# UNION PACIFIC SYSTEM

## OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

**First Division**

# EMPLOYES' TIME-TABLE

**No. 67**

**To Take Effect Sunday, July 3, 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.

JAMES KERNS & ABBOTT CO. PORTLAND, OREGON

**J. P. O'BRIEN,**
GENERAL MANAGER.

**F. N. FINCH,**
GENERAL SUPERINTENDENT.

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

## FIRST DIVISION

**A. BUCKLEY,**
Superintendent, PORTLAND, OREGON.

**J. F. CORBETT,**
Assistant Superintendent, PORTLAND, OREGON.

**M. C. WILLIAMS,**
Assistant Superintendent, PORTLAND, OREGON.

H. M. TURNER, CHIEF DISPATCHER, Portland, Oregon
B. B. JOHNSON, NIGHT CHIEF DISPATCHER, " "
H. D. AULD, DISPATCHER, " "
W. 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 |

# CONDENSED TIME-TABLE

## Huntington and Portland

### WESTWARD

| SECOND CLASS | FIRST CLASS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 255 Time Freight | 17 Passenger | 29 Passenger | 25 Passenger | 11 Passenger | 5 Mail | 23 Passenger | Distance from Huntington | STATIONS |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| 10 10AM | 4 20AM | | 7 25PM | | 6.34PM | 2.30PM | 0 0 | HUNTINGTON |
| 8.45PM | 8 15 | | 11 45PM | | 9.25PM | 6.30PM | 99 5 | LA GRANDE |
| | 11 35AM | | 3 10AM | | 12.10AM | 10 00PM | 173.8 | PENDLETON |
| 3 00AM | | | | | | | 177.5 | RIETH |
| 5.15AM | | | | 2 25AM | | 1 15AM | 215.8 | UMATILLA |
| 12 10PM | 3 30PM | 1.15PM | 7 45AM | 4 55AM | 4.05AM | 4.25AM | 305.3 | THE DALLES |
| | 6 15PM | 4.00PM | 10 30AM | 7 30AM | 6 30AM | 7.15AM | 389 5 | PORTLAND |
| 6 20PM | | | | | | | 394.3 | ALBINA |
| ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | | (389.5) |
| (32.10) | (13.55) | (2.45) | (15.05) | (5.05) | (11.56) | (16.45) | | Time |
| 12.2 | 28 0 | 30.6 | 25.8 | 36.0 | 32.6 | 23.5 | | Average Speed Per Hour |

**Time-Table No. 67**
July 3, 1927

### EASTWARD

| FIRST CLASS | | | | | | | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|
| 30 Passenger | 18 Passenger | 26 Passenger | 12 Passenger | 6 Passenger | 24 Passenger | Distance from Portland | 256 Time Freight | STATIONS |
| ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | | ArriveDaily | |
| | 12 25AM | 6 40AM | | 12 30PM | 2.25PM | 389.5 | 7.00PM | HUNTINGTON |
| | 8 35PM | 2.45AM | | 8 00AM | 10 40AM | 290.0 | 6 45AM | LA GRANDE |
| | 5.00PM | 11.15PM | | 4 55AM | 7.00AM | 215.7 | | PENDLETON |
| | | | | | | 212.0 | 5.15PM | RIETH |
| | | | 12.45AM | 3.00AM | 5.05AM | 183.0 | 10.30AM | UMATILLA |
| 11.45AM | 12.15PM | 7.00PM | 10.15PM | 11.00PM | 1.20AM | 84.2 | 1.40AM | THE DALLES |
| 8.45AM | 9 35AM | 4.00PM | 7.45PM | 8.30PM | 10 45PM | 0.0 | | PORTLAND |
| | | | | | | 1 6 | 8 30PM | ALBINA |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | (389.5) |
| (3.00) | (14.50) | (14.40) | (5.00) | (16.00) | (15.40) | | (46.30) | Time |
| 28.0 | 26.2 | 26.5 | 36.6 | 24.9 | 24.8 | | 8.6 | Average Speed Per Hour |

## Seattle and Portland

### WESTWARD

| SECOND CLASS | FIRST 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 | Distance from Seattle | STATIONS |
| 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 | .0 0 | SEATTLE |
| 6.25PM | 8 54PM | 7.24PM | 9.39AM | 8.09AM | | | 3.1 | ARGO |
| 8.40PM | | | | | 12.40AM | 2 25PM | 38.1 | TACOMA |
| 12.05AM | | | | | 2.40AM | 4.05PM | 92.1 | CENTRALIA |
| 7.35AM | | | | | | | 181 6 | ALBINA |
| | | | | | 6.15AM | 7.15PM | 183.2 | PORTLAND |
| ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | | (183.2) |
| (13.10) | (0.09) | (0.09) | (0.09) | (0.09) | (7.00) | (6.15) | | Time |
| 13.5 | 20.6 | 20.6 | 20.6 | 20.6 | 26.2 | 29.3 | | Average Speed per Hour |

**Time-Table No. 67**
July 3, 1927

### EASTWARD

| FIRST CLASS | | | | | | | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|
| 562 Passenger | 564 Passenger | 32 C.M.&St.P. Passenger 17 | 34 C.M.&St.P. Passenger 16 | 38 C.M.&St.P. Passenger 15 | 42 C.M.&St.P. Passenger 18 | Distance from Portland | 692 Time Freight | STATIONS |
| ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | | ArriveDaily | |
| 7.15PM | 6 30AM | 7.45AM | 9 20AM | 7.00PM | 8.25PM | 183.2 | | SEATTLE |
| | | 7.32AM | 9.11AM | 6.50PM | 8.16PM | 180.1 | 6 45AM | ARGO |
| 5.50PM | 5.00AM | | | | | 145 1 | 5.00AM | TACOMA |
| 4 15PM | 2 20AM | | | | | 91 1 | 12 30AM | CENTRALIA |
| | | | | | | 1 6 | 7 30PM | ALBINA |
| 1.00PM | 11.15PM | | | | | 0.0 | | PORTLAND |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | (183.2) |
| (6.15) | (7.15) | (0.13) | (0.09) | (0.10) | (0.09) | | (11.15) | Time |
| 29.3 | 25.2 | 14.0 | 20.6 | 18.6 | 20.6 | | 15.9 | Average Speed per Hour |

## Spokane—Umatilla—Pendleton

### WESTWARD

| SECOND CLASS | FIRST CLASS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 251 Time Freight | 75 Passenger | 73 Passenger | 11 Passenger | 45 Passenger | 77 Passenger | Distance from Spokane | STATIONS |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| 8.25PM | | | 9.10PM | | 7.35AM | 0.0 | SPOKANE |
| | | 5 55PM | | | | 116.1 | MOSCOW |
| | 9.25PM | 9.15PM | | | 12.35PM | 147.8 | RIPARIA |
| 2 30AM | 10.05PM | | 11.42PM | | | 103.9 | AYER JUNCTION |
| 8 00AM | 12.10AM | | 1 15AM | 3 30AM | | 157.2 | WALLULA |
| 10.00AM | 12.55AM | | 2.10AM | | | 184.5 | UMATILLA |
| | | | | | 1.00PM | 156 5 | STARBUCK |
| | | | | 5.00AM | 2.55PM | 204.6 | WALLA WALLA |
| | | | | | 4.40PM | 251.4 | PENDLETON |
| ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | | (251.4) |
| (13.35) | (2.30) | (3.20) | (5.00) | (1.30) | (9.05) | | Time |
| 13.7 | 28.0 | 26.4 | 36.9 | 20.7 | 27.6 | | Average Speed per Hour |

**Time-Table No. 67**
July 3, 1927

### EASTWARD

| FIRST CLASS | | | | | | SECOND CLASS | |
|---|---|---|---|---|---|---|---|
| 12 Passenger | 76 Passenger | 78 Passenger | 74 Passenger | 46 Passenger | Distance from Umatilla—Pendleton | 252 Time Freight | STATIONS |
| ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | | ArriveDaily | |
| 6.30AM | | 6.00PM | | | 251.4 | 12.30AM | SPOKANE |
| | | | 9.00AM | | 185.9 | | MOSCOW |
| | 5.20AM | 12.35PM | 5.30AM | | 103 6 | | RIPARIA |
| 3.30AM | 4.40AM | | | | 80 6 | 4.00PM | AYER JUNCTION |
| 1.55AM | 3.15AM | | | 11.40PM | 27.3 | 12.01PM | WALLULA |
| 12 55AM | 2.20AM | | | | 0.0 | 10.30AM | UMATILLA |
| | | 12 01PM | | | 94.9 | | STARBUCK |
| | | 10.00AM | | 10.30PM | 46.8 | | WALLA WALLA |
| | | 8.25AM | | | 0.0 | | PENDLETON |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | (251.4) |
| (5.35) | (3.00) | (9.35) | (3.30) | (1.10) | | (14.00) | Time |
| 33.0 | 32.7 | 26.2 | 25.1 | 26.7 | | 13.2 | Average Speed per Hour |

## FOURTH SUBDIVISION—Umatilla and The Dalles—WESTWARD

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | | SECOND CLASS 251 Time Freight Leave Daily | SECOND CLASS 255 Time Freight Leave Daily | FIRST CLASS 29 Passenger Leave Daily | FIRST CLASS 17 Passenger Leave Daily | FIRST CLASS 25 Passenger Leave Daily | FIRST CLASS 11 Passenger Leave Daily | FIRST CLASS 5 Mail Leave Daily | FIRST CLASS 23 Passenger Leave Daily | Distance from Huntington | | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WFTYP | 10.45AM | 5.15AM | | | | 2.25AM | | 1.15AM | 215.8 | | DN-R **UMATILLA** | Cs |
| 3110 | P | 11.00 | 5.25 | | | | 2.31 | | 1.22 | 220.0 | Block Signals | 4.2 BAILEY | |
| 3200 | P | 11.10 | 5.35 | | | | 2.36 | | 1.28 | 223.2 | | 3.2 D IRRIGON | Go |
| 3200 | P | 11.25 | 5.45 | | | | 2.41 | | **1.35** | 226.9 | | 3.7 JUDSON | |
| 4720 | WFYP | 11.45 | 6.00 | | s 1.20PM | s 5.05AM | 2.52 | s 1.45AM | s 1.50 | 223.9 | | 6.3 DN-R **MESSNER** | Fc |
| | | 11.50 | 6.04 | | 1.22 | 5.07 | 2.54 | 1.47 | f 1.53 | 225.7 | | 1.8 BOARDMAN | Bd |
| 5200 | P | 11.55AM | 6.08 | | 1.25 | 5.10 | 2.57 | 1.50 | 1.56 | 227.5 | | 1.8 PETERS | |
| 3260 | P | 12.10PM | **6.20** | | 1.30 | 5.16 | 3.02 | 1.55 | 2.02 | 231.4 | | 3.9 CASTLE | |
| 5190 | P | 12.30 | 6.40 | | 1.37 | 5.24 | **3.10** | 2.02 | 2.10 | 237.2 | | 5.8 BOULDER | |
| | TP | 12.45 | 6.55 | | 1.42 | 5.31 | 3.15 | s 2.07 | s 2.17 | 241.2 | | 4.0 DN **HEPPNER JCT.** | Wi |
| 5001 | P | 12.50 | 7.00 | | 1.44 | **5.34** | 3.17 | 2.09 | 2.22 | 242.7 | | 1.5 WILLOWS | |
| 4924 | P | 1.25 | 7.15 | | 1.50 | 5.43 | **3.23** | **2.15** | **2.28** | 247.1 | | 4.4 SILICA | |
| 6920 | WTP | **1.50** **2.15** | 7.30 | | s **1.58** | s 5.51 | s 3.30 | s 2.25 | s 2.40 | 251.7 | | 4.6 DN **ARLINGTON** | Mx |
| 3975 | P | 2.28 | 7.45 | | **2.05** | 6.00 | 3.40 | 2.31 | **2.50** | 255.4 | | 3.7 GILMORE | |
| 4946 | WP | 2.40 | 7.55 | | 2.11 | 6.08 | 3.46 | **2.40** | 2.58 | 259.9 | | 4.5 BLALOCK | |
| 3745 | P | 2.50 | 8.05 | | 2.17 | 6.15 | 3.52 | 2.46 | 3.04 | 263.9 | | 4.0 RAMSAY | |
| 3217 | P | 2.58 | 8.10 | | 2.21 | 6.19 | 3.55 | 2.50 | 3.08 | 266.3 | | 2.4 QUINTON | Qn |
| 4900 | P | 3.10 | 8.20 | | 2.28 | 6.28 | **4.00** | 2.55 | 3.15 | 270.6 | | 4.3 HOOK | |
| 3500 | P | 3.20 | 8.30 | | 2.34 | 6.36 | 4.05 | 3.00 | 3.20 | 274.6 | | 4.0 GOFF | |
| 5165 | WP | 3.30 | 8.38 | | 2.39 | 6.42 | 4.09 | 3.04 | 3.24 | 277.4 | | 2.8 DAY | |
| 5000 | P | 3.38 | 8.45 | | 2.44 | 6.46 | 4.13 | 3.08 | **3.30** | 280.1 | | 2.7 RUFUS | |
| 3495 | P | 3.46 | 8.52 | | 2.47 | 6.51 | 4.16 | **3.12** | 3.34 | 282.7 | | 2.6 GRANT | |
| 6656 | YP | 3.54 | 9.00 | | 2.51 | 6.56 | 4.20 | s 3.16 | s 3.40 | 285.6 | | 2.9 DN **BIGGS** | Bx |
| 950 | WP | 4.00 | 9.08 | 12.32PM | 2.55 | 7.00 | 4.24 | 3.24 | 3.45 | 287.7 | | 2.1 D **SHERMAN** | Vo |
| 2750 | | 4.05 | 9.12 | f12.35 | 2.57 | 7.05 | 4.26 | 3.26 | 3.47 | 289.2 | | 1.5 MILLER | |
| 2625 | | 4.15 | 9.30 | f12.40 | 3.03 | 7.14 | 4.31 | 3.33 | 3.55 | 293.1 | | 3.9 CELILO | |
| | | 4.20 | 9.33 | 12.43 | 3.05 | 7.17 | 4.33 | 3.35 | 3.57 | 294.3 | | 1.2 **OREGON TRUNK JCT.** | |
| 3678 | | 4.30 | 9.45 | 12.49 | 3.10 | 7.22 | 4.38 | 3.42 | 4.05 | 297.8 | | 3.5 DUNE | |
| | WFTOP | 5.00PM | 10.10AM | 1.05PM | 3.25PM | 7.40AM | 4.50AM | 3.55AM | 4.20AM | 305.3 | Double Track | 7.5 DN-R **THE DALLES** | Dk-Wh |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (98.8) | |
| | | (6.15) 15.8 | (4.55) 20.2 | (0.33) 32.0 | (2.05) 39.0 | (2.35) 31.5 | (2.25) 37.0 | (2.10) 37.5 | (3.05) 32.0 | | | | Time |
| | | | | | | | | | | | | | Average Speed per Hour |

**Time-Table No. 67**

July 3, 1927

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

## FOURTH SUBDIVISION—Umatilla and The Dalles—EASTWARD

**Time-Table No. 67**
July 3, 1927

| | STATIONS | | Distance from Portland | FIRST CLASS 24 Passenger | 18 Passenger | 26 Passenger | 12 Passenger | 6 Passenger | 30 Passenger | SECOND CLASS 256 Time Freight | 258 Time Freight |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Block Signals | DN-R **UMATILLA** | Cs | 183.0 | 4.50AM | | | 12.45AM | 2.10AM | | 8.00AM | |
| | 4.2 | | | | | | | | | | |
| | BAILEY | | 178.8 | 4.38 | | | 12.38 | 1.56 | | 7.45 | |
| | 3.2 | | | | | | | | | | |
| | D IRRIGON | Go | 175.6 | f 4.32 | | | 12.32 | 1.45 | | 7.35 | |
| | 3.7 | | | | | | | | | | |
| | JUDSON | | 171 9 | 4.24 | | | 12.26 | **1.35** | | 7.15 | |
| | 6.3 | | | | | | | | | | |
| | DN-R **MESSNER** | Fe | 165.6 | s 4.15 | s 3.05PM | s 9.20PM | 12.16 | s 1.20 | | 6.50 | 3.50AM |
| | 1.8 | | | | | | | | | | |
| | BOARDMAN | Bd | 163.8 | f 4.12 | 3.01 | 9 15 | 12.12 | 1.16 | | 6.42 | 3.45 |
| | 1.8 | | | | | | | | | | |
| | PETERS | | 162.0 | 4.08 | 2.58 | 9.12 | 12.09 | 1.14 | | 6.35 | 3.40 |
| | 3.9 | | | | | | | | | | |
| | CASTLE | | 158.1 | 4.00 | 2.50 | 9.06 | 12.04AM | 1.09 | | **6.20** | 3.30 |
| | 5.8 | | | | | | | | | | |
| | BOULDER | | 152.3 | 3.50 | 2.40 | 8.58 | 11.57PM | 1.01 | | 5.56 | **3.10** |
| | 4.0 | | | | | | | | | | |
| | N **HEPPNER JCT.** | Wi | 148.3 | s 3.42 | 2.35 | 8.51 | 11.50 | s12.50 | | 5.38 | 2.40 |
| | 1.5 | | | | | | | | | | |
| | WILLOWS | | 146.8 | 3.31 | 2.32 | 8.49 | 11.48 | 12.47 | | **5.34** | 2.35 |
| | 4.4 | | | | | | | | | | |
| | SILICA | | 142.4 | **3.23** | 2.25 | 8.43 | 11.42 | 12.40 | | 5.18 | **2.28** **2.15** |
| | 4 6 | | | | | | | | | | |
| | DN **ARLINGTON** | Mx | 137.8 | s 3.05 | s **2.15** | s 8.35 | s11.35 | s12.32 | | 5.02 | 1.40 |
| | 3.7 | | | | | | | | | | |
| | GILMORE | | 134.1 | **2.50** | **2.05** | 8.27 | 11.30 | 12.22 | | 4.50 | 1.05 |
| | 4.5 | | | | | | | | | | |
| | BLALOCK | | 129 6 | **2.40** | 1.54 | 8.21 | 11.24 | 12.16 | | 4.35 | 12.55 |
| | 4.0 | | | | | | | | | | |
| | RAMSAY | | 125 6 | 2.30 | 1.45 | 8.14 | 11.18 | 12.10 | | 4.20 | 12.46 |
| | 2.4 | | | | | | | | | | |
| | QUINTON | Qn | 123.2 | 2.26 | 1.40 | 8.10 | 11.15 | 12.07 | | 4.12 | 12.40 |
| | 4.3 | | | | | | | | | | |
| | HOOK | | 118.9 | 2.21 | 1.30 | 8.03 | 11.10 | 12.02AM | | **4.00** | 12.30 |
| | 4.0 | | | | | | | | | | |
| | GOFF | | 114.9 | 2.16 | 1.20 | 7.57 | 11.05 | 11.57PM | | 3.46 | 12.20 |
| | 2.8 | | | | | | | | | | |
| | DAY | | 112.1 | 2.12 | 1.14 | 7.53 | 11.01 | 11.53 | | 3 38 | 12.12 |
| | 2.7 | | | | | | | | | | |
| | RUFUS | | 109.4 | 2.08 | 1.08 | f 7.49 | 10.57 | 11.49 | | **3.30** | 12 05AM |
| | 2.6 | | | | | | | | | | |
| | GRANT | | 106.8 | 2.04 | 1.02 | 7.45 | 10.53 | 11.45 | | **3.12** | 11.55PM |
| | 2.9 | | | | | | | | | | |
| | DN **BIGGS** | Bx | 103.9 | s 2.00 | 12.55 | f 7.40 | 10.49 | s**11.40** | | 2.45 | **11.40** |
| | 2.1 | | | | | | | | | | |
| | D **SHERMAN** | Vo | 101.8 | 1.52 | s12.50 | 7.36 | 10.45 | 11.30 | 12.32PM | 2.35 | 11.17 |
| | 1.5 | | | | | | | | | | |
| | MILLER | | 100.3 | 1.48 | 12.46 | f 7.33 | 10.42 | 11.27 | f12 25 | 2.30 | 11.12 |
| | 3.9 | | | | | | | | | | |
| | CELILO | | 96.4 | 1.42 | 12.38 | f 7.25 | 10.37 | 11.22 | f12.19 | 2 20 | 11 02 |
| | 1.2 | | | | | | | | | | |
| | **OREGON TRUNK JCT.** | | 95.2 | 1.40 | 12.35 | 7.22 | 10.35 | 11.20 | 12.16 | 2.16 | 10.58 |
| | 3.5 | | | | | | | | | | |
| | DUNE | | 91.7 | 1.35 | 12.30 | 7.17 | 10.30 | 11.15 | 12 10PM | 2.08 | 10.50 |
| | 7.5 | | | | | | | | | | |
| Double Track | DN R **THE DALLES** | Dk-Wh | 84.2 | 1.20AM | 12.15PM | 7.00PM | 10.15PM | 11.00PM | 11.55AM | 1.40AM | 10.25PM |
| | (98.8) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time | | | (3.30) | (2.50) | (2.20) | (2.30) | (3.10) | (0.37) | (6.20) | (5.25) |
| | Average Speed per Hour | | | 28.2 | 28.7 | 34.9 | 39.5 | 31.2 | 28.3 | 15.6 | 15.0 |

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

## FIFTH SUBDIVISION—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. 67 July 3, 1927 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 977 Way Freight | 691 Time Freight | 255 Time Freight | | | | | 561 Passenger | 17 Passenger | 29 Passenger | 25 Passenger | 11 Passenger | 23 Passenger | 5 Mail | 563 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 | | STATIONS |
| WFTOP | | | | | | | | | 12.10PM | | | | | | 3.30PM | 1.15PM | 7.45AM | 4.55AM | 4.25AM | 4.05AM | | 305.3 | DN-R **THE DALLES** Dk-Wh |
| P | | | | | | | | | 12.20 | | | | | | 3.36 | 1.20 | 7.50 | 5.01 | 4.31 | 4.10 | | 307.8 | 2.5 CRATES |
| 3350 P | | | | | | | | | 12.35 | | | | | | 3.45 | f 1.30 | 8.00 | 5.10 | 4.40 | 4.18 | | 313.4 | 5.6 ROWENA |
| 3200 P | | | | | | | | | 12.45 | | | | | | 3.51 | f 1.36 | 8.06 | 5.17 | 4.47 | 4.24 | | 317.0 | 3.6 CHATFIELD |
| 3250 WP | | | | | | | | | 12.55 | | | | | | 3.58 | s 1.42 | f 8.13 | 5.24 | s 4.54 | 4.30 | | 320.3 | 3.3 D MOSIER H |
| 9050 WP | | | | | | | | | 1.10 | | | | | | s 4.10 | s 1.53 | s 8.23 | s 5.35 | s 5.05 | s 4.40 | | 326.3 | 6.0 DN HOOD RIVER Ki |
| 4040 P | | | | | | | | | 1.20 | | | | | | 4.20 | 2.01 | 8.31 | 5.45 | 5.15 | 4.49 | | 330.4 | 4.1 MENO |
| 3255 P | | | | | | | | | 1.24 | | | | | | 4.23 | f 2.04 | 8.34 | 5.47 | 5.18 | 4.52 | | 332.0 | 1.6 SONNY |
| 3190 P | | | | | | | | | 1.33 | | | | | | 4.31 | 2.12 | 8.42 | 5.55 | 5.26 | 4.59 | | 336.6 | 4.6 LINDSEY |
| 2980 WTP | | | | | | | | | 1.40 | | | | | | 4.37 | f 2.18 | 8.47 | 6.00 | 5.32 | 5.04 | | 339.8 | 3.2 WYETH |
| 2784 P | | | | | | | | | 1.48 | | | | | | 4.42 | 2.23 | 8.52 | 6.05 | 5.38 | 5.09 | | 342.7 | 2.9 FARLEY |
| 3203 FP | | | | | | | | | 1.58 | | | | | | 4.50 | s 2.30 | f 8.58 | 6.12 | s 5.46 | 5.15 | | 346.6 | 3.9 D CASCADE LOCKS Cj |
| 6783 WTP | | | | | | | | | 2.10 | | | | | | 4.59 | s 2.38 | f 9.05 | 6.20 | 5.55 | 5.23 | | 350.8 | 4.2 D BONNEVILLE Mu |
| 3315 P | | | | | | | | | 2.20 | | | | | | **5.08** | f 2.46 | 9.12 | 6.28 | 6.03 | 5.30 | | 355.4 | 4.6 DODSON |
| 3108 P | | | | | | | | | 2.27 | | | | | | 5.13 | f 2.53 | 9.16 | 6.32 | 6.08 | 5.33 | | 358.1 | 2.7 ONEONTA |
| 3479 OP | | | | | | | | | 2.40 | | | | | | 5.21 | s 3.01 | f 9.23 | 6.40 | s 6.18 | 5.40 | | 363.2 | 5.1 D BRIDAL VEIL Ju |
| 3210 P | | | | | | | | | 2.50 | | | | | | 5.27 | f 3.08 | **9.30** | 6.45 | 6.24 | 5.46 | | 367.1 | 3.9 ROOSTER ROCK |
| 3050 P | | | | | | | | | 3.00 | | | | | | 5.32 | 3.14 | 9.36 | 6.51 | 6.30 | 5.51 | | 370.4 | 3.3 TAYLOR |
| 5875 WTP | | | | | | | | | 3.10 | | | | | | 5.38 | s 3.22 | 9.42 | 6.56 | 6.36 | 5.56 | | 373.9 | 3.5 DN **TROUTDALE** Sn |
| 2700 P | | | | | | | | | | | | | | | 5.43 | f 3.27 | 9.46 | 7.00 | 6.40 | 6.00 | | 376.3 | 2.4 FAIRVIEW Fa |
| 2720 P | | | | | | | | | VIA KENTON | | | | | | 5.54 | 3.37 | **10.00** | 7.10 | 6.51 | 6.10 | | 381.8 | 5.5 CLARNIE |
| 1560 P | | | | | | | | | | | | | | | 6.00 | 3.43 | 10.10 | 7.15 | 7.00 | 6.15 | | 385.1 | 3.3 GRAHAM |
| 1085 | | | | | | | | | | | | | | | 6.05 | 3.48 | 10.15 | 7.20 | 7.05 | 6.20 | | 387.6 | 2.5 BRUUN |
| | | | | | | | | | | | | | | | | | | | | | | | 1.3 |
| 3215 P | | | | | | | | | 4.10 | | | | | | | | | | | | | 378.9 | 5.0 HEMLOCK |
| 3315 P | | | | | | | | | 4.50 | | | | | | | | | | | | | 383.6 | 4.7 FIR |
| P | | | | | | | | | 5.10 | | | | | | | | | | | | | 389.1 | 5.5 KENTON |
| 1415 YP | | | | | | | | | 5.30 | | | | | | | | | | | | | 390.3 | 1.2 **PENINSULA JCT.** |
| P | | | | | | | 2.00PM | 6.00AM | | | | | | 6.47PM | VIA GRAHAM | VIA GRAHAM | VIA GRAHAM | VIA GRAHAM | VIA GRAHAM | VIA GRAHAM | 5.42AM | 391.5 | Block Signals **NORTH PORTLAND JCT.** |
| 1415 YP | | | | | | | 2.02 | 6.30 | | | | | | 6.50 | | | | | | | 5.47 | 390.3 | 1.2 **PENINSULA JCT.** |
| 1415 YP | | | | | | | 2.02 | 6.30 | 5.30 | | | | | 6.50 | | | | | | | 5.47 | 390.3 | Staff System **PENINSULA JCT.** |
| P | | | | | | | 2.15 | 6.40 | 5.40 | | | | | 6.55 | | | | | | | 5.51 | 391.8 | 1.5 ST. JOHNS JCT. |
| P | | | | | | | 2.20 | 7.00 | 5.45 | | | | | 7.00 | | | | | | | 5.55 | 393.0 | 1.2 MILLROAD |
| WFTYOP | | | | | | | 2.45PM | 7.35AM | 6.20PM | | | | | | | | | | | | | 394.3 | 1.3 DN-R **ALBINA** B |
| | | | | | | | | | | | | | | 7.05 | | | | | | | 6.05 | 394.4 | 0.1 HARDING ST. |
| IP | | | | | | | | | | | | | | 7.10 | 6.10 | 3.53 | 10.20 | 7.25 | 7.10 | 6.25 | 6.10 | 388.9 | 0.9 Block Signals **EAST PORTLAND** |
| IP | | | | | | | | | | | | | | 7.15PM | 6.15PM | 4.00PM | 10.30AM | 7.30AM | 7.15AM | 6.30AM | 6.15AM | 389.5 | 0.6 DN-R **PORTLAND** Dispr X P-So-Vc |
| | | | | | | | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (84.2) |
| | | | | | | | (0.45) 6.6 | (1.35) 3.2 | (6.10) 14.4 | | | | | (0.28) 14.5 | (2.45) 30.6 | (2.45) 30.6 | (2.45) 30.6 | (2.35) 32.5 | (2.50) 27.7 | (2.25) 34.8 | (0.33) 12.4 | | Time / Average Speed per Hour |

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

**First class trains must clear No. 5 five minutes.**

Between Peninsula Jct. and St. Johns Jct. trains will be governed by Train Staff Rules. See Rules 409 (A) to 409 (S) inclusive.

Trains and engines will be governed by Northern Pacific Terminal Company's Rules and Regulations while in their yard at Portland.

## FIFTH SUBDIVISION—The Dalles and Portland—EASTWARD

**Time-Table No. 67**
July 3, 1927

| | STATIONS | | Distance from Portland | FIRST CLASS 30 Passenger Arrive | Daily | 18 Passenger Arrive | Daily | 562 Passenger Arrive | Daily | 26 Passenger Arrive | Daily | 12 Passenger Arrive | Daily | 6 Passenger Arrive | Daily | 24 Passenger Arrive | Daily | 564 Passenger Arrive | Daily | SECOND CLASS 978 Way Freight Arrive Daily Ex. Sunday | 692 Time Freight Arrive | Daily | 258 Time Freight Arrive | Daily | 256 Time Freight Arrive | Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DN-R | **THE DALLES** | Dk-Wh | 84.2 | 11.45AM | | 12.10PM | | | | 6.55PM | | 10.10PM | | 10.55PM | | 1.15AM | | | | | | | 9.45PM | | 12.30AM |
| | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CRATES | Double Track | 81.7 | 11.38 | | 12.04PM | | | | 6.48 | | 10.01 | | 10.46 | | 1.09 | | | | | | | 9.30 | | 12.19 |
| | 5.6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ROWENA | | 76.1 | f11.28 | | 11.56AM | | | | f 6.39 | | 9.52 | | 10.37 | | 1.00 | | | | | | | 9.18 | | 12.04AM |
| | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CHATFIELD | | 72.5 | 11.18 | | 11.50 | | | | 6.31 | | 9.46 | | 10.31 | | 12.53 | | | | | | | 9.08 | | 11.53PM |
| | 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | MOSIER | H | 69.2 | s11.12 | | 11.43 | | | | f 6.24 | | 9.39 | | 10.24 | | 12.45 | | | | | | | 8.58 | | 11.45 |
| | 6.0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| DN | HOOD RIVER | Ki | 63.2 | s11.00 | | s11.30 | | | | s 6.10 | | s 9.28 | | s10.14 | | s12.35 | | | | | | | 8.45 | | 11.25 |
| | 4.1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MENO | | 59.1 | 10.49 | | 11.20 | | | | 5.57 | | 9.18 | | 10.03 | | 12.25 | | | | | | | 8.34 | | 11.04 |
| | 1.6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SONNY | | 57.5 | f10.46 | | 11.17 | | | | f 5.54 | | 9.16 | | 10.01 | | 12.23 | | | | | | | 8.31 | | 11.01 |
| | 4.6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | LINDSEY | | 52.9 | f10.36 | | 11.10 | | | | 5.46 | | 9.08 | | 9.53 | | 12.15 | | | | | | | 8.22 | | 10.52 |
| | 3.2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | WYETH | | 49.7 | f10.28 | | 11.05 | | | | 5.40 | | 9.03 | | 9.48 | | 12.10 | | | | | | | 8.15 | | 10.44 |
| | 2.9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FARLEY | | 46.8 | f10.22 | | 11.00 | | | | 5.34 | | 8.58 | | 9.43 | | 12.05AM | | | | | | | 8.07 | | 10.37 |
| | 3.9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | CASCADE LOCKS | Cj | 42.9 | s10.14 | | 10.54 | | | | f 5.27 | | 8.52 | | 9.37 | | 11.58PM | | | | | | | 7.58 | | 10.28 |
| | 4.2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | BONNEVILLE | Mu | 38.7 | s10.04 | | 10.46 | | | | f 5.18 | | 8.44 | | 9.29 | | 11.50 | | | | | | | 7.46 | | 10.16 |
| | 4.6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DODSON | | 34.1 | f 9.54 | | 10.39 | | | | f **5.08** | | 8.37 | | 9.22 | | 11.42 | | | | | | | 7.38 | | 10.08 |
| | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ONEONTA | | 31.4 | f 9.48 | | 10.35 | | | | 5.01 | | 8.34 | | 9.19 | | 11.38 | | | | | | | 7.33 | | 10.03 |
| | 5.1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | BRIDAL VEIL | Ju | 26.3 | s 9.38 | | 10.29 | | | | f 4.53 | | 8.27 | | 9.12 | | 11.32 | | | | | | | 7.23 | | 9.53 |
| | 3.9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ROOSTER ROCK | | 22.4 | f **9.30** | | 10.24 | | | | f 4.45 | | 8.22 | | 9.07 | | 11.27 | | | | | | | 7.16 | | 9.46 |
| | 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TAYLOR | | 19.1 | 9.22 | | 10.20 | | | | 4.39 | | 8.17 | | 9.02 | | 11.22 | | | | | | | 7.10 | | 9.40 |
| | 3.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| DN | **TROUTDALE** | Sn | 15.6 | s 9.16 | | 10.15 | | | | f 4.33 | | 8.12 | | 8.57 | | 11.17 | | | | | | | 7.00 | | 9.30 |
| | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FAIRVIEW | Fa | 13.2 | s 9.12 | | 10.09 | | | | 4.28 | | 8.08 | | 8.53 | | 11.13 | | | | | | | VIA KENTON | | VIA KENTON |
| | 5.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CLARNIE | | 7.7 | f 9.03 | | **10.00** | | | | 4.20 | | 8.01 | | 8.46 | | 11.06 | | | | | | | | | | |
| | 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GRAHAM | | 4.4 | 8.58 | | 9.50 | | | | 4.14 | | 7.56 | | 8.41 | | 11.00 | | | | | | | | | | |
| | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BRUUN | | 1.9 | 8.53 | | 9.43 | | | | 4.08 | | 7.51 | | 8.36 | | 10.53 | | | | | | | | | | |
| | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | HEMLOCK | | 17.0 | | | | | | | | | | | | | | | | | | | | 6.42 | | 9.12 |
| | 5.0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FIR | | 12.3 | | | | | | | | | | | | | | | | | | | | 6.32 | | 9.02 |
| | 4.7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | KENTON | | 6.8 | | | | | | | | | | | | | | | | | | | | 6.20 | | 8.50 |
| | 5.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | **PENINSULA JCT.** | | 5.6 | | | | | | | | | | | | | | | | | | | | 6.15 | | 8.45 |
| | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block Signals | **NORTH PORTLAND JCT.** | | 6.8 | | | | | | 1.20PM | | | | | | | | 11.38PM | | | | 6.55AM | 8.00PM | | | | |
| | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | **PENINSULA JCT.** | | 5.6 | | | | | | 1.17 | | | | | | | | 11.34 | | | | 6.50 | 7.55 | | | | |
| Staff System | **PENINSULA JCT.** | | 5.6 | | | | | | 1.17 | | | | | | | | 11.34 | | | | 6.50 | 7.55 | 6.15 | | 8.45 | |
| | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ST. JOHNS JCT. | | 4.1 | | | | | | 1.13 | | | | | | | | 11.30 | | | | 6.40 | 7.50 | 6.10 | | 8.40 | |
| | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MILLROAD | | 2.9 | | | | | | 1.10 | | | | | | | | 11.25 | | | | 6.35 | 7.40 | 6.05 | | 8.35 | |
| | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| DN-R | **ALBINA** | B | 1.6 | | | | | | | | | | | | | | | | | | 6.30AM | 7.30PM | 6.00PM | | 8.30PM | |
| | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block Signals | HARDING ST. | | 1.5 | | | | | | 1.06 | | | | | | | | 11.21 | | | | | | | | | |
| | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | **EAST PORTLAND** | | 0.6 | 8.48 | | 9.38 | | 1.03 | | 4.03 | | 7.48 | | 8.33 | | 10.48 | | 11.18 | | | | | | | | |
| | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| DN-R | **PORTLAND** | Dispr X P-So-Ve | 0.0 | 8.45AM | | 9.35AM | | 1.00PM | | **4.00PM** | | 7.45PM | | 8.30PM | | 10.45PM | | 11.15PM | | | | | | | | |
| | (84.2) | | | Leave | Daily | Leave | Daily | Leave | Daily | Leave | Daily | Leave | Daily | Leave | Daily | Leave | Daily | Leave | Daily | | Leave | Daily | Leave | Daily | Leave | Daily |
| | | | | | | | | | | | | | | | | | | | | | Ex. Sunday | | | | | |
| | Time | | | (3.00) | | (2.35) | | (0.20) | | (2.55) | | (2.25) | | (2.25) | | (2.30) | | (0.23) | | | (0.25) | (0.30) | (3.45) | | (4.00) | |
| | Average Speed per Hour | | | 28.1 | | 32.5 | | 20.4 | | 29.0 | | 34.8 | | 34.8 | | 33.9 | | 17.7 | | | 12.5 | 10.04 | 23.9 | | 23.4 | |

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

Between Peninsula Jct. and St. Johns Jct. trains will be governed by train staff rules. See Rules 409 (A) to 409 (S) inclusive.
Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in their yard at Portland.

## SIXTH SUBDIVISION—North Portland Jct. and Seattle—WESTWARD

**Time-Table No. 67**
July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | | SECOND CLASS 975 Way Freight Leave Mon., Wed. & Fri | SECOND CLASS 977 Way Freight Leave Daily Ex. Sun | SECOND CLASS 691 Time Freight Leave Daily | FIRST CLASS 563 Passenger Leave Daily | 43 C.M.&St.P. Passenger 18 Leave Daily | 41 C.M.&St.P. Passenger 15 Leave Daily | 561 Passenger Leave Daily | 37 C.M.&St.P. Passenger 16 Leave Daily | 35 C.M.&St.P. Passenger 17 Leave Daily | Distance from Seattle | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | P | | | | 11.15PM | 8 45PM | 7.15PM | 1.00PM | 9.30AM | 8 00AM | 0.0 | DN-R **SEATTLE** Ow | Double Track |
| | Yard IWFTOYP | 7.00AM | | 6 25PM | 11 24 | 8 54PM | 7.24PM | 1.10 | 9.39AM | 8 09AM | 3.1 / 3.1 | DN-R **ARGO** | |
| 1354 3401 | IP | 7.15AM | | 6 45PM | 11.32PM | | | 1.20PM | | | 6.3 / 9 4 | DN-R **BLACK RIVER** | Bi |

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

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | P | 8.45AM | | 8 27PM | 12.16AM | | | 2.10PM | | | 35.7 | DN **TACOMA JCT.** Jn | |
| | | 8 55AM | | 8 35PM | 12.19AM | | | 2.13PM | | | 0.8 / 36.5 | DN **RESERVATION** Rn | |

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

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | P | | 2 00PM | 6.00AM | 5.42AM | | | 6.47PM | | | 176.4 | Block Sig'ls: NORTH PORTLAND JCT. | |
| 1415 | YP | | | | | | | | | | 1.2 / 177 6 | Staff System: PENINSULA JCT. | |
| | P | | | | | | | | | | 1.5 / 179 1 | ST. JOHNS JCT. | |
| | P | | | | | | | | | | 1.2 / 180.3 | MILLROAD | |
| | P | | 2 45PM | 7 35AM | | | | | | | 1.3 / 181 6 | ALBINA | |
| | | | | | | | | | | | 0.1 / 181.7 | HARDING ST. | |
| | IP | | | | | | | | | | 0.9 / 182 6 | EAST PORTLAND | |
| | I | | | | 6 15AM | | | 7.15PM | | | 0.6 / 183 2 | PORTLAND | |
| | | ArriveMon., Wed. & Fri | ArriveDaily Ex. Sun | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | ArriveDaily | | (183 2) | |
| | | (1 55) | (0.45) | (13 10) | (7.00) | (0 09) | (0.09) | (6.15) | (0 09) | (0.09) | | | Time |
| | | 18.6 | 6.9 | 13.9 | 26.2 | 20.6 | 20.6 | 29.3 | 20.6 | 20.6 | | | Average Speed per Hour |

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

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fifth Subdivision time-table between Portland and North Portland Jct.

## SIXTH SUBDIVISION—North Portland Jct. and Seattle—EASTWARD

**Time-Table No. 67**
July 3, 1927

| STATIONS | | | Distance from Portland | FIRST CLASS 32 C.M.&St.P. Passenger 17 Arrive Daily | 34 C.M.&St.P. Passenger 16 Arrive Daily | 38 C.M.&St.P. Passenger 15 Arrive Daily | 562 Passenger Arrive Daily | 42 C.M.&St.P. Passenger 18 Arrive Daily | 564 Passenger Arrive Daily | SECOND CLASS 692 Time Freight Arrive Daily | 978 Way Freight Arrive Daily Ex. Sun | 976 Way Freight Arrive Tues. Thurs. & Sat. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Block Signals | DN-R **SEATTLE** Ow | Double Track | 183.2 | 7.45AM | 9.20AM | 7.00PM | 7.15PM | 8.25PM | 6.30AM | | | |
| | 3.1 | | | | | | | | | 6.45AM | | 3.00PM |
| | DN-R **ARGO** | | 180.1 | 7.32AM | 9.11AM | 6.50PM | 7.00 | 8.16PM | 6.15 | | | |
| | 6.3 | | | | | | | | | 6.25AM | | 2.45PM |
| | DN-R **BLACK RIVER** | Bl | 173.8 | | | | 6.45PM | | 6.00AM | | | |

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

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Block Signals | DN **TACOMA JCT.** | Jn | 147.5 | | | | 5.58PM | | 5.10AM | 5.15AM | | 12.45PM | |
| | 0.8 | | | | | | | | | | | | |
| | DN **RESERVATION** | Rn | 146.7 | | | | 5.56PM | | 5.06AM | 5.10AM | | 12.35PM | |

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

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

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Staff Block Sig'l System | NORTH PORTLAND JCT. | | 6.8 | | | | 1.20PM | | 11.38PM | 8.00PM | 6.55AM | | |
| | 1.2 | | | | | | | | | | | | |
| | PENINSULA JCT. | | 5.6 | | | | | | | | | | |
| | 1.5 | | | | | | | | | | | | |
| | ST JOHNS JCT. | | 4.1 | | | | | | | | | | |
| | 1.2 | | | | | | | | | | | | |
| Block Signals | MILLROAD | | 2.9 | | | | | | | 7.30PM | 6.30AM | | |
| | 1.3 | | | | | | | | | | | | |
| | ALBINA | | 1.6 | | | | | | | | | | |
| | 0.1 | | | | | | | | | | | | |
| | HARDING ST. | | 1.5 | | | | | | | | | | |
| | 0.9 | | | | | | | | | | | | |
| | EAST PORTLAND | | 0.6 | | | | | | | | | | |
| | 0.6 | | | | | | | | | | | | |
| | PORTLAND | | 0.0 | | | | 1.00PM | | 11.15PM | | | | |
| | (183.2) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex Sun | Leave Tues. Thurs & Sat. | |
| Time | | | | (0.13) | (0.09) | (0.10) | 6.15 | (0.09) | (7.15 | (11.15) | (0.25) | (2.25) | |
| Average Speed per Hour | | | | 14.0 | 20.6 | 18.6 | 29.3 | 20.6 | 25.2 | 16.3 | 12.5 | 13.1 | |

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

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fifth Subdivision time-table between Portland and North Portland Jct.

## WESTWARD — BEND BRANCH — EASTWARD

Time-Table No. 67 — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | | WESTWARD SECOND CLASS 309 O. T. Ry. Local Freight — Leave Daily Ex. Monday | WESTWARD SECOND CLASS 313 Time Freight — Leave Daily | WESTWARD FIRST CLASS 105 O. T. Ry. Passenger — Leave Daily Except Sat. | WESTWARD FIRST CLASS 103 O. T. Ry. Mixed — Leave Saturday | WESTWARD FIRST CLASS 29 Passenger — Leave Daily | Distance from Bend | | STATIONS | | Distance from Sherman | EASTWARD FIRST CLASS 30 Passenger — Arrive Daily | EASTWARD FIRST CLASS 102 O. T. Ry. Mixed — Arrive Daily | EASTWARD SECOND CLASS 308 O. T. Ry. Local Freight — Arrive Daily Ex. Monday | EASTWARD SECOND CLASS 314 Time Freight — Arrive Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WY | | 11.45PM | | | 7.00AM | 0.0 | DN-R | BEND | Nd | 147.3 | 6.10PM | | | 6.30AM |
| BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF THE OREGON TRUNK RAILWAY | | | | | | | | | | | | | | | |
| | WFYT | 8.35AM | 2.15AM | s10.40PM | 9.05PM | s 8.25AM | 41.3 | DN-R | METOLIUS | Ms | 106.0 | s 4.35PM | 5.00AM | 2.00PM | 4.10AM |
| 2680 | W | 9.00 | 2.30 | s10.50 | s 9.20 | s 8.35 | 46.2 | D | 4.9 MADRAS | Md | 101.1 | s 4.20 | s 4.35 | 1.30 | 3.57 |
| 2480 | | 9.35 | 2.50 | f11.00 | f 9.35 | f 8.45 | 51.9 | | 5.7 PAXTON | | 95.4 | f 4.05 | f 4.15 | 1.00 | 3.42 |
| 2000 | W | 10.00 | 3.17 3.45 | s11.15 | s 9.55 | s 9.00 | 57.4 | D | 5.5 GATEWAY | Gw | 89.9 | s 3.50 | s 3.45 | 12.30 | 3.17 |
| 1280 | WFP | 10.30AM | 4.15AM | s11.35PM | 10.25PM | s 9.20AM | 65.6 | R | 8.2 SOUTH JUNCTION | | 81.7 | s 3.30PM | 3.20AM | 12.01PM | 2.55AM |
| BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF THE OREGON TRUNK RAILWAY | | | | | | | | | | | | | | | |
| | P | | 4.40AM | | | s 9.40AM | 76.0 | D-R | NORTH JUNCTION | Jn | 71.3 | s 3.10PM | | | 2.28AM |
| 1100 | | | 4.45 | | | f 9.45 | 77.1 | | 1.1 COVE CREEK | | 70.2 | f 3.06 | | | 2.25 |
| 1160 | | | 4.55 | | | f 9.55 | 80.0 | | 2.9 TWO SPRINGS | | 67.4 | f 3.00 | | | 2.15 |
| 475 | P | | 5.20 | | | f10.15 | 88.1 | | 8.1 McLENNAN | | 59.2 | f 2.42 | | | 1.52 |
| 1150 | WP | | 5.50 | | | s10.35 | 96.1 | D | 8.0 MAUPIN | Hf | 51.2 | s 2.25 | | | 1.32 |
| | | | 6.20 | | | f10.55 | 104.5 | | 8.4 SHERARS BRIDGE | | 42.8 | f 2.05 | | | 1.06 |
| 1290 | WP | | 6.25 | | | f10.59 | 105.1 | | 0.6 FARGHER | | 42.2 | f 2.03 | | | 1.03 |
| 1200 | | | 6.55 | | | f11.20 | 115.5 | | 10.4 TUNNEL ONE | | 31.8 | f 1.42 | | | 12.33 |
| 1160 | P | | 7.15 | | | f11.35AM | 121.1 | | 5.6 BLUFFS | | 26.2 | f 1.30 | | | 12.15AM |
| 2650 | W | | 7.45 | | | f12.01PM | 133.0 | | 11.9 MAYS | | 14.3 | f 1.05 | | | 11.42PM |
| 810 | | | 8.00 | | | f12.11 | 137.4 | | 4.4 FREE BRIDGE | | 9.9 | f12.55 | | | 11.30 |
| | WY | | 8.30AM | | | 12.32PM | 147.3 | D-R | SHERMAN | Vo | 0.0 | 12.32PM | | | 11.00PM |
| | | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily Except Sat. | Arrive Saturday | Arrive Daily | | | (147.3) | | | 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 | (5.32) 27.0 | | | Time / Average Speed per Hour | | | (5.38) 26.2 | (1.40) 14.6 | (1.59) 12.2 | (7.30) 19.5 |

Time shown at Bend is for information only. At this station trains will be governed by time-table of Oregon Trunk Ry.

## WESTWARD — CONDON BRANCH — EASTWARD

Time-Table No. 67 — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | | WESTWARD SECOND CLASS 127 Mixed — Leave Daily Ex. Sunday | WESTWARD SECOND CLASS 107 Passenger — Leave Sunday | Distance from Condon | | STATIONS | | Distance from Arlington | EASTWARD SECOND CLASS 108 Passenger — Arrive Monday | EASTWARD SECOND CLASS 128 Mixed — Arrive Daily Ex. Monday |
|---|---|---|---|---|---|---|---|---|---|---|
| 5260 | WFYP | 10.30PM | 11.15PM | 0.0 | D-R | CONDON | Cd | 44.5 | 7.15AM | 7.15AM |
| 1278 | | f10.55 | f11.35 | 8.2 | | 8.2 GWENDOLEN | | 36.3 | f 6.35 | f 6.35 |
| 1485 | | f11.10 | f11.50PM | 12.2 | | 4.0 SPEECE | | 32.3 | f 6.20 | f 6.20 |
| 1518 | | s11.25 | s12.05AM | 15.9 | | 3.7 CLEM | | 28.6 | s 6.01 | s 6.01 |
| 1515 | W | s11.45PM | s12.20 | 20.1 | | 4.2 MIKKALO | | 24.4 | s 5.40 | s 5.40 |
| 1400 | | f12.05AM | f12.35 | 24.8 | | 4.7 BARNETT | | 19.7 | f 5.20 | f 5.20 |
| 662 | W | s12.25 | s12.45 | 28.5 | | 3.7 ROCK CREEK | | 16.0 | s 5.01 | s 5.01 |
| 1480 | | f12.55 | f 1.10 | 37.2 | | 8.7 SHUTLER | | 7.3 | f 4.35 | f 4.35 |
| 6920 | WFTP | 1.30AM | 1.30AM | 44.5 | DN-R | ARLINGTON | Mx | 0.0 | 4.05AM | 4.05AM |
| | | Arrive Daily Ex. Monday | Arrive Monday | | | (44.5) | | | Leave Monday | Leave Daily Ex. Monday |
| | | (3.00) 14.8 | (2.15) 19.8 | | | Time / Average Speed per Hour | | | (3.10) 13.9 | (3.10) 13.9 |

## WESTWARD — SHANIKO BRANCH — EASTWARD

Time-Table No. 67 — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | | WESTWARD SECOND CLASS 125 Mixed — Lv Sat Tues & Thurs | WESTWARD SECOND CLASS 105 Mixed — Lv Mon Wed Fri & Sun | Distance from Shaniko | | STATIONS | | Distance from Biggs | EASTWARD SECOND CLASS 106 Mixed — Ar Sun Mon Wed & Fri | EASTWARD SECOND CLASS 126 Mixed — Arrive Tues Thurs & Sat |
|---|---|---|---|---|---|---|---|---|---|---|
| 3385 | WFYP | 8.30PM | | 0.0 | D-R | SHANIKO | Sh | 69.7 | | 8.20AM |
| 620 | | f 9.05 | | 12.6 | | 12.6 WILCOX | | 57.1 | | f 7.40 |
| 902 | | s 9.20 | | 17.2 | | 4.6 KENT | | 52.5 | | s 7.25 |
| 571 | | f 9.40 | | 23.9 | | 6.7 BOURBON | | 45.8 | | f 7.15 |
| 1350 | WT | s10.00 | 10.00PM | 31.2 | D-R | 7.3 GRASS VALLEY | Vy | 38.5 | 6.45AM | s 6.45 |
| 338 | Spur | f10.25 | f10.25 | 38.4 | | 7.2 ERSKINE | | 31.3 | f 6.10 | f 6.10 |
| 2574 | W | s10.45 | s10.45 | 42.7 | D | 4.3 MORO | Mr | 27.0 | s 5.50 | s 5.50 |
| 820 | | f11.00 | f11.00 | 45.8 | | 3.1 DE MOSS | | 23.9 | f 5.35 | f 5.35 |
| 393 | | f11.15 | f11.15 | 49.7 | | 3.9 NISH | | 20.0 | f 5.20 | f 5.20 |
| 3030 | Spur | 11.20 | 11.20 | 50.5 | | 0.8 HAY CANYON | | 19.2 | 5.15 | 5.15 |
| 360 | | f11.40 | f11.40 | 54.1 | | 3.6 SANDON | | 15.6 | f 5.00 | f 5.00 |
| 845 | | s11.50PM | s11.50PM | 55.5 | | 1.4 KLONDIKE | | 14.2 | s 4.55 | s 4.55 |
| 1744 | W | s12.15AM | s12.15AM | 60.0 | D | 4.5 WASCO | Wa | 9.7 | s 4.30 | s 4.30 |
| 190 | Spur | f12.30 | f12.30 | 62.6 | | 2.6 SINK | | 7.1 | f 4.15 | f 4.15 |
| 565 | | f12.40 | f12.40 | 64.5 | | 1.9 THORNBERRY | | 5.2 | f 4.05 | f 4.05 |
| 6656 | WFYP | 1.30AM | 1.30AM | 69.7 | DN-R | 5.2 BIGGS | Bx | 0.0 | 3.45AM | 3.45AM |
| | | Arrive Sun. Wed. & Fri. | Ar Mon Tues Thurs & Sat | | | (69.7) | | | Lv Sun Mon Wed & Fri | Leave Tues Thurs & Sat |
| | | (5.00) 13.9 | (3.30) 11.0 | | | Time / Average Speed per Hour | | | (3.00) 12.8 | (4.35) 15.2 |

## WESTWARD — HEPPNER BRANCH — EASTWARD

Time-Table No. 67 — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | | WESTWARD SECOND CLASS 129 Mixed — Leave Daily Ex. Sunday | WESTWARD SECOND CLASS 109 Passenger — Leave Sunday | Distance from Heppner | | STATIONS | | Distance from Heppner Jct. | EASTWARD SECOND CLASS 110 Passenger — Arrive Monday | EASTWARD SECOND CLASS 130 Mixed — Arrive Daily Ex. Monday |
|---|---|---|---|---|---|---|---|---|---|---|
| 2867 | WTFP | 11.00PM | 11.30PM | 0.0 | D-R | HEPPNER | Hr | 45.2 | 6.30AM | 6.30AM |
| 1029 | P | s11.25 | s11.50PM | 8.9 | | 8.9 LEXINGTON | | 36.3 | s 6.00 | s 6.00 |
| | | f11.40 | f12.05AM | 14.2 | | 5.3 JORDAN | | 31.0 | 5.45 | 5.45 |
| 1150 | W | s11.55PM | s12.15 | 16.9 | | 2.7 IONE | On | 28.3 | s 5.30 | s 5.30 |
| | | f12.05AM | f12.25 | 20.0 | | 3.1 McNAB | | 25.2 | 5.15 | 5.15 |
| 835 | | s12.20 | s12.38 | 25.4 | | 5.4 MORGAN | | 19.8 | s 5.02 | s 5.02 |
| | | f12.30 | f12.45 | 27.5 | | 2.1 MORRIL | | 17.7 | 4.55 | 4.55 |
| 330 | W | s12.40 | s12.55 | 30.7 | | 3.2 CECIL | | 14.5 | s 4.45 | s 4.45 |
| | | f12.50 | f 1.05 | 34.3 | | 3.6 EWING | | 10.9 | f 4.35 | f 4.35 |
| 704 | | f 1.05 | f 1.15 | 38.4 | | 4.1 RHEA | | 6.8 | f 4.25 | f 4.25 |
| 1780 | TP | 1.45AM | 1.45AM | 45.2 | D-R | 6.8 HEPPNER JCT. | Wi | 0.0 | 4.00AM | 4.00AM |
| | | Arrive Daily Ex. Monday | Arrive Monday | | | (45.2) | | | Leave Monday | Leave Daily Ex. Monday |
| | | (2.45) 16.4 | (2.15) 20.0 | | | Time / Average Speed per Hour | | | (2.30) 18.1 | (2.30) 18.1 |

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

## WESTWARD — GRAY'S HARBOR BRANCH — EASTWARD

**Time-Table No. 67** — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | SECOND CLASS 987 Way Freight Leave Daily Ex. Sun. | SECOND CLASS 463 C.M.&St.P. Fast Frt. Leave Daily Ex. Sun. | FIRST CLASS 417 C.M.&St.P. Passenger Leave Daily | FIRST CLASS 577 Mixed Leave Daily | Distance from Centralia | STATIONS | Distance from Hoquiam | FIRST CLASS 418 C.M.&St.P. Passenger Arrive Daily | FIRST CLASS 578 Passenger Arrive Daily | SECOND CLASS 988 Way Freight Arrive Daily Ex. Sun. | SECOND CLASS 462 C.M.&St.P. Fast Frt. Arrive Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| WFTYOP | 10.00AM | | | 3.00AM | 0.0 | DN-R CENTRALIA Cn | 57.5 | | 1.45AM | 8.45PM | |
| | | | | | | 2.4 | | | | | |
| **BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.** | | | | | | | | | | | |
| IP | 10.25AM | | | 3.30AM | 2.4 | BLAKESLEE JUNCTION | 55.1 | | 1.30AM | 8.20PM | |
| | | | | | | 2.6 | | | | | |
| 1359 P | 10.35 | | | f 3.40 | 5.0 | D GALVIN Rk | 52.5 | | f 1.23 | 8.10 | |
| | | | | | | 7.2 | | | | | |
| 2285 P | 10.55 | 2.43AM | 5.14PM | f 3.55 | 12.2 | Block Signals R HELSING JUNCTION | 45.3 | 4.20PM | f 1.05 | 7.50 | 8.00PM |
| | | | | | | 1.5 | | | | | |
| 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 |
| | | | | | | 4.6 | | | | | |
| P | 11.30 | 3.05 | f 5.29 | f 4.15 | 18.3 | BALCH | 39.2 | f 4.00 | f12.44 | 7.25 | 7.40 |
| | | | | | | 3.9 | | | | | |
| 2718 P | 11.47AM | 3.20 | f 5.36 | f 4.27 | 22.2 | CEDARVILLE | 35.3 | f 3.52 | f12.36 | 7.15 | 7.30 |
| | | | | | | 4.1 | | | | | |
| 2687 P | 12.05PM | 3.35 | f 5.43 | f 4.40 | 26.3 | LANKNER | 31.2 | f 3.44 | f12.26 | 7.05 | 7.20 |
| | | | | | | 2.6 | | | | | |
| | 12.15 | 3.42 | 5.47 | f 4.45 | 28.9 | RONY | 28.6 | 3.39 | 12.20 | 7.00 | 7.15 |
| | | | | | | 1.9 | | | | | |
| 2353 P | 12.25 | 3.50 | f 5.50 | f 4.50 | 30.8 | SAGINAW | 26.7 | f 3.34 | f12.15 | 6.50 | 7.10 |
| | | | | | | 1.7 | | | | | |
| WP | 12.35 | 3.55 | f 5.53 | f 5.00 | 32.5 | SOUTH ELMA | 25.0 | f 3.29 | f12.10AM | 6.45 | 7.05 |
| | | | | | | 3.5 | | | | | |
| 1747 P | 12.50 | 4.05 | f 5.59 | f 5.10 | 36.0 | FULLER | 21.5 | f 3.22 | f11.55PM | 6.30 | 6.50 |
| | | | | | | 6.3 | | | | | |
| 2744 | 1.15 | 4.30 | f 6.11 | f 5.28 | 42.3 | SOUTH MONTESANO | 15.2 | f 3.10 | f11.35 | 6.11 | 6.30 |
| | | | | | 42.3 | SOUTH MONTESANO | 15.2 | | | | |
| | | | | | | 1.5 | | | | | |
| | | | | | 43.8 | D MONTESANO Mo | 16.7 | | | | |
| 2744 | 1.30 | 4.30 | f 6.11 | f 5.28 | 42.3 | SOUTH MONTESANO | 15.2 | f 3.10 | f11.35 | 6.11 | 6.30 |
| | | | | | | 1.5 | | | | | |
| 1523 P | 1.55 | 4.35 | f 6.14 | f 5.33 | 43.8 | MELBOURNE | 13.7 | f 3.07 | f11.30 | 5.45 | 6.14 |
| | | | | | | 2.9 | | | | | |
| 1751 P | 2.20 | 4.45 | f 6.21 | f 5.41 | 46.7 | PREACHER'S SLOUGH | 10.8 | f 3.01 | f11.20 | 5.22 | 5.50 |
| | | | | | | 2.1 | | | | | |
| 1294 | | | | | 48.8 | BLUE SLOUGH | 8.7 | | | | |
| | | | | | | 2.4 | | | | | |
| 1915 WFYOP | 2.53 | 5.00 | s 6.35 | s 5.55 | 51.2 | Block Signals D-R COSMOPOLIS Cs | 6.3 | s 2.53 | s11.10 | 4.55 | 5.35 |
| | | | | | | 2.1 | | | | | |
| | | | | | 53.3 | N. P. CROSSING | 4.2 | | | | |
| | | | | | | 0.6 | | | | | |
| 4135 WIYOP | 3.10PM | 5.15AM | 6.50PM | 6.15AM | 53.9 | DN-R ABERDEEN Sa | 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 | | Time / Average Speed per Hour | | (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.

## WESTWARD — TONO BRANCH — EASTWARD

**Time-Table No. 67** — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | Distance from Tono | STATIONS | Distance from Centralia |
|---|---|---|---|
| 1360 WFOP | 0.0 | R TONO | 8.0 |
| | | 5.8 | |
| | 5.8 | WABASH | 2.2 |
| | | 2.2 | |
| **BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF THE NORTHERN PACIFIC RY.** | | | |
| WFYOTP | 8.0 | DN-R CENTRALIA Ds | 0.0 |
| | | (8.0) | |
| | | Time / Average Speed per Hour | |

## WESTWARD — PRIMO BRANCH — EASTWARD

**Time-Table No. 67** — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel, and Turning Stations. | Distance from Primo | STATIONS | Distance from Cosmopolis |
|---|---|---|---|
| 462 | 0.0 | PRIMO | 13.1 |
| | | 7.9 | |
| 1002 | 7.9 | BRIDGES | 5.2 |
| | | 5.2 | |
| 1915 WFYOP | 13.1 | D-R COSMOPOLIS | 0.0 |
| | | (13.1) | |
| | | Time / Average Speed per Hour | |

## WESTWARD — OLYMPIA BRANCH — EASTWARD

**Time-Table No. 67** — July 3, 1927

| Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. | FIRST CLASS 123 Mixed Leave Daily | FIRST CLASS 121 Mixed Leave Daily | Distance from Chambers Prairie | STATIONS | Distance from Olympia | FIRST CLASS 122 Mixed Arrive Daily | FIRST CLASS 124 Mixed Arrive Daily |
|---|---|---|---|---|---|---|---|
| PY | 4.50PM | 3.35PM | 0.0 | DN-R CHAMBERS PRAIRIE Ma | 7.4 | 3.25PM | 4.40PM |
| | | | | 7.4 | | | |
| PWFY | 5.15PM | 4.00PM | 7.4 | D-R OLYMPIA Oa | 0.0 | 2.50PM | 4.10PM |
| | Arrive Daily | Arrive Daily | | (7.4) | | Leave Daily | Leave Daily |
| | (0.25) 17.8 | (0.25) 17.8 | | Time / Average Speed per Hour | | (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.**

## 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). A white indicator board displayed at a station will indicate to trains doing local work that there are cars or LCL freight to be moved.

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

| TRAIN | STOPS | PASSENGERS FOR |
|---|---|---|
| 6 | Between Portland and Umatilla | Transfer to No. 76 at Umatilla enroute to destination served by that train. |
| 12 | Between Portland and Umatilla | Points north of Ayer Junction. |
| 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 from Heppner, Shaniko and Condon Branches. |
| 24 | Any station | Shaniko, Condon and Heppner Branches. |
| 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 | Latourell | 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 |
|---|---|---|
| 29 | Oak Springs | Any station. |
| 29 | Ketchum | Any station. |
| 29 | Harris | Any station. |
| 30 | Oak Springs | Any station. |
| 30 | Ketchum | Any station. |
| 30 | Harris | Any station. |
| 102 | Truman | Any station. |
| 103 | Truman | Any station. |
| 29 | Truman | Any station. |
| 30 | Truman | Any station. |
| 29 | Corbett | Any station. |
| 29 | Latourell | Any station. |
| 29 | Multnomah Falls | Any station. |
| 29 | Warrendale | Any station. |
| 29 | Eagle Creek | Any station. |
| 30 | Corbett | Any station. |
| 30 | Latourell | Any station. |
| 30 | Multnomah Falls | Any station. |
| 30 | Warrendale | Any station. |
| 30 | Eagle Creek | Any station. |
| 29 | Seufert | Any station. |
| 29 | Big Eddy | Any station. |
| 29 | Dillon | Any station. |
| 29 | Tumwater | Any station. |
| 30 | Seufert | Any station. |
| 30 | Big Eddy | Any station. |
| 30 | Dillon | Any station. |
| 30 | Tumwater | Any station. |
| 417 | Callow | Any station. |
| 417 | Tingle | Any station. |
| 417 | South Aberdeen | Any station. |
| 418 | Callow | Any station. |
| 418 | Tingle | Any station. |
| 418 | South Aberdeen | Any station. |
| 577 | Tingle | Any station. |
| 577 | Callow | Any station. |
| 578 | Tingle | Any station. |
| 578 | Callow | Any station. |

**Note.**—No. 6 will stop on flag at any station to load or unload express.
No. 23 will stop at Irrigon to receive and discharge parcel post.
No. 24 will stop at Irrigon to receive and discharge parcel post.
No. 25 will stop at Rufus, Blalock and Boardman to receive and discharge parcel post.
No. 26 will stop at Rufus, Blalock and Boardman to receive and discharge parcel post.
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). 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 Subdivision westward trains will receive clearance card at Vancouver for movement North Portland Jct. to Albina or Portland.

**83** (H). Sixth Subdivision 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** (R). Oregon Trunk Ry. trains eastward from South Jct. will obtain O.-W. R. R. & N. clearance card before leaving North Jct.

**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 Wabash, Tono Branch trains originating or terminating at that point will register in O.-W. R. R. & N. train register located in N. P. Ry. 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. Ry. 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. Ry. 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 to take siding at the following points, trains will use the tracks specified, unless otherwise instructed:

Messner— Eastward passenger, mail, or express trains, use Umatilla-Messner line entering at junction switch;

Hood River—All westward trains, use Siding No. 2 (South of main track);
Eastward passenger, mail, and express trains, use cross-over from main track to Siding No. 1 (north of main track);
Eastward freight trains, use Siding No. 1 (north of main track).

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

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

**93** (S). On parallel tracks between Portland and East Portland or Harding St., and between Millroad and St. Johns Jct., trains and engines must keep to the right.

Within yard limits at The Dalles and Seattle, trains and engines must keep to the right.

**93** (T). In the absence of previous instructions trains heading in at east end of The Dalles yard will use telephone located at cross-over to secure instructions as to which track to be used.

**98** (R). 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** (S). 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** (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.

**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.

**D-102** (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would then be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by dispatcher.

**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 main track, when cars on house track; for house track when house track clear;
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.

**152** (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:
The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without caboose.

| Location | Maximum Speed Miles Per Hour | | Remarks |
|---|---|---|---|
| | Psgr. | Frt. | |
| At any point. | 60 | 35 | |
| At any point. | 50 | 35 | With Mikado class engines with 63 inch drivers. |
| At any point. | 45 | 35 | With Mikado class engines with 57 inch drivers. |
| At any point. | 45 | 35 | With 2-10-2 class engines. |
| At any point. | 35 | 35 | With Consolidation class engines. |
| At any point. | 15 | 15 | With Mallet engines 3800, 3801 and 3802. |
| At any point. | 25 | 25 | With other Mallet engines. |
| At any point. | 35 | | With C. M. & St. P. Class L engines. |
| At any point. | 35 | | With C. M. & St. P. Class K 1 engines, equipped with swing motion trucks. |
| At any point. | 25 | | With C. M. & St. P. Class K 1 engines, equipped with rigid trucks. |
| At any point. | 35 | | With C. M. & St. P. freight engines with single trucks when handling or helping passenger trains. |
| At any point. | 20 | 20 | Engines backing up with or without cars. |
| At any point. | | 25 | When handling steam derrick. |
| At any point. | | 20 | Trains handling logs. |
| Through truss bridges. | | 6 | Trains handling logs. |
| Within yard limits. | 30 | 15 | Speed must be as much slower as rules or conditions may require. |
| On sidings. | 15 | 15 | |
| Interlocking Plants. | 15 | 15 | |
| Railroad crossings at grade. | 15 | 15 | |
| On 5 and 6 degree curves. | 40 | 30 | |
| On 7 and 8 degree curves. | 35 | 25 | |
| On curves of 7 degrees and over. | 25 | | With 2-10-2 class engines. |
| On 9 and 10 degree curves. | 30 | 20 | |
| Between Miller and Celilo. | 15 | 15 | On gauntlet track on Des Chutes River Bridge. |
| The Dalles. | 12 | 12 | Over street crossings. |
| Crates. | 25 | 25 | Westward—over spring switch at end of double track. |
| Crates. | 15 | 15 | Eastward—over spring switch at end of double track. |
| Between Eagle Creek and Mile Post 42.5. | 35 | 25 | |
| East Portland Hill. | 20 | | With helper on rear of train. |
| Portland. | 10 | 10 | Over street crossings. |
| Portland. | 15 | 15 | Over frogs and crossings east end of Willamette River Bridge. |
| Heppner Branch, except between M. P. 13 and 23. | 30 | 25 | |
| Heppner Branch, between M. P. 13 and 23. | 35 | 30 | |
| Condon Branch, between Arlington and M. P. 2. | 25 | 15 | |
| Between M. P. 2 and Condon. | 25 | 25 | |
| Between Rock Creek and Gwendolen. | | 15 | On descending grades. |
| Shaniko Branch. | 25 | 25 | |
| Between Biggs and Thornberry. | 20 | 10 | On descending grade. |
| Between Thornberry and Wasco. | 30 | 20 | On descending grade. |
| Between Sandon and Hay Canyon. | 25 | 20 | On descending grade. |
| Between Moro and M. P. 33. | 25 | 20 | On descending grade. |
| Between Sherman and Bluffs. | 35 | 30 | |
| Between Bluffs and North Junction. | 35 | 25 | |
| Between South Junction and Paxton. | 25 | 20 | |
| Between Paxton and Metolius. | 40 | 30 | |
| Between Madras and Metolius. | 15 | 15 | Over Willow Creek Viaduct. |
| Between Centralia and Independence. | 40 | 30 | |
| Between Independence and South Montesano | 40 | 35 | |
| Between South Montesano and Hoquiam. | 40 | 30 | |
| Preacher's Slough. | | 6 | On Rollways. |
| Blue Slough. | | 6 | On Rollways. |
| Cosmopolis. | 20 | 20 | Within city limits. |
| Cosmopolis. | | 8 | With logs within city limits. |
| Aberdeen. | 20 | 20 | Within city limits. |
| Aberdeen. | 10 | 10 | Over street crossings. |
| Primo Branch. | 25 | 20 | |
| Tono Branch. | 35 | 25 | |
| Olympia Branch. | 35 | 25 | |

**152** (S). Figures on stake at beginning of curve indicate degree of curve.

All trains 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.

Permanent slow boards will indicate distance to track requiring restricted speed.

**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.

Trains will be governed by indication of train order signal and will not sound whistle signal as required by Rule 221(A) as follows:

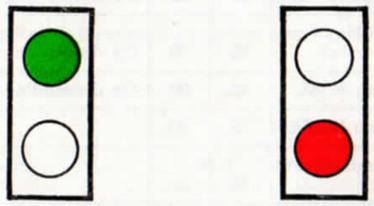
Arlington —all trains;
Hood River —all trains;
Independence —all trains;
Cosmopolis —all trains;
Aberdeen —all eastward trains.

## 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



INDICATION— PROCEED:

INDICATION— STOP OR REDUCE SPEED.

**302** (A).

### 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 trains 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.

## SPECIAL RULES

**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 telegraphone poles, nor by any other rods, tools or wires, etc., nor struck by booms of steam derricks, locomotive cranes, pile drivers, ditchers, etc.

#### De-energizing Line

**302** (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.

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**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 Des Chutes 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:

For Portland.....One long: ——
For Albina.....One long; one short: —— o
For Graham.....Two long: —— ——
For S. P. Main Line.....One short; one long: o ——
For East Second St.....Two short; one long: o o ——
For S. P. Yard.....One short; one long; one short: o —— o
For Transfer Track.....One long; one short; one long: —— o ——
For East Side Freight Terminal...Two short; two long: o o —— ——

**720** (R). Passengers will not be carried on freight trains, except persons in charge of special freight, employes with annual passes, or employes with trip passes when traveling on company business, between stations at which the train stops.

**802** (A). When one or more cars are being switched or pushed 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 a train or engine is passing on a siding or main track.

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

**802** (R). At 15th St., Tacoma, all trains and engines must stop and a member of the crew must be sent ahead to act as crossing watchman.

**820** (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report."

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

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

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

| PLACE | NAME | TITLE |
|---|---|---|
| **Portland.** | **Donald H. Jessop.** | **Chief Surgeon.** |
| Portland. | M. K. Hall. | Assistant Chief Surgeon. |
| Portland. | Harry M. Bouvy. | Chief Oculist, Ear, Nose and Throat. |
| Portland. | John W. McCollom. | Eye, Ear, Nose and Throat. |
| Portland. | Archie C. Vancleve. | Assistant Surgeon. |
| Portland. | Margason & Ghormley. | Assistant Surgeons. |
| Portland. | Courtland L. Booth | Assistant Surgeon. |
| Portland. | Roger Holcomb. | Assistant Surgeon. |
| Vancouver. | J. B. Blair. | District Surgeon. |
| Hood River. | H. L. Dumble. | District Surgeon. |
| The Dalles. | Reuter, Thompson, Coberth, Griffith & Taylor. | District Surgeons. |
| The Dalles. | French & Young. | Eye, Ear, Nose and Throat. |
| Umatilla. | Alexander Ried. | District Surgeon. |
| Bend. | J. C. Vandevert & G. V. Vandervert. | District Surgeons. |
| Grass Valley. | C. L. Poley. | District Surgeon. |
| Arlington. | Donnelly & Gessner. | District Surgeons. |
| Condon. | J. V. Wilhelm. | District Surgeon. |
| Heppner. | A. D. McMurdo. | District Surgeons. |
| Seattle. | Montgomery Rusell | Division Surgeon. |
| Seattle. | F. R. Underwood. | District Surgeon. |
| Seattle. | S. M. Samuels. | Oculist and Aurist. |
| Tacoma. | Chas. James. | District Surgeon. |
| Centralia. | W. R. Scott. | District Surgeon. |
| Hoquiam. | H. C. Watkins. | District Surgeon. |
| Aberdeen. | I. R. Watkins. | District Surgeon. |
| Cosmopolis. | Frank A. Plum. | District Surgeon. |
| Olympia. | W. L. Bridgford. | District Surgeon. |

**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.

**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.

**899** (R). Trainmen must 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; four bands, 100 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** (B). 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** (C). 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 Jct., and this test will also be made at intermediate points on these grades either ascending or descending, whenever engine is changed, cars picked up or set out air hose parted, angle cock turned or train has been standing for thirty minutes or more.

**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.

**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 Subdivision, 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** (R). A trainman must be stationed on rear of train with hand on air valve of tail hose ready to apply emergency brake if it becomes necessary at the following points:

Between Portland and East Portland —on all trains while passing over Willamette River Bridge;

Between Montesano and South Montesano—on passenger trains backing up.

**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.

## STATIONS AND TRACKS NOT SHOWN AS STATIONS IN THE TIME-TABLE SCHEDULE

**Fourth Subdivision**

| | | |
|---|---|---|
| Seufert | M. P. | 87.7 |
| Bigg Eddy | " | 88.6 |
| Dillon | " | 93.5 |
| Tumwater | " | 96.0 |

**Fifth Subdivision**

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

**Shaniko Branch**

| | | |
|---|---|---|
| Kelsey | M. P. | 63.0 |

**Condon Branch**

| | | |
|---|---|---|
| Smythe | M. P. | 13.7 |

**Heppner Branch**

| | | |
|---|---|---|
| Harriett | M. P. | 3.0 |

**Bend Branch**

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

**Gray's Harbor Branch**

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

**Primo Branch**

| | | |
|---|---|---|
| Arctic | M. P. | 7.3 |
| Midson | " | 11.6 |

**Olympia Branch**

| | | |
|---|---|---|
| Zanaton | M. P. | 1.8 |

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

## 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 107s | 3500 to 3514 | 625 | 1660 | 1400 | 1445 | 1595 | 1400 | 2500 | 1295 | 1390 | 1645 | 1735 | 2115 | 1730 | 1060 | 815 | 2090 | 1670 | 1670 | 685 | 2090 |
| P. 77 22 143s / 28 | 3200 to 3203 | | | | | | | | | | | | | | | | | | | | |
| P. 77 22 135s / 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 149s / 28 | 3208 to 3217 | | | | | | | | | | | | | | | | | | | | |
| T 69 22 159 / 28 161s | 1742 to 1754 | 890 | 2360 | 2000 | 2025 | 2265 | 2000 | 3555 | 1900 | 2010 | 2330 | 2460 | 3035 | 2460 | 1480 | 1155 | 2970 | 2375 | 2375 | 975 | 2970 |
| T. 63 22 160 / 28 162s | 1755 to 1760 | 975 | 2585 | 2000 | 2225 | 2475 | 2000 | 3895 | 1900 | 2200 | 2555 | 2690 | 3285 | 2690 | 1560 | 1265 | 3255 | 2600 | 2600 | 1070 | 3255 |
| P. 77 25 167s / 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 15½-26 167 / 30 | 711 to 714, 716 and 717 | | | | | | | | | | | | | | | | | | | | |
| C. 57 20½ 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 20½ 172 / 30 | 719 to 723 | | | | | | | | | | | | | | | | | | | | |
| C. 57 22 179 / 30 | 725 to 729 | | | | | | | | | | | | | | | | | | | | |
| C. 57 22 187 / 30 190s | 730 to 768 | 1150 | 3060 | 2600 | 2650 | 2940 | 2600 | 4610 | 2400 | 2650 | 3030 | 3200 | 3900 | 3185 | 1860 | 1500 | 3850 | 3080 | 3080 | 1265 | 3850 |
| MK. 57 23¾ 207s / 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 23¾ 207sdb / 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

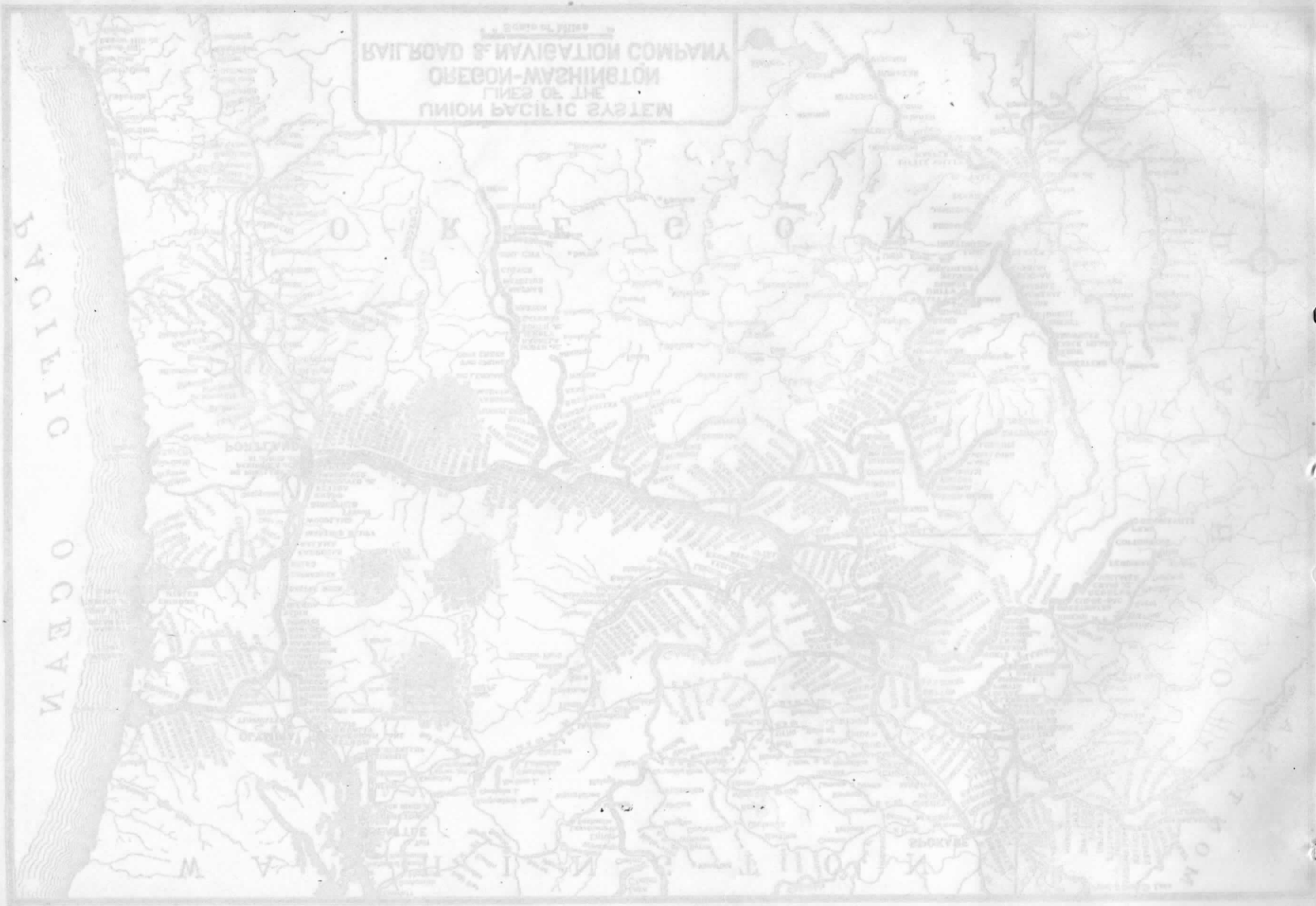
"E" — Eight Wheel.
"A" — Atlantic.
"P" — Pacific.
"T" — Ten Wheel.
"M" — Mogul.
"C" — Consolidation.
"TW" — Twelve Wheel.
"S" — Switch.
"MK" — Mikado.
"MC" — Mallet Compound.
"TTT" — Two-Ten-Two.

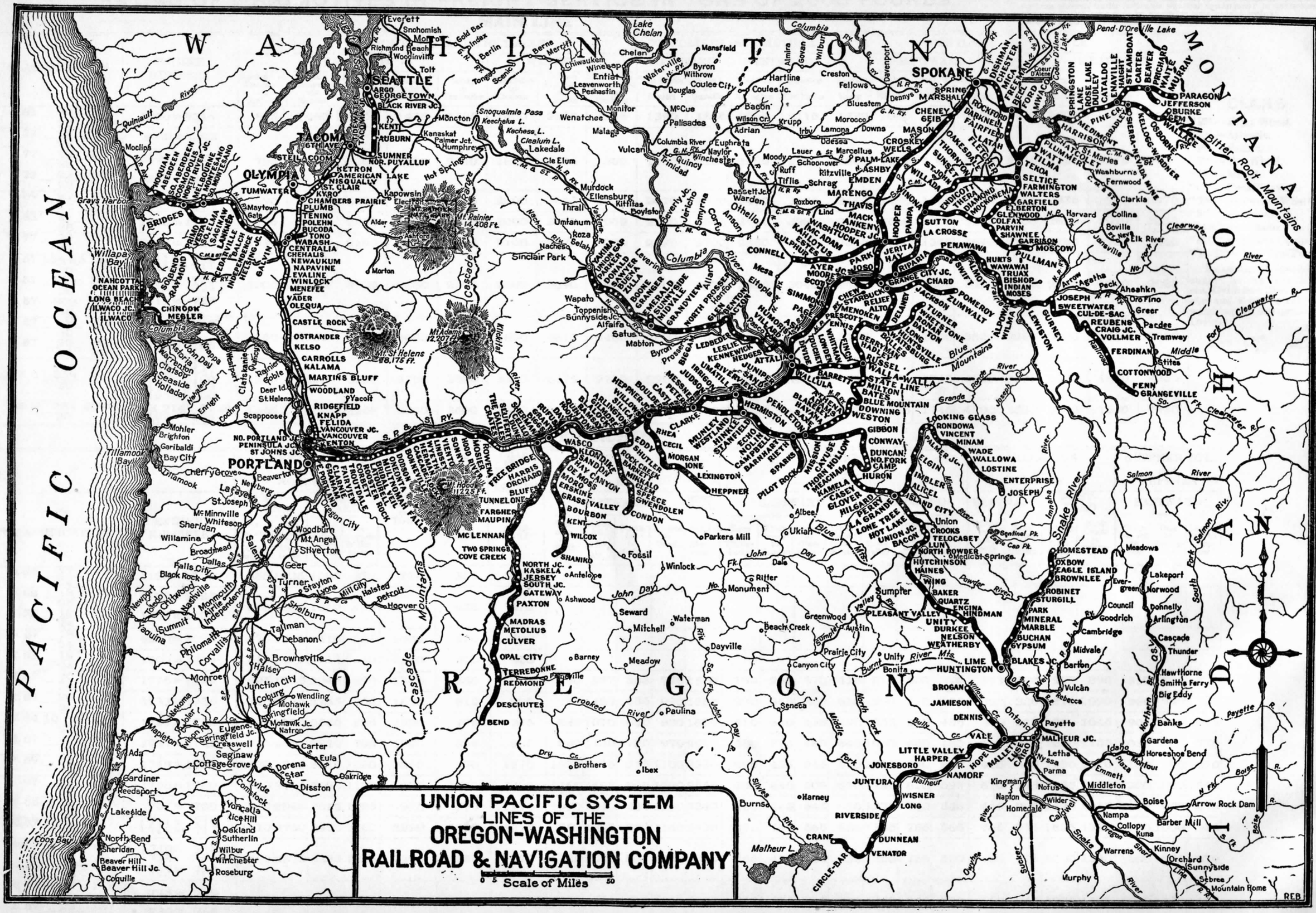
EXAMPLE:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

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

## BRANCHES

| CLASSIFICATION | ENGINE NUMBERS | CENTRALIA and HOQUIAM | | | | CENTRALIA and TONO | COSMOPOLIS 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 Cosmopolis | Cosmopolis to Centralia | Centralia to Cosmopolis | Cosmopolis to Hoquiam | | | | Sherman to North Jct. | North Jct. to South Jct. | South Jct. to Madras | Madras to Bend | Bend to Sherman | Biggs to Thornberry | Thornberry to Sandon | Sandon to Grass Valley | Grass Valley to Shaniko | Shaniko to Grass Valley | Grass Valley to Hay Canyon | Hay Canyon to Sandon | Arlington to Rock Creek | Rock Creek to Condon | Condon to Rock Creek | Rock Creek to Arlington | Heppner Jct. to Ione | Ione to Lexington | Lexington to Heppner |
| E. 63 17 55 / 24 | 1106 to 1108 | 355 | 1025 | 1205 | 370 | 775 | 355 | 425 | | | | | | | | | | | | | | | | | | | |
| E. 62 18 62 / 26 | 1122 to 1123 | 470 | 1380 | 1610 | 495 | 1035 | 475 | 370 | | | | | | | | | | | | | | | | | | | |
| T. 55 18 71 / 24 | 1701 to 1708 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 15½-26 145 / 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 162s | 1755 to 1760 | 1650 | 3110 | 3625 | 1120 | 1975 | 1060 | 1280 | 1160 | 1465 | 900 | 1200 | 2555 | 290 | 465 | 600 | 670 | 1120 | 810 | 595 | 510 | 285 | 1465 | 1430 | 1200 | 1000 | 950 |
| C. 55 19 149 / 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 15½-26 167 / 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 20½ 167 / 30 | 710, 715, 718, 724 | 1490 | 2875 | 3355 | 1035 | 2200 | 985 | 1175 | 1350 | 1505 | 835 | 1350 | 2375 | 265 | 465 | 550 | 620 | 1305 | 750 | 550 | 480 | 275 | 1600 | 1330 | 1260 | 980 | 870 |
| C. 57 15½-26 172 / 30 | 719 to 723 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 190s | 730 to 768 | | | | | | | | | | | | | | | | | | | | | | | | | | |


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


WASHINGTON
OREGON
IDAHO
MONTANA
PACIFIC OCEAN
Columbia River
Snake River
Cascade Mountains
Blue Mountains
Bitter Root Mountains
Mt. Rainier 14,408 Ft.
Mt. St Helens 8,175 ft.
Mt. Adams 12,207 Ft.
Mt. Hood 11225 Ft.
SEATTLE
TACOMA
SPOKANE
PORTLAND
OLYMPIA
BEND
PENDLETON
LA GRANDE
BAKER
ONTARIO
VALE
WALLA WALLA
LEWISTON
GRANGEVILLE
UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY
0 5 Scale of Miles 50
REB