

# OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



**FIRST DIVISION**

## EMPLOYEES' TIME TABLE

**To Take Effect Sunday, April 18, 1915**

**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-Portland

WESTWARD.							DISTANCE FROM PORTLAND	Time Table No. 17 April 18, 1915.	STATIONS	EASTWARD.							
Second Class			First Class							First Class			Second Class				
			255	17	1	19				11	5	6	2	18	12	4	256
			Fast Freight	Ore. & Wash. Limited	Portland Local	Portland & Puget Sound Express	Spokane, Portland Passenger	Fast Mail	Salt Lake Express	Pendleton Local	Ore. & Wash. Limited	Spokane, Portland Passenger	Portland & Puget Sound Express	Fast Freight			
			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.			
			AM 5.10	AM 4.50		PM 7.35		PM 6.15	398.8	HUNTINGTON	0.0	PM 3.45		AM 12.35		AM 9.55	PM 1.30
			PM 3.30	9.00		AM 12.05		9.40	299.4	LA GRANDE	99.4	11.35		8.30		5.45	3.45 AM
			11.00	11.55	AM 8.35	3.15		AM 12.10	225.1	PENDLETON	173.7	7.30	PM 5.00	5.15		2.35	6.00
			AM 3.00	PM 1.20	10.15	5.15	AM 2.20	1.40	183.3	UMATILLA	215.5	5.45	3.15 PM	3.50	PM 11.50	1.05 AM	2.15 PM
			11.00	4.10	PM 2.00	8.45	5.00	4.20	84.4	THE DALLES	314.4	2.40	11.25	12.45 PM	9.00	10.05	4.00 AM
				7.00 PM	5.30 PM	12.15 PM	7.45 AM	7.00 AM	0.0	PORTLAND	398.8	12.01 AM	7.50 AM	10.00 AM	6.30 PM	7.00 PM	
			6.20 PM							ALBINA							10.00 PM
			87.10	14.10	8.55	16.40	5.25	12.45		Through Time		15.45	9.10	14.35	5.20	14.55	39.30

Figures shown on this page for information only.



FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.											EASTWARD.																									
Length of passing tracks in feet.	Second Class.					First Class.					DISTANCES FROM PORTLAND	First Class.						Second Class.																		
	23		255		35		17		1			19		11		5		6		2		18		12		4		36		256		24				
	Way Freight	Fast Freight	Way Freight	Fast Freight	Bend The Dalles Passenger	Oregon and Washington Limited	Portland Local	Portland and Puget Sound Express	Spokane Portland Passenger	Fast Mail		Salt Lake Express	Pendleton Local	Oregon and Washington Limited	Portland Spokane Passenger	Portland and Puget Sound Express	The Dalles Bend Passenger	Eastern Fast Freight	Way Freight	Salt Lake Express	Pendleton Local	Oregon and Washington Limited	Portland Spokane Passenger	Portland and Puget Sound Express	The Dalles Bend Passenger	Eastern Fast Freight	Way Freight	Salt Lake Express	Pendleton Local	Oregon and Washington Limited	Portland Spokane Passenger	Portland and Puget Sound Express	The Dalles Bend Passenger	Eastern Fast Freight	Way Freight	
WFTY	AM L	AM L	PM L	AM L	AM L	AM L	AM L	AM L	AM L	183.3	DNR UMATILLA	A 183	AM A	PM A	PM A	PM A	AM A	AM A	AM A	PM A	PM A	PM A	AM A	AM A	PM A	PM A	AM A	AM A	PM A	PM A	AM A	AM A				
8110	7.00	3.00	1.20	10.15	5.15	2.20	1.40	183.3	DNR UMATILLA	A 183	5.40	3.10	3.45	11.45	1.00	AM A	11.00	PM A	2.30																	
3200	7.20	3.15	1.26	10.21	5.30	2.25	1.45	179.1	4.2 BAILEY	A 179	5.30	3.00	3.35	11.35	12.50		10.21	2.00																		
8200	7.40	3.30	1.32	10.27	5.37	2.31	1.51	175.9	3.2 D IRRIGON	A 176	5.22	2.53	3.28	11.29	12.43		10.00	1.32																		
8200	8.00	3.45	1.38	10.34	5.45	2.37	1.57	172.2	3.7 JUDSON	A 172	5.15	2.45	3.21	11.22	12.37		9.40	1.05																		
8200 W	8.30	4.05	1.47	10.44	5.54	2.46	2.06	166.7	5.5 COYOTE	A 167	5.06	2.35	3.12	11.14	12.28		9.15	12.40																		
8118 P	8.55	4.25	1.55	10.52	6.03	2.52	2.12	162.2	4.5 PETERS	A 162	4.59	2.28	3.04	11.07	12.22		8.55	12.25																		
8260 P	9.15	4.51	2.01	10.59	6.09	2.58	2.20	158.4	8.8 CASTLE ROCK	A 158	4.51	2.20	2.58	11.00	12.15		8.40	12.10 PM																		
8110 P	9.45	5.15	2.10	11.09	6.20	3.07	2.29	152.6	5.8 BOULDER	A 153	4.44	2.10	2.48	10.50	12.05 AM		8.15	11.50																		
TP	10.05	5.30	2.18	11.16	6.26	3.13	2.35	148.5	4.1 D HEPNER JCT.	A 149	4.37	1.55	2.41	10.43	11.59		8.00	11.30																		
8048 WP	10.15	5.35	2.21	11.19	6.29	3.16	2.38	147.0	1.5 WILLOWS	A 147	4.34	1.42	2.38	10.40	11.56		7.52	11.19																		
8015 P	10.35	5.50	2.30	11.27	6.37	3.23	2.45	142.6	4.4 SILICA	A 143	4.27	1.30	2.30	10.33	11.48		7.35	10.35																		
7200 TFWP	11.00	6.05	2.37	11.35	6.45	3.30	2.52	138.0	4.6 DN ARLINGTON	A 138	4.19	1.22	2.14	10.25	11.38		7.15	10.15																		
8208 P	11.20	6.20	2.45	11.43	6.56	3.36	2.58	134.3	3.7 GILMORE	A 134	4.13	1.14	2.08	10.19	11.32		6.56	9.55																		
4946 WP	11.52	6.40	2.52	11.52	7.06	3.43	3.05	129.8	4.5 BLALOCK	A 130	4.06	1.06	2.01	10.12	11.24		6.40	9.30																		
8745 P	PM 12.10	7.00	2.58	PM 12.01	7.15	3.50	3.12	125.8	4.0 RAMSAY	A 126	4.00	12.59	1.54	10.06	11.17		6.24	9.10																		
8217 P	12.20	7.20	3.01	12.05	7.20	3.54	3.15	123.4	2.4 D QUINTON	A 123	3.54	12.55	1.50	10.03	11.13		6.15	9.00																		
8000 P	12.47	7.40	3.08	12.12	7.28	4.01	3.23	119.1	4.3 SQUALLY HOOK	A 119	3.42	12.47	1.43	9.56	11.05		6.00	8.40																		
8500 P	1.15	7.55	3.14	12.20	7.37	4.08	3.30	115.3	3.8 GOFF	A 115	3.30	12.40	1.37	9.50	10.58		5.45	8.20																		
2775 WP	1.32	8.05	3.18	12.25	7.42	4.12	3.34	112.3	3.0 DAY	A 112	3.18	12.36	1.32	9.46	10.54		5.36	8.05																		
8000 P	1.55	8.15	3.22	12.30	7.46	4.16	3.38	109.6	2.7 RUFUS	A 110	3.15	12.30	1.28	9.43	10.49		5.30	7.46																		
2720 P	2.10	8.25	3.26	12.35	7.52	4.20	3.42	107.0	2.6 GRANT	A 107	3.11	12.18	1.24	9.39	10.45		5.20	7.25																		
6954 Y	2.25	8.35	3.30	12.40	7.58	4.24	3.46	104.1	2.9 DN BIGGS	A 104	3.07	12.06	1.20	9.35	10.40		5.10	7.10																		
950 WYP	2.35	8.45	PM 1.00	3.34	12.45	8.03	4.28	102.0	2.1 D SHERMAN	A 102	3.04	12.01 PM	1.16	9.32	10.37	PM A 1.30	5.05	7.00																		
2750	2.40	8.50	1.03	3.36	12.48	8.06	4.30	100.5	1.5 MILLER	A 101	3.02	11.57	1.14	9.30	10.34	1.26	5.00	6.55																		
2625	3.00	9.05	1.11	3.42	12.58	8.15	4.36	96.6	3.9 CELILO	A 97	2.57	11.50	1.08	9.23	10.28	1.18	4.45	6.30																		
8678	3.25	9.25	1.19	3.50	1.10	8.25	4.43	91.9	4.7 DUNE	A 92	2.52	11.40	1.00	9.15	10.20	1.09	4.25	6.10																		
WFTOP	4.00 PM A	10.00 AM A	1.35 PM A	4.05 PM A	1.30 PM A	8.40 AM A	5.00 AM A	4.20 AM A	7.5 DNR THE DALLES	A 84	2.40 AM L	11.25 AM L	12.45 PM L	9.00 PM L	10.05 PM L	12.55 PM L	4.00 AM L	5.30 AM L																		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	98.9		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	9.00	7.00	.35	2.45	3.15	3.25	2.40	2.40	Time over District		8.00	3.45	3.00	2.45	2.55	.35	7.00	9.00																		
	11.0	14.0	33.0	35.9	30.4	29.0	35.2	35.2	Average Speed per Hour		33.0	26.2	33.0	35.9	34.1	33.0	14.0	11.0																		

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 Seufert, Big Eddy and Dillon.
- Train 4 will stop on flag at Big Eddy and Dillon.
- Train 11 will stop at any station to let off passengers from Third and Fourth Divisions.
- Train 19 will stop at any station to let off passengers from Third and Fourth Divisions and East of Pendleton.
- Train 18 will stop at any point between Biggs and Pendleton to let off passengers from Bend Branch.
- Train 35 will stop on flag at Celilo to let off passengers from Bend Branch.
- Train 17 will stop at any station to let off passengers from Cheyenne, Denver or East.

LOCATION OF COMMERCIAL SPURS

Seufert.....M. P. 87.9  
 Tumwater..... " 96.1

**WESTWARD.**

**EASTWARD.**

Length of passing tracks in clear	Second Class							First Class							DISTANCES FROM PORTLAND.
	255		23		17		1		19		11		5		
	Fast Freight	Way Freight	Fast Freight	Way Freight	Oregon and Washington Limited	Portland Local	Portland and Puget Sound Express	Spokane Portland Passenger	Fast Mail						
WTOPF	AM L	AM L	PM L	PM L	AM L	AM L	AM L	AM L	AM L	AM L	AM L	AM L	AM L	AM L	
P	11.00	6.00	4.10	2.00	8.45	5.00	4.20	84.4							
3850 P	11.14	6.15	4.15	2.06	8.51	5.05	4.25	81.6							
1950 WP	11.40	7.00	4.26	2.15	9.03	5.15	4.36	76.0							
3020 WP	PM 12.12	7.45	4.40	2.30	9.20	5.28	4.49	69.2							
4040 P	12.45	8.25	4.50	2.45	9.35	5.40	5.00	63.2							
8255 P	1.10	8.55	5.00	2.57	9.46	5.50	5.07	58.7							
1885 P	1.15	9.03	5.02	3.00	9.50	5.52	5.09	57.5							
3190 P	1.24	9.15	5.06	3.06	9.55	5.56	5.13	55.3							
2980 TWP	1.33	9.30	5.11	3.12	10.02	6.00	5.17	52.9							
2784 P	1.45	9.54	5.17	3.22	10.08	6.06	5.23	49.7							
3203 P	1.55	10.30	5.22	3.30	10.15	6.11	5.28	46.8							
6783 WP	2.10	10.50	5.31	3.40	10.25	6.18	5.36	42.9							
3315 P	2.25	11.11	5.40	3.50	10.38	6.28	5.46	38.7							
3108 P	2.45	11.55	5.49	4.02	10.51	6.36	5.54	34.1							
3470 OWP	2.55	PM 12.10	5.54	4.08	11.00	6.40	5.58	31.4							
3210 P	3.15	12.35	6.03	4.19	11.12	6.49	6.06	26.3							
3050 P	3.30	12.55	6.09	4.30	11.23	6.56	6.13	22.4							
5875 WP	3.45	1.10	6.16	4.40	11.31	7.02	6.18	19.1							
2700 P	4.00	1.30	6.22	4.48	11.37	7.08	6.24	15.6							
2720 P	6.20	3.15	6.26	4.54	11.42	7.12	6.28	13.2							
2125 P	Via Kenton See Page 10	Via Kenton See Page 10	6.36	5.06	11.52	7.22	6.37	7.7							
IP	6.45	5.15	11.59	7.30	6.45	4.4									
P	6.57	5.27	12.12	7.42	6.57	0.6									
WOTFYP	7.00	5.30	12.15	7.45	7.00	0.0									
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	1.6							
	7.20	9.15	2.50	8.30	3.30	2.45	2.40								
	12.0	9.0	30.0	24.2	24.2	30.7	31.7								

**Time Table No. 17**

April 18, 1915

**STATIONS**

DNR THE DALLES	2.8	Double Track
CRATES	5.6	
ROWENA	6.8	
MOSIER	6.0	
HOOD RIVER	4.5	
MENOMINEE	1.2	
SONNY	2.2	
VIENTO	2.4	
LINDSEY	3.2	
WYETH	2.9	
HERMAN	3.9	
CASCADE LOCKS	4.2	
BONNEVILLE	4.6	
DODSON	2.7	
ONEONTA	5.1	
BRIDAL VEIL	3.9	
ROOSTER ROCK	3.3	
TAYLOR	3.5	
TROUTDALE	2.4	
FAIRVIEW	5.5	
CLARNIE	3.3	
GRAHAM	3.8	
EAST PORTLAND	0.6	Double Track
PORTLAND	1.6	
ALBINA		
84.4		
Time over District		
Average Speed per Hour		

STATION NUMBERS.	First Class							Second Class						
	6		2		18		12		4		24		256	
	Salt Lake Express	Pendleton Local	Oregon and Washington Limited	Portland Spokane Passenger	Portland Puget Sound Express	Way Freight	Eastern Fast Freight							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
A 84	AM 2.35	AM 11.20	PM 12.40	PM 9.00	PM 10.00	PM 4.00	AM 3.30							
A 82	2.29	11.12	12.34	8.54	9.53	3.50	3.15							
A 76	2.18	11.00	12.24	8.45	9.43	3.25	2.50							
A 69	2.05	10.45	12.12	8.32	9.30	2.30	2.20							
A 63	1.51	10.30	11.58	8.20	9.15	2.00	1.51							
A 59	1.43	10.18	11.49	8.12	9.05	1.25	1.20							
A 58	1.41	10.14	11.46	8.10	9.02	1.15	1.16							
A 55	1.37	10.09	11.42	8.06	8.58	1.05	1.10							
A 53	1.33	10.02	11.38	8.01	8.54	12.50	1.04							
A 50	1.27	9.54	11.32	7.55	8.48	12.30	12.55							
A 47	1.22	9.45	11.27	7.50	8.43	12.15	12.45							
A 43	1.15	9.35	11.19	7.43	8.35	11.50	12.30							
A 39	1.06	9.25	11.11	7.35	8.25	11.11	12.10							
A 34	12.59	9.11	11.04	7.29	8.12	10.10	11.52							
A 31	12.55	9.06	11.00	7.25	8.07	10.00	11.45							
A 26	12.48	8.54	10.51	7.19	7.56	9.35	11.30							
A 22	12.42	8.43	10.45	7.14	7.48	9.20	11.20							
A 19	12.37	8.34	10.40	7.09	7.42	9.05	11.10							
A 16	12.32	8.26	10.34	7.04	7.35	8.45	11.00							
A 13	12.28	8.20	10.30	7.00	7.30									
A 8	12.21	8.12	10.22	6.53	7.22									
A 4	12.15	8.05	10.15	6.45	7.15									
A 1	12.03	7.53	10.03	6.33	7.03									
A 0	12.01	7.50	10.00	6.30	7.00									
AA 2						7.00	10.00							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
	2.84	3.30	2.40	2.30	3.00	9.00	5.30							
	32.9	24.2	31.7	33.8	28.1	9.4	15.0							

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

- Trains 4 and 19 will stop at Corbett and Latourelle.
- Trains 4 and 19 will stop on flag at Warrendale.
- Train 19 will stop on flag at Crusher.
- Trains 1 and 2 will stop at Corbett.
- Trains 1 and 2 will stop on flag at Montavilla, Crusher, Latourelle, Multnomah Falls, Warrendale and Ruthton.
- Train 11 will stop at any station to let off passengers from Third and Fourth Divisions.
- Train 19 will stop at any station to let off passengers from Third and Fourth Divisions and East of Pendleton.
- Train 17 will stop at any station to let off passengers from Cheyenne, Denver or East.

LOCATION OF COMMERCIAL SPURS.

Montavilla	M. P.	5.4
Corbett	"	20.4
Crusher	"	21.4
Latourelle	"	23.9
Multnomah Falls	"	29.6
Warrendale	"	35.8
Ruthton	"	59.9



**FIRST DISTRICT—Portland and North Portland Jct.  
SECOND DISTRICT—Tidewater and Seattle**

**EASTWARD.**

DISTANCE FROM PORTLAND	STATIONS	STATION NUMBERS.	First Class.																Second Class.				Length of passing tracks in cars and location of water, fuel and turning stations.		
			120	124	562	128	134	132	512	564											692	978		24	256
			C. M. & St. P. 16	C. M. & St. P. 17	Local	C. M. & St. P. 18	C. M. & St. P. 118	C. M. & St. P. 15	Shasta Limited	Owl	Fast Freight	Way Freight	Way Freight	Fast Freight											
Time Table No. 17 April, 18, 1915			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						
183.4	DR SEATTLE	D 183	AM 10.00	AM 10.25	PM 3.15	PM 7.15	PM 7.25	PM 8.00	PM 8.10	AM 6.15									PL						
180.1	DNR ARGO	D 180	AM 9.48	AM 10.13	PM 3.03	PM 7.01	PM 7.11	PM 7.48	PM 7.58	AM 6.03									IWFTYP						
179.6	GEORGETOWN	D 179			PM 3.02				PM 7.57	AM 6.02															
173.0	DNR BLACK RIVER	D 174			PM 2.50				PM 7.45	AM 5.50									IP 30						

**BETWEEN TACOMA JUNCTION AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY. CO.**

147.6	TACOMA JCT.	D 147	PM 1.51					PM 6.55	AM 5.01									AM 5.11
146.5	TIDEWATER	D 146	PM 1.45					PM 6.50	AM 4.52									AM 4.50

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

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

6.8	NORTH PORTLAND JCT.	D 7	AM 8.50					PM 2.30	PM 11.20									PM 8.15	AM 3.55			P
5.6	PENINSULA JCT.	AA 6	AM 8.47					PM 2.27	PM 11.17									AM 7.25	AM 3.35	PM 10.15		P
4.1	ST. JOHNS JCT.	AA 4	AM 8.43					PM 2.22	PM 11.13									AM 7.15	AM 3.20	PM 10.10		P
1.6	DNR ALBINA	AA 2	AM 8.35					PM 2.15	PM 11.05									PM 7.30	AM 3.00	AM 7.00	PM 10.00	P
0.6	EAST PORTLAND	A 1																				IP
0.0	PORTLAND	A 0	AM 8.30					PM 2.10	PM 11.00													
	183.4		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.								Daily.	Daily Ex. Sun.	Daily.	Daily.	
	Time over District		.12	.12	6.45	.14	.14	.12	6.00	7.15								11.15	.55	.25	.15	
	Average Speed per Hour		16.5	16.5	27.1	14.1	14.1	16.5	30.5	25.3								16.0	5.7	9.0	16.0	

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

SECOND DISTRICT—Centralia and Hoquiam.

WESTWARD.

EASTWARD.

Length of passing tracks in Cars	Second Class.				First Class.				DISTANCE FROM CENTRALIA	Time Table No. 17 April 18, 1915	STATION NUMBERS	First Class.				Second Class.				
	51		161		115		43					118		44		52		162		
	MIXED		C.M.&S.P. Fast Frt.		C.M.&S.P. Passenger		Grays Harbor Owl					C.M.&S.P. Passenger		Grays Harbor Owl		MIXED		C.M.&S.P. Fast Frt.		
	Daily. Ex. Sun.		Daily.		Daily.		Daily.					Daily.		Daily.		Daily. Ex. Sun.		Daily.		
WFYOTP	P M L 2.10						A M L 3.00		0.0	DNR	CENTRALIA 1.5	D. 91	A M A 2.00				P M A 12.35			

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

PI	P M L					A M L					DA	A M A					P M A			
25	P	2.25								3.07	1.5							12.05		
	P	2.40								3.15	4.6							11.55		
	P	3.15	A M L							3.33	11.8							11.25	P M A	9.30
60	WP	3.45	2.50							11.13	13.3							11.13		9.20
25	P	4.05	3.06							11.27	17.9							10.45		9.05
60	P	4.20	3.20							11.34	21.8							10.30		8.50
60	P	4.40	3.35							11.43	26.1							10.10		8.35
		4.50	3.42							11.47	28.4							10.00		8.30
52	P	5.00	3.50							11.51	30.5							9.50		8.25
	WP	5.10	3.55							11.55	32.1							9.40		8.15
48	P	5.30	4.06							12.03	35.9							9.25		8.00
60	P	6.00	4.30							12.16 12.31	42.1							9.05 8.20		7.30
84	P	6.05	4.35							12.34	43.5							8.15		7.20
35	P	6.25	4.45							12.42	46.6							8.05		7.05
											49.7									
45	WFYOP	6.45	5.00							12.51	50.9							7.50		6.45
	P	6.55	5.10							12.55	52.8							7.30		6.30
	P	7.10	5.15 5.40							1.00 6.00 7.00	53.6							7.20		6.25

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

	P M A	A M A				P M A	A M A				DA	P M L	P M L				A M L	P M L
	7.30	6.00				1.15	7.15	57.2	DNR	HOQUIAM	DA 57	1.45	10.30				7.00	6.00
	Daily Ex. Sun.	Daily.				Daily.	Daily.					Daily.	Daily.				Daily. Ex. Sun.	Daily.
	5.20	3.17				2.07	4.15					2.05	3.30				5.35	3.30
	10.7	13.8				21.4	13.4					21.8	16.3				10.2	13.0

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: Callow: Hall.  
Trains westward from Blakeslee Junction will procure clearance card from Dispatcher at Centralia.  
Nos. 51 and 52 will stop on flag for passengers at Western Spur, Meadows, Callow, and Hall.

LOCATION OF COMMERCIAL SPURS

Meadows.....	MP.	7.0
Jay.....	"	8.0
Ninemire.....	"	11.9 (Exclusive C. M. & St. P. track.)
Killmer.....	"	14.5 (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.**

**EASTWARD.**

Length of passing tracks in to clear.	First Class		DISTANCE FROM SHERMAN	STATION NUMBERS	Second Class	
	81 Local Freight	35 Bend The Dalles Passenger			36 The Dalles Bend Passenger	82 Local Freight
	Tuesdays Thursdays Saturdays	Daily			Daily	Sundays Wednesdays Fridays
	A M L	A M L			P M A	P M A
2700 WY	12.05	7.25	147.4	DNR BEND	7.45	10.45
2700			140.0	7.4 DES CHUTES		
2630 W			130.9	9.1 DN REDMOND		
2800			125.4	5.5 TERREBONNE		
2700 WY			117.9	7.5 OPAL CITY		
2600			110.8	7.1 CULVER		
2600 WY	7.00	8.52	106.1	4.7 DNR METOLIUS	6.00	4.30
2600 W	7.15	9.02	101.1	5.0 D MADRAS	5.45	3.45
2400	7.30	9.14	95.4	5.7 PAXTON	5.25	3.00
1900 W	7.45	9.30	89.9	5.5 D GATEWAY	5.10	2.40
1290 WF	8.15	9.52	81.8	8.1 SOUTH JUNCTION	4.45	2.00
2800 W			79.9	1.9 JERSEY		
2700			76.1	3.9 KASKELA		
	8.50	10.16	71.3	4.7 NORTH JUNCTION	4.20	1.15
1100 Y	8.55	10.19	70.2	1.1 COVE CREEK	4.16	1.10
1100	9.07	10.25	67.3	2.9 TWO SPRINGS	4.10	12.55
	9.35	10.43	59.2	8.1 McLENNON	3.50	12.30
1100	10.00	11.00	51.3	7.9 D MAUPIN	3.30	12.05 P M
1290 W	10.30	11.20	42.2	9.1 FARGHER	3.05	11.20
1200 W	11.00	11.48	31.8	10.4 TUNNEL ONE	2.38	10.34
1100	11.20	12.01	26.2	5.6 BLUFFS	2.25	10.18
2600 W	11.55	12.27	14.4	11.8 ORCHARD	2.05	9.43
	12.10	12.36	9.9	4.5 FREE BRIDGE	1.57	9.30
12.55	1.00	0.0		9.9 DR SHERMAN	1.35	9.00 A M L
12.50	Daily			147.4	Daily	Sundays Wednesdays Fridays
11.5	5.35			Time over District	6.10	13.45
	26.3			Average Speed per Hour	28.7	10.7

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. Train movements between North Jet. and South Jet. 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, Sherars Bridge, Ketchum and Harris. Passenger trains will not exceed schedule time between Gateway and South Jet.

FIRST DISTRICT—Biggs and Shaniko.

**WESTWARD.**

**EASTWARD.**

Length of passing tracks in to clear.	First Class		DISTANCE FROM BIGGS	STATIONS	STATION NUMBERS.	First Class	
	21 Mixed	Daily				22 Mixed	Daily
	A M L					P M A	
3885 WY	7.00	69.2	DR SHANIKO	AD69	6.10		
891	7.30	56.7	12.5 WILCOX	AD57	5.15		
1100	7.45	52.0	4.7 KENT	AD52	5.00		
571	8.00	45.4	6.6 BOURBON	AD45	4.30		
1908 W	8.30	38.0	7.4 D GRASS VALLEY	AD38	4.10		
388 Spur	9.00	30.8	7.2 ERSKINE	AD31	3.40		
2694 WY	9.20	26.6	4.2 D MORO	AD27	3.20		
1089	9.35	23.4	3.2 DE MOSS	AD23	3.00		
898	9.50	19.6	3.8 McDONALD	AD20	2.40		
3850 Spur	9.55	18.7	0.9 HAY CANYON	AD19	2.35		
650 Spur	10.10	15.6	8.1 SANDON	AD16	2.20		
1199	10.20	13.8	1.8 KLONDIKE	AD14	2.15		
3266 W	10.35	9.3	4.5 D WASCO	AD 9	1.55		
190 Spur	10.45	6.6	2.7 SINK	AD 7	1.40		
844	10.50	4.9	1.7 GIBSON	AD 5	1.35		
6780 WY	11.35 A M A	0.0	4.9 DNR BICCS	A104	1.05 P M L		
	Daily		69.2		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.

Length of passing tracks in to clear.	First Class.		DISTANCES FROM ARLINGTON.	STATIONS	STATION NUMBERS.	First Class.	
	13 Mixed	Daily				14 Mixed	Daily
	A M L					P M A	
10005 WY	8.40	44.4	DR CONDON	AE 44	4.50		
1576	9.00	36.2	8.2 GWENDOLEN	AE 36	4.00		
1783	9.10	32.2	4.0 SPEECE	AE 32	3.45		
1816	9.25	28.6	3.6 CLEM	AE 29	3.30		
2842 W	9.45	24.3	4.3 MIKKALO	AE 24	3.10		
1698	10.00	19.7	4.6 BARNETT	AE 20	2.50		
2446 W	10.20	16.2	3.5 ROCK CREEK	AE 16	2.35		
1793	10.45	7.5	8.7 SHUTLER	AE 8	2.05		
1471	11.05	2.0	5.5 EDDY	AE 2	1.50		
2596 WY	11.20 A M A	0.0	2.0 DNR ARLINGTON	A138	1.35 P M L		
	Daily		44.4		Daily		

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



## SPECIAL INSTRUCTIONS

11

- No. 1. **Special Instructions supersedes "Rules and Regulations of the Transportation Department."**
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions between Portland and East Portland, East Portland and St. Johns Jct., Seattle and Georgetown, Tacoma Jct. and Tidewater, Helsing Jct. and Independence, South Montesano and Montesano, Cosmopolis and Aberdeen, and within yards at Albina, East Portland, North Portland Jct., Kenton, The Dalles, Des Chutes River Bridge, Biggs, Umatilla, South Junction and Tono, and at Sherman on branch only.
- 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 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.  
Yard limits extend from one-half mile west of Tono to end of track east of Tono.  
Yard limits at Sherman apply only on branch.
- No. 3. Referring to Rule 221-A, all trains will obtain clearance 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. 4. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 5. Referring to Rule 87; within Automatic Block Signals Limits extra trains may pass or run ahead of second class trains without train order authority.
- No. 6. White flag displayed will indicate cars or L. C. L. freight to be moved. Trains doing local work will be governed accordingly.
- No. 7. Trains (except passenger) consisting of more than fifteen cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 8. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.
- No. 9. Helper enginemen will be furnished copies of all train orders affecting movement of trains while being helped.
- No. 10. In order to avoid damage to equipment in stopping trains, and to avoid excessive speed over light grades and through sags, helper enginemen located intermediately or on rear of trains, will work only sufficient steam to keep up the slack.
- No. 11. Train registers will not be used as a means of identifying extra trains.
- No. 12. Trainmen and Enginemen are subject to the Rules and Regulations of Northern Pacific Terminal Co. while in their yard.
- No. 13. All Trains and Engines will approach crossing of United Railway Co. track on Front Street, Portland, prepared to stop before going over crossing, expecting to find crossing occupied.
- No. 14. Second District trains will not obtain clearance at Portland or North Portland Jct.
- No. 15. All trains will receive proceed signal from bridge tender before passing on to draw of draw bridges at Tacoma, Montesano and Aberdeen.
- No. 16. Sand will not be used on draw bridges.
- No. 17. 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. Junction Switch 1500 feet east of Tidewater will be left set for Crossover to Northern Pacific main 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. First and second class trains will register by registering ticket (Form 2642) at Black River. O.-W. R. & N. eastward first and second class trains will procure check of register (Form 2529) from operator at Black River. Second class and extra trains only will register and receive clearance card (Form 2643) at Argo.
- No. 19. When passing over Willamette River Bridge between Portland and East Portland, a trainman will remain at rear of train with hand on air valve of tail hose so that emergency brake can be applied if necessary.

## SPEED RESTRICTIONS

- No. 20. Passenger trains, mail and express trains and light engines will not exceed a speed of 50 miles per hour and other trains will not exceed a speed of 30 miles per hour.
- No. 21. Trains will not exceed a speed of 30 miles per hour around 6, 7 and 8 degree curves and 25 miles per hour around 9 and 10 degree curves.
- No. 22. In any class of service, engines of Consolidation and Mikado class will not exceed a speed of 30 miles per hour and engines of Mallet class will not exceed a speed of 15 miles per hour.
- No. 23. Maximum speed on **descending** grades: on Shaniko Branch, Klondike 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 37 to Mile Post 29, 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. 24. Passenger trains will 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 enginemen will not work more steam than is absolutely necessary.
- No. 25. Passenger trains will not exceed a speed of 30 miles per hour and freight trains 20 miles per hour in either direction between Eagle Creek and Mile Post 42.
- No. 26. Westward trains will not exceed a speed of 15 miles per hour through turnout at either end of gauntlet track over Des Chutes River Bridge, and through turnout onto westward track at Biggs.
- No. 27. Eastward trains will not exceed a speed of 15 miles per hour through turnout onto eastward track at Crates.
- No. 28. When sand is blowing, during foggy or stormy weather, and at points where there is liability of tracks being obstructed, trains will be handled with care and under control.
- No. 29. 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—Tunnel No. 3; Second District—Mile Posts 14 and 44, Hoquiam Branch.
- No. 30. Westward trains will stop before crossing Sandy Road, between M. P. 3 and 4.
- No. 31. Trains handling logs will not exceed a speed of 15 miles per hour at any point.

## SPECIAL INSTRUCTIONS—Continued

## MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

- No. 32. The Train Staff System is in operation between St. Johns Jct. and Peninsula Jct. All trains, yard engines and light engines moving between these points will be governed by Train Staff System Rules. St. Johns Jct. and Peninsula Jct. are staff stations.  
Train order semaphores at St. Johns Jct. and Peninsula Jct. indicate the limits of staff block.  
Cars will not be shoved through tunnel ahead of engine.  
Headlights will be kept burning on all engines run between St. Johns Jct. and Peninsula Jct. during day and night.  
Westward trains will be governed by position of semaphore signals located 600 feet east of east portal of tunnel and not proceed until signal is clear, securing staff at staff station.  
When approaching staff stations, should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he will stop, and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

## AIR BRAKES.

- No. 33. Trainmen will be particular to know that air is cut in on all cars picked up, and before descending heavy grades must know that all good-order air brakes are cut into the train line. Hand brakes must be used on non-air and cut-out cars descending heavy grades.
- No. 34. Pressure Retaining Valves will be used on all freight trains descending grades between: Montavilla and East Portland; Nigger Ridge and McDonalds; Klondike and Biggs; Sandon and Hay Canyon; Condon and Rock Creek. On passenger trains descending grades between Wasco and Biggs, Condon and Rock Creek.
- No. 35. The braking power on engines helping or pushing trains will be cut into the train line and particular attention 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.

## TRAIN ORDERS.

- No. 37. Within Automatic Block Signal limits between Umatilla and Portland and between Black River and Seattle:  
Form "19" train order may be issued to restrict the superiority of a train, except that Form 31 must be used (1) when orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217). (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219). (3) When issuing an order Form "G", example 3. (4) When giving any train right over all trains. (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.  
Operator will fill out clearance, designating thereon numbers of all orders, (Forms 19 and 31), repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space. In case of wire failure Operator will issue clearance without O. K. from Dispatcher. Operator will retain carbon copy of clearance.  
Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.  
When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.  
Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.



# 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			WESTWARD	EASTWARD	WESTWARD												
		Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Madras	Madras to Redmond	Redmond to Bend	Terrebonne to Calver	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 Jone	Jone to Lexington	Lexington to Heppner	Hoquiam to So. Aberdeen	So. Aberdeen to Centralia	Centralia to So. Aberdeen	So. Aberdeen to Hoquiam	Centralia to Tono	Tono to Centralia							
E-57 $\frac{17}{24}$	51	57 to 60, 62, 64							370	465	220	360	400	575	75	170	165	205	510	220	160	145	290	75	600	320	505	390	370	390	780	1000	390	855	MAX
E-63 $\frac{17}{24}$	54	65 to 70							365	460	215	350	395	570	70	170	155	195	460	210	145	135	260	65	550	290	455	350	335	355	705	905	355	775	MAX
E-63 $\frac{17}{24}$	55	71 to 73																																	
E-64 $\frac{18}{26}$	68	80 to 87							510	635	305	490	560	780	90	210	210	260	615	295	200	235	350	114	750	375	610	470	445	470	965	1220	470	1034	MAX
T-55 $\frac{17}{24}$	71	112 to 119																																	
A-81 $\frac{20}{28}$	106	88 to 102							690	865	410	660	715	1060	110	285	275	350	815	370	255	305	381	125	980	455	810	625	590	620	1240	1595	620	1360	MAX
M-57 $\frac{18}{26}$	91	103 to 111							520	650	310	500	565	800	95	225	215	270	645	310	200	245	360	146	800	593	640	490	465	470	965	1220	470	1034	MAX
T-63 $\frac{18}{26}$	92	130 to 135							535	670	315	510	645	825	115	230	250	285	670	350	220	258	385	150	950	610	665	510	485	510	1020	1310	510	1120	MAX
M-55 $\frac{18}{26}$	108	C. S. 10							680	845	415	650	735	1030	140	285	265	330	780	380	260	295	455	171	960	625	790	610	570	600	1200	1548	600	1315	MAX
T-63 $\frac{20}{28}$	113	136 to 147							690	865	415	660	745	1060	145	290	275	330	815	400	260	305	470	180	980	775	810	625	590	624	1260	1620	624	1340	MAX
C-51 $\frac{20}{28}$	117	160 to 164							770	955	470	740	835	1170	173	320	300	374	910	500	300	364	530	195	1075	870	910	700	665	700	1405	1800	700	1540	MAX
T-57 $\frac{20}{28}$	119	170 to 173							830	1035	485	785	905	1270	180	335	325	405	960	485	340	365	560	208	1210	953	965	740	705	740	1485	1905	740	1630	MAX
T-64 $\frac{18}{26}$	139	179 to 184																																	
P-77 $\frac{20}{28}$	123	190 to 193							835	1050	505	800	935	1300	180	360	335	420	1020	495	320	385	590	200	1185	1015	965	740	705	740	1485	1905	740	1630	MAX
P-77 $\frac{17}{24}$	138	194 to 197																																	
P-77 $\frac{20}{28}$	145	198 to 207																																	
T-57 $\frac{20}{28}$	125	174 to 178							890	1100	540	850	965	1345	190	365	365	440	1030	500	360	420	590	240	1250	1015	1015	785	745	710	1425	1835	710	1720	MAX
P-77 $\frac{20}{28}$	170	208 to 209							1140	1405	685	1100	1220	1750	205	450	435	580	1290	615	425	506	760	250	1595	1390	1330	1030	950	1010	2020	2595	1010	2218	MAX
P-77 $\frac{20}{28}$	170	210 to 215							1140	1405	685	1100	1220	1750	205	450	435	580	1290	615	425	506	760	250	1595	1390	1330	1030	950	1010	2020	2595	1010	2218	MAX
T-69 $\frac{20}{28}$	159	250 to 262							990	1245	615	980	1053	1520	190	410	395	500	1175	535	370	445	617	226	1465	1200	1170	900	855	900	1800	2310	900	1975	MAX
T-63 $\frac{20}{28}$	160	300 to 305							1080	1340	650	1035	1170	1640	200	416	425	535	1240	585	400	490	695	252	1530	1315	1195	920	870	915	1830	2350	915	2010	MAX
C-55 $\frac{18}{26}$	143	327 to 329							990	1245	615	980	1100	1520	205	444	430	545	1275	550	420	445	675	267	1530	1315	1170	900	855	900	1800	2310	900	1975	MAX
C-57 $\frac{18}{26}$	176	330 to 338							1200	1505	745	1170	1120	1720	220	465	460	585	1305	625	435	480	755	275	1625	1400	1300	1000	950	1020	2041	2625	1020	2220	MAX
C-57 $\frac{20}{28}$	163	344																																	
C-57 $\frac{18}{26}$	169	339 to 343																																	
C-57 $\frac{20}{28}$	179	345 to 349																																	
C-57 $\frac{20}{28}$	187	350 to 388							1305	1615	800	1255	1430	1980	275	520	500	650	1460	700	480	555	870	335	1820	1495	1495	1150	1090	1150	2300	2950	1150	2520	MAX
MK-57 $\frac{20}{28}$	205	500 to 565							1445	1815	895	1385	1550	2215	305	600	580	720	1635	770	530	665	940	365	2020	1630	1660	1285	1205	1270	2535	3255	1270	2780	MAX
MC-57 $\frac{20}{28}$	394	700 to 702							2870	3550	1760	2760	3220	4355	500	1180	1145	1420	3200	1540	1055	1250	1967	588	4000	3395	3290	2530	2400	2530	5070	6500	2530	5555	MAX

### 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. } TELEPHONES: PORTLAND, Corbett Bldg. } HOME A1267 PORTLAND, Corbett Bldg. } PACIFIC PORTLAND, Corbett Bldg. } MAIN 267 PORTLAND, Oregonian Bldg. PORTLAND, Selling Bldg. PORTLAND, 1054 Hawthorne Ave. ALBINA. BRIDAL VEIL. HOOD RIVER. THE DALLES. THE DALLES. CULVER. BEND. MORO. GRASS VALLEY. ARLINGTON. CONDON. HEPPNER. SEATTLE, 620 Leary Bldg. } MAIN 90 SEATTLE, 620 Leary 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.		O-W. R. & N. Co., System.	DR. WM. P. O'ROURKE, Assistant Surgeon.	SEATTLE (Georgetown).	Argo.
DR. J. H. JESSOP, Asst. Surgeon.		O-W. R. & N. Co., System.	DR. F. D. MERRITT, District Surgeon.	AUBURN.	Seattle-Tacoma.
DR. W. H. NORTON, Asst. Surgeon.		O-W. R. & N. Co., System.	DR. CHAS. JAMES, District Surgeon.	TACOMA, 304 Berlin Bldg.	Auburn-Tenino.
DR. GEO. AINSIE, Chief Oculist.		O-W. R. & N. Co., System.	DR. W. A. MILLINGTON, District Surgeon.	TENINO.	Tacoma-Centralia.
DRS. DICKSON, COGLAN AND DAVIS, Nose & Throat.		F. Portland, South of Sullivan's Gulch.	DR. DAVID LIVINGSTONE, District Surgeon.	CENTRALIA.	Tenino-Winlock.
DR. A. M. WEBSTER		Albina to The Dalles and Vancouver.			Centralia-So. Elma.
DR. C. HOLCOMB, District Surgeon.					Centralia-Tono.
DR. B. B. BACHELDER.					Winlock-Castle Rock.
DR. J. F. WATT, District Surgeon.					Winlock-Kelso.
DR. J. M. LOWE, District Surgeon.					Castle Rock-Kalama.
DR. THOMPSON COBERTH.					Kelso-Vancouver.
DR. J. F. R. FAIRBAIRN, District Surgeon.					Kalama-Albina.
DR. B. FERRELL, District Surgeon.					
DR. C. L. POLEY, District Surgeon.					
DR. M. B. TAYLOR, District Surgeon.					
DR. J. W. DONNELLY, District Surgeon.					
DRS. MILLER AND WILHELM, District Surgeons.					
DR. H. T. ALLISTON, District Surgeon.					
DR. MONTGOMERY RUSSELL, Division Surgeon.					
DR. F. R. UNDERWOOD, Assistant Surgeon.					

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,	TELEGRAPH	"
THE DALLES,	TELEGRAPH	"
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
F. FRIEDLANDER, Local Watch Inspectors,	PORTLAND
H. A. BELDING,	PORTLAND
H. H. HEIDE,	ALBINA
D. LINDQUIST,	THE DALLES
HOUGHTON & HUNTER,	SEATTLE
R. A. SUTTIFF,	GEORGETOWN
M. L. DAVIS JEWELRY CO.,	TACOMA
BEN SALIK,	CENTRALIA
O. BORG,	HEPPNER
H. F. SHANKS,	ARLINGTON
F. W. STRAUB,	HOQUIAM

B. E. PALMER, Superintendent, - - - - - Portland.

F. L. COYKENDALL, Assistant Superintendent, - - - - - Portland.

W. H. GUILD, Assistant Superintendent, - - - - - "

M. B. BAYER, Trainmaster - - - - - Tacoma.

E. M. RINGER, Chief Dispatcher - - - - - Portland.

E. A. HACKETT, Night Chief Dispatcher, " - - - - -

F. F. SPAULDING, Dispatcher, - - - - - "

H. D. AULD, " - - - - - "

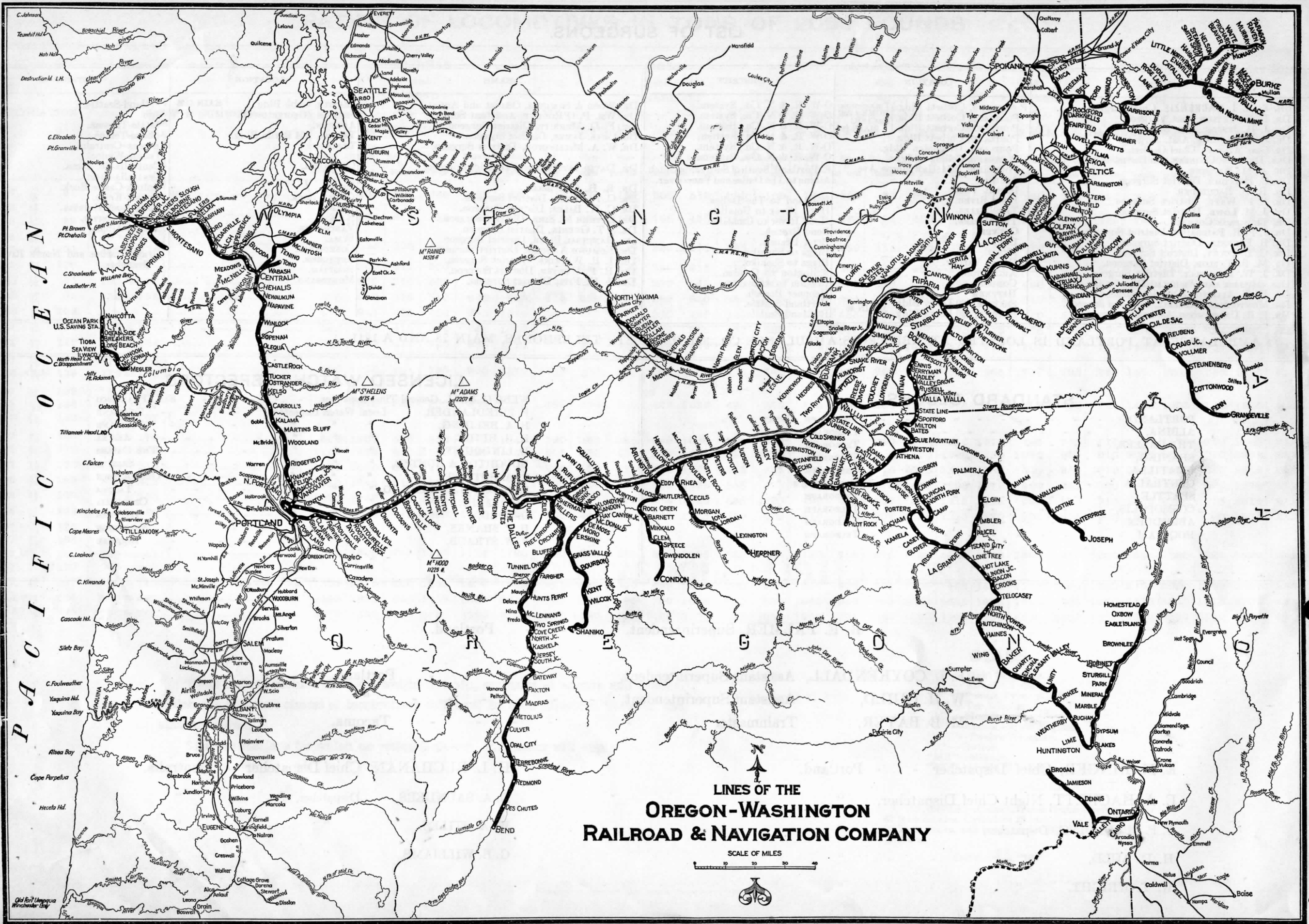
W. T. WRIGHT, " - - - - - "

H. L. BUCHANAN, Chief Dispatcher - - - - - Centralia.

D. A. SAUNDERS, Dispatcher, - - - - - "

W. A. STILES, " - - - - - "

G. B. WILLIAMS, " - - - - - "



PACIFIC

# LINES OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

SCALE OF MILES  
0 10 20 30



Map labels include: SEATTLE, TACOMA, PORTLAND, EUGENE, BEND, ASTORIA, TONGUE POINT, WASHINGTON, OREGON, IDAHO, and numerous smaller towns and geographical features.