

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, May 15, 1927

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

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

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

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. A. MILNER " " "
W. W. SMITH, " " "
P. T. MCCARTHY, " " "
C. E. SHEPPARD, " " "
L. L. RUDD, " " "
E. M. RINGER, " " "
O. H. NEWMAN " " "

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 |

417 CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

| SECOND CLASS | | | | FIRST CLASS | | | | | Distance from Huntington | Time Table No. 66 May 15, 1927 | 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 Passenger | 24 Passenger | 256 Time Freight | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| | 10.10AM | 4.20AM | | | 7.25PM | | 6.34PM | 2.30PM | 0.0 | | | | 12.25AM | 6.40AM | | 12.30PM | 2.25PM | 7.00PM | | |
| | 8.45PM | 8.15AM | | | 11.45PM | | 9.25PM | 6.30PM | 99.5 | | | | 8.35PM | 2.45AM | | 8.00AM | 10.40AM | 6.45AM | | |
| | | 11.35AM | | 8.30AM | 3.10AM | | 12.10AM | 10.00PM | 173.8 | | | 4.30PM | 5.00PM | 11.15PM | | 4.55AM | 7.05AM | | | |
| | 3.00AM | | | | | | | | 177.5 | | | | | | | | | 5.15PM | | |
| | 5.15AM | | | 10.00AM | | | | 2.25AM | 215.8 | 89.5 | | | | | 12.45AM | 3.00AM | 5.05AM | 10.30AM | | |
| | 12.10PM | 3.30PM | 1.30PM | 1.10PM | 7.45AM | 4.55AM | 4.05AM | 4.25AM | 305.3 | | | | 12.15PM | 7.00PM | 10.15PM | 11.00PM | 1.20AM | 1.40AM | | |
| | | 6.15PM | 4.20PM | | 10.30AM | 7.30AM | 6.30AM | 7.15AM | 389.6 | | | | 9.35AM | 4.00PM | 7.45PM | 8.30PM | 10.45PM | | | |
| | 6.20PM | | | | | | | | 394.3 | | | | | | | | | 8.30PM | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | 131.5 (89.5) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |

(32.10) 12.2 (13.55) 28.0 (2.50) 29.7 (4.40) 30.0 (15.05) 25.8 (5.05) 36.0 (11.56) 32.6 (16.45) 23.5 Time (2.50) 29.7 (5.00) 28.1 (14.50) 26.2 (14.40) 26.5 (5.00) 36.6 (16.00) 24.9 (15.40) 24.8 (46.80) 8.6
 Average Speed per Hour

WESTWARD—Seattle and Portland—EASTWARD

| SECOND CLASS | | | | FIRST CLASS | | | | | | Distance from Seattle | Time Table No. 66 May 15, 1927 | Distance from Portland | FIRST CLASS | | | | | | SECOND CLASS | |
|--------------|---------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|------------------|------------------|------------------|------------------|-----------------------|-----------------------------------|------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---------------------|--|--------------|--|
| | 691 Time Freight | 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 | 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 | 692 Time Freight | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| | | 8.45PM | 7.15PM | 9.30AM | 8.00AM | 11.15PM | 1.00PM | | | 7.15PM | 6.30AM | 7.45AM | 9.20AM | 7.00PM | 8.25PM | | | | | |
| | 6.25PM | 8.54PM | 7.24PM | 9.39AM | 8.09AM | | | | | 7.32AM | 9.11AM | 6.50PM | 8.16PM | | | 6.45AM | | | | |
| | 8.40PM | | | | | 12.40AM | 2.25PM | | | 5.50PM | 5.00AM | | | | | 5.00AM | | | | |
| | 12.05AM | | | | | 2.40AM | 4.05PM | | | 4.15PM | 2.20AM | | | | | 12.30AM | | | | |
| | 7.35AM | | | | | | | | | | | | | | | 7.30PM | | | | |
| | | | | | | 6.15AM | 7.15PM | | | | | | | | | | | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |

(13.10) 13.5 (0.09) 20.6 (0.09) 20.6 (0.09) 20.6 (0.09) 20.6 (7.00) 26.2 (6.15) 29.3 Time (6.15) 29.3 (7.15) 25.2 (0.13) 14.0 (0.09) 20.6 (0.10) 18.6 (0.09) 20.6 (11.15) 15.9
 Average Speed per Hour

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

| SECOND CLASS | | | | FIRST CLASS | | | | | Distance from Spokane | Time Table No. 66 May 15, 1927 | Distance from Umatilla—Pendleton | FIRST CLASS | | | | | SECOND CLASS | |
|--------------|---------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------|-----------------------------------|----------------------------------|-----------------|-----------------|-----------------|---------------------|-------------|--------------|--|
| | 251 Time Freight | 75 Passenger | 73 Passenger | 11 Passenger | 45 Passenger | 77 Passenger | 12 Passenger | 76 Passenger | | | | 78 Passenger | 74 Passenger | 46 Passenger | 252 Time Freight | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | 8.25PM | | | 9.10PM | | 7.35AM | | | | 6.30AM | | 6.00PM | | | | 12.30AM | | |
| | | | | 5.55PM | | | | | | | | 9.00AM | | | | | | |
| | | | 9.25PM | 9.15PM | | 12.35PM | | | | | 5.20AM | 12.35PM | 5.30AM | | | | | |
| | 2.30AM | | 10.05PM | | 11.42PM | | | | | 3.30AM | 4.40AM | | | | | 4.00PM | | |
| | 8.00AM | | 12.10AM | | 1.15AM | 3.30AM | | | | 1.55AM | 3.15AM | | 11.40PM | | | 12.01PM | | |
| | 10.00AM | | 12.55AM | | 2.10AM | | | | | 12.55AM | 2.20AM | | | | | 10.30AM | | |
| | | | | | | 1.00PM | | | | | | | | | | | | |
| | | | | | | 5.00AM | 2.55PM | | | | | | | | | | | |
| | | | | | | 4.40PM | | | | | | | | | | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |

(13.35) 13.7 (8.30) 28.0 (8.20) 26.4 (5.00) 36.9 (1.30) 20.7 (9.05) 27.6 Time (5.35) 33.0 (3.00) 32.7 (9.35) 26.2 (3.30) 25.1 (1.10) 26.7 (14.00) 13.2
 Average Speed per Hour

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 | | | | | | FIRST CLASS | | | | | | | Distance from Huntington | Time Table No. 66 | | | | | | | | | |
|---|--------------|--|--|--|--|------------------------------------|------------------------------------|--|--|--|--|--------------------------------|--------------------------------|-------------------------------|--------------------------------|--------------------------------|--------------------------|--------------------------------|--------------|--------------|----------|--------------|-------------------|-------|
| | | | | | | | | | | | | | | | May 15, 1927 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 251 Time Freight Leave Daily | 255 Time Freight Leave Daily | | | | | 29 Passenger Leave Daily | 17 Passenger Leave Daily | 1 Passenger Leave Daily | 25 Passenger Leave Daily | 11 Passenger Leave Daily | 5 Mail Leave Daily | 23 Passenger Leave Daily | | STATIONS | | | | |
| WFTYP | | | | | | 10.45AM | 5.15AM | | | | | | | 10.00AM | 2.25AM | | | 1.15AM | 215.8 | DN-R | UMATILLA | Cn | | |
| 3110 P | | | | | | 11.00 | 5.25 | | | | | | | 10.06 | 2.31 | | | 1.22 | 220.0 | | BAILEY | | | |
| 3200 P | | | | | | 11.10 | 5.35 | | | | | | | *10.12 | 2.36 | | | 1.28 | 223.2 | D | IRRIGON | Go | | |
| 3200 P | | | | | | 11.25 | 5.45 | | | | | | | f10.18 | 2.41 | | | 1.35 | 226.9 | | JUDSON | | | |
| 4720 WFYP | | | | | | 11.45 | 6.00 | | | | | | | s 1.20PM | s10.27 | s 5.05AM | 2.52 | s 1.45AM | s 1.50 | 223.9 | DN-R | MESSNER | Fc | |
| | | | | | | 11.50 | 6.04 | | | | | | | 1.22 | f10.31 | 5.07 | 2.54 | 1.47 | f 1.53 | 225.7 | | BOARDMAN | Bd | |
| 5200 P | | | | | | 11.55AM | 6.08 | | | | | | | 1.25 | 10.34 | 5.10 | 2.57 | 1.50 | 1.56 | 227.5 | | PETERS | | |
| 3260 P | | | | | | 12.10PM | 6.20 | | | | | | | 1.30 | f10.40 | 5.16 | 3.02 | 1.55 | 2.02 | 231.4 | | CASTLE | | |
| 5499 P | | | | | | 12.30 | 6.40 | | | | | | | 1.37 | 10.48 | 5.24 | 3.10 | 2.02 | 2.10 | 237.2 | | BOULDER | | |
| TP | | | | | | 12.45 | 6.55 | | | | | | | 1.42 | s10.53 | 5.31 | 3.15 | 2.07 | s 2.17 | 241.2 | DN | HEPPNER JCT. | Wi | |
| 5305 P | | | | | | 12.50 | 7.00 | | | | | | | 1.44 | f10.56 | 5.34 | 3.17 | 2.09 | 2.22 | 242.7 | | WILLOWS | | |
| 5200 P | | | | | | 1.25 | 7.15 | | | | | | | 1.50 | 11.04 | 5.43 | 3.23 | 2.15 | 2.28 | 247.1 | | SILICA | | |
| 6920 WTP | | | | | | 1.50 | 7.30 | | | | | | | s 1.58 | s 11.12 | s 5.51 | s 3.30 | s 2.25 | s 2.40 | 251.7 | DN | ARLINGTON | Mx | |
| 3975 P | | | | | | 2.28 | 7.45 | | | | | | | 2.05 | 11.28 | 6.00 | 3.40 | 2.31 | 2.50 | 255.4 | | GILMORE | | |
| 4946 WP | | | | | | 2.40 | 7.55 | | | | | | | 2.11 | f11.36 | 6.08 | 3.46 | 2.40 | 2.58 | 259.9 | | BLALOCK | | |
| 3745 P | | | | | | 2.50 | 8.05 | | | | | | | 2.17 | 11.42 | 6.15 | 3.52 | 2.46 | 3.04 | 263.9 | | RAMSAY | | |
| 3217 P | | | | | | 2.58 | 8.10 | | | | | | | 2.21 | s11.47 | 6.19 | 3.55 | 2.50 | 3.08 | 266.3 | N | QUINTON | Qn | |
| 4900 P | | | | | | 3.10 | 8.20 | | | | | | | 2.28 | f11.55AM | 6.28 | 4.00 | 2.55 | 3.15 | 270.6 | | HOOK | | |
| 3500 P | | | | | | 3.20 | 8.30 | | | | | | | 2.34 | f12.01PM | 6.36 | 4.05 | 3.00 | 3.20 | 274.6 | | GOFF | | |
| 5465 WP | | | | | | 3.30 | 8.38 | | | | | | | 2.39 | f12.06 | 6.42 | 4.09 | 3.04 | 3.24 | 277.4 | | DAY | | |
| 5000 P | | | | | | 3.38 | 8.45 | | | | | | | 2.44 | s12.15 | 6.46 | 4.13 | 3.08 | 3.30 | 280.1 | | RUFUS | | |
| 3495 P | | | | | | 3.46 | 8.52 | | | | | | | 2.47 | f12.20 | 6.51 | 4.16 | 3.12 | 3.34 | 282.7 | | GRANT | | |
| 4300 YP | | | | | | 3.54 | 9.00 | | | | | | | 2.51 | s12.25 | 6.56 | 4.20 | s 3.16 | s 3.40 | 285.6 | DN | BIGGS | Bx | |
| 950 WP | | | | | | 4.00 | 9.08 | | | | | | | 12.50PM | 2.55 | f12.30 | 7.00 | 4.24 | 3.24 | 3.45 | 287.7 | D | SHERMAN | Vo |
| 2750 | | | | | | 4.05 | 9.12 | | | | | | | 12.53 | 2.57 | f12.33 | 7.05 | 4.26 | 3.26 | 3.47 | 289.2 | | MILLER | |
| 2625 | | | | | | 4.15 | 9.30 | | | | | | | 1.00 | 3.03 | f12.38 | 7.14 | 4.31 | 3.33 | 3.55 | 293.1 | | CEILO | |
| | | | | | | 4.20 | 9.33 | | | | | | | 1.02 | 3.05 | 12.40 | 7.17 | 4.33 | 3.35 | 3.57 | 294.3 | | OREGON TRUNK JCT. | |
| 3678 | | | | | | 4.30 | 9.45 | | | | | | | 1.07 | 3.10 | 12.50 | 7.22 | 4.38 | 3.42 | 4.05 | 297.8 | | DUNE | |
| WFTOP | | | | | | 5.00PM | 10.10AM | | | | | | | 1.20PM | 3.25PM | 1.10PM | 7.40AM | 4.50AM | 3.55AM | 4.20AM | 305.3 | DN-R | THE DALLES | Dk-Wh |
| | | | | | | Arrive Daily | Arrive Daily | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |

| STATIONS | | |
|----------|-------------------|-------|
| DN-R | UMATILLA | Cn |
| | 4.2 | |
| | BAILEY | |
| | 3.2 | |
| D | IRRIGON | Go |
| | 3.7 | |
| | JUDSON | |
| | 6.3 | |
| DN-R | MESSNER | Fc |
| | 1.8 | |
| | BOARDMAN | Bd |
| | 1.8 | |
| | PETERS | |
| | 3.9 | |
| | CASTLE | |
| | 5.8 | |
| | BOULDER | |
| | 4.0 | |
| DN | 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 | |
| N | QUINTON | Qn |
| | 4.3 | |
| | HOOK | |
| | 4.0 | |
| | GOFF | |
| | 2.8 | |
| | DAY | |
| | 2.7 | |
| | RUFUS | |
| | 2.6 | |
| | GRANT | |
| | 2.9 | |
| DN | BIGGS | Bx |
| | 2.1 | |
| D | SHERMAN | Vo |
| | 1.5 | |
| | MILLER | |
| | 3.9 | |
| | CEILO | |
| | 1.2 | |
| | OREGON TRUNK JCT. | |
| | 3.5 | |
| | DUNE | |
| | 7.5 | |
| DN-R | THE DALLES | Dk-Wh |
| | (98.8) | |

(6.15) 15.8 (4.55) 20.2 (0.30) 36.0 (2.05) 39.0 (3.10) 31.2 (2.35) 31.5 (2.25) 37.0 (2.10) 37.5 (3.05) 32.0 Time Average Speed per Hour

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

FOURTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD

Time Table No. 66

May 15, 1927

Block Signals

Block Signals

Distance from
Portland

FIRST CLASS

SECOND CLASS

| STATIONS | Distance from Portland | FIRST CLASS | | | | | | | SECOND CLASS | |
|-----------------------|------------------------|-----------------|----------------|-----------------|-----------------|-----------------|----------------|-----------------|---------------------|---------------------|
| | | 24 Passenger | 2 Passenger | 18 Passenger | 26 Passenger | 12 Passenger | 6 Passenger | 30 Passenger | 256 Time Freight | 258 Time Freight |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| DN-R UMATILLA Ca | 183.0 | 4.50AM | 2.50PM | | | 12.45AM | 2.10AM | | 8.00AM | |
| BAILEY | 178.8 | 4.38 | f 2.40 | | | 12.38 | 1.56 | | 7.45 | |
| D IRRIGON Go | 175.6 | f 4.32 | s 2.34 | | | 12.32 | 1.45 | | 7.35 | |
| JUDSON | 171.9 | 4.24 | f 2.26 | | | 12.26 | 1.35 | | 7.15 | |
| DN-R MESSNER Fe | 165.6 | s 4.15 | s 2.15 | s 3.05PM | s 9.20PM | 12.16 | s 1.20 | | 6.50 | 3.50AM |
| BOARDMAN Bd | 163.8 | f 4.12 | s 2.11 | 3.01 | 9.15 | 12.12 | 1.16 | | 6.42 | 3.45 |
| PETERS | 162.0 | 4.08 | 2.08 | 2.58 | 9.12 | 12.09 | 1.14 | | 6.35 | 3.40 |
| CASTLE | 158.1 | 4.00 | f 2.00 | 2.50 | 9.06 | 12.04AM | 1.09 | | 6.20 | 3.30 |
| BOULDER | 152.3 | 3.50 | 1.50 | 2.40 | 8.58 | 11.57PM | 1.01 | | 5.56 | 3.10 |
| N HEPPNER JCT. Wi | 148.3 | s 3.42 | s 1.42 | 2.35 | 8.51 | 11.50 | s 12.50 | | 5.38 | 2.40 |
| WILLOWS | 146.8 | 3.31 | f 1.36 | 2.32 | 8.49 | 11.48 | 12.47 | | 5.34 | 2.35 |
| SILICA | 142.4 | 3.23 | 1.25 | 2.25 | 8.43 | 11.42 | 12.40 | | 5.18 | 2.28 |
| DN ARLINGTON Mx | 137.8 | s 3.05 | s 1.15 | s 2.15 | s 8.35 | s 11.35 | s 12.32 | | 5.02 | 2.15 |
| GILMORE | 134.1 | 2.50 | 12.59 | 2.05 | 8.27 | 11.30 | 12.22 | | 4.50 | 1.05 |
| BLALOCK | 129.6 | 2.40 | f 12.52 | 1.54 | 8.21 | 11.24 | 12.16 | | 4.35 | 12.55 |
| RAMSAY | 125.6 | 2.30 | 12.45 | 1.45 | 8.14 | 11.18 | 12.10 | | 4.20 | 12.46 |
| N QUINTON Qn | 123.2 | 2.26 | f 12.40 | 1.40 | 8.10 | 11.15 | 12.07 | | 4.12 | 12.40 |
| HOOK | 118.9 | 2.21 | f 12.32 | 1.30 | 8.03 | 11.10 | 12.02AM | | 4.00 | 12.30 |
| GOFF | 114.9 | 2.16 | f 12.27 | 1.20 | 7.57 | 11.05 | 11.57PM | | 3.46 | 12.20 |
| DAY | 112.1 | 2.12 | f 12.21 | 1.14 | 7.53 | 11.01 | 11.53 | | 3.38 | 12.12 |
| RUFUS | 109.4 | 2.08 | s 12.15 | 1.08 | f 7.49 | 10.57 | 11.49 | | 3.30 | 12.05AM |
| GRANT | 106.8 | 2.04 | f 12.08 | 1.02 | 7.45 | 10.53 | 11.45 | | 3.12 | 11.55PM |
| DN BIGGS Bx | 103.9 | s 2.00 | s 12.01PM | 12.55 | f 7.40 | 10.49 | s 11.40 | | 2.45 | 11.40 |
| D SHERMAN Vo | 101.8 | 1.52 | f 11.56AM | 12.50 | 7.36 | 10.45 | 11.30 | 12.05PM | 2.35 | 11.17 |
| MILLER | 100.3 | 1.48 | f 11.54 | 12.46 | f 7.33 | 10.42 | 11.27 | f 11.59AM | 2.30 | 11.12 |
| CEILO | 96.4 | 1.42 | f 11.49 | 12.38 | f 7.25 | 10.37 | 11.22 | f 11.54 | 2.20 | 11.02 |
| OREGON TRUNK JCT. | 95.2 | 1.40 | 11.47 | 12.35 | 7.22 | 10.35 | 11.20 | 11.52 | 2.16 | 10.58 |
| DUNE | 91.7 | 1.35 | 11.42 | 12.30 | 7.17 | 10.30 | 11.15 | 11.47 | 2.08 | 10.50 |
| DN R THE DALLES Dk-Wh | 84.2 | 1.20AM | 11.30AM | 12.15PM | 7.00PM | 10.15PM | 11.00PM | 11.35AM | 1.40AM | 10.25PM |
| (98.8) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |

| | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Time..... | (3.30) | (3.20) | (2.50) | (2.20) | (2.30) | (3.10) | (0.30) | (6.20) | (5.25) |
| Average Speed per Hour..... | 28.2 | 29.6 | 28.7 | 34.9 | 39.5 | 31.2 | 36.0 | 15.6 | 15.0 |

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 Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | SECOND CLASS | | | | | | FIRST CLASS | | | | | | | | Distance from Huntington | Time Table No. 66 May 15, 1927 | |
|---|------------------------|--------------|--------------|------------|--|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------------------|-----------------------------------|--|
| | | | | | | | 561 | 17 | 29 | 25 | 11 | 5 | 23 | 563 | | STATIONS | |
| | Way Freight | Time Freight | Time Freight | | | | Passenger | Passenger | Passenger | Passenger | Passenger | Mail | Passenger | 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 | | | |
| WFTOP | | | 12.10 PM | | | | | 3.30 PM | 1.30 PM | 7.45 AM | 4.55 AM | 4.05 AM | 4.25 AM | 305.3 | DN-R THE DALLES Dk-Wh | | |
| P | | | 12.20 | | | | | 3.36 | 1.35 | 7.50 | 5.01 | 4.10 | 4.31 | 307.8 | CRATES | | |
| 3350 P | | | 12.35 | | | | | 3.45 | 1.45 | 8.00 | 5.10 | 4.18 | 4.40 | 313.4 | ROWENA | | |
| 3200 P | | | 12.45 | | | | | 3.51 | 1.52 | 8.06 | 5.17 | 4.24 | 4.47 | 317.0 | CHATFIELD | | |
| 3250 WP | | | 12.55 | | | | | 3.58 | 1.59 | 8.13 | 5.24 | 4.30 | 4.54 | 320.3 | D MOSIER H | | |
| 9050 WP | | | 1.12 | | | | | 4.10 | 2.10 | 8.23 | 5.35 | 4.40 | 5.05 | 326.3 | DN HOOD RIVER Ki | | |
| 4040 P | | | 1.24 | | | | | 4.20 | 2.19 | 8.31 | 5.45 | 4.49 | 5.15 | 330.4 | MENO | | |
| 3255 P | | | 1.28 | | | | | 4.23 | 2.22 | 8.34 | 5.47 | 4.52 | 5.18 | 332.0 | SONNY | | |
| 3190 P | | | 1.40 | | | | | 4.31 | 2.30 | 8.42 | 5.55 | 4.59 | 5.26 | 336.6 | LINDSEY | | |
| 2980 WTP | | | 1.48 | | | | | 4.37 | 2.36 | 8.47 | 6.00 | 5.04 | 5.32 | 339.8 | WYETH | | |
| 2784 P | | | 1.55 | | | | | 4.42 | 2.41 | 8.52 | 6.05 | 5.09 | 5.38 | 342.7 | FARLEY | | |
| 3203 FP | | | 2.05 | | | | | 4.50 | 2.47 | 8.58 | 6.12 | 5.15 | 5.46 | 346.6 | D CASCADE LOCKS | | |
| 6783 WTP | | | 2.20 | | | | | 4.59 | 2.57 | 9.05 | 6.20 | 5.23 | 5.55 | 350.8 | D BONNEVILLE Mu | | |
| 3315 P | | | 2.33 | | | | | 5.08 | 3.05 | 9.12 | 6.28 | 5.30 | 6.03 | 355.4 | DODSON | | |
| 3108 P | | | 2.40 | | | | | 5.13 | 3.09 | 9.16 | 6.32 | 5.33 | 6.08 | 358.1 | ONEONTA | | |
| 3479 OP | | | 2.54 | | | | | 5.21 | 3.18 | 9.25 | 6.40 | 5.40 | 6.18 | 363.2 | D BRIDAL VEIL Ju | | |
| 3210 P | | | 3.05 | | | | | 5.27 | 3.24 | 9.32 | 6.45 | 5.46 | 6.24 | 367.1 | ROOSTER ROCK | | |
| 3050 P | | | 3.15 | | | | | 5.32 | 3.31 | 9.37 | 6.51 | 5.51 | 6.30 | 370.4 | TAYLOR | | |
| 5875 WTP | | | 3.30 | | | | | 5.38 | 3.40 | 9.42 | 6.56 | 5.56 | 6.36 | 373.9 | DN TROUTDALE Sn | | |
| 2700 P | | | | | | | | 5.43 | 3.45 | 9.46 | 7.00 | 6.00 | 6.40 | 376.3 | FAIRVIEW Fa | | |
| 2720 P | | | | | | | | 5.54 | 3.55 | 10.00 | 7.10 | 6.10 | 6.51 | 381.8 | CLARNIE | | |
| 1500 P | | | | | | | | 6.00 | 4.00 | 10.10 | 7.15 | 6.15 | 7.00 | 385.1 | GRAHAM | | |
| 1085 | | | | VIA KENTON | | | | 6.05 | 4.08 | 10.15 | 7.20 | 6.20 | 7.05 | 387.6 | BRUN | | |
| 3215 P | | | 4.10 | | | | | | | | | | | 378.9 | HEMLOCK | | |
| 3315 P | | | 4.50 | | | | | | | | | | | 383.6 | FIR | | |
| P | | | 5.10 | | | | | | | | | | | 389.1 | KENTON | | |
| 1415 YP | | | 5.30 | | | | | | | | | | | 390.3 | PENINSULA JCT. | | |
| P | | | | | | | | | | | | | | 391.5 | NORTH PORTLAND JCT. | | |
| 1415 YP | | | | | | | | | | | | | | 390.3 | PENINSULA JCT. | | |
| 1415 YP | | | | | | | | | | | | | | 390.3 | PENINSULA JCT. | | |
| P | | | | | | | | | | | | | | 391.8 | ST. JOHNS JCT. | | |
| P | | | | | | | | | | | | | | 393.0 | MILLROAD | | |
| WFTYOP | | | | | | | | | | | | | | 394.3 | DN-R ALBINA B | | |
| IP | | | | | | | | | | | | | | 394.4 | HARDING ST. | | |
| IP | | | | | | | | | | | | | | 388.9 | EAST PORTLAND | | |
| | | | | | | | | | | | | | | 389.5 | DN-R PORTLAND Dispr X P-So | | |

(0.45) 6.6 (1.35) 3.2 (6.10) 14.4 (0.28) 14.5 (2.45) 30.6 (2.50) 29.7 (2.45) 30.6 (2.35) 32.5 (2.25) 34.8 (2.50) 29.7 (0.33) 12.4 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.

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

Time Table No. 66
May 15, 1927

Distance from
Portland

FIRST CLASS

SECOND CLASS

| STATIONS | Distance from Portland | FIRST CLASS | | | | | | SECOND CLASS | | |
|--------------------------------|------------------------|-------------------------------------|-------------------------------------|-------------------------------------|------------------|-------------------------------------|------------------|------------------------|-----------------------|-----------------------------|
| | | 32 C.M.&St.P. Passenger 17 | 34 C.M.&St.P. Passenger 16 | 38 C.M.&St.P. Passenger 15 | 562 Passenger | 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 Tues. Thurs.&Sat. |
| Black Spans DN-R SEATTLE 0w | 183.2 | 7:45 AM | 9:20 AM | 7:00 PM | 7:15 PM | 8:25 PM | 6:30 AM | | | |
| DN-R ARGO 0.8 | 180.1 | 7:32 AM | 9:11 AM | 6:50 PM | 7:00 | 8:16 PM | 6:15 | 6:45 AM | | 3:00 PM |
| DN-R BLACK RIVER BI | 173.8 | | | | 6:45 PM | | 6:00 AM | 6:25 AM | | 2:45 PM |

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

| | | | | | | | | | | | |
|----------------------------------|-------|--|--|---------|--|---------|--|--|---------|--|----------|
| Black Spans DN TACOMA JCT. Jn | 147.5 | | | 5:58 PM | | 5:10 AM | | | 5:15 AM | | 12:45 PM |
| DN RESERVATION Rn | 146.7 | | | 5:56 PM | | 5:06 AM | | | 5:10 AM | | 12:35 PM |

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.

| STATIONS | Distance from Portland | 32 | 34 | 38 | 562 | 42 | 564 | 692 | 978 | 976 |
|--|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------------------|
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tues. Thurs.&Sat. |
| Black Spans NORTH PORTLAND JCT. 1.2 | 6.8 | | | | 1:20 PM | | 11:38 PM | 8:00 PM | | 6:55 AM |
| Black Spans PENINSULA JCT. 1.5 | 5.6 | | | | | | | | | |
| Black Spans ST. JOHNS JCT. 1.2 | 4.1 | | | | | | | | | |
| Black Spans MILLROAD 1.3 | 2.9 | | | | | | | | | |
| Black Spans ALBINA 0.1 | 1.6 | | | | | | | 7:30 PM | | 6:30 AM |
| Black Spans HARDING ST. 0.9 | 1.5 | | | | | | | | | |
| Black Spans EAST PORTLAND 0.6 | 0.6 | | | | | | | | | |
| Black Spans PORTLAND (183.2) | 0.0 | | | | 1:00 PM | | 11:15 PM | | | |

Time..... (0.13) (0.09) (0.10) (6.15) (0.09) (7.15)
Average Speed per Hour..... 14.0 20.6 18.6 29.3 20.6 25.2

(11.15) (0.25) (2.25)
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

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | SECOND CLASS | | FIRST CLASS | | | Distance from Bend | Time Table No. 66 | | | Distance from Sherman | FIRST CLASS | | SECOND CLASS | | |
|---|-------------------------|-------------------------|-------------------------|--------------------------|-----------------|--------------------|-------------------|-----------------|-------------------------|-----------------------|--------------|----------------|-------------------------|------------------------|----------------|
| | 309 | 313 | 105 | 103 | 29 | | 30 | 102 | 308 | | 314 | | | | |
| | O. T. Ry. Local Freight | Time Freight | O. T. Ry. Passenger | O. T. Ry. Mixed | Passenger | | Passenger | O. T. Ry. Mixed | O. T. Ry. Local Freight | | Time Freight | | | | |
| | Leave Daily Ex. Monday | Leave Daily | Leave Daily Except Sat. | Leave Saturday | Leave Daily | | | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | 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 | 10.40PM | 9.05PM | 8.25AM | 41.3 | DN-R | METOLIUS | Ms | 106.0 | 4.20PM | 5.00AM | 2.00PM | 4.10AM |
| 2680 | W | 9.00 | 2.30 | 10.50 | 9.20 | 8.35 | 46.2 | D | MADRAS | Md | 101.1 | 4.05 | 4.35 | 1.30 | 3.57 |
| 2480 | | 9.35 | 2.50 | 11.00 | 9.35 | 8.45 | 51.9 | | PAXTON | | 95.4 | 3.50 | 4.15 | 1.00 | 3.42 |
| 2000 | W | 10.00 | 3.17 | 11.15 | 9.55 | 9.00 | 57.4 | D | GATEWAY | Gw | 89.9 | 3.35 | 3.45 | 12.30 | 3.17 |
| 1280 | WFP | 10.30AM | 4.15AM | 11.35PM | 10.25PM | 9.20AM | 65.6 | R | SOUTH JUNCTION | | 81.7 | 3.15PM | 3.20AM | 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 | | | 9.40AM | | 76.0 | D-R | NORTH JUNCTION | Jn | 71.3 | 2.55PM | | | 2.28AM |
| 1100 | | 4.45 | | | 9.45 | | 77.1 | | COVE CREEK | | 70.2 | 2.51 | | 2.25 | |
| 1160 | | 4.55 | | | 9.55 | | 80.0 | | TWO SPRINGS | | 67.4 | 2.40 | | 2.15 | |
| 475 | P | 5.20 | | | 10.15 | | 88.1 | | McLENNON | | 59.2 | 2.20 | | 1.52 | |
| 1180 | WFP | 5.50 | | | 10.35 | | 96.1 | D | MAUPIN | Hf | 51.2 | 2.00 | | 1.32 | |
| | | 6.20 | | | 10.55 | | 104.5 | | SHERARS BRIDGE | | 42.8 | 1.37 | | 1.06 | |
| 1390 | WFP | 6.25 | | | 11.00 | | 105.1 | | FARGHER | | 42.2 | 1.33 | | 1.03 | |
| 1200 | | 6.55 | | | 11.20 | | 115.5 | | TUNNEL ONE | | 31.8 | 1.15 | | 12.33 | |
| 1160 | P | 7.15 | | | 11.35AM | | 121.1 | | BLUFFS | | 26.2 | 1.02 | | 12.15AM | |
| 2650 | W | 7.45 | | | 12.05PM | | 133.0 | | MAYS | | 14.3 | 12.33 | | 11.42PM | |
| 310 | | 8.00 | | | 12.24 | | 137.4 | | FREE BRIDGE | | 9.9 | 12.24 | | 11.30 | |
| | WY | 8.30AM | | | 12.45PM | | 147.3 | D-R | SHERMAN | Vo | 0.0 | 12.05PM | | 11.00PM | |
| | | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily Except Sat. | Arrive Saturday | Arrive Daily | | | | | | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily |
| | | (1.55) 12.6 | (8.45) 16.8 | (0.55) 26.5 | (1.20) 18.2 | (5.45) 25.5 | | | | | | (5.50) 25.2 | (1.40) 14.6 | (1.59) 12.2 | (7.30) 19.5 |

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

WESTWARD—Condon Branch—EASTWARD

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | SECOND CLASS | | Distance from Condon | Time Table No. 66 | | Distance from Arlington | SECOND CLASS | |
|---|------------------------|-------------------------|----------------------|-------------------|-------------------------|-------------------------|--------------|--|
| | 127 | 107 | | 108 | 128 | | | |
| | Mixed | Passenger | | Passenger | Mixed | | | |
| | Leave Daily Ex. Sunday | Leave Sunday | | Arrive Monday | Arrive Daily Ex. Monday | | | |
| 10005 | WFP | 10.30PM | 11.15PM | 0.0 | 7.15AM | 7.15AM | | |
| 1278 | | 10.55 | 11.35 | 8.2 | 6.35 | 6.35 | | |
| 1485 | | 11.10 | 11.50PM | 12.2 | 6.20 | 6.20 | | |
| 1450 | | 11.25 | 12.05AM | 15.9 | 6.01 | 6.01 | | |
| 1515 | W | 11.45PM | 12.20 | 20.1 | 5.40 | 5.40 | | |
| 1400 | | 12.05AM | 12.35 | 24.8 | 5.20 | 5.20 | | |
| 662 | W | 12.25 | 12.45 | 28.5 | 5.01 | 5.01 | | |
| 1480 | | 12.55 | 1.10 | 37.2 | 4.35 | 4.35 | | |
| 2596 | WFP | 1.30AM | 1.30AM | 44.5 | 4.05AM | 4.05AM | | |
| | | Arrive Daily Ex. Monday | Arrive Monday | | Leave Monday | Leave Daily Ex. Monday | | |
| | | (3.00) 14.8 | (2.15) 19.8 | | (3.10) 13.9 | (3.10) 13.9 | | |

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

WESTWARD—Shaniko Branch—EASTWARD

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | SECOND CLASS | | Distance from Shaniko | Time Table No. 66 | | Distance from Biggs | SECOND CLASS | | | |
|---|---------------------|-------------------------|-------------------------|----------------------|--------------------|---------------------|--------------|--------|----------------------|------------------------|
| | 125 | 105 | | 106 | 126 | | | | | |
| | Mixed | Mixed | | Mixed | Mixed | | | | | |
| | Lv Sat Tues & Thurs | Lv Mon Wed Fri & Sun | | Ar Sun Mon Wed & Fri | Ar Tue Thurs & Sat | | | | | |
| 3385 | WFYP | 8.30PM | 0.0 | D-R | SHANIKO | Sh | 69.7 | 8.20AM | | |
| 620 | | 9.05 | 12.6 | | WILCOX | | 57.1 | 7.40 | | |
| 902 | | 9.20 | 17.2 | | KENT | | 52.5 | 7.25 | | |
| 571 | | 9.40 | 23.9 | | BOURBON | | 45.8 | 7.15 | | |
| 1350 | WT | 10.00 | 10.00PM | 31.2 | D-R | GRASS VALLEY | Vy | 38.5 | 6.45AM | |
| 338 | Spur | 10.25 | 10.25 | 38.4 | | ERSKINE | | 31.3 | 6.05 | |
| 2694 | W | 10.45 | 10.45 | 42.7 | D | MORO | Mr | 27.0 | 5.45 | |
| 820 | | 11.00 | 11.00 | 45.8 | | DE MOSS | | 23.9 | 5.25 | |
| 393 | | 11.15 | 11.15 | 49.7 | | NISH | | 20.0 | 5.10 | |
| 3030 | Spur | 11.20 | 11.20 | 50.5 | | HAY CANYON | | 19.2 | 5.05 | |
| 125 | | 11.40 | 11.40 | 54.1 | | SANDON | | 15.6 | 4.50 | |
| 932 | | 11.50PM | 11.50PM | 55.5 | | KLONDIKE | | 14.2 | 4.40 | |
| 1744 | W | 12.15AM | 12.15AM | 60.0 | D | WASCO | Wa | 9.7 | 4.15 | |
| 190 | Spur | 12.30 | 12.30 | 62.6 | | SINK | | 7.1 | 4.00 | |
| 565 | | 12.40 | 12.40 | 64.5 | | THORNBERRY | | 5.2 | 3.50 | |
| 4360 | WFP | 1.30AM | 1.30AM | 69.7 | DN-R | BIGGS | Bx | 0.0 | 3.30AM | |
| | | Arrive Sun. Wed. & Fri. | Ar Mon Tues Thurs & Sat | | | | | | Lv Sun Mon Wed & Fri | Leave Tues Thurs & Sat |
| | | (5.00) 13.9 | (3.30) 11.0 | | | | | | (3.15) 11.8 | (4.50) 14.4 |

WESTWARD—Heppner Branch—EASTWARD

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | SECOND CLASS | | Distance from Heppner | Time Table No. 66 | | Distance from Heppner Jet. | SECOND CLASS | | | |
|---|------------------------|-------------------------|-----------------------|-------------------|-------------------------|----------------------------|--------------|------|----------------|------------------------|
| | 129 | 109 | | 110 | 130 | | | | | |
| | Mixed | Passenger | | Passenger | Mixed | | | | | |
| | Leave Daily Ex. Sunday | Leave Sunday | | Arrive Monday | Arrive Daily Ex. Monday | | | | | |
| 2867 | WFP | 11.00PM | 11.30PM | 0.0 | D-R | HEPPNER | Hr | 45.2 | | |
| 1029 | P | 11.25 | 11.50PM | 8.9 | | LEXINGTON | | 36.3 | | |
| | | 11.40 | 12.05AM | 14.2 | | JORDAN | | 31.0 | | |
| 1150 | W | 11.55PM | 12.15 | 16.9 | D | IONE | On | 28.3 | | |
| | | 12.05AM | 12.25 | 20.0 | | McNAB | | 25.2 | | |
| 835 | | 12.20 | 12.38 | 25.4 | | MORGAN | | 19.8 | | |
| | | 12.30 | 12.45 | 27.5 | | MORSIL | | 17.7 | | |
| 830 | W | 12.40 | 12.55 | 30.7 | | CECIL | | 14.5 | | |
| | | 12.50 | 1.05 | 34.3 | | EWING | | 10.9 | | |
| 704 | | 1.05 | 1.15 | 38.4 | | RHEA | | 6.8 | | |
| 1780 | TP | 1.45AM | 1.45AM | 45.2 | D-R | HEPPNER JCT. | Wi | 0.0 | | |
| | | Arrive Daily Ex. Monday | Arrive Monday | | | | | | Leave Monday | Leave Daily Ex. Monday |
| | | (2.45) 16.4 | (2.15) 20.0 | | | | | | (2.30) 18.1 | (2.30) 18.1 |

WESTWARD—Gray's Harbor Branch—EASTWARD

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | SECOND CLASS | | FIRST CLASS | | Distance from Centralia | Time Table No. 66 | | | Distance from Hoquiam | FIRST CLASS | | SECOND CLASS | | |
|---|----------------------|-------------------------|-------------|-------------------------|-------------------------|-------------------|------------------|----|-----------------------|-------------------------|--------------|-----------------------|-------------------------|--|
| | 987 | 463 | | 417 | | 577 | May 15, 1927 | | | 418 | 578 | 988 | 462 | |
| | Way Freight | C.M. & St. P. Fast Frt. | | C.M. & St. P. Passenger | | Mixed | STATIONS | | | C.M. & St. P. Passenger | Passenger | Way Freight | C.M. & St. P. Fast Frt. | |
| | Leave Daily Ex. Sun. | Leave Daily Ex. Sun. | | Leave Daily | | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. | |
| WFTYOP | 10.00AM | | | | 0.0 | DN-R | CENTRALIA 2.4 | Cn | 57.5 | | 1.45AM | | 8.45PM | |

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. 66 | | | Distance from Centralia |
|---|--------------------|-------------------|---------------|-----|-------------------------|
| | | May 15, 1927 | | | |
| | | STATIONS | | | |
| | | | | | |
| 1360 | WFOF | | | 8.0 | |
| | | R | TONO 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 | | | | 3.30AM | 2.4 | BLAKESLEE JUNCTION 2.6 | 55.1 | | 1.30AM | | 8.20PM |
|------|---------|---------|--------|--|---------------|------|---------------------------|------|------------------|--------|--|---------------|
| 1350 | P | 10 35 | | | f 3.40 | 5.0 | D GALVIN Rk | 52.5 | | f 1.20 | | 8.10 |
| 2285 | P | 10 55 | 2.43AM | | f 3.55 | 12.2 | R HELSING JUNCTION 1.5 | 45.3 | 4.20PM | f 1.05 | | 7.50 8.00PM |
| 2680 | WP | 11.15 | 2.50 | | s 5.20 s 4.00 | 13.7 | DN INDEPENDENCE Nd | 43.8 | s 4.15 s 1.00 | | | 7.40 7.55 |
| | P | 11 30 | 3.05 | | f 5.29 f 4.15 | 18.3 | BALCH 3.9 | 39.2 | f 4.00 f 12.48 | | | 7.25 7.40 |
| 2718 | P | 11.47AM | 3.20 | | f 5.36 f 4.27 | 22.2 | CEDARVILLE 4.1 | 35.3 | f 3.52 f 12.38 | | | 7.15 7.30 |
| 2687 | P | 12.05PM | 3.35 | | f 5.43 f 4.40 | 26.3 | LANKNER 2.6 | 31.2 | f 3.44 f 12.26 | | | 7.05 7.20 |
| | | 12.15 | 3.42 | | f 5.47 f 4.45 | 28.9 | RONY 1.9 | 28.6 | 3.39 12.20 | | | 7.00 7.15 |
| 2353 | P | 12.25 | 3.50 | | f 5.50 f 4.50 | 30.8 | SAGINAW 1.7 | 26.7 | f 3.34 f 12.15 | | | 6.50 7.10 |
| | WP | 12.35 | 3.55 | | f 5.53 f 5.00 | 32.5 | SOUTH ELMA 3.5 | 25.0 | f 3.29 f 12.10AM | | | 6.45 7.05 |
| 1747 | P | 12.50 | 4.05 | | f 5.59 f 5.10 | 36.0 | FULLER 6.3 | 21.5 | f 3.22 f 11.55PM | | | 6.30 6.50 |
| 2744 | | 1.15 | 4.30 | | f 6.11 f 5.28 | 42.3 | SOUTH MONTESANO | 15.2 | f 3.10 f 11.35 | | | 6.11 6.30 |
| | | | | | | 42.3 | SOUTH MONTESANO 1.5 | 15.2 | | | | |
| | | | | | | 43.8 | D MONTESANO Mo | 16.7 | | | | |
| 2744 | | 1.30 | 4.30 | | f 6.11 f 5.28 | 42.3 | SOUTH MONTESANO 1.5 | 15.2 | f 3.10 f 11.35 | | | 6.11 6.30 |
| 1523 | P | 1.55 | 4.35 | | f 6.14 f 5.33 | 43.8 | MELBOURNE 2.9 | 13.7 | f 3.07 f 11.30 | | | 5.45 6.14 |
| 1751 | P | 2.20 | 4.45 | | f 6.21 f 5.41 | 46.7 | PREACHER'S SLOUGH 2.1 | 10.8 | f 3.01 f 11.20 | | | 5.22 5.50 |
| 1294 | | | | | | 48.8 | BLUE SLOUGH 2.4 | 8.7 | | | | |
| 1915 | WFTYOP | 2.53 | 5.00 | | s 6.35 s 5.55 | 51.2 | D-R COSMOPOLIS Cn | 6.3 | s 2.53 s 11.10 | | | 4.55 5.35 |
| | | | | | | 53.3 | N. P. CROSSING 0.6 | 4.2 | | | | |
| 4135 | WIYOP | 3.10PM | 5.15AM | | 6.50PM 6.15AM | 53.9 | DN-R ABERDEEN Sn | 3.6 | 2.45PM 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 25PM | 6 00AM | | | 7 00PM | 7.15AM | 57.5 | DN-R | HOQUIAM | Ho | 0.0 | 2 30PM | 10.40PM | 4.25PM | 5 00PM |
|--------|-----------------------|-----------------------|--|--|----------------|----------------|------|------|---------|----|-----|----------------|----------------|----------------------|----------------------|
| | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. | | | Arrive Daily | Arrive Daily | | | (57.5) | | | Leave Daily | Leave Daily | Leave Daily Ex. Sun. | Leave Daily Ex. Sun. |
| | (5.25) 9.6 | (3.17) 13.8 | | | (1.46) 25.6 | (4.15) 14.0 | | | | | | (1.50) 24.7 | (3.05) 18.7 | (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.

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. 66 | | | Distance from Cosmopolis |
|--|---------------------|-------------------|----------------------|------|--------------------------|
| | | May 15, 1927 | | | |
| | | STATIONS | | | |
| | | | | | |
| 462 | 0.0 | | PRIMO 7.9 | 13.1 | |
| 1002 | 7.9 | | BRIDGES 5.2 | 5.2 | |
| 1915 | 13.1 | D-R | COSMOPOLIS (13.1) | 0.0 | |

..... 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 | | Distance from Chambers Prairie | Time Table No. 66 | | | Distance from Olympia | FIRST CLASS | |
|---|----------------|----------------|--------------------------------|-------------------|-------------------------|----|-----------------------|----------------|----------------|
| | 123 | 121 | | May 15, 1927 | | | | 122 | 124 |
| | Mixed | Mixed | | STATIONS | | | | Mixed | Mixed |
| | Leave Daily | Leave Daily | | | | | | Arrive Daily | Arrive Daily |
| PY | | | 0.0 | DN-R | CHAMBERS PRAIRIE 7.4 | Ma | 7.4 | 3.25PM | 4.40PM |
| PWFY | | | 7.4 | D-R | OLYMPIA | Oa | 0.0 | 2 50PM | 4.10PM |
| | | | | | (7.4) | | | Leave Daily | Leave Daily |
| | (0.25) 17.8 | (0.25) 17.8 | | | | | | (0.35) 14.5 | (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

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

R. V. Owens, General Supervisor of Time Service, Omaha.

| | |
|-----------------|----------------------|
| Portland..... | Belding & Saxton |
| Portland..... | N. L. Nielson |
| The Dalles..... | Geo. F. Newhouse |
| Seattle..... | W. W. Houghton & Son |
| Georgetown..... | W. C. Hudson |
| Tacoma..... | S. Grimstead |
| Centralia..... | C. R. Ahern |
| Heppner..... | E. H. Buhn |
| 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 |
| 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 |
| 29 | Montavilla..... | Any point |
| 30 | Montavilla..... | Any point |

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 and Condon branches, Shaniko, Condon and Heppner Branches. |
| 24 | Any station..... | Any station |
| 24 | Bridal Veil, on Saturday and Sunday only..... | Any station |
| 24 | Multnomah Falls, on Saturday 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 |
| 30 | Viento..... | Any station |
| 563 | Kelso and Kalama..... | Grays Harbor Branch on Portland Sleeper. |
| 29 | Montavilla..... | Any station |
| 30 | Montavilla..... | Any station |

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 | Callow..... | Any Station |
| 29 | Ketchum..... | Any Station | 417 | Tingle..... | Any Station |
| 29 | Harris..... | Any Station | 417 | South Aberdeen..... | Any Station |
| 30 | Oak Springs..... | Any Station | 418 | Callow..... | Any Station |
| 30 | Ketchum..... | Any Station | 418 | Tingle..... | Any Station |
| 30 | Harris..... | Any Station | 418 | South Aberdeen..... | Any Station |
| 102 | Truman..... | Any Station | 577 | Tingle..... | Any Station |
| 103 | Truman..... | Any Station | 577 | Callow..... | Any Station |
| 29 | Truman..... | Any Station | 578 | Tingle..... | Any Station |
| 30 | Truman..... | Any Station | 578 | Callow..... | Any Station |

Note.—Nos. 29 and 30 will stop on flag at Corbett, Latourell, Multnomah Falls, Warrendale and Eagle Creek 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.

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 point 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.

SPECIAL RULES

FIRST DIVISION

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

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

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 (Spokane Av.) | 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 over truss bridges, 10 miles per hour through tunnels, and 20 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 |
| (Eastward) | 15 miles | 15 miles |
| Between Eagle Creek and Milepost 42.5 | 35 miles | 25 miles |
| Between East Portland and Graham 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. | | Freight and Mixed |
| Shaniko Branch | 25 miles | 25 miles |
| Between Milepost 33 and Moro on descending grade | | 20 miles |
| Between Hay Canyon and Sandon on descending grade | | 20 miles |
| Between Wasco and Thornberry on descending grade | | 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 | | 20 miles |
| Heppner Branch— | | |
| Between Milepost 1 and Milepost 13 | 30 miles | 25 miles |
| Between Milepost 13 and 23 | 35 miles | 30 miles |
| Between Milepost 23 and Heppner | 30 miles | 25 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 | 30 miles | 25 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 |
| Independence to South Montesano | 40 miles | 35 miles |
| South Montesano to Hoquiam | 40 miles | 30 miles |
| Within City Limits, Aberdeen | 20 miles | 20 miles |
| Within City Limits, Cosmopolis | 20 miles | 20 miles |
| Over street crossings, Aberdeen | 10 miles | 10 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. | | |

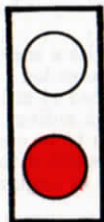
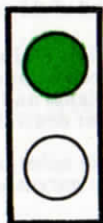
AUTOMATIC TRAIN CONTROL RULES COVERING AUTOMATIC TRAIN CONTROL OPERATION BETWEEN PORTLAND AND THE DALLES VIA GRAHAM

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 signals.

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.

302 (Q). Station baggagemen at The Dalles Passenger Depot on engines run through The Dalles will unlock and cut out pneumatic portion of automatic train control equipment on eastward engines, and will cut in and lock pneumatic portion of automatic train control equipment on westward engines. After the equipment has been cut in, engineman will pull down on cut out switch in cab, and allow an automatic brake application. Enginemen will be held responsible for proper cutting in and cutting out of train control equipment.

GENERAL TRAIN CONTROL RULES

302 (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

302 (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

302 (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

302 (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.

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.

SPECIAL RULES

FIRST DIVISION

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 Jet..... | 6000 | 3000 |
| North Jet. to Bend..... | 3000 | |
| Biggs to Shaniko..... | 3000 | |
| Arlington to Condon..... | 3000 | |
| Heppner Jet. 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, 556 Morgan Bldg. | JOHN W. MCCOLLOM | Eye, Ear, Nose and Throat | Portland |
| Portland, 822 Pittock Block | ARCHIE C. VANCELEVE | Assistant Surgeon | Portland |
| Portland, 4645 1/2 67th, S. E. | MARGASON & GHORMLEY | Assistant Surgeons | Portland |
| Portland, 798 Clinton | COURTLAND L. BOOTH | Assistant Surgeon | Portland |
| Portland, 395 E. 42nd N. | ROGER 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 & TAYLOR | 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 & G. V. VANDERVERT | District Surgeons | 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 | A. D. McMUDOS | 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 | H. C. WATKINS | 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, Klondike to Hay Canyon, Thornberry to Biggs, and Madras to South Jet., 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.

FIRST DIVISION

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 | | 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 |
| Latourell | " 23.9 | Damon | " 36.2 |
| Multnomah Falls | " 29.6 | Hall | " 40.6 |
| Warrendale | " 35.8 | Tingle | " 45.3 |
| Eagle Creek | " 40.1 | South Aberdeen | " 52.8 |
| Viento | " 55.3 | | |
| Adamsboro | " 10.3 | Primo Branch | |
| Ward | " 14.2 | Arctic | M. P. 7.3 |
| | | Midson | " 11.6 |
| | | Olympia Branch | |
| | | Zanaton | M. P. 1.8 |
| Shaniko Branch | | | |
| Kelsey | M. P. 63.0 | | |
| Condon Branch | | | |
| Smythe | M. P. 13.7 | | |
| Heppner Branch | | | |
| Harriett | M. P. 3.0 | | |

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 | 1400 | 1445 | 1595 | 1400 | 2500 | 1295 | 1390 | 1645 | 1735 | 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 | 1800 | 1825 | 2040 | 1800 | 3185 | 1600 | 1730 | 2100 | 2220 | 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 | 2000 | 2025 | 2265 | 2000 | 3555 | 1900 | 2010 | 2330 | 2460 | 3035 | 2460 | 1480 | 1155 | 2970 | 2375 | 2375 | 975 | 2970 | |
| T. 63 | 22 160 28 162 ^s | 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 | 25 167 ^s 28 | 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 | 16 1/2 26 167 30 | 711 to 714 716 and 717 | | | | | | | | | | | | | | | | | | | | | |
| C. 57 | 20 1/2 167 30 | 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 | 20 1/2 172 30 | 719 to 723 | | | | | | | | | | | | | | | | | | | | | |
| C. 57 | 22 179 30 | 725 to 729 | 1150 | 3060 | 2600 | 2650 | 2940 | 2600 | 4610 | 2400 | 2650 | 3030 | 3200 | 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, 2102 2104, 2147 2148, 2150 2151, 2153 2155 to 2165 | 1340 | 3600 | 3200 | 3300 | 3500 | 3200 | 5375 | 2700 | 2965 | 4000 | 4000 | 4500 | 3710 | 2175 | 1745 | 4500 | 3585 | 3585 | 1650 | 4950 | |
| MK. 57 | 23 1/2 207 ^{adb} 30 | 2103, 2147, 2149 2152, 2154 | 1340 | 3600 | 3200 | 3300 | 3500 | 3200 | 5375 | 2700 | 3270 | 4000 | 4000 | 4500 | 3710 | 2175 | 1745 | 4500 | 3585 | 3585 | 1650 | 4950 | |

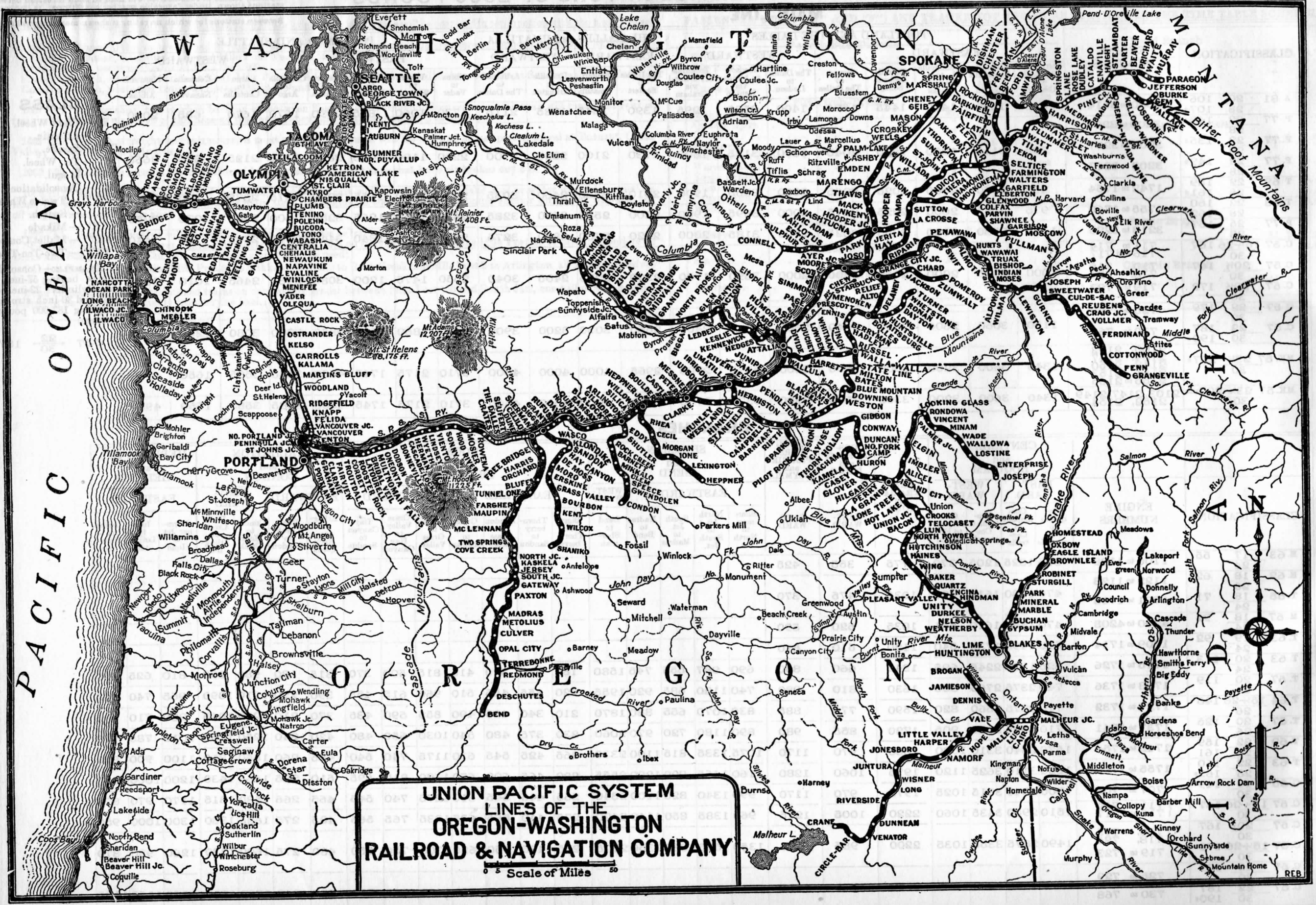
CLASS
 "E" — Eight Wheel.
 "A" — Atlantic.
 "P" — Pacific.
 "T" — Ten Wheel.
 "M" — Mogul.
 "C" — Consolidation.
 "TW" — Twelve Wheel.
 "S" — Switch.
 "MK" — Mikado.
 "MC" — Mallet Compound.
 "TTT" — Two-Ten-Two.

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 | EASTWARD | 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 |
| E. 63 | 17 66 24 | 1106 to 1108 | 355 | 1025 | 1205 | 370 | 775 | 355 | 425 | | | | | | | | | | | | | | | | | | | |
| E. 62 | 18 62 26 | 1122 to 1123 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T. 55 | 18 71 24 | 1701 to 1708 | 470 | 1380 | 1610 | 495 | 1035 | 475 | 370 | | | | | | | | | | | | | | | | | | | |
| M. 57 | 18 91 24 | 4200 to 4208 | 470 | 1380 | 1610 | 551 | 1035 | 520 | 590 | | | | | | | | | | | | | | | | | | | |
| T. 63 | 19 92 24 | 1709 to 1714 | 510 | 1490 | 1735 | 540 | 1120 | 510 | 610 | | | | | | | | | | | | | | | | | | | |
| T. 63 | 20 113 24 | 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 | 20 119 26 | 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 | 16 1/2 26 145 26 | 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 | 20 125 26 | 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 | 22 159 28 161 | 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 | 22 160 28 162 ^s | 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 | 19 149 30 | 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 | 16 1/2 26 167 30 | { 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 | 20 1/2 167 30 | { 710, 715 718, 724 719 to 723 | 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 | 22 179 30 | 725 to 729 | 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 |
| C. 57 | 22 187 30 190 ^s | 730 to 768 | | | | | | | | | | | | | | | | | | | | | | | | | | |



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

Scale of Miles 50