

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, August 23, 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

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. 58 August 23, 1925		Distance from Portland	FIRST CLASS						SECOND CLASS														
				17	1	25	11	5	23							256																			
255 Time Freight				Passenger	Passenger	Passenger	Passenger	Mail	Passenger							Time Freight																			
Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily																		
				8.10AM	4.00AM		6.10PM		6.34PM	2.30PM	0.0	HUNTINGTON	389.5		12.35AM	6.40AM		1.10PM	2.25PM	7.00PM															
				3.10PM	7.55AM		9.55PM		9.20PM	6.40PM	99.5	LA GRANDE	290.0		8.25PM	2.30AM		8.40AM	10.10AM	7.00AM															
					11.10AM	8.55AM	1.05AM		12.05AM	10.05PM	173.8	PENDLETON	215.7	4.30PM	5.00PM	11.15PM		5.30AM	6.40AM																
				1.10AM							177.5	RIETH	212.0									5.15PM													
				5.25AM		10.35AM		2.20AM		12.30AM	215.8	UMATILLA	183.0	2.55PM			12.55AM	3.40AM	4.55AM																
				1.00PM	3.25PM	2.25PM	5.30AM	4.55AM	4.00AM	4.15AM	305.3	THE DALLES	84.2	11.00AM	12.15PM	7.05PM	10.20PM	12.05AM	1.20AM	3.00AM															
					6.15PM	5.45PM	8.30AM	7.30AM	6.30AM	7.15AM	389.5	PORTLAND	0.0	8.00AM	9.35AM	4.00PM	7.45PM	9.30PM	10.45PM																
				6.20PM							394.3	ALBINA	1.6									10.00PM													
Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily																		
(84.10) 11.5				(14.15) 27.3		(8.50) 25.5		(14.20) 27.2		(5.10) 35.4		(11.50) 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. 58 August 23, 1925		Distance from Portland	FIRST CLASS						SECOND CLASS					
															692								
691 Time Freight															Time Freight								
Leave Daily														Arrive Daily									
								0.0	SEATTLE	183.2	562	564											
								3.1	ARGO	180.1	7.15PM	6.30AM							6.45AM				
								38.1	TACOMA	145.1	5.50PM	5.00AM							5.00AM				
								92.1	CENTRALIA	91.1	4.15PM	2.20AM							12.30AM				
								181.6	ALBINA	1.6									7.30PM				
								183.2	PORTLAND	0.0	1.00PM	11.15PM											
Arrive 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. 58 August 23, 1925		Distance from Umatilla— Pendleton	FIRST CLASS						SECOND CLASS									
				11	75	77	1								254												
253 Time Freight				Passenger	Passenger	Passenger	Passenger								Time Freight												
Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily													
				6.00PM	9.10PM	4.40PM	7.10AM	0.0	SPOKANE	251.4	6.30AM	10.45AM	6.25PM							12.30AM							
						10.05PM	12.20PM	147.8	RIPARIA	103.6		4.55AM	12.55PM														
				1.00AM	11.42PM	10.45PM		103.9	AYER JUNCTION	80.6	3.30AM	4.10AM							4.00PM								
				5.30AM	1.20AM	12.30AM	2.45AM	157.2	WALLULA	27.3	2.00AM	2.40AM							12.01PM								
				8.00AM	2.10AM			184.5	UMATILLA	0.0	1.00AM	12.10AM							10.30AM								
						12.45PM	1.05PM	156.5	STARBUCK	94.9			12.20PM	11.59AM													
						4.15AM	3.00PM	204.6	WALLA WALLA	46.8		11.00PM	9.55AM	6.50PM													
						4.55PM	8.50AM	251.4	PENDLETON	0.0			8.00AM	5.10PM													
Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily													
(14.00) 13.2				(5.00) 30.9		(11.35) 26.7		(9.45) 26.8		(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 seats, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS							Distance from Huntington	Time Table No. 58							
			29	17	1	25	11	5	23		August 23, 1925							
			Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger									
WFTYP		Time Freight	Time Freight															
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
		10 45 AM	5 25 AM			10 35 AM		2 20 AM		12 30 AM	215.8							
		11 00	5 35			10 43		2 28		12 45	220.0							
3110	P					s 10 50		2 33		12 52	223.2							
3200	P					f 10 57		2 42		12 58	226.9							
3200	P						1 05 PM	s 11 10	3 10 AM	2 50	1 45 AM	f 1 10	223.9					
4720	WFYP						1 07	f 11 15	3 12	2 53	1 47	f 1 14	225.7					
							1 11	11 23	3 15	2 56	1 50	1 18	227.5					
3118	P						1 17	f 11 30	3 20	3 01	1 55	1 25	231.4					
3260	P						1 25	11 40	3 27	3 08	2 04	1 34	237.2					
3110	P						1 30	s 11 50	3 33	3 14	2 09	1 40	241.2					
	TP						1 33	f 11 54 AM	3 36	3 16	2 12	1 45	242.7					
3043	P						1 39	12 02 PM	3 42	3 22	2 18	1 52	247.1					
3080	P						s 1 46	s 12 10	s 3 50	3 30	s 2 25	s 2 00	251.7					
6920	WTP						1 55	12 30	4 00	3 35	2 35	2 08	255.4					
3975	P						2 02	f 12 40	4 08	3 41	2 42	2 17	259.9					
4946	WP						2 08	12 45	4 14	3 46	2 47	2 27	263.9					
3745	P						2 12	s 12 49	4 17	3 49	2 50	2 35	266.3					
3217	P						2 20	f 12 55	4 22	3 54	2 56	2 43	270.6					
4900	P						2 26	f 1 00	4 28	3 59	3 02	2 50	274.6					
3500	P						2 31	f 1 04	4 32	4 03	3 07	2 55	277.4					
2775	WP						2 36	s 1 11	4 36	4 07	3 11	3 00	280.1					
5006	P						2 40	f 1 18	4 40	4 11	3 15	3 05	282.7					
3495	P						2 45	s 1 25	4 45	4 15	3 20	f 3 20	285.6					
4360	YP						2 30 PM	2 49	1 30	4 49	4 19	3 23	287.7					
950	WP						f 2 33	2 52	1 33	4 52	4 22	3 26	289.2					
2750							2 40	2 58	f 1 42	4 58	4 28	3 32	293.1					
2625							2 42	3 00	1 45	5 00	4 30	3 34	294.3					
							2 47	3 05	1 55	5 07	4 35	3 40	297.8					
3678							3 00 PM	3 20 PM	2 15 PM	5 25 AM	4 50 AM	3 55 AM	305.3					
WFTOP							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
		(6.15)	(4.45)	(0.30)	(2.15)	(3.40)	(2.15)	(2.30)	(2.10)	(3.40)								
		15.8	20.8	35.2	36.1	26.9	36.1	38.2	37.5	26.9								

Time Table No. 58
August 23, 1925

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	HEPPNER JCT.	Wi	1.5
	WILLOWS		4.4
	SILICA		4.6
DN	ARLINGTON	Mx	3.7
	GILMORE		4.5
	BLALOCK		4.0
	RAMSAY		2.4
D	QUINTON		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	1.6
	MILLER		3.9
	CELILO		1.2
	OREGON TRUNK JCT.		3.5
	DUNE		7.5
DN-R	THE DALLES	Dk-Wb	(98.8)

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. 58

August 23, 1925

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Portland	FIRST CLASS								SECOND CLASS								
		6	24	2	18	26	12	30					254	256				
		Express	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed					Time Freight	Time Freight				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily				
DN-R UMATILLA Co	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 Fo	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						6.35	8.30				
PETERS	162.0	2.22	4.04	2.12	2.56	9.12	12.17						6.25	8.25				
CASTLE	158.1	2.16	3.57	f 2.05	2.48	9.06	12.12						6.15	8.10				
BOULDER	152.3	2.04	3.48	1.55	2.35	8.58	12.04AM						6.00	7.50				
D HEPPNER JCT. Wi	148.3	1.49	3.40	s 1.40	2.28	8.51	11.59PM						5.50	7.35				
WILLOWS	146.8	1.45	3.36	f 1.33	2.24	8.49	11.56						5.45	7.30				
SILICA	142.4	1.35	3.22	1.22	2.15	8.43	11.50						5.35	7.15				
DN ARLINGTON Mx	137.8	s 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	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	f 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				
(08.8)		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—WESTWARD

Length of passing tracks in feet into clear and location of fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS								Distance from Huntington	Time Table No. 58 August 23, 1925		
	977	691	255	561	17	1	25	11	23	5	563		STATIONS	Block Signals	
	Way Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger				
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
WFTOP			1.00 PM		3.25 PM	2.25 PM	5.30 AM	4.55 AM	4.15 AM	4.00 AM	305.3	DN-R THE DALLES	Dk-Wh		
P			1.25		3.31	2.30	5.35	5.00	4.20	4.06	307.8	CRATES	2.5		
3350 P			1.40		3.40	2.42	5.45	5.09	4.32	4.15	313.4	ROWENA	5.6		
3200 P			1.50		3.46	2.49	5.51	5.15	4.40	4.20	317.0	CHATFIELD	3.6		
3250 WP			2.00		3.52	2.55	5.57	5.20	4.46	4.25	320.3	D MOSIER	6.0	H	
9050 WP			2.20		4.05	3.10	6.10	5.30	5.00	4.35	326.3	DN HOOD RIVER	4.1	Ki	
4040 P			2.35		4.20	3.24	6.20	5.40	5.10	4.45	330.4	MENO	1.6		
3255 P			2.39		4.23	3.27	6.23	5.43	5.13	4.47	332.0	SONNY	4.6		
3190 P			2.50		4.31	3.37	6.33	5.52	5.22	4.55	336.6	LINDSEY	3.2		
2980 WTP			2.57		4.37	3.44	6.39	5.58	5.28	5.00	339.8	WYETH	2.9		
2784 P			3.03		4.42	3.50	6.45	6.03	5.33	5.05	342.7	FARLEY	3.9		
3203 FP			3.11		4.50	3.58	6.53	6.10	5.40	5.11	346.6	DN CASCADE LOCKS	4.2	Cj	
6783 WTP			3.21		4.58	4.08	7.03	6.18	5.50	5.20	350.8	D BONNEVILLE	4.6	Mu	
3315 P			3.30		5.06	4.18	7.12	6.26	5.58	5.28	355.4	DODSON	2.7		
3108 P			3.37		5.10	4.23	7.18	6.30	6.03	5.32	358.1	ONEONTA	5.1		
3479 OP			3.50		5.18	4.35	7.30	6.39	6.12	5.40	363.2	D BRIDAL VEIL	3.9	Ju	
3210 P			3.59		5.24	4.47	7.39	6.45	6.20	5.45	367.1	ROOSTER ROCK	3.3		
3050 P			4.06		5.30	4.56	7.46	6.50	6.28	5.50	370.4	TAYLOR	3.5		
5875 WTP			4.25		5.36	5.04	7.53	6.56	6.35	5.56	373.9	DN TROUTDALE	2.4	Sn	
2700 P					5.41	5.10	7.58	7.00	6.40	6.00	376.3	FAIRVIEW	5.5	Fa	
2720 P					5.53	5.22	8.10	7.09	6.50	6.10	381.8	CLARNIE	3.3		
1560 P					6.00	5.31	8.16	7.15	6.57	6.15	385.1	GRAHAM	2.5		
1035					6.05	5.36	8.21	7.20	7.02	6.20	387.6	BRUUN	1.3		
3215 P			4.45								378.9	HEMLOCK	5.0		
3315 P			5.01								383.6	FIR	4.7		
P			5.20								389.1	KENTON	5.5		
1415 YP			5.30								390.3	PENINSULA JCT.	1.2		
P											391.5	NORTH PORTLAND JCT.	1.2		
1415 YP		2.00 PM	6.00 AM		6.47 PM						390.3	PENINSULA JCT.	1.2		
1415 YP		2.02	6.30		6.50						390.3	PENINSULA JCT.	1.5		
P		2.02	6.30	5.30	6.50						391.8	ST. JOHNS JCT.	1.2		
P		2.15	6.40	5.40	6.55						393.0	MILLROAD	1.3		
WFTYOP		2.20	7.00	5.45	7.00						394.3	DN-R ALBINA	0.1	B	
IP		2.45 PM	7.35 AM	6.20 PM	7.05						394.4	HARDING ST.	0.9		
IP					7.10	6.10	5.40	8.25	7.25	7.07	6.25	6.10	388.9	EAST PORTLAND	0.6
IP					7.15 PM	6.15 PM	5.45 PM	8.30 AM	7.30 AM	7.15 AM	6.30 AM	6.15 AM	389.5	DN-R PORTLAND	0.6
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		(0.45) 6.9	(1.35) 3.1	(5.20) 16.7	(0.28) 14.4	(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. 58
August 23, 1925

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Portland	FIRST CLASS								SECOND CLASS			
		2 Passenger	18 Passenger	562 Passenger	26 Passenger	12 Passenger	6 Express	24 Passenger	564 Passenger	978 Way Freight	692 Time Freight	254 Time Freight	256 Time Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
DN-R THE DALLES Dk-Wh 2.5	84.2	10.50AM	12.10PM		7.00PM	10.15PM	11.59PM	1.15AM				1.00AM	2.15AM
CRATES 5.6	81.7	10.45	12.04PM		6.54	10.09	11.53	1.10				12.44	1.59
ROWENA 3.6	76.1	10.33	11.54AM		6.44	9.59	11.43	1.02				12.32	1.46
CHATFIELD 3.3	72.5	10.26	11.47		6.37	9.53	11.37	12.56				12.23	1.38
D MOSIER H 6.0	69.2	10.19	11.40		6.30	9.47	11.32	12.50				12.15	1.30
DN HOOD RIVER KI 4.1	63.2	10.05	11.30		6.15	9.35	11.20	12.40				12.01AM	1.15
MENO 1.6	59.1	9.55	11.18		6.02	9.25	11.10	12.30				11.44PM	1.00
SONNY 4.6	57.5	9.52	11.15		5.59	9.22	11.07	12.27				11.40	12.56
LINDSEY 3.2	52.9	9.43	11.06		5.51	9.14	10.59	12.21				11.30	12.47
WYETH 2.9	49.7	9.38	11.00		5.45	9.09	10.54	12.15				11.23	12.40
FARLEY 3.9	46.8	9.33	10.55		5.39	9.04	10.49	12.10				11.16	12.34
DN CASCADE LOCKS CJ 4.2	42.9	9.27	10.48		5.32	8.58	10.43	12.04AM				11.07	12.26
D BONNEVILLE Mu 4.6	38.7	9.19	10.40		5.24	8.50	10.35	11.56PM				10.55	12.13
DODSON 2.7	34.1	9.10	10.33		5.16	8.42	10.28	11.49				10.44	12.04AM
ONEONTA 5.1	31.4	9.06	10.29		5.10	8.38	10.24	11.45				10.40	11.59PM
D BRIDAL VEIL Ju 3.9	26.3	8.57	10.22		4.55	8.31	10.17	11.38				10.30	11.49
ROOSTER ROCK 3.3	22.4	8.50	10.17		4.47	8.26	10.11	11.33				10.22	11.42
TAYLOR 3.5	19.1	8.44	10.13		4.40	8.21	10.06	11.28				10.15	11.35
DN TROUTDALE Sn 2.4	15.6	8.37	10.08		4.33	8.16	10.01	11.22				10.05	11.22
FAIRVIEW Fa 5.5	13.2	8.32	10.04		4.28	8.12	9.56	11.16					
CLARNIE 3.3	7.7	8.23	9.55		4.20	8.03	9.48	11.08					
GRAHAM 2.5	4.4	8.16	9.49		4.14	7.57	9.42	11.00					
BRUN 1.3	1.9	8.07	9.42		4.08	7.52	9.38	10.53					
HEMLOCK 4.7	17.0											9.45	10.45
FIR 5.5	12.3											9.35	10.35
KENTON 1.2	6.8											9.20	10.20
PENINSULA JCT. 1.2	5.6											9.15	10.15
NORTH PORTLAND JCT. 1.2	6.8			1.20PM					11.38PM	6.55AM	8.00PM		
PENINSULA JCT. 1.5	5.6			1.17					11.34	6.50	7.55		
PENINSULA JCT. 1.2	5.6			1.17					11.34	6.50	7.55	9.15	10.15
ST. JOHNS JCT. 1.2	4.1			1.13					11.30	6.40	7.50	9.10	10.10
MILLROAD 1.3	2.9			1.10					11.25	6.35	7.40	9.05	10.05
DN-R ALBINA B 0.1	1.6			1.06						6.30AM	7.30PM	9.00PM	10.00PM
HARDING ST. 0.9	1.5								11.21				
EAST PORTLAND 0.6	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 (84.2)	0.0	8.00AM	9.35AM	1.00PM	4.00PM	7.45PM	9.30PM	10.45PM	11.15PM				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

Time.....	(2.50)	(3.35)	(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 58	
	975	977	691	563	41	39	561	35	33	37		August 23, 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	STATIONS		
P											0.0	Block Signals DN-R SEATTLE 3.1 DN-R ARGO 6.3 DN-R BLACK RIVER	Ow Jn Bi
Yard IWFTOYP	7.00AM		6.25PM								3.1		
1354 3401 IP	7.15AM		6.45PM								9.4		

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

P		9.00AM	8.10PM									35.7	Block Signals DN TACOMA JCT. 0.8 DN RESERVATION	Jn Rn
		9.10AM	8.20PM									36.5		

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

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

P			2.00PM	6.00AM									176.4	Block Signals NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.5 ST. JOHNS JCT. 1.2 MILLROAD 1.3 ALBINA 0.1 HARDING ST. 0.9 EAST PORTLAND 0.6 PORTLAND	(183.2)	
1415 YP													177.6			
P													179.1			
P													180.3			
P			2.45PM	7.35AM									181.6			
IP													181.7			
I													182.6			
													183.2			
		Arrive Mon., Wed. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily												
		(2.10) 15.4	(0.45) 6.9	(13.10) 13.9					(7.00) 26.2	(0.10) 18.6	(0.10) 18.6	(6.15) 29.3	(0.10) 18.6	(0.10) 18.6	(0.80) 23.2	Time Average Speed per Hour

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

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fifth Sub-Division schedules between Portland and North Portland Jct.

First class trains and 691 and 692 or their extras will register by registering ticket (Form 2642) at Black River.

Only such trains as originate or terminate in O.-W. R. R. & N. yard at Argo, will register at Argo.

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

Time Table No. 58 August 23, 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.	
Black Signals DN-R SEATTLE Ow	183.2	9.15AM	11.45AM	7.00PM	7.15PM	7.20PM	8.00PM	6.30AM			
3.1 DN-R ARGO	180.1	9.05AM	11.30AM	6.50PM	7.00	7.10PM	7.50PM	6.15			
6.3 DN-R BLACK RIVER Bi	173.8				6.45PM			6.00AM	6.45AM		3.00PM
									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	147.5			5.58PM			5.10AM				5.15AM		12.45PM
0.8 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.

Black Signals NORTH PORTLAND JCT	6.8			1.20PM			11.38PM						8.00PM	6.55AM
1.2 PENINSULA JCT.	5.6													
1.5 ST. JOHNS JCT.	4.1													
1.2 MILLROAD	2.9													
1.3 ALBINA	1.6												7.30PM	6.30AM
0.1 HARDING ST.	1.5													
0.9 EAST PORTLAND	0.6													
0.6 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.

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)
18.3	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. 58 August 23, 1925				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				8.45AM	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	9.05PM	10.10AM	41.3	DN-R	METOLIUS	Ms	106.0	5.45PM	5.00AM	4.00PM	4.30PM	
2680 W	9.05	7.15	9.20	10.20	46.2	D	MADRAS	Md	101.1	5.30	4.35	3.00	4.00	
2480	9.40	7.30	9.35	10.30	51.9		PAXTON		95.4	5.10	4.15	2.30	3.20	
2000 W	10.30	7.45	9.55	10.45	57.4	D	GATEWAY	Gw	89.9	4.50	3.45	2.00	3.00	
1280 WFP	11.30AM	8.15AM	10.25PM	11.05AM	65.6	R	SOUTH JUNCTION		81.7	4.20PM	3.15AM	1.05PM	2.30PM	
BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES														
P		8.50AM		11.25AM	76.0	D-R	NORTH JUNCTION	Jn	71.3	3.45PM			1.45PM	
1100		8.55		11.30	77.1		COVE CREEK		70.2	3.40			1.40	
1160		9.10		11.38	80.0		TWO SPRINGS		67.4	3.30			1.30	
475 P		9.40		11.59AM	88.1		McLENNON		59.2	3.05			1.00	
1150 WP		10.35		12.20PM	96.1	D	MAUPIN	Hf	51.2	2.40			12.20PM	
		11.05		12.40	104.5		SHERARS BRIDGE		42.8	2.10			11.10AM	
1290 WP		11.10		12.45	105.1		FARGHER		42.2	2.05			11.00	
1200		11.35		1.05	115.5		TUNNEL ONE		31.8	1.35			10.05	
1160 P		11.50AM		1.20	121.1		BLUFFS		26.2	1.20			9.45	
2650 W		12.35PM		1.50	133.0		MAYS		14.3	12.35			9.15	
310		1.00		2.05	137.4		FREE BRIDGE		9.9	12.20PM			9.00	
WY		1.30PM		2.30PM	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)	(6.30)	(1.20)	(5.45)	(7.50)	(1.45)	(2.55)	(8.00)
8.3	16.3	18.2	25.6	18.8	13.9	8.3	13.3

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

WESTWARD—Condon Branch—EASTWARD

Length of passing tracks in feet into clear and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Condon	Time Table No. 58 August 23, 1925				Distance from Arlington	SECOND CLASS	
	127 Mixed	107 Passenger		108 Passenger		128 Mixed				
	Leave Daily Ex. Monday	Leave Monday		Arrive Monday	Arrive Daily Ex. Monday					
10005 WFYP	8.45AM	9.30AM	0.0	D-R	CONDON	Cd	44.5	4.00PM	4.15PM	
1278	9.05	9.50	8.2		GWENDOLEN		36.3	3.25	3.40	
1485	9.20	10.05	12.2		SPEECE		32.3	3.05	3.20	
1450	9.35	10.20	15.9		CLEM		28.6	2.50	3.05	
1515 W	10.00	10.35	20.1		MIKKALO		24.4	2.30	2.45	
1400	10.20	10.50	24.8		BARNETT		19.7	2.15	2.25	
662 W	10.40	11.00	28.5		ROCK CREEK		16.0	1.55	2.05	
1480	11.00	11.25	37.2		SHUTLER		7.3	1.35	1.45	
2596 WFYP	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)	(2.15)	(2.45)	(3.00)
16.2	19.8	16.2	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. 58 August 23, 1925				Distance from Biggs	SECOND CLASS	
	125 Mixed	105 Mixed		106 Mixed		126 Mixed				
	Leave Sun. Wed. & Fri.	Lv Mon. Tues. Thurs. & Sat.		Ar Sun. Mon. Wed. & Fri.	Ar Mon. Tues. Thurs. & Sat.					
3385 WFYP	6.45AM		0.0	D-R	SHANIKO	Ni	69.7		6.15PM	
620	7.20		12.6		WILCOX		57.1		5.35	
902	7.35		17.2		KENT		52.5		5.20	
571	7.55		23.9		BOURBON		45.8		5.00	
1350 WT	8.20	8.20AM	31.2	D-R	GRASS VALLEY	Vy	38.5	4.40PM	4.40	
338 Spur	8.45	8.45	38.4		ERSKINE		31.3	4.00	4.00	
2694 W	9.05	9.05	42.7	D	MORO	Mr	27.0	3.40	3.40	
820	9.20	9.20	45.8		DE MOSS		23.9	3.20	3.20	
393	9.35	9.35	49.7		NISH		20.0	3.05	3.05	
3030 Spur	9.40	9.40	50.5		HAY CANYON		19.2	3.00	3.00	
125	10.00	10.00	54.1		SANDON		15.6	2.45	2.45	
932	10.05	10.05	55.5		KLONDIKE		14.2	2.40	2.40	
1744 W	10.30	10.30	60.0	D	WASCO	Wa	9.7	2.20	2.20	
190 Spur	10.45	10.45	62.6		SINK		7.1	2.05	2.05	
565	10.55	10.55	64.5		THORNBERRY		5.2	1.55	1.55	
4360 WFYP	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)	(3.15)	(3.05)	(4.40)
14.4	13.2	13.9	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 Jct.	Time Table No. 58 August 23, 1925				Distance from Heppner Jct.	SECOND CLASS	
	129 Mixed	109 Passenger		110 Passenger		130 Mixed				
	Leave Daily Ex. Monday	Leave Monday		Arrive Monday	Arrive Daily Ex. Monday					
2867 WTFF	9.10AM	9.25AM	0.0	D-R	HEPPNER	Hr	45.2	4.00PM	4.00PM	
1029 P	9.32	9.45	8.9		LEXINGTON		36.3	3.35	3.35	
	9.45	9.57	14.2		JORDAN		31.0	3.20	3.20	
1150 W	9.55	10.05	16.9	D	IONE	On	28.3	3.10	3.10	
	10.05	10.12	20.0		MoNAB		25.2	2.55	2.55	
835	10.20	10.23	25.4		MORGAN		19.8	2.41	2.41	
	10.30	10.30	27.5		MORSIL		17.7	2.35	2.35	
330 W	10.40	10.40	30.7		CECIL		14.5	2.25	2.25	
	10.50	10.50	34.3		EWING		10.9	2.15	2.15	
704	11.05	11.05	38.4		RHEA		6.8	2.05	2.05	
1780 TP	11.40AM	11.40AM	45.2	D-R	HEPPNER JCT.	Wl	0.0	1.45PM	1.45PM	
	Arrive Daily Ex. Monday	Arrive Monday			(45.2)			Leave Monday	Leave Daily Ex. Monday	

(2.30)	(2.15)	(2.15)	(2.15)
18.1	20.0	20.0	20.0

WESTWARD—Gray's Harbor 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 Centralia	Time Table No. 58		Distance from Hoquiam	FIRST CLASS				SECOND CLASS	
	987	161	119	115	117	577		August 23, 1925			118	578	116	120	988	162
	Way Freight	C.M.&St.P. Fast Frt.	C.M.&St.P. Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Passenger					C.M.&St.P. Passenger	Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Way Freight	C.M.&St.P. Fast Frt.
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
WFTYOP	10.00AM						0.0	DN-R	CENTRALIA 2.4	Da	57.5		1.45AM			8.45PM

WESTWARD—Tono Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	Distance from Tono	Time Table No. 58		Distance from Centralia
		August 23, 1925		
		STATIONS		
1380	WFOP	0.0	R TONO 5.8	8.0
		5.8	WABASH 2.2	2.2

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

IP	10 25AM				3.45AM	2.4	BLAKESLEE JUNCTION 2.8	55.1		1.30AM		8.20PM	
1359	P	10.35			f 3.55	5.0	D GALVIN Rk 7.2	52.5		f 1.20		8.10	
2285	P	10.55	2.43AM		f 4.10	12.2	R HELSING JUNCTION 1.5	45.3	2.55PM	f 1.05		7.50	8.00PM
2680	WP	11.15	2.50		s 3.55 s 4.15	13.7	DN INDEPENDENCE Nd 4.6	43.8	s 2.50 s 1.00			7.40	7.55
	P	11.30	3.05		f 4.04 f 4.30	18.3	BALCH 3.9	39.2	f 2.35 f 12.48			7.25	7.40
2718	P	11.45AM	3.20		s 4.12 f 4.45	22.2	D CEDARVILLE Cd 4.1	35.3	s 2.27 f 12.38			7.10	7.30
2687	P	12.05PM	3.35		f 4.20 f 5.00	26.3	LANKNER 2.6	31.2	f 2.19 f 12.26			6.55	7.20
	P	12.15	3.42		4.25 5.05	28.9	RONY 1.9	28.6	2.14 12.20			6.45	7.15
2353	P	12.25	3.50		f 4.30 f 5.10	30.8	SAGINAW 1.7	26.7	f 2.09 f 12.15			6.35	7.10
	WP	12.35	3.55		f 4.35 f 5.20	32.5	SOUTH ELMA 3.5	25.0	f 2.04 f 12.10AM			6.25	7.05
1747	P	12.50	4.05		f 4.44 f 5.30	36.0	FULLER 6.3	21.5	f 1.57 f 11.55PM			6.10	6.50
2744		1.15	4.30		f 4.57 f 5.50	42.3	R SOUTH MONTESANO 1.5	15.2	f 1.45 f 11.35			5.50	6.30
					4 57PM 1.30PM	42.3	R SOUTH MONTESANO 1.5	15.2		1.45PM 5.12PM			
					5 04PM 1.37PM	43.8	D MONTESANO Mo	16.7		1.38PM 5.05PM			
2744		1.30	4.30		f 5.12 f 5.50	42.3	R SOUTH MONTESANO 1.5	15.2	f 1.30 f 11.35			5.50	6.30
1623	P	1.55	4.35		f 5.15 f 5.55	43.8	MELBOURNE 2.9	13.7	f 1.27 f 11.30			5.35	6.05
1751	P	2.20	4.45		f 5.22 f 6.05	46.7	PREACHER'S SLOUGH 2.1	10.8	f 1.21 f 11.20			5.22	5.50
1294						48.8	BLUE SLOUGH 2.4	8.7					
1915	WFTYOP	2.40	5.00		s 5.35 s 6.20	51.2	D-R COSMOPOLIS Cs 2.1	6.3	s 1.13 s 11.10			4.55	5.35
						53.3	N. P. CROSSING 0.6	4.2					
4135	WYOP	2.55PM	5.15AM		5.45PM 6.30AM	53.9	DN-R ABERDEEN Sa 3.6	3.6	1.05PM 11.00PM			4.40PM	5.20PM

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

WFTYOP	8.0	DN-R	CENTRALIA	Da	0.0
			(8.0)		

Register for Wabash is located at Centralia.

WESTWARD—Primo Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	Distance from Primo	Time Table No. 58		Distance from Cosmopolis
		August 23, 1925		
		STATIONS		
462		0.0	PRIMO 7.9	13.1
1002		7.9	BRIDGES 5.2	5.2
1915	WYOP	13.1	D-R COSMOPOLIS (13.1)	0.0

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

WFTYOP	3.10PM	6.00AM			6.00PM	7.15AM	57.5	DN-R	HOQUIAM	Ho	0.0	12.50PM	10.40PM		4.25PM	5.00PM	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(57.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
	(5.10) 11.1	(3.17) 13.8	(0.07) 12.8	(0.07) 12.8	(2.10) 20.9	(4.15) 14.0						(2.05) 21.7	(3.05) 18.7	(0.07) 12.8	(0.07) 12.8	(4.20) 13.2	(3.00) 15.1

Time shown at Hoquiam and Centralia is for information only. At these stations trains will be governed by time table of Northern Pacific Ry. Trains 117 and 118 will register at Primo Branch Junction switch, Cosmopolis. Train register for Blakeslee Junction is located at Centralia. Train arriving South Montesano as No. 118 will run as No. 115, South Montesano to Montesano, and will run as No. 116, Montesano to South Montesano. Train arriving South Montesano as No. 117 will run as No. 119, South Montesano to Montesano, and will run as No. 120, Montesano to South Montesano.

WESTWARD—Olympia Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Chambers Prairie	Time Table No. 58		Distance from Olympia	FIRST CLASS	
	123	121		August 23, 1925			122	124
	Passenger	Passenger					Passenger	Passenger
	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily
PY	4.50PM	3.35PM	0.0	DN-R	CHAMBERS PRAIRIE Ma 7.4	7.4	3.25PM	4.40PM
PWFY	5.15PM	4.00PM	7.4	D-R	OLYMPIA Oa (7.4)	0.0	3.00PM	4.10PM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily
	(0.25) 17.8	(0.25) 17.8					(0.25) 17.8	(0.30) 14.8

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

FIRST DIVISION

SPECIAL RULES

PASSENGER TRAINS

1. Nos. 1 and 2 will stop on flag at Montavilla, Corbett, Crusher, Latourell, Multnomah Falls, Warrendale, Eagle Creek, 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. 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 Deschutes River bridge between Miller and Celilo. All trains will approach gauntlet track under control, stop at established stop boards, and will not exceed 15 miles per hour through gauntlet track. When home signal at the approach to gauntlet track indicates stop train may proceed when signal clears or by sending a flagman ahead sufficient distance to insure full protection. When opposing trains approach at the same time, eastward trains must stop before passing home signal 600 feet west of approach 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 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 Rules 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) Passing track at South Montesano commences at crossover at west wye switch and extends west to main track. Track east of crossover will be considered team and storage track.
- (i) Double track switch Aberdeen, located 250 feet east of passenger station, will be left set and locked for eastward trains.
- (j) Switches for wye at Sherman will be left set and locked for main track.
- (k) 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.
23. On double track within yard limits at The Dalles and Seattle trains and engines will use right hand track in the direction they are moving.
24. All trains and engines will stop at established stop boards and not proceed onto draw span of bridge between Montesano and South Montesano until they have called for, received and acknowledged proceed signal from bridge operator, and in addition will be governed by position of derail switch located 128 feet east and derail switch located 195 feet west of trestle leading to drawbridge. Between the hours of 6:15 P. M. and 9:15 A. M. drawbridge span will be left open for river traffic and derail switches will be set in derail position. If necessary for train or engine to use drawbridge between these hours, engineer will sound one long, one short and one long (— o —) blasts of engine whistle to call bridge operator on duty, and if bridge operator does not respond promptly person in charge of train or engine will send a member of train or engine crew to operator's house to notify him that bridge is to be used.
25. Movement of westward Primo Branch trains or engines from Junction Switch, Cosmopolis, to Cosmopolis Station, will be governed by Home Block signal 499. If this signal fails to change to proceed position when junction switch is opened, Grays Harbor Branch main track must not be occupied until protected as required by Rule 509 against eastward trains and Rule 99 against westward trains on Grays Harbor Branch. Trains and engines moving eastward from Cosmopolis will be governed by Home Block signal 508 located just east of that point, and westward Grays Harbor Branch trains and engines will be governed by Home Block signal 501, located just west of Blue Slough, complying with Block Signal Rules.
26. Movement of westward C. M. & St. P. trains or engines from Junction Switch at Helsing Junction to Independence station will be governed by Home Block signal 125. If this signal fails to change to proceed position when junction switch is opened, Grays Harbor Branch main track must not be occupied until protected as required by Rule 509 against eastward trains and Rule 99 against westward trains on Grays Harbor Branch. Movement of westward O.-W. R. R. & N. trains or engines on Grays Harbor Branch main track from Junction Switch at Helsing Junction to Independence station will be governed by Home Block signal 127. When a train or engine is stopped by this signal Rule 509 will govern. Trains and engines moving eastward from Independence will be governed by Home Block signal 132 located just east of that point, complying with Block Signal Rules.

SPECIAL RULES---Continued

AUTOMATIC TRAIN CONTROL RULES COVERING AUTOMATIC TRAIN CONTROL OPERATION BETWEEN PORTLAND AND THE DALLES VIA GRAHAM

Automatic Train Control Rules

Definition:

302. **AUTOMATIC TRAIN CONTROL:** A method of mechanically controlling train movements, independent of the engineman, should it become necessary.

CAB INDICATOR



(a) INDICATION — PROCEED:



(b) INDICATION — STOP OR REDUCE SPEED.

Enginemen and Trainmen

- (c) Automatic train control cab indicators supplement automatic block signals in governing the use of blocks, and do not supersede the superiority of trains, nor dispense with the observance of rules governing the use of automatic block or interlocking signals or other signals whenever and wherever they may be required, except to the extent specifically authorized in Special Rule (h) herein contained.
- (d) The normal indication of automatic train control cab indicator is "Proceed."
- (e) When the cab indicator shows red, engineman will acknowledge with acknowledging valve, and if speed is in excess of twenty (20) miles an hour, must immediately reduce speed to less than twenty (20) miles an hour.
- (f) When cab indicator changes from green to red after having passed home block signal in "proceed" position, engineman must immediately reduce speed to six (6) miles an hour and not exceed that speed to the next signal in advance, expecting to find a train in the block, broken rail, obstruction, or switch not properly set.
- (g) If cab indicator changes from green to red when within view of a distant block signal in advance, or after passing a distant block signal indicating "proceed," engineman will proceed at such speed below twenty (20) miles an hour as will enable him to stop before reaching the next home block signal in advance.
- (h) When the speed of a train is restricted by automatic train control, or train is proceeding after having been stopped by automatic home block signal or automatic train control, if the cab indicator changes from red to green, the train may resume normal speed after engine has moved one train length beyond the point where the cab indicator changed from red to green.
- (i) Within automatic train control territory, when moving over a track which is not equipped with automatic train control circuits, the train or engine must be kept below a speed of twenty (20) miles an hour.
- (j) An engineman of a train entering a block as provided for by these rules, will be held responsible in case of accident caused by overtaking a preceding train. This does not relieve enginemen and trainmen from protecting their train as required by the rules.
- (k) When an engine is running backward, or is pushing cars, it must proceed at a speed less than twenty (20) miles an hour, to avoid an automatic brake application.
- (l) If the indications of the cab indicator and the automatic block signal do not correspond, engineman must promptly report the fact to the train dispatcher from the first available point of communication, giving signal and engine number.
- (m) When cab indicator displays continuous red indication passing two consecutive home block signals seen to be in proceed position, engineer may cut out pneumatic portion of the automatic train control equipment and proceed at normal speed, being governed by automatic block signals.

- (n) At the first available telephone booth or telegraph office, engineer will consult with dispatcher to ascertain if dispatcher has knowledge as to trouble with train control circuit or track being blocked and if dispatcher has no knowledge as to track being blocked train may continue from that point at normal speed, being governed by automatic block signals.
- (o) If after proceeding, cab indicator for a distance of five miles displays green indication continuously, engineer will cut in pneumatic equipment.
- (p) When dispatcher has knowledge that train control power has failed he will so advise train and enginemen by train order; engineman will then cut out train control pneumatically. When cab indicator shows green, indicating that power is restored, engineman will then cut in train control pneumatically.
- (q) Train control equipment on an engine is sealed in cut-in position. In case train control equipment on engine fails, or track circuits become inoperative, pneumatic portion should be cut out.

GENERAL TRAIN CONTROL RULES

- (r) Train control wires are located on top cross arm of automatic block signal pole line between Portland and The Dalles and carry a current of 2300 volts.
This current would be fatal to anyone coming in contact with it, and these wires must not be touched by persons or portable telephone and telegraph poles, nor by any other rods, tools or wires, etc., nor struck by booms of steam derricks, locomotive cranes, pile drivers, ditchers, etc.

De-energizing Line.

- (s) When employes are to perform any work where they are liable to come in contact with wires, or when necessary to perform work around or near train control wires with any machinery or appliances, which are liable to come in contact with them, Dispatcher must be notified. Dispatcher will then notify Signal Maintainer and before such work is started, Signal Maintainer must de-energize the portion of line where work is to be performed. Person in charge must not start such work until he has received written instructions from the signal maintainer that he has de-energized the line.

Re-energizing Line.

- (t) The Signal Maintainer, after de-energizing line as above, must not re-energize the line until he has received written statement from the person in charge of the work that no more work will be performed where employes, machinery or appliances are liable to come in contact with train control wires. Maintainer, after re-energizing line, will so advise dispatcher.

Trouble on Wires.

- (u) All employes are to report to the Train Dispatcher, as soon as possible, any unusual appearances or conditions of any of the wires or their supports, including collection of sleet on wires, so that any needed attention may be given without delay.
In case high voltage train control wires come in contact with, or are liable to come in contact with, cars or structures, have line de-energized by communicating with train dispatcher or any operator and a signal maintainer; pull wires clear of cars or structures, with pole or any other non-conductor device, and use Pyrene extinguisher if available to extinguish fire.
Employes are reminded that any wire or wires may become crossed with the high voltage wires and great care must be exercised to avoid coming in contact with any wires whatsoever which might cause a hazard.
Operator at Hood River or Towerman at East Portland can de-energize the line at any point desired where pole switches are located. The circuits are located between Portland and Cascade Locks with power feeding line at Milepost 6 and between Cascade Locks and The Dalles with power feeding line at Hood River.

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 ^s	3500 to 3514	625	1660	1265	1445	1595	1395	2500	1295	1390	1645	1690	2115	1730	1060	815	2090	1670	1670	685	2090
P. 77	22 143 ^s 28	3200 to 3203																				
P. 77	22 135 ^s 28	3204 to 3207	795	2115	1500	1825	2040	1765	3185	1600	1730	2100	2160	2700	2200	1190	1035	2665	2125	2125	875	2665
P. 77	22 149 ^s 28	3208 to 3217																				
T. 69	22 159 28 161 ^s	1742 to 1754	890	2360	1690	2025	2265	1965	3555	1920	2010	2330	2395	3035	2460	1480	1155	2970	2375	2375	975	2970
T. 63	22 160 28 162 ^s	1755 to 1760	975	2585	1875	2225	2475	2155	3895	1950	2200	2555	2620	3285	2690	1560	1265	3255	2600	2600	1070	3255
P. 77	25 167 ^s 28	3218 to 3225	1030	2730	2100	2355	2625	2280	3185	2120	2320	2700	2775	3275	2845	1550	1340	3440	2745	2745	1130	3440
C. 57	15 1/2-26 167 30	711 to 714 716 and 717																				
C. 57	20 1/2 167 30	710, 715 718, 724	1000	2395	2035	2060	2300	1990	3690	2085	2300	2275	2340	3040	2550	1475	1200	3085	2465	2465	1010	3085
C. 57	20 1/2 172 30	719 to 723																				
C. 57	22 179 30	725 to 729	1150	3060	2570	2650	2940	2560	4610	2400	2650	3030	3115	3900	3185	1860	1500	3850	3080	3080	1265	3850
C. 57	22 187 30 190 ^s	730 to 768																				
MK. 57	23 1/2 207 ^s 30	2100 to 2165	1340	3600	2850	3100	3500	3000	5375	2695	2965	3500	3600	4500	3710	2175	1745	4500	3585	3585	1475	4500

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

EXAMPLE:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:
 C.57 $\frac{22}{30}$ 187

BRANCHES

CLASSIFICATION	ENGINE NUMBERS	CENTRALIA and HOQUIAM				CENTRALIA and TONO	COS-MOPOLIS and PRIMO	CHAMBERS PRAIRIE and OLYMPIA	SHERMAN and BEND					BIGGS and SHANIKO					ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER					
		EASTWARD		WESTWARD					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																										
T. 55	18 71 24	1701 to 1708	470	965	1220	495	1035	475	535																			
M. 57	18 91 24	4200 to 4208	470	965	1320	551	1035	520	590																			
T. 63	19 92 24	1709 to 1714	510	1020	1310	540	1120	510	575																			
T. 63	20 113 24	1715 to 1726	625	1260	1660	695	1340	660	545	690	987	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	15 1/2-26 145 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 ^s	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 ^s	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	15 1/2-26 167 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	20 1/2 167 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	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 ^s	730 to 768																										

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Albina to Troutdale.....	6000	3000
East Portland to Montavilla.....	3000
Bonneville to Cascade Locks.....	3000
The Dalles to Seufert.....	6000	3000
Umatilla to Arlington.....	6000	3000
The Dalles to Dodson.....	6000	3000
Troutdale to Clarnie.....	6000	3000
Albina to Kalama.....	6000	3000
Kalama to Vader.....	6000	3000
Vader to Napavine.....	3000
Centralia to Tacoma.....	6000	3000
Tacoma to Centralia.....	6000	3000
Centralia to Napavine.....	3000
Napavine to Vancouver.....	6000	3000
Sherman to North 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

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	" 47.0
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
		Midson	" 11.6
CONDON BRANCH		OLYMPIA BRANCH	
Smythe	M. P. 13.7	Zanaton	M. P. 1.8
HEPPNER BRANCH			
Harriett	M. P. 3.0		

LIST OF SURGEONS

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

Name	Title	Place	District
M. K. HALL	Assistant Chief Surgeon	Portland, Pittock Block	Portland
HARRY M. BOUVY	{ Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
JOHN W. McCOLLOM	Eye, Ear, Nose and Throat	Portland, Morgan Bldg.	Portland
ARCHIE C. VANCE	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 Behs.
I. R. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and Primo Behs.
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.

YARD LIMIT BOARDS ARE LOCATED AT FOLLOWING STATIONS

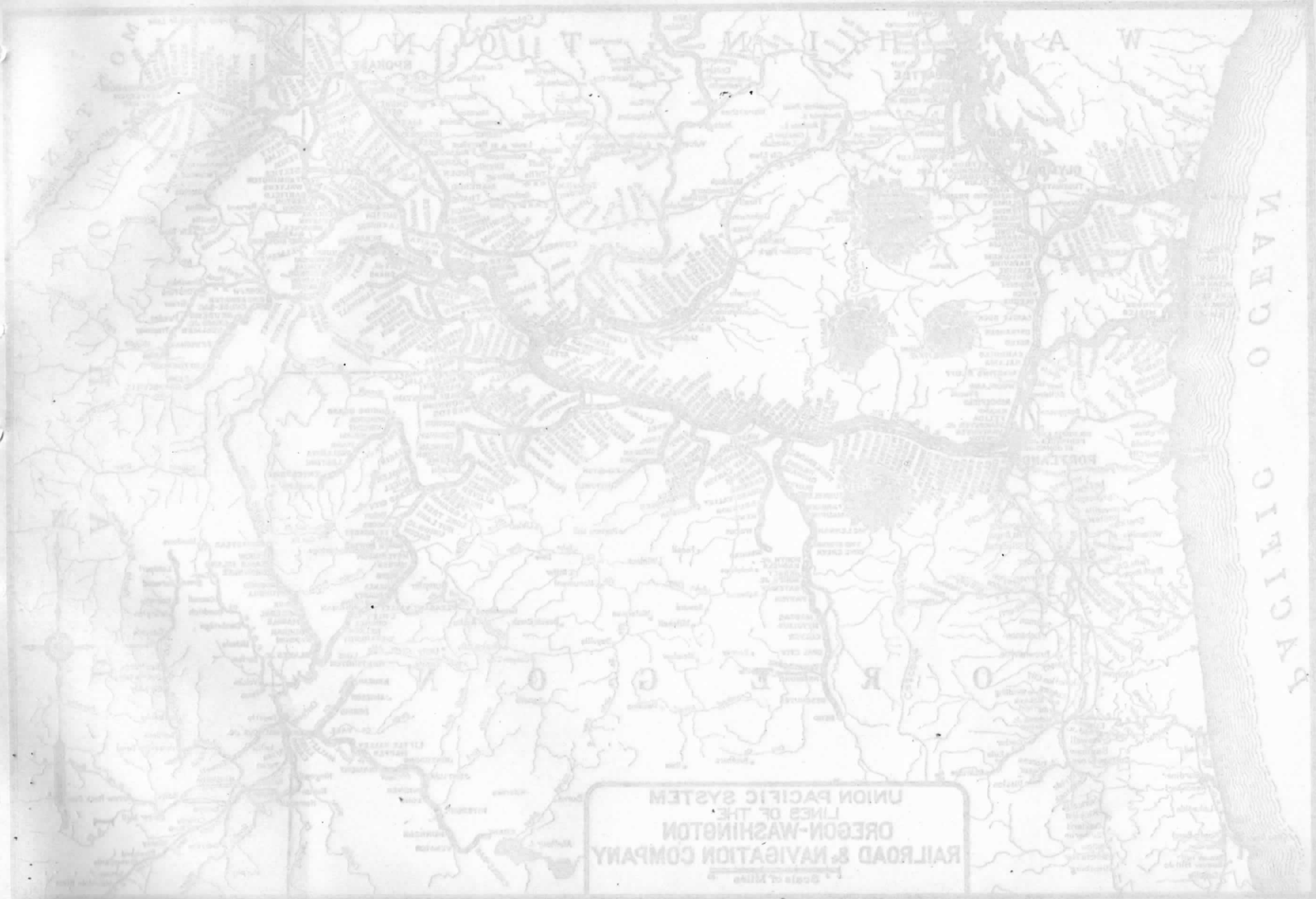
Portland	Erskine
East Portland	Grass Valley
Albina	Bourbon
Peninsula Jct.	Kent
Kenton	Wilcox
Troutdale	Shaniko
Hood River	Shutler
The Dalles	Rock Creek
Sherman	Barnett
Biggs	Mikkalo
Arlington	Clem
Messner	Speece
Umatilla	Gwendolen
North Portland	Condon
North Portland Jct.	Rhea
Tacoma	Ewing
Black River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

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



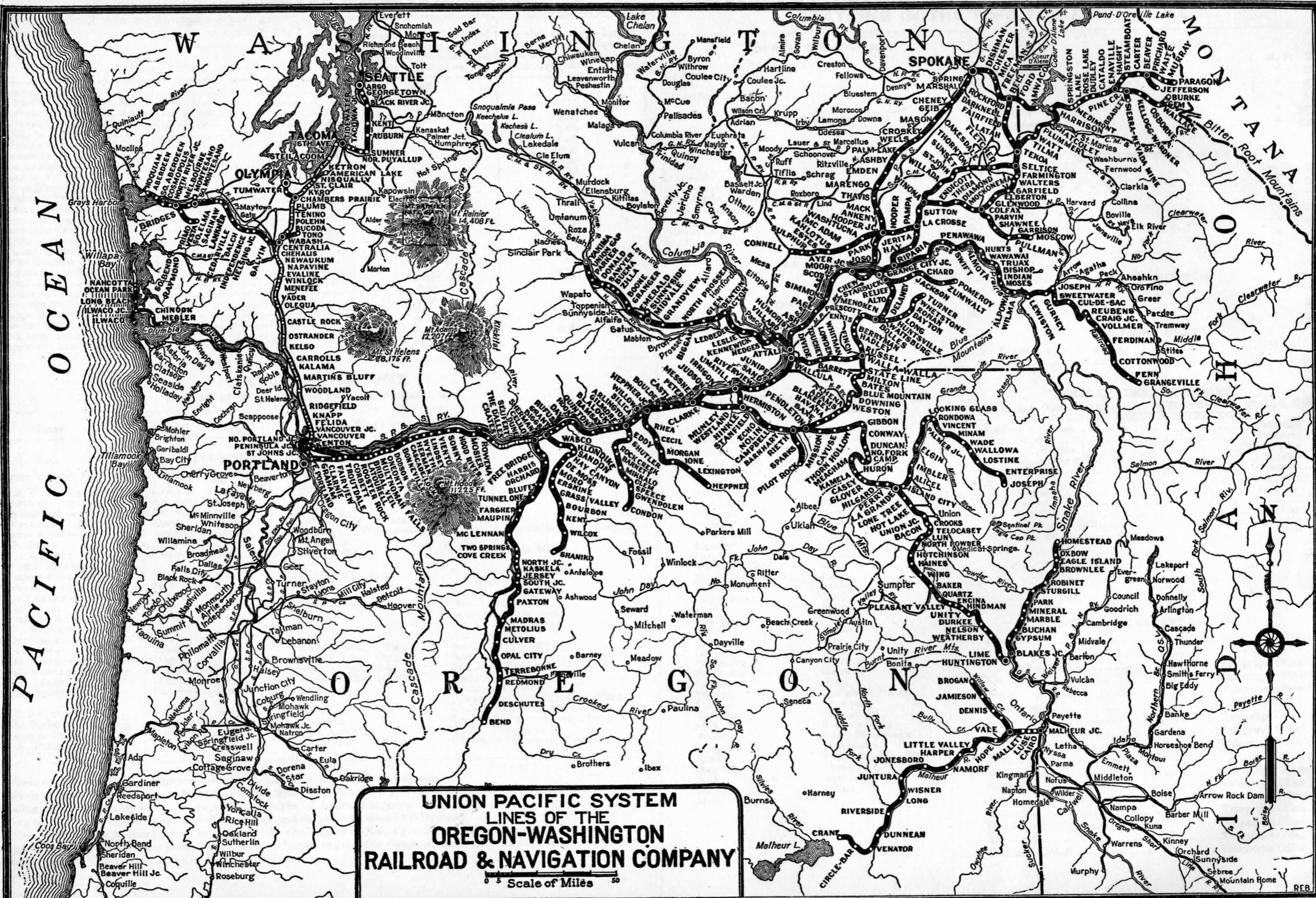
RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE
UNION PACIFIC SYSTEM
Scale of Miles

1.1
1.0
0.0
0.2
0.5
0.2
0.9
0.0
0.2
0.2
0.6
0.3
0.8
0.3
0.6
1.8

PACIFIC OCEAN

W A

O R O



UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY
0 5 Scale of Miles 50