R	BIGGS	Bx	0.0	1.35PM	

(3.25) 20.4 Time (3.25) 20.4
Average Speed per Hour.....

WESTWARD—Heppner Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Heppner	Time Table No. 52 January 13, 1924			Distance from Heppner Jct.	SECOND CLASS	
	109 Mixed			110 Mixed					
	Leave Daily			Arrive Daily					
2867 WTFP	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	

(2.50) 15.9 Time (2.45) 16.4
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. 52 January 13, 1924			Distance from Hoquiam	FIRST CLASS				SECOND CLASS	
	987	161	119	115	117	577		STATIONS				118	578	116	120	988	162
	Way Freight	C.M.&St.P. Fast 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 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	

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

IP	1.10PM				3.45AM	2.4	BLAKESLEE JUNCTION 2.6			55.1		1.30AM		9.30PM
1359	P	1.20			f 3.55	5.0	D	GALVIN Rk	52.5		f 1.20		9.20	
2285	P	1.40	2.43AM		f 4.10	12.2	R	HELSING JUNCTION 7.2	45.3	3.10PM	f 1.05		9.00	8.00PM
2680	WP	1.50	2.50		s 4.10	13.7	DN	INDEPENDENCE Nd	43.8	s 3.05	s 1.00		8.50	7.55
	P	2.10	3.05		f 4.19	18.3		BALCH 4.6	39.2	f 2.50	f 12.48		8.35	7.40
2718	P	2.42	3.20		s 4.27	22.2	D	CEDARVILLE Cd	35.3	s 2.42	f 12.38		8.20	7.30
2637	P	3.00	3.35		f 4.35	26.3		LANKNER 2.6	31.2	f 2.34	f 12.26		8.05	7.20
		3.10	3.42		4.40	28.9		RONY 1.9	28.6	2.29	12.20		7.55	7.15
2353	P	3.20	3.50		s 4.45	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	32.5		SOUTH ELMA 3.5	25.0	f 2.19	f 12.10AM		7.35	7.05
47	P	3.45	4.05		f 4.59	36.0		FULLER 6.3	21.5	f 2.12	f 11.55PM		7.20	6.55
		4.15	4.30		f 5.12	42.3	R	SOUTH MONTESANO	15.2	f 2.00	f 11.35		7.00	6.40
1100	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	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	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	46.7		PREACHER'S SLOUGH 4.5	10.8	f 1.36	f 11.20		6.45	6.25
1915	WFYOP	6.00	5.00		s 5.50	51.2	D-R	COSMOPOLIS Cs	6.3	s 1.28	s 11.10		6.30	5.50
		6.30				53.3		N. P. CROSSING 0.6	4.2					
4135	WIYOP	6.45PM	5.15AM		6.00PM	53.9	DN-R	ABERDEEN Sa	3.6	1.20PM	11.00PM		6.00PM	5.30PM

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

WFTYOP	7.00PM	6.00AM			6.15PM	7.15AM	57.5	DN-R	HOQUIAM Ho	0.0	1.05PM	10.40PM		5.30PM	5.00PM
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(57.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.

Time shown at Hoquiam and Centralia is for information only. At these stations trains will be governed by time table of Northern Pacific Ry. Trains 117 and 118 will register at Primo Branch Junction switch, Cosmopolis. Train register for Blakeslee Junction is located at Centralia. Train arriving South Montesano as No. 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—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. 52 January 13, 1924			Distance from Centralia	SECOND CLASS	
	515			STATIONS				516	
	Mixed							Mixed	
1360	WFOP	3.00PM	0.0	R	TONO 5.8	8.0		1.35PM	
		f 3.25	5.8		WABASH 2.2	2.2		f 1.10	

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

WFYOTP	3.35PM	8.0	DN-R	CENTRALIA Ds	0.0	1.00PM
	Arrive Daily Ex. Sun.			(8.0)		Leave Daily Ex. Sun.

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

WESTWARD—Primo Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	Distance from Primo	Time Table No. 52 January 13, 1924			Distance from Cosmopolis
		STATIONS			
		PRIMO 7.9	BRIDGES 5.2	COSMOPOLIS 0.0	
462	0.0			13.1	
1002	7.9			5.2	
	13.1			0.0	

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

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. 52 January 13, 1924			Distance from Olympia	FIRST CLASS	
	123	121		STATIONS				122	124
	Passenger	Passenger						Passenger	Mixed
	Leave Daily	Leave Daily							
PY	8.05PM	6.05PM	0.0	DN-R	CHAMBERS PRAIRIE Ma	7.4	5.50PM	8.00PM	
PWFY	8.30PM	6.30PM	7.4	D-R	OLYMPIA Oa	0.0	5.30PM	7.30PM	
	Arrive Daily	Arrive Daily			(7.4)		Leave Daily	Leave Daily	

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

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 on Sunday will stop on flag at Sherman and Miller.
No. 1 will stop at Sherman, Miller and Celilo to let off passengers from east of Sherman.
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 Messner and Umatilla to pick up passengers for Third Division.
Nos. 17 and 25 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. 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. 25 will stop at any station east of Sherman to pick up passengers for Shaniko and Bend Branches.
No. 26 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, and will stop on flag at stations between Portland and Messner to pick up passengers for Third Division.
Nos. 29 and 30 will stop on flag at Oak Springs, Ketchum and Harris.
Nos. 29, 102 and 103 will stop on flag at Truman.
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 31 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. 2; eastward freight trains will use Siding No. 1, 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) 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.
21. Junction switch at Messner is located in front of station building. Westward trains will stop clear of junction switch. When necessary for eastward passenger, mail or express trains to take siding at Messner, unless otherwise directed, they will use Umatilla-Messner line, entering same at junction switch.
22. Trainmen will not ride on the side of cars while moving in trains on Bend and Shaniko Branches as there are a number of places on these branches where, on account of narrow cuts, there is impaired clearance.

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	PORTLAND AND THE DALLES									THE DALLES and UMATILLA				PORTLAND AND SEATTLE								
		EASTWARD					WESTWARD				EASTWARD		WESTWARD		EASTWARD					WESTWARD			
		Portland to Troutdale via Graham	Albina to Bonneville via Kenton	Bonneville to Cascade Locks	Cascade Locks to Viento	Viento to The Dalles	The Dalles to Dodson	Dodson to Albina via Kenton	Troutdale to Portland via Graham	The Dalles to Dune	Dune to Umatilla	Umatilla to Arlington	Arlington to The Dalles	Albina to Vader	Vader to Winlock	Winlock to Napavine	Napavine to Centralia	Centralia to Argo	Argo to Centralia	Centralia to Napavine	Napavine to Albina		
A. 81	20 106 28 107 ^s	3500 to 3514	625	1660	1135	1375	1525	1295	2500	1295	1390	1645	1570	2115	1730	1060	815	2090	1670	1670	685	2090	
P. 77	22 143 ^s 28	3200 to 3203																					
P. 77	22 135 ^s 28	3204 to 3207	795	2115	1345	1735	1950	1600	3185	1600	1730	2100	1930	2700	2200	1190	1035	2665	2125	2125	875	2665	
P. 77	22 149 ^s 28	3208 to 3217																					
T. 69	22 159 28 161 ^s	1742 to 1754	890	2360	1550	1935	2165	1780	3555	1920	2010	2330	2155	3035	2460	1480	1155	2970	2375	2375	975	2970	
T. 63	22 160 28 162 ^s	1755 to 1760	975	2585	1680	2120	2370	1950	3895	1950	2200	2555	2360	3285	2690	1560	1265	3255	2600	2600	1070	3255	
P. 77	25 167 ^s 28	3218 to 3225	1030	2730	1880	2240	2510	2120	3185	2120	2320	2700	2545	3275	2845	1550	1340	3440	2745	2745	1130	3440	
C. 57	15 1/2 26 167 30	711 to 714 716 and 717																					
C. 57	20 1/2 167 30	710, 715 718, 724	1000	2395	1820	1960	2200	2085	3690	2085	2300	2275	2510	3040	2550	1475	1200	3085	2465	2465	1010	3085	
C. 57	20 1/2 172 30	719 to 723																					
C. 57	22 179 30	725 to 729																					
C. 57	22 187 30 190 ^s	730 to 768	1150	3060	2100	2520	2815	2400	4610	2400	2650	3030	2890	3900	3185	1860	1500	3850	3080	3080	1265	3850	
MK. 57	23 1/2 207 ^s 30	2100 to 2165	1340	3600	2350	2950	3300	2695	5375	2695	2965	3500	3255	4500	3710	2175	1745	4500	3585	3585	1475	4500	

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	CENTRALIA and HOQUIAM				CENTRALIA and TONO	COS-MOPOLIS and PRIMO	CHAM-BERS PRAIRIE and OLYMPIA	SHERMAN and BEND					BIGGS and SHANIKO					ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER						
		EASTWARD		WESTWARD					EASTWARD					WESTWARD					EASTWARD		WESTWARD		EASTWARD						
		Ho-quiam to Cos-mopolis	Cos-mopolis to Centralia	Centralia to Cos-mopolis	Cos-mopolis to Ho-quiam				East-ward	East-ward	Sher-man to North Jet.	North Jet. to South Jet.	South Jet. to Madras	Madras to Bend	Bend to Culver	Culver to Sherman	Biggs to Thorn-berry	Thorn-berry to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Hay Canyon	Hay Canyon to Sandon	Arling- ton to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arling- ton	Hepp- ner Jct. to Ione	Ione to Lexing- ton	Lexing- ton to Hepp- ner
E. 63	17 55 24	1106 to 1108	355	705	905	370	775	355	400																				
E. 62	18 62 26	1122 to 1123																											
T. 55	18 71 24	1701 to 1708	470	965	1220	495	1035	475	535																				
M. 57	18 91 24	4200 to 4208	470	965	1320	551	1035	520	590																				
T. 63	19 92 24	1709 to 1714	510	1020	1310	540	1120	510	575																				
T. 63	20 113 24	1715 to 1726	625	1260	1660	695	1340	660	545	690	987	500	745	1310	1580	180	290	370	415	815	500	370	315	180	980	890	810	625	590
T. 57	20 119 26	1733 to 1736	740	1485	2045	855	1630	810	920	740	1120	615	920	1610	1955	220	355	455	510	960	615	455	390	220	1210	1090	965	740	725
T. 64	15 1/2 26 145 26	1727 to 1732	710	1425	1960	820	1590	775	885	830	1070	590	880	1545	1870	210	340	435	490	855	590	435	370	210	1200	1045	900	710	695
T. 57	20 125 26	1737 to 1741	710	1425	2160	905	1720	855	970	890	1180	650	970	1700	2060	230	375	480	540	1030	650	480	420	240	1250	1155	1015	785	770
T. 69	22 159 ^s 28 161 ^s	1742 to 1754	1570	2040	2445	1020	1865	970	1100	925	1335	735	1100	1930	2330	265	425	545	610	1175	740	540	465	260	1550	1310	1100	900	870
T. 63	22 160 28 162 ^s	1755 to 1760	1650	2200	2680	1120	1975	1060	1200	1010	1465	810	1200	2110	2555	290	465	600	670	1120	810	595	510	285	1465	1430	1200	1000	950
C. 55	19 149 30	707 to 709	900	1800	2455	1025	1975	970	1100	990	1340	740	1100	1935	2340	265	445	545	610	1275	740	545	465	265	1530	1315	1170	970	870
C. 57	15 1/2 26 167 30	{ 711 to 714 716 and 717	1510	2040	2625	1060	2220	1005	1140	960	1385	765	1140	2000	2420	275	440	565	635	1335	765	565	485	275	1625	1360	1300	1000	950
C. 57	20 1/2 167 30	{ 710, 715 718, 724	1490	2000	2485	1035	2200	985	1115	1200	1505	750	1170	1960	2375	265	465	550	620	1305	750	550	480	275	1600	1330	1260	980	870
C. 57	22 179 30	725 to 729	1700	2300	3175	1325	2520	1275	1425	1305	1730	900	1420	2500	3000	345	550	700	790	1460	960	700	600	340	1820	1700	1500	1150	1125
C. 57	22 187 30 190 ^s	730 to 768																											

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Albina to Troutdale.....	6000	3000
East Portland to Montavilla.....	3000	.....
Bonneville to Cascade Locks.....	3000	.....
The Dalles to Seufert.....	6000	3000
Umatilla to Arlington.....	6000	3000
The Dalles to Dodson.....	6000	3000
Troutdale to Clarnie.....	6000	3000
Albina to Kalama.....	6000	3000
Kalama to Vader.....	6000	3000
Vader to Napavine.....	3000	.....
Centralia to Tacoma.....	6000	3000
Tacoma to Centralia.....	6000	3000
Centralia to Napavine.....	3000	.....
Napavine to Vancouver.....	6000	3000
Sherman to North Jet.....	6000	3000
North Jet. to Bend.....	3000	.....
Biggs to Shaniko.....	3000	.....
Arlington to Condon.....	3000	.....
Heppner 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	" 185.2
		GRAY'S HARBOR BRANCH	
Montavilla	M. P. 5.4	Callow	M. P. 23.0
Quarry Spur	" 7.1	Ballast	" 28.2
Corbett	" 20.4	Hall	" 40.6
Crusher	" 21.4	South Aberdeen	" 52.8
Latourell	" 23.9		
Multnomah Falls	" 29.6		
Warrendale	" 35.8		
Eagle Creek	" 40.1		
Adamsboro	" 10.3		
Ward	" 14.2		
		PRIMO BRANCH	
		Aretic	M. P. 7.3
		Midson	" 11.6
		OLYMPIA BRANCH	
		Zanaton	M. P. 1.8

LIST OF SURGEONS

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

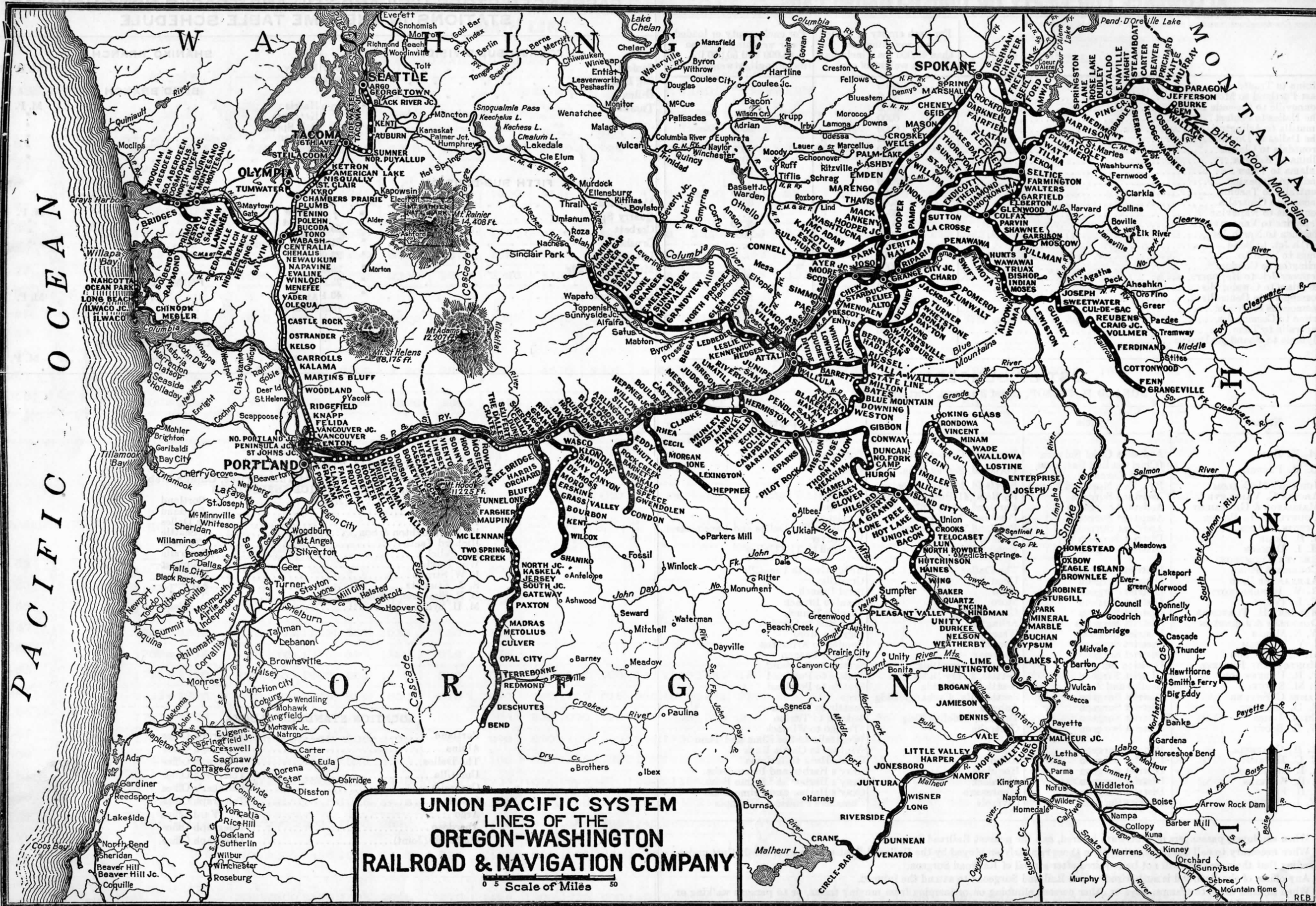
Name	Title	Place	District
M. K. HALL	Assistant Chief Surgeon	Portland, Corbett Bldg.	Portland
C. M. PEARCE	(Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
JOHN W. McCOLLOM	Eye, Ear, Nose and Throat	Portland, Morgan Bldg.	Portland
ARCHIE C. VANLEVE	Assistant Surgeon	Portland, 412 Bush & Lane Bldg	Portland
MARGASON & GHORMLEY	Assistant Surgeons	Portland, 4645 1/2 67th, 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
H. L. DUMBLE	District Surgeon	Hood River	Portland to The Dalles
REUTER, THOMPSON, COBERTH & STONE	District Surgeons	The Dalles	Hood River to Umatilla
ALEXANDER RIED	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
W. N. MORSE	District Surgeon	Wasco	Biggs to Moro
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
A. E. ANDERSON	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. BRIDGFORD	District Surgeon	Olympia	Chambers Prairie to Olympia

- GENERAL TIME INSPECTORS**
W. F. Hayes, General Supervisor of Time Service, Omaha, Neb.
- 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
0 5 10 15 20 25 30 35 40 45 50