OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

SUPPLEMENT A

NORTHERN DIVISION

EMPLOYES' TIME TABLE

To Take Effect Sunday, May 11, 1913

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 Company reserves the right to vary from this Time Table at pleasure.

J. P. O'BRIEN
Vice-President and General Manager.

M. J. BUCKLEY
Assistant General Manager.

J. D. STACK
Assistant General Manager.

Lowman & Hanford Co., Seattle

SUPPLEMENT A TO TIME TABLE No. 13 May 11, 1913

WESTWARD

Length of passing tracks in Cars	Second Class 691 Fast Freight	First Class 363 Owl	35 C.M.&St P. 15	33 C.M.&St P. 18	31 C.M.&St P. 42	29 C.M.&St P. 103	369 Oregon—Washingt'n Express	311 Shasta Limited	27 C.M.&St P. 17	25 C.M.&St P. 16	23 C.M.&St P. 46	361 Local	21 C.M.&St P. 101
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
		PM L 11.15	PM L 8.15	PM L 7.15	PM L 6.10	PM L 4.20	AM L 11.45	AM L 11.30	AM L 11.20	AM L 10.15	AM L 8.00	AM L 7.30	AM L 7.20
WFT	PM L 7.00	11.27	PM A 8.27	PM A 7.27	PM A 6.22	PM A 4.32	11.57	11.42	AM A 11.32	AM A 10.27	AM A 8.12	7.42	AM A 7.32
75	7.04	f 11.28					f 11.58	11.43				f 7.43	
35	PM A 7.20	PM A 11.40					PM A 12.10	AM A 11.55				AM A 7.55	
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	20	25	12	12	12	12	25	25	12	12	12	25	12
	18.6	22.8	16.5	16.5	16.5	16.5	22.8	22.8	16.5	16.5	16.5	22.8	16.5

Distance from Seattle		STATIONS		Station Numbers
0.0	DR	SEATTLE	Double Track	D. 179
		3.3		
3.3	DNR	ARGO		D. 176
		0.5		
3.8		GEORGETOWN		D. 175
		5.7		
9.5	DNR	BLACK RIVER		D. 169
		Time over District		
		Average Speed per Hour		

EASTWARD

Station Numbers	First Class 364 Owl	20 C.M.&St P. 16	22 C.M.&St P. 41	24 C.M.&St P. 17	26 C.M.&St P. 102	362 Local	28 C.M.&St P. 18	30 C.M.&St P. 45	32 C.M.&St P. 15	370 Oregon—Washingt'n Express	312 Shasta Limited	34 C.M.&St P. 104	Second Class 692 Fast Freight
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
D. 179	AM A 6.15	AM A 10.00	AM A 10.15	AM A 11.10	PM A 2.00	PM A 3.15	PM A 7.00	PM A 7.30	PM A 8.00	PM A 8.30	PM A 9.00	PM A 9.45	
D. 176	6.03	AM L 9.48	AM L 10.03	AM L 10.58	PM L 1.48	3.03	PM L 6.46	PM L 7.18	PM L 7.48	8.18	8.48	PM L 9.33	AM A 6.45
D. 175	f 6.02					f 3.02				f 8.17	8.47		6.40
D. 169	AM L 5.50					PM L 2.50				PM L 8.05	PM L 8.35		AM L 6.25
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	25	12	12	12	12	25	14	12	12	25	25	12	20
	22.8	16.5	16.5	16.5	16.5	22.8	14.1	16.5	16.5	22.8	22.8	16.5	18.6

Eastward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS

No. 1. Special instructions supercede "Rules and Regulations of the Transportation Department."
No. 2. A white flag displayed will indicate cars or L. C. L. freight to be moved. Trains doing local work will be governed accordingly.
No. 3. All trains (except passenger) consisting of more than 15 cars, will cut off engine to take water or to spot way cars.
No. 4. A buffer car (not to be occupied by passengers) must be used on all passenger trains between locomotives and coaches.
No. 5. Slow boards and caution signals will be erected one-fourth of a mile from the point which they are intended to cover.
No. 6. Trainmen must be particular to see that air is cut in on all cars picked up by them and must provide themselves with a supply of Defective Air Brake Cards (Form 4365) and Air Brake Cut-out Cards (Form 4366), and apply to such cars as are found to have defective brakes.
No. 7. Train registers must not be used as a means of identifying extra trains.
No. 8. First class trains on Grays Harbor Line will stop on flag for passengers at the following points: Meadows, M. P. 7; Callow, M. P. 22; Fuller's, M. P. 35; Hall's M. P. 37.
No. 9. Trains must not exceed a speed of 10 miles per hour between Argo and Corgiat Street.
No. 10. Main Line switches at Black River will be left set for C. & P. S. track. Junction switch at Helsing Jct. will be left set and locked for line to Centralia. Junction switch at Tacoma Junction will be left set for C. M. & St. P. track. O.-W. R. & N. switch west of N. P. crossing at Blakeslee Junction will be left set for N. P. track to Centralia. O.-W. R. & N. switch east of N. P. crossing at Blakeslee Junction will be left set for O.-W. R. & N. track. Double track switch, Aberdeen, located 250 feet east of passenger station, will be left set for eastward trains.
No. 11. Black River is initial station for all eastward trains. Argo is initial station for C. M. & St. P. eastward trains. First class trains will register by registering ticket (Form 2642) at Black River and Argo. O.-W. R. & N. westward first class trains will procure check of register (Form 2529) from operator at Argo. Lower arms on train order semaphore at Argo will govern movement of trains on O.-W. R. & N. tracks.
No. 12. Referring to Rule 504, trains will wait five minutes after flagman has departed.
No. 13. Trains must not exceed a speed of 15 miles per hour between Aberdeen and South Aberdeen. Passenger trains must not exceed a speed of 50 miles per hour and Freight trains must not exceed a speed of 35 miles per hour at any point.
No. 14. Referring to Rule 221-A, trains will not whistle for train order Signal at Aberdeen or Cosmopolis but will be governed by position of Signal.
No. 15. O.-W. R. & N. Northern Division trains will be governed as follows:
Between Black River and Tacoma Junction by C. M. & St. P. Time Table and Rules.
Between Tidewater and Vancouver, Centralia and Blakeslee Junction and between Aberdeen and Hoquiam, by Northern Pacific Time Table and Rules.
Between Vancouver and North Portland Junction by S. P. & S. Time Table and Rules.
Between North Portland Junction and Portland, by Oregon Division Time Table and Rules.

YARDS

No. 16. All trains, yard engines, and light engines, must proceed under control within defined yard limits at Seattle, Argo, Tacoma Junction and Tidewater, Helsing Junction and Independence, Cosmopolis and Aberdeen. In other yards, which refers to stations shown on time table schedule, the station S whistling posts will be considered the yard limits. Extra trains must approach such stations expecting to find main track occupied without flag protection. Trains occupying main track at such stations must protect against regular trains, and will also be governed in regard to meeting and right of track orders.

Yard limits extend from Seattle Passenger Station to one-quarter mile west of west switch of Georgetown siding, from Tacoma Junction to Northern Pacific crossing at Tide Water, from C. M. & St. P. switch. Helsing Junction to Independence, and from one-quarter mile east of Cosmopolis to Aberdeen.

J. D. MATHESON, Superintendent, Seattle, Wash.

D. J. COMAN, Assistant Superintendent - - - - - - Seattle, Wash.
M. B. BAYER, Assistant Superintendent - - - - - - Tacoma, Wash.
H. L. BUCHANAN, Assistant Superintendent - - - - - Centralia, Wash.
D. A. SAUNDERS, Train Dispatcher - - - - - - - Centralia, Wash.
W. A. STILES, Train Dispatcher - - - - - - - - Centralia, Wash.
G. B. WILLIAMS, Train Dispatcher - - - - - - - - Centralia, Wash.