

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

First Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, November 14, 1920

at 12:05 A. M. "Pacific Time"

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

J. P. O'BRIEN,
GENERAL MANAGER.

M. J. BUCKLEY,
GENERAL SUPERINTENDENT.

F. N. FINCH,
ASSISTANT GENERAL SUPERINTENDENT.

FIRST DIVISION

A. BUCKLEY,
Superintendent, PORTLAND, OREGON.

W. H. GUILD,
ASSISTANT SUPERINTENDENT, Portland, Oregon.

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

A. C. MURPHY,
TRAINMASTER, Fifth, Sixth and Seventh Sub-Divisions and Branches, The Dalles, Oregon.

E. M. RINGER,
CHIEF DISPATCHER, Fifth, Sixth and Seventh Sub-Divisions and Branches, Portland, Oregon.

E. A. HACKETT,
NIGHT CHIEF DISPATCHER, Fifth, Sixth and Seventh Sub-Divisions and Branches, Portland, Oregon.

H. L. BUCHANAN,
CHIEF DISPATCHER, Eighth and Ninth Sub-Divisions and Branches, Centralia, Washington.

MILEAGE

FIRST DIVISION	Main Line.....	384.40		
	Branches.....		413.80	
	Total.....			798.20
SECOND DIVISION	Main Line.....	233.18		
	Branches.....		97.80	
	Total.....			330.98
THIRD DIVISION	Main Line.....	79.61		
	Branches.....		302.56	
	Total.....			382.17
FOURTH DIVISION	Main Line.....	104.03		
	Branches.....		426.14	
	Total.....			530.17
Total, Main Line.....		801.22		
Total, Branches.....			1240.30	
Total.....				2041.52

Time per Mile	Miles per Hour
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1' 10"	51.4
1' 12"	50
1' 15"	48
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 40"	36
1' 45"	34.3
1' 50"	32.7
2'	30
2' 10"	27.6
2' 15"	26.6
2' 20"	25.7
2' 30"	24
2' 40"	22.5
2' 45"	21.8
2' 50"	21.2
3'	20
3' 9"	19
3' 20"	18
3' 31"	17
3' 45"	16
4'	15
5'	12
6'	10
7' 30"	8
10'	6

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS						Distance from Huntington	Time Table No. 41 November 14, 1920		Distance from Portland	FIRST CLASS						SECOND CLASS			
	255	17	1	19	11	5	23							2	18	4	12	6	24	256			
	Time Freight	Passenger	Passenger	Passenger	Passenger	Mail	Passenger							Passenger	Passenger	Passenger	Passenger	Express	Passenger	Time Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	12.15AM	5.10AM		6.10PM		7.29PM	3.25PM	0.0		HUNTINGTON	389.3				11.51PM	8.10AM		12.30PM	3.00PM	7.00PM			
	10.15AM	9.10AM		10.00PM		10.35PM	7.25PM	99.4		LA GRANDE	289.9				7.50PM	3.40AM		8.05AM	10.55AM	9.30AM			
		12.25PM	9.05AM	1.28AM		1.23AM	10.30PM	173.7		PENDLETON	215.6		4.35PM	4.50PM	12.20AM		4.50AM	7.15AM					
	8.30PM							178.2		RIETH	211.1									8.00PM			
			10.50AM		2.35AM		12.25AM	215.8		UMATILLA	183.0		2.45PM			12.50PM	2.45AM	5.10AM	12.05PM				
	10.40AM	4.35PM	2.35PM	5.30AM	5.15AM	5.00AM	3.50AM	304.9		THE DALLES	84.4		10.40AM	11.45AM	8.10PM	10.10PM	11.20PM	1.40AM	4.00AM				
		7.30PM	6.00PM	8.30AM	8.15AM	7.45AM	7.30AM	389.3		PORTLAND	0.0		7.30AM	9.00AM	5.00PM	7.30PM	8.30PM	11.00PM					
	6.20PM							394.1		ALBINA	1.6									10.00PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(389.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	(42.05) 9.0	(14.20) 27.2	(8.55) 24.2	(14.20) 27.2	(5.40) 32.3	(12.16) 31.7	(16.05) 24.2		Time.....				(9.05) 23.9	(14.51) 26.2	(15.10) 25.6	(5.20) 31.2	(16.0) 24.3	(16.0) 24.3	(45.00) 8.6				
									Average Speed Per Hour.....														

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS			Distance from Seattle	Time Table No. 41 November 14, 1920		Distance from Portland	FIRST CLASS				SECOND CLASS			
	691			563	561						562	564			692			
	Time Freight			Passenger	Passenger						Passenger	Passenger			Time Freight			
	Leave Daily			Leave Daily	Leave Daily						Arrive Daily	Arrive Daily			Arrive Daily			
					11.15PM	3.30PM	0.0		SEATTLE	183.2	11.00PM	6.30AM						
	7.00PM						3.1		ARGO	180.1					6.45AM			
	8.30PM				12.45AM	4.55PM	38.1		TACOMA	145.1	9.25PM	5.00AM			5.00AM			
	12.05AM				2.45AM	6.45PM	92.1		CENTRALIA	91.1	7.30PM	2.35AM			12.30AM			
	7.35AM						181.6		ALBINA	1.6					7.30PM			
					6.45AM	10.30PM	183.2		PORTLAND	0.0	4.00PM	11.00PM						
	Arrive Daily			Arrive Daily	Arrive Daily				(183.2)		Leave Daily	Leave Daily			Leave Daily			
	(12.35) 14.2			(7.30) 24.4	(7.00) 26.2			Time.....			(7.00) 26.2	(7.30) 24.4			(11.15) 15.9			
								Average Speed per Hour.....										

WESTWARD—FIFTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS						Distance from Huntington	Time Table No. 41 November 14, 1920								Distance from Portland	FIRST CLASS							SECOND CLASS		
		303	255	35	17	1	19	11	5		23	24	2	18	4	12	6	36		256	304								
		Way Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger		Time Freight	Way Freight								
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily								
	WFTYP	7.00AM				10.50AM		2.35AM		12.25AM	215.8					12.50AM	2.35AM		10.50AM										
3110	P	7.15				f10.56		2.41		12.40	220.0	Block Signals	DN-R	UMATILLA	Cs	183.0	5.05AM	2.40PM			12.50AM	2.35AM		10.50AM					
3200	P	7.30				s11.02		2.47		12.46	223.2		Block Signals	D	IRRIGON	Go	175.6	f 4.46	s 2.24			12.34	2.18		10.15				
3200	P	7.45				f11.09		2.53		12.53	226.9			Block Signals	DN	JUDSON	Fc	171.9	f 4.36	f 2.15			12.27	2.09		9.55			
5030	WFYP	8.10	1.05AM		2.15PM	s11.20	3.10AM	3.03	2.50AM	f 1.05	223.9				Block Signals	DN	MESSNER	Fc	165.4	f 4.20	s 2.05	2.30PM	10.35PM	12.16	1.55		9.20	12.30PM	
3118	P	8.25	1.20		2.21	11.28	3.15	3.08	2.55	1.11	227.3	Block Signals					PETERS		162.0	4.11	1.53	2.21	10.27	12.10	1.48		9.00	12.10PM	
3260	P	8.40	1.41		2.27	f11.33	3.20	3.14	3.00	1.18	231.1		Block Signals				CASTLE		158.2	4.02	f 1.44	2.12	10.20	12.03AM	1.41		8.40	11.33AM	
3110	P	9.05	2.05		2.35	11.45	3.28	3.22	3.07	1.30	236.9			Block Signals			BOULDER		152.4	3.50	1.32	2.03	10.10	11.55PM	1.30		8.15	11.15	
	TP	9.20	2.20		2.41	s11.52	3.33	3.28	3.13	1.36	241.0				Block Signals	D	HEPPNER JCT.	Wi	148.3	3.40	s 1.20	1.56	10.02	11.49	1.22		8.00	11.00	
3043	P	9.25	2.25		2.44	f11.55AM	3.36	3.31	3.15	1.39	242.5	Block Signals					WILLOWS		146.8	3.36 3.31	f 1.15	1.53	9.59	11.46	1.19		7.50	10.50	
3015	P	9.45	2.40		2.50	12.04PM	3.43	3.37	3.20	1.47	246.9		Block Signals				SILICA		142.4	3.20	1.05	1.45	9.51	11.39	1.10		7.35	10.30	
7200	TWP	10.10	3.00		s 2.57	s12.15 12.25	s 3.50	s 3.44	s 3.27	s 1.55	251.5			Block Signals		DN	ARLINGTON	Mr	137.8	s 3.00	s12.55 12.45	s 1.35	s 9.42	s11.30	s 1.00		7.15	10.10	
3203	P	10.30	3.34		3.06	12.35	3.58	3.52	3.34	2.04	255.2				Block Signals		GILMORE		134.1	2.54	12.35	1.29	9.35	11.24	12.53		7.05	9.55	
4946	WP	10.55	3.58 4.05		3.14	f12.44	4.05	3.58	3.41	2.12	259.7	Block Signals					BLALOCK		129.6	2.48	f12.20	1.22	9.28	11.18	12.45		6.55	9.40	
3745	P	11.15	4.25		3.20	12.51	4.11	4.04	3.47	2.18	263.7		Block Signals				RAMSAY		125.6	2.42	12.10	1.16	9.22	11.12	12.38		6.42	9.30	
3217	P	11.30	4.35		3.24	f12.56	4.15	4.08	3.51	2.23	266.1			Block Signals		DN	QUINTON	Qn	123.2	2.38	f12.05PM	1.13	9.18	11.08	12.34		6.35	9.25	
5000	P	11.55AM	4.50		3.30	f 1.05	4.22	4.14	3.57	2.31	270.4				Block Signals		HOOK		118.9	2.31	f11.55AM	1.05	9.12	11.02	12.26		6.20	9.15	
3500	P	12.15PM	5.05		3.36	f 1.13	4.28	4.19	4.02	2.38	274.2	Block Signals					GOFF		115.1	2.26	f11.46	12.55	9.06	10.57	12.19		6.10	9.05	
2775	WP	12.30	5.15		3.40	f 1.18	4.33	4.24	4.07	2.44	277.2		Block Signals				DAY		112.1	2.21	f11.40	12.50	9.02	10.52	12.13		6.00	8.55	
5000	P	12.45	5.25		3.44	s 1.24	4.37	4.28	4.12	2.49	279.9			Block Signals			RUFUS		109.4	2.17	s11.34	12.45	f 8.57	10.48	12.08		5.50	8.45	
2720	P	1.00	5.40		3.48	f 1.30	4.41	4.32	4.16	2.54	282.5				Block Signals		GRANT		106.8	2.13	f11.28	12.40	8.53	10.44	12.03AM		5.40	8.30	
6954	YP	1.15	5.50		3.52	s 1.36	4.45	4.36	4.20	3.00	285.4	Block Signals				DN	BIGGS	Bx	103.9	2.09	s11.20	s12.35	f 8.48	10.40	11.58PM		5.20	8.15	
950	WYP	1.25	6.00	12.35PM	3.55	s 1.41	4.49	4.39	4.23	3.04	287.6		Block Signals			D	SHERMAN	Vo	101.7	2.06	f11.15	s12.30	8.44	10.36	11.54	12.35PM	5.05	8.05	
2750		1.30	6.05	12.38	3.58	f 1.44	4.52	4.42	4.26	3.07	289.0			Block Signals			MILLER		100.3	2.03	f11.12	12.23	f 8.41	10.33	11.50	f12.30	5.00	8.00	
2625		1.55	6.20	12.44	4.04	s 1.55	4.58	4.47	4.31	3.15	292.9				Block Signals		CELILO		96.4	1.58	s11.04	12.14	f 8.34	10.28	11.44	f12.22	4.45	7.45	
3678		2.20	6.45	12.50	4.12	2.06	5.07	4.53	4.38	3.25	297.6	Block Signals					DUNE		91.7	1.52	10.55	12.02PM	8.25	10.22	11.34	f12.12PM	4.30	7.30	
WFTOP		3.00PM	7.15AM	1.05PM	4.30PM	2.25PM	5.25AM	5.10AM	4.55AM	3.45AM	304.9		Block Signals			DN-R	THE DALLES	Dk-Wh	84.4	1.40AM	10.40AM	11.45AM	8.10PM	10.10PM	11.20PM	11.55AM	4.00AM	7.00AM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily																			
		(8.00) 12.3	(6.10) 13.1	(30) 34.6	(2.15) 36.0	(3.35) 27.5	(2.15) 36.0	(2.35) 38.1	(2.05) 38.9	(3.20) 29.6																			

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

WESTWARD—SIXTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS						Distance from Huntington	Time Table No. 41 November 14, 1920		Distance from Portland	FIRST CLASS						SECOND CLASS					
		255	301		17	1	19	11	5					23		2	18	4	12	6	24		302	256	
		Time Freight	Way Freight		Passenger	Passenger	Passenger	Passenger	Mail					Passenger		Passenger	Passenger	Passenger	Passenger	Express	Passenger		Way Freight	Time Freight	
		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	
	WTOFP	10.40AM	6.00AM		4.35PM	2.35PM	5.30AM	5.15AM	5.00AM	3.50AM	304.9		DN-R THE DALLES Dk-Wh	84.4	10.35AM	11.40AM	8.05PM	10.05PM	11.15PM	1.35AM		3.45PM	3.30AM		
	P	10.55	6.15		4.40	2.41	5.35	5.20	5.05	3.56	307.7	Block Signals	CRATES	81.6	f10.28	11.34	7.58	9.59	11.09	1.29		3.30	3.10		
3350	P	11.22	6.30		4.50	f 2.52	5.45	5.30	5.14	4.10	313.3		ROWENA	76.0	f10.15	11.22	f 7.46	9.50	10.59	1.20		2.52	2.50		
3500	P	11.45AM	6.45		4.56	f 2.58	5.51	5.36	5.19	4.18	316.9		CHATFIELD	72.4	f10.08	11.16	7.38	9.44	10.52	1.14		2.35	2.35		
3200	WP	12.10PM	7.00		5.02	s 3.05	5.57	5.42	5.24	s 4.25	320.1		D MOSIER	69.2	s10.00	11.10	s 7.32	9.38	10.45	1.08		2.25	2.25		
3020	WP	12.40	7.25		s 5.15	s 3.20	s 6.10	s 5.55	s 5.35	s 4.40	326.1		DN HOOD RIVER	63.2	s 9.45	s10.55	s 7.20	s 9.25	s10.30	s12.55		2.05	2.00		
4040	P	12.58	7.45		5.24	f 3.31	6.21	6.06	5.45	4.55	330.6		MENO	58.7		9.38	10.47	7.10	9.17	10.20	12.49		1.45	1.45	
3255	P	1.05	7.55		5.27	f 3.35	6.24	6.09	5.48	4.59	331.8		SONNY	57.5	f 9.35	10.44	f 7.06	9.14	10.17	12.46		1.35	1.40		
1835	P	1.20	8.10		5.31	f 3.40	6.28	6.13	5.52	5.04	334.0		VIENTO	55.3	f 9.31	10.40	7.01	9.09	10.12	12.42		1.20	1.35		
3190	P	1.35	8.25		5.36	f 3.45	6.32	6.17	5.56	5.10	336.4		LINDSEY	52.9	f 9.27	10.36	6.56	9.04	10.07	12.37		1.05	1.30		
2980	TWFP	1.45	8.40		5.42	s 3.51	6.37	6.22	6.01	5.17	339.6		DN WYETH	49.7	s 9.22	10.30	f 6.49	8.58	10.02	12.32		12.45	1.20		
2784	P	1.55	8.50		5.47	f 3.57	6.43	6.28	6.07	5.24	342.5		HERMAN	46.8	f 9.18	10.25	6.43	8.52	9.57	12.26		12.15PM	1.10		
3203	P	2.10	9.10		5.55	s 4.05	6.50	6.35	6.14	s 5.33	346.4		DN CASCADE LOCKS	42.9	s 9.10	10.18	s 6.35	8.45	9.50	12.20		11.45AM	12.55		
6783	WTP	2.30	9.35		6.05	s 4.15	7.00	6.45	6.23	5.45	350.6		D BONNEVILLE	38.7	s 9.00	10.08	f 6.25	8.35	9.40	12.10		11.15	12.30		
3315	P	2.45	10.00		6.15	f 4.26	7.10	6.54	6.32	5.56	355.2		DODSON	34.1	f 8.52	10.00	f 6.15	8.28	9.32	12.02AM		10.50	12.15		
3108	P	2.55	10.25		6.20	f 4.32	7.15	6.58	6.36	6.02	357.9		ONEONTA	31.4	f 8.48	9.56	6.08	8.24	9.28	11.58PM		10.25	12.05AM		
3479	P	3.15	10.50		6.29	s 4.45	7.25	7.08	6.45	s 6.15	363.0		D BRIDAL VEIL	26.3	s 8.38	9.48	s 5.56	8.16	9.19	11.49		9.48	11.49PM		
3210	P	3.30	11.15		6.36	f 4.55	7.34	7.16	6.52	6.25	366.9		ROOSTER ROCK	22.4	f 8.32	9.42	f 5.47	8.10	9.12	11.42		9.20	11.29		
3050	P	3.45	11.40		6.43	5.04	7.40	7.22	6.58	6.32	370.2		TAYLOR	19.1		8.26	9.36	5.40	8.05	9.06	11.36		8.50	11.18	
5875	TWP	4.00PM	11.59AM		6.50	s 5.15	7.48	7.29	7.04	6.40	373.7	DN TROUTDALE	15.6	s 8.20	9.30	f 5.31	8.00	9.00	11.30		8.30AM	11.05PM			
2700	P	Via Seventh and Eighth Sub-Divisions			6.55	s 5.25	7.53	7.34	7.09	6.47	376.1	D FAIRVIEW	13.2	s 8.16	9.26	5.25	7.56	8.56	11.26		Via Seventh and Eighth Sub-Divisions		Via Seventh and Eighth Sub-Divisions		
2720	P				7.06	f 5.37	8.06	7.46	7.18	7.00	381.6	CLARNIE	7.7	f 8.06	9.18	5.16	7.48	8.48	11.18						
1500	P				7.14	f 5.45	8.14	7.55	7.25	7.10	384.9	GRAHAM	4.4	f 7.55	9.12	5.11	7.42	8.42	11.12						
1358					7.20	5.50	8.20	8.04	7.30	7.15	387.4	BRUN	1.9		7.40	9.06	5.06	7.36	8.36	11.06					
IP					7.25	5.55	8.25	8.10	7.35	7.20	388.7	EAST PORTLAND	0.6		7.35	9.03	5.03	7.33	8.33	11.03					
IP				7.30PM	6.00PM	8.30AM	8.15AM	7.45AM	7.30AM	389.3	DN-R PORTLAND	0.0		7.30AM	9.00AM	5.00PM	7.30PM	8.30PM	11.00PM						
WOTFYP		6.20PM	2.00PM								394.1	DN-R ALBINA	1.6									7.15AM	10.00PM		
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(34.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily		
		(7.40) 11.6	(8.00) 11.2		(2.55) 28.9	(3.25) 24.7	(3.00) 28.1	(3.00) 28.1	(2.45) 30.7	(3.40) 23.0			Time			(3.05) 27.3	(2.40) 31.6	(3.05) 27.3	(2.35) 32.7	(2.45) 30.7	(2.35) 32.7	(8.30) 10.5	(5.30) 16.2		
													Average Speed per Hour												

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

EIGHTH SUB-DIVISION—Portland and Centralia—WESTWARD
NINTH SUB-DIVISION—Centralia and Seattle—WESTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS					FIRST CLASS												Distance from Seattle	Time Table No 41 November 14, 1920							
		975	255	301	977	691									563	135	133				123	137	561	125		
		Way Freight	Time Freight	Way Freight	Way Freight	Time Freight									Passenger	C.M.&St.P. Passenger 15	C.M.&St.P. Passenger 18		C.M.&St.P. Passenger 44	C.M.&St.P. Passenger 17	Passenger	C.M.&St.P. Passenger 16				
		Leave Daily Ex. Mon.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily									Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily				
P															11.15 PM	8.30 PM	7.30 PM	5.15 PM	12.15 PM	3.30 PM	9.30 AM	0.0	Black Signals	D-R SEATTLE 3.1 DN-R ARGO 6.3 DN-R BLACK RIVER	Ow Bi	
Yard IWFTOYP		7.00 AM				7.00 PM									11.25	8.40 PM	7.42 PM	5.25 PM	12.25 PM	3.40	9.40 AM	3.1				
1354 3401 IP		7.30 AM				7.15 PM									11.35 PM					3.50 PM		9.4				
BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY.																										
P		9.00 AM				8.15 PM									12.29 AM						4.40 PM		35.7	Black Signals	DN TACOMA JCT. 0.8 DN RESERVATION	Jn
		9.10 AM				8.20 PM									12.33 AM						4.45 PM		36.5			
BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.																										
BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.																										
1415	P				2.00 PM	5.20 AM									6.10 AM						9.56 PM		176.4	Black Signals	NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.5 ST. JOHNS JCT. 1.4 YARD JCT. 1.1 DN-R ALBINA .1 HARDING ST. .9 EAST PORTLAND .6 DN-R PORTLAND Disprx P-So-Ve	B
	P		5.25 PM	1.20 PM	2.02	5.30									6.16						10.00		177.6			
	P		5.35	1.35	2.15	5.40									6.20						10.04		179.1			
	P		5.45	1.45	2.20	6.00									6.22						10.08		180.5	Black Signals	DN-R ALBINA .1 HARDING ST. .9 EAST PORTLAND .6 DN-R PORTLAND Disprx P-So-Ve	B
	P		6.20 PM	2.00 PM	2.45 PM	7.35 AM									6.30						10.15		181.6			
	IP																						181.7			
	I																						182.6	Black Signals	DN-R ALBINA .1 HARDING ST. .9 EAST PORTLAND .6 DN-R PORTLAND Disprx P-So-Ve	B
															6.45 AM						10.30 PM		183.2			
		Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily									Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(183.2)		
		(2.10) 15.4	(0.55) 4.3	(0.40) 6.0	(0.45) 6.9	(12.35) 14.2									(7.30) 24.4	(0.10) 18.6	(0.12) 15.5	(0.10) 18.6	(0.10) 18.6	(7.00) 26.2	(0.10) 18.6			 Time Average Speed per Hour		

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

EIGHTH SUB-DIVISION—Portland and Centralia—EASTWARD
NINTH SUB-DIVISION—Centralia and Seattle—EASTWARD

Time Table No. 41
November 14, 1920

Distance from
Portland

FIRST CLASS

SECOND CLASS

STATIONS			120	130	124	134	132	562	564											692	978	976	302	256
			C.M.&St.P. Passenger 16	C.M.&St.P. Passenger 43	C.M.&St.P. Passenger 17	C.M.&St.P. Passenger 18	C.M.&St.P. Passenger 15	Passenger	Passenger											Time Freight	Way Freight	Way Freight	Way Freight	Time Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily
Black Signals	D-R	SEATTLE	Ow	183.2	9.15AM	12.15PM	11.45AM	7.15PM	8.15PM	11.00PM	6.30AM													
	DN-R	ARGO		180.1	9.05AM	12.05PM	11.30AM	7.05PM	8.05PM	10.44	6.15											6.45AM		3.00PM
	DN-R	BLACK RIVER	Bi	173.8						10.30PM	6.00AM											6.25AM		2.45PM

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

Black Signals	DN TACOMA JCT.	Jn	147.5					9.35PM	5.10AM											5.15AM		12.45PM		
	DN RESERVATION		146.7					9.30PM	5.05AM											5.10AM		12.35PM		

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

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

Black Signals	NORTH PORTLAND JCT.	1.2	6.8					4.20PM	11.20PM											8.05PM	7.05AM			
Black Signals	PENINSULA JCT.	1.5	5.6					4.17	11.17											7.55	6.55		7.40AM	10.20PM
Black Signals	ST. JOHNS JCT.	1.4	4.1					4.13	11.13											7.45	6.45		7.30	10.14
Black Signals	YARD JCT.	1.1	2.7					4.10	11.10											7.40	6.40		7.25	10.10
Black Signals	DN-R ALBINA	B	1.6																	7.30PM	6.30AM		7.15AM	10.00PM
Black Signals	HARDING ST.	.9	1.5					4.05	11.05															
Black Signals	EAST PORTLAND	.6	0.6																					
Black Signals	DN-R PORTLAND	Dispr X P-So-Yc	0.0					4.00PM	11.00PM															
(183.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily											Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily

Time.....	(0.10)	(0.10)	(0.15)	(0.10)	(0.10)	(7.00)	(7.30)													(11.15)	(.35)	(2.25)	(.25)	(.20)
Average Speed per Hour.....	18.6	18.6	12.4	18.6	18.6	26.2	24.4													15.9	8.9	13.1	9.6	12.0

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

WESTWARD—Gray's Harbor Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS						Distance from Centralia	Time Table No. 41 November 14, 1920		Distance from Hoquiam	FIRST CLASS					SECOND CLASS		
	51	65	161	205	209	53	55	117	43					118	44	56	210	206	52	162	64
	Way Freight	Time Freight	C.M.&St.P. Fast Frt.	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Mixed	Passenger	C.M.&St.P. Passenger	Passenger					C.M.&St.P. Passenger	Passenger	Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Way Freight	C.M.&St.P. Fast Frt.	Time Freight
	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.
WFYOTP		2.00AM				2.00PM	9.00AM		3.00AM	0.0	DN-R	CENTRALIA 2.4	DS	57.5		2.00AM	10.40AM		12.01PM		1.00AM

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

PI		2.20AM				2.05PM	9.05AM		3.45AM	2.4	BLAKESLEE JUNCTION 2.6	55.1		1.30AM	10.30AM				11.45AM		12.40AM
1359	P	2.30				f 2.15	f 9.15		f 3.55	5.0	D GALVIN Rk	52.5		f 1.20	f 10.25				11.30		12.30
2285	P	2.50	2.43AM			f 2.35	f 9.35	4.05PM	f 4.10	12.2	HELING JUNCTION 1.5	45.3	3.10PM	f 1.05	f 10.05				11.10	9.30PM	12.05AM
2680	WP	3.05PM	3.00	2.50		2.40PM	9.40AM	s 4.10	s 4.15	13.7	DN-R INDEPENDENCE Nd	43.8	s 3.05	s 1.00	10.00AM				11.00	9.25	11.55PM
	P	3.20	3.15	3.05				f 4.19	f 4.30	18.3	BALCH 3.9	39.2	f 2.50	f 12.48					10.40	9.10	11.30
2718	P	3.35	3.30	3.20				s 4.27	f 4.45	22.2	CEDARVILLE 4.1	35.3	s 2.42	f 12.38					10.20	8.55	11.15
2687	P	3.55	3.45	3.35				f 4.35	f 5.00	26.3	LANKNER 2.5	31.2	f 2.34	f 12.26					10.00	8.35	11.00
		4.05	3.55	3.42				4.40	5.05	28.8	RONY 2.0	28.7	2.29	12.20					9.45	8.30	10.55
2353	P	4.45	4.05	3.50				s 4.45	f 5.10	30.8	D SAGINAW Sg	26.7	s 2.24	f 12.15					9.30	8.25	10.50
	WP	5.10	4.10	3.55				f 4.50	f 5.20	32.5	SOUTH ELMA 3.4	25.0	f 2.19	f 12.10AM					8.50	8.20	10.45
1747	P	5.30	4.30	4.05				f 4.59	f 5.30	35.9	FULLER 6.5	21.6	f 2.12	f 11.55PM					8.30	8.05	10.30
		6.00	5.00	4.30				f 5.12	5.50	42.4	R SOUTH MONTESANO	15.1	f 2.00	f 11.35					8.00	7.40	10.10
2744	P				5.12PM	1.45PM				42.4	R SOUTH MONTESANO 1.5	15.1			2.00PM	5.27PM					
					5.19PM	1.52PM				43.9	R MONTESANO Mo	16.6			1.53PM	5.20PM					
		6.00	5.00	4.30				f 5.27	f 5.50	42.4	R SOUTH MONTESANO 1.4	15.1	f 1.45	f 11.35					8.00	7.40	10.10
1523	P	6.10	5.10	4.35				f 5.32	f 5.55	43.8	MELBOURNE 3.1	13.7	f 1.42	f 11.30					7.50	7.35	10.05
1751	P	6.30	5.25	4.45				f 5.40	f 6.05	46.9	PREACHER'S SLOUGH 3.2	10.6	f 1.36	f 11.20					7.40	7.25	9.58
	P									50.1	NORTH RIVER JUNCTION 1.1	7.4									
1915	WFYOP	7.00	5.40	5.00				s 5.50	s 6.20	51.2	D COSMOPOLIS Cs	6.3	s 1.28	s 11.10					7.30	7.00	9.45
4135	IWYOP	7.15PM	6.00AM	5.15AM				6.00PM	6.30AM	53.9	DN-R ABERDEEN Sa	3.6	1.20PM	11.00PM					7.15AM	6.45PM	9.15PM

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

FWTYOP	7.45PM	6.15AM	6.00AM					6.15PM	7.15AM	57.5	DN-R	HOQUIAM	Ho	0.0	1.05PM	10.45PM				7.00AM	6.35PM	9.00PM
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily		(57.5)				Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily Ex. Mon.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
	(4.45) 18.0	(4.15) 14.0	(3.17) 13.8	(0.07) 12.8	(0.07) 12.8	(0.40) 18.3	(0.40) 18.3	(2.10) 20.8	(4.15) 14.0	.....	.....	Time.....	.....	.....	(2.05) 21.7	(3.15) 17.7	(0.40) 18.3	(0.07) 12.8	(0.07) 12.8	(5.01) 11.5	(2.55) 15.5	(4.00) 14.4
										.....	.....	Average Speed per Hour.....	.....	.....								

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

No. 55 has right over No. 56 Centralia to Independence.

WESTWARD—Bend Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS		FIRST CLASS		Distance from Bend	Time Table No. 41 November 14, 1920			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	81		35			36		82					
	Freight		Passenger			Passenger		Freight					
	Leave Sun. Wed. & Fri.		Leave Daily			Arrive Daily		Arrive Tue. Thur. & Sat.					
WY	1.00AM		7.00AM		0.0	DN-R	BEND	Nd	147.4	7.00PM		11.30PM	
BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES													
WFYT	7.00AM		s 8.15AM	41.3	DN-R	METOLIUS	Ms	106.1	s 5.05PM		4.30PM		
2680 W	7.15		s 8.24	46.3	D	MADRAS	Md	101.1	s 4.50		3.45		
2480	7.30		f 8.34	51.9		PAXTON		95.5	f 4.35		3.00		
1900 W	7.45		s 8.49	57.4	D	GATEWAY	Gw	90.0	s 4.20		2.40		
1280 WFP	8.15		s 9.12	65.7	R	SOUTH JUNCTION	Un	81.7	s 3.50		2.00		
BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES													
P	8.50		s 9.32	76.1	R	NORTH JUNCTION	Jn	71.3	s 3.25		1.15		
1100	8.55		f 9.35	77.2		COVE CREEK		70.2	f 3.22		1.10		
1160	9.10		f 9.42	80.0		TWO SPRING		67.4	f 3.15		12.55		
475	9.40		f 10.04	88.1		McLENNON		59.3	f 2.55		12.30PM		
1150 WP	10.25		s 10.25	96.1	D	MAUPIN	Hf	51.3	s 2.35		11.45AM		
1290 W	11.00		f 10.45	105.2		FARGHER		42.2	f 2.10		10.45		
1200	11.35		f 11.10	115.6		TUNNEL ONE		31.8	f 1.44		10.05		
1160	11.55AM		f 11.25	121.2		BLUFFS		26.2	f 1.30		9.45		
2650 W	1.05PM		f 11.50AM	133.0		ORCHARD		14.4	f 1.05		9.15		
450	1.47		f 12.01PM	137.5		FREE BRIDGE		9.9	f 12.55		9.00		
W	2.20PM		12.30PM	147.4	D-R	SHERMAN	Vo	0.0	12.35PM		8.30AM		
	Arrive Sun. Wed. & Fri.		Arrive Daily			(147.4)			Leave Daily		Leave Tues. Thur. & Sat.		
(13.20)		(5.30)		Time.....		(6.25)		(15.00)					
11.1		26.8		Average Speed per Hour.....		22.9		9.8					

WESTWARD—Heppner Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	FIRST CLASS			Distance from Heppner	Time Table No. 41 November 14, 1920			Distance from Heppner Jct.	FIRST CLASS			
			25						26			
			Mixed						Mixed			
			Leave Daily				STATIONS			Arrive Daily		
2867	WTFP		8.30AM	0.0	D-R	HEPPNER	Hr	45.2	4.40PM			
1029	P		s 8.50	8.9		8.9 LEXINGTON		36.3	s 3.50			
2397	W		s 9.30	16.9	D	8.0 IONE	On	28.3	s 3.15			
1082			s 9.55	25.3		8.4 MORGAN		19.9	s 2.40			
631	W		s10.15	30.6		5.3 CECIL		14.6	s 2.15			
			f10.30	34.3		3.7 EWING		10.9	f 2.00			
1004			f10.45	38.4		4.1 RHEA		6.8	f 1.45			
882	TP		11.20AM	45.2	D-R	6.8 HEPPNER JCT.	Wi	0.0	1.25PM			
			Arrive Daily			(45.2)			Leave Daily			
				(2.50)	Time.....				(3.15)			
				16.0	Average Speed per Hour.....				13.9			

WESTWARD—Shaniko Branch—EASTWARD

Length of passing trucks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	FIRST CLASS			Distance from Shaniko	Time Table No. 41 November 14, 1920			Distance from Biggs	FIRST CLASS		
			21				22				
			Mixed				Mixed				
			Leave Daily				Arrive Daily				
3385	WYFP		7.30AM	0.0	D-R	SHANIKO	Ni	69.3		5.50PM	
891		f	8.05	12.6		12.6 WILCOX		56.7	f	5.05	
1100		s	8.20	17.4		4.8 KENT		51.9	s	4.50	
571		f	8.40	23.9		6.5 BOURBON		45.4	f	4.20	
1968	WT	s	9.10	31.2	D	7.3 GRASS VALLEY	Vy	38.1	s	4.00	
338	Spur	f	9.30	38.6		7.4 ERSKINE		30.7	f	3.40	
2694	W	s	9.44	42.7	D	4.1 MORO	Mr	26.6	s	3.25	
1089		f	9.54	45.8		3.1 DE MOSS		23.5	f	3.15	
393		f	10.01	49.7		3.9 NISH		19.6	f	3.03	
3850	Spur		10.03	50.6		0.9 HAY CANYON		18.7		3.00	
650	Spur	f	10.12	53.6		3.0 SANDON		15.7	f	2.50	
1199		f	10.19	55.6		2.0 KLONDIKE		13.7	f	2.45	
3266	W	s	10.32	60.0	D	4.4 WASCO	Wa	9.3	s	2.30	
190	Spur	f	10.40	62.6		2.6 SINK		6.7	f	2.15	
844		f	10.45	64.4		1.8 GREBE		4.9	f	2.05	
6780	WYFP		11.20AM	69.3	DN-R	4.9 BIGGS	Bx	0.0		1.45PM	
			Arrive Daily			(69.3)				Leave Daily	

WESTWARD—Condon Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	FIRST CLASS			Distance from Condon	Table Table No. 41 November 14, 1920			Distance from Arlington	FIRST CLASS		
			13				14				
			Mixed				Mixed				
			Leave Daily				Arrive Daily				
10005 WFP		8.50AM	0.0	D-R	CONDON	Cd	44.4	4.20PM			
1576		f 9.10	8.2		GWENDOLEN		36.3	f 3.30			
1783		f 9.20	12.1		SPEECE		32.3	f 3.15			
1816		s 9.40	15.8		CLEM		28.6	s 3.00			
2342 W		s10.05	20.1		MIKKALO		24.3	s 2.40			
1698		f10.30	24.7		BARNETT		19.7	f 2.20			
2440 W		s10.50	28.2		ROCK CREEK		16.2	s 2.05			
1793		f11.10	36.9		SHUTLER		7.5	f 1.35			
2596 TWFP		11.50AM	44.4	DN-R	ARLINGTON	Mx	0.0	1.05PM			
		Arrive Daily			(44.4)			Leave Daily			
(3.00) 14.8 Time..... Average Speed per Hour..... (3.15) 13.7 											

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

WESTWARD—Primo Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.			Distance from Primo	Time Table No. 41 November 14, 1920		Distance from No River Jct.			
				STATIONS					
			0.0	PRIMO	12.0				
462				7.0	BRIDGES	5.0			
1002			12.0	NORTH RIVER JCT.	0.0				
				(12.0)					
.....Time.....									
.....Average Speed per Hour.....									

Time
Average Speed per Hour.....

WESTWARD—Tono Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			Distance from Tono	Time Table No. 41		Distance from Centralia	SECOND CLASS			
			57		November 14, 1920			58			
			Mixed					Mixed			
			Leave Daily Ex. Sun.			STATIONS		Arrive Daily Ex. Sun.			
1360 WFOP			3.00PM	0.0	R	TONO	7.8	1.35PM			
			f 3.25	6.1		6.1 WABASH 1.7	1.7	f 1.10			

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

WFYOTP		3.35PM	7.8	DN-R	CENTRALIA	Ds	0.0	1.00PM		
		Arrive Daily Ex. Sun.			(7.8)			Leave Daily Ex. Sun.		
		(0.35) 13.4			Time.....			(0.35) 13.4		
					Average Speed per Hour.....					

WESTWARD—Olympia Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	FIRST CLASS			Distance from Chambers Prairie	Time Table No. 41 November 14, 1920		Distance from Olympia	FIRST CLASS		
		49	47			46		48		
		Passenger	Passenger			Passenger		Mixed		
		Leave Daily	Leave Daily			Arrive Daily		Arrive Daily		
PY		8.05PM	6.05PM	0.0	DN-R	CHAMBERS PRAIRIE Ma	7.4	5.50PM	8.00PM	
PWFY		8.30PM	6.30PM	7.4	D-R	OLYMPIA Oa	0.0	5.30PM	7.30PM	
		Arrive Daily	Arrive Daily			(7.4)		Leave Daily	Leave Daily	
		(0.25) 17.8	(0.25) 17.8			Time.....		(0.20) 22.2	(0.30) 14.8	
						Average Speed per Hour.....				

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

WESTWARD—SEVENTH SUB-DIVISION—EASTWARD

Length of passing trucks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			Distance from Huntington	Time Table No. 41 November 14, 1920		Distance from Portland	SECOND CLASS		
		255	301						302	256
		Time Freight	Way Freight						Way Freight	Time Freight
		Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily
3726		4.00PM	12.10PM	373.7	DN	TROUTDALE	Sn	22.0	8.30AM	11.05PM
5331	P	4.25	12.30	378.7		5.0 HEMLOCK		17.0	8.20	10.50
3612	P	4.50	12.45	383.4		4.7 FIR		12.3	8.10	10.40
3763	P	5.20	1.10	388.9		5.5 KENTON		6.8	7.50	10.25
1415	YP	5.25PM	1.20PM	390.1		1.2 PENINSULA JCT.		5.6	7.40AM	10.20PM
		Arrive Daily	Arrive Daily			(16.4)			Leave Daily	Leave Daily

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

FIRST DIVISION

SPECIAL RULES

PASSENGER TRAINS

- Nos. 1 and 2 will stop on flag at Montavilla, Crusher Latourell, Multnomah Falls, Warrendale, Eagle Creek, Seufert, Big Eddy, Dillon, Tumwater and Boardman.
Nos. 1 and 2 will stop at Corbett.
No. 4 will stop on flag at Corbett, Latourell and Big Eddy.
No. 4 will stop at Viento to let off passengers from Portland.
No. 6 will stop on flag at any station to load or unload express.
No. 4 will stop on flag at Lindsey on Sundays.
No. 11 will stop at any station to let off passengers from Third and Fourth Divisions.
No. 12 will stop at stations between Arlington and Umatilla to pick up passengers for Third and Fourth Divisions.
Nos. 17 and 19 will stop at any station to let off passengers from points east of Green River.
No. 18 will stop at any station between Biggs and Pendleton to let off passengers from Bend Branch.
No. 24 on Saturday will stop at Bridal Veil and Multnomah Falls to let off passengers.
No. 24 on Sunday will stop at Bridal Veil.
No. 35 will stop on flag at Celilo to let off passengers from Bend Branch.
Nos. 35 and 36 will stop on flag at Truman, Sherars Bridge, Ketchum and Harris.
Nos. 117 and 118 will stop on flag at South Aberdeen.
Nos. 43, 44, 117 and 118 will stop on flag at Callow and Hall.

FREIGHT TRAINS

Passengers will not be carried on freight trains, except persons in charge of special freight, employes with annual passes, or employes on trip passes when traveling on company business, between stations at which trains stop. See Rule 720.

- Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions between Portland and East Portland, East Portland and St. Johns Jct., Peninsula Jct. and North Portland Jct., Seattle and Argo, Tacoma Jct. and Fifteenth St., Tacoma, Helsing Jct. and Independence, South Montesano and Montesano, North River Jct. and Aberdeen, and within yards at Albina, East Portland, Peninsula Jct., North Portland Jct., Kenton, The Dalles, Des Chutes River Bridge, Biggs, Messner, Umatilla, South Junction, Olympia, Chambers Prairie and Tono, and at Sherman and Heppner Jct. on branch only. Under control means to be able to stop within the distance track is seen to be clear.

Protection at Other Stations. Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule. Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station. Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.

The limits of Kenton yard extend from Peninsula Jct. to yard limit sign located about 500 feet west of P. R. L. & P. Ry. overhead crossing.

Yard limits extend from Seattle Passenger Station to one mile west of Argo.

Yard limits extend from Junction switch Helsing Junction to yard limit board 1000 feet west of west switch Independence.

Yard limits extend from 200 feet east of North River Jct. switch to one-fourth mile west of Aberdeen passenger station.

Yard limits at Sherman and Heppner Jct. apply only on branch.

- Eighth Sub-Division trains will not obtain clearance at Portland or North Portland Jct. All trains will obtain clearance at Arlington and Hood River. Unnecessary to whistle for train order signal at these stations. Trains westward from Blakeslee Jct. and eastward from Wabash will obtain clearance before leaving Centralia. Clearance will not be issued to trains at North River Jct., Primo or Tono.
- Trains will not whistle for train order signals at Aberdeen, Cosmopolis and Independence, but will be governed by position of signal at these stations.
On Branch lines train order signal lights will not be kept burning after passage of regular trains for the day.

- White flag or indicator board displayed at a blind siding will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- Trains (except passenger) consisting of more than twenty-five cars will cut off engine to take water or fuel, and will also cut off way cars before spotting.
- A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
- Train registers will not be used as a means of identifying extra trains.
- Trainmen and Enginemen are subject to the Rules and Regulations of Northern Pacific Terminal Co. while in their yard.
- All trains will receive proceed signal from bridge tender before passing on to draw of draw bridges at Tacoma, between South Montesano and Montesano and at Aberdeen.
- Sand will not be used on draw bridges.
- Black River is initial station for all eastward trains. First and Second Class trains will register by registering ticket (Form 2642) at Black River. O.-W. R. & N. eastward First and Second Class trains will procure Check of Register (Form 2529) from operator at Black River. Second Class and extra trains only will register and receive clearance card (Form 2643) at Argo.
- Junction switch at Messner will be left set and locked for Second Division.
Junction switch at Helsing Junction will be left set and locked for O.-W. R. & N. track.
Junction switch at Tacoma Junction will be left set and locked for C. M. & St. P. track.
Junction switch at Reservation will be left set and locked for O.-W. R. & N. main track.
Wye switch on Montesano Branch will be left set and locked for east leg of wye.
Double track switch Aberdeen, located 250 feet east of passenger station, will be left set and locked for eastward trains.
Switches for wye at Sherman will be left set and locked for wye.
- When passing over Willamette River Bridge between Portland and East Portland, a trainman will remain at rear of train with hand on air valve of tail hose so that emergency brake can be applied if necessary.
- On passenger trains when backing up between South Montesano and Montesano, a trainman will remain at rear of train with hand on air valve of tail hose so that emergency brake can be applied if necessary.

DIVISION SPEED RESTRICTIONS

- Passenger, mail or express trains will not exceed a speed of 60 miles per hour and other trains, including light engines, and engines with cabooses, will not exceed a speed of 35 miles per hour.
Passenger, mail or express trains will not exceed a speed of 40 miles per hour around 5 and 6 degree curves, 35 miles per hour around 7 and 8 degree curves and 30 miles per hour around 9 and 10 degree curves; and other trains will not exceed 30 miles per hour around 5 and 6 degree curves, 25 miles per hour around 7 and 8 degree curves, and 20 miles per hour around 9 and 10 degree curves. Figures on stake at beginning of curve indicate degree of curvature.
In any class of service engines of Consolidation and Mikado class will not exceed a speed of 35 miles per hour, except Mikado class engines with drivers 63 inches or over handling passenger trains will not exceed a speed of 50 miles per hour. Mallet class engines of 3800 series will not exceed a speed of 15 miles per hour, and of 3600 series, 20 miles per hour.
The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe.
Trains will be handled with care and under control when sand is blowing, when weather is foggy or stormy, and at points where there is liability of track being obstructed.
Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover.
Trains handling logs will not exceed a speed of 15 miles per hour.

SUB-DIVISION SPEED RESTRICTIONS

- | | Passenger | Freight |
|---|-----------|----------|
| 17. FIFTH SUB-DIVISION. | | |
| A. Through gauntlet track over Des Chutes River Bridge..... | 15 miles | 15 miles |
| B. Over frogs and crossings East end Willamette River Bridge..... | 15 miles | 15 miles |
| C. Over street crossings, Portland..... | 10 miles | 10 miles |
| D. Over street crossings, The Dalles..... | 12 miles | 12 miles |
| 18. SIXTH SUBDIVISION. | | |
| A. Between Eagle Creek and Milepost 42..... | 30 miles | 20 miles |
| B. On East Portland Hill when helper engine is used on rear of train..... | 20 miles | |
| Helper engine will be cut off at Doernbecher's except in cases of unusually heavy trains. | | |

SPECIAL RULES---Continued

SUB-DIVISION SPEED RESTRICTIONS

19. BRANCHES.

A.—Shaniko Branch—

Between Shaniko and Grass Valley.....	35 miles	25 miles
Between Grass Valley and Grebe.....	30 miles	20 miles
Between Grebe and Biggs.....	20 miles	10 miles

Condon Branch—

Between Condon and Arlington.....	25 miles	
Between Condon and Gwendolen.....		25 miles
Between Gwendolen and Rock Creek on descending grades.....		12 miles
Between Rock Creek and Milepost 3.....		25 miles
Between Milepost 3 and Arlington.....		12 miles

Bend Branch—

Between Paxton and South Junction.....	25 miles	25 miles
Over Willow Creek Viaduct between Madras and Metolius.....	15 miles	15 miles

Gray's Harbor Branch—

Between Centralia and Aberdeen.....	35 miles	25 miles
Within City Limits Aberdeen.....	6 miles	6 miles
Within City Limits Cosmopolis.....	15 miles	15 miles
Trains handling logs within City Limits of Cosmopolis.....		8 miles
On Rollway at Preacher's Slough.....		6 miles

Tono Branch—

Between Tono and Wabash.....	20 miles	20 miles
------------------------------	----------	----------

B.—C. M. & St. P. Class K1 engines in passenger service and equipped with swing motion trucks will not exceed thirty-five miles per hour; when equipped with rigid trucks will not exceed twenty-five miles per hour. Class L engines in passenger trains must not exceed thirty-five miles per hour.

C. M. & St. P. freight engines with single trucks will not be permitted to run in excess of thirty-five miles when handling or helping passenger trains.

MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

20. The Train Staff System is in operation between St. Johns Jct. and Peninsula Jct. All trains, yard engines and light engines moving between these points will be governed by Train Staff System Rules.

St. Johns Jct. and Peninsula Jct. are staff stations.

Train order semaphores at St. Johns Jct. and Peninsula Jct. indicate the limits of staff block.

Cars will not be shoved through tunnel ahead of engine.

Headlights will be kept burning on all engines run between St. Johns Jct. and Peninsula Jct. during day and night.

Westward trains will be governed by position of semaphore signals located 600 feet east of east portal of tunnel and not proceed until signal is clear securing staff at staff station.

When approaching staff stations should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location he will stop and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

RAILWAY CROSSINGS

See General Rule 98:

The following is the law in Washington:

Trains Shall Stop at Railroad Crossings.—All railroads and street railroads, operating in this state shall cause their trains and cars to come

to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signal men, interlocking plants or gates.

All trains and engines will approach crossing of United Railway track, Front Street, Portland, prepared to stop before going over crossing, expecting to find crossing occupied.

AIR BRAKES

21. Trainmen will be particular to know that air is cut in on all cars picked up and before descending heavy grades must know that all good-order air brakes are cut into the train line. Hand brakes must be used on non-air and cut-out cars descending heavy grades.

Pressure Retaining Valves will be used on descending grades as follows:

Shaniko Branch—On freight trains Wasco to Biggs.

On passenger trains Grebe to Biggs.

Condon Branch—On all trains Mile Post 35 to Mikkalo; Barnett to Rock Creek and Mile Post 3 to Arlington.

Bend Branch—On freight trains Mile Post 99 to South Jet., alternating the retainers.

The braking power on engines helping or pushing trains will be cut into the train line and particular attention will be given to cutting in of driver brakes. When helper is used ahead of regular engine the regular engineer will set air on train to be released by helper engineer and vice versa when this helper cuts off.

All westward freight trains will stop at Grebe and inspect train as per Rule 1024 Rules and Regulations Governing Air Brakes, etc.

INTERLOCKING PLANT SIGNALS

22. The following whistle signals will be used for movements through the interlocking plant at East Portland:

To Portland.....One long: ———

To Albina.....One long; one short: ——— o

To Graham.....Two long: ——— ———

To S. P. Main Line....One short; one long: o ———

To East Second St....Two short; one long: o o ———

To S. P. Yard.....One short; one long; one short: o ——— o

To Transfer Track....One long; one short; one long: ——— o ———

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

MAIN LINE

CLASSIFICATION	ENGINE NUMBERS	ALBINA and TROUTDALE		PORTLAND and THE DALLES				THE DALLES and UMATILLA		PORTLAND AND SEATTLE							
		Eastward	Westward	EASTWARD		WESTWARD		EAST- WARD	WEST- WARD	EASTWARD					WESTWARD		
				E. Portland to Montavilla	Bonneville to Cascade Locks	The Dalles to Dodson	Troutdale to Clarnie			Albina to Kalama	Kalama to Vader	Vader to Winlock	Winlock to Napavine	Centralia to Tacoma	Tacoma to Centralia	Centralia to Napavine	Napavine to Vancouver
A. 81	20 106																
	28																
P. 77	22 123																
	28																
P. 77	17-28 138																
	28																
P. 77	22 145																
	28																
T. 69	22 159																
	28																
T. 63	22 160																
	28																
P. 77	25 170																
	28																
C. 57	15 26 176																
	30																
C. 57	15 26 169																
	30																
C. 57	22 179																
	30																
C. 57	22 187																
	30																
MK. 57	23 205																
	30																

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:

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

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

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

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

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

BRANCHES

CLASSIFICATION	ENGINE NUMBERS	SHERMAN and BEND							BIGGS and SHANIKO							ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER			CENTRALIA and HOQUIAM				CENTRALIA and TONO		NORTH RIVER JUNCTION and PRIMO	CHAMBERS PRAIRIE and OLYMPIA
		EASTWARD						WESTWARD	EASTWARD				WESTWARD			EASTWARD		WESTWARD		EASTWARD			EASTWARD		WESTWARD		EASTWARD	WESTWARD	EASTWARD	EASTWARD
		Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Madras	Madras to Redmond	Redmond to Bend	Terrebonne to Culver		Biggs to Grebe	Grebe to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Moro	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	Hoquiam to So. Aberdeen	So. Aberdeen to Centralia	Centralia to So. Aberdeen	So. Aberdeen to Hoquiam	Centralia to Tono	Tono to Centralia		
E. 63 17 55	1106 to 1108	365	460	215	350	395	570		70	170	155	195	460	210	145	135	65	550	290	455	350	335	355	705	905	355	775	MAX	450	450
E. 62 18 62	1122 to 1123																													
T. 55 26 71	1701 to 1708	510	635	305	490	560	780		90	210	210	260	615	295	200	235	114	750	375	610	470	445	470	965	1220	470	1034	MAX	630	630
M. 57 18 91	4200 to 4208	520	650	310	500	565	800		95	225	215	270	645	310	200	245	146	800	593	640	490	465	470	965	1220	470	1034	MAX	635	635
T. 63 19 92	1709 to 1714	535	670	315	510	645	825		115	230	250	285	670	350	220	258	150	950	610	665	510	485	510	1020	1310	510	1120	MAX	655	655
T. 63 20 113	1715 to 1726	690	865	415	660	745	1060		145	290	275	330	815	400	260	305	180	980	775	810	625	590	624	1260	1620	624	1340	MAX	835	835
T. 57 20 119	1733 to 1736	830	1035	485	785	905	1270		180	335	325	405	960	485	340	365	208	1210	953	965	740	705	740	1485	1905	740	1630	MAX	1025	1025
T. 64 15 26 139	1727 to 1732																													
T. 57 20 125	1737 to 1741	890	1100	540	850	965	1345		190	365	365	440	1030	500	360	420	240	1250	1015	1015	785	745	710	1425	1835	710	1720	MAX	1070	1070
T. 69 22 159	1742 to 1754																													
T. 63 22 160	1755 to 1760	990	1245	615	980	1053	1520		190	410	395	500	1175	535	370	445	226	1465	1200	1170	900	855	1100	2200	2310	900	1975	MAX	1180	1180
T. 55 19 143	707 to 709	990	1245	615	980	1100	1520		205	445	430	545	1275	550	420	445	267	1530	1315	1170	900	855	900	1800	2310	900	1975	MAX	1235	1235
C. 57 15 26 176	710 to 718																													
C. 57 21 163	724																													
C. 57 15 26 169	719 to 723	1200	1505	745	1170	1120	1720		220	465	460	585	1305	625	435	480	275	1625	1400	1300	1000	950	1020	2040	2625	1020	2220	MAX	1475	1475
C. 57 22 179	725 to 729																													
C. 57 22 187	730 to 768	1305	615	800	1255	1430	1980		275	520	500	650	1460	700	480	555	335	1820	1495	1495	1150	1090	1150	2300	2950	1150	2520	MAX	1740	1740

LOCATION STANDARD CLOCKS

Portland.....Telegraph Office
 Albina.....Telegraph Office
 The Dalles.....Telegraph Office
 Umatilla.....Telegraph Office
 Centralia.....Dispatcher's Office
 Seattle.....Telegraph Office
 Aberdeen.....Telegraph Office
 Hoquiam.....Telegraph Office

GENERAL TIME INSPECTORS

Webb C. Ball, General Time Inspector, San Francisco

LOCAL TIME SERVICE INSPECTORS

Belding & Saxton.....Portland
 H. H. Heide.....Albina
 D. Lindquist.....The Dalles
 W. W. Houghton & Son.....Seattle
 Richard Vaeth.....Tacamo
 Ben Salick.....Centralia
 O. Borg.....Heppner
 Albert Longnecker.....Arlington
 F. W. Straub.....Hoquiam
 M. H. Symons.....Bend

LIST OF SURGEONS

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

Name	Title	Place	District
M. K. HALL	Assistant Surgeon	Portland, Corbett Bldg.	Portland
C. M. PEARCE	(Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
HENRY C. VIERECK	Eye, Ear, Nose and Throat	Portland, Selling Bldg.	Portland
EDWARD J. KANE	Assistant Surgeon	Portland, Selling Bldg.	Portland
E. G. MARGASON	Assistant Surgeon	Portland, 5904 1/2 72nd, S. E.	Portland
COURTLAND L. BOOTH	Assistant Surgeon	Portland, 798 Clinton	Portland
CURTIS HOLCOMB	Assistant Surgeon	Portland, 119 1/2 Russell	Albina to The Dalles and Vancouver
J. A. LOUDAGIN	District Surgeon	Vancouver	Vancouver
J. F. WATT	District Surgeon	Hood River	Portland to The Dalles
REUTER, THOMPSON, COBERTH & STONE	District Surgeons	The Dalles	Hood River to Umatilla
R. W. HENDERSHOTT	District Surgeon	Bend	Bend Branch
C. L. POLEY	District Surgeon	Moro	Shaniko Branch
HERBERT H. TAYLOR	District Surgeon	Grass Valley	Biggs to Shaniko
J. W. DONNELLY	District Surgeon	Arlington	Arlington to Condon
W. J. MILLER	District Surgeon	Condon	Condon to Arlington
J. V. WILHELM	District Surgeon	Condon	Condon to Arlington
M. C. MCMURDO	District Surgeon	Heppner	Heppner Branch
MONTGOMERY RUSSELL	District Surgeon	Seattle, Leary Bldg.	Seattle to Portland
F. R. UNDERWOOD	District Surgeon	Seattle, Leary Bldg.	Seattle to Portland
S. M. SAMUELS	Oculist and Aurist	Seattle, Cobb Bldg.	Seattle to Portland
WM. P. O'ROURKE	District Surgeon	Seattle, Georgetown	Argo
F. D. MERRITT	District Surgeon	Auburn	Seattle to Tacoma
CHAS. JAMES	District Surgeon	Tacoma, Fidelity Bldg.	Auburn to Tenino
W. A. MILLINGTON	District Surgeon	Tenino	Tacoma to Centralia
DAVID LIVINGSTON	District Surgeon	Centralia	(Tenino to Winlock
R. H. CAMPBELL	District Surgeon	Vader	Centralia to So. Elma and Tono
C. W. BALES	District Surgeon	Kelso	Winlock to Castle Rock
EDMUND A. SIZER	District Surgeon	Cosmopolis	Castle Rock to Kalama
R. F. HUNTER	District Surgeon	Hoquiam	Gray's Harbor and No. River Behs.
H. C. WATKINS	District Surgeon	Aberdeen	Gray's Harbor and No. River Behs.
J. H. FITZ	District Surgeon	Montesano	Gray's Harbor and No. River Behs.
W. L. BRIDGEFORD	District Surgeon	Olympia	Chambers Prairie to Olympia

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

FIFTH SUB-DIVISION	
Seufert	M. P. 87.9
Big Eddy	" 88.8
Dillon	" 93.6
Tumwater	" 96.1
Boardman	" 164.0

SIXTH SUB-DIVISION	
Montavilla	M. P. 5.4
Corbett	" 20.4
Crusher	" 21.4
Latourell	" 23.9
Multnomah Falls	" 29.6
Warrendale	" 35.8
Eagle Creek	" 39.9

SEVENTH SUB-DIVISION	
Adamsboro	M. P. 10.3
Ward	" 14.0

HEPPNER BRANCH	
McNab	M. P. 25.0
Jordan	" 31.0

SHANIKO BRANCH	
Kelsey	M. P. 63.0

BEND BRANCH	
Harris	M. P. 14.1
Ketchum	" 27.0
Sherars Bridge	" 43.0
Truman	" 84.2
Agency	" 103.5
Hensley	" 135.2

GRAY'S HARBOR BRANCH	
Callow	M. P. 22.0
Ballast	" 28.0
Hall	" 40.6
South Aberdeen	" 52.8

PRIMO BRANCH	
Hanna	M. P. 5.6
Arctic	" 6.3
Midson	" 10.5

OLYMPIA BRANCH	
Zanaton	M. P. 1.7

When employees, passengers or others are injured, call the nearest Railroad Surgeon.

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

Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

