

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, August 3, 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

- 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.....	385.83		
	Branches.....		410.88	
	Total.....			796.71
SECOND DIVISION	Main Line.....	233.26		
	Branches.....		97.84	
	Total.....			331.10
THIRD DIVISION	Main Line.....	183.64		
	Branches.....		740.25	
	Total.....			923.89
	Total, Main Line.....	802.73		
	Total, Branches.....		1248.97	
	Total.....			2051.70

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. 54 August 3, 1924		Distance from Portland	FIRST CLASS						SECOND CLASS						
255				17		1	25		11	5		23			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		0.0		12.35AM		6.40AM	11.45AM		2.25PM		7.00PM				
1.00PM				7.55AM			9.55PM			9.25PM		6.55PM		99.5		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		177.5		2.55PM			12.55AM		2.40AM	4.55AM					
6.20PM				6.15PM		5.45PM	8.30AM		7.30AM	6.30AM		7.15AM		215.8		11.00AM		12.15PM	7.05PM	10.20PM	11.20PM	1.20AM	3.00AM				
Arrive Daily				Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily		305.3		8.00AM		9.35AM	4.00PM	7.45PM	8.30PM	10.45PM					
(38.00)				(14.15)		(8.50)	(14.20)		(5.15)	(11.56)		(16.20)		389.5		(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		Time		25.4		25.9	26.5	35.4	26.1	25.4	8.7				
Average Speed Per Hour				Average Speed Per Hour		Average Speed Per Hour	Average Speed Per Hour		Average Speed Per Hour	Average Speed Per Hour		Average Speed Per Hour		Average Speed Per Hour		Average Speed Per Hour		Average Speed Per Hour	Average Speed Per Hour	Average Speed Per Hour	Average Speed Per Hour	Average Speed Per Hour	Average Speed Per Hour				

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Seattle	Time Table No. 54 August 3, 1924		Distance from Portland	FIRST CLASS				SECOND CLASS			
691				563		561			562			564		692					
Time Freight				Passenger		Passenger			Passenger			Passenger		Time Freight					
Leave Daily				Leave Daily		Leave Daily		Leave Daily		Leave Daily		Arrive Daily							
6.30PM				11.15PM		3.30PM		0.0		183.2		10.40PM		6.30AM		6.45AM			
8.30PM				12.40AM		4.55PM		3.1		180.1		9.25PM		5.00AM		5.00AM			
12.05AM				2.30AM		6.50PM		92.1		145.1		7.30PM		2.20AM		12.30AM			
7.35AM				6.15AM		10.10PM		181.6		91.1		4.00PM		11.15PM		7.30PM			
Arrive Daily				Arrive Daily		Arrive Daily		183.2		1.6		Leave Daily		Leave Daily		Leave Daily			
(13.05)				(7.00)		(6.40)		26.2		27.7		(6.40)		(7.15)		(11.15)			
13.6				26.2		27.7		27.5		25.2		15.9							
Average Speed per Hour				Average Speed per Hour		Average Speed per Hour		Average Speed per Hour		Average Speed per Hour		Average Speed per Hour		Average Speed per Hour		Average Speed per Hour			

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Spokane	Time Table No. 54 August 3, 1924		Distance from Umatilla— Pendleton	FIRST CLASS				SECOND CLASS				
253				11		75	77		1			12		76	78	2	254			
Time Freight				Passenger		Passenger	Passenger		Passenger			Passenger		Passenger	Passenger	Time Freight				
Leave Daily				Leave Daily		Leave Daily	Leave Daily	Leave Daily		Leave Daily		Leave Daily	Leave Daily	Arrive Daily						
6.00PM				9.10PM		4.40PM	7.10AM	0.0		251.4		6.30AM	10.45AM	6.25PM	12.30AM					
1.00AM				11.42PM		10.05PM	12.20PM	147.8		103.6		3.30AM	4.55AM	12.55PM	4.00PM					
5.30AM				1.20AM		12.30AM	2.45AM	157.2		80.6		2.00AM	4.10AM	12.10AM	12.01PM					
8.00AM				2.10AM		12.45PM	1.05PM	184.5		27.3		1.00AM	12.10AM	12.20PM	10.30AM					
Arrive Daily				Arrive Daily		Arrive Daily	Arrive Daily	156.5		0.0		Leave Daily	Leave Daily	Leave Daily	Leave Daily					
(14.00)				(5.00)		(11.35)	(9.45)	(1.35)		(5.30)		(11.45)	(10.25)	(1.40)	(14.00)					
13.2				36.9		26.7	25.8	29.6		33.5		27.0	24.1	28.1	13.2					
Average Speed per Hour				Average Speed per Hour		Average Speed per Hour	Average Speed per Hour	Average Speed per Hour		Average Speed per Hour		Average Speed per Hour	Average Speed per Hour	Average Speed per Hour	Average Speed per Hour					

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. 54										
																		August 3, 1924										
WFTYP								253	255									29	17	1	25	11	5	23	Block Signals	STATIONS		
								Time Freight	Time Freight									Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger				
								Leave Daily	Leave Daily									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
								10 45AM												10 35AM			2 20AM		12 30AM	215.8	DN-R UMATILLA	Ce
								11 00												10 42			2 26		12 45	220.0	BAILEY	
3110	P							11 10											s 10 48			2 31		12 52	223.2	D IRRIGON	Go	
3200	P							11 25											f 10 55			2 38		12 58	226.9	JUDSON		
5030	WFYP							11 45	2 00AM										1 05PM	s 11 05	3 10AM	2 50	1 45AM	f 1 10	223.9	DN-R MESSNER	Fo	
								11 50	2 05										1 07	f 11 08	3 12	2 52	1 47	f 1 14	225.7	BOARDMAN	Bd	
3118	P							11 55AM	2 10										1 11	11 12	3 15	2 55	1 50	1 18	227.5	PETERS		
3260	P							12 10PM	2 20										1 17	f 11 19	3 20	3 00	1 55	1 26	231.4	CASTLE		
3110	P							12 30	2 30										1 25	11 30	3 27	3 08	2 04	1 35	237.2	BOULDER		
	TP							12 45	2 38										1 30	s 11 40	3 33	3 14	2 09	1 42	241.2	D HEPNER JCT.	Wi	
3043	P							12 50	2 42										1 33	f 11 48	3 36	3 16	2 12	1 45	242.7	WILLOWS		
3015	P							1 22	2 50										1 39	11 59AM	3 42	3 22	2 18	1 52	247.1	SILICA		
7200	WTP							1 46	3 07										s 1 46	s 12 10PM	s 3 50	3 30	s 2 25	s 2 00	251.7	DN ARLINGTON	Mx	
3203	P							2 02	3 50										1 55	12 30	4 00	3 35	2 35	2 10	255.4	GILMORE		
4946	WP							2 40	4 21										2 02	f 12 40	4 08	3 41	2 42	2 20	259.9	BLALOCK		
3745	P							2 50	4 30										2 10	12 45	4 14	3 46	2 47	2 27	263.9	RAMSAY		
3217	P							3 00	4 40										2 12	s 12 49	4 17	3 49	2 50	2 35	266.3	D QUINTON	Q	
5000	P							3 10	4 55										2 20	f 12 55	4 22	3 54	2 56	2 42	270.6	HOOK		
3500	P							3 20	5 05										2 26	f 1 00	4 28	3 59	3 02	2 50	274.6	GOFF		
2775	WP							3 30	5 20										2 31	f 1 04	4 32	4 03	3 07	2 55	277.4	DAY		
5000	P							3 40	5 30										2 36	s 1 11	4 36	4 07	3 11	3 00	280.1	RUFUS		
3795	P							3 45	5 40										2 40	f 1 18	4 40	4 11	3 15	3 05	282.7	GRANT		
6054	YP							3 55	5 50										2 45	s 1 25	4 45	4 15	3 20	f 3 20	285.6	DN BIGGS	Bx	
950	WP							4 00	6 00										12 45PM	2 49	1 30	4 49	4 19	3 23	3 26	287.7	D SHERMAN	Vo
2750								4 05	6 05										f 12 48	2 52	1 33	4 52	4 22	3 26	3 30	289.2	MILLER	
2625								4 15	6 15										12 53	2 58	f 1 42	4 58	4 28	3 32	3 39	293.1	CELILO	
								4 20	6 20										12 55	3 00	1 45	5 00	4 30	3 34	3 42	294.3	OREGON TRUNK JCT.	
3678								4 30	6 30										1 00	3 05	1 55	5 07	4 35	3 40	3 50	297.8	DUNE	
	WFTOP							5 00PM	7 15AM										1 15PM	3 20PM	2 15PM	5 25AM	4 50AM	3 55AM	4 10AM	305.3	DN-R THE DALLES	Dk-Wh
								Arrive Daily	Arrive Daily										Arrive Daily	Arrive Daily	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	Fo
	1.8	
	BOARDMAN	Bd
	1.8	
	PETERS	
	3.9	
	CASTLE	
	5.8	
	BOULDER	
	4.0	
D	HEPNER 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-Wh

(6.15)	(5.15)	(0.30)	(2.15)	(3.40)	(2.15)	(2.30)	(2.10)	(3.40)	Time
15.8	15.5	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.

FIFTH SUB-DIVISION—The Dalles and Portland—WESTWARD

Length of passing tracks in feet into clear and location of seats, water, fuel, telephone and turning stations.	SECOND CLASS						FIRST CLASS								Distance from Huntington	Time Table No. 54		
							561	17	1	25	11	23	5	563		August 3, 1924		
							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger				
							Way Freight	Time Freight	Time Freight									STATIONS
						Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
WFTOP																	305.3	DN-R THE DALLES Dk-Wh
P																	307.8	2.5 CRATES
3350 P																	313.4	5.6 ROWENA
3200 P																	317.0	3.6 CHATFIELD
3540 WP																	320.3	3.3 MOSIER
9596 WP																	326.3	6.0 HOOD RIVER
4040 P																	330.4	4.1 MENO
3255 P																	332.0	1.6 SONNY
1835 P																	334.2	2.2 VIENTO
3190 P																	336.6	2.4 LINDSEY
2980 WTP																	339.8	3.2 WYETH
2784 P																	342.7	2.9 FARLEY
3203 FP																	346.6	3.9 DN CASCADE LOCKS
6783 WTP																	350.8	4.2 D BONNEVILLE
3315 P																	355.4	4.6 DODSON
3108 P																	358.1	2.7 ONEONTA
3479 OP																	363.2	5.1 D BRIDAL VEIL
3210 P																	367.1	3.9 ROOSTER ROCK
3050 P																	370.4	3.3 TAYLOR
5875 WTP																	373.9	3.5 DN TROUTDALE
2700 P																	376.3	2.4 FAIRVIEW
2720 P																	381.8	5.5 CLARNIE
1500 P																	385.1	3.3 GRAHAM
1385																	387.6	2.5 BRUUN
3517 P																	378.9	4.7 HEMLOCK
3912 P																	383.6	5.5 FIR
3763 P																	389.1	1.2 KENTON
1415 YP																	390.3	1.2 PENINSULA JCT.
P																	5.42 AM	1.2 NORTH PORTLAND JCT.
1415 YP																	5.47	1.2 PENINSULA JCT.
1415 YP																	5.47	1.5 PENINSULA JCT.
P																	5.51	1.2 ST. JOHNS JCT.
P																	5.55	1.3 MILLROAD
WFTYOP																	394.3	1.3 DN-R ALBINA
IP																	6.05	0.1 HARDING ST.
IP																	10.05	0.9 EAST PORTLAND
																	10.10 PM	0.6 DN-R PORTLAND
																	Arrive Daily	Dispr X P-So-Ve
																	Arrive Daily	(84.2)

(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. 54

August 3, 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
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R THE DALLES Dk-Wh	84.2	10.50AM	12.10PM		7.00PM	10.15PM	11.10PM	1.15AM					
CRATES	81.7	10.45	12.04PM		6.54	10.09	11.04	1.09					
ROWENA	76.1	10.33	11.54AM		6.44	9.59	10.53	1.00			1.00AM	2.15AM	
CHATFIELD	72.5	10.26	11.47		6.37	9.53	10.46	12.54			12.45	1.59	
D MOSIER H	69.2	10.19	11.40		6.30	9.47	10.40	12.48			12.32	1.46	
DN HOOD RIVER Ki	63.2	10.05	11.30		6.15	9.35	10.26	12.35			12.23	1.38	
MENO	59.1	9.55	11.18		6.02	9.25	10.18	12.25			12.15	1.30	
SONNY	57.5	9.52	11.15		5.59	9.22	10.15	12.23			12.01AM	1.15	
VIENTO	55.3	9.48	11.11		5.55	9.18	10.11	12.19			11.44PM	12.55	
LINDSEY	52.9	9.43	11.06		5.51	9.14	10.07	12.15			11.40	12.51	
WYETH	49.7	9.38	11.00		5.45	9.09	10.01	12.10			11.35	12.46	
FARLEY	46.8	9.33	10.55		5.39	9.04	9.55	12.05AM			11.30	12.40	
DN CASCADE LOCKS Cj	42.9	9.27	10.48		5.32	8.58	9.48	11.59PM			11.23	12.34	
D BONNEVILLE Mu	38.7	9.19	10.40		5.24	8.50	9.40	11.50			11.16	12.28	
DODSON	34.1	9.10	10.33		5.16	8.42	9.32	11.44			11.07	12.20	
ONEONTA	31.4	9.06	10.29		5.10	8.38	9.28	11.40			10.55	12.08AM	
D BRIDAL VEIL Ju	26.3	8.57	10.22		4.55	8.31	9.20	11.34			10.45	11.59PM	
ROOSTER ROCK	22.4	8.50	10.17		4.47	8.26	9.13	11.30			10.40	11.54	
TAYLOR	19.1	8.44	10.13		4.40	8.21	9.08	11.25			10.30	11.45	
DN TROUTDALE Sn	15.6	8.37	10.08		4.33	8.16	9.02	11.20			10.22	11.37	
FAIRVIEW Fa	13.2	8.32	10.04		4.28	8.12	8.58	11.16			10.15	11.30	
CLARNIE	7.7	8.23	9.55		4.20	8.03	8.49	11.08			10.05	11.20	
GRAHAM	4.4	8.16	9.49		4.14	7.57	8.43	11.00			VIA KENTON	VIA KENTON	
BRUN	1.9	8.07	9.42		4.08	7.52	8.38	10.53					
HEMLOCK	17.0										9.45	10.45	
FIR	12.3										9.35	10.35	
KENTON	6.8										9.20	10.20	
PENINSULA JCT.	5.6										9.15	10.15	
NORTH PORTLAND JCT.	6.8	VIA GRAHAM	VIA GRAHAM	4.20PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	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	9.15 10.15
ST. JOHNS JCT.	4.1			4.13					11.30		6.45	7.50	9.10 10.10
MILLROAD	2.9			4.10					11.25		6.40	7.40	9.05 10.05
DN-R ALBINA B	1.6										6.30AM	7.30PM	9.00PM 10.00PM
HARDING ST.	1.5			4.06					11.21				
EAST PORTLAND	0.6	8.03	9.38	4.03	4.03	7.48	8.33	10.48	11.18				
DN-R PORTLAND Dispr X P-So-Ve	0.0	8.00AM	9.35AM	4.00PM	4.00PM	7.45PM	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	Leave Daily	Leave Daily

Time.....	(2.50)	(2.35)	(0.20)	(3.00)	(2.30)	(2.40)	(2.30)	(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	33.9	17.7			8.9	10.04	22.2	21.0

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—EASTWARD

Time Table No. 54 August 3, 1924	Distance from Portland	FIRST CLASS								SECOND CLASS		
		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
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs.&Sat.
Black Signals DN-R SEATTLE O-W 3.1	183.2	9.15AM	11.55AM	11.45AM	7.00PM	7.15PM	8.00PM	10.40PM	6.30AM			
DN-R ARGO 6.3	180.1	9.05AM	11.45AM	11.30AM	6.50PM	7.05PM	7.50PM	10.30	6.15	6.45AM		3.00PM
DN-R BLACK RIVER Bi	173.8							10.20PM	6.00AM	6.25AM		2.45PM

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

Black Signals DN TACOMA JCT. Jn 0.8	147.5							9.35PM	5.10AM			5.15AM	12.45PM
DN RESERVATION Rn	146.7							9.31PM	5.06AM			5.10AM	12.35PM

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

Staff Black Signals 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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Tues. Ex. Sun. 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	27.5	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. 54 August 3, 1924		Distance from Sherman	FIRST CLASS		SECOND CLASS		
	309 O. T. Ry. Local Freight	313 Freight	103 O. T. Ry. 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 Daily		Arrive Daily	Arrive Daily		Arrive Tues. Thurs & Sat	Arrive Mon. Wed. & Fri.			
WY				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	8.25AM	41.3	DN-R	METOLIUS	Ma	106.0	5.25PM	5.00AM	4.00PM	4.30PM
2680 W	9.05	7.15	9.15	8.35	46.2	D	MADRAS	Md	101.1	5.10	4.35	3.00	3.45
2480	9.40	7.30	9.30	8.45	51.9		PAXTON		95.4	4.50	4.15	2.30	3.00
1900 W	10.30	7.45	9.50	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	9.20AM	65.6	N-R	SOUTH JUNCTION		81.7	3.55PM	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		9.40AM	76.0	D-R	NORTH JUNCTION	Jn	71.3	3.30PM			1.15PM
1100		8.55		9.45	77.1		COVE CREEK		70.2	3.25			1.10
1160		9.10		9.55	80.0		TWO SPRINGS		67.4	3.15			12.55
475 P		9.40		10.15	88.1		McLENNON		59.2	2.50			12.30PM
1150 WP		10.35		10.35	96.1	D	MAUPIN	Hf	51.2	2.25			11.45AM
		11.05		10.55	104.5		SHERARS BRIDGE		42.8	1.55			11.10
1290 WP		11.10		11.00	105.1		FARGHER		42.2	1.50			11.00
1200		11.35		11.20	115.5		TUNNEL ONE		31.8	1.20			10.05
1160 P		11.50AM		11.35AM	121.1		BLUFFS		26.2	1.05			9.45
2650 W		12.31 PM		12.05PM	133.0		MAYS		14.3	12.31			9.15
450		1.00		12.20	137.4		FREE BRIDGE		9.9	12.20PM			9.00
WY		1.30PM		12.45PM	147.3	D-R	SHERMAN	Vo	0.0	11.40AM			8.30AM
							(147.4)			Leave Daily	Leave Daily	Leave Tues. Thurs & Sat	Leave Mon. Wed. & Fri.

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. 54 August 3, 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	f	8.30	12.6		WILCOX		57.1	4.20
1100	s	8.45	17.2		KENT		52.5	4.05
571	f	9.05	23.9		BOURBON		45.8	3.45
1968 WT	s	9.30	31.2	D	GRASS VALLEY	Vy	38.5	3.25
338 Spur	f	9.45	38.4		ERSKINE		31.3	3.05
2694 W	s	9.55	42.7	D	MORO	Mr	27.0	2.55
1089	f	10.05	45.8		DE MOSS		23.9	2.45
393	f	10.13	49.7		NISH		20.0	2.37
3850 Spur		10.15	50.5		HAY CANYON		19.2	2.35
658	f	10.26	54.1		SANDON		15.6	2.24
1199	f	10.29	55.5		KLONDIKE		14.2	2.21
3266 W	s	10.40	60.0	D	WASCO	Wa	9.7	2.10
190 Spur	f	10.46	62.6		SINK		7.1	2.04
844	f	10.50	64.5		THORNBERRY		5.2	2.00
6780 WFYP		11.25AM	69.7	DN-R	BIGGS	Bx	0.0	1.35PM
		Arrive Daily			(69.7)			Leave Daily
	(2.15)	17.1	Time	(1.45)				10.4

O. T. Ry. and O. W. R. & N. trains westward from South Jet. will obtain O. T. Ry. clearance card before leaving Metolius. Oregon Trunk Ry. trains eastward from South Jet. will obtain O. W. R. & N. 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—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 Condon	Time Table No. 54 August 3, 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	f	8.50	8.2		GWENDOLEN		36.3	3.40
1783	f	9.05	12.2		SPEECE		32.3	3.20
1816	s	9.20	15.9		CLEM		28.6	3.05
2342 W	s	9.45	20.1		MIKKALO		24.4	2.45
1698	f	10.05	24.8		BARNETT		19.7	2.25
2446 W	s	10.25	28.5		ROCK CREEK		16.0	2.05
1793	f	10.45	37.2		SHUTLER		7.3	1.45
2596 WFTP		11.30AM	44.5	DN-R	ARLINGTON	Mr	0.0	1.15PM
		Arrive Daily			(44.5)			Leave Daily

Length of passing tracks in feet into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Heppner Jct.	Time Table No. 54 August 3, 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	s	9.07	8.9		LEXINGTON		36.3	3.35
	f	9.20	14.2		JORDAN		31.0	3.20
2397 W	s	9.30	16.9	D	IONE	On	28.3	3.10
	f	9.40	20.0		McNAB		25.2	2.55
1082	s	9.55	25.4		MORGAN		19.8	2.41
	f	10.05	27.5		MORSIL		17.7	2.35
631 W	s	10.15	30.7		CECIL		14.5	2.25
	f	10.25	34.3		EWING		10.9	2.15
1004	f	10.40	38.4		RHEA		6.8	2.05
882 TP		11.30AM	45.2	D-R	HEPPNER JCT.	Wl	0.0	1.45PM
		Arrive Daily			(45.2)			Leave Daily

(3.00) 14.8 Time (3.00) 14.8 (2.45) 16.8 Time (2.15) 20.0
Average Speed per Hour

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

FIRST DIVISION

SPECIAL RULES

PASSENGER TRAINS

- 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. 2 will stop on flag at mail crane at Wyeth when necessary to load or unload bulky or fragile parcel post mail.
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. 25 will stop at Mosier when necessary to dispatch parcel post mail.
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.

- 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.
 - 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.
 - 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.
 - Sixth Sub-Division eastward trains will obtain clearance card at Black River for movement Black River to Argo or Seattle.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - Trains are not required to obtain clearance card at Primo, Montesano, South Montesano or Tono as per Rule 83(a).
- Unless otherwise directed, between Troutdale and Portland or Albina all freight trains will run via Kenton and all passenger trains will run via Graham.
- Train registers will not be used as a means of identifying extra trains.
- 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.
- 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.

- 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.
- Referring to Rule 221(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.
 - 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.
- 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.
- 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.
- 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.
- A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
- While in Northern Pacific Terminal Company's yard in Portland, trains and engines will be governed by rules and regulations of that company.
- 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.
 - Trains crossing 15th Street, Tacoma, must be preceded by a flagman.
- Sand will not be used on draw bridges.
- Referring to Rule No. 17; when rules require the head light to be displayed, electric headlights on engines will be dimmed:
 - In yards where yard engines are employed.
 - At meeting points.
 - Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
 - When standing.
 - On two or more tracks when approaching trains running in the opposite direction.
- Junction switch at Messner will be left set and locked for Second Division.
 - Junction switch at Troutdale will be left set and locked for track via Graham.
 - Double track switch at Crates is equipped with spring switch points. Normal position of switch for eastward track. Switch points will automatically return to normal position when not held open. Be governed by second paragraph Rule 104 (b).
 - Junction switch at Helsing Junction will be left set and locked for O.-W. R. R. & N. track.
 - Junction switch at Tacoma Junction will be left set and locked for C. M. & St. P. track.
 - Junction switch at Reservation will be left set and locked for O.-W. R. R. & N. main track.
 - Wye switch on Montesano Branch will be left set and locked for east leg of wye.
 - Double track switch Aberdeen, located 250 feet east of passenger station, will be left set and locked for eastward trains.
 - Switches for wye at Sherman will be left set and locked for wye.
 - 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.
- 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.
- 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.
- 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.
- 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

- 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - Slow boards will be erected one-fourth mile from the point which they are intended to cover.
 - Trains handling logs will not exceed speed of 6 miles per hour over Howe Truss Bridges and 15 miles per hour at other points.
 - 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.

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Albina to Troutdale.....	6000	3000
East Portland to Montavilla.....	3000
Bonneville to Cascade Locks.....	3000
The Dalles to Seufert.....	6000	3000
Umatilla to Arlington.....	6000	3000
The Dalles to Dodson.....	6000	3000
Troutdale to Clarnie.....	6000	3000
Albina to Kalama.....	6000	3000
Kalama to Vader.....	6000	3000
Vader to Napavine.....	3000
Centralia to Tacoma.....	6000	3000
Tacoma to Centralia.....	6000	3000
Centralia to Napavine.....	3000
Napavine to Vancouver.....	6000	3000
Sherman to North Jct.....	6000	3000
North Jct. to Bend.....	3000
Biggs to Shaniko.....	3000
Arlington to Condon.....	3000
Heppner Jct. to Heppner.....	6000	3000
Hoquiam to Cosmopolis.....	3000
Cosmopolis to Centralia.....	6000	3000
Cosmopolis to Primo.....	6000	3000
Primo to Cosmopolis.....	3000
Centralia to Tono.....	6000	3000
Olympia to Chambers Prairie.....	6000	3000

LIST OF SURGEONS

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

Name	Title	Place	District
M. K. HALL	Assistant Chief Surgeon	Portland, Pittock Block	Portland
C. M. PEARCE	{Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
JOHN W. McCOLLOM	Eye, Ear, Nose and Throat	Portland, Morgan Bldg.	Portland
ARCHIE C. VANCLEVE	Assistant Surgeon	Portland, Pittock Block	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 & FROYD	District Surgeon	The Dalles	Hood River to Umatilla
ALEXANDER RIED	District Surgeon	Umatilla	Umatilla
R. W. HENDERSHOT	District Surgeon	Bend	Bend Branch
C. L. POLEY	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 Behs.
I. R. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and Primo Behs.
FRANK A. PLUM	District Surgeon	Cosmopolis	Elma to Aberdeen
J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and Primo Behs.
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	Tingle	" 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
		OLYMPIA BRANCH	
		Zanaton	M. P. 1.8

GENERAL TIME INSPECTORS

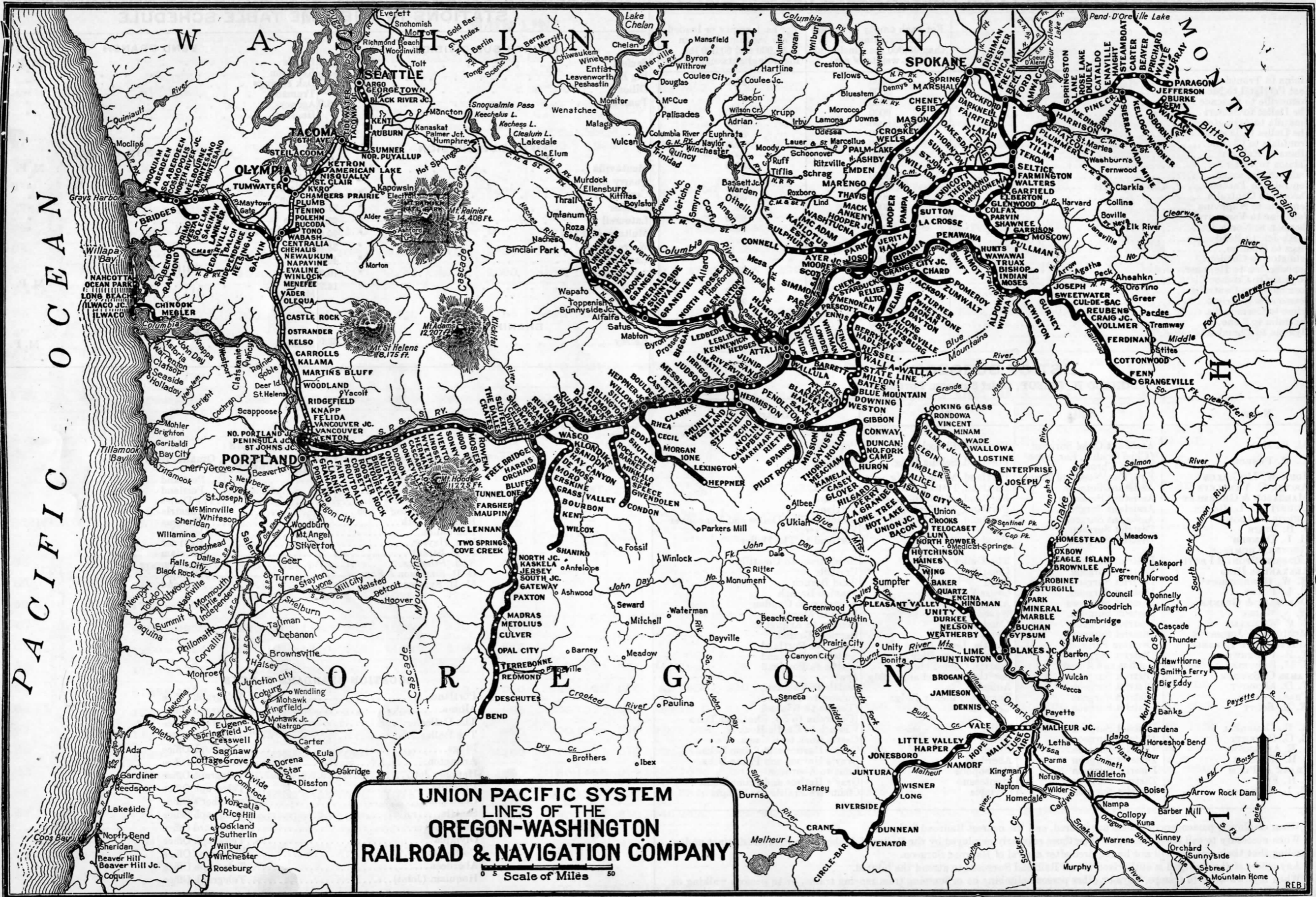
W. F. Hayes, General Supervisor of Time Service, Omaha, Neb.

LOCAL TIME SERVICE INSPECTORS

Belding & Saxton	Portland
N. L. Nielson	Portland
Geo. F. Newhouse	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
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY**

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