UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYES' TIME TABLE

63

To Take Effect Sunday, July 18, 1926

at 12:01 A. M. "Pacific Time"

For the Government and Information of Employes Only, and not intended for the use of the public.
The Right is Reserved to vary from this Time Table at pleasure.

JAMES. KERNS & ABBOTT CO. PORTLAND, OREGON

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

G. L. WHIPPLE,
GENERAL SUPERINTENDENT TRANSPORTATION.

FIRST DIVISION

A. BUCKLEY,
Superintendent, PORTLAND, OREGON.

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

M. C. WILLIAMS,
ASSISTANT SUPERINTENDENT, Portland, Oregon.

H. M. TURNER, CHIEF DISPATCHER, Portland, Oregon
B. B. JOHNSON, NIGHT CHIEF DISPATCHER, " "
H. D. AULD, DISPATCHER, " "
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. 63 July 18, 1926	Distance from Portland	FIRST CLASS							SECOND CLASS			
		255 Time Freight	17 Passenger	29 Passenger	1 Passenger	25 Passenger	11 Passenger	5 Mail	23 Passenger				30 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	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		10.10AM	4.00AM			6.10PM		6.34PM	2.30PM	0.0	HUNTINGTON	389.5			12.35AM	6.40AM		12.40PM	2.25PM	7.00PM			
		4.45PM	8.00AM			10.15PM		9.25PM	6.30PM	99.5	LA GRANDE	290.0			8.35PM	2.45AM		8.45AM	10.40AM	6.45AM			
			11.20AM		8.30AM	1.15AM		12.10AM	10.00PM	173.8	PENDLETON	215.7			5.00PM	11.15PM		5.35AM	7.00AM				
		11.30PM								177.5	RIETH	212.0		4.30PM						5.15PM			
		5.15AM			10.00AM		2.30AM		12.20AM	215.8	UMATILLA	183.0		2.55PM			12.55AM	3.40AM	5.00AM	10.30AM			
		1.00PM	3.30PM	1.30PM	1.10PM	5.30AM	4.55AM	4.00AM	3.35AM	305.3	THE DALLES	84.2	11.20AM	11.30AM	12.15PM	7.00PM	10.20PM	12.10AM	1.20AM	1.40AM			
			6.15PM	4.30PM		8.30AM	7.30AM	6.30AM	7.15AM	389.5	PORTLAND	0.0	8.30AM		9.35AM	4.00PM	7.45PM	9.30PM	10.45PM				
		6.20PM								394.3	ALBINA	1.6								8.30PM			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		(32.10) 12.2	(14.15) 27.3	(3.00) 28.0	(4.40) 30.0	(14.20) 27.2	(5.00) 36.6	(11.56) 32.6	(16.45) 23.5		Time / Average Speed Per Hour		(2.50) 29.7	(5.00) 28.1	(15.00) 25.9	(14.40) 26.5	(5.10) 35.4	(15.10) 28.8	(15.40) 24.8	(46.30) 8.6			

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				691 Time Freight	FIRST CLASS 43 C.M.&St.P. Passenger 18	41 C.M.&St.P. Passenger 15	37 C.M.&St.P. Passenger 16	35 C.M.&St.P. Passenger 17	563 Passenger	561 Passenger	Distance from Seattle	Time Table No. 63 July 18, 1926	Distance from Portland	FIRST CLASS 562 Passenger	564 Passenger	32 C.M.&St.P. Passenger 17	34 C.M.&St.P. Passenger 16	38 C.M.&St.P. Passenger 15	42 C.M.&St.P. Passenger 18	SECOND CLASS 692 Time Freight				
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
					8.30PM	7.15PM	9.30AM	8.00AM	11.15PM	1.00PM	0.0	SEATTLE	183.2	7.15PM	6.30AM	7.45AM	9.15AM	7.00PM	8.05PM					
				6.25PM	8.40PM	7.25PM	9.40AM	8.10AM			3.1	ARGO	180.1			7.32AM	9.00AM	6.50PM	7.50PM	6.45AM				
				8.30PM					12.40AM	2.25PM	38.1	TACOMA	145.1	5.50PM	5.00AM					5.00AM				
				12.05AM					2.30AM	4.05PM	92.1	CENTRALIA	91.1	4.15PM	2.20AM					12.30AM				
				7.35AM							181.6	ALBINA	1.6							7.30PM				
									6.15AM	7.15PM	183.2	PORTLAND	0.0	1.00PM	11.15PM									
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(183.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				(13.10) 13.5	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(7.00) 26.2	(6.15) 29.3		Time / Average Speed per Hour		(6.15) 29.3	(7.15) 25.2	(0.13) 14.0	(0.15) 12.4	(0.10) 18.6	(0.15) 12.4	(11.15) 15.9				

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				251 Time Freight	FIRST CLASS 11 Passenger	75 Passenger	77 Passenger	Distance from Spokane	Time Table No. 63 July 18, 1926	Distance from Umatilla—Pendleton	FIRST CLASS 12 Passenger	76 Passenger	78 Passenger	SECOND CLASS 252 Time Freight				
				Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
				6.00PM	9.10PM	4.40PM	7.35AM	0.0	SPOKANE	251.4	6.30AM	11.00AM	5.25PM	12.30AM				
						10.05PM	12.55PM	147.8	RIPARIA	103.6		5.10AM	11.55AM					
				1.00AM	11.42PM	10.50PM		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 12.10AM		12.01PM				
				8.00AM	2.10AM			184.5	UMATILLA	0.0	1.00AM			10.30AM				
							1.20PM	156.5	STARBUCK	94.9			11.25AM					
						4.15AM	3.10PM	204.6	WALLA WALLA	46.8		11.00PM	9.25AM					
							4.55PM	251.4	PENDLETON	0.0			7.50AM					
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				(14.00) 13.2	(5.00) 36.9	(11.35) 21.5	(9.20) 26.9		Time / Average Speed per Hour		(5.30) 33.5	(12.00) 20.8	(9.35) 26.2	(14.00) 13.2				

FOURTH SUB-DIVISION—Umatilla and The Dalles—WESTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 251 Time Freight Leave Daily	SECOND CLASS 255 Time Freight Leave Daily	FIRST CLASS 29 Passenger Leave Daily	FIRST CLASS 17 Passenger Leave Daily	FIRST CLASS 1 Passenger Leave Daily	FIRST CLASS 25 Passenger Leave Daily	FIRST CLASS 11 Passenger Leave Daily	FIRST CLASS 5 Mail Leave Daily	FIRST CLASS 23 Passenger Leave Daily	Distance from Huntington		STATIONS		Block Signals
	WFTYP	10.45AM	5.15AM			10.00AM		2.30AM		12.20AM	215.8		DN-R **UMATILLA**	Cs	
3110	P	11.00	5.25			10.06		2.36		12.28	220.0		BAILEY 3.2		
3200	P	11.10	5.35			s10.12		2.41		**12.40**	223.2		D IRRIGON 3.7	Go	
3200	P	11.25	5.45			f10.18		**2.48**		12.48	226.9		JUDSON 6.3		
4720	WFYP	11.45	6.00		s 1.10PM	s10.27	s 3.15AM	s 3.00	s 1.45AM	s12.58	223.9		DN-R **MESSNER** 1.8	Fe	
		11.50	6.04		1.12	f10.31	3.17	3.02	1.47	f 1.00	225.7		BOARDMAN 1.8	Bd	
3118	P	11.55AM	6.08		1.15	10.34	3.20	3.05	1.50	1.03	227.5		PETERS 3.9		
3260	P	12.10PM	**6.20**		1.20	f10.40	3.25	3.10	**1.56**	1.08	231.4		CASTLE 5.8		
3110	P	12.30	6.40		1.28	10.48	3.33	3.16	**2.05**	1.16	237.2		BOULDER 4.0		
	TP	12.45	6.55		1.33	s10.53	3.38	3.21	2.11	s 1.22	241.2		DN **HEPPNER JCT.** 1.5	Wi	
3043	P	12.50	7.00		**1.35**	f10.56	**3.40**	3.23	2.14	**1.26**	242.7		WILLOWS 4.4		
3080	P	**1.25**	7.15		1.42	11.04	3.50	**3.28**	2.20	**1.35**	247.1		SILICA 4.6		
6920	WTP	1.40 **2.10**	7.30		s **1.50**	s11.12 11.22	s 4.00	s 3.35	s 2.28	s 1.45	251.7		DN **ARLINGTON** 3.7	Mx	
3975	P	2.25	7.45		**2.00**	11.28	4.06	3.40	2.34	1.52	255.4		GILMORE 4.5		
4946	WP	2.40	7.55		2.07	f11.36	4.11	3.46	2.40	2.00	259.9		BLALOCK 4.0		
3745	P	2.50	8.05		2.14	11.42	**4.17**	3.52	**2.45**	2.06	263.9		RAMSAY 2.4		
3217	P	2.58	8.10		2.18	s11.47	4.20	**3.55**	2.50	2.10	266.3		N QUINTON 4.3	C	
4900	P	3.10	8.20		2.24	f11.55AM	4.25	4.00	2.56	2.16	270.6		HOOK 4.0		
3500	P	3.20	8.30		2.30	f12.01PM	4.29	4.05	3.03	**2.24**	274.6		GOFF 2.8		
2775	WP	3.30	8.38		2.35	f12.06	4.33	4.09	3.07	2.30	277.4		DAY 2.7		
5000	P	3.36	8.45		2.39	s**12.16**	4.36	4.13	**3.11**	2.38	280.1		RUFUS 2.6		
3495	P	3.42	8.52		2.43	f12.20	4.40	4.16	3.15	2.44	282.7		GRANT 2.9		
4360	YP	3.50	9.00		2.48	s12.25	4.45	4.20	3.20	s **2.50**	285.6		DN **BIGGS** 2.1	Bx	Double Track
950	WP	4.00	9.08	12.50PM	2.52	f12.30	4.49	4.24	3.23	2.55	287.7		D **SHERMAN** 1.5	Vo	
2750		4.05	9.12	12.53	2.55	f12.33	4.52	4.26	3.26	2.58	289.2		MILLER 3.9		
2625		4.15	9.30	1.00	3.02	f12.38	4.58	4.31	3.33	3.06	293.1		CELILO 1.2		
		4.20	9.33	1.02	3.04	12.40	5.00	4.33	3.36	3.12	294.3		**OREGON TRUNK JCT.** 3.5		
3678		4.30	9.45	1.07	3.09	12.50	5.07	4.38	3.42	3.15	297.8		DUNE 7.5		
	WFTOP	5.00PM	10.10AM	1.20PM	3.25PM	1.10PM	5.25AM	4.50AM	4.00AM	3.30AM	305.3		DN-R **THE DALLES** Dk-Wh		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(98.8)		
		(6.15)	(4.55)	(0.30)	(2.15)	(3.10)	(2.10)	(2.20)	(2.15)	(3.10)				Time	
		15.8	20.2	35.2	36.1	31.2	37.5	42.4	36.1	31.2				Average Speed per Hour	

Time Table No. 63

July 18, 1926

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. 63
July 18, 1926

	STATIONS		Distance from Portland	FIRST CLASS 6 Express	24 Passenger	2 Passenger	18 Passenger	26 Passenger	12 Passenger	30 Passenger	SECOND CLASS 256 Time Freight	258 Time Freight
				Arrive Daily	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	
	4.2											
	BAILEY		178.8	3.05	4.42	f 2.40			12.45		7.45	
	3.2											
D	IRRIGON	Go	175.6	2.55	f 4.36	s 2.34			**12.40**		7.30	
	3.7											
	JUDSON		171.9	**2.48**	4.30	f 2.26			12.35		7.15	
	6.3											
DN-R	**MESSNER**	Fe	165.6	s 2.30	s 4.18	s 2.15	s 3.05PM	s 9.20PM	s12.25		6.50	2.15AM
	1.8											
	BOARDMAN	Bd	163.8	2.25	f 4.15	s 2.11	3.00	9.15	12.19		6.40	2.10
	1.8											
	PETERS		162.0	2.22	4.12	2.08	2.56	9.12	12.17		6.35	2.05
	3.9											
	CASTLE		158.1	2.16	4.05	f 2.00	2.48	9.06	12.13		**6.20**	**1.56**
	5.8											
	BOULDER		152.3	**2.05**	3.55	1.48	2.38	8.58	12.06		5.55	1.39
	4.0											
D	**HEPPNER JCT.**	Wi	148.3	**1.50**	s 3.45	s 1.39	2.30	8.51	12.01AM		5.40	1.30
	1.5											
	WILLOWS		146.8	1.45	**3.40**	f **1.35**	2.27	8.49	11.58PM		5.30	**1.26**
	4.4											
	SILICA		142.4	**1.35**	**3.28**	**1.25**	2.20	8.43	11.52		5.15	1.10
	4.6											
DN	**ARLINGTON**	Mx	137.8	s 1.25	s 3.08	s 1.16 1.06	s **2.10**	s 8.35	s11.45		5.00	1.00
	3.7											
	GILMORE		134.1	1.20	2.58	12.59	**2.00**	8.27	11.38		4.45	12.49
	4.5											
	BLALOCK		129.6	1.14	2.52	f12.52	1.48	8.21	11.33		4.30	12.40
	4.0											
	RAMSAY		125.6	1.08	**2.45**	12.45	1.38	8.14	11.27		**4.17**	12.30
	2.4											
N	QUINTON	Qn	123.2	1.05	2.38	f12.40	1.35	8.10	11.24		**3.55**	12.25
	4.3											
	HOOK		118.9	1.00	2.30	f12.32	1.28	8.03	11.18		3.40	12.15
	4.0											
	GOFF		114.9	12.55	**2.24**	f12.27	1.18	7.57	11.13		3.30	12.05AM
	2.8											
	DAY		112.1	12.51	2.15	f12.21	1.12	7.53	11.09		3.20	11.57PM
	2.7											
	RUFUS		109.4	12.47	2.10	s**12.16**	1.08	f 7.49	11.05		**3.11**	11.48
	2.6											
	GRANT		106.8	12.44	2.05	f12.08	1.02	7.45	11.01		3.00	11.40
	2.9											
DN	**BIGGS**	Bx	103.9	12.40	s 2.00	s12.01PM	12.55	f 7.40	10.57		**2.50**	11.32
	2.1											
D	**SHERMAN**	Vo	101.8	12.36	1.55	s11.56AM	s12.50	7.36	10.53	12.05PM	2.33	11.25
	1.5											
	MILLER		100.3	12.34	1.52	f11.54	12.45	f 7.33	10.50	f11.59AM	2.28	11.15
	3.9											
	CELILO		96.4	12.29	1.45	f11.49	12.38	f 7.25	10.42	f11.54	2.20	11.04
	1.2											
	OREGON TRUNK JCT.		95.2	12.27	1.42	11.47	12.35	7.22	10.40	11.52	2.16	11.00
	3.5											
	DUNE		91.7	12.22	1.35	11.42	12.30	7.17	10.35	11.47	2.08	10.45
	7.5											
DN-R	**THE DALLES**	Dk-Wh	84.2	12.10AM	1.20AM	11.30AM	12.15PM	7.00PM	10.20PM	11.35AM	1.40AM	10.30PM
	(98.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time			(3.10)	(3.30	(3.20)	(2.50)	(2.20)	(2.35)	(0.30)	(6.20)	(3.45)
	Average Speed per Hour			31.2	28.2	29.6	28.7	34.9	38.2	20.0	15.6	21.7

Block Signals — Double Track

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

Time Table No. 63
July 18, 1926

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 977 Way Freight Leave Daily Ex. Sunday	SECOND CLASS 691 Time Freight Leave Daily	SECOND CLASS 255 Time Freight Leave Daily	FIRST CLASS 561 Passenger Leave Daily	FIRST CLASS 17 Passenger Leave Daily	FIRST CLASS 29 Passenger Leave Daily	FIRST CLASS 25 Passenger Leave Daily	FIRST CLASS 11 Passenger Leave Daily	FIRST CLASS 5 Mail Leave Daily	FIRST CLASS 23 Passenger Leave Daily	FIRST CLASS 563 Passenger Leave Daily	Distance from Huntington	STATIONS	Block Signals
	WFTOP			12.10PM		3.30PM	1.30PM	5.30AM	4.55AM	4.05AM	3.35AM		305.3	DN-R **THE DALLES** Dk-Wh	Double Track
	P			12.20		3.36	1.35	5.35	5.01	4.10	3.41		307.8	2.5 CRATES 5.6	
3350	P			12.35		3.45	f 1.45	5.46	5.10	4.18	3.54		313.4	ROWENA 3.6	
3200	P			12.45		3.51	f 1.52	5.54	5.17	4.24	4.04		317.0	CHATFIELD 3.3	
3250	WP			12.55		3.57	s 1.58	6.02	5.24	4.29	s 4.13		320.3	D MOSIER 6.0 H	
9050	WP			1.12		s 4.10	s 2.10	s 6.15	s 5.35	s **4.40**	s **4.40**		326.3	DN HOOD RIVER 4.1 Ki	
4040	P			1.24		4.20	2.19	6.26	5.45	4.50	5.00		330.4	MENO 1.6	
3255	P			1.28		4.23	f 2.22	6.29	5.47	4.53	5.03		332.0	SONNY 4.6	
3190	P			1.40		4.31	f 2.30	6.37	5.55	4.59	5.12		336.6	LINDSEY 3.2	
2980	WTP			1.48		4.37	f 2.37	6.44	6.00	5.04	5.19		339.8	WYETH 2.9	
2784	P			1.55		4.42	f 2.43	6.50	6.05	5.09	5.25		342.7	FARLEY 3.9	
3203	FP			2.05		4.50	s 2.51	6.58	6.12	5.15	s 5.33		346.6	D CASCADE LOCKS 4.2	
6783	WTP			2.20		4.59	s 3.00	7.06	6.20	5.23	5.43		350.8	D BONNEVILLE 4.6 Mu	
3315	P			2.33		**5.08**	f 3.09	7.15	6.28	5.30	5.53		355.4	DODSON 2.7	
3108	P			2.40		5.13	f 3.15	7.20	6.32	5.33	6.00		358.1	ONEONTA 5.1	
3479	OP			2.54		5.21	s 3.25	f 7.30	6.40	5.40	s 6.10		363.2	D BRIDAL VEIL 3.9 Ju	
3210	P			3.05		5.27	f 3.33	7.39	6.45	5.46	6.18		367.1	ROOSTER ROCK 3.3	
3050	P			3.15		5.32	3.40	7.46	6.51	5.51	6.24		370.4	TAYLOR 3.5	
5875	WTP			3.30		5.38	s 3.46	7.53	6.56	5.56	6.31		373.9	DN **TROUTDALE** 2.4 Sn	
2700	P			VIA KENTON		5.43	f 3.51	7.58	7.00	6.00	6.36		376.3	FAIRVIEW 5.5 Fa	
2720	P					5.54	f 4.03	8.10	7.09	6.10	6.48		381.8	CLARNIE 3.3	
1560	P					6.00	**4.14**	8.16	7.15	6.15	6.57		385.1	GRAHAM 2.5	
1085						6.05	4.19	8.21	7.20	6.20	7.02		387.6	BRUUN 1.3	
														5.0	
3215	P			4.10									378.9	HEMLOCK 4.7	
3315	P			4.50									383.6	FIR 5.5	
	P			5.10									389.1	KENTON 1.2	
1415	YP			5.30									390.3	**PENINSULA JCT.**	
	P	2.00PM	6.00AM		6.47PM							5.42AM	391.5	**NORTH PORTLAND JCT.** 1.2	Block Signals
1415	YP	2.02	6.30		6.50							5.47	390.3	**PENINSULA JCT.**	
1415	YP	2.02	6.30	5.30	6.50							5.47	390.3	**PENINSULA JCT.** 1.5	Staff System
	P	2.15	6.40	5.40	6.55							5.51	391.8	ST. JOHNS JCT. 1.2	
	P	2.20	7.00	5.45	7.00							5.55	393.0	MILLROAD 1.3	
	WFTYOP	2.45PM	7.35AM	6.20PM									394.3	DN-R **ALBINA** 0.1 B	Block Signals
					7.05							6.05	394.4	HARDING ST. 0.9	
	IP				7.10	6.10	4.25	8.25	7.25	6.25	7.07	6.10	388.9	**EAST PORTLAND** 0.6	
	IP				7.15PM	6.15PM	4.30PM	**8.30**AM	7.30AM	6.30AM	7.15AM	6.15AM	389.5	DN-R **PORTLAND** Dispr X P-So-Y	
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(84.2)	
		(0.45) 6.6	(1.35) 3.2	(6.10) 14.4	(0.28) 14.5	(2.45) 30.6	(3.00) 28.0	(3.00) 28.0	(2.35) 32.5	(2.25) 34.8	(3.40) 24.0	(0.33) 12.4	.....	..... Time	
														..... Average Speed per Hour	

VIA GRAHAM

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.

FIFTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Time Table No. 63
July 18, 1926

	STATIONS		Distance from Portland	FIRST CLASS 30 Passenger	18 Passenger	562 Passenger	26 Passenger	12 Passenger	6 Express	24 Passenger	564 Passenger	SECOND CLASS 978 Way Freight	692 Time Freight	258 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	Double Track	84.2	11.20AM	12.10PM		6.55PM	10.15PM	11.59PM	1.15AM				9.45PM	12.30AM
	2.5														
	CRATES		81.7	11.14	12.04PM		6.48	10.07	11.54	1.09				9.30	12.19
	5.6														
	ROWENA		76.1	f11.05	11.56AM		f 6.39	9.59	11.47	1.00				9.18	12.04AM
	3.6														
	CHATFIELD		72.5	10.58	11.50		6.31	9.53	11.41	12.53				9.08	11.53PM
	3.3														
D	MOSIER H		69.2	s10.52	11.44		f 6.24	9.47	11.35	12.45				8.58	11.45
	6.0														
DN	HOOD RIVER Ki		63.2	s10.40	s11.30		s 6.10	s 9.35	s11.20	s12.35				8.45	11.30
	4.1														
	MENO		59.1	10.28	11.19		5.57	9.25	11.10	12.25				8.34	11.18
	1.6														
	SONNY		57.5	f10.25	11.16		f 5.54	9.22	11.07	12.23				8.31	11.15
	4.6														
	LINDSEY		52.9	f10.18	11.08		5.46	9.14	**10.59**	12.15				8.22	**10.59**
	3.2														
	WYETH		49.7	f10.13	11.03		5.40	9.09	10.54	12.10				8.15	10.44
	2.9														
	FARLEY		46.8	f10.08	10.58		5.34	9.04	10.49	12.05AM				8.07	10.37
	3.9														
D	CASCADE LOCKS Cj		42.9	s10.01	10.52		f 5.27	8.58	10.43	11.58PM				7.58	10.28
	4.2														
D	BONNEVILLE Mu		38.7	s 9.51	10.44		f 5.18	8.50	10.35	11.50				7.46	10.16
	4.6														
	DODSON		34.1	f 9.43	10.38		**f 5.08**	8.43	10.28	11.42				7.38	10.08
	2.7														
	ONEONTA		31.4	f 9.39	10.34		5.01	8.39	10.24	11.38				7.33	10.03
	5.1														
D	BRIDAL VEIL Ju		26.3	s 9.30	10.25		f 4.53	8.32	10.17	11.32				7.23	9.53
	3.9														
	ROOSTER ROCK		22.4	f 9.22	10.20		f 4.45	8.27	10.11	11.27				7.16	9.46
	3.3														
	TAYLOR		19.1	9.15	10.15		4.39	8.23	10.06	11.22				7.10	9.40
	3.5														
DN	**TROUTDALE** Sn		15.6	s 9.08	10.10		f 4.33	8.17	10.01	11.17				7.00	9.30
	2.4														
	FAIRVIEW Fa		13.2	s 9.02	10.05		4.28	8.13	9.56	11.14				VIA KENTON	VIA KENTON
	5.5														
	CLARNIE		7.7	f 8.53	9.57		4.20	8.06	9.48	11.07					
	3.3														
	GRAHAM		4.4	8.45	9.50		**4.14**	7.59	9.42	11.00					
	2.5														
	BRUUN		1.9	8.40	9.43		4.08	7.53	9.38	10.53					
	1.3														
	5.0														
	HEMLOCK		17.0											6.42	9.12
	4.7														
	FIR		12.3											6.32	9.02
	5.5														
	KENTON		6.8											6.20	8.50
	1.2														
	PENINSULA JCT.		5.6											6.15	8.45
Block Signals	**NORTH PORTLAND JCT.**		6.8			1.20PM					11.38PM	6.55AM	8.00PM		
	1.2														
	PENINSULA JCT.		5.6			1.17					11.34	6.50	7.55		
Staff System	**PENINSULA JCT.**		5.6			1.17					11.34	6.50	7.55	6.15	8.45
	1.5														
	ST. JOHNS JCT.		4.1			1.13					11.30	6.40	7.50	6.10	8.40
	1.2														
	MILLROAD		2.9			1.10					11.25	6.35	7.40	6.05	8.35
	1.3														
DN-R	**ALBINA** B		1.6									6.30AM	7.30PM	6.00PM	8.30PM
	0.1														
	HARDING ST.		1.5			1.06					11.21				
Block Signals	0.9														
	EAST PORTLAND		0.6	8.35	9.38	1.03	4.03	7.48	9.33	10.48	11.18				
	0.6														
DN-R	**PORTLAND** Dispr X P-So-Ve		0.0	**8.30**AM	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 Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
	Time			(2.50)	(2.35)	(0.20)	(2.55)	(2.30)	(2.29)	(2.30)	(0.23)	(0.25)	(0.30)	(3.45)	(4.00)
	Average Speed per Hour			29.7	32.5	20.4	29.0	33.9	33.9	33.9	17.7	12.5	10.04	23.9	23.4

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.

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

Time Table No. 63

July 18, 1926

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS 975 Way Freight	977 Way Freight	691 Time Freight	FIRST CLASS 563 Passenger	43 C.M.&St.P. Passenger 18	41 C.M.&St.P. Passenger 15	561 Passenger	39 C.M.&St.P. Passenger 117	37 C.M.&St.P. Passenger 16	35 C.M.&St.P. Passenger 17	33 C.M.&St.P. Passenger 1	Distance from Seattle	STATIONS
	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		
P				11.15PM	8.30PM	7.15PM	1.00PM	12.30PM	9.30AM	8.00AM	7.30AM	0.0	Block Signals, Double Track: DN-R SEATTLE Ow 3.1
Yard IWFTOYP	7.00AM		6.25PM	11.25	8.40PM	7.25PM	1.10	12.40PM	9.40AM	8.10AM	7.38AM	3.1	DN-R ARGO 6.3
1354 3401 IP	7.15AM		6.45PM	11.35PM			1.20PM					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.

Length of Sidings	975	977	691	563	43	41	561	39	37	35	33	Distance from Seattle	STATIONS
P	8.55AM		8.10PM	12.25AM			2.10PM					35.7	Block Signals: DN TACOMA JCT. Jn 0.8
	9.10AM		8.20PM	12.29AM			2.13PM					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.

Length of Sidings	975	977	691	563	43	41	561	39	37	35	33	Distance from Seattle	STATIONS
P		2.00PM	6.00AM	5.42AM			6.47PM					176.4	Block Sig'ls: NORTH PORTLAND JCT. 1.2
1415 YP												177.6	Staff System: PENINSULA JCT. 1.5
P												179.1	ST. JOHNS JCT. 1.2
P												180.3	MILLROAD 1.3
P		2.45PM	7.35AM									181.6	Block Signals: ALBINA 0.1
												181.7	HARDING ST. 0.9
IP												182.6	EAST PORTLAND 0.6
I				6.15AM			7.15PM					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		(183.2)
	(2.10) 15.4	(0.45) 6.9	(13.10) 13.9	(7.00) 26.2	0.10) 8.6	(10.10) 18.6	(6.15) 29.3	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(0.08) 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.

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

Time Table No. 63
July 18, 1926

STATIONS			Distance from Portland	FIRST CLASS																SECOND CLASS				
				32 C.M.&St.P. Passenger 17	34 C.M.&St.P. Passenger 16	36 C.M.&St.P. Passenger 118	38 C.M.&St.P. Passenger 15	562 Passenger	40 C.M.&St.P. Passenger 2	42 C.M.&St.P. Passenger 18	564 Passenger									692 Time Freight	978 Way Freight	976 Way Freight		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tues. Thurs. & Sat.		
Block Signals	DN-R	**SEATTLE** Ow	183.2	7.45AM	9.15AM	6.40PM	7.00PM	7.15PM	7.20PM	8.05PM	6.30AM													
		3.1																						
	DN-R	**ARGO**	180.1	7.32AM	9.00AM	6.30PM	6.50PM	7 00	7.10PM	7.50PM	6.15									6.45AM		3.00PM		
		6.3																						
Double Track	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		
		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.

Staff Block Sig'l System		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																						
Block Signals		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	Leave Daily Ex. Sun.	Leave Tues. Thurs. & Sat.		
Time				(0.13)	(0.15)	(0.10)	(0.10)	(6.15)	(0.10)	(0.15)	(7.15)									(11.15)	(0.25)	(2.25)		
Average Speed per Hour				14.0	12.4	18.6	18.6	29.3	18.6	12.4	25.2									16.3	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.

WESTWARD—Bend Branch—EASTWARD

Time Table No. 63 — July 18, 1926

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 309 O. T. Ry. Local Freight — Leave Daily Ex. Sunday	SECOND CLASS 313 Time Freight — Leave Daily	FIRST CLASS 105 O. T. Ry. Passenger — Leave Daily Except Sat.	FIRST CLASS 103 O. T. Ry. Mixed — Leave Saturday	FIRST CLASS 29 Passenger — Leave Daily	Distance from Bend	STATIONS	Distance from Sherman	FIRST CLASS 30 Passenger — Arrive Daily	FIRST CLASS 102 O. T. Ry. Mixed — Arrive Daily	SECOND CLASS 308 O. T. Ry. Local Freight — Arrive Daily Ex. Sunday	SECOND CLASS 314 Time Freight — Arrive Daily
	WY		11.45PM			7.00AM	0.0	DN-R BEND Nd	147.3	5.55PM			6.30AM
BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES													
	WFYT	8.35AM	2.15AM	s10.40PM	9.05PM	s 8.25AM	41.3	DN-R METOLIUS Ms	106.0	s 4.20PM	5.00AM	2.00PM	4.10AM
2680	W	9.00	2.30	s10.50	s 9.20	s 8.35	46.2	4.9 D MADRAS Md	101.1	s 4.05	s 4.35	1.30	3.57
2480		9.35	2.55	f11.00	f 9.35	f 8.45	51.9	5.7 PAXTON	95.4	f 3.50	f 4.15	1.00	3.42
2000	W	10.00	**3.25** **3.45**	s11.15	s 9.55	s 9.00	57.4	5.5 D GATEWAY Gw	89.9	s 3.35	s **3.45**	12.30	**3.25**
1280	WFP	10.30AM	4.15AM	s11.35PM	10.25PM	s 9.20AM	65.6	8.2 R SOUTH JUNCTION	81.7	s 3.15PM	3.15AM	12.01PM	2.55AM
BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES													
	P		4.40AM			s 9.40AM	76.0	D-R NORTH JUNCTION Jn	71.3	s 2.55PM			2.28AM
1100			4.45			f 9.45	77.1	1.1 COVE CREEK	70.2	f 2.50			2.25
1160			4.55			f 9.55	80.0	2.9 TWO SPRINGS	67.4	f 2.40			2.15
475	P		5.20			f10.15	88.1	8.1 McLENNON	59.2	f 2.20			1.52
1150	WP		5.50			s10.35	96.1	8.0 D MAUPIN Hf	51.2	s 2.00			1.32
			6.20			f10.55	104.5	8.4 SHERARS BRIDGE	42.8	f 1.37			1.06
1290	WP		6.25			f11.00	105.1	0.6 FARGHER	42.2	f 1.33			1.03
1200			6.55			f11.20	115.5	10.4 TUNNEL ONE	31.8	f 1.15			12.33
1160	P		7.15			f11.35AM	121.1	5.6 BLUFFS	26.2	f 1.02			12.15AM
2650	W		7.45			f12.05PM	133.0	11.9 MAYS	14.3	f12.33			11.42PM
310			8.00			f12.24	137.4	4.4 FREE BRIDGE	9.9	f12.24			11.30
	WY		8.30AM			12.45PM	147.3	9.9 D-R SHERMAN Vo	0.0	12.05PM			11.00PM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Except Sat.	Arrive Saturday	Arrive Daily		(147.3)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
		(1.55) 12.6	(8.45) 16.8	(0.55) 26.5	(1.20) 18.2	(5.45) 25.5		Time / Average Speed per Hour		(5.50) 25.2	(1.45) 13.9	(1.59) 12.2	(7.30) 19.5

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

Time Table No. 63 — July 18, 1926

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 127 Mixed — Leave Daily Ex Sunday	SECOND CLASS 107 Passenger — Leave Sunday	Distance from Condon	STATIONS	Distance from Arlington	SECOND CLASS 108 Passenger — Arrive Monday	SECOND CLASS 128 Mixed — Arrive Daily Ex. Monday
10005	WFYP	10.30PM	11.15PM	0.0	D-R CONDON Cd	44.5	7.15AM	7.15AM
1278		f10.55	f11.35	8.2	8.2 GWENDOLEN	36.3	f 6.35	f 6.35
1485		f11.10	f11.50PM	12.2	4.0 SPEECE	32.3	f 6.20	f 6.20
1450		s11.25	s12.05AM	15.9	3.7 CLEM	28.6	s 6.01	s 6.01
1515	W	s11.45PM	s12.20	20.1	4.2 MIKKALO	24.4	s 5.40	s 5.40
1400		f12.05AM	f12.35	24.8	4.7 BARNETT	19.7	f 5.20	f 5.20
662	W	s12.25	s12.45	28.5	3.7 ROCK CREEK	16.0	s 5.01	s 5.01
1480		f12.55	f 1.10	37.2	8.7 SHUTLER	7.3	f 4.35	f 4.35
2596	WFTP	1.30AM	1.30AM	44.5	7.3 DN-R ARLINGTON Mx	0.0	4.05AM	4.05AM
		Arrive Daily Ex. Monday	Arrive Monday		(44.5)		Leave Monday	Leave Daily Ex. Monday
		(3.00) 14.8	(2.15) 19.8		Time / Average Speed per Hour		(3.10) 13.9	(3.10) 13.9

WESTWARD—Shaniko Branch—EASTWARD

Time Table No. 63 — July 18, 1926

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 125 Mixed — Lv Sat Tues & Thurs	SECOND CLASS 105 Mixed — Lv Mon Wed Fri & Sun	Distance from Shaniko	STATIONS	Distance from Biggs	FIRST CLASS 106 Mixed — Ar Sun Mon Wed & Fri	FIRST CLASS 126 Mixed — Arrive Tues Thurs & Sat
3385	WFYP	8.30PM		0.0	D-R SHANIKO Ni	69.7		8.20AM
620		f 9.05		12.6	12.6 WILCOX	57.1		f 7.40
902		s 9.20		17.2	4.6 KENT	52.5		s 7.25
571		f 9.40		23.9	6.7 BOURBON	45.8		f 7.15
1350	WT	s10.00	10.00PM	31.2	7.3 D-R GRASS VALLEY Vy	38.5	6.45AM	s 6.45
338	Spur	f10.25	f10.25	38.4	7.2 ERSKINE	31.3	f 6.05	f 6.05
2694	W	s10.45	s10.45	42.7	4.3 D MORO Mr	27.0	s 5.45	s 5.45
820		f11.00	f11.00	45.8	3.1 DE MOSS	23.9	f 5.25	f 5.25
393		f11.15	f11.15	49.7	3.9 NISH	20.0	f 5.10	f 5.10
3030	Spur	11.20	11.20	50.5	0.8 HAY CANYON	19.2	5.05	5.05
125		f11.40	f11.40	54.1	3.6 SANDON	15.6	f 4.50	f 4.50
932		s11.50PM	s11.50PM	55.5	1.4 KLONDIKE	14.2	s 4.40	s 4.40
1744	W	s12.15AM	s12.15AM	60.0	4.5 D WASCO Wa	9.7	s 4.15	s 4.15
190	Spur	f12.30	f12.30	62.6	2.6 SINK	7.1	f 4.00	f 4.00
565		f12.40	f12.40	64.5	1.9 THORNBERRY	5.2	f 3.50	f 3.50
4360	WFYP	1.30AM	1.30AM	69.7	5.2 DN-R BIGGS Bx	0.0	3.30AM	3.30AM
		Arrive Sun. Wed. & Fri.	Ar Mon Tues Thurs & Sat		(69.7)		Lv Sun Mon Wed & Fri	Leave Tues Thurs & Sat
		(5.00) 13.9	(3.30) 11.0		Time / Average Speed per Hour		(3.15) 11.8	(4.50) 14.4

WESTWARD—Heppner Branch—EASTWARD

Time Table No. 63 — July 18, 1926

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 129 Mixed — Leave Daily Ex. Sunday	SECOND CLASS 109 Passenger — Leave Sunday	Distance from Heppner	STATIONS	Distance from Heppner Jct.	SECOND CLASS 110 Passenger — Arrive Monday	SECOND CLASS 130 Mixed — Arrive Daily Ex. Monday
2867	WTFP	10.30PM	11.00PM	0.0	D-R HEPPNER Hr	45.2	6.30AM	6.30AM
1029	P	s10.55	s11.20	8.9	8.9 LEXINGTON	36.3	s 6.00	s 6.00
		f11.10	f11.35	14.2	5.3 JORDAN	31.0	5.45	5.45
1150	W	s11.25	s11.45	16.9	2.7 D IONE On	28.3	s 5.30	s 5.30
		f11.35	f11.55PM	20.0	3.1 McNAB	25.2	5.15	5.15
835		s11.50	s12.08AM	25.4	5.4 MORGAN	19.8	s 5.02	s 5.02
		f11.59PM	f12.15	27.5	2.1 MORSIL	17.7	4.55	4.55
330	W	s12.10AM	s12.25	30.7	3.2 CECIL	14.5	s 4.45	s 4.45
		f12.20	f12.35	34.3	3.6 EWING	10.9	f 4.35	f 4.35
704		f12.35	f12.45	38.4	4.1 RHEA	6.8	f 4.25	f 4.25
1780	TP	1.15AM	1.15AM	45.2	6.8 D-R HEPPNER JCT. Wi	0.0	4.00AM	4.00AM
		Arrive Daily Ex. Monday	Arrive Monday		(45.2)		Leave Monday	Leave Daily Ex. Monday
		(2.45) 16.4	(2.15) 20.0		Time / Average Speed per Hour		(2.30) 18.1	(2.30) 18.1

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

WESTWARD—Gray's Harbor Branch—EASTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 987 Way Freight Leave Daily Ex. Sun.	SECOND CLASS 463 C.M.&St.P. Fast Frt. Leave Daily Ex. Sun.	FIRST CLASS 415 C.M.&St.P. Passenger Leave Daily	FIRST CLASS 419 C.M.&St.P. Passenger Leave Daily	FIRST CLASS 417 C.M.&St.P. Passenger Leave Daily	FIRST CLASS 577 Passenger Leave Daily	Distance from Centralia	Time Table No. 63 July 18, 1926 STATIONS	Distance from Hoquiam	FIRST CLASS 418 C.M.&St.P. Passenger Arrive Daily	FIRST CLASS 578 Passenger Arrive Daily	FIRST CLASS 420 C.M.&St.P. Passenger Arrive Daily	FIRST CLASS 416 C.M.&St.P. Passenger Arrive Daily	SECOND CLASS 988 Way Freight Arrive Daily Ex. Sun.	SECOND CLASS 462 C.M.&St.P. Fast Frt. Arrive Daily Ex. Sun.
	WFTYOP	10.00AM					3.00AM	0.0	DN-R CENTRALIA Ds	57.5		1.45AM			8.45PM	
BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.																
	IP	10.25AM					3.30AM	2.4	BLAKESLEE JUNCTION	55.1		1.30AM			8.20PM	
1359	P	10.35					f 3.40	5.0	2.6 D GALVIN Rk	52.5		f 1.20			8.10	
2285	P	10.55	2.43AM			11.26AM	f 3.55	12.2	7.2 Block Signals R HELSING JUNCTION	45.3	4.20PM	f 1.05			7.50	8.00PM
2680	WP	11.15	2.50			s11.31	s 4.00	13.7	1.5 DN INDEPENDENCE Nd	43.8	s 4.15	s 1.00			7.40	7.55
	P	11.30	3.05			f11.40	f 4.15	18.3	4.6 BALCH	39.2	f 4.00	f12.48			7.25	7.40
2718	P	11.45AM	3.20			s11.47	f 4.27	22.2	3.9 CEDARVILLE	35.3	s 3.52	f12.38			7.10	7.30
2687	P	12.05PM	3.35			f11.55	f 4.40	26.3	4.1 LANKNER	31.2	f 3.44	f12.26			6.55	7.20
		12.15	3.42			11.59AM	f 4.45	28.9	2.6 RONY	28.6	3.39	12.20			6.45	7.15
2353	P	12.25	3.50			f12.03PM	f 4.50	30.8	1.9 SAGINAW	26.7	f 3.34	f12.15			6.35	7.10
	WP	12.35	3.55			f12.07	f 5.00	32.5	1.7 SOUTH ELMA	25.0	f 3.29	f12.10AM			6.25	7.05
747	P	12.50	4.05			f12.14	f 5.10	36.0	3.5 FULLER	21.5	f 3.22	f11.55PM			6.10	6.50
2744		1.15	4.30			f12.26	f 5.28	42.3	6.3 SOUTH MONTESANO	15.2	f 3.10	f11.35			5.50	6.30
				2.55PM	12.26PM			42.3	R SOUTH MONTESANO	15.2			12.41PM	3.10PM		
				3.02PM	12.33PM			43.8	1.5 D MONTESANO Mo	16.7			12.34PM	3.03PM		
2744		1.30	4.30			f12.41	f 5.28	42.3	SOUTH MONTESANO	15.2	f 2.55	f11.35			5.50	6.30
1523	P	1.55	4.35			f12.44	f 5.33	43.8	1.5 MELBOURNE	13.7	f 2.52	f11.30			5.35	6.05
1751	P	2.20	4.45			f12.51	f 5.41	46.7	2.9 PREACHER'S SLOUGH	10.8	f 2.46	f11.20			5.22	5.50
1294								48.8	2.1 BLUE SLOUGH	8.7						
1915	WFYOP	2.38	5.00			s 1.05	s 5.55	51.2	2.4 Block Signals D-R COSMOPOLIS Cs	6.3	s 2.38	s11.10			4.55	5.35
								53.3	2.1 N. P. CROSSING	4.2						
4135	WIYOP	2.55PM	5.15AM			1.20PM	6.15AM	53.9	0.6 DN-R ABERDEEN Sa	3.6	2.30PM	11.00PM			4.40PM	5.20PM
BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.																
	WFTYOP	3.10PM	6.00AM			1.30PM	7.15AM	57.5	3.6 DN-R HOQUIAM Ho	0.0	2.15PM	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	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		(5.10)	(3.17)	(0.07)	(0.07)	(2.04)	(4.15)		Time		(2.05)	(3.05)	(0.07)	(0.07)	(4.20)	(3.00)
		11.1	13.8	12.8	12.8	21.9	14.0		Average Speed per Hour		21.7	18.7	12.8	12.8	13.2	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.
Train arriving South Montesano as No. 418 will run as No. 415, South Montesano to Montesano, and will run as No. 416, Montesano to South Montesano. Train arriving South Montesano as No. 417 will run as No. 419, South Montesano to Montesano, and will run as No. 420, Montesano to South Montesano.

WESTWARD—Tono Branch—EASTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		Distance from Tono	Time Table No. 63 July 18, 1926 STATIONS	Distance from Centralia
1360	WFOP	0.0	R TONO	8.0
		5.8	5.8 WABASH	2.2

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

WFYOTP	8.0	DN-R CENTRALIA Ds	0.0	
		(8.0)		

Time
Average Speed per Hour

WESTWARD—Primo Branch—EASTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel, and Turning Stations.		Distance from Primo	Time Table No. 63 July 18, 1926 STATIONS	Distance from Cosmopolis
462		0.0	PRIMO	13.1
			7.9	
1002		7.9	BRIDGES	5.2
			5.2	
1915	WIYOP	13.1	D-R COSMOPOLIS	0.0
			(13.1)	

Time
Average Speed per Hour

WESTWARD—Olympia Branch—EASTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.		FIRST CLASS 123 Passenger Leave Daily	FIRST CLASS 121 Passenger Leave Daily	Distance from Chambers Prairie	Time Table No. 63 July 18, 1926 STATIONS	Distance from Olympia	FIRST CLASS 122 Passenger Arrive Daily	FIRST CLASS 124 Passenger Arrive Daily
	PY	4.50PM	3.35PM	0.0	DN-R CHAMBERS PRAIRIE Ma	7.4	3.25PM	4.40PM
					7.4			
	PWFY	5.15PM	4.00PM	7.4	D-R OLYMPIA Oa	0.0	3.00PM	4.10PM
		Arrive Daily	Arrive Daily		(7.4)		Leave Daily	Leave Daily
		(0.25)	(0.25)		Time		(0.25)	(0.30)
		17.8	17.8		Average Speed per Hour		17.8	14.8

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

2 (R). Time Inspectors are located as shown below:

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

Portland	Belding & Saxton
Portland	N. L. Nielson
The Dalles	Geo. F. Newhouse
Seattle	W. W. Houghton & Son
Tacoma	Richard Vaeth
Centralia	R. M. Wells
Heppner	Wm. Haylor
Hoquiam	F. W. Straub
Aberdeen	S. J. Stieglitz
Olympia	O. R. Simenson & Son
Bend	M. H. Symons

3 (R). Standard clocks are located at the points shown below:

Umatilla	Telegraph Office
Heppner Junction	Telegraph Office
Arlington	Telegraph Office
Biggs	Telegraph Office
The Dalles	"WH" Telegraph Office
The Dalles	"DK" Telegraph Office
Portland (Joint)	N. P. T. Co. Telegraph Office
Portland	Dispatcher's Office
Albina	Telegraph Office
Seattle (Joint)	Union Station Telegraph Office
Argo	Yard Office
Centralia (Joint)	N. P. Ry. Telegraph Office
Olympia	Telegraph Office
Hoquiam (Joint)	N. P. Ry. Telegraph Office
Aberdeen	Telegraph Office
Cosmopolis	Telegraph Office
Metolius (Joint)	O. T. Ry. Telegraph Office
Bend (Joint)	O. T. Ry. Telegraph Office

10 (H). At night, a yellow light on a Dwarf Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant, indicates "proceed at slow speed."

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:
In yards where yard engines are employed and at stations where switching is being done;
At meeting points, until the train to be met is clear of the main track;
When standing;
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.

28 (A). White indicator board displayed at a station will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

Train	Stops	Passengers for
18	Biggs	East of Pocatello
23	Between The Dalles and Troutdale	Portland
23	Irrigon	The Dalles or west thereof
23	Rufus	The Dalles or west thereof
25	Between Messner and Sherman	Shaniko or Bend Branches
26	Between Portland and Messner	Third Division

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

Train	Stops	Passengers from
11	Any station	Third Division
17	Any station	East of Green River
23	Any station	East of Pendleton and Heppner, Shaniko, Condon and Bend Branches.
24	Bridal Veil, on Saturday only	Any station
24	Multnomah Falls, on Saturday only	Any station
24	Bridal Veil, on Sunday only	Any station
25	Any station	East of Green River
26	Corbett	Portland
26	Larourell	Portland
26	Warrendale	Portland
26	Big Eddy	Portland
26	Multnomah Falls, on Saturday only	Portland

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS, MAIL AND EXPRESS.

Train	Stops	To and From	Train	Stops	To and From
29	Oak Springs	Any Station	417	Tingle	Any Station
29	Ketchum	Any Station	417	South Aberdeen	Any Station
29	Harris	Any Station	418	Callow	Any Station
30	Oak Springs	Any Station	418	Tingle	Any Station
30	Ketchum	Any Station	418	South Aberdeen	Any Station
30	Harris	Any Station	577	Tingle	Any Station
102	Truman	Any Station	577	Callow	Any Station
103	Truman	Any Station	578	Tingle	Any Station
417	Callow	Any Station	578	Callow	Any Station

Note.—Nos. 29 and 30 will stop on flag at Montavilla, Corbett, Latourell, Multnomah Falls, Warrendale, Eagle Creek and Viento for passengers, mail and express.
Nos. 1 and 2 will stop on flag at Seufert, Big Eddy, Dillon and Tumwater for passengers, mail and express.
No. 6 will stop on flag at any station to load or unload express.
No. 30 will stop on flag at mail crane at Wyeth to load or unload bulky or fragile parcel post mail, when necessary.
No. 30 will stop at Mosier to dispatch parcel post mail, when necessary.

83 (E). Train registers will not be used by train or enginemen as a means of identifying extra trains.

83 (F). Between Peninsula Jct. and St. Johns Jct. trains will be governed by Special Rules covering train staff operation, and check of trains at Peninsula Jct. as prescribed by Rule 83 is not required for movement Peninsula Jct. to St. Johns Jct.

83 (G). Sixth Sub-Division westward trains will receive clearance card at Vancouver for movement North Portland Jct. to Albina or Portland.

83 (H). Sixth Sub-Division eastward trains will receive clearance card at Black River for movement Black River to Argo or Seattle.

83 (I). C. M. & St. P. eastward passenger trains are not required to receive 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.

83 (J). To enable westward trains originating at Seattle to comply with Rule 83 when passing from double to single track at Argo, train register at Seattle will also serve as train register for Argo, and conductors and enginemen must identify eastward trains which are superior or of the same class between Seattle and Argo. Trains displaying signals when moving between Seattle and Argo will whistle as per Rule 14(K).

83 (K) Westward second class and extra trains originating at Tacoma will obtain check of register and clearance card at Northern Pacific, Fifteenth Street, telegraph office. Westward second class and extra trains passing through Tacoma will receive check of register and clearance card at Northern Pacific telegraph office at Reservation.

83 (L). Trains westward from Blakeslee Junction will obtain clearance card before leaving Centralia.

83 (M). Trains for which Helsing Junction is initial station will receive clearance card at Independence. 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.

83 (N). Trains eastward from Wabash will obtain clearance card before leaving Centralia.

83 (O). 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.

83 (S). Trains are not required to receive clearance card (Form 2643) as per Rule 83(A), as follows:
At Primo, all westward trains;
At Montesano, all eastward trains;
At South Montesano, all westward trains;
At Tono, all westward trains.

83 (U). Trains will register by registering ticket (Form 2642) as follows:
At Black River, all first class trains and Nos. 691 and 692 or their extras.

83 (V). Train registering exceptions:
At Albina, only trains which originate or terminate at that point will register.
At Argo, only trains which originate or terminate in O.-W. R. R. & N. yard at that point will register.
At Primo Branch Junction Switch, Cosmopolis, only Nos. 417 and 418 will register.
At Wabash, Tono Branch trains originating or terminating at that point will register in O.-W. R. R. & N. train register located in N. P. telegraph office, Centralia.
At Blakeslee Junction, Grays Harbor Branch trains originating or terminating that po int will register in O.-W. R. R. & N. train register located in N. P. telegraph office, Centralia.
At North Portland Jct., Fifth Subdivision trains originating or terminating that point will register in O.-W. R. R. & N. train register located in S. P. & S. telegraph office, Vancouver.

83 (W). To enable westward trains originating at The Dalles to comply with Rule 83 when passing from double to single track at Crates, train register at The Dalles will also serve as train register for Crates, and conductors and enginemen must identify eastward trains which are superior or of the same class between The Dalles and Crates. Trains displaying signals when moving between The Dalles and Crates will whistle as per Rule 14(K).

90 (R). 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.

90 (S). 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.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Fourth Sub-Division

Umatilla	Arlington	Biggs	Sherman
Messner			The Dalles

Fifth Sub-Division

The Dalles	East Portland	Albina	Kenton
Hood River	Portland	Peninsula Jct.	North Portland Jct.
Troutdale			

Sixth Sub-Division

Seattle	Argo	Black River	Tacoma

Branches

Rhea	Shutler	Thornberry	Mays	Tono
Ewing	Rock Creek	Sink	Fargher	Chambers Prairie
Cecil	Barnett	Wasco	Maupin	Olympia
Morsil	Mikkalo	Klondike	North Jct.	Helsing Jct
Morgan	Clem	Sandon	South Jct.	Independence
McNab	Speece	Hay Canyon	Gateway	South Montesano
Ione	Gwendolen	Nish	Paxton	Montesano
Jordan	Condon	DeMoss	Madras	Preacher's Slough
Lexington		Moro		Cosmopolis
Heppner		Erskine		Aberdeen
		Grass Valley		Primo
		Bourbon		
		Kent		
		Wilcox		
		Shaniko		

93 (T). 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.

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.

93 (V). Yard telephone located at crossover at east end The Dalles yard. Trains heading in yard this point will call yard office on telephone for instructions directing which track to use.

98 (R). RAILROAD CROSSINGS AND JUNCTIONS.

Location	Railroad Crossed, or Junction with	How Governed
Messner	Second Division	Junction Switch is located in front of depot. Westward trains will stop clear of junction switch, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.
Peninsula Jct.	Seattle Line	Train Staff System.
East Portland	S. P.	Interlocking Plant.
Portland (Front St.)	United Ry. (Crossing)	All trains and engines must approach prepared to stop before passing over crossing, expecting to find crossing occupied.
Seattle(SpokaneAv.)	N. P. (Crossing)	Stop, and not proceed until crossing is known to be clear.
Argo	N. P.-C. M. & St. P.-P. C.	Interlocking Plant
Black River	C. M. & St. P.-P. C.	Interlocking Plant
Tacoma	N. P. (Crossing)	Cabin Interlocking Plant
North Portland Jct.	S. P. & S.	Interlocking Plant
Blakeslee Jct.	C. M. & St. P.-N. P.	Interlocking Plant

98 (S). The Washington State Law governing movement of trains over railroad crossings at grade is as follows:

"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."

98 (T). 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, engineman 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 bridge operator's house to notify him that bridge is to be used.

98 (U). 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.

98 (V). 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.

101 (D). When passing through stations, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on the platform of the car next ahead, with vestibule door open.

101 (E). Trains will be handled with caution where sand is blowing, when weather is foggy or stormy and at points where there is liability of track being obstructed, losing time if necessary to insure safety.

103 (A). Engines must not be run under any coal mine tipple, nor through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

104 (R). Switches will be set normally,
At Messner, Junction switch, for Second Division;
At Crates, for eastward trains (spring switch);
At Troutdale, Junction switch, for line via Graham;
At Reservation, Junction switch, for O.-W. R. R. & N. main track;
At Tacoma Jct., Junction switch, for C. M. & St. P. track;
At Moro, for house track when house track is clear. When cars are spotted on house track, switches will be set for main track;
At Helsing Jct., Junction switch, for O.-W. R. R. & N. main track;
At Aberdeen, double track switch, (250 feet east of depot) for eastward trains;
At South Montesano, wye switch on Montesano Branch, for west leg of wye.

104 (S). Engines and trains trailing through spring switch at Crates must be careful to avoid making back-up movements until switch is properly lined by hand.

DIVISION SPEED RESTRICTIONS

152 (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.

152 (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; 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. Engines of 2-10-2 class handling passenger, mail or express trains must not exceed speed of 25 miles per hour on curves of 7 degrees and over. Figures on stake at beginning of curve indicate degree of curve.

152 (C). In any class of service engines of the Consolidation class will not exceed speed of 35 miles per hour, Mikado class engines with 57 inch drivers speed of 45 miles per hour, Mikado class engines with 63 inch drivers speed of 50 miles per hour, 2-10-2 class engines speed of 45 miles per hour, Mallet engines 3800, 3801 and 3802 speed of 15 miles per hour and other Mallet engines speed of 25 miles per hour.

152 (D). When within yard limits a maximum speed of 30 miles per hour by first class trains and 15 miles per hour by other trains and engines must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.

152 (E). All trains will not exceed 15 miles per hour through sidings, interlocking plants and over railroad crossings at grade, and must be under control through sidings, interlocking plants and yard limits. Under control means to be able to stop within one-half the distance track is seen to be clear.

152 (F). Engines running backward with or without cars will not exceed speed of 20 miles per hour. Consideration must be given climatic conditions, weight of engines and track conditions, particularly sharp curves and a slower speed will be maintained if necessary for safety.

152 (G). Permanent slow boards will indicate distance to track requiring restricted speed.

152 (H). Trains handling logs will not exceed speed of 6 miles per hour through truss bridges and 15 miles per hour at other points.

152 (I). Trains in which steam derrick is moving will not exceed 25 miles per hour.

SUB-DIVISION SPEED RESTRICTIONS

	Passenger, Mail and Express	Freight and Mixed
152 (R). FOURTH SUB-DIVISION.		
Through gauntlet track over Des Chutes River Bridge between Miller and Celilo	15 miles	15 miles
Over street crossings, The Dalles	12 miles	12 miles
152 (S). FIFTH SUB-DIVISION.		
Over spring switch at end of double track at Crates Westward	25 miles	25 miles
Over spring switch at end of double track at Crates Eastward	15 miles	15 miles
Between Eagle Creek and Milepost 42.5	35 miles	25 miles
On East Portland Hill when helper engine is used on rear of train	20 miles	
Over street crossings, Portland	10 miles	10 miles
Over frogs and crossings east end Willamette River Bridge, Portland	15 miles	15 miles
152 (T). BRANCHES.	**Passenger**	**Freight and Mixed**
Shaniko Branch	25 miles	25 miles
Between Milepost 33 and Moro on descending grade	25 miles	20 miles
Between Hay Canyon and Sandon on descending grade	25 miles	20 miles
Between Wasco and Thornberry on descending grade	30 miles	20 miles
Between Thornberry and Biggs on descending grade	20 miles	10 miles
Condon Branch	25 miles	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	30 miles	25 miles
Between Milepost 13 and Milepost 23	35 miles	30 miles
Bend Branch—		
Between Sherman and Bluffs	35 miles	30 miles
Between Bluffs and North 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—		
Centralia to Independence	40 miles	30 miles
South Montesano to Hoquiam	40 miles	30 miles
Independence to South Montesano	40 miles	35 miles
Over street crossings, Aberdeen	10 miles	10 miles
Within City Limits, Aberdeen	20 miles	20 miles
Within City Limits, Cosmopolis	20 miles	20 miles
Trains handling logs within City Limits, Cosmopolis		8 miles
On Rollways at Preacher's Slough and Blue Slough		6 miles
Olympia Branch	35 miles	25 miles
Primo Branch	25 miles	20 miles
Tono Branch	35 miles	25 miles

152 (U). 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.

201 (R). Unless otherwise directed, between Troutdale and Portland or Albina all freight trains will run via Kenton and all passenger trains will run via Graham.

221 (R). Lights will not be kept burning at night in the train order signals on branch lines when operators are not on duty, and trains will be governed by the day indication.

221 (S). Trains will not whistle for, but will be governed by the position of, train order signals as follows:
At Arlington, all trains;
At Hood River, all trains;
At Independence, all trains;
At Cosmopolis, all trains;
At Aberdeen, all eastward trains.

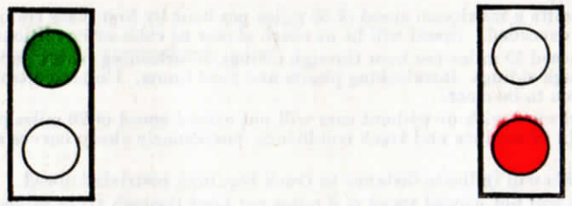
AUTOMATIC TRAIN CONTROL RULES COVERING AUTOMATIC TRAIN CONTROL OPERATION BETWEEN PORTLAND AND THE DALLES VIA GRAHAM

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



302 (A). INDICATION—PROCEED: INDICATION—STOP OR REDUCE SPEED.

Enginemen and Trainmen

302 (B). 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 302 (G).

302 (C). The normal indication of automatic train control cab indicator is "Proceed."

302 (D). 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.

302 (E). 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.

302 (F). 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.

302 (G). 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.

302 (H). 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.

302 (I). 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.

302 (J). 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.

302 (K). 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.

302 (L). 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.

302 (M). 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 singals.

302 (N). If after proceeding, cab indicator for a distance of five miles displays green indication continuously, engineer will cut in pneumatic equipment.

302 (O). 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, and notify trainmen at first opportunity.

302 (P). Train control equipment on an engine is locked 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

302 (Q). 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 telegraphone 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

302 (R). 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

302 (S). 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

302 (T). 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.

The circuits are located between Portland and Troutdale with power feeding line at Mile Post 6 and between Troutdale and The Dalles with power feeding line at Hood River.

Operator at Hood River can have circuits between Troutdale and The Dalles de-energized. Towerman at East Portland can have circuits between Portland and Troutdale de-energized.

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

409 (A). St. Johns Junction and Peninsula Junction are staff stations.

409 (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.

409 (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."

409 (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 Special Rule 409 (R).

409 (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.

409 (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."

409 (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 Special Rule 409 (C) will govern, but engines must not pass stop board until staff has been obtained from staff signalman.

409 (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.

409 (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 employes.

409 (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).

409 (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.

409 (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.

409 (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.

409 (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.

409 (O). In case of delay to a train the staff must be surrendered upon request of signalman, which will cancel authority to proceed.

409 (P). Cars will not be shoved through the tunnel ahead of engine, except business cars equipped with headlight.

409 (Q). Headlights will be kept burning on all engines while between St. Johns Junction and Peninsula Junction both day and night.

409 (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.

409 (S). If a train is held by staff signal to exceed ten minutes, the conductor must ascertain the cause.

509 (R). Automatic block signals 988 and 994 will govern movement of eastward trains and automatic block signals 1003 and 997 will govern movement of westward trains approaching and passing through gauntlet track over DesChutes River Bridge between Miller and Celilo moving with current of traffic. The normal indication of these signals is "stop" and signals will change to "proceed" indication on approach of train if block is clear.

All trains will come to a stop before entering gauntlet track; eastward trains will stop at signal 994 and westward trains will stop at signal 997.

When signal 988 indicates "proceed" for an approaching eastward train, signals 997 and 1003 will automatically lock in "stop" position.

When signal 1003 indicates "proceed" for an approaching westward train, Signals 994 and 988 will automatically lock in "stop" position.

When a train is stopped by Signal 988 or Signal 1003, it may proceed as provided in Block Signal Rules 509 and 509 (C).

When a train is stopped by Signal 994 or Signal 997, it may proceed when the signal changes to a clear-signal, or—

If after waiting five minutes signal fails to clear, flagman must be sent ahead a sufficient distance to insure full protection against trains approaching the gauntlet track from the opposite direction, and then proceed at a speed of six miles per hour to next signal in advance.

Trains moving against current of traffic, will stop opposite block signal nearest to gauntlet track and flagman must be sent ahead a sufficient distance to insure full protection against trains approaching the gauntlet track from opposite direction.

525. 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.

674 (R). To indicate the route to be used through interlocking plants, the following engine and motor whistle signals will be used 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 —— ——

706 (R). While in Northern Pacific Terminal Company's yard in Portland, trains and engines will be governed by rules and regulations of that company.

720 (R). 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.

802 (R). Whenever a car or cars are being switched or shoved over a public crossing a man must go ahead of them, or must act as crossing watchman.

When a train has been opened to clear a public crossing a trainman must act as crossing watchman when train or engine is passing on a siding or main track.

Where crossing watchman is on duty trainmen must not give signal for highway traffic to come ahead.

At 15th St., Tacoma, all trains and engines will stop and be preceded by a flagman.

820 (R). **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

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the 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 the Railroad Surgeon.

Railroad Surgeons are located as shown below:

Place	Name	Title	District
Portland	**Donald H. Jessop**	**Chief Surgeon**	**Portland**
Portland, 816 Pittock Block	M. K. Hall	Assistant Chief Surgeon	Portland
Portland, 800 Pittock Block	Harry M. Bouvy	Chief Oculist, Ear, Nose and Throat	Portland
Portland, 1556 Morgan Bldg.	John W. McCollom	Eye, Ear, Nose and Throat	Portland
Portland, 822 Pittock Block	Archie C. Vancleve	Assistant Surgeon	Portland
Portland, 4645½ 67th, S. E.	Margason & Ghormley	Assistant Surgeons	Portland
Portland, 798 Clinton	Courtland L. Booth	Assistant Surgeon	Portland
Portland, 129½ Russell	Curtis Holcomb	Assistant Surgeon	Albina to The Dalles and Vancouver
Vancouver	J. B. Blair	District Surgeon	Vancouver
Hood River	H. L. Dumble	District Surgeon	Portland to The Dalles
The Dalles	Reuter, Thompson, Coberth & Griffith	District Surgeons	Hood River to Umatilla
The Dalles	French & Young	Eye, Ear, Nose and Throat	Hood River to Umatilla
Umatilla	Alexander Ried	District Surgeon	Umatilla
Bend	J. C. Vandevert	District Surgeon	Bend Branch
Grass Valley	C. L. Poley	District Surgeon	Shaniko Branch
Arlington	Donnelly & Gesner	District Surgeons	Arlington to Condon
Condon	J. V. Wilhelm	District Surgeon	Condon to Arlington
Heppner	McMurdo & Johnston	District Surgeons	Heppner Branch
Seattle, Medical & Dental Bldg.	Montgomery Russell	Division Surgeon	Seattle to Portland
Seattle, Medical & Dental Bldg.	F. R. Underwood	District Surgeon	Seattle to Portland
Seattle, Medical & Dental Bldg.	S. M. Samuels	Oculist and Aurist	Seattle to Portland
Tacoma, Fidelity Bldg.	Chas. James	District Surgeon	Auburn to Tenino
Centralia	W. R. Scott	District Surgeon	Tenino to Winlock; Centralia to So. Elma and Tono
Hoquiam	A. E. Anderson	District Surgeon	Gray's Harbor and Primo Bchs.
Aberdeen	I. R. Watkins	District Surgeon	Gray's Harbor and Primo Bchs.
Cosmopolis	Frank A. Plum	District Surgeon	Elma to Aberdeen
Olympia	W. L. Bridgford	District Surgeon	Chambers Prairie to Olympia

850. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

891 (A). Enginemen must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

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.

977. White bands painted on telegraph or signal line poles indicate car length distance from switch of siding as follows: One band, 45 cars; two bands, 60 cars; three bands, 75 cars.

AIR BRAKES

1014 (A). Passenger, freight and mixed trains will carry 90 pounds brake pipe pressure on Shaniko and Condon Branches and passenger and mixed trains will carry 90 pounds brake pipe pressure on Bend Branch.

1044 (A). Whenever helper engine on any train is either attached or detached rear end air test will be made in the manner prescribed in Rule 1044 (A) of Operating Rules governing Air Brakes effective December 1, 1925.

1044 (B). Road train brake test as prescribed in Rule 1044 (A) will be made on all freight and mixed trains before descending grade Barnett to Rock Creek, Grass Valley to Hay Canyon, Thornberry to Biggs, and Madras to South Jct., and this test will also be made at intermediate points on these grades either ascending or descending, whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned or train has been standing for thirty minutes or more.

1046. Trainmen will be particular to know 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.

1048 (B). 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.

SPECIAL RULES

1050 (H). Locomotive and tender brakes on engines helping or pushing trains will be operated in conjunction with the train brake.

1051 (B). Running test as prescribed in Rules 1051 and 1051 (A) will be made before descending heavy grades as follows:
Fifth Sub-division, westward trains at Mile Post 6 east of Montavilla;
Bend Branch, westward trains at Mile Post 100;
Shaniko Branch, westward trains at Kent, Mile Post 34, Klondike and Wasco, and eastward trains at Sandon and Mile Post 35;
Condon Branch, westward trains at Speece, Mikkalo and Shutler.

1057 (B). 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.

1059 (B). Westward freight and mixed trains must stop and trainmen will inspect and adjust piston travel at Barnett, Grass Valley, Thornberry and Madras.

1060 (B). Trainmen must know condition of hand brakes on freight cars that have air brakes cut out.

1066 (B). Freight trains consisting of more than twenty-five cars will cut off engine to take coal or water when stop must be made on descending grade, or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot.

1077 (B). Retaining valves will be used on descending grades as follows:
Shaniko Branch, on passenger trains Thornberry to Biggs, and on freight or mixed trains Mile Post 33 to Moro, Klondike to Biggs and Sandon to Hay Canyon, all retaining valves to be used;
Condon Branch, on all trains Mile Post 35 to Mikkalo, Barnett to Rock Creek and Mile Post 2 to Arlington, all retaining valves to be used.
Bend Branch, on freight and mixed trains on descending grades between Mile Post 100 and South Jct., one-half of all retaining valves to be used consecutively from engine back.

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

Fourth Sub-Division

Seufert	M. P. 87.7
Big Eddy	" 88.6
Dillon	" 93.5
Tumwater	" 96.0

Fifth Sub-Division

Montavilla	M. P. 5.4
Quarry Spur	" 7.1
Corbett	" 20.4
Latourell	" 23.9
Multnomah Falls	" 29.6
Warrendale	" 35.8
Eagle Creek	" 40.1
Viento	" 55.3
Adamsboro	" 10.3
Ward	" 14.2

Shaniko Branch

Kelsey	M. P. 63.0

Condon Branch

Smythe	M. P. 13.7

Heppner Branch

Harriett	M. P. 3.0

Bend Branch

Harris	M. P. 13.1
Ketchum	" 27.0
Oak Springs	" 47.0
Truman	" 84.2
Agency	" 103.5
Hensley	" 135.2

Gray's Harbor Branch

Kern	M. P. 18.9
Callow	" 23.0
Ballast	" 28.2
Damon	" 33.2
Hall	" 40.6
Tingle	" 45.3
South Aberdeen	" 52.8

Primo Branch

Arctic	M. P. 7.3
Midson	" 11.6

Olympia Branch

Zanaton	M. P. 1.8

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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.

MAIN LINE

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 / 28 — 106 / 107s	3500 to 3514	625	1660	1400	1445	1595	1400	2500	1295	1390	1645	1735	2115	1730	1060	815	2090	1670	1670	685	2090
P. 77 22 / 28 — 143s	3200 to 3203																				
P. 77 22 / 28 — 135s	3204 to 3207	795	2115	1800	1825	2040	1800	3185	1600	1730	2100	2220	2700	2200	1190	1035	2665	2125	2125	875	2665
P. 77 22 / 28 — 149s	3208 to 3217																				
T. 69 22 / 28 — 159 / 161s	1742 to 1754	890	2360	2000	2025	2265	2000	3555	1900	2010	2330	2460	3035	2460	1480	1155	2970	2375	2375	975	2970
T. 63 22 / 28 — 160 / 162s	1755 to 1760	975	2585	2000	2225	2475	2000	3895	1900	2200	2555	2690	3285	2690	1560	1265	3255	2600	2600	1070	3255
P. 77 25 / 28 — 167s	3218 to 3225	1030	2730	2100	2355	2625	2100	3185	2000	2320	2700	2850	3275	2845	1550	1340	3440	2745	2745	1130	3440
C. 57 15½-26 / 30 — 167	711 to 714, 716 and 717																				
C. 57 20¼ / 30 — 167	710, 715, 718, 724	1000	2395	2000	2060	2300	2000	3690	1900	2300	2275	2405	3040	2550	1475	1200	3085	2465	2465	1010	3085
C. 57 20½ / 30 — 172	719 to 723																				
C. 57 22 / 30 — 179	725 to 729																				
C. 57 22 / 30 — 187 / 190s	730 to 768	1150	3060	2600	2650	2940	2600	4610	2400	2650	3030	3200	3900	3185	1860	1500	3850	3080	3080	1265	3850
MK. 57 23¼ / 30 — 207s	2100 to 2165	1340	3600	3200	3300	3500	3200	5375	2700	2965	4000	4000	4500	3710	2175	1745	4500	3585	3585	1650	4500

CLASS

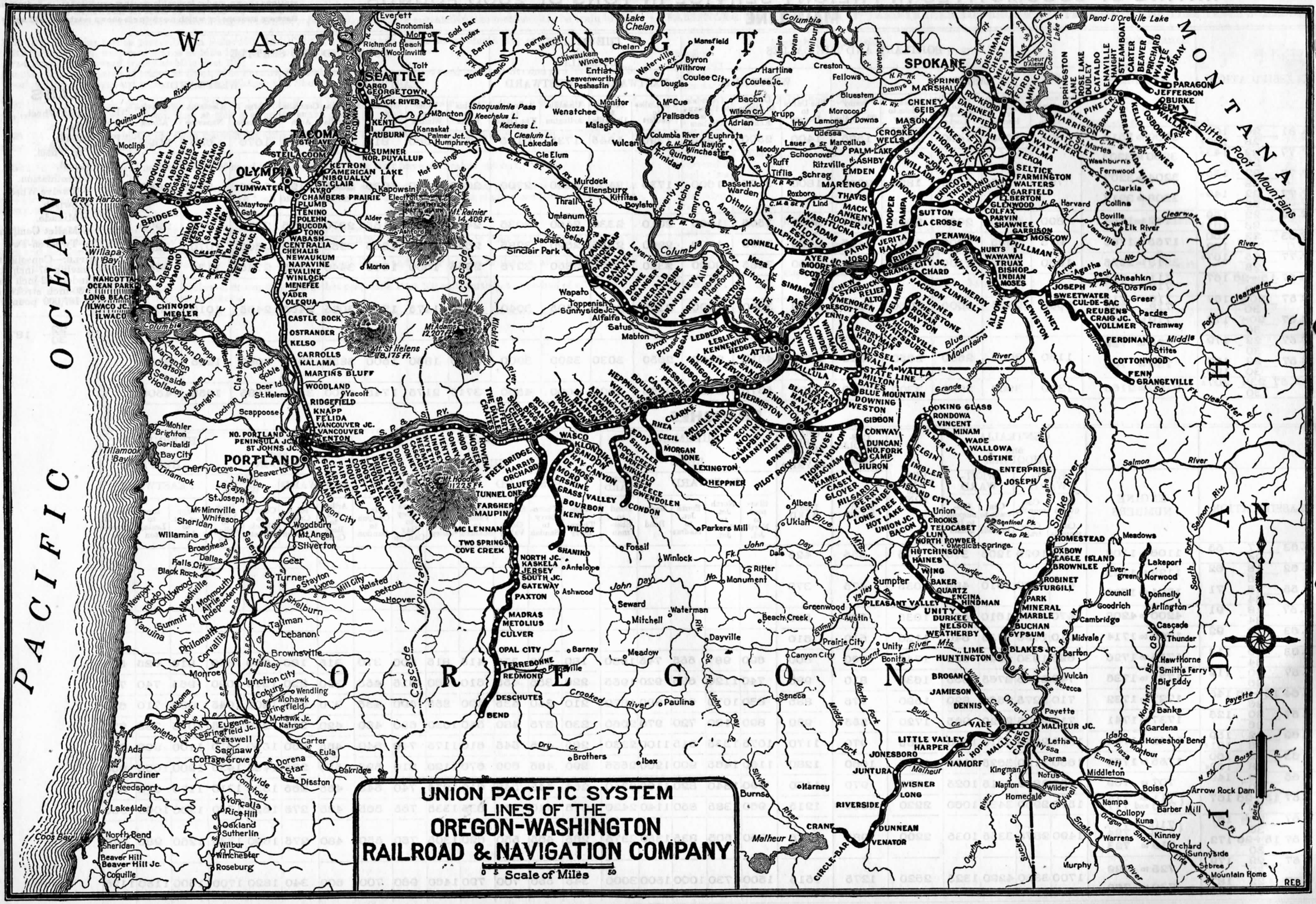
"E" — Eight Wheel.
"A" — Atlantic.
"P" — Pacific.
"T" — Ten Wheel.
"M" — Mogul.
"C" — Consolidation.
"TW" — Twelve Wheel.
"S" — Switch.
"MK" — Mikado.
"MC" — Mallet Compound.
"TTT" — Two-Ten-Two.

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	COSMOPOLIS 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 Cosmopolis	Cosmopolis to Centralia	Centralia to Cosmopolis	Cosmopolis to Hoquiam		EASTWARD	EASTWARD	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 / 24 — 55	1106 to 1108	355	1025	1205	370	775	355	425																			
E. 62 18 / 26 — 62	1122 to 1123																										
T. 55 18 / 24 — 71	1701 to 1708	470	1380	1610	495	1035	475	370																			
M. 57 18 / 24 — 91	4200 to 4208	470	1380	1610	551	1035	520	590																			
T. 63 19 / 24 — 92	1709 to 1714	510	1490	1735	540	1120	510	610																			
T. 63 20 / 24 — 113	1715 to 1726	625	1930	2245	695	1340	660	800	690	987	555	745	1580	180	290	370	415	815	500	370	315	180	980	890	810	625	590
T. 57 20 / 26 — 119	1733 to 1736	740	2375	2765	855	1630	810	980	740	1120	685	920	1955	220	355	455	510	960	615	455	390	220	1210	1090	965	740	725
T. 64 15½-26 / 26 — 145	1727 to 1732	710	2275	2560	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 / 26 — 125	1737 to 1741	710	2505	2920	905	1720	855	980	890	1180	720	970	2060	230	375	480	540	1030	650	480	420	240	1250	1155	1015	785	770
T. 69 22 / 28 — 159 / 161s	1742 to 1754	1570	2840	3310	1020	1865	970	1170	1075	1335	815	1100	2330	265	425	545	610	1175	740	540	465	260	1550	1310	1100	900	870
T. 63 22 / 28 — 160 / 162s	1755 to 1760	1650	3110	3625	1120	1975	1060	1280	1160	1465	900	1200	2555	290	465	600	670	1120	810	595	510	285	1465	1430	1200	1000	950
C. 55 19 / 30 — 149	707 to 709	900	2845	3315	1025	1975	970	1170	990	1340	820	1100	2340	265	445	545	610	1275	740	545	465	265	1530	1315	1170	970	870
C. 57 15½-26 / 30 — 167	711 to 714, 716 and 717	1510	2950	3435	1060	2220	1005	1215	960	1385	850	1140	2420	275	440	565	635	1335	765	565	485	275	1625	1360	1300	1000	950
C. 57 20½ / 30 — 167	710, 715, 718, 724	1490	2875	3355	1035	2200	985	1175	1350	1505	835	1350	2375	265	465	550	620	1305	750	550	480	275	1600	1330	1260	980	870
C. 57 15½-26 / 30 — 172	719 to 723																										
C. 57 22 / 30 — 179	725 to 729																										
C. 57 22 / 30 — 187 / 190s	730 to 768	1700	3880	4290	1325	2520	1275	1515	1500	1730	1000	1500	3000	345	550	700	790	1460	960	700	600	340	1820	1700	1500	1150	1125


UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY
Scale of Miles
0 5 50
REB
WASHINGTON
OREGON
IDAHO
MONTANA
PACIFIC OCEAN
SEATTLE
TACOMA
OLYMPIA
PORTLAND
SPOKANE
Mt. Rainier 14,408 Ft.
Mt. St. Helens 8,175 ft.
Mt. Adams 12,207 ft.
Mt. Hood 11,225 Ft.
Columbia River
Snake River
Cascade Mountains
Blue Mountains
Bitter Root Mountains
Grays Harbor
Willapa Bay
Tillamook Bay
Coos Bay
Malheur L.
Pend-D'Oreille Lake
Lake Chelan
Coeur D'Alene Lake