

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FIRST DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, September 28, 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.

WESTWARD.

EASTWARD.

Time Table No. 3
September 28, 1913

Second Class. First Class.

First Class. Second Class.

691 Fast Freight
51 Fast Freight Grays Harbor Line
207 Motor
41 Passenger Grays Harbor Line
203 Motor
43 Grays Harbor Owl
363 Owl
369 Oregon-Washington Express
311 Shasta Limited
361 Local

362 Local
370 Oregon-Washington Express
312 Shasta Limited
364 Owl
42 Passenger Grays Harbor Line
204 Motor
208 Motor
44 Grays Harbor Owl
52 Fast Freight Grays Harbor Line
692 Fast Freight

DISTANCE FROM SEATTLE

DISTANCE FROM PORTLAND

STATIONS

GRAYS HARBOR LINE

691	51	207	41	203	43	363	369	311	361	DISTANCE FROM SEATTLE
						PM L 11.15	AM L 11.45	AM L 11.30	AM L 7.30	0.0
PM 7.00										3.3
7.20						11.40	PM 12.10	11.55	7.55	9.5
8.53						AM 12.29	12.56	PM 12.36	8.38	35.8
										36.4
9.30						12.45	1.10	12.50	8.55	38.2
AM 1.00						2.35	2.48	2.15	10.35	87.2
	AM L 3.20		PM L 12.05		AM L 3.00					0.0
	4.05		12.35		3.33					11.8
	5.50		1.40		5.10					30.3
		PM L 5.00		AM L 9.20						31.8
	5.50	5.07	1.40	9.27	5.10					30.3
	7.15	5.40	2.15	10.00	6.00 7.00					53.6
	7.30 AM A	5.50 PM A	2.30 PM A	10.10 AM A	7.15 AM A					57.2
1.15						2.45	3.00	2.25	10.45	91.3
7.15						6.00	5.53	4.54	PM 1.27	170.9
7.30						6.10	6.00	5.00	1.35	172.8
8.00 AM A										177.8
						6.45 AM A	6.30 PM A	5.30 PM A	2.00 PM A	179.9
Daily.	Daily. Ex. Mon.	Daily. Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
13.00	4.10	.50	2.25	.50	4.15	7.30	6.45	6.00	6.30	
13.4	14.0	19.8	25.4	19.8	13.8	24.6	27.9	30.0	28.6	

STATIONS	DISTANCE FROM PORTLAND
SEATTLE	179.9
ARGO	176.6
BLACK RIVER	170.5
TACOMA JCT.	144.2
TIDEWATER	143.6
TACOMA	141.7
CENTRALIA	92.7
GRAYS HARBOR LINE	
CENTRALIA	57.2
HELSING JCT.	45.4
SOUTH MONTESANO	15.1
MONTESANO	16.6
SOUTH MONTESANO	15.1
ABERDEEN	3.6
HOQUIAM	0.0
CHEHALIS	88.6
VANCOUVER	9.0
NORTH PORTLAND JCT.	7.1
ALBINA	2.1
PORTLAND	0.0
Time over District	6.45
Average Speed per Hour	27.9

STATIONS	362	370	312	364	42	204	208	44	52	692
SEATTLE	PM 3.15	PM 8.30	PM 9.00	AM 6.15						
ARGO									AM 6.45	
BLACK RIVER	2.50	8.05	8.35	5.50					6.25	
TACOMA JCT.	1.51	7.14	7.51	5.01					5.11	
TIDEWATER										
TACOMA	1.40 PM	7.05	7.40	4.45					4.00	
CENTRALIA	11.58	5.20	6.00	2.55					12.30 AM	
GRAYS HARBOR LINE										
CENTRALIA				AM 10.20				AM 1.45	AM 1.10	
HELSING JCT.				9.44				AM 1.10		
SOUTH MONTESANO				8.38				11.55	PM 10.13	
MONTESANO					AM 11.15	PM 6.50				
SOUTH MONTESANO				8.38	11.06	6.42	11.55	10.13		
ABERDEEN				8.05	10.35	6.20	11.15 11.00	8.40		
HOQUIAM				7.50 AM L	10.25 AM L	6.10 PM L	10.45 PM L	8.15 PM L		
CHEHALIS	11.45	5.08	5.52	2.30 AM					11.55	
VANCOUVER	9.08	2.25	3.36	11.36					8.30	
NORTH PORTLAND JCT.	9.00	2.18	3.30	11.30					8.15	
ALBINA									7.30 PM L	
PORTLAND	8.30 AM L	1.45 PM L	3.00 PM L	11.00 PM L						
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.	Daily.
6.45	6.45	6.00	7.15	2.80	.50	.50	3.00	4.55	11.15	
27.9	27.9	30.0	25.0	24.7	19.8	19.8	19.0	12.6	15.6	

SECOND DISTRICT—Centralia and Seattle

WESTWARD.

Second Class		First Class.														DISTANCE FROM PORTLAND	STATIONS		STATION NUMBERS
Length of Passing Tracks in Cars	975 Way Freight Daily Ex. Mon.	691 Fast Freight Daily	363 Owl Daily	135 C. M. & St. P. 15 Daily	133 C. M. & St. P. 18 Daily	131 C. M. & St. P. 42 Daily	129 C. M. & St. P. 103 Daily	369 Oregon-Washington Express Daily	311 Shasta Limited Daily	127 C. M. & St. P. 17 Daily	125 C. M. & St. P. 16 Daily	123 C. M. & St. P. 46 Daily	361 Local Daily	121 C. M. & St. P. 101 Daily					
																		DR SEATTLE	D 179
																		DNR ARGO	D 176
																		GEORGETOWN	D 175
																		DNR BLACK RIVER	D 169
																		NOR. PAC. CROSSING	
																		KENT	D 163
																		AUBURN	D 157
																		SUMNER	D 150
																		NORTH PUYALLUP	D 148
																		TACOMA JCT.	D 144
																		TIDEWATER	D 142
																		TACOMA	D 141
																		SOUTH TACOMA	D 136
																		LAKEVIEW	D 133
																		HILLHURST	D 128
																		ROY	D 122
																		YELM	D 116
																		RAINIER	D 111
																		McINTOSH	D 106
																		TENINO	D 102
																		BUCODA	D 98
																		WABASH	D 94
																		CENTRALIA	D 91
																		87.5	
																		Time over District	
																		Average Speed per Hour	

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 Time Table Rules and Regulations of Chicago, Milwaukee & St. Paul Ry. Co.

Train movements between Tidewater and Centralia will be governed by Time Table Rules and Regulations 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.&S.L.P. Way frt.	O.-W. R. & N. Fast frt.	C.M.&S.L.P. Fast frt.			C.M.&S.L.P. Passenger	O.-W. R. & N. Motor	O.-W. R. & N. Passenger	C.M.&S.L.P. Passenger	O.-W. R. & N. Motor	Grays Harbor Owl Passenger	O.-W. R. & N. Passenger	C.M.&S.L.P. Passenger	O.-W. R. & N. Motor	C.M.&S.L.P. Passenger	O.-W. R. & N. Motor	Grays Harbor Owl Passenger	C.M.&S.L.P. Way frt.	C.M.&S.L.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 L			A M L
		3.20					12.05			3.00	0.0									1.10

Time Table No. 3
September 28, 1913

STATIONS	STATION NUMBERS
DNR CENTRALIA 1.5	D. 91

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

Time	Class	Stations	Time	Class	Stations	Time	Class	Stations	Time	Class	Stations	Time	Class	Stations	Time	Class	Stations	Time	Class	Stations			
3.30						12.10			8.07			1.5			10.06						12.50		
3.40						12.18			3.15			4.6			10.00						12.40		
A M L 9.10			A M L 4.05			P M L 7.35			f 12.35			A M L 10.55			A M A 10.30						A M A 9.30	P M A 10.30	12.15
9.20			4.15			7.40			s 12.40			s 11.00			9.44						9.20	10.20	12.05
9.40			4.30			7.51			s 12.40			s 11.00			9.40						9.20	10.20	12.05
10.16			4.30			7.51			f 12.50			f 11.10			9.40						9.20	10.20	12.05
10.28			4.42			7.59			f 12.50			f 11.10			9.40						9.20	10.20	12.05
10.41			4.55			8.08			f 1.05			f 11.27			9.44						9.20	10.20	12.05
10.57			5.02			8.12			f 1.05			f 11.27			9.44						9.20	10.20	12.05
11.03			5.08			8.17			s 1.13			s 11.34			9.44						9.20	10.20	12.05
11.10			5.15			8.21			f 1.18			f 11.37			9.44						9.20	10.20	12.05
11.24			5.30			8.28			f 1.23			f 11.42			9.44						9.20	10.20	12.05
11.42			5.50			8.42			P M L 8.57			P M L 11.55			9.44						9.20	10.20	12.05
12.10			5.50			8.57			P M L 8.57			P M L 11.55			9.44						9.20	10.20	12.05
12.30			5.55			9.00			f 5.10			f 1.43			9.44						9.20	10.20	12.05
12.45			6.10			9.05			f 5.18			f 1.50			9.44						9.20	10.20	12.05
1.10			6.30			9.13			s 5.30			s 2.04			9.44						9.20	10.20	12.05
1.20			6.55			9.19			s 5.35			s 2.10			9.44						9.20	10.20	12.05
1.30			7.05			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
1.40			7.15			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.40			s 2.15			9.44						9.20	10.20	12.05
6.00			6.20			9.25			s 5.4														

FIRST DISTRICT—Sherman and Bend.

WESTWARD.			DISTANCE FROM SHERMAN	EASTWARD.		
Second Class	First Class			First Class	Second Class	
81 Local Freight Tuesdays Thursdays Saturdays	35 Bend The Dalles Passenger Daily			36 The Dalles Bend Passenger Daily	82 Local Freight Mondays Wednesdays Fridays	
AM L 12.05	AM L 7.25	147.4	DNR BEND	PM A 7.45	PM A 10.30	AC147
2700 WY		140.0	7.4 DES CHUTES			AC140
2630 W	Via Joint Track See Note Below	130.9	9.1 DN REDMOND			AC131
2800	Via Joint Track See Note Below	125.4	5.5 TERREBONNE			AC125
2700 WY	Via Joint Track See Note Below	117.9	7.5 OPAL CITY			AC118
2680	Via Joint Track See Note Below	110.8	7.1 CULVER			AC111
WFYT	AM L 7.00	106.1	4.7 DNR METOLIUS	PM A 6.00	PM A 5.30	AC106
2680 WY	7.30	101.0	5.1 D MADRAS	s 5.45	4.50	AC101
2480	7.50	95.3	5.7 PAXTON	t 5.25	4.15	AC 95
1900 W	8.10	89.9	5.4 D GATEWAY	s 5.10	3.45	AC 90
1280 WF	8.35	81.6	8.3 DR SOUTH JUNCTION	s 4.45	3.10	AC 82
2800 W	Via Joint Track See Note Below	79.8	1.8 JERSEY			AC 80
2700	Via Joint Track See Note Below	76.1	3.7 KASKELA			AC 76
	9.35	71.3	4.8 DR NORTH JUNCTION	s 4.20	2.25	AC 71
1100 Y	9.40	70.2	1.1 COVE CREEK	t 4.16	2.15	AC 70
1180	9.58	67.3	2.9 TWO SPRINGS	t 4.10	2.00	AC 67
	10.39	59.2	8.1 McLENNAN'S	t 3.50	1.30	AC 59
1150	11.10	51.3	7.9 D HUNTS FERRY	s 3.30	1.05	AC 51
1290 W	11.40	42.1	9.2 FARGHER	t 3.05	12.35 PM	AC 42
1200 W	PM 12.15	31.8	10.3 TUNNEL ONE	t 2.38	11.47	AC 32
1180	12.55	26.2	5.6 BLUFFS	t 2.25	11.10	AC 26
2650 W	1.25	14.4	11.8 ORCHARD	t 2.05	10.30	AC 14
	1.55	9.9	4.5 FREE BRIDGE	t 1.55	10.10	AC 10
WYF	2.30 PM A	0.0	9.9 DR SHERMAN	1.30 PM L	9.30 AM L	A 106
	Tuesdays Thursdays Saturdays	Daily	147.4	Daily.	Mondays Wednesdays Fridays	
	14.25	5.40	Time over District	6.45	13.00	
	10.1	25.4	Average Speed per Hour	21.8	11.8	

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.

FIRST DISTRICT—Biggs and Shaniko.

WESTWARD.			DISTANCE FROM BIGGS	EASTWARD.		
First Class				First Class		
21 Mixed Daily				22 Mixed Daily		
AM L 7.30	70.0	DR SHANIKO	AD70	PM A 6.00		
t 8.00	57.3	12.7 WILCOX	AD57	t 5.10		
s 8.15	52.5	4.8 KENT	AD53	s 4.55		
t 8.30	45.8	6.7 BOURBON	AD46	t 4.25		
s 8.55	38.5	7.8 D GRASS VALLEY	AD39	s 4.05		
t 9.20	30.4	8.1 ERSKINE	AD30	t 3.40		
s 9.30	27.0	8.4 D MORO	AD27	s 3.15		
t 9.45	23.9	8.1 DE MOSS	AD24	t 3.00		
t 10.00	19.9	4.0 McDONALD	AD20	t 2.45		
10.05	19.2	0.7 HAY CANYON JCT.	AD19	2.42		
t 10.20	16.1	8.1 SANDON	AD16	t 2.32		
t 10.30	14.1	2.0 KLONDYKE	AD14	t 2.25		
s 10.45	9.8	4.8 D WASCO	AD10	s 2.10		
t 10.55	7.0	2.8 SINK	AD 7	t 2.00		
t 11.00	5.4	1.6 GIBSON	AD 5	t 1.55		
11.35 AM A	.0	5.4 DR BIGGS	A108	1.35 PM L		
Daily		70.0	Daily.			

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.			DISTANCES FROM ARLINGTON.	EASTWARD.		
First Class.				First Class.		
13 Mixed Daily				14 Mixed Daily		
AM L 9.00	45.0	DR CONDON	AE 45	PM A 4.35		
t 9.20	36.8	8.2 GWENDOLEN	AE 37	t 3.45		
t 9.30	32.9	8.9 SPEECE	AE 33	t 3.30		
s 9.45	29.1	3.8 OLEM	AE 29	s 3.15		
s 10.05	24.8	4.3 MIKKALO	AE 25	s 2.55		
t 10.20	20.2	4.6 BARNETT	AE 20	t 2.35		
s 10.40	16.5	3.7 ROCK CREEK	AE 17	s 2.20		
t 11.05	7.8	8.7 SHUTLER'S	AE 8	t 1.50		
t 11.25	2.5	5.8 EDDY	AE 3	t 1.35		
11.40 AM A	0.0	2.5 DNR ARLINGTON	A142	1.20 PM L		
Daily		45.0	Daily			

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.

Table for First District—Peninsula Jct. and Troutdale. Includes columns for Second Class, First Class, Time Table No. 3, STATIONS, and STATION NUMBERS. Trains listed include 2700, 8200, 8200, 8460, and 1415 Y.

SECOND DISTRICT—North River Junction and Primo

WESTWARD.

EASTWARD.

Table for Second District—North River Junction and Primo. Includes columns for Second Class, Time Table No. 3, STATIONS, and STATION NUMBERS. Trains listed include 30 and 65.

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.

EASTWARD.

Table for Second District—Centralia and Tono. Includes columns for Second Class, Time Table No. 3, STATIONS, and STATION NUMBERS. Trains listed include 20 WFOF and 40.

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

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.

Table for First District—Heppner Jct. and Heppner. Includes columns for First Class, Time Table No. 3, STATIONS, and STATION NUMBERS. Trains listed include 4086 WTF, 1021, 2897 W, 1082, 681 W, 987, 1258 T, and DR HEPPNER JCT.

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.

Table for Second District—Montesano and South Montesano. Includes columns for Second Class, First Class, Time Table No. 3, STATIONS, and STATION NUMBERS. Trains listed include 12 P and 65 YP.

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

No clearance will be issued at Montesano or South Montesano for Montesano branch trains. 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 and Hood River. Unnecessary to whistle for train order signal at these stations. Trains will not whistle for train order signal at Aberdeen, Cosmopolis and Independence but will be governed by position of 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. Westward trains will not exceed a speed of 15 miles per hour 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; 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.
- 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.

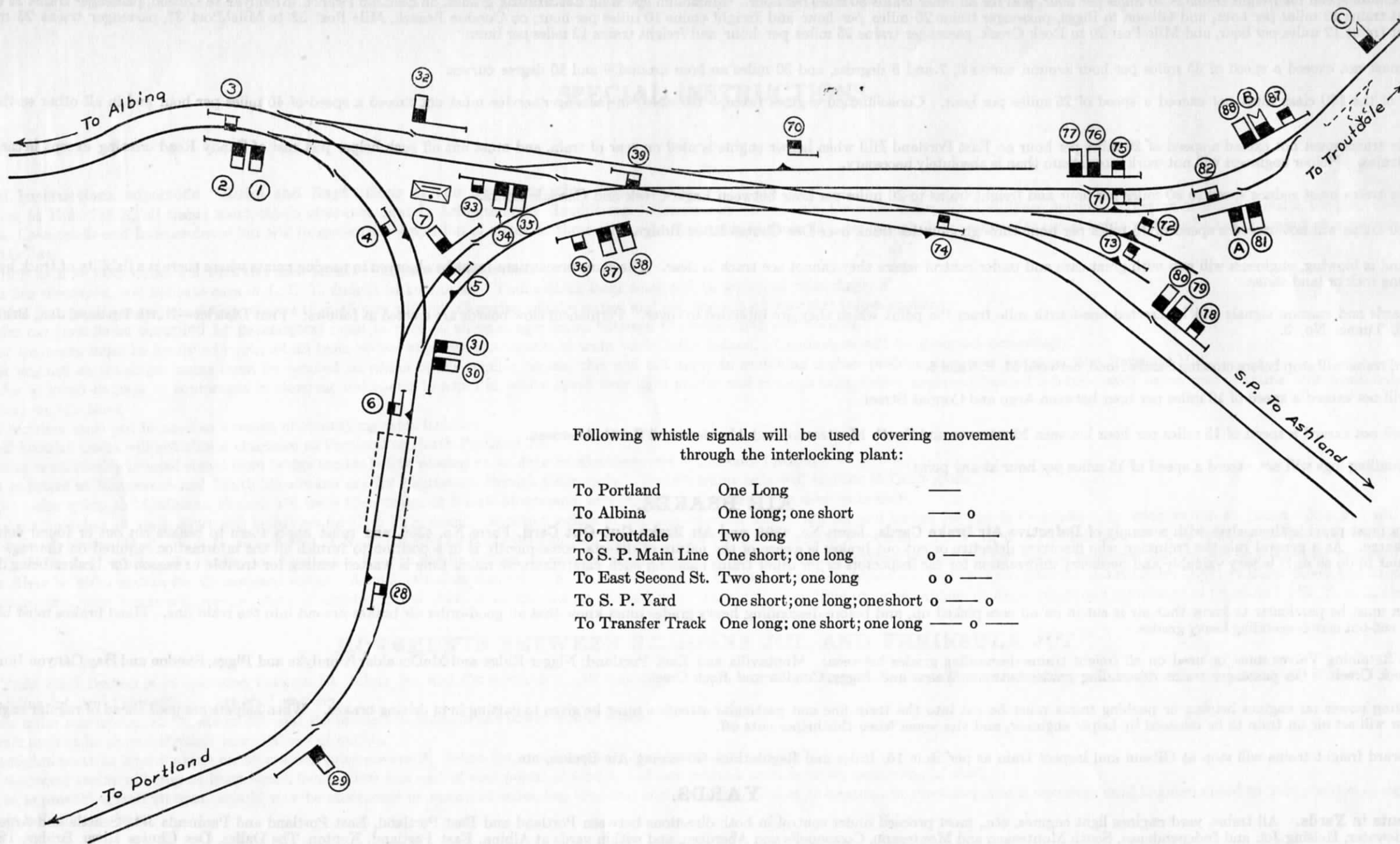
Yard limits extend from Tacoma Junction to Northern Pacific crossing at Tidewater.

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; oneshort	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.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND, Corbett Bldg. } TELEPHONES: HOME A1267	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. } PACIFIC	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. } MAIN 267.	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	DR. H. R. CAMPBELL.	VADER, Wash.	Centralia-So. Elma.
DR. J. F. WATT, District Surgeon.	HOOD RIVER.	Portland to The Dalles.	DR. C. P. FRYER, District Surgeon.	CASTLE ROCK, Wash.	Centralia-Tono.
DRS. LOGAN & LOWE, District Surgeons.	THE DALLES.	Hood River to Umatilla.	DR. C. W. BAYLES, District Surgeon.	KELSO, Wash.	Winlock-Castle Rock.
DR. B. FERRELL, District Surgeon.	BEND, Ore.	Bend Branch.	DR. LUTHER M. SIMMS, District Surgeon.	KALAMA, Wash.	Castle Rock-Kalama.
DR. W. C. NASON, District Surgeon.	MORO.	Biggs to Shaniko.	DR. J. T. GUERIN, District Surgeon.	VANCOUVER, Wash.	Kelso-Vancouver.
DR. M. B. TAYLOR, District Surgeon.	GRASS VALLEY.	Biggs to Shaniko.	DR. HANNIBAL BLAIR, District Surgeon.	ELMA, Wash.	Kalama-Albina.
DR. O. P. LOW, District Surgeon.	ARLINGTON.	Arlington to Condon.	DR. EDMUND A. SIZER, District Surgeon.	COSMOPOLIS, Wash.	} Grays Harbor and North River Branches.
DR. MILLER WILHELM, District Surgeon.	CONDON.	Condon to Arlington.	DR. I. R. WATKINS, District Surgeon.	ABERDEEN, Wash.	
DR. H. T. ALLISTON, District Surgeon.	HEPPNER.	Heppner Branch.	DR. R. F. HUNTER.	HOQUIAM, Wash.	
DR. MONTGOMERY RUSSELL, Division Surgeon.	SEATTLE, 620 Leary Bldg. } MAIN 90	Portland-Seattle.	DR. J. H. FITZ.	MONTESANO, Wash.	
DR. F. R. UNDERWOOD, Assistant Surgeon.	SEATTLE, 620 Leary Bldg. }	Portland-Seattle.			

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

STANDARD CLOCKS.

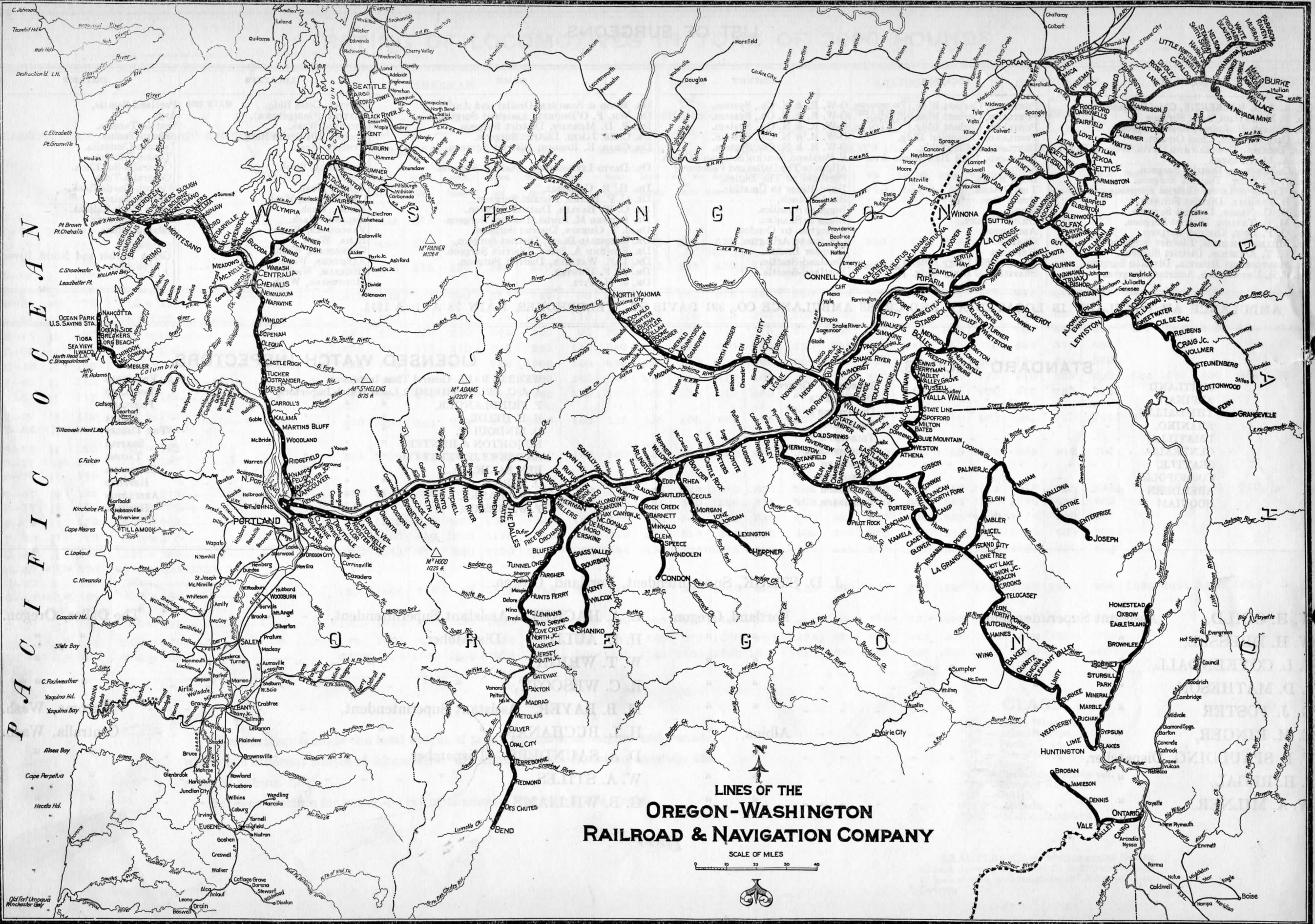
LOCATION	TELEGRAPH OFFICE
PORTLAND	DISPATCHER'S "
ALBINA,	DISPATCHER'S "
THE DALLES,	DISPATCHER'S "
SHANIKO,	TELEGRAPH "
UMATILLA,	TELEGRAPH "
CENTRALIA	DISPATCHER'S "
SEATTLE,	TELEGRAPH "
COSMOPOLIS,	TELEGRAPH "
ABERDEEN	TELEGRAPH "
HOQUIAM	TELEGRAPH "

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

