

J.H.

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 22, 1924

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, 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.

MILES OF ROAD

FIRST DIVISION	Main Line.....	381.82		
	Branches.....		411.22	
	Total.....			793.04
SECOND DIVISION	Main Line.....	233.26		
	Branches.....		97.84	
	Total.....			331.10
THIRD DIVISION	Main Line.....	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	FIRST CLASS							SECOND CLASS												
255				17		1		25		11		5		23		Distance from Portland	2		18		26		12		6		24		256		
Time Freight				Passenger		Passenger		Passenger		Passenger		Mail		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		389.5		12.35AM		6.40AM				11.45AM		2.25PM		7.00PM			
1.00PM				7.55AM				9.55PM				9.25PM		6.55PM		290.0		8.10PM		2.30AM				7.27AM		10.10AM		7.00AM			
8.45PM				11.10AM		8.55AM		1.05AM				12.05AM		10.15PM		173.8		4.30PM		5.00PM		11.15PM				4.32AM		6.40AM			
10.40AM				3.25PM		2.25PM		5.30AM		4.55AM		4.00AM		4.15AM		215.8		2.55PM				1.05AM		2.40AM		4.55AM		5.15PM			
6.20PM				6.15PM		5.45PM		8.30AM		7.30AM		6.30AM		7.15AM		183.0		11.00AM		12.15PM		7.05PM		10.30PM		11.20PM		1.25AM			
Arrive Daily				Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		305.3		8.00AM		9.35AM		4.00PM		7.55PM		8.30PM		10.45PM			
(38.00)				(14.15)		(8.50)		(14.20)		(5.15)		(11.50)		(16.20)		Time.....		(8.30)		(15.00)		(14.40)		(5.10)		(15.15)		(15.40)		(45.00)	
10.4				27.3		25.5		27.2		34.8		32.6		23.8		Average Speed Per Hour.....		25.4		25.9		26.5		35.4		26.1		25.4		8.7	

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Seattle	FIRST CLASS							SECOND CLASS										
691				563		561		562		564		692		Distance from Portland	562		564		692		692		692		692		692		
Time Freight				Passenger		Passenger		Passenger		Passenger		Passenger			Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		
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		Arrive Daily	
6.30PM				11.15PM		3.30PM		0.0		183.2		10.40PM		6.30AM		6.45AM		6.45AM		6.45AM		6.45AM		6.45AM		6.45AM		6.45AM	
8.30PM				12.40AM		4.55PM		38.1		180.1		9.25PM		5.00AM		5.00AM		5.00AM		5.00AM		5.00AM		5.00AM		5.00AM		5.00AM	
12.05AM				2.30AM		6.50PM		92.1		145.1		7.30PM		2.20AM		12.30AM		12.30AM		12.30AM		12.30AM		12.30AM		12.30AM		12.30AM	
7.35AM				6.15AM		10.10PM		181.6		91.1		4.00PM		11.15PM		7.30PM		7.30PM		7.30PM		7.30PM		7.30PM		7.30PM		7.30PM	
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		Arrive Daily	
(13.05)				(7.00)		(6.40)		Time.....		(6.40)		(7.15)		(11.15)		(11.15)		(11.15)		(11.15)		(11.15)		(11.15)		(11.15)		(11.15)	
13.6				26.2		27.7		Average Speed per Hour.....		27.5		25.2		15.9		15.9		15.9		15.9		15.9		15.9		15.9		15.9	

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Spokane	FIRST CLASS							SECOND CLASS									
253				11		75		77		1		12		76		78		2		254		254		254		254		
Time Freight				Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		
Leave Daily				Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		
6.00PM				9.10PM		4.40PM		7.10AM		0.0		251.4		6.55AM		10.45AM		6.25PM		3.30AM		3.30AM		3.30AM		3.30AM		
1.00AM				11.42PM		10.45PM		12.20PM		147.8		103.6		4.55AM		12.55PM		6.10PM		6.10PM		6.10PM		6.10PM		6.10PM		
5.30AM				1.20AM		12.30AM		2.45AM		103.9		80.6		3.50AM		4.10AM		2.10PM		2.10PM		2.10PM		2.10PM		2.10PM		
8.00AM				2.10AM		12.45PM		1.05PM		157.2		27.3		2.10AM		12.10AM		12.01PM		12.01PM		12.01PM		12.01PM		12.01PM		
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		
(14.00)				(5.00)		(11.35)		(9.45)		(1.35)		Time.....		(5.45)		(11.45)		(10.25)		(1.40)		(15.20)		(15.20)		(15.20)		
13.2				36.9		26.7		25.8		29.6		Average Speed per Hour.....		32.1		27.0		24.1		28.1		11.9		11.9		11.9		

FOURTH SUB-DIVISION—Umatilla and The Dalles—WESTWARD

Length of passing tracks in feet into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS								FIRST CLASS								Distance from Huntington	Time Table No. 53		
																		June 22, 1924		
					253	255					27	29	17	1	25	11		5	23	
WFTYP					Time Freight	Time Freight					Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger		
					Leave Daily	Leave Daily					Leave Sun. Only	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
					10 45AM									10.35AM		2.20AM		12.30AM	215.8	
3110 P					11.00									10.42		2.26		12.37	220.0	
3200 P					11.10									10.48		2.31		12.48	223.2	
3200 P					11.25									10.55		2.38		12.57	226.9	
5030 WFYP					11.45	2.00AM								1.05PM	11.05	3.10AM	2.50	1.45AM	1.10	223.9
					11.50	2.05								1.07	11.08	3.12	2.52	1.47	1.15	225.7
3118 P					11.55AM	2.10								1.11	11.12	3.15	2.55	1.50	1.22	227.5
3260 P					12.10PM	2.20								1.17	11.19	3.20	3.00	1.55	1.30	231.4
3110 P					12.30	2.30								1.27	11.30	3.27	3.08	2.04	1.39	237.2
TP					12.45	2.38								1.33	11.40	3.33	3.14	2.09	1.45	241.2
3043 P					12.50	2.42								1.36	11.45	3.36	3.16	2.12	1.48	242.7
3015 P					1.18	2.50								1.42	11.54AM	3.42	3.22	2.18	1.55	247.1
7200 WTP					1.50	3.07								1.50	12.05PM	3.50	3.30	2.25	2.05	251.7
3203 P					2.06	3.50								2.00	12.15	4.00	3.35	2.34	2.15	255.4
4946 WP					2.25	4.10								2.07	12.22	4.08	3.41	2.41	2.23	259.9
3745 P					2.40	4.25								2.13	12.29	4.14	3.46	2.47	2.30	263.9
3217 P					2.50	4.35								2.17	12.36	4.17	3.49	2.50	2.35	266.3
5000 P					3.00	4.45								2.23	12.40	4.22	3.54	2.56	2.42	270.6
3500 P					3.10	4.55								2.28	12.48	4.28	3.59	3.02	2.50	274.6
2775 WP					3.20	5.05								2.32	12.55	4.32	4.03	3.07	2.55	277.4
5000 P					3.30	5.20								2.36	1.01	4.36	4.07	3.11	3.00	280.1
3795 P					3.40	5.30								2.40	1.11	4.40	4.11	3.15	3.05	282.7
6954 YP					3.45	5.40								2.45	1.18	4.45	4.15	3.20	3.20	285.6
950 WP					3.55	5.50								3.00PM	1.25	4.45	4.19	3.23	3.26	287.7
2750					4.00	6.00								3.05	12.45PM	4.49	4.22	3.26	3.30	289.2
2625					4.05	6.05								3.15	12.48	4.52	4.28	3.32	3.39	293.1
					4.15	6.15								3.20	12.53	4.58	4.30	3.34	3.42	294.3
					4.20	6.20								3.20	12.55	5.00	4.30	3.34	3.42	294.3
3678					4.30	6.30								3.30	1.00	5.07	4.35	3.40	3.50	297.8
WFTOP					4.30	6.30								3.30	1.00	5.07	4.35	3.40	3.50	297.8
					5.00PM	7.15AM								3.45PM	1.15PM	5.25AM	4.50AM	3.55AM	4.10AM	305.3
					Arrive Daily	Arrive Daily								Arrive Sun. Only	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

STATIONS

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

(6.15) (5.15) 0.45 (0.30) (2.15) (3.40) (2.15) (2.30) (2.10) (3.40) Time
 15.8 15.5 23.4 35.2 36.1 26.9 36.1 38.2 37.5 26.9 Average Speed per Hour

Westward Trains are superior to Trains of the same class in opposite direction.—See Rule 72.
 First class trains will clear No. 5 five minutes.

FOURTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD

Time Table No. 53
June 22, 1924

STATIONS	Distance from Portland	FIRST CLASS							SECOND CLASS											
		24	2	18	26	12	6	30	254	256										
		Passenger	Passenger	Passenger	Passenger	Passenger	Express	Mixed	Time Freight	Time Freight										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											
DN-R UMATILLA Ce	183.0	4.50AM	2.50PM			1.05AM	2.20AM													
BAILEY	178.8	4.38	2.40			12.55	2.10													
D IRRIGON Go	175.6	f 4.32	s 2.34			12.48	2.00													
JUDSON	171.9	4.25	f 2.28			12.42	1.52													
DN-R MESSNER Fe	165.6	f 4.10	s 2.15	3.05PM	9.20PM	12.30	1.35													
BOARDMAN Bd	163.8	f 4.08	f 2.10	3.00	9.15	12.27	1.28													
PETERS	162.0	4.04	2.06	2.56	9.12	12.25	1.22													
CASTLE	158.1	3.57	f 1.57	2.48	9.06	12.20	1.15													
BOULDER	152.3	3.48	1.45	2.37	8.58	12.12	1.08													
D HEPPNER JCT. Wi	148.3	3.40	s 1.33	2.30	8.51	12.07	1.03													
WILLOWS	146.8	3.36	f 1.24	2.27	8.49	12.05AM	1.01													
SILICA	142.4	3.22	1.18	2.18	8.43	11.59PM	12.55													
DN ARLINGTON Mx	137.8	s 3.07	s 1.10	s 2.06	s 8.35	11.50	s 12.44													
GILMORE	134.1	3.00	12.54	2.00	8.28	11.44	12.39													
BLALOCK	129.6	2.53	f 12.45	1.50	8.22	11.38	12.34													
RAMSAY	125.6	2.47	12.36	1.42	8.17	11.33	12.29													
D QUINTON Qn	123.2	2.35	s 12.26	1.38	8.14	11.30	12.26													
HOOK	118.9	2.25	f 12.19	1.29	8.08	11.25	12.21													
GOFF	114.9	2.19	f 12.12	1.22	8.03	11.20	12.16													
DAY	112.1	2.14	f 12.06	1.16	7.58	11.16	12.12													
RUFUS	109.4	2.10	s 12.01PM	1.11	f 7.54	11.12	12.08													
GRANT	106.8	2.06	f 11.56AM	1.06	7.50	11.08	12.04AM													
DN BIGGS Bx	103.9	2.00	s 11.50	s 1.00	f 7.45	11.04	11.58PM													
D SHERMAN Vo	101.8	1.55	f 11.30	s 12.50	7.41	10.59	11.54	11.05AM												
MILLER	100.3	1.53	f 11.27	12.46	f 7.37	10.57	11.50	f 10.55												
CELILO	96.4	1.48	s 11.22	12.40	f 7.30	10.52	11.44	f 10.45												
OREGON TRUNK JCT.	95.2	1.45	11.19	12.36	7.27	10.49	11.40	10.40												
DUNE	91.7	1.40	11.15	12.30	7.22	10.45	11.34	10.30												
DN-R THE DALLES Dk-Wh	84.2	1.25AM	11.00AM	12.15PM	7.05PM	10.30PM	11.20PM	10.15AM												
(98.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily												

Time.....	(3.25)	(3.50)	(2.50)	(2.15)	(2.35)	(3.00)	(.50)	(7.30)	(6.00)
Average Speed per Hour.....	28.9	24.6	28.7	36.2	38.2	32.9	20.0	13.2	13.6

Westward Trains are superior to Trains of the same class in opposite direction—See Rule 72.
First class trains will clear No. 5 five minutes.

FIFTH SUB-DIVISION—The Dalles and Portland—WESTWARD

Length of passing tracks in feet into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS						FIRST CLASS								Distance from Huntington	Time Table No. 53							
																June 22, 1924							
						977	691	255															
						Way Freight	Time Freight	Time Freight															
						Leave Daily Ex. Sunday	Leave Daily	Leave Daily															
WFTOP								10.40AM												305.3	DN-R THE DALLES Dk-Wh 2.5		
P								10.55													307.8	CRATES 5.6	
3350 P								11.25														313.4	ROWENA 3.6
3200 P								11.47														317.0	CHATFIELD 3.3
3540 WP								11.59AM														320.3	D MOSIER H 6.0
9506 WP								12.20PM														326.3	DN HOOD RIVER KI 4.1
4040 P								12.40														330.4	MENO 1.6
3255 P								12.45														332.0	SONNY 2.2
1835 P								12.52														334.2	VIENTO 2.4
3190 P								1.00														336.6	LINDSEY 3.2
2980 WTP								1.10														339.8	WYETH 2.9
2784 P								1.22														342.7	FARLEY 3.9
3203 FP								1.35														346.6	DN CASCADE LOCKS Cj 4.2
6783 WTP								1.50														350.8	D BONNEVILLE Mu 4.6
3315 P								2.04														355.4	DODSON 2.7
3108 P								2.10														358.1	ONEONTA 5.1
3479 OP								2.25														363.2	D BRIDAL VEIL Ju 3.9
3210 P								2.35														367.1	ROOSTER ROCK 3.3
3050 P								2.45														370.4	TAYLOR 3.5
5875 WTP								3.00														373.9	DN TROUTDALE Sn 2.4
2700 P																						376.3	FAIRVIEW Fa 5.5
2720 P																						381.8	CLARNIE 3.3
1500 P																						385.1	GRAHAM 2.5
1385																						387.6	BRUUN
3517 P								3.25														378.9	HEMLOCK 4.7
3012 P								3.50														383.6	FIR 5.5
3763 P								4.20														389.1	KENTON 1.2
1415 YP								4.25														390.3	PENINSULA JCT.
P																						391.5	Block Signal NORTH PORTLAND JCT. 1.2
1415 YP						2.00PM	5.20AM															390.3	Block Signal PENINSULA JCT.
1415 YP						2.02	5.30															390.3	Block Signal PENINSULA JCT. 1.5
P						2.02	5.30	4.25														391.8	Block Signal ST. JOHNS JCT. 1.2
P						2.15	5.35	4.35														393.0	MILLROAD 1.3
WFTYOP						2.20	5.45	5.00														394.3	DN-R ALBINA B 0.1
						2.45PM	7.35AM	6.20PM														394.4	Block Signal HARDING ST. 0.9
																						388.9	Block Signal EAST PORTLAND 0.6
IP																						389.5	DN-R PORTLAND Dispr X P-So-Ve 0.6
IP																							
						Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily															

Block Signal	Station	Distance from Huntington
	DN-R THE DALLES Dk-Wh 2.5	305.3
	CRATES 5.6	307.8
	ROWENA 3.6	313.4
	CHATFIELD 3.3	317.0
D	MOSIER H 6.0	320.3
DN	HOOD RIVER KI 4.1	326.3
	MENO 1.6	330.4
	SONNY 2.2	332.0
	VIENTO 2.4	334.2
	LINDSEY 3.2	336.6
	WYETH 2.9	339.8
	FARLEY 3.9	342.7
DN	CASCADE LOCKS Cj 4.2	346.6
D	BONNEVILLE Mu 4.6	350.8
	DODSON 2.7	355.4
	ONEONTA 5.1	358.1
D	BRIDAL VEIL Ju 3.9	363.2
	ROOSTER ROCK 3.3	367.1
	TAYLOR 3.5	370.4
DN	TROUTDALE Sn 2.4	373.9
	FAIRVIEW Fa 5.5	376.3
	CLARNIE 3.3	381.8
	GRAHAM 2.5	385.1
	BRUUN	387.6
	HEMLOCK 4.7	378.9
	FIR 5.5	383.6
	KENTON 1.2	389.1
	PENINSULA JCT.	390.3
Block Signal	NORTH PORTLAND JCT. 1.2	391.5
Block Signal	PENINSULA JCT.	390.3
Block Signal	PENINSULA JCT. 1.5	390.3
Block Signal	ST. JOHNS JCT. 1.2	391.8
Block Signal	MILLROAD 1.3	393.0
DN-R	ALBINA B 0.1	394.3
Block Signal	HARDING ST. 0.9	394.4
Block Signal	EAST PORTLAND 0.6	388.9
DN-R	PORTLAND Dispr X P-So-Ve 0.6	389.5

(0.45) 3.7 (2.15) 2.3 (7.40) 11.6 (0.29) 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 Time Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 First class trains will clear No. 5 five minutes.
 Between Portland and East Portland or Harding St., and between Millroad and St. Johns Junction, trains and engines will use right-hand parallel track in direction of movement.
 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. 53

June 22, 1924

FIRST CLASS

SECOND CLASS

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	10.50AM	12.10PM		7.00PM	10.25PM	11.10PM	1.20AM					
CRATES	81.7	10.45	12.04PM		6.54	10.19	11.05	1.14					
ROWENA	76.1	10.33	11.54AM		6.44	10.09	10.54	1.06					
CHATFIELD	72.5	10.26	11.47		6.37	10.03	10.46	1.00					
D MOSIER H	69.2	10.19	11.40		6.30	9.57	10.40	12.55					
DN HOOD RIVER Ki	63.2	10.05	11.30		6.15	9.45	10.25	12.40					
MENO	59.1	9.55	11.18		6.02	9.35	10.15	12.30					
SONNY	57.5	9.52	11.15		5.59	9.32	10.12	12.28					
VIENTO	55.3	9.48	11.11		5.55	9.28	10.07	12.24					
LINDSEY	52.9	9.43	11.06		5.51	9.24	10.02	12.20					
WYETH	49.7	9.38	11.00		5.45	9.19	9.56	12.15					
FARLEY	46.8	9.33	10.55		5.39	9.14	9.51	12.11					
DN CASCADE LOCKS Cj	42.9	9.27	10.48		5.32	9.08	9.43	12.05AM					
D BONNEVILLE Mu	38.7	9.19	10.40		5.24	9.00	9.35	11.57PM					
DODSON	34.1	9.10	10.33		5.16	8.52	9.28	11.50					
ONEONTA	31.4	9.06	10.29		5.10	8.48	9.24	11.45					
D BRIDAL VEIL Ju	26.3	8.57	10.22		4.55	8.41	9.17	11.37					
ROOSTER ROCK	22.4	8.50	10.17		4.47	8.36	9.12	11.31					
TAYLOR	19.1	8.44	10.13		4.40	8.31	9.08	11.26					
DN TROUTDALE Sn	15.6	8.37	10.08		4.33	8.26	9.03	11.20					
FAIRVIEW Fa	13.2	8.32	10.04		4.28	8.22	8.59	11.16					
CLARNIE	7.7	8.23	9.55		4.20	8.14	8.49	11.08					
GRAHAM	4.4	8.16	9.49		4.14	8.07	8.43	11.00					
BRUUN	1.9	8.07	9.42		4.08	8.02	8.38	10.53					
HEMLOCK	17.0											9.40	10.40
FIR	12.3											9.30	10.30
KENTON	6.8											9.20	10.20
PENINSULA JCT.	5.6											9.15	10.15
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
ST. JOHNS JCT.	4.1			4.13					11.30			6.45	7.50
MILLROAD	2.9			4.10					11.25			6.40	7.40
DN-R ALBINA B	1.6			4.06					11.21			6.30AM	7.30PM
HARDING ST.	1.5											9.00PM	10.00PM
EAST PORTLAND	0.6	8.03	9.38	4.03	4.03	7.58	8.33	10.48	11.18				
DN-R PORTLAND Dispr X P-So-Ve	0.0	8.00AM	9.35AM	4.00PM	4.00PM	7.55PM	8.30PM	10.45PM	11.15PM				
(84.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

Time.....	(2.50)	(2.35)	(0.20)	(3.00)	(2.30)	(2.40)	(2.35)	(0.23)	(0.35)	(0.30)	(4.00)	(4.15)
Average Speed per Hour.....	29.7	32.5	20.4	28.0	33.9	31.5	32.5	17.7	8.9	10.04	22.2	21.6

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
 First class trains will clear No. 5 five minutes.
 Between Portland and East Portland or Harding St., and between Millroad and St. Johns Jct., trains and engines will use right-hand parallel track in direction of movement.
 Only such trains as originate or terminate at Albina will register at Albina.

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

Length of passing tracks in feet into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS								Distance from Seattle	Time Table No 53 June 22, 1924			
	975	977	691	563	41	39	37	561	35	33	31		STATIONS	DN-R SEATTLE Ow	DN-R ARGO 6.3	DN-R BLACK RIVER BI
	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	Passenger	C.M.&St.P. Passenger 17	C.M.&St.P. Passenger 16	C.M.&St.P. Passenger 1					
	Leave Mon., Wed. & Fri.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0				
P												3.1				
Yard IWFTOYP	7.00AM		6.30PM									3.1				
1354 3401	7.15AM		6.52PM									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									35.7	DN TACOMA JCT. 0.8	Jn
		9.10AM	8.20PM									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	NORTH PORTLAND JCT. 1.2
1415	YP												177.6	PENINSULA JCT. 1.5
	P												179.1	ST. JOHNS JCT. 1.2
	P												180.3	MILLROAD 1.3
	P		2.45PM	7.35AM									181.6	ALBINA 0.1
	IP												181.7	HARDING ST. 0.9
	I												182.6	EAST PORTLAND 0.6
													183.2	PORTLAND
		Arrive Mon., Wed. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily										(183.2)

(2.10)	(0.45)	(13.05)	(7.00)	(0.10)	(0.10)	(0.10)	(0.10)	(6.40)	(0.10)	(0.10)	(0.10)	(0.10)	..... Time
15.4	6.9	14.0	26.2	18.6	18.6	18.6	18.6	27.7	18.6	18.6	18.6	18.6	..... 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. 53

June 22, 1924

Distance from Portland

FIRST CLASS

SECOND CLASS

STATIONS

DN-R SEATTLE	Ow	183.2
DN-R ARGO	Bi	180.1
DN-R BLACK RIVER	Bi	173.8

32	34	36	38	40	42	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 2	C.M.&St.P. Passenger 18	Passenger	Passenger					Time Freight	Way Freight	Way Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tues. Thurs.&Sat.
9.15AM	11.55AM	11.45AM	7.00PM	7.15PM	8.00PM	10.40PM	6.30AM							
9.05AM	11.45AM	11.30AM	6.50PM	7.05PM	7.50PM	10.30	6.15					6.45AM		3.00PM
						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.	6.8							4.20PM	11.38PM						8.00PM	7.05AM
PENINSULA JCT.	5.6															
ST. JOHNS JCT.	4.1															
MILLROAD	2.9															
ALBINA	1.6													7.30PM	6.30AM	
HARDING ST.	1.5															
EAST PORTLAND	0.6															
PORTLAND	0.0							4.00PM	11.15PM							
(183.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily Ex. Sun.	Leave Tues. Thurs.&Sat.

Time.....	(0.10)	(0.10)	(0.15)	(0.10)	(0.10)	(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	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 into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS			Distance from Bend	Time Table No. 53 June 22, 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	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	9.00PM	8.50AM	8.25AM	41.3	DN-R	METOLIUS	Ms	106.0	5.35PM	5.00AM	4.00PM	4.30PM
2680 W	9.05	7.15	9.15	9.05	8.35	46.2	D	MADRAS	Md	101.1	5.15	4.35	3.00	3.45
2480	9.40	7.30	9.30	9.20	8.45	51.9		PAXTON		95.4	4.55	4.15	2.30	3.00
1900 W	10.30	7.45	9.50	9.40	9.00	57.4	D	GATEWAY	Gw	89.9	4.30	3.45	2.00	2.40
1280 WFP	11.30AM	8.15AM	10.20PM	10.10AM	9.20AM	65.6	N-R	SOUTH JUNCTION		81.7	3.45PM	3.15AM	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 SPRINGS		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	2.20			11.45AM
		11.00		12.05PM	10.50	104.5		SHERARS BRIDGE		42.8	1.45			11.05
1290 WP		11.05		12.10	10.55	105.1		FARGHER		42.2	1.40			10.55
1200		11.30		12.30	11.20	115.5		TUNNEL ONE		31.8	1.10			10.05
1160 P		11.50AM		12.55	11.35AM	121.1		BLUFFS		26.2	12.55			9.45
2650 W		12.30PM		1.30	12.05PM	133.0		MAYS		14.3	12.30			9.15
450		1.00		1.45	12.20	137.4		FREE BRIDGE		9.9	12.20PM			9.00
WY		1.30PM		2.55PM	12.45PM	147.3	D-R	SHERMAN	Vo	0.0	11.40AM			8.30AM
	Arrive Wed. Fri & Sun	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Sun. only	Arrive Daily Ex. Sun.			(147.4)			Leave Daily	Leave Daily	Leave Tues. Thurs & Sat	Leave Mon. Wed. & Fri.

(2.55) (6.30) (1.20) (7.55) (5.45) Time (7.50) (1.45) (2.55) (8.00)
 8.3 16.3 18.2 18.6 25.6 Average Speed per Hour 18.8 13.9 8.3 13.3

O. T. Ry. and O. W. R. & N. trains westward from South Jct. will obtain O. T. Ry. clearance card before leaving Metolius. Oregon Trunk Ry. trains eastward from South Jct. will obtain O. W. R. & N. clearance card before leaving North Jct. 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 into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Condon	Time Table No. 53 June 22, 1924			Distance from Arlington	SECOND CLASS	
	107 Mixed			108 Mixed					
	Leave Daily			Arrive Daily					
10005 WFYP		8.30AM	0.0	D-R	CONDON	Cd	44.5	4.15PM	
1576		8.50	8.2		GWENDOLEN		36.3	3.40	
1783		9.00	12.2		SPEECE		32.3	3.20	
1816		9.20	15.9		CLEM		28.6	3.05	
2342 W		9.45	20.1		MIKKALO		24.4	2.45	
1698		10.00	24.8		BARNETT		19.7	2.25	
2446 W		10.20	28.5		ROCK CREEK		16.0	2.05	
1793		10.45	37.2		SHUTLER		7.3	1.45	
2596 WFYP		11.30AM	44.5	DN-R	ARLINGTON	Mx	0.0	1.15PM	
		Arrive Daily			(44.5)			Leave Daily	

(3.00) (3.00) Time (3.00)
 14.8 Average Speed per Hour 14.8

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 into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Shaniko	Time Table No. 53 June 22, 1924			Distance from Biggs	SECOND CLASS	
	105 Mixed			106 Mixed					
	Leave Daily			Arrive Daily					
3385 WFYP		8.00AM	0.0	D-R	SHANIKO	Ni	69.7	5.00PM	
891		8.45	12.6		WILCOX		57.1	4.15	
1100		9.00	17.2		KENT		52.5	4.05	
571		9.20	23.9		BOURBON		45.8	3.40	
1968 WT		9.40	31.2	D	GRASS VALLEY	Vy	38.5	3.20	
338 Spur		9.55	38.4		ERSKINE		31.3	3.00	
2694 W		10.06	42.7	D	MORO	Mr	27.0	2.50	
1089		10.13	45.8		DE MOSS		23.9	2.42	
393		10.21	49.7		NISH		20.0	2.33	
3850 Spur		10.23	50.5		HAY CANYON		19.2	2.31	
658		10.32	54.1		SANDON		15.6	2.24	
1199		10.35	55.5		KLONDIKE		14.2	2.21	
3266 W		10.45	60.0	D	WASCO	Wa	9.7	2.10	
190 Spur		10.50	62.6		SINK		7.1	1.58	
844		10.55	64.5		THORNBERRY		5.2	1.55	
6780 WFYP		11.25AM	69.7	DN-R	BIGGS	Bx	0.0	1.35PM	
		Arrive Daily			(69.7)			Leave Daily	

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

WESTWARD—Heppner Branch—EASTWARD

Length of passing tracks in feet into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Heppner	Time Table No. 53 June 22, 1924			Distance from Heppner Jct.	SECOND CLASS	
	109 Mixed			110 Mixed					
	Leave Daily			Arrive Daily					
2867 WTFP		8.45AM	0.0	D-R	HEPPNER	Hr	45.2	4.00PM	
1029 P		9.05	8.9		LEXINGTON		36.3	3.35	
		9.20	14.2		JORDAN		31.0	3.20	
2397 W		9.30	16.9	D	IONE	On	28.3	3.10	
		9.40	20.0		McNAB		25.2	2.50	
1082		9.55	25.4		MORGAN		19.8	2.45	
		10.05	27.5		MORSIL		17.7	2.35	
631 W		10.15	30.7		CECIL		14.5	2.25	
		10.25	34.3		EWING		10.9	2.15	
1004		10.40	38.4		RHEA		6.8	2.05	
882 TP		11.30AM	45.2	D-R	HEPPNER JCT.	Wf	0.0	1.45PM	
		Arrive Daily			(45.2)			Leave Daily	

(2.45) (2.15) Time (2.15)
 16.8 Average Speed per Hour 20.0

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. 53 June 22, 1924			Distance from Hoquiam	FIRST CLASS		SECOND CLASS	
	987	161	119	115	117	577		118	578	116		120	988	162	
	Way Freight	C.M.&St.P. Fast Frt.	C.M.&St.P. Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Passenger		C.M.&St.P. Passenger	Passenger	C.M.&St.P. Passenger		C.M.&St.P. Passenger	Way Freight	C.M.&St.P. Fast Frt.	
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		
WFTYOP	1.00PM					3.00AM	0.0	DN-R	CENTRALIA	Ds	57.5		8.45PM		

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. 53 June 22, 1924			Distance from Centralia	SECOND CLASS	
	515			516					
	Mixed			Mixed					
	Leave Daily Ex. Sun.			Arrive Daily Ex. Sun.		Arrive Daily Ex. Sun.			
1360 WFOP	3.00PM		0.0	R	TONO	8.0	1.35PM		
	f 3.25		5.8		WABASH	2.2	f 1.10		

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

IP	1.10PM				3.45AM	2.4	BLAKESLEE JUNCTION	55.1	1.30AM			8.20PM
1359 P	1.20				f 3.55	5.0	D GALVIN Rk	52.5	f 1.20			8.10
2285 P	1.40	2.43AM			f 4.10	12.2	R HELSING JUNCTION	45.3	3.10PM	f 1.05		7.50 8.00PM
2680 WP	1.50	2.50			s 4.10 s 4.15	13.7	DN INDEPENDENCE Nd	43.8	s 3.05 s 1.00			7.40 7.55
	2.10	3.05			f 4.19 f 4.30	18.3	BALCH	39.2	f 2.50 f 12.48			7.25 7.40
2718 P	2.42	3.20			s 4.27 f 4.45	22.2	D CEDARVILLE Cd	35.3	s 2.42 f 12.38			7.10 7.30
2687 P	3.00	3.35			f 4.35 f 5.00	26.3	LANKNER	31.2	f 2.34 f 12.26			6.55 7.20
	3.10	3.42			4.40 5.05	28.9	RONY	28.6	2.29 12.20			6.45 7.15
2353 P	3.20	3.50			f 4.45 f 5.10	30.8	SAGINAW	26.7	f 2.24 f 12.15			6.35 7.10
	3.30	3.55			f 4.50 f 5.20	32.5	SOUTH ELMA	25.0	f 2.19 f 12.10AM			6.25 7.05
1747 P	3.45	4.05			f 4.59 f 5.30	36.0	FULLER	21.5	f 2.12 f 11.55PM			6.10 6.55
	4.15	4.30			f 5.12 f 5.50	42.3	R SOUTH MONTESANO	15.2	f 2.00 f 11.35			5.50 6.40
1160 P			5.12PM	1.45PM		42.3	R SOUTH MONTESANO	15.2		2.00PM	5.27PM	
			5.19PM	1.52PM		43.8	D MONTESANO Mo	16.7		1.53PM	5.20PM	
	5.50	4.30			f 5.27 f 5.50	42.3	R SOUTH MONTESANO	15.2	f 1.45 f 11.35			5.50 6.40
1523 P	6.00	4.35			f 5.30 f 5.55	43.8	MELBOURNE	13.7	f 1.42 f 11.30			5.45 6.35
1751 P	6.25	4.45			f 5.37 f 6.05	46.7	PREACHER'S SLOUGH	10.8	f 1.36 f 11.20			5.37 6.25
						48.8	BLUE SLOUGH	8.7				
1915 WFYOP	6.45	5.00			s 5.50 s 6.20	51.2	D-R COSMOPOLIS Cs	6.3	s 1.28 s 11.10			5.00 6.00 5.50
						53.3	N. P. CROSSING	4.2				
4135 WIYOP	7.00PM	5.15AM			6.00PM 6.30AM	53.9	DN-R ABERDEEN Sa	3.6	1.20PM 11.00PM			4.45PM 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.

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. 53 June 22, 1924			Distance from Cosmopolis
		STATIONS			
		PRIMO	BRIDGES	COSMOPOLIS	
462	0.0			13.1	
1002	7.9			5.2	
	13.1			0.0	

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

WFTYOP	7.15PM	6.00AM			6.15PM	7.15AM	57.5	DN-R	HOQUIAM	Ho	0.0	1.05PM	10.40PM			4.20PM	5.00PM
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(57.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
	(6.15) 8.0	(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	(4.25) 13.1	(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. All trains and engines will stop at established stop boards and not proceed onto draw span of bridge between South Montesano and Montesano until they have called for, received and acknowledged proceed signal from bridge tender.

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. 53 June 22, 1924			Distance from Olympia	FIRST CLASS	
	123	121		122	124				
	Passenger	Passenger		Passenger	Mixed				
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily				
PY	8.05PM	6.05PM	0.0	DN-R CHAMBERS PRAIRIE Ma	7.4	5.50PM	8.00PM		
PWFFY	8.30PM	6.30PM	7.4	D-R OLYMPIA Oa	0.0	5.30PM	7.30PM		
	Arrive Daily	Arrive Daily		(7.4)		Leave Daily	Leave Daily		
	(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 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. 17 will stop on flag at Sherman on Sundays to pick up passengers for Portland.
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.

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 or engines 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.

SPECIAL RULES---Continued

SUB-DIVISION SPEED RESTRICTIONS

26. FOURTH SUB-DIVISION.	Passenger	Freight
(a) Through gauntlet track over Des Chutes River Bridge	15 miles	15 miles
(b) Over street crossings, The Dalles.....	12 miles	12 miles
27. FIFTH SUB-DIVISION.	Passenger	Freight
(a) Between Eagle Creek and Milepost 42.5.....	30 miles	20 miles
(b) On East Portland Hill when helper engine is used on rear of train.....	20 miles	
Helper engine will be cut off at Graham except in cases of unusually heavy trains.		
(c) Over street crossings, Portland.....	10 miles	10 miles
(d) Over frogs and crossings east end Willamette River Bridge.....	15 miles	15 miles
28. BRANCHES.		
(a) Shaniko Branch—	Passenger	Freight
Between Shaniko and Grass Valley.....	30 miles	25 miles
Between Grass Valley and Hay Canyon.....	35 miles	25 miles
Between Hay Canyon and Sandon.....	20 miles	20 miles
Between Sandon and Wasco.....	35 miles	25 miles
Between Wasco and Biggs.....	20 miles	10 miles
Condon Branch—		
Between Condon and Arlington.....	25 miles	
Between Condon and Gwendolen.....		25 miles
Between Gwendolen and Rock Creek on descending grades.....		12 miles
Between Rock Creek and Milepost 2.....		25 miles
Between Milepost 2 and Arlington.....		12 miles
Heppner Branch—		
Between Heppner Jct. and Heppner.....	30 miles	25 miles
Bend Branch—		
Between Sherman and South Junction.....	35 miles	25 miles
Between South Junction and Paxton.....	25 miles	20 miles
Between Paxton and Metolius.....	40 miles	30 miles
Over Willow Creek Viaduct between Madras and Metolius.....	15 miles	15 miles
Gray's Harbor Branch—		
Between Centralia and Aberdeen.....	40 miles	30 miles
Within City Limits Aberdeen (over street crossings.....	10 miles	10 miles
at other places.....	20 miles	20 miles
Within City Limits Cosmopolis.....	20 miles	20 miles
Trains handling logs within City Limits of Cosmopolis.....		8 miles
On Rollways at Preacher's Slough and Blue Slough.....		6 miles
Olympia Branch—		
Between Chambers Prairie and Olympia.....	35 miles	25 miles
Primo Branch—		
Between Junction switch Cosmopolis and Primo.....	25 miles	20 miles
Tono Branch—		
Between Tono and Wabash.....	35 miles	25 miles
(b) C. M. & St. P. Class K 1 engines in passenger service and equipped with swing motion trucks will not exceed thirty-five miles per hour; when equipped with rigid trucks will not exceed twenty-five miles per hour. Class L engines in passenger trains must not exceed thirty-five miles per hour.		
C. M. & St. P. freight engines with single trucks will not be permitted to run in excess of thirty-five miles per hour when handling or helping passenger trains.		

AIR BRAKES

29. (a) Trainmen will be particular to know that air is cut in on all cars picked up and before descending heavy grades must know that all good-order air brakes are cut into the train line. Trainmen must know that hand brakes are operative on freight cars which have air brakes cut-out.
- (b) Pressure Retaining Valves will be used on descending grades as follows:
 Shaniko Branch—On freight trains: Sandon to Hay Canyon.
 Klondike to Biggs.
 Mile Post 33 to Moro.
 On passenger trains: Thornberry to Biggs.
 Condon Branch—On all trains Mile Post 35 to Mikkalo; Barnett to Rock Creek and Mile Post 2 to Arlington.
 Bend Branch —On freight trains Mile Post 99 to South Jct., alternating the retainers.
- (c) The braking power on engines helping or pushing trains will be cut into the train line and particular attention will be given to cutting in of driver brakes. When helper is used ahead of regular engine the regular engineer will set air on train to be released by helper engineer and vice versa when this helper cuts off.
- (d) All westward freight trains will stop at Thornberry and inspect trains as per Rule 1024 Rules and Regulations Governing Air Brakes, etc.
- (e) All westward freight and mixed trains will stop at Barnett and inspect trains as per Rule 1024 Rules and Regulations Governing Air Brakes, etc.
30. On freight and passenger trains when undesired quick or emergency action of brakes has occurred on service reduction, thereafter, before starting service reductions, enginemen will place brake valve in release position for two seconds then in running position for one second then in service position for the reduction. This to insure all triple valves being in release position at the time service reduction starts thereby tending to avoid quick action of the brakes when making service reduction.

TRAIN STAFF SYSTEM GOVERNING MOVEMENT OF TRAINS BETWEEN ST. JOHNS JUNCTION AND PENINSULA JUNCTION

31. (a) St. Johns Junction and Peninsula Junction are staff stations.
- (b) Advance staff signal on North Portland line is located 2000 feet from east portal of tunnel.
 Advance staff signal on Kenton line is located 2000 feet from east portal of tunnel.
 Advance staff signal on Albina-Portland line is located 2050 feet west of St. Johns Junction staff station.
- (c) The possession of a staff is authority for a train or engine to proceed regardless of opposing trains or engines, providing the semaphore signal at staff station indicates "proceed." Normal indication of semaphore signal at staff station is "stop."
- (d) Advance staff signals will indicate whether or not staff is ready for delivery. Normal indication of these signals is "stop." Approaching advance staff signals engineers will call for signal indication by sounding four short blasts of whistle (Rule 14-j). When signal is changed from "stop" to "proceed," engineer will acknowledge same by sounding two short blasts of whistle (Rule 14-g) and may then proceed, obtaining staff at staff station. Trains or engines must not pass an advance staff signal or staff station semaphore indicating "stop," except by train order authority as provided in Section (r).
- (e) Advance staff signal west of St. Johns Junction will govern movement of trains and engines approaching St. Johns Junction from the west on right-hand parallel track, and dwarf signal will govern on left-hand parallel track when authorized movements against current of traffic are made approaching St. Johns Junction.
- (f) Approaching Peninsula Junction staff station from Barnes via "Wye 2" trains and engines will stop at established stop board and will not pass stop board until staff has been obtained from staff signalman at Peninsula Junction and staff station semaphore is changed to indicate "proceed."
- (g) Engines approaching St. Johns Junction staff station from St. Johns industrial lead will stop at established stop board and not pass stop board for movement to Albina until proceed signal is received from signalman at St. Johns Junction staff station. For movement to Peninsula Junction Section (c) will govern, but engines must not pass stop board until staff has been obtained from staff signalman.
- (h) Trains or engines on siding at St. Johns Junction or Peninsula Junction will not occupy or foul main track within staff limits until staff has been obtained.
- (i) Delivery of the staff to the engineman will be either by staff crane, hand of block signalman or the conductor or head brakeman of his own train, and engineman must not accept delivery of the staff from any other person; signalman will not deliver staff to any other than these employees.
- (j) When the staff has been obtained by the engineer he will announce the fact by sounding one short; one long and one short blast of the whistle (o — o).
- (k) Signalmen will remain in view until the rear car has passed and will give proceed signal to trainmen to indicate that staff has been delivered to engineer.
- (l) Engineer must either hand the staff to the signalman or throw it on the ground immediately in front of the staff station. A staff must not be transferred from one train or engine to another, but must be delivered to the signalman who will place it in the staff machine before delivery to another train or engine and must know that all of the train or cars clear the block before he inserts staff in the instrument.
- (m) When two or more engines are coupled, the engineer of the leading engine will handle the staff but the engineer of the other engine or engines must know that engineer of leading engine has the staff before proceeding.
- (n) In case a train parts or it is necessary to double, the staff must be retained by the engineer until rear portion of train is moving out of block.
- (o) In case of delay to a train the staff must be surrendered upon request of signalman, which will cancel authority to proceed.
- (p) Cars will not be shoved through the tunnel ahead of engine, except business cars equipped with headlight.
- (q) Headlights will be kept burning on all engines while between St. Johns Junction and Peninsula Junction both day and night.
- (r) In case of failure of staff apparatus, trains and engines will be moved by 31 form of train order through the tunnel until apparatus has been repaired. This order must be given jointly to conductor and engineer of the train and signalmen at both ends of the block. Before issuing train orders substituting staff system, train dispatcher must ascertain that block is clear. In such event, a train order takes the place of the staff.
- (s) If a train is held by staff signal to exceed ten minutes, the conductor must ascertain the cause.

INTERLOCKING PLANT SIGNALS

32. The following whistle signals will be used for movements through the interlocking plant at East Portland:
- To Portland.....One long: —
- To Albina.....One long; one short: — o
- To Graham.....Two long: — —
- To S. P. Main Line.....One short; one long: o —
- To East Second St.....Two short; one long: o o —
- To S. P. Yard.....One short; one long; one short: o — o
- To Transfer Track.....One long; one short; one long: — o —
- To East Side Freight Terminal.....Two short; two long: o o — —

RAILWAY CROSSINGS

Referring to Rule 98:

The following is the law in Washington:

Trains Shall Stop at Railroad Crossings.—All railroads and street railroads, operating in this State shall cause their trains and cars to come

to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signal men, interlocking plants or gates.

All trains and engines will approach crossing of United Railway track, Front Street, Portland, prepared to stop before going over crossing, expecting to find crossing occupied.

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	.....
Bonnevile to Cascade Locks.....	3000	.....
The Dalles to Seufert.....	6000	3000
Umatilla to Arlington.....	6000	3000
The Dalles to Dodson.....	6000	3000
Troutdale to Clarnie.....	6000	3000
Albina to Kalama.....	6000	3000
Kalama to Vader.....	6000	3000
Vader to Napavine.....	3000	.....
Centralia to Tacoma.....	6000	3000
Tacoma to Centralia.....	6000	3000
Centralia to Napavine.....	3000	.....
Napavine to Vancouver.....	6000	3000
Sherman to North Jct.....	6000	3000
North Jct. to Bend.....	3000	.....
Biggs to Shaniko.....	3000	.....
Arlington to Condon.....	3000	.....
Heppner Jct. to Heppner.....	6000	3000
Hoquiam to Cosmopolis.....	3000	.....
Cosmopolis to Centralia.....	6000	3000
Cosmopolis to Primo.....	6000	3000
Primo to Cosmopolis.....	3000	.....
Centralia to Tono.....	6000	3000
Olympia to Chambers Prairie.....	6000	3000

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. VANCELOVE	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	Portland
J. B. BLAIR	District Surgeon	Vancouver	Vancouver
H. L. DUMBLE	District Surgeon	Hood River	Portland to The Dalles
REUTER, THOMPSON			
COBERTH, STONE & FROYD	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 & GESNER	District Surgeons	Arlington	Arlington to Condon
W. N. MORSE	District Surgeon	Wasco	Biggs to Moro
J. V. WILHELM	District Surgeon	Condon	Condon to Arlington
McMURDO & JOHNSTON	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 Bchs.
I. R. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and Primo Bchs.
FRANK A. PLUM	District Surgeon	Cosmopolis	Elma to Aberdeen
J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and Primo Bchs.
W. L. BRIDGFORD	District Surgeon	Olympia	Chambers Prairie to Olympia

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.

PASSENGER STOPS ("S" AND "F") AND TRACKS NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULE

FOURTH SUB-DIVISION		BEND BRANCH	
Seufert	M. P. 87.7	Harris	M. P. 13.1
Big Eddy	" 88.6	Ketchum	" 27.0
Dillon	" 93.5	Oak Springs	" 56.2
Tumwater	" 96.0	Truman	" 84.2
		Agency	" 103.5
		Hensley	" 135.2

FIFTH SUB-DIVISION		GRAY'S HARBOR BRANCH	
Montavilla	M. P. 5.4	Kern	M. P. 18.9
Quarry Spur	" 7.1	Callow	" 23.0
Corbett	" 20.4	Ballast	" 28.2
Crusher	" 21.4	Damon	" 33.2
Latourell	" 23.9	Hall	" 40.6
Multnomah Falls	" 29.6	Triangle Lumber Company	" 45.3
Warrendale	" 35.8	South Aberdeen	" 52.8
Eagle Creek	" 40.1		
Adamsboro	" 10.3		
Ward	" 14.2		

SHANIKO BRANCH		PRIMO BRANCH	
Kelsey	M. P. 63.0	Arctic	M. P. 7.3
		Midson	" 11.6

SHANIKO BRANCH		OLYMPIA BRANCH	
Kelsey	M. P. 63.0	Zanaton	M. P. 1.8

GENERAL TIME INSPECTORS

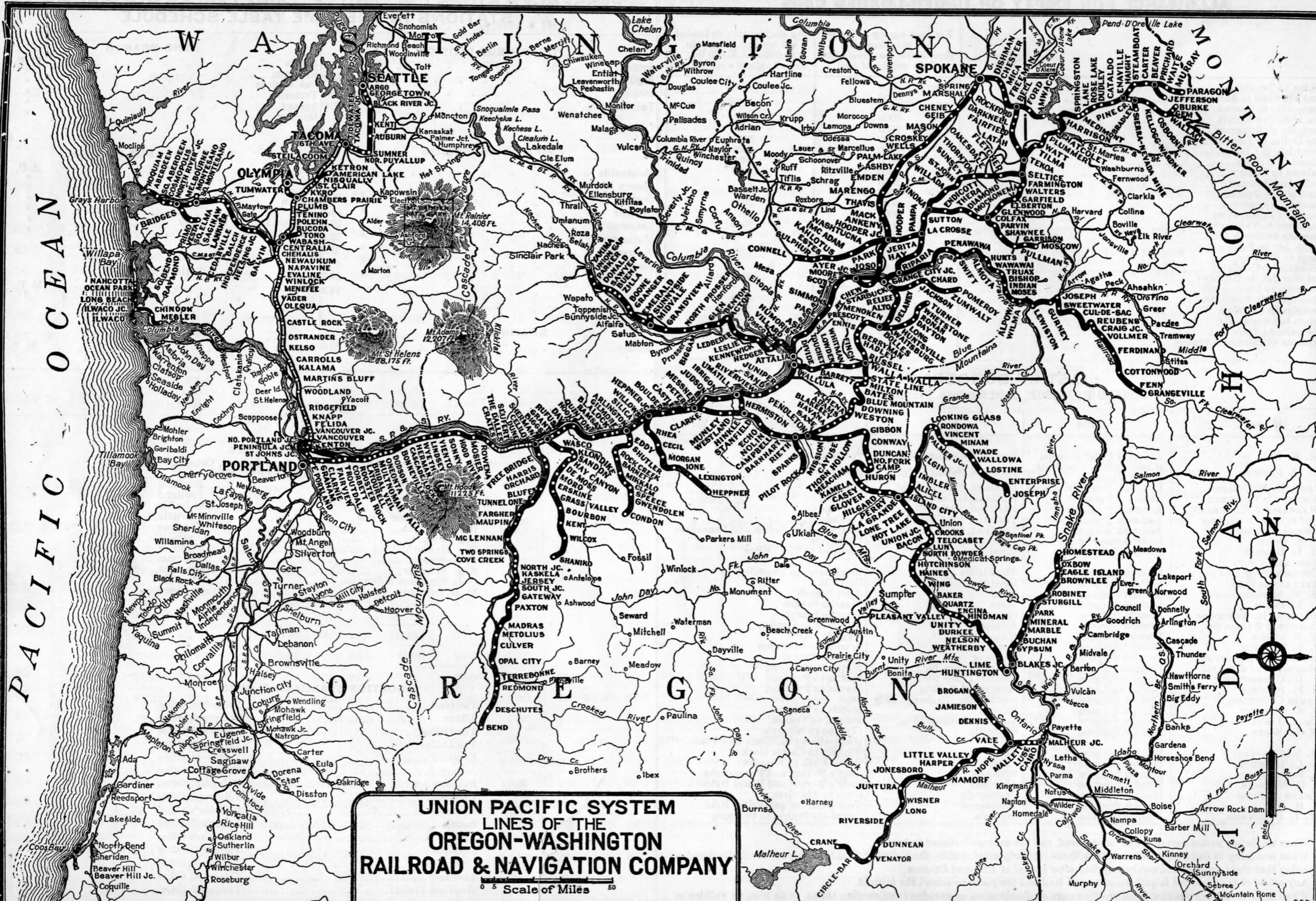
W. F. Hayes, General Supervisor of Time Service, Omaha, Neb.

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	"DK" Telegraph Office
The Dalles	"WH" Telegraph Office
Biggs	Telegraph Office
Arlington	Telegraph Office
Heppner Jct.	Telegraph Office
Umatilla	Telegraph Office
Centralia	Dispatcher's Office
Seattle	Telegraph Office
Argo	Yard Office
Olympia	Telegraph Office
Cosmopolis	Telegraph Office
Aberdeen	Telegraph Office
Hoquiam (Joint)	Telegraph Office



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

0 5 10 15 20 25 30 35 40 45 50
 Scale of Miles