

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FIRST DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, August 3, 1913

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

For the Government and Information of **Employees** 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,
General Superintendent.

CONDENSED TIME TABLE—Huntington-Spokane-Portland

WESTWARD.							DISTANCE FROM PORTLAND	Time Table No. 1 August 3, 1913	STATIONS	DISTANCE FROM HUNTINGTON	EASTWARD.						
Second Class			First Class								First Class			Second Class			
255	17	1	5	7	9	10					2	18	8	6	256		
Fast Freight	Ore. & Wash. Limited	Portland Local	Ore. & Wash. Express	Portland Local	Portland Local	Fast Mail	Salt Lake Express	Pendleton Local	Ore. & Wash. Limited	Dalles Local	Ore. & Wash. Express	Fast Freight					
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					
A M L 5.10	A M L 4.20		P M L 7.35		P M L 6.15	403.9	HUNTINGTON	0.0	P M A 3.45		A M A 12.35		A M A 9.40	P M A 1.30			
P M 3.30	8.15		11.55		9.40	305.4	LA GRANDE	98.5	11.35		8.30		5.35	3.45 A M			
P M 11.00	11.15	A M L 9.05	A M 3.20		12.10	231.1	PENDLETON	172.8	7.55	P M A 4.35	5.05		1.55	6.00			
A M 4.00	P M 12.45	10.35	5.25		A M 1.40	187.0	UMATILLA	216.9	6.15	P M 2.55	8.35		12.20 A M	2.15 P M			
P M 1.00	3.40	P M 2.15	8.35	A M L 6.50	4.25	88.3	THE DALLES	315.6	3.10	11.05	12.40 P M	P M A 7.10	9.20	4.35 A M			
	6.30 P M A	5.30 P M A	11.40 A M A	10.00 A M A	7.00 A M A	0.0	PORTLAND	403.9	12.30 A M L	7.50 A M L	10.00 A M L	4.00 P M L	6.40 P M L				
9.40 P M A							ALBINA							10.00 P M L			
40.80	14.10	8.25	16.05	8.10	12.45		Through Time		15.15	8.45	14.85	8.10	15.00	39.80			
10.0	28.5	27.5	25.2	27.8	31.7		Average Speed per Hour		28.3	26.5	27.7	27.8	26.9	10.2			
55		5	7	11	45	DISTANCE FROM PORTLAND	STATIONS	DISTANCE FROM SPOKANE	12	46	6	8		56			
Fast Freight		Pendleton Local	Pendleton Passenger	Soo-Spokane Portland	Portland Passenger				Soo-Spokane Portland	Walla Walla Passenger	Spokane Local	Spokane Passenger	Fast Freight				
Daily.		Daily.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily.	Daily.	Daily.				
P M L 1.30		P M L 6.00	A M L 7.00	P M L 9.00		433.1	SPOKANE	0.0	P M A 12.40		A M A 6.30	P M A 6.45		P M A 4.30			
6.30		8.00	8.50	10.45		383.6	TEKOA	49.5	10.40		4.00 A M	4.45 P M		12.30 P M			
A M 4.15		A M 12.05	P M 12.35	A M 2.45		279.8	GRANGE CITY JCT.	153.3	6.10		11.10	12.15 P M		12.05 A M			
		2.35	2.50			245.3	WALLA WALLA	204.4			9.00	9.55					
		4.50 A M A	4.55 P M A			231.1	PENDLETON	251.8			6.30 P M L	8.00 A M L					
					P M L 10.30	245.3	WALLA WALLA	204.4		A M A 6.40							
10.25				4.55	A M 12.01	214.1	WALLULA	219.0	3.55	5.00				3.30			
12.30 P M A				6.10	1.00 A M A	187.0	UMATILLA	246.1	3.10 A M	3.00 A M L				1.15 P M L			
				9.00		88.3	THE DALLES	344.8	11.45								
				11.55 A M A		0.0	PORTLAND	433.1	9.00 P M L								
23.00		10.50	9.55	14.55	2.80		Through Time		15.40	8.40	12.00	10.45		27.15			
10.7		18.6	25.4	28.8	23.3		Average Speed per Hour		27.8	15.8	21.0	23.4		9.0			

FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.

EASTWARD.

Length of passing tracks in the clear and location of scales, water, fuel and turning facilities.	WESTWARD.										DISTANCES FROM PORTLAND	EASTWARD.											
	Second Class.					First Class.						First Class.					Second Class.						
	23	255	21	35	17	1	11	5	9			10	2	18	6	12	36	22	256	24			
Way Freight	Fast Freight	Shaniko Passenger	Bend The Dalles Passenger	Oregon and Washington Limited	Portland Local	Boo Spokane Portland	Oregon and Washington Express	Fast Mail		Salt Lake Express	Pendleton Local	Oregon and Washington Limited	Oregon and Washington Express	Boo Spokane Portland	The Dalles Bend Passenger	Shaniko Passenger	Eastern Fast Freight	Way Freight					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
WFTY	AM L 7.00	AM L 4.00			PM L 12.45	AM L 10.35	AM L 6.10	AM L 5.25	AM L 1.40	187.0	DNR UMATILLA	A 187	AM A 6.10	PM A 2.50	PM A 3.30	AM A 12.15	AM A 3.05		AM A 11.45	PM A 6.00			
8110	7.20	4.15			12.50	10.42	6.16	5.31	1.45	182.8	4.2 BAILEY	A 183	6.02	2.40	3.23	12.08	2.56		11.30	5.40			
2740	7.40	4.30			12.57	10.48	6.22	5.37	1.51	179.8	3.0 DN IRRIGON	A 180	5.54	2.31	3.17	12.01 AM	2.47		11.15	5.15			
2650	8.00	4.45			1.03	10.54	6.28	5.45	1.57	175.2	4.6 JUDSON	A 175	5.45	2.23	3.11	11.54	2.38		10.54	4.50			
2710 W	8.25	5.10			1.12	11.03	6.37	5.54	2.05	170.5	4.7 DN COYOTE	A 171	5.36	2.10	3.02	11.45	2.26		10.30	4.15			
3870	8.50	5.27			1.20	11.11	6.45	6.03	2.15	166.0	4.5 PETERS	A 166	5.27	1.59	2.55	11.37	2.15		10.10	3.45			
2680	9.05	5.50			1.27	11.18	6.52	6.09	2.22	161.9	4.1 CASTLE ROCK	A 162	5.20	1.50	2.49	11.30	2.06		9.55	3.20			
8350	9.30	6.20			1.38	11.28	7.01	6.20	2.31	156.3	5.6 BOULDER	A 156	5.10	1.38	2.40	11.20	1.56		9.30	2.40			
T	10.00	6.40			1.45	11.35	7.08	6.26	2.38	152.3	4.0 D HEPPNER JCT.	A 152	5.03	1.28	2.33	11.13	1.49		9.05	2.05			
2710 W	10.10	6.50			1.48	11.48	7.11	6.29	2.41	150.9	1.4 WILLOWS	A 151	5.00	1.15	2.30	11.10	1.46		8.55	1.48			
2700	10.30	7.18			1.55	11.55	7.18	6.36	2.50	146.0	4.9 SILICA	A 146	4.52	1.07	2.23	11.02	1.38		8.35	1.07			
7140 TFW	10.50	7.40			2.04	12.05	7.25	6.44	2.57	141.8	4.2 DN ARLINGTON	A 142	4.44	1.00	2.15	10.55	1.30		8.15	12.35			
2700	11.20	8.00			2.09	12.11	7.32	6.50	3.04	138.2	3.6 HONKER	A 138	4.38	12.53	2.09	10.48	1.23		8.00	12.11 PM			
4940 W	11.50	8.20			2.18	12.20	7.39	6.58	3.11	133.6	4.6 BLALOCK'S	A 134	4.30	12.44	2.00	10.38	1.15		7.39	11.50			
2700	PM 12.32	8.50			2.29	12.32	7.50	7.10	3.22	127.1	6.5 DN QUINTON	A 127	4.19	12.32	1.49	10.28	1.04		7.10	11.20			
5000	12.55	9.10			2.36	12.42	7.57	7.18	3.29	123.0	4.1 SQUALLY HOOK	A 123	4.11	12.22	1.41	10.21	12.57		6.55	11.00			
2750 W	1.30	9.35			2.48	12.57	8.09	7.30	3.40	115.9	7.1 JOHN DAY'S	A 116	3.59	12.08	1.30	10.08	12.45		6.30	10.30			
5000	1.45	9.45			2.52	1.02	8.13	7.35	3.44	113.2	2.7 RUFUS	A 113	3.55	12.04 PM	1.25	10.03	12.40		6.20	10.15			
2720	2.00	10.00			2.56	1.08	8.18	7.41	3.49	111.0	2.2 GRANTS	A 111	3.49	11.58	1.20	9.59	12.35		6.10	10.00			
7860 Y	2.15	10.15	PM L 12.55		3.01	1.15	8.22	7.47	3.54	108.2	2.8 DN BIGGS	A 108	3.44	11.52	1.15	9.54	12.28		PM A 6.00	9.45			
900 WY	2.25	10.25	1.00 PM A	PM L 1.07	3.04	1.22	8.26	7.52	3.58	105.7	2.5 D SHERMAN	A 106	3.40	11.47	1.11	9.50	12.23	PM A 1.20	PM L 5.50	9.30			
2780	2.30	10.30		1.10	3.07	1.26	8.28	7.55	4.00	104.3	1.4 MILLERS	A 104	3.37	11.44	1.08	9.47	12.20	1.15	5.45	9.25			
2610	2.55	10.55		1.18	3.14	1.38	8.34	8.04	4.07	100.3	4.0 CELILO	A 100	3.30	11.36	1.01	9.40	12.12	1.07	5.25	9.00			
8650	3.20	11.25		1.27	3.22	1.50	8.42	8.14	4.14	95.9	4.4 DUNE	A 96	3.23	11.25	12.53	9.33	12.01 AM	12.58	5.05	8.35			
WFTO	4.00 PM A	12.01 PM A		1.45 PM A	3.35 PM A	2.10 PM A	8.55 AM A	8.30 AM A	4.25 AM A	88.3	7.6 DNR THE DALLES	A 88	3.10 AM L	11.05 PM L	12.40 PM L	9.20 PM L	11.45 PM L	12.45 PM L	4.35 AM L	8.00 AM L			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		98.7	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	9.00	8.00	.05	.38	2.50	8.85	2.45	8.05	2.45		Time over District	8.00	8.45	2.50	2.55	3.20	.35	.05	7.10	10.00			
	11.0	12.4	30.0	29.8	34.9	27.5	35.8	32.0	35.8		Average Speed per Hour	32.9	26.8	34.9	33.8	29.5	30.0	30.0	18.8	9.9			

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

- Trains 1 and 2 will stop on flag at Seuferts, Big Eddy and Roberts.
- Train 12 will stop on flag at Big Eddy and Roberts.
- Train 11 will stop at any station to let off passengers from Washington Division.
- Train 5 will stop at any station to let off passengers from Washington Division and East of Pendleton.
- Train 35 will stop at Millers, Celilo and Dune to let off passengers only.
- Train 17 will stop at any station to let off passengers from Cheyenne, Denver and East.

WESTWARD.										EASTWARD.																					
Second Class					First Class					First Class					Second Class																
255		23		17		1		11		5		7		9		10		2		18		8		6		12		24		256	
Fast Freight		Way Freight		Oregon and Washington Limited		Portland Local		No Spokane Portland		Oregon and Washington Express		Portland Local		Fast Mail		Salt Lake Express		Pendleton Local		Oregon and Washington Limited		The Dalles Local		Oregon and Washington Express		No Spokane Portland		Way Freight		Eastern Fast Freight	
Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
DISTANCES FROM PORTLAND.																															
88.3																															
85.5																															
79.5																															
72.1																															
65.9																															
60.0																															
58.0																															
55.4																															
52.4																															
45.3																															
41.0																															
37.0																															
33.3																															
28.4																															
24.6																															
21.3																															
17.8																															
15.4																															
10.1																															
6.5																															
2.8																															
1.4																															
0.0																															
8.40																															
9.15																															
2.50																															
8.15																															
2.55																															
3.05																															
8.10																															
2.85																															
10.2																															
9.6																															
81.2																															
27.2																															
80.5																															
28.6																															
27.9																															
84.2																															

Time Table No. 1
August 3, 1913

STATIONS

DNR THE DALLES	2.8
CRATES	6.0
ROWENA	7.4
MOSIER	6.2
HOOD RIVER	5.9
SONNY	2.0
VIENTO	2.6
LINDSEY	3.0
WYETH	7.1
CASCADE LOCKS	4.3
BONNEVILLE	4.0
DODSON'S	3.7
ONEONTA	4.9
BRIDAL VEIL	3.8
ROOSTER ROCK	3.3
TAYLOR	3.5
TROUTDALE	2.4
FAIRVIEW	5.3
CLARNIE	3.6
GRAHAM	3.7
EAST PORTLAND	
PORTLAND	1.4
ALBINA	

STATION NUMBERS.

A 88	A M A	3 05	A M A	11.00	P M A	12.35	P M A	7.10	P M A	9.15	P M A	11.40	P M A	4.00	A M A	4.00
A 85		3.00		10.50		12.30		7.04		9.10		11.34		3.45		3.40
A 79		2.49		10.36		12.20		6.50		8.59		11.21		3.15		3.20
A 72		2.36		10.20		12.06		6.35		8.45		11.06		2.47		3.00
A 66		2.22		10.05		11.55		6.20		8.32		10.52		2.05		2.40
A 60		2.12		9.50		11.46		6.06		8.22		10.42		1.30		2.12
A 58		2.08		9.45		11.43		6.01		8.18		10.38		1.15		1.55
A 55		2.04		9.41		11.39		5.56		8.14		10.34		1.00		1.45
A 52		1.58		9.35		11.34		5.50		8.08		10.28		12.35		1.35
A 45		1.46		9.22		11.23		5.35		7.56		10.16		11.45		1.15
A 41		1.36		9.12		11.13		5.25		7.46		10.06		11.13		12.55
A 37		1.29		9.03		11.06		5.15		7.39		9.59		10.37		12.40
A 33		1.25		8.59		11.02		5.08		7.35		9.55		10.00		12.30
A 28		1.18		8.50		10.54		4.57		7.28		9.48		9.40		12.15
A 25		1.12		8.40		10.46		4.48		7.22		9.42		9.25		12.01
A 21		1.07		8.33		10.40		4.40		7.17		9.37		9.07		11.45
A 18		1.02		8.26		10.35		4.34		7.12		9.32		8.35		11.30
A 15		12.58		8.21		10.30		4.29		7.08		9.28				
A 10		12.50		8.11		10.20		4.20		7.00		9.20				
A 6		12.44		8.05		10.14		4.14		6.54		9.14				
A 3		12.33		7.53		10.03		4.03		6.43		9.03				
A 0		12.30		7.50		10.00		4.00		6.40		9.00				
A 2														7.00		10.00
														A M L		P M L
		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily
		2.35		3.10		2.35		3.10		2.35		2.40		9.00		6.00
		34.2		27.9		34.2		27.9		34.2		33.2		9.8		14.7

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

- Trains 1, 2, 7 and 8 will stop at Corbetts.
- Trains 1, 2, 7 and 8 will stop on flag at Montavilla, Crusher, Latourelle, Multnomah Falls, Warrendale and Ruthton.
- Train 17 will stop on flag at Mosier on Sundays.
- Train 11 will stop at any station to let off passengers from Washington Division.
- Train 5 will stop at any station to let off passengers from Washington Division and East of Pendleton.
- Train 17 will stop at any station to let off passengers from Cheyenne, Denver and East.

SECOND DISTRICT—Centralia and Seattle

EASTWARD.

DISTANCE FROM PORTLAND	STATIONS	STATION NUMBERS.	First Class.											Second Class.		Length of passing tracks into clear and location of water, fuel and turning stations.	
			364	120	122	124	126	362	128	130	132	370	312	134	692		942
			owl	C. M. & St. P. 16	C. M. & St. P. 41	C. M. & St. P. 17	C. M. & St. P. 102	Local	C. M. & St. P. 18	C. M. & St. P. 45	C. M. & St. P. 15	Oregon-Washington Express	Shasta Limited	C. M. & St. P. 104	Fast Freight		Way Freight
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sun.			
179.3	DR SEATTLE	D 179	A M 8.15	A M 10.00	A M 10.15	A M 11.10	P M 2.00	P M 3.15	P M 7.00	P M 7.30	P M 8.00	P M 8.30	P M 9.00	P M 9.35			W F L
176.0	DNR ARGO	D 178	6.03	9.48 A M L	10.03 A M L	10.58 A M L	1.48 P M L	3.03	6.46 P M L	7.18 P M L	7.48 P M L	8.18	8.48	9.23 P M L	A M 6.45	P M 12.15	3000
175.5	GEORGETOWN	D 175	f 6.02					f 3.02				f 8.17	8.47		6.40	12.10 P M	1470
169.8	DN BLACK RIVER Nor. Pac. Crossing	D 169	5.50 A M L					2.50 P M L				8.05 P M L	8.35 P M L		6.25 A M L	11.55 A M L	
163.5	KENT	D 163															
157.7	AUBURN	D 157															
150.9	SUMNER	D 150															
148.9	NORTH PUYALLUP	D 148															
143.5	TACOMA JCT.	D 143															
142.4	TIDEWATER	D 142															I
141.1	TACOMA	D 141															
136.6	SOUTH TACOMA	D 136															
132.9	LAKEVIEW	D 133															
127.9	HILLHURST	D 128															
121.9	ROY	D 122															
116.4	YELM	D 116															
111.0	RAINIER	D 111															
106.7	McINTOSH	D 106															
102.1	TENINO	D 102															
98.7	BUCODA	D 98															
93.6	WABASH	D 94															
91.8	CENTRALIA	D 91	2.55 A M L					11.58 A M L				5.20 P M L	6.00 P M L		12.30 A M L	5.15 A M L	
	Time over District		3.20	.12	.12	.12	.12	3.17	.14	.12	.12	3.10	3.00	.12	6.15	7.00	
	Average Speed per Hour		26.2	16.5	16.5	16.5	16.5	26.6	16.0	16.5	16.5	27.6	29.1	16.5	14.0	12.5	

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

Train movements between Black River and Tacoma Jct. will be governed by Rules, Regulations and Time Tables of Chicago, Milwaukee & St. Paul Ry. Co.
 Train movements between Tidewater and Centralia will be governed by Rules, Regulations and Time Tables of Northern Pacific Ry. Co.

SECOND DISTRICT—Centralia and Hoquiam.

WESTWARD.										EASTWARD.										
Second Class.					First Class.					DISTANCE FROM CENTRALIA	First Class.					Second Class.				
193	51	161			103	207	41	101	203		43	42	102	204	104	208	44	194	162	52
C.M.&St.P. Way Frt.	O.-W. R. & N. Fast Frt.	C.M.&St.P. Fast Frt.			C.M.&St.P. Passenger	O.-W. R. & N. Motor	O.-W. R. & N. Passenger	C.M.&St.P. Passenger	O.-W. R. & N. Motor	Grays Harbor Owl Passenger	O.-W. R. & N. Passenger	C.M.&St.P. Passenger	O.-W. R. & N. Motor	C.M.&St.P. Passenger	O.-W. R. & N. Motor	Grays Harbor Owl Passenger	C.M.&St.P. Way Frt.	C.M.&St.P. Fast Frt.	O.-W. R. & N. Fast Frt.	
Daily. Ex. Sun.	Daily. Ex. Mon.	Daily. Ex. Sun.			Daily.	Daily. Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun.	Daily. Ex. Sun.	
	A M L					P M L				A M L		A M A				A M A			A M A	
										0.0										

Time Table No. 1
August 3, 1913

STATIONS
CENTRALIA 1.5

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE AND RULES.

Station	DA 2	DA 5	DA 12	DA 13	DA 18	DA 22	DA 26	DA 28	DA 31	DA 33	DA 36	DA 42	DA 44	DA 47	DA 50	DA 51	DA 53	DA 54	
BLAKESLEE JUNCTION	10.06																		
LINCOLN CREEK	10.00																		
HELISING JUNCTION	9.44	10.30	6.02																
INDEPENDENCE	9.40	10.26	5.57																
BALCH	9.28	10.16	5.46																
CEDARVILLE	9.20	10.10	5.38																
FORD	9.11	10.02	5.30																
RONY	9.06	9.58	5.26																
SAGINAW	9.02	9.54	5.22																
SOUTH ELMA	8.58	9.50	5.18																
FULLERS	8.50	9.42	5.10																
SOUTH MONTESANO	8.38	9.30	11.10	4.58	6.45	11.55													
MELBOURNE	8.33	9.10	11.05	4.38	6.40	11.50													
PREACHER'S SLOUGH	8.25	9.04	10.57	4.31	6.35	11.40													
NORTH RIVER JUNCTION	8.18	8.58	10.50	4.25	6.25	11.31													
COSMOPOLIS	8.15	8.55	10.45	4.22	6.20	11.26													
SOUTH ABERDEEN	8.10	8.50	10.40	4.17	6.15	11.20													
ABERDEEN	8.05	8.45	10.35	4.12	6.10	11.15													

BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE AND RULES.

Station	DA 47	DA 47	DA 47	DA 47	DA 47	DA 47	DA 47	DA 47
HOQUIAM	7.50	8.35	10.25	4.00	6.00	10.45		
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30
	7.50	8.35	10.25	4.00	6.00	10.45	5.30	7.30

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

First class trains will stop on flag for passengers at Meadows, M. P. 7: Callow, M. P. 22: Hall's M. P. 40.
 No. 41 will wait at South Montesano for No. 205.
 No. 42 will wait at South Montesano for No. 201.
 No. 202 will wait at South Montesano for No. 42.
 No. 206 will wait at South Montesano for No. 41.

LOCATION OF COMMERCIAL SPURS

Spur	Distance from Centralia
Groves	6.5
Jensen's	8.0
Ninemire	11.9 (Exclusive C. M. & St. P. track.)
Callow	22.0
Western	27.0 (Exclusive C. M. & St. P. track.)
Gravel Pit	28.0

FIRST DISTRICT—Sherman and Bend.

WESTWARD.

Table with columns for Second Class (81) and First Class (35), including times and distances from Sherman.

DISTANCE FROM SHERMAN

Time Table No. 1 August 3, 1913

Table listing stations from Bend to Sherman with distances and station numbers.

147.4

Time over District

Average Speed per Hour

EASTWARD.

Table with columns for First Class (36) and Second Class (82), including times and distances from Biggs.

STATION NUMBERS

Table listing stations from Sherman to Biggs with distances and station numbers.

1.30

Daily.

6.45

FIRST DISTRICT—Biggs and Shaniko.

WESTWARD.

Table with columns for First Class (21) and Second Class, including times and distances from Biggs.

DISTANCE FROM BIGGS

Time Table No. 1 August 3, 1913

Table listing stations from Biggs to Shaniko with distances and station numbers.

EASTWARD.

Table with columns for First Class (22) and Second Class, including times and distances from Biggs.

STATION NUMBERS

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. No train or engine will go east of the west wye switch at Biggs without clearance card to cover or under flag protection.

FIRST DISTRICT—Arlington and Condon.

WESTWARD.

Table with columns for First Class (13) and Second Class, including times and distances from Arlington.

DISTANCES FROM ARLINGTON.

Time Table No. 1 August 3, 1913

Table listing stations from Arlington to Condon with distances and station numbers.

EASTWARD.

Table with columns for First Class (14) and Second Class, including times and distances from Arlington.

STATION NUMBERS

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

Train movements between North Jct. and South Jct. and between Metolius and Bend will be governed by Rules, Regulations and Time Table of Oregon Trunk Railway.

Trains will not exceed speed of 15 miles per hour over Willow Creek viaduct between Madras and Metolius.

Trains 35 and 36 will stop on flag at Truman, Shearers Bridge and Harris.

Passenger trains will not exceed schedule time between Gateway and South Jct.

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

FIRST DISTRICT—Peninsula Jct. and Troutdale.

WESTWARD.				EASTWARD.			
Second Class		First Class		First Class		Second Class	
23		255		256		24	
Way Freight		Fast Freight		Fast Freight		Way Freight	
Daily.		Daily.		Daily.		Daily.	
2700	PM L 1.30	PM L 7.00	16.3	DN TROUTDALE	AM A 11.30	AM A 8.35	
3200	1.50	7.25	11.3	HEMLOCK	11.10	8.15	
3200	2.05	7.50	6.6	FIR	10.55	7.55	
3480	2.30	8.20	.7	KENTON	10.30	7.30	
1415 Y	2.40	8.25	.0	PENINSULA JCT.	10.25	7.25	
	PM A	PM A			PM L	AM L	

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

SECOND DISTRICT—North River Junction and Primo

WESTWARD.		EASTWARD.	
Second Class		First Class	
256		24	
Fast Freight		Way Freight	
Daily.		Daily.	
80	12.0	R PRIMO	DC 12
65	5.0	BRIDGES	DC 5
P	0.0	NORTH RIVER JCT.	DA 50
		12.0	
		Time over District	
		Average Speed per Hour	

Eastward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
No clearance will be issued to westward trains at Primo.

SECOND DISTRICT—Centralia and Tono

WESTWARD.				EASTWARD.			
Second Class		First Class		Second Class		First Class	
57		55		56		58	
Mixed		Mixed		Mixed		Mixed	
Daily Ex. Sun.		Daily Ex. Sun.		Daily Ex. Sun.		Daily Ex. Sun.	
20 WFOP	PM L 2.00	AM L 8.45	7.8	R TONO	AM A 8.15	PM A 1.35	
40	2.25	9.20	1.7	WABASH	7.40	1.10	
P	2.35	9.30	0.0	CENTRALIA	7.30	1.00	
	PM A	AM A			AM L	PM L	
	35	45			45	35	
	15.0	11.7			11.7	15.0	

Eastward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
No clearance will be issued to westward trains at Tono.

FIRST DISTRICT—Heppner Jct. and Heppner.

WESTWARD.				EASTWARD.			
First Class		Second Class		First Class		Second Class	
19		20		19		20	
Mixed		Mixed		Mixed		Mixed	
Daily.		Daily.		Daily.		Daily.	
4036 WTP	AM L 9.00	45.2	DR HEPPNER	AF 45	PM A 4.30		
1021	9.25	36.2	LEXINGTON	AF 37	3.20		
2397 W	9.45	28.3	IONE	AF 29	2.55		
1082	10.15	19.8	MORGAN	AF 20	2.25		
681 W	10.35	14.4	CECILS	AF 15	2.05		
987	10.55	6.7	REHA	AF 7	1.50		
1268 T	11.30	0.0	HEPPNER JCT.	A152	1.35		
	AM A				PM L		
	Daily.				Daily.		

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

SECOND DISTRICT—Montesano and South Montesano

WESTWARD.				EASTWARD.			
Second Class		First Class		First Class		Second Class	
307		207		202		302	
C. M. & St. P. Passenger		O. W. R. & N. Motor		O. W. R. & N. Motor		C. M. & St. P. Passenger	
Daily.		Daily.		Daily.		Daily.	
40 P	PM L 9.02	PM L 5.00	4.50	DR MONTESANO	AM A 8.50	AM A 9.20	AM A 8.30
65 YP	9.10	5.07	4.58	DR SO. MONTESANO	8.40	9.15	8.38
	PM A	PM A	PM A		AM L	AM L	AM L
	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.
	.8	.7	.8		.10	.5	.7
	11.2	12.4	11.2		9.0	18.0	12.4

Eastward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
No. 201 has right over No. 202. No. 205 has right over No. 206.

SPECIAL INSTRUCTIONS.

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221-A, all trains must obtain clearance card at Arlington and Hood River. Unnecessary to whistle for train order signal at these stations. Referring to Rule 221, on branch lines train order signal lights will not be kept burning after passage of regular trains for the day.
- No. 3. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 4. White flag displayed, will indicate cars or L. C. L. freight to be moved. Trains doing local work will be governed accordingly.
- No. 5. All trains (except passenger) consisting of more than 15 cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 6. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 7. Helper engineers must be furnished copies of all train orders affecting movements of train while being helped. Conductors will be governed accordingly.
- No. 8. Helper engines on passenger trains must be coupled on ahead of the regular engine; this will not apply to switching engines pushing passenger trains on East Portland Hill.
- No. 9. In order to avoid damage to equipment in stopping trains and to avoid excessive speed over light grades and through sags, helper engineers located intermediately or on rear of trains will work only sufficient steam to keep up the slack.
- No. 10. Train registers must not be used as a means of identifying extra trains.
- No. 11. Second District trains will not obtain clearance at Portland or North Portland Jct.
- No. 12. 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. 13. All trains must receive proceed signal from bridge tender before passing on to draw of Aberdeen and Montesano bridges.
- No. 14. Train registers at Montesano and South Montesano are for Montesano Branch trains only. Freight trains only will register at Cosmopolis.
- No. 15. Freight trains going to Montesano Branch will leave their trains at South Montesano, except such cars as are to be used on branch.
- No. 16. Second District 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.
- No. 17. Main Line Switches at Black River will be left set for C. & P. S. track. Junction switch at Helsing Junction 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. Wye switch on Montesano Branch will be left set for east leg of wye. Double track switch, Aberdeen, located 250 feet east of passenger station, will be left set for eastward trains.
- No. 18. 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.

MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

- No. 19. 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 must not be shoved through tunnel ahead of engine.
 Headlights must be kept burning on all engines run between St. Johns Jct. and Peninsula Jct. during day and night.
 All westward trains will stop at Stop Board located 500 feet east of east portal of tunnel, and not proceed until securing possession of staff.
 When approaching staff stations, should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

SPEED RESTRICTIONS.

13

- No. 20. The maximum speed for freight trains is 30 miles per hour, and for all other trains 50 miles per hour. Maximum speed on **descending** grades: on Shaniko Branch, Klondyke to Gibson, passenger trains 25 miles per hour, freight trains 12 miles per hour, and Gibson to Biggs, passenger trains 20 miles per hour and freight trains 10 miles per hour; on Condon Branch, Mile Post 32 to Mile Post 37, passenger trains 25 miles per hour, freight trains 12 miles per hour, and Mile Post 20 to Rock Creek, passenger trains 25 miles per hour and freight trains 12 miles per hour.
- No. 21. Trains must not exceed a speed of 35 miles per hour around curves 6, 7 and 8 degrees, and 30 miles an hour around 9 and 10 degree curves.
- No. 22. Engines of the 160 class must not exceed a speed of 25 miles per hour. Consolidation engines (except 160 class) in passenger service must not exceed a speed of 40 miles per hour and in all other service 30 miles per hour.
- No. 23. Passenger trains must not exceed a speed of 20 miles per hour on East Portland Hill when helper engine is used on rear of train, and must cut off such helper just east of Sandy Road crossing, except in cases of unusually heavy trains. Helper engineers will not work more steam than is absolutely necessary.
- No. 24. Passenger trains must reduce speed to 30 miles per hour and freight trains to 20 miles per hour between Eagle Creek and Cascade Locks.
- No. 25. Speed of 15 miles per hour must not be exceeded through gauntlet track over Des Chutes River Bridge.
- No. 26. When sand is blowing, engineers will run with great care and under control where they cannot see track is clear. The same precautions must be observed in passing points where there is a liability of track being obstructed by falling rock or land slides.
- No. 27. Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover. Permanent slow boards are erected as follows: First District—North Portland Jct., Bridge L2; Tunnel No. 2, Tunnel No. 3.
- No. 28. Westward trains will stop before crossing Sandy Road, between M. P. 5 and 6.
- No. 29. Trains will not exceed a speed of 10 miles per hour between Argo and Corgiat Street.
- No. 30. Trains will not exceed a speed of 15 miles per hour between Montesano and South Montesano, and Aberdeen and South Aberdeen.
- No. 31. Trains handling logs will not exceed a speed of 15 miles per hour at any point.

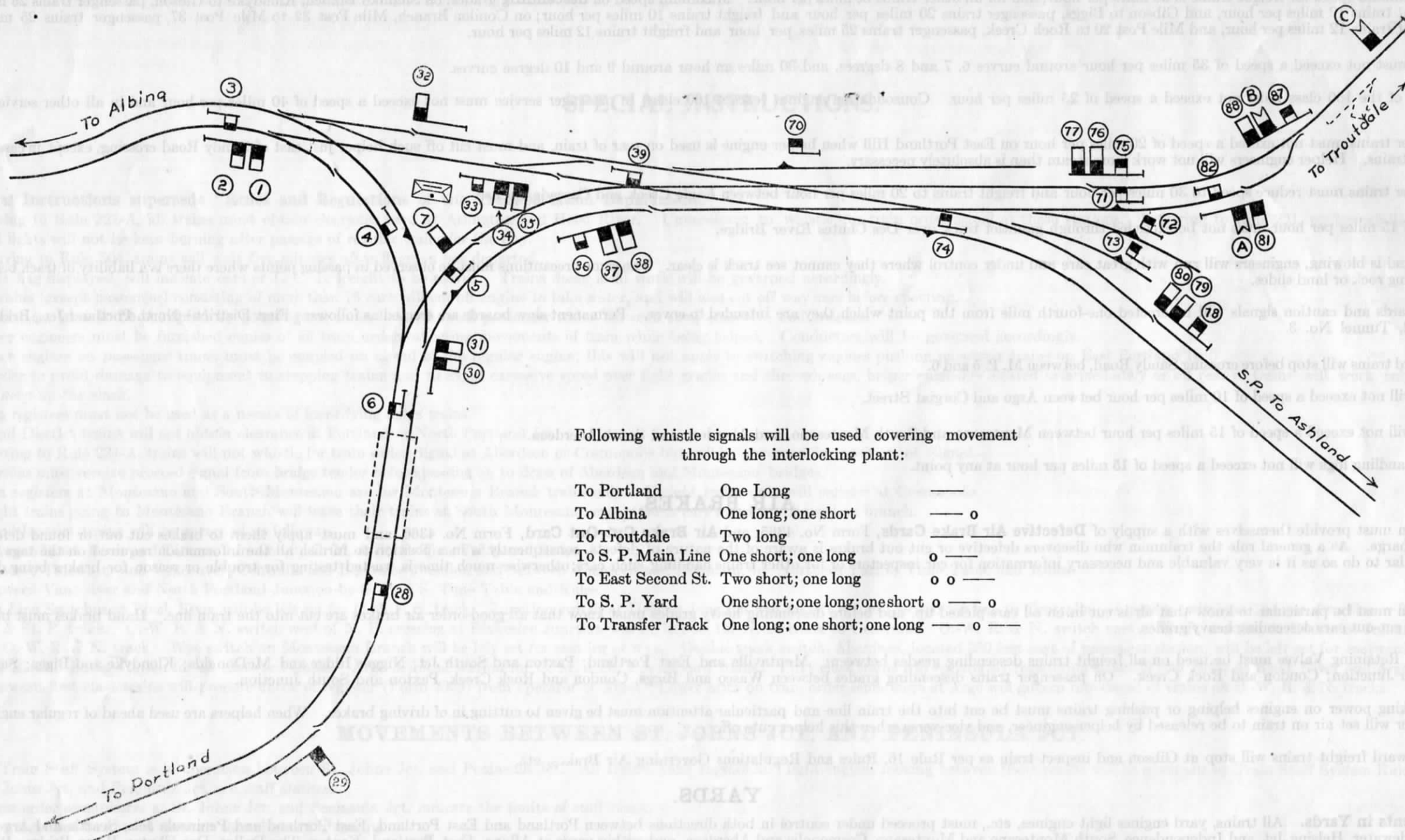
AIR BRAKES.

- No. 32. Trainmen must provide themselves with a supply of **Defective Air Brake Cards**, Form No. 4365, and **Air Brake Cut-Out Card**, Form No. 4366, and must apply them to brakes cut out or found defective while in their charge. As a general rule the trainman who discovers defective or cut out brakes is aware of the nature of defects, consequently is in a position to furnish all the information required on the tags and should be particular to do so as it is very valuable and necessary information for car inspectors or for other trains handling such cars; otherwise much time is wasted testing for trouble or reason for brakes being defective or cut out.
- No. 33. Trainmen must 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.
- No. 34. Pressure Retaining Valves must be used on all freight trains descending grades between: Montavilla and East Portland; Paxton and South Jct; Nigger Ridge and McDonalds; Klondyke and Biggs; Sandon and Hay Canyon Junction; Condon and Rock Creek. On passenger trains descending grades between Wasco and Biggs, Condon and Rock Creek, Paxton and South Junction.
- No. 35. The braking power on engines helping or pushing trains must be cut into the train line and particular attention must be given to cutting in of driving brakes. When helpers are 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.
- No. 36. All westward freight trains will stop at Gibson and inspect train as per Rule 16, Rules and Regulations Governing Air Brakes, etc.

YARDS.

- No. 37. **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 Peninsula Jct., Seattle and Argo, Tacoma Jct. and Tidewater, Helsing Jct. and Independence, South Montesano and Montesano, Cosmopolis and Aberdeen, and within yards at Albina, East Portland, Kenton, The Dalles, Des Chutes River Bridge, Biggs, Umatilla and South Junction.
- 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.
- No. 38. The limits of Albina yard extend from East Portland Junction Switch to St. Johns Jct.
The limits of North Portland Jct. yard extend from east portal of tunnel to North Portland Jct.
The limits of Kenton yard extend from Peninsula Jct. to yard limit sign located about 500 feet east of P. R. L. & P. Ry. overhead crossing.
Yard limits extend from Seattle Passenger Station to one-quarter mile west of west switch of Georgetown siding.
Yard limits extend from Tacoma Junction to Northern Pacific crossing at Tidewater.
Yard limits extend from C. M. & St. P. switch Helsing Junction to Independence.
Yard limits extend one-half mile east of South Montesano to one-half mile west of South Montesano, including Montesano Branch.
Yard limits extend from one-quarter mile east of Cosmopolis to one-quarter mile west of Aberdeen passenger station on eastward main track.

EAST PORTLAND INTERLOCKING PLANT



Following whistle signals will be used covering movement through the interlocking plant:

To Portland	One Long	—
To Albina	One long; one short	— o
To Troutdale	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 —

This plant will govern the movement of trains between Front Street, Portland, and the junction switches on the Albina Line at East Portland, junction switch on the O-W. R. & N. Line at Union Avenue and Signals 78, 79 and 80 on the Southern Pacific tracks at East Portland.

- Signal No. 29 will govern the movement of trains from Front Street, Portland, to Signals 30 and 31.
- Signal 30 will govern the movement of trains to Albina.
- Signal 31 will govern the movement of trains to Signals 36, 37 and 38.
- Signal 38 will govern the movement of trains to Signal 81.
- Signal 37 will govern the movement of trains to Southern Pacific main line.
- Signal 36 will govern the movement of trains to East 2nd Street and to S. P. side tracks leading off eastbound S. P. main line.
- Signal 7 will govern the movement of trains over the Willamette River Bridge to Front Street, Portland.
- Signal 7 will govern the movement of trains to Signal 7.
- Signal 76 will govern the movement of trains to Signal 32.
- Signal 75 will govern all switching movements not covered by Signals 76 and 77.
- Signal 88 will govern the movement of trains to Signals 75, 76 and 77.
- Signal 87 will govern the movement of trains on to Eastward O-W. R. & N. track against current of traffic to Signal 71.
- Dwarf Signals 3, 4, 5, 6, 28, 39, 70, 71, 72, 73, 74 and 82 will govern the movement of trains against the current of traffic and switching movements.

- Signal 1 will govern the movement of trains to Signals 33, 34 and 35.
- Signal 2 will govern the movement of trains over the Willamette River Bridge to Front Street, Portland.
- Signal 32 will govern the movement of trains to Albina.
- Signal 35 will govern the movement of trains to the S. P. main line.
- Signal 34 will govern the movement of trains to Signal 81.
- Signal 33 will govern the movement of trains against the current of traffic and switching movements.
- Signal 80 will govern the movement of trains to Signal 32.
- Signal 79 will govern the movement of trains to Signal 7.
- Signal 78 will govern all switching movements not covered by Signals 79 and 80.
- Signal 81 will govern the movement of trains out through junction switch to Troutdale.
- Signal "A" is a distant signal giving the indication for the eastbound automatic signal at the junction switch at Union Avenue.
- Signal "B" is a distant signal that indicates the position of Signal 77 in advance.
- Signal "C" located 2000 feet east of Union Avenue is a distant signal indicating the position of Signal 88.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon. DR. F. M. TAYLOR, Asst. Surgeon DR. DONALD H. JESSOP, Asst. Surgeon. DR. GEO. AINSLEE, Chief Oculist. DRS. DICKSON, COGHLAN AND DAVIS, Nose & Throat. DR. A. M. WEBSTER DR. C. HOLCOMB, District Surgeon. DR. J. F. WATT, District Surgeon. DRS. LOGAN & LOWE, District Surg cons. DR. W. C. NASON, District Surgeon. DR. M. B. TAYLOR, District Surgeon. DR. O. P. LOW, District Surgeon. DR. MILLER WILHELM, District Surgeon. DR. H. T. ALLISTON, District Surgeon. DR. MONTGOMERY RUSSELL, Division Surgeon. DR. F. R. UNDERWOOD, Assistant Surgeon.	PORTLAND, Corbett Bldg. } TELEPHONES: PORTLAND, Corbett Bldg. } HOME A1207. PORTLAND, Corbett Bldg. } PACIFIC PORTLAND, Oregonian Bldg. } MAIN 267. PORTLAND, Selling Bldg. PORTLAND, 1050 1/2 Hawthorne Ave. ALBINA. HOOD RIVER. THE DALLES. MORO. GRASS VALLEY. ARLINGTON. CONDON. HEPPNER. SEATTLE, 620 Leary Bldg. } MAIN 90 SEATTLE, 620 Leary Bldg. }	O-W. R. & N. Co., System. O-W. R. & N. Co., System. O-W. R. & N. Co., System. O-W. R. & N. Co., System. O-W. R. & N. Co., System. E. Portland, South of Sullivan's Gulch. Albina to The Dalles and Vancouver Portland to The Dalles. Hood River to Umatilla. Biggs to Shaniko. Biggs to Shaniko. Arlington to Condon. Condon to Arlington. Heppner Branch. Portland-Seattle. Portland-Seattle.	DR. WOOD & SAMUELS, Oculist and Aurist. DR. WM. P. O'ROURKE, Assistant Surgeon. DR. F. D. MERRITT, District Surgeon. DR. CHAS. JAMES, District Surgeon. DR. CHAS. E. ROBSON, District Surgeon. DR. DAVID LIVINGSTONE, District Surgeon. DR. H. R. CAMPBELL. DR. C. P. FRYER, District Surgeon. DR. C. W. BAYLES, District Surgeon. DR. LUTHER M. SIMMS, District Surgeon. DR. J. T. GUERIN, District Surgeon. DR. HANNIBAL BLAIR, District Surgeon. DR. EDMUND A. SIZER, District Surgeon. DR. I. R. WATKINS, District Surgeon. DR. R. F. HUNTER.	SEATTLE, Cobb Bldg. MAIN 2205 SEATTLE (Georgetown). AUBURN, Wash. TACOMA, 304 Berlin Bldg. TENINO, Wash. CENTRALIA, Wash. VADER, Wash. CASTLE ROCK, Wash. KELSO, Wash. KALAMA, Wash. VANCOUVER, Wash. ELMA, Wash. COSMOPOLIS, Wash. ABERDEEN, Wash. HOQUIAM, Wash.	Portland-Seattle. Argo. Seattle-Tacoma. Auburn-Tenino. Tacoma-Centralia. { Tenino-Winlock. Centralia-So. Elma. Centralia-Tono. Winlock-Castle Rock. Winlock-Kelso. Castle Rock-Kalama. Kelso-Vancouver. Kalama-Albina. } Grays Harbor and North River Branches.

AMBULANCE AT PORTLAND IS LOCATED AT RED CROSS AMBULANCE CO., 391 DAVIS ST., TELEPHONES, MAIN 78 AND A 1211.

STANDARD CLOCKS.

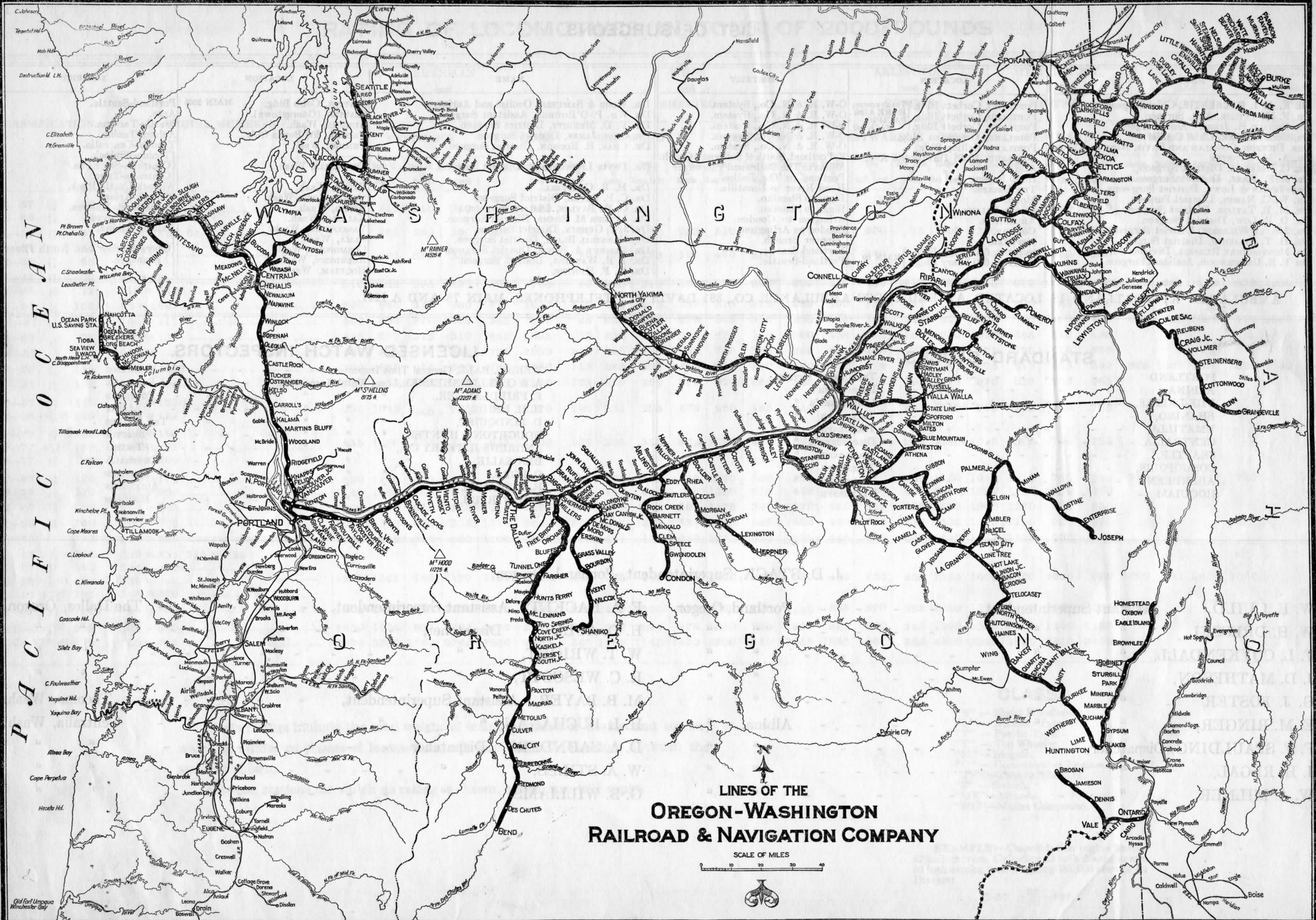
PORTLAND	TELEGRAPH	OFFICE
ALBINA,	DISPATCHER'S	"
THE DALLES,	DISPATCHER'S	"
SHANIKO,	TELEGRAPH	"
UMATILLA,	TELEGRAPH	"
CENTRALIA	DISPATCHER'S	"
SEATTLE,	TELEGRAPH	"
COSMOPOLIS,	TELEGRAPH	"
ABERDEEN	TELEGRAPH	"
HOQUIAM	TELEGRAPH	"

LICENSED WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector,	SAN FRANCISCO
A. & C. FELDENHEIMER, Local Watch Inspectors,	PORTLAND
F. FRIEDLANDER,	PORTLAND
H. H. HEIDE,	ALBINA
D. LINDQUIST,	THE DALLES
HOUGHTON & HUNTER,	SEATTLE
ANDREWS JEWELRY CO.,	TACOMA
BEN SALIK,	CENTRALIA
O. BORG,	HEPPNER
H. F. SHANKS,	ARLINGTON
F. W. STRAUB,	HOQUIAM

J. D. STACK, Superintendent, Portland, Oregon.

W. H. GUILD, Assistant Superintendent,	Portland, Oregon	E. A. HACKETT, Assistant Superintendent,	The Dalles, Oregon.
W. H. DRESSEL,	" "	H. D. AULD Dispatcher,	" "
F. L. COYKENDALL,	" "	W. T. WRIGHT,	" "
J. D. MATHESON,	" "	R. C. WESCOTT,	" "
G. J. FOSTER	" "	M. B. BAYER, Assistant Superintendent,	Tacoma, Wash.
E. M. RINGER,	" "	H. L. BUCHANAN,	Centralia, Wash.
F. F. SPAULDING, Dispatcher,	" "	D. A. SAUNDERS, Dispatcher	" "
J. H. REGAL,	" "	W. A. STILES,	" "
W. A. MILNER,	" "	G. B. WILLIAMS,	" "



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