

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FIRST DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, August 10, 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.

EASTWARD.

| Second Class | | | | | | First Class | | | | | | DISTANCE FROM PORTLAND | STATIONS | DISTANCE FROM HUNTINGTON | 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 | | | | | | 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 5.10 | | | | | | A M 4.20 | | | | | | P M 7.35 | | | | | | P M 6.15 | | | | | | 403.9 | HUNTINGTON | 0.0 | P M 3.45 | | | | | | A M 12.35 | | | | | | A M 9.40 | | | | | | P M 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 9.05 | | | | | | A M 3.20 | | | | | | 231.1 | PENDLETON | 172.8 | 7.55 | | | | | | P M 4.35 | | | | | | 5.05 | | | | | | 1.55 | | | | | | 6.00 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A M 4.00 | | | | | | P M 12.45 | | | | | | 10.35 | | | | | | 5.25 | | | | | | 187.0 | UMATILLA | 216.9 | 6.15 | | | | | | 2.55 P M | | | | | | 3.35 | | | | | | 12.20 A M | | | | | | 2.15 P M | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P M 1.00 | | | | | | 3.40 | | | | | | P M 2.15 | | | | | | 8.35 | | | | | | 88.3 | THE DALLES | 315.6 | 3.10 | | | | | | 11.05 | | | | | | 12.40 P M | | | | | | P M 7.10 | | | | | | 9.20 | | | | | | 4.35 A M | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 6.30 | | | | | | 5.30 | | | | | | 11.40 | | | | | | 0.0 | PORTLAND | 403.9 | 12.30 | | | | | | 7.50 | | | | | | 10.00 | | | | | | 4.00 | | | | | | 6.40 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P M 9.40 | | | | | | | | | | | | | | | | | | | | | | | | | ALBINA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40.30 | | | | | | 14.10 | | | | | | 8.25 | | | | | | 16.05 | | | | | | | Through Time | | 15.15 | | | | | | 8.45 | | | | | | 14.85 | | | | | | 3.10 | | | | | | 15.00 | | | | | | 39.30 | | | | | | | | | | | | | | | | | | | | |
| 10.0 | | | | | | 28.5 | | | | | | 27.5 | | | | | | 25.2 | | | | | | | Average Speed per Hour | | 26.5 | | | | | | 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. | | | | | | Daily. | | |
| P M 1.30 | | | | | | P M 6.00 | | | | | | A M 7.00 | | | | | | P M 9.00 | | | | | | 433.1 | SPOKANE | 0.0 | P M 12.40 | | | | | | A M 6.30 | | | | | | P M 6.45 | | | | | | P M 4.30 | | | | | | | | | | | | | | | | | | | | |
| 6.30 | | | | | | 8.00 | | | | | | 8.50 | | | | | | 10.45 | | | | | | 383.6 | TEKOA | 49.5 | 10.40 | | | | | | 4.00 | | | | | | 4.45 | | | | | | 12.30 P M | | | | | | | | | | | | | | | | | | | | |
| A M 4.15 | | | | | | 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 | | | | | | | WALLA WALLA | 204.4 | | | | | | | 9.00 | | | | | | 9.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 4.50 | | | | | | 4.55 | | | | | | | PENDLETON | 251.8 | | | | | | | 6.30 | | | | | | 8.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | A M 10.30 | | | | | | | | | | | | | WALLA WALLA | 204.4 | A M 6.40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.25 | | | | | | | | | | | | 4.55 | | | | | | | WALLULA | 219.0 | 3.55 | | | | | | 5.00 | | | | | | | | | | | | 3.30 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.30 | | | | | | | | | | | | 6.10 | | | | | | | UMATILLA | 246.1 | 3.10 | | | | | | 3.00 | | | | | | | | | | | | 1.15 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P M 4.15 | | | | | | | | | | | | A M 1.00 | | | | | | | THE DALLES | 344.8 | 11.45 | | | | | | | | | | | | | | | | | | P M 1.15 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 9.00 | | | | | | | PORTLAND | 433.1 | 9.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 11.55 | | | | | | | Through Time | | 15.40 | | | | | | 8.40 | | | | | | 12.00 | | | | | | 10.45 | | | | | | 27.15 | | | | | | | | | | | | | | | | | | | | |
| 23.00 | | | | | | 10.50 | | | | | | 9.55 | | | | | | 14.55 | | | | | | | Average Speed per Hour | | 27.8 | | | | | | 15.8 | | | | | | 21.0 | | | | | | 23.4 | | | | | | 9.0 | | | | | | | | | | | | | | |
| 10.7 | | | | | | 18.6 | | | | | | 25.4 | | | | | | 28.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.

EASTWARD.

| Length of passing tracks in clear and location of scales, water, fuel and landing stations. | Second Class. | | First Class. | | | | | | | DISTANCES FROM PORTLAND |
|---|---------------|--------------|-------------------|---------------------------|-------------------------------|----------------|----------------------|-------------------------------|-----------|-------------------------|
| | 23 | 255 | 21 | 35 | 17 | 1 | 11 | 5 | 9 | |
| | Way Freight | Fast Freight | Shaniko Passenger | Bend The Dalles Passenger | Oregon and Washington Limited | Portland Local | Soe Spokane Portland | Oregon and Washington Express | Fast Mail | |
| | 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 |
| 8110 | 7.20 | 4.15 | | | 12.50 | 10.42 | 6.16 | 5.31 | 1.45 | 182.8 |
| 2780 | 7.40 | 4.30 | | | 12.57 | 10.48 | 6.22 | 5.37 | 1.51 | 179.8 |
| 2650 | 8.00 | 4.45 | | | 1.03 | 10.54 | 6.28 | 5.45 | 1.57 | 175.2 |
| 2710 W | 8.25 | 5.10 | | | 1.12 | 11.03 | 6.37 | 5.54 | 2.05 | 170.5 |
| 3870 | 8.50 | 5.27 | | | 1.20 | 11.11 | 6.45 | 6.03 | 2.15 | 166.0 |
| 2680 | 9.05 | 5.50 | | | 1.27 | 11.18 | 6.52 | 6.09 | 2.22 | 161.9 |
| 8350 | 9.30 | 6.20 | | | 1.38 | 11.28 | 7.01 | 6.20 | 2.31 | 156.3 |
| T | 10.00 | 6.40 | | | 1.45 | 11.35 | 7.08 | 6.26 | 2.38 | 152.3 |
| 2710 W | 10.10 | 6.50 | | | 1.48 | 11.48 | 7.11 | 6.29 | 2.41 | 150.9 |
| 2700 | 10.30 | 7.18 | | | 1.55 | 11.55 | 7.18 | 6.36 | 2.50 | 146.0 |
| 7140 TFW | 10.50 | 7.40 | | | 2.04 | 12.05 | 7.25 | 6.44 | 2.57 | 141.8 |
| 2700 | 11.20 | 8.00 | | | 2.09 | 12.11 | 7.32 | 6.50 | 3.04 | 138.2 |
| 4940 W | 11.50 | 8.20 | | | 2.18 | 12.20 | 7.39 | 6.58 | 3.11 | 133.6 |
| 2700 | PM 12.32 | 8.50 | | | 2.29 | 12.32 | 7.50 | 7.10 | 3.22 | 127.1 |
| 5000 | 12.55 | 9.10 | | | 2.36 | 12.42 | 7.57 | 7.18 | 3.29 | 123.0 |
| 2750 W | 1.30 | 9.35 | | | 2.48 | 12.57 | 8.09 | 7.30 | 3.40 | 115.9 |
| 5000 | 1.45 | 9.45 | | | 2.52 | 1.02 | 8.13 | 7.35 | 3.44 | 113.2 |
| 2720 | 2.00 | 10.00 | | | 2.56 | 1.08 | 8.18 | 7.41 | 3.49 | 111.0 |
| 7360 Y | 2.15 | 10.15 | PM L 12.55 | | 3.01 | 1.15 | 8.22 | 7.47 | 3.54 | 108.2 |
| 900 WY | 2.25 | 10.25 | PM 1.00 | PM L 1.07 | 3.04 | 1.22 | 8.26 | 7.52 | 3.58 | 105.7 |
| 2780 | 2.30 | 10.30 | | | 1.10 | 3.07 | 1.26 | 8.28 | 7.55 | 104.3 |
| 2610 | 2.55 | 10.55 | | | 1.18 | 3.14 | 1.38 | 8.34 | 8.04 | 100.3 |
| 8650 | 3.20 | 11.25 | | | 1.27 | 3.22 | 1.50 | 8.42 | 8.14 | 95.9 |
| WFTO | 4.00 | 12.01 | | | 1.45 | 3.35 | 2.10 | 8.55 | 8.30 | 88.3 |
| | PM A | PM A | | | PM A | PM A | PM A | AM A | AM A | AM A |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| | 9.00 | 8.00 | .05 | .38 | 2.50 | 3.35 | 2.45 | 8.05 | 2.45 | |
| | 11.0 | 12.4 | 30.0 | 29.8 | 34.9 | 27.5 | 35.8 | 32.0 | 35.8 | |

Time Table No. 2
August 10, 1913

STATIONS

| |
|----------------|
| DNR UMATILLA |
| 4.2 |
| BAILEY |
| 8.0 |
| DN IRRIGON |
| 4.6 |
| JUDSON |
| 4.7 |
| DN COYOTE |
| 4.5 |
| PETERS |
| 4.1 |
| CASTLE ROCK |
| 5.6 |
| BOULDER |
| 4.0 |
| D HEPPNER JCT. |
| 1.4 |
| WILLOWS |
| 4.9 |
| SILICA |
| 4.2 |
| DN ARLINGTON |
| 3.6 |
| HONKER |
| 4.6 |
| BLALOCK'S |
| 6.5 |
| DN QUINTON |
| 4.1 |
| SQUALLY HOOK |
| 7.1 |
| JOHN DAY'S |
| 2.7 |
| RUFUS |
| 2.2 |
| GRANTS |
| 2.8 |
| DN BIGGS |
| 2.5 |
| D SHERMAN |
| 1.4 |
| MILLERS |
| 4.0 |
| CELLO |
| 4.4 |
| DUNE |
| 7.6 |
| DNR THE DALLES |

Automatic Block

Double Track

| |
|------------------------|
| 98.7 |
| Time over District |
| Average Speed per Hour |

| STATION NUMBERS. | First Class. | | | | | | | Second Class. | | |
|------------------|-------------------|-----------------|-------------------------------|-------------------------------|----------------------|---------------------------|-------------------|----------------------|-------------|--|
| | 10 | 2 | 18 | 6 | 12 | 36 | 22 | 256 | 24 | |
| | Salt Lake Express | Pendleton Local | Oregon and Washington Limited | Oregon and Washington Express | Soe Spokane Portland | The Dalles Bend Passenger | Shaniko Passenger | Eastern Fast Freight | Way Freight | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| 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 | |
| A 183 | 6.02 | 2.40 | 3.23 | 12.08 | 2.56 | | | 11.30 | 5.40 | |
| A 180 | 5.54 | 2.31 | 3.17 | 12.01 AM | 2.47 | | | 11.15 | 5.15 | |
| A 175 | 5.45 | 2.23 | 3.11 | 11.54 | 2.38 | | | 10.54 | 4.50 | |
| A 171 | 5.36 | 2.10 | 3.02 | 11.45 | 2.26 | | | 10.30 | 4.15 | |
| A 166 | 5.27 | 1.59 | 2.55 | 11.37 | 2.15 | | | 10.10 | 3.45 | |
| A 162 | 5.20 | 1.50 | 2.49 | 11.30 | 2.06 | | | 9.55 | 3.20 | |
| A 156 | 5.10 | 1.38 | 2.40 | 11.20 | 1.56 | | | 9.30 | 2.40 | |
| A 152 | 5.03 | 1.28 | 2.33 | 11.13 | 1.49 | | | 9.05 | 2.05 | |
| A 151 | 5.00 | 1.15 | 2.30 | 11.10 | 1.46 | | | 8.55 | 1.48 | |
| A 146 | 4.52 | 1.07 | 2.23 | 11.02 | 1.38 | | | 8.35 | 1.07 | |
| A 142 | 4.44 | 1.00 | 2.15 | 10.55 | 1.30 | | | 8.15 | 12.35 | |
| A 138 | 4.38 | 12.53 | 2.09 | 10.48 | 1.23 | | | 8.00 | 12.11 PM | |
| A 134 | 4.30 | 12.44 | 2.00 | 10.38 | 1.15 | | | 7.39 | 11.50 | |
| A 127 | 4.19 | 12.32 | 1.49 | 10.28 | 1.04 | | | 7.10 | 11.20 | |
| A 123 | 4.11 | 12.22 | 1.41 | 10.21 | 12.57 | | | 6.55 | 11.00 | |
| A 116 | 3.59 | 12.08 | 1.30 | 10.08 | 12.45 | | | 6.30 | 10.30 | |
| A 113 | 3.55 | 12.04 PM | 1.25 | 10.03 | 12.40 | | | 6.20 | 10.15 | |
| A 111 | 3.49 | 11.58 | 1.20 | 9.59 | 12.35 | | | 6.10 | 10.00 | |
| A 108 | 3.44 | 11.52 | 1.15 | 9.54 | 12.28 | | | 6.00 | 9.45 | |
| A 106 | 3.40 | 11.47 | 1.11 | 9.50 | 12.23 | PM A 1.20 | | 5.50 | 9.30 | |
| A 104 | 3.37 | 11.44 | 1.08 | 9.47 | 12.20 | PM A 1.15 | | 5.45 | 9.25 | |
| A 100 | 3.30 | 11.36 | 1.01 | 9.40 | 12.12 | PM A 1.07 | | 5.25 | 9.00 | |
| A 96 | 3.23 | 11.25 | 12.53 | 9.33 | 12.01 AM | PM A 12.58 | | 5.05 | 8.35 | |
| A 88 | 3.10 | 11.05 | 12.40 | 9.20 | 11.45 | 12.45 PM | | 4.35 | 8.00 | |
| | AM L | AM L | PM L | PM L | PM L | PM L | | AM L | AM L | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| | 8.00 | 8.45 | 2.50 | 2.55 | 8.20 | .85 | .05 | 7.10 | 10.00 | |
| | 82.9 | 26.3 | 84.9 | 33.8 | 29.6 | 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 Fourth Division.
- Train 5 will stop at any station to let off passengers from Fourth 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.

SECOND DISTRICT—Centralia and Hoquiam.

| WESTWARD. | | | | | | | | | | EASTWARD. | | | | | | | | | | | | |
|----------------------------------|--------------------|-------------------------|---------------------|--|---------------------|---------------------|-------------------------|---------------------|---------------------|----------------------------|-------------------------|-----------------|-------------------------|---------------------|---------------------|---------------------|---------------------|----------------------------|--|--------------------|---------------------|-------------------------|
| Second Class. | | | | | First Class. | | | | | First Class. | | | | | Second Class. | | | | | | | |
| Length of passing tracks in Cars | 193 | 51 | 161 | | 103 | 207 | 41 | 101 | 203 | 43 | DISTANCE FROM CENTRALIA | STATION NUMBERS | 42 | 102 | 204 | 104 | 208 | 44 | | 194 | 162 | 52 |
| | C.M.&S.P. Way Frt. | O.-W. R. & N. Fast Frt. | C.M.&S.P. Fast Frt. | | C.M.&S.P. Passenger | O.-W. R. & N. Motor | O.-W. R. & N. Passenger | C.M.&S.P. Passenger | O.-W. R. & N. Motor | Grays Harbor Owl Passenger | | | O.-W. R. & N. Passenger | C.M.&S.P. Passenger | O.-W. R. & N. Motor | C.M.&S.P. Passenger | O.-W. R. & N. Motor | Grays Harbor Owl Passenger | | C.M.&S.P. Way Frt. | C.M.&S.P. Fast Frt. | O.-W. R. & N. Fast Frt. |
| WFYOTP | Daily. Ex. Sun. | Daily. Ex. Mon. | Daily. Ex. Sun. | | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Daily. | 0.0 | DNR | Daily. | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | | Daily. Ex. Sun. | Daily. Ex. Sun. | Daily. Ex. Sun. |
| | A M L | A M L | A M L | | P M L | P M L | P M L | P M L | P M L | P M L | | | A M A | A M A | A M A | A M A | A M A | A M A | | A M A | A M A | A M A |
| | | 3.20 | | | | | | | | 3.00 | | | 10.20 | | | | | | | 1.45 | | 1.10 |

Time Table No. 2
August 10, 1913

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

| Station | Class | Westward | | | Centralia | | | Eastward | | | Station | Class | Westward | | | Centralia | | | Eastward | | | | |
|---------|-------|-----------------------|-----------------------|-----------------------|-----------|---------------------|---------------|----------------|-----------------------|---------------|--------------------|----------------------|----------|----------------|--------------|----------------|--------------|---------------|-------------------------|------|-----------------------|-----------------------|---------------|
| | | Time | Time | Time | Time | Time | Time | Time | Time | Time | | | Time | Time | Time | Time | Time | Time | Time | Time | Time | | |
| 85 | P | | 3.30 | | | 12.10 | | | 3.07 | 1.5 | BLAKESLEE JUNCTION | DA 2 | 10.06 | | | | | | 1.34 | | | 12.50 | |
| 55 | P | A M L 9.10 | 4.05 | A M L 3.43 | | P M L 7.48 | f 12.35 | A M L 10.55 | f 3.33 | 11.8 | D LINCOLN CREEK | DA 5 | s 10.00 | | | | | | f 1.28 | | | 12.40 | |
| 60 | WP | 9.20 9.40 | 4.15 | 3.50 | | s 7.53 | s 12.40 | s 11.00 | s 3.40 | 13.3 | HELSING JUNCTION | DA 12 | f 9.44 | A M A 10.30 | | P M A 6.02 | | | f 1.10 | | A M A 9.30 | P M A 11.30 | 12.15 |
| 25 | P | 10.16 | 4.30 | 4.05 | | f 8.04 | f 12.50 | f 11.10 | f 3.55 | 17.9 | DNR INDEPENDENCE | DA 13 | s 9.40 | s 10.26 | | s 5.57 | | | s 1.05 | | 9.20 | 11.20 | A M 12.05 |
| 65 | P | 10.28 | 4.42 | 4.20 | | s 8.12 | s 12.57 | s 11.18 | f 4.12 | 21.8 | BALCH | DA 18 | f 9.28 | f 10.16 | | f 5.46 | | | f 12.55 | | 8.58 | 10.58 | P M 11.45 |
| 65 | P | 10.41 | 4.55 | 4.35 | | f 8.21 | f 1.05 | f 11.27 | f 4.22 | 26.1 | CEDARVILLE | DA 22 | s 9.20 | s 10.10 | | s 5.38 | | | f 12.45 | | 8.43 | 10.42 | 11.30 |
| 15 | | 10.57 | 5.02 | 4.42 | | 8.25 | 1.08 | 11.30 | 4.27 | 28.4 | FORD | DA 26 | f 9.11 | f 10.02 | | f 5.30 | | | f 12.35 | | 8.28 | 10.24 | 11.15 |
| | P | 11.03 | 5.08 | 4.48 | | s 8.30 | s 1.13 | s 11.34 | f 4.32 | 30.5 | RONY | DA 28 | 9.06 | 9.58 | | 5.26 | | | 12.30 | | 8.20 | 10.15 | 11.07 |
| 60 | WP | 11.10 | 5.15 | 4.55 | | f 8.34 | f 1.18 | f 11.37 | f 4.38 | 32.1 | D SAGINAW | DA 31 | s 9.02 | s 9.54 | | s 5.22 | | | f 12.25 | | 8.12 | 10.06 | 11.00 |
| 40 | P | 11.24 | 5.30 | 5.10 | | f 8.41 | f 1.23 | f 11.42 | f 4.57 | 35.9 | SOUTH ELMA | DA 33 | f 8.58 | f 9.50 | | f 5.18 | | | f 12.20 | | 8.02 | 10.00 | 10.50 |
| 65 | P | 11.42 P M 12.10 | 5.50 | 5.30 | | 8.55 P M 9.10 | P M L 5.07 | s 1.40 | 11.55 P M 12.10 | A M L 9.27 | 42.1 | DR SOUTH MONTESANO | DA 42 | s 8.38 | 9.30 9.15 | A M A 11.10 | 4.58 4.43 | P M A 6.45 | s 11.55 | | 7.20 | 9.10 | 10.13 |
| 32 | P | 12.30 | 5.55 | 5.35 | | f 9.13 | f 5.10 | f 1.43 | f 12.13 | f 9.30 | 43.5 | MELBOURNE | DA 44 | f 8.33 | f 9.10 | f 11.05 | f 4.38 | f 6.40 | f 11.50 | | 7.05 | 9.00 | 9.58 |
| | | 12.45 | 6.10 | 5.50 | | f 9.18 | f 5.18 | f 1.50 | f 12.20 | f 9.38 | 46.6 | PREACHER'S SLOUGH | DA 47 | f 8.25 | f 9.04 | f 10.57 | f 4.31 | f 6.35 | f 11.40 | | 6.50 | 8.45 | 9.43 |
| | | 1.00 | 6.22 | 6.02 | | 9.23 | 5.25 | 1.56 | 12.26 | 9.45 | 49.7 | NORTH RIVER JUNCTION | DA 50 | 8.18 | 8.58 | 10.50 | 4.25 | 6.25 | 11.31 | | 6.35 | 8.30 | 9.31 |
| 65 | WFYOP | 1.10 | 6.30 6.45 | 6.10 | | s 9.26 | s 5.30 | s 2.04 | s 12.29 | s 9.50 | 50.9 | DR COSMOPOLIS | DA 51 | s 8.15 | s 8.55 | s 10.45 | s 4.22 | s 6.20 | f 11.26 | | 6.30 | 8.25 | 9.26 |
| 65 | P | 1.20 | 6.55 | 6.20 | | s 9.31 | s 5.35 | s 2.10 | s 12.35 | s 9.55 | 52.8 | SOUTH ABERDEEN | DA 53 | s 8.10 | s 8.50 | s 10.40 | s 4.17 | s 6.15 | s 11.20 | | 6.20 | 8.07 | 8.50 |
| | P | 1.30A 1.40L P M | 7.05A 7.15L A M | 6.30A 6.40L A M | | 9.35 | 5.40 | 2.15 | 12.40 | 10.00 | 53.6 | DNR ABERDEEN | DA 54 | 8.05 | 8.45 | 10.35 | 4.12 | 6.10 | 11.15L 11.00A P M | | 6.00L 5.50A A M | 8.00L 7.50A P M | 8.40 P M L |

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

| Station | Class | Time | Time | Time | Time | Time | Time | Time | Time | Station | Class | Time | Time | Time | Time | Time | Time | Time | Time | Time | Time | | | |
|---------|-------|-----------------|-----------------|-----------------|------|---------------|-----------------|---------------|----------------|----------------|---------------|------|------|---------|--------|---------------|---------------|----------------|-----------------|---------------|-----------------|-----------------|-----------------|---------------|
| | | 2.00 P M A | 7.30 A M A | 7.00 A M A | | 9.50 P M A | 5.50 P M A | 2.30 P M A | 12.55 P M A | 10.10 A M A | 7.15 A M A | 57.2 | DNR | HOQUIAM | DA 47 | 7.50 A M L | 8.35 A M L | 10.25 A M L | 4.00 P M L | 6.00 P M L | 10.45 P M L | 5.30 A M L | 7.30 P M L | 8.15 P M L |
| | | Daily. Ex. Sun. | Daily. Ex. Mon. | Daily. Ex. Sun. | | Daily. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Daily. | | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily. | Daily. Ex. Sun. | Daily. Ex. Sun. | Daily. Ex. Sun. | |
| | | 4.50 | 4.10 | 3.17 | | 2.02 | .43 | 2.25 | 2.00 | .43 | 4.15 | | | 2.30 | 1.55 | .45 | 2.02 | .45 | 3.00 | | 4.00 | 4.00 | 4.55 | |
| | | 9.4 | 14.0 | 13.8 | | 23.8 | 21.0 | 25.4 | 24.2 | 21.0 | 13.8 | | | 24.7 | 25.2 | 20.1 | 23.8 | 20.1 | 19.0 | | 10.9 | 10.9 | 12.6 | |

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.

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 departure times and station numbers for Westward trains.

EASTWARD.

Table with columns for First Class (36) and Second Class (82), including departure times and station numbers for Eastward trains.

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.

FIRST DISTRICT—Biggs and Shaniko.

WESTWARD.

Table with columns for First Class and Second Class, including departure times and station numbers for Westward trains.

EASTWARD.

Table with columns for First Class, including departure times and station numbers for Eastward trains.

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 and Second Class, including departure times and station numbers for Westward trains.

EASTWARD.

Table with columns for First Class, including departure times and station numbers for Eastward trains.

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

FIRST DISTRICT—Peninsula Jct. and Troutdale.

WESTWARD.

Table with columns for Second Class (23, 255) and First Class, including sub-columns for Way Freight and Fast Freight, and Daily schedules. Includes a 'DISTANCE FROM PENINSULA JCT.' column.

Time Table No. 2 August 10, 1913

STATIONS

Station list: TROUTDALE, HEMLOCK, FIR, KENTON, PENINSULA JCT. with station numbers A 18, AA 16, AA 12, AA 6, AA 5.

EASTWARD.

Table with columns for First Class and Second Class, including sub-columns for Fast Freight and Way Freight, and Daily schedules. Includes a 'STATION NUMBERS' column.

Station list: TROUTDALE, HEMLOCK, FIR, KENTON, PENINSULA JCT. with station numbers A 18, AA 16, AA 12, AA 6, AA 5.

SECOND DISTRICT—North River Junction and Primo

WESTWARD.

Table with columns for Second Class (256, 24) and First Class, including sub-columns for Fast Freight and Way Freight, and Daily schedules. Includes a 'DISTANCE FROM NORTH RIVER JCT.' column.

Time Table No. 2 August 10, 1913

STATIONS

Station list: PRIMO, BRIDGES, NORTH RIVER JCT. with station numbers DC 12, DC 5, DA 60.

EASTWARD.

Table with columns for First Class and Second Class, including sub-columns for Fast Freight and Way Freight, and Daily schedules. Includes a 'STATION NUMBERS' column.

Station list: PRIMO, BRIDGES, NORTH RIVER JCT. with station numbers DC 12, DC 5, DA 60.

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

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.

Table with columns for Second Class (57, 55) and First Class, including sub-columns for Mixed, Daily, and Ex. Sun. schedules. Includes a 'DISTANCE FROM CENTRALIA' column.

Time Table No. 2 August 10, 1913

STATIONS

Station list: TONO, WABASH, CENTRALIA. Includes 'Time over District' and 'Average Speed per Hour'.

EASTWARD.

Table with columns for Second Class (56, 58) and First Class, including sub-columns for Mixed, Daily, and Ex. Sun. schedules. Includes a 'STATION NUMBER' column.

Station list: TONO, WABASH, CENTRALIA. Includes 'Time over District' and '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 Tono.

FIRST DISTRICT—Heppner Jct. and Heppner.

WESTWARD.

Table with columns for First Class (19) and Second Class, including sub-columns for Mixed and Daily schedules. Includes a 'DISTANCES FROM HEPPNER JCT.' column.

Time Table No. 2 August 10, 1913

STATIONS

Station list: HEPPNER, LEXINGTON, IONE, MORGAN, CECILS, RHEA, HEPPNER JCT. Includes 'Time over District' and 'Average Speed per Hour'.

EASTWARD.

Table with columns for First Class (20) and Second Class, including sub-columns for Mixed and Daily schedules. Includes a 'STATION NUMBERS' column.

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

SECOND DISTRICT—Montesano and South Montesano

WESTWARD.

Table with columns for Second Class and First Class, including sub-columns for Passenger and Motor, and Daily/Ex. Sun. schedules. Includes a 'DISTANCE FROM SO. MONTESANO' column.

Time Table No. 2 August 10, 1913

STATIONS

Station list: MONTESANO, SO. MONTESANO. Includes 'Time over District' and 'Average Speed per Hour'.

EASTWARD.

Table with columns for First Class and Second Class, including sub-columns for Passenger and Motor, and Daily/Ex. Sun. schedules. Includes a 'STATION NUMBERS' column.

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. No. 202 will wait at South Montesano for No. 42. No. 206 will wait at South Montesano for No. 41.

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, Hood River, Cosmopolis and Aberdeen. 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. All trains must receive proceed signal from bridge tender before passing on to draw of Aberdeen and Montesano bridges.
- No. 13. Train registers at Montesano and South Montesano are for Montesano Branch trains only. Freight trains only will register at Cosmopolis.
- No. 14. Freight trains going to Montesano Branch will leave their trains at South Montesano, except such cars as are to be used on branch.
- No. 15. 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. 16. 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. eastward first class trains will procure check of register (Form 2529) from operator at Black River. 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. 17. 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. 18. 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. 19. 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. 20. 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. 21. 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. 22. 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. 23. Speed of 15 miles per hour must not be exceeded through gauntlet track over Des Chutes River Bridge.
- No. 24. 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. 25. 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. 26. Westward trains will stop before crossing Sandy Road, between M. P. 5 and 6.
- No. 27. Trains will not exceed a speed of 10 miles per hour between Argo and Corgiat Street.
- No. 28. Trains will not exceed a speed of 15 miles per hour between Montesano and South Montesano, and Aberdeen and South Aberdeen.
- No. 29. Trains handling logs will not exceed a speed of 15 miles per hour at any point.

AIR BRAKES.

- No. 30. 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. 31. 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. 32. 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. 33. 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. 34. All westward freight trains will stop at Gibson and inspect train as per Rule 16, Rules and Regulations Governing Air Brakes, etc.

YARDS.

- No. 35. **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.

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.

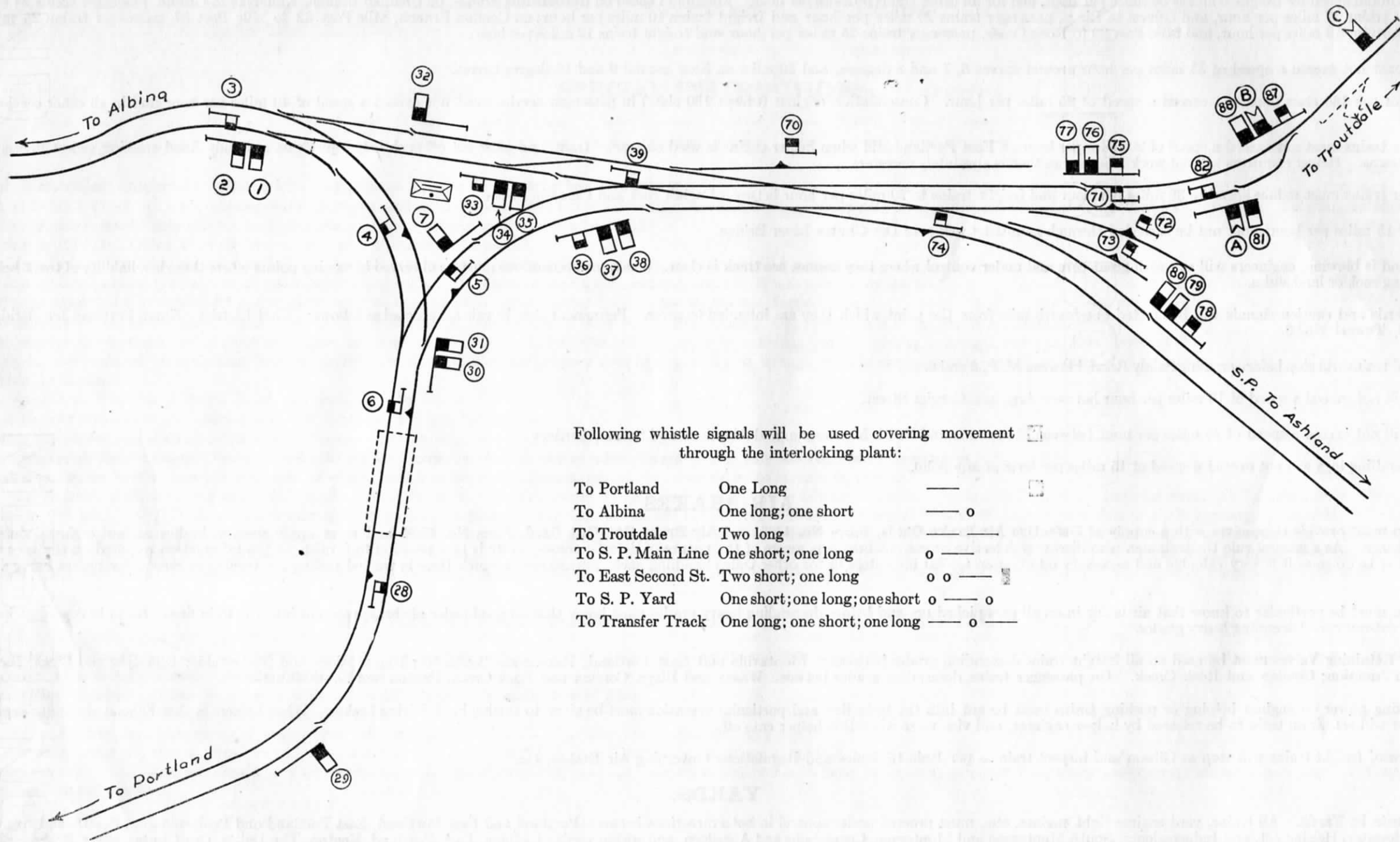
Yard limits extend from Tacoma Junction to Northern Pacific crossing at Tidewater.

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 77 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.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

| CLASSIFICATION | ENGINE NUMBERS | SHERMAN and BEND | | | | | | BIGGS and SHANIKO | | | | | | ARLINGTON and CONDON | | | | HEPPNER JCT. and HEPPNER | | | CENTRALIA and HOQUIAM | | CENTRALIA and TONO | | | |
|----------------|----------------|--------------------------|--------------------------|----------------------|-------------------|-----------------|----------------------|-------------------|------------------|------------------------|--------------------------|--------------------------|----------------------|----------------------|-------------------|--------------------|----------------------|--------------------------|-------------------------|----------------------|-----------------------|----------------------|-------------------------|---------------------------|---------------------------|-------------------------|
| | | EASTWARD | | | WESTWARD | EASTWARD | | | WESTWARD | | | EASTWARD | | WESTWARD | EASTWARD | | | EASTWARD | WESTWARD | EASTWARD | WESTWARD | | | | | |
| | | Sherman to North Jct. | North Jct. to South Jct. | South Jct. to Madras | Madras to Redmond | Redmond to Bend | Terrebonne to Culver | Biggs to Gibson | Gibson to Sandon | Sandon to Grass Valley | Grass Valley to Shaniiko | Shaniiko to Grass Valley | Grass Valley to Moro | Hay Canyon to Sandon | Arlington to Eddy | Eddy to Rock Creek | Rock Creek to Condon | Condon to Rock Creek | Rock Creek to Arlington | Heppner Jct. to Lone | Lone to Lexington | Lexington to Heppner | Hoquiam to So. Aberdeen | So. Aberdeen to Centralia | Centralia to So. Aberdeen | So. Aberdeen to Hoquiam |
| E-57 | 1 1/2 44 | 50.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| E-63 | 1 1/2 48 | 52, 54, 55) | | | | | | | | | | | | | | | | | | | | | | | | |
| E-57 | 1 1/2 51 | 57 to 60, 62, 64.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| E-63 | 1 1/2 54 | 65 to 70 } | | | | | | | | | | | | | | | | | | | | | | | | |
| E-63 | 1 1/2 55 | 71 to 73 } | | | | | | | | | | | | | | | | | | | | | | | | |
| E-64 | 1 1/2 68 | 80 to 87.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| T-55 | 1 1/2 71 | 112 to 119) | | | | | | | | | | | | | | | | | | | | | | | | |
| A-81 | 2 1/2 106 | 88 to 102.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| M-57 | 1 1/2 91 | 103 to 111.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| T-63 | 1 1/2 92 | 130 to 135.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| M-55 | 1 1/2 108 | c. s. 10.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| T-63 | 1 1/2 113 | 136 to 147.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| C-51 | 1 1/2 117 | 160 to 164.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| T-57 | 1 1/2 119 | 170 to 173 } | | | | | | | | | | | | | | | | | | | | | | | | |
| T-64 | 1 1/2 139 | 179 to 184 } | | | | | | | | | | | | | | | | | | | | | | | | |
| P-77 | 1 1/2 123 | 190 to 193 } | | | | | | | | | | | | | | | | | | | | | | | | |
| P-77 | 1 1/2 138 | 194 to 197 } | | | | | | | | | | | | | | | | | | | | | | | | |
| P-77 | 1 1/2 145 | 198 to 200 } | | | | | | | | | | | | | | | | | | | | | | | | |
| T-57 | 1 1/2 125 | 174 to 178.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| P-77 | 1 1/2 170 | 208 to 209.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| T-69 | 1 1/2 159 | 250 to 262.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| T-63 | 1 1/2 160 | 300 to 305.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| C-55 | 1 1/2 143 | 327 to 329.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 | 1 1/2 176 | 330 to 334, 335 to 338 } | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 | 1 1/2 163 | 344.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 | 1 1/2 169 | 339 to 343.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 | 1 1/2 181 | 345 to 349.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 | 1 1/2 187 | 350 to 388.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| MK-57 | 2 1/2 205 | 500 to 540.....} | | | | | | | | | | | | | | | | | | | | | | | | |
| MC-57 | 2 1/2 394 | 700 to 702.....} | | | | | | | | | | | | | | | | | | | | | | | | |

CLASS.

- "E" — Eight Wheelers.
- "A" — Atlantic Type.
- "P" — Pacific Type.
- "T" — Ten Wheeler.
- "M" — Moguls.
- "C" — Consolidation Engines.
- "TW" — Twelve Wheelers.
- "S" — Switch.
- "MK" — Mikado.
- "MC" — Mallet Compound.

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

Between stations for which no rating is shown, maximum will apply.

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

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

LIST OF SURGEONS.

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

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

STANDARD CLOCKS.

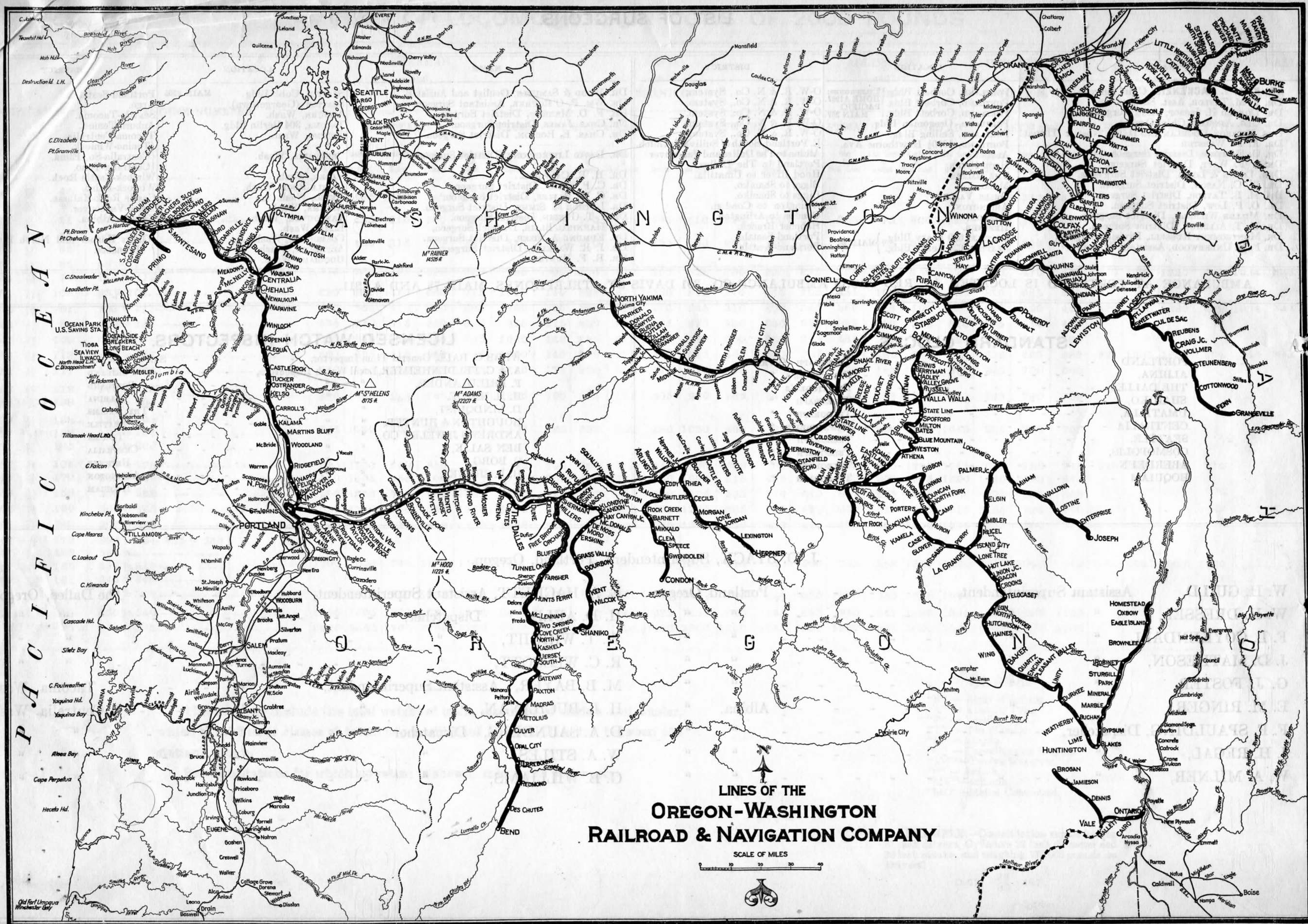
| | |
|-------------|------------------|
| PORTLAND | TELEGRAPH OFFICE |
| ALBINA, | DISPATCHER'S " |
| THE DALLES, | DISPATCHER'S " |
| SHANIKO, | TELEGRAPH " |
| UMATILLA, | TELEGRAPH " |
| CENTRALIA | DISPATCHER'S " |
| SEATTLE, | TELEGRAPH " |
| COSMOPOLIS, | TELEGRAPH " |
| ABERDEEN | TELEGRAPH " |
| 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, " | Albina, " | 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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SCALE OF MILES

