

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

# EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 21, 1925

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.

**G. L. WHIPPLE,**  
GENERAL SUPERINTENDENT TRANSPORTATION.

**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, " " "  
E. A. HACKETT, " " "  
C. E. SHEPPARD, " " "  
L. L. RUDD, " " "  
E. M. RINGER, " " "  
L. W. COMPTON " " "

**MILES OF ROAD**

<b>FIRST DIVISION</b> .....	Main Line.....	385.83		
	Branches.....		410.88	
	Total.....			796.71
<b>SECOND DIVISION</b> .....	Main Line.....	233.26		
	Branches.....		97.84	
	Total.....			331.10
<b>THIRD DIVISION</b> .....	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. 57 June 21, 1925		Distance from Portland	FIRST CLASS						SECOND CLASS	
255 Time Freight	17 Passenger	1 Passenger	25 Passenger	11 Passenger	5 Mail	23 Passenger	2 Passenger	18 Passenger	26 Passenger	12 Passenger		6 Express	24 Passenger		256 Time Freight							
																Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
4.20AM	4.00AM		6.10PM		6.34PM	2.30PM								7.00PM								
1.00PM	7.55AM		9.55PM		9.20PM	6.40PM								7.00AM								
	11.10AM	8.55AM	1.05AM		12.05AM	10.05PM																
8.45PM														5.15PM								
		10.35AM		2.20AM		12.30AM																
1.00PM	3.25PM	2.25PM	5.30AM	4.55AM	4.00AM	4.15AM				12.55AM	3.40AM	4.55AM										
	6.15PM	5.45PM	8.30AM	7.30AM	6.30AM	7.15AM																
6.20PM														10.00PM								
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	Arrive Daily								

(38.00) 10.4
(14.15) 27.3
(8.50) 25.5
(14.20) 27.2
(5.10) 35.4
(11.56) 32.6
(16.45) 23.5
Time
(8.30) 25.4
(15.00) 25.9
(14.40) 26.5
(5.10) 35.4
(15.40) 24.8
(15.40) 24.8
(45.00) 8.7

## WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Seattle	Time Table No. 57 June 21, 1925		Distance from Portland	FIRST CLASS				SECOND CLASS	
691 Time Freight									563 Passenger	561 Passenger		562 Passenger	564 Passenger				692 Time Freight
								11.15PM	1.00PM								
6.25PM										7.15PM	6.30AM					6.45AM	
8.30PM								12.40AM	2.25PM	5.50PM	5.00AM					5.00AM	
12.05AM								2.30AM	4.05PM	4.15PM	2.20AM					12.30AM	
7.35AM																7.30PM	
								6.15AM	7.15PM	1.00PM	11.15PM						
Arrive Daily								Arrive Daily	Arrive Daily	Leave Daily	Leave Daily					Leave Daily	

(13.10) 13.5
(7.00) 26.2
(6.15) 29.3
Time
(6.15) 29.3
(7.15) 25.2
(11.15) 15.9

## WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS				Distance from Spokane	Time Table No. 57 June 21, 1925		Distance from Umatilla—Pendleton	FIRST CLASS				SECOND CLASS		
253 Time Freight				11 Passenger	75 Passenger	77 Passenger	1 Passenger					12 Passenger	76 Passenger	78 Passenger	2 Passenger			254 Time Freight
6.00PM				9.10PM	4.40PM	7.10AM				6.30AM	10.45AM	6.25PM				12.30AM		
					10.05PM	12.20PM					4.55AM	12.55PM						
1.00AM				11.42PM	10.45PM					3.30AM	4.10AM					4.00PM		
5.30AM				1.20AM	12.30AM 2.45AM					2.00AM	2.40AM 12.10AM					12.01PM		
8.00AM				2.10AM						1.00AM						10.30AM		
						12.45PM 1.05PM						12.20PM 11.59AM						
					4.15AM	3.00PM	7.15AM				11.00PM	9.55AM	6.50PM					
						4.55PM	8.50AM					8.00AM	5.10PM					
Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(14.00) 13.2
(6.00) 36.9
(11.35) 26.7
(9.45) 25.8
(1.35) 29.6
Time
(5.30) 33.5
(11.45) 27.0
(10.25) 24.1
(1.40) 28.1
(14.00) 13.2

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. 57	
			29	17	1	25	11	5	23		June 21, 1925	
	WFTYP	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger		STATIONS	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	215.8	DN-R UMATILLA Co
		10.45AM				10.35AM		2.20AM		12.30AM		4.2
3110 P		11.00				10.43		2.28		12.45	220.0	BAILEY
3200 P		11.10				10.50		2.33		12.52	223.2	D IRRIGON Go
3200 P		11.25				10.57		2.42		12.58	226.9	JUDSON
4720 WFYP		11.45	3.15AM		1.05PM	11.10	3.10AM	2.50	1.45AM	1.10	223.9	DN-R MESSNER Fo
		11.50	3.20		1.07	11.15	3.12	2.53	1.47	1.14	225.7	BOARDMAN Bd
3118 P		11.55AM	3.24		1.11	11.23	3.15	2.56	1.50	1.18	227.5	PETERS
3200 P		12.10PM	3.32		1.17	11.30	3.20	3.01	1.55	1.25	231.4	CASTLE
3110 P		12.30	3.48		1.25	11.40	3.27	3.08	2.04	1.34	237.2	BOULDER
TP		12.45	3.58		1.30	11.50	3.33	3.14	2.09	1.40	241.2	D HEPPNER JCT. Wi
3043 P		12.50	4.02		1.33	11.54AM	3.36	3.16	2.12	1.45	242.7	WILLOWS
3080 P		1.22	4.10		1.39	12.02PM	3.42	3.22	2.18	1.52	247.1	SILICA
6920 WTP		1.46	4.20		1.46	12.10	3.50	3.30	2.25	2.00	251.7	DN ARLINGTON Mx
3975 P		2.02	4.20		1.55	12.20	3.50	3.30	2.25	2.00	251.7	GILMORE
4946 WP		2.25	4.30		2.02	12.30	4.00	3.35	2.35	2.08	255.4	BLALOCK
3745 P		2.40	4.38		2.08	12.45	4.14	3.46	2.47	2.27	263.9	RAMSAY
3217 P		2.50	4.45		2.12	12.49	4.17	3.49	2.50	2.35	266.3	D QUINTON
4900 P		3.00	4.50		2.20	12.55	4.22	3.54	2.56	2.43	270.6	HOOK
3500 P		3.10	5.00		2.26	1.00	4.28	3.59	3.02	2.50	274.6	GOFF
2775 WP		3.20	5.10		2.31	1.04	4.32	4.03	3.07	2.55	277.4	DAY
5000 P		3.30	5.20		2.36	1.11	4.36	4.07	3.11	3.00	280.1	RUFUS
3495 P		3.36	5.30		2.40	1.18	4.40	4.11	3.15	3.05	282.7	GRANT
4360 YP		3.42	5.40		2.45	1.25	4.45	4.15	3.20	3.20	285.6	DN BIGGS Bx
950 WP		3.50	5.50		2.45	1.25	4.45	4.15	3.20	3.20	285.6	D SHERMAN Vo
2750		4.00	6.00		12.45PM	2.49	1.30	4.49	4.19	3.23	287.7	MILLER
2625		4.05	6.05		12.48	2.52	1.33	4.52	4.22	3.26	289.2	CELILO
		4.15	6.15		12.53	2.58	1.42	4.58	4.28	3.32	293.1	OREGON TRUNK JCT.
		4.20	6.20		12.55	3.00	1.45	5.00	4.30	3.34	294.3	DUNE
3678		4.30	6.30		1.00	3.05	1.55	5.07	4.35	3.40	297.8	DN-R THE DALLES Dk-Wh
WFTOP		5.00PM	7.15AM		1.15PM	3.20PM	2.15PM	5.25AM	4.50AM	3.55AM	305.3	
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		(6.15)	(4.00)		(0.30)	(2.15)	(3.40)	(2.15)	(2.30)	(2.10)	(3.40)	Time
		15.8	20.4		35.2	36.1	26.9	36.1	38.2	37.6	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. 57

June 21, 1925

Black Signals

Red & Signals

Distance from Portland

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Portland	FIRST CLASS							SECOND CLASS	
		6 Express	24 Passenger	2 Passenger	18 Passenger	26 Passenger	12 Passenger	30 Mixed	254 Time Freight	256 Time Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R UMATILLA Cs	183.0	3.20AM	4.50AM	2.50PM			12.55AM		8.00AM	
BAILEY	178.8	3.05	4.38	f 2.40			12.45		7.30	
D IRRIGON Go	175.6	2.55	f 4.32	s 2.35			12.40		7.20	
JUDSON	171.9	2.42	4.25	f 2.30			12.34		7.10	
DN-R MESSNER Fe	165.6	s 2.30	f 4.12	s 2.20	s 3.05PM	s 9.20PM	s 12.22		6.45	9.00AM
BOARDMAN Bd	163.8	2.25	f 4.08	s 2.15	3.00	9.15	12.19		6.36	8.30
PETERS	162.0	2.22	4.04	2.12	2.56	9.12	12.17		6.32	8.25
CASTLE	158.1	2.16	3.57	f 2.05	2.48	9.06	12.12		6.25	8.10
BOULDER	152.3	2.04	3.48	1.55	2.35	8.58	12.04AM		6.10	7.50
D HEPPNER JCT. Wi	148.3	1.49	3.40	s 1.40	2.28	8.51	11.59PM		5.55	7.35
WILLOWS	146.8	1.45	3.36	f 1.33	2.24	8.49	11.56		5.50	7.30
SILICA	142.4	1.35	3.22	1.22	2.15	8.43	11.50		5.40	7.15
DN ARLINGTON Mx	137.8	1.25	s 3.07	s 1.10 1.00	s 2.02	s 8.35	11.40		5.20	6.45
GILMORE	134.1	1.17	2.55	12.50	1.55	8.28	11.34		5.05	6.30
BLALOCK	129.6	1.11	2.42	f 12.40	1.44	8.22	11.28		4.55	6.15
RAMSAY	125.6	1.06	2.27	12.30	1.37	8.17	11.23		4.45	6.00
D QUINTON Qn	123.2	1.03	2.22	s 12.25	1.33	8.14	11.20		4.40	5.55
HOOK	118.9	12.57	2.16	f 12.16	1.27	8.08	11.15		4.22	5.40
GOFF	114.9	12.52	2.11	f 12.10	1.21	8.03	11.10		3.59	5.30
DAY	112.1	12.48	2.07	f 12.06	1.16	7.58	11.06		3.40	5.20
RUFUS	109.4	12.44	2.03	s 12.01PM	1.11	f 7.54	11.02		3.35	5.10
GRANT	106.8	12.40	1.59	f 11.56AM	1.06	7.50	10.58		3.30	5.00
DN BIGGS Bx	103.9	12.35	1.55	s 11.50	s 1.00	f 7.45	10.54		3.20	4.45
D SHERMAN Vo	101.8	12.32	1.51	s 11.30	s 12.50	7.41	10.49	11.05AM	2.55	4.15
MILLER	100.3	12.29	1.49	f 11.27	12.46	f 7.37	10.47	10.55	2.50	4.05
CELILO	96.4	12.24	1.43	f 11.22	12.40	f 7.30	10.42	f 10.45	2.42	3.50
OREGON TRUNK JCT.	95.2	12.22	1.40	11.19	12.36	7.27	10.39	10.40	2.38	3.45
DUNE	91.7	12.17	1.35	11.15	12.30	7.22	10.35	10.30	2.30	3.35
DN-R THE DALLES Dk-Wh	84.2	12.05AM	1.20AM	11.00AM	12.15PM	7.05PM	10.20PM	10.15AM	2.00AM	3.00AM
(98.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time.....	(3.15)	(3.30)	(3.50)	(2.50)	(2.15)	(2.35)	(.50)	(6.00)	(6.00)
Average Speed per Hour .....	30.4	28.2	24.6	28.7	36.2	38.2	20.0	16.5	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—EASTWARD

Time Table No. 57

June 21, 1925

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	10.15PM	11.59PM	1.15AM					
CRATES	81.7	10.45	12.04PM		6.54	10.09	11.53	1.10					
ROWENA	76.1	10.33	11.54AM		6.44	9.59	11.43	1.02					
CHATFIELD	72.5	10.26	11.47		6.37	9.53	11.37	12.56					
D MOSIER H	69.2	10.19	11.40		6.30	9.47	11.32	12.50					
DN HOOD RIVER Ki	63.2	10.05	11.30		6.15	9.35	11.20	12.40					
MENO	59.1	9.55	11.18		6.02	9.25	11.10	12.30					
SONNY	57.5	9.52	11.15		5.59	9.22	11.07	12.27					
LINDSEY	52.9	9.43	11.06		5.51	9.14	10.59	12.21					
WYETH	49.7	9.38	11.00		5.45	9.09	10.54	12.15					
FARLEY	46.8	9.33	10.55		5.39	9.04	10.49	12.10					
DN CASCADE LOCKS Cj	42.9	9.27	10.48		5.32	8.58	10.43	12.04AM					
D BONNEVILLE Mu	38.7	9.19	10.40		5.24	8.50	10.35	11.56PM					
DODSON	34.1	9.10	10.33		5.16	8.42	10.28	11.49					
ONEONTA	31.4	9.06	10.29		5.10	8.38	10.24	11.45					
D BRIDAL VEIL Ju	26.3	8.57	10.22		4.55	8.31	10.17	11.38					
ROOSTER ROCK	22.4	8.50	10.17		4.47	8.26	10.11	11.33					
TAYLOR	19.1	8.44	10.13		4.40	8.21	10.06	11.28					
DN TROUTDALE Sn	15.6	8.37	10.08		4.33	8.16	10.01	11.22					
FAIRVIEW Fa	13.2	8.32	10.04		4.28	8.12	9.56	11.16					
CLARNIE	7.7	8.23	9.55		4.20	8.03	9.48	11.08					
GRAHAM	4.4	8.16	9.49		4.14	7.57	9.42	11.00					
BRUN	1.9	8.07	9.42		4.08	7.52	9.38	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	VIA GRAHAM	VIA GRAHAM		VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM				9.15	10.15
NORTH PORTLAND JCT.	6.8			1.20PM					11.38PM			6.55AM	8.00PM
PENINSULA JCT.	5.6			1.17					11.34			6.50	7.55
PENINSULA JCT.	5.6			1.17					11.34			6.50	7.55
ST. JOHNS JCT.	4.1			1.13					11.30			6.40	7.50
MILLROAD	2.9			1.10					11.25			6.35	7.40
DN-R ALBINA B	1.6											6.30AM	7.30PM
HARDING ST.	1.5			1.06					11.21			9.00PM	10.00PM
EAST PORTLAND	0.6	8.03	9.38	1.03	4.03	7.48	9.33	10.48	11.18				
DN-R PORTLAND Dispr X P-So-Ve	0.0	8.00AM	9.35AM	1.00PM	4.00PM	7.45PM	9.30PM	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

Time.....	(2.50)	(2.35)	(0.20)	(3.00)	(2.30)	(2.29)	(2.30)	(0.23)				(0.25)	(0.30)	(4.00)	(4.15)
Average Speed per Hour.....	29.7	32.5	20.4	28.0	33.9	34.0	33.9	17.7				12.5	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 57	
	975	977	691	563	41	39	561	35	33	37	June 21, 1925			
	Way Freight	Way Freight	Time Freight	Passenger	C.M. & St. P. Passenger 18	C.M. & St. P. Passenger 15	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	STATIONS	
P				11.15 PM	8.30 PM	7.15 PM	1.00 PM	12.05 PM	9.30 AM	7.30 AM		Block Signals	DN-R SEATTLE	Ow
Yard IWFTOYP	7.00 AM		6.25 PM	11.25	8.40 PM	7.25 PM	1.10	12.15 PM	9.40 AM	7.38 AM	3.1		DN-R ARGO	
1354 3401	7.15 AM		6.45 PM	11.35 PM			1.20 PM				9.4		DN-R BLACK RIVER	BI

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

P	9.00 AM	8.10 PM	12.25 AM	2.10 PM	35.7	DN TACOMA JCT.	Jn
	9.10 AM	8.20 PM	12.29 AM	2.13 PM	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		2.00 PM	6.00 AM										176.4	Block Signals	NORTH PORTLAND JCT.
1415	YP												177.6		PENINSULA JCT.
	P												179.1		ST. JOHNS JCT.
	P												180.3	MILLROAD	
	P	2.45 PM	7.35 AM										181.6	ALBINA	
													181.7	HARDING ST.	
	IP												182.6	EAST PORTLAND	
	I												183.2	PORTLAND	
		Arrive Mon., Wed. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(183.2)

(2.10)	(0.45)	(13.10)	(7.00)	(0.10)	(0.10)	(6.15)	(0.10)	(0.10)	(0.80)	Time
15.4	6.9	13.9	26.2	18.6	18.6	29.3	18.6	18.6	23.2	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. 57 June 21, 1925	Distance from Portland	FIRST CLASS								SECOND CLASS		
		32	34	38	562	36	42	564	692	978	976	
		C.M. & St. P. Passenger 16	C.M. & St. P. Passenger 17	C.M. & St. P. Passenger 15	Passenger	C.M. & St. P. Passenger 2	C.M. & St. P. Passenger 18	Passenger	Time Freight	Way Freight	Way Freight	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tues. Thurs. & Sat.		
Block Signals DN-R SEATTLE Ow	183.2	9.15AM	11.45AM	7.00PM	7.15PM	7.20PM	8.00PM	6.30AM				
DN-R ARGO	180.1	9.05AM	11.30AM	6.50PM	7.00	7.10PM	7.50PM	6.15	6.45AM		3.00PM	
DN-R BLACK RIVER Bi	173.8				6.45PM			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.

Block Signals DN TACOMA JCT. Jn	147.5				5.58PM			5.10AM		5.15AM	12.45PM
DN RESERVATION Rn	146.7				5.56PM			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.

Block Signals NORTH PORTLAND JCT	6.8				1.20PM			11.38PM			8.00PM	6.55AM
Block Signals PENINSULA JCT.	5.6											
Block Signals ST. JOHNS JCT.	4.1											
Block Signals MILLROAD	2.9											
Block Signals ALBINA	1.6									7.30PM	6.30AM	
Block Signals HARDING ST.	1.5											
Block Signals EAST PORTLAND	0.6											
Block Signals PORTLAND	0.0				1.00PM			11.15PM				
(183.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sun.	Leave Tues. Thurs. & Sat.

Time.....	(0.10)	(0.15)	(0.10)	(6.15)	(0.10)	(0.10)	(7.15)
Average Speed per Hour.....	18.6	12.4	18.6	29.3	18.6	18.6	25.2

(11.15)	(0.25)	(2.25)
10.3	12.5	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. 57 June 21, 1925				Distance from Sherman	FIRST CLASS		SECOND CLASS	
	309	313	103	29		30	102	308	314					
	O. T. Ry. Local Freight	Freight	O. T. Ry. Mixed	Passenger		Mixed	O. T. Ry. Mixed	O. T. Ry. Local Freight	Freight					
WY	Leave Wed. Fri. & Sun.	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Daily	0.0	DN-R	BEND	Nd	147.4	7.30PM				
				7.00AM										
<b>BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES</b>														
WFYT	8.35AM	7.00AM	9.05PM	8.25AM	41.3	DN-R	METOLIUS	Ms	106.0	5.25PM	5.00AM	4.00PM	4.30PM	
2650 W	9.05	7.15	9.20	8.35	46.2	D	MADRAS	Md	101.1	5.10	4.35	3.00	3.45	
2450	9.40	7.30	9.35	8.45	51.9		PAXTON		95.4	4.50	4.15	2.30	3.00	
2000 W	10.30	7.45	9.55	9.00	57.4	D	GATEWAY	Gw	89.9	4.30	3.45	2.00	2.40	
1280 WFP	11.30AM	8.15AM	10.25PM	9.20AM	65.6	R	SOUTH JUNCTION		81.7	3.55PM	3.15AM	1.05PM	2.00PM	
<b>BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES</b>														
P		8.50AM		9.40AM	76.0	D-R	NORTH JUNCTION	Jn	71.3	3.30PM			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	
310		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	
	Arrive Wed. Fri. & Sun.	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Daily			(147.4)			Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Mon. Wed. & Fri.	
	(2.55) 8.3	(6.30) 16.3	(1.20) 18.2	(5.45) 25.6						(7.50) 18.8	(1.45) 13.9	(2.55) 8.3	(8.00) 13.3	

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—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. 57 June 21, 1925				Distance from Arlington	SECOND CLASS	
	127	107		108	128					
	Mixed	Passenger		Passenger	Mixed					
10005 WFP	Leave Daily Ex. Monday	Leave Monday	0.0	D-R	CONDON	Cd	44.5	4.00PM	4.15PM	
1278	f 9.05	f 9.50	8.2		GWENDOLEN		36.3	f 3.25	f 3.40	
1485	f 9.20	f 10.05	12.2		SPEECE		32.3	f 3.05	f 3.20	
1450	s 9.35	s 10.20	15.9		CLEM		28.6	s 2.50	s 3.05	
1515 W	s 10.00	s 10.35	20.1		MIKKALO		24.4	s 2.30	s 2.45	
1400	f 10.20	f 10.50	24.8		BARNETT		19.7	f 2.15	f 2.25	
662 W	s 10.40	s 11.00	28.5		ROCK CREEK		16.0	s 1.55	s 2.05	
1480	f 11.00	f 11.25	37.2		SHUTLER		7.3	f 1.35	f 1.45	
2596 WFTP	11.30AM	11.45AM	44.5	DN-R	ARLINGTON	Mx	0.0	1.15PM	1.15PM	
	Arrive Daily Ex. Monday	Arrive Monday			(44.5)			Leave Monday	Leave Daily Ex. Monday	
	(2.45) 16.2	(2.15) 19.8						(2.45) 16.2	(3.00) 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. 57 June 21, 1925				Distance from Biggs	SECOND CLASS	
	125	105		106	126					
	Mixed	Mixed		Mixed	Mixed					
3385 WFP	6.45AM		0.0	D-R	SHANIKO	Ni	69.7		6.15PM	
620	f 7.20		12.6		WILCOX		57.1		f 5.35	
902	s 7.35		17.2		KENT		52.5		s 5.20	
571	f 7.55		23.9		BOURBON		45.8		f 5.00	
1350 WT	s 8.20	8.20AM	31.2	D-R	GRASS VALLEY	Vy	38.5	4.40PM	s 4.40	
338 Spur	f 8.45	f 8.45	38.4		ERSKINE		31.3	f 4.00	f 4.00	
2694 W	s 9.05	s 9.05	42.7	D	MORO	Mr	27.0	s 3.40	s 3.40	
820	f 9.20	f 9.20	45.8		DE MOSS		23.9	f 3.20	f 3.20	
393	f 9.35	f 9.35	49.7		NISH		20.0	f 3.05	f 3.05	
3030 Spur	9.40	9.40	50.5		HAY CANYON		19.2	3.00	3.00	
125	f 10.00	f 10.00	54.1		SANDON		15.6	f 2.45	f 2.45	
932	f 10.05	f 10.05	55.5		KLONDIKE		14.2	f 2.40	f 2.40	
1744 W	s 10.30	s 10.30	60.0	D	WASCO	Ws	9.7	s 2.20	s 2.20	
190 Spur	f 10.45	f 10.45	62.6		SINK		7.1	f 2.05	f 2.05	
565	f 10.55	f 10.55	64.5		THORNBERRY		5.2	f 1.55	f 1.55	
4360 WFP	11.35AM	11.35AM	69.7	DN-R	BIGGS	Bx	0.0	1.35PM	1.35PM	
	Arrive Sun. Wed. & Fri.	Ar Mon. Tues. Thurs. & Sat.			(69.7)			Lv Sun. Mon. Wed. & Fri.	Leave Tues. Thurs. & Sat.	
	(4.50) 14.4	(3.15) 13.2						(3.05) 13.9	(4.40) 14.9	

**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. 57 June 21, 1925				Distance from Heppner Jct.	SECOND CLASS	
	129	109		110	130					
	Mixed	Passenger		Passenger	Mixed					
2807 WFTP	9.10AM	9.25AM	0.0	D-R	HEPPNER	Hr	45.2	4.00PM	4.00PM	
1029 P	s 9.32	s 9.45	8.9		LEXINGTON		36.3	s 3.35	s 3.35	
	f 9.45	f 9.57	14.2		JORDAN		31.0	3.20	3.20	
1150 W	s 9.55	s 10.05	16.9	D	IONE	On	28.3	s 3.10	s 3.10	
	f 10.05	f 10.12	20.0		McNAB		25.2	2.55	2.55	
835	s 10.20	s 10.23	25.4		MORGAN		19.8	s 2.41	s 2.41	
	f 10.30	f 10.30	27.5		MORSIL		17.7	2.35	2.35	
330 W	s 10.40	s 10.40	30.7		CECIL		14.5	s 2.25	s 2.25	
	f 10.50	f 10.50	34.3		EWING		10.9	f 2.15	f 2.15	
704	f 11.05	f 11.05	38.4		RHEA		6.8	f 2.05	f 2.05	
1780 TP	11.40AM	11.40AM	45.2	D-R	HEPPNER JCT.	Wi	0.0	1.45PM	1.45PM	
	Arrive Daily Ex. Monday	Arrive Monday			(45.2)			Leave Monday	Leave Daily Ex. Monday	
	(2.30) 18.1	(2.15) 20.0						(2.15) 20.0	(2.15) 20.0	



# 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, Viento, 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 on flag at Arlington to pick up passengers for all stations north of Umatilla where this train stops to discharge passengers.  
Nos. 17 and 25 will stop at any station to let off passengers from east of Green River.  
No. 18 will stop at any station between Biggs and Pendleton to let off passengers from Bend Branch.  
No. 23 will stop at any station west of Umatilla to let off passengers originating east of Pendleton.  
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. 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 telegraph office 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 telegraph office 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. When rules require headlights to be displayed, electric headlights on engines will be dimmed under conditions outlined below, except in foggy or stormy weather, or when other conditions make it inadvisable:  
(a) In yards where yard engines are employed and at stations where other engines are switching.  
(b) At meeting points until train to be met is clear of main track.  
(c) When standing.  
(d) On two or more tracks when approaching trains running in opposite direction.  
These instructions do not supersede or modify those contained in Rule 17 and D-17.
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 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).  
(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 main track.  
(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 3800, 3801 and 3802, will not exceed speed of 15 miles per hour, and Mallet class engines 3803, 3804 and 3805, and those 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**

	Passenger Mail and Express	Freight and Mixed
<b>26. FOURTH SUB-DIVISION.</b>		
(a) Through gauntlet track over Des Chutes River Bridge .....	15 miles	15 miles
(b) Over street crossings, The Dalles.....	12 miles	12 miles
(c) Over turnout at end of double track, Biggs.....	15 miles	15 miles
(d) Over track covered by permanent slow boards between Milepost 110 and Milepost 111 ...	30 miles	20 miles
<b>27. FIFTH SUB-DIVISION.</b>		
(a) Over spring switch at end of double track at Crates.....	15 miles	15 miles
(b) Between Eagle Creek and Milepost 42.5.....	30 miles	20 miles
(c) 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.		
(d) Over turnout at end of parallel tracks, St. Johns Junction .....	15 miles	15 miles
(e) Over street crossings, Portland.....	10 miles	10 miles
(f) Over frogs and crossings east end Willamette River Bridge.....	15 miles	15 miles
<b>28. BRANCHES.</b>		
(a) Shaniko Branch—		
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	15 miles
Between Sandon and Wasco.....	35 miles	25 miles
Between Wasco and Thornberry.....	25 miles	15 miles
Between Thornberry 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.....		15 miles
Between Rock Creek and Milepost 2.....		25 miles
Between Milepost 2 and Arlington.....		15 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 (e) 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.

# RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

## MAIN LINE

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

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND THE DALLES									THE DALLES and UMATILLA				PORTLAND AND SEATTLE								
		EASTWARD					WESTWARD				EASTWARD		WESTWARD		EASTWARD					WESTWARD			
		Portland to Troutdale via Graham	Albina to Bonneville via Kenton	Bonneville to Cascade Locks	Cascade Locks to Sonny	Sonny to The Dalles	The Dalles to Dodson	Dodson to Albina via Kenton	Troutdale to Portland via Graham	The Dalles to Seufert	Seufert to Umatilla	Umatilla to Arlington	Arlington to The Dalles	Albina to Vader	Vader to Winlock	Winlock to Napavine	Napavine to Centralia	Centralia to Argo	Argo to Centralia	Centralia to Napavine	Napavine to Albina		
A. 81	20 106 28 107 <sup>s</sup>	3500 to 3514	625	1660	1157	1375	1525	1375	2500	1295	1390	1645	1645	2115	1730	1060	815	2090	1670	1670	685	2090	
P. 77	22 143 <sup>s</sup> 28	3200 to 3203																					
P. 77	22 135 <sup>s</sup> 28	3204 to 3207	795	2115	1371	1735	1950	1735	3185	1600	1730	2100	2100	2700	2200	1190	1035	2665	2125	2125	875	2665	
P. 77	22 149 <sup>s</sup> 28	3208 to 3217																					
T. 69	22 159 28 161 <sup>s</sup>	1742 to 1754	890	2360	1580	1935	2165	1935	3555	1920	2010	2330	2330	3035	2460	1480	1155	2970	2375	2375	975	2970	
T. 63	22 160 28 162 <sup>s</sup>	1755 to 1760	975	2585	1713	2120	2370	2120	3895	1950	2200	2555	2555	3285	2690	1560	1265	3255	2600	2600	1070	3255	
P. 77	25 167 <sup>s</sup> 28	3218 to 3225	1030	2730	1917	2240	2510	2240	3185	2120	2320	2700	2700	3275	2845	1550	1340	3440	2745	2745	1130	3440	
C. 57	15½-26 167 30	711 to 714 716 and 717																					
C. 57	20½ 167 30	710, 715 718, 724	1000	2395	1856	1960	2200	1960	3690	2085	2300	2275	2275	3040	2550	1475	1200	3085	2465	2465	1010	3085	
C. 57	20½ 172 30	719 to 723																					
C. 57	22 179 30	725 to 729	1150	3060	2345	2520	2815	2520	4610	2400	2650	3030	3030	3900	3185	1860	1500	3850	3080	3080	1265	3850	
C. 57	22 187 30 190 <sup>s</sup>	730 to 768																					
MK. 57	23½ 207 <sup>s</sup> 30	2100 to 2165	1340	3600	2600	2950	3300	2950	5375	2695	2965	3500	3500	4500	3710	2175	1745	4500	3585	3585	1475	4500	

### CLASS

- "E" — Eight Wheel.
- "A" — Atlantic.
- "P" — Pacific.
- "T" — Ten Wheel.
- "M" — Mogul.
- "C" — Consolidation.
- "TW" — Twelve Wheel.
- "S" — Switch.
- "MK" — Mikado.
- "MC" — Mallet Compound.
- "TT" — Two-Ten-Two.

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

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

## BRANCHES

CLASSIFICATION	ENGINE NUMBERS	CENTRALIA and HOQUIAM				CENTRALIA and TONO	COS-MOPOLIS and PRIMO	CHAMBERS PRAIRIE and OLYMPIA	SHERMAN and BEND					BIGGS and SHANIKO					ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER					
		EASTWARD		WESTWARD					EASTWARD					WESTWARD					EASTWARD		WESTWARD		EASTWARD					
		Hoquiam to Cos-mopolis	Cos-mopolis to Centralia	Centralia to Cos-mopolis	Cos-mopolis to Hoquiam				Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Madras	Madras to Bend	Bend to Sherman	Biggs to Thornberry	Thornberry to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Hay Canyon	Hay Canyon to Sandon	Arlington to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Ione	Ione to Lexington	Lexington to Heppner	
E. 63	17 55 24	1106 to 1108	355	705	905	370	775	355	400																			
E. 62	18 62 26	1122 to 1123	470	965	1220	495	1035	475	535																			
T. 55	18 71 24	1701 to 1708	470	965	1320	551	1035	520	590																			
M. 57	18 91 24	4200 to 4208	470	965	1320	551	1035	520	590																			
T. 63	19 92 24	1709 to 1714	510	1020	1310	540	1120	510	575																			
T. 63	20 113 24	1715 to 1726	625	1260	1660	695	1340	660	545	690	987	555	745	1580	180	290	370	415	815	500	370	315	180	980	890	810	625	590
T. 57	20 119 26	1733 to 1736	740	1485	2045	855	1630	810	920	740	1120	685	920	1955	220	355	455	510	960	615	455	390	220	1210	1090	965	740	725
T. 64	15½-26 145 26	1727 to 1732	710	1425	1960	820	1590	775	885	830	1070	655	880	1870	210	340	435	490	855	590	435	370	210	1200	1045	900	710	695
T. 57	20 125 26	1737 to 1741	710	1425	2160	905	1720	855	970	890	1180	720	970	2060	230	375	480	540	1030	650	480	420	240	1250	1155	1015	785	770
T. 69	22 159 28 161 <sup>s</sup>	1742 to 1754	1570	2040	2445	1020	1865	970	1100	1075	1335	815	1100	2330	265	425	545	610	1175	740	540	465	260	1550	1310	1100	900	870
T. 63	22 160 28 162 <sup>s</sup>	1755 to 1760	1650	2200	2680	1120	1975	1060	1200	1160	1465	900	1200	2555	290	465	600	670	1120	810	595	510	285	1465	1430	1200	1000	950
C. 55	19 149 30	707 to 709	900	1800	2455	1025	1975	970	1100	990	1340	820	1100	2340	265	445	545	610	1275	740	545	465	265	1530	1315	1170	970	870
C. 57	15½-26 167 30	{ 711 to 714 716 and 717	1510	2040	2625	1060	2220	1005	1140	960	1385	850	1140	2420	275	440	565	635	1335	765	565	485	275	1625	1360	1300	1000	950
C. 57	20½ 167 30	{ 710, 715 718, 724	1490	2000	2485	1035	2200	985	1115	1350	1505	835	1350	2375	265	465	550	620	1305	750	550	480	275	1600	1330	1260	980	870
C. 57	15½-26 172 30	719 to 723																										
C. 57	22 179 30	725 to 729	1700	2300	3175	1325	2520	1275	1425	1500	1730	1000	1500	3000	345	550	700	790	1460	960	700	600	340	1820	1700	1500	1150	1125
C. 57	22 187 30 190 <sup>s</sup>	730 to 768																										

**ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS**

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Albina to Troutdale.....	6000	3000
East Portland to Montavilla.....	3000	....
Bonneville to Cascade Locks.....	3000	....
The Dalles to Seufert.....	6000	3000
Umatilla to Arlington.....	6000	3000
The Dalles to Dodson.....	6000	3000
Troutdale to Clarnie.....	6000	3000
Albina to Kalama.....	6000	3000
Kalama to Vader.....	6000	3000
Vader to Napavine.....	3000	....
Centralia to Tacoma.....	6000	3000
Tacoma to Centralia.....	6000	3000
Centralia to Napavine.....	3000	....
Napavine to Vancouver.....	6000	3000
Sherman to North 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. VANCELEVE	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 & SMITH	District Surgeon	The Dalles	Hood River to Umatilla
ALEXANDER RIED	District Surgeon	Umatilla	Umatilla
J. C. VANDEVERT	District Surgeon	Bend	Bend Branch
C. L. POLEY	District Surgeons	Grass Valley	Shaniko Branch
DONNELLY & GESNER	District Surgeon	Arlington	Arlington to Condon
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
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
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
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		
Viento . . . . .	" 55.3		
Adamsboro . . . . .	" 10.3		
Ward . . . . .	" 14.2		
SHANIKO BRANCH		PRIMO BRANCH	
Kelsey . . . . .	M. P. 63.0	Arctic . . . . .	M. P. 7.3
CONDON BRANCH		OLYMPIA BRANCH	
Smythe . . . . .	M. P. 13.7	Midson . . . . .	" 11.6
HEPPNER BRANCH			
Harriett . . . . .	M. P. 3.0	Zanaton . . . . .	M. P. 1.8

**YARD LIMIT BOARDS ARE LOCATED AT FOLLOWING STATIONS**

Portland	Erskine
East Portland	Grass Valley
Albina	Bourbon
Peninsula Jct.	Kent
Kenton	Wilcox
Troutdale	Shaniko
Hood River	Shutler
The Dalles	Rock Creek
Sherman	Barnett
Biggs	Mikkalo
Arlington	Clem
Messner	Speece
Umatilla	Gwendolen
North Portland	Condon
North Portland Jct.	Rhea
Tacoma	Ewing
Argo	Cecil
Seattle	Morsil
Mays	Morgan
Fargher	McNab
Maupin	Ione
North Jct.	Jordan
South Jct.	Lexington
Gateway	Heppner
Paxton	Tono
Madras	Chambers Prairie
Thornberry	Olympia
Sink	Helsing Jct.
Wasco	Independence
Klondike	South Montesano
Sandon	Montesano
Hay Canyon	Preacher's Slough
Nish	Cosmopolis
DeMoss	Aberdeen
Moro	Primo

**GENERAL TIME INSPECTORS**

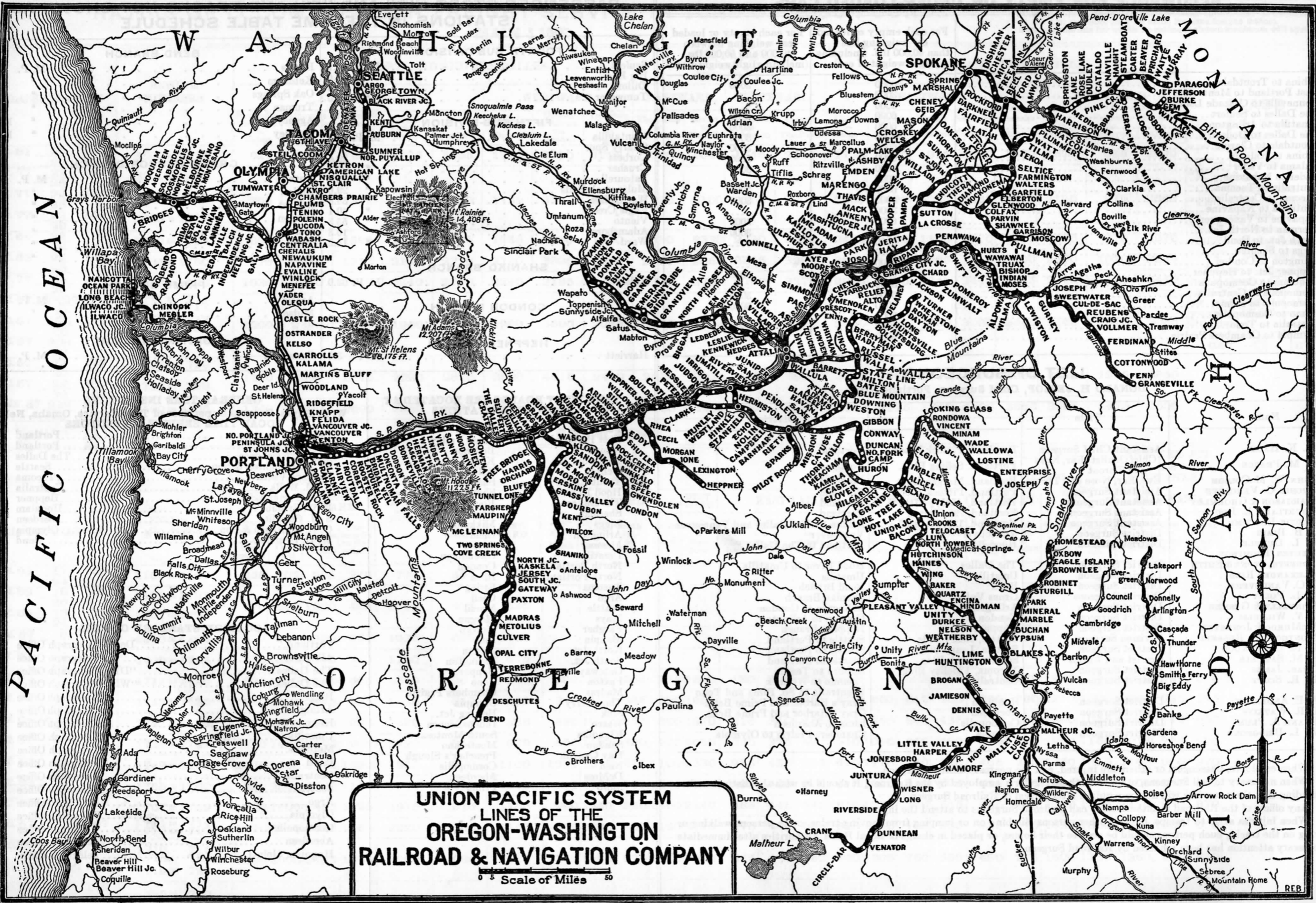
W. F. Hayes, General Supervisor of Time Service, Omaha, Neb.

**LOCAL TIME SERVICE INSPECTORS**

Belding & Saxton . . . . .	Portland
N. L. Nielson . . . . .	Portland
Geo. F. Newhouse . . . . .	The Dalles
W. W. Houghton & Son . . . . .	Seattle
Richard Vaeth . . . . .	Tacoma
R. M. Wells . . . . .	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 . . . . .	Depot 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
Metolius . . . . .	Telegraph Office
Bend . . . . .	Telegraph Office
Centralia . . . . .	Telegraph 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 50