

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



FIRST DIVISION EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 16, 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—Portland—Seattle

| WESTWARD. | | | | | | | | | | DISTANCE FROM SEATTLE | Time Table No. 19 May 16, 1915 | STATIONS | EASTWARD. | | | | | | | | | | | | |
|---------------|--|--|---------|--|-------------------------------------|--|--|--|--|---|-----------------------------------|----------|--------------|---------|--------------|--|--|---------------|--|--|---------|--|--|--|--|
| Second Class. | | | | | First Class. | | | | | | | | First Class. | | | | | Second Class. | | | | | | | |
| 691 | | | | | 563 569 511 | | | | | | | | 562 512 564 | | | | | 692 | | | | | | | |
| Fast Freight | | | | | Owl Portland Express Shasta Limited | | | | | Tacoma Seattle Express Shasta Limited Owl | | | | | Fast Freight | | | | | | | | | | |
| Daily. | | | | | Daily. Daily. Daily. | | | | | Daily. Daily. Daily. | | | | | Daily. | | | | | | | | | | |
| | | | | | | | | | | 0.0 | SEATTLE | 183.4 | PM 3.15 | PM 8.10 | AM 6.15 | | | | | | | | | | |
| | | | | | | | | | | 3.3 | ARGO | 180.1 | | | | | | | | | AM 6.45 | | | | |
| | | | 7.20 | | | | | | | 9.5 | BLACK RIVER | 173.9 | 2.50 | 7.45 | 5.50 | | | | | | | | | | |
| | | | 9.00 | | | | | | | 35.8 | TACOMA JCT. | 147.6 | 1.51 | 6.55 | 5.01 | | | | | | | | | | |
| | | | 9.30 | | | | | | | 38.3 | TACOMA | 145.1 | 1.40 PM | 6.45 | 4.45 | | | | | | | | | | |
| | | | AM 1.00 | | | | | | | 92.4 | CENTRALIA | 91.0 | 11.50 | 5.07 | 2.35 | | | | | | | | | | |
| | | | 1.15 | | | | | | | 96.1 | CHEHALIS | 87.3 | 11.35 | 4.57 | 2.15 AM | | | | | | | | | | |
| | | | 6.15 | | | | | | | 174.7 | VANCOUVER | 8.7 | 8.56 | 2.36 | 11.26 | | | | | | | | | | |
| | | | 6.30 | | | | | | | 176.6 | NORTH PORTLAND JCT. | 6.8 | 8.50 | 2.30 | 11.20 | | | | | | | | | | |
| | | | 7.00 AM | | | | | | | 181.8 | ALBINA | 1.6 | | | | | | | | | | | | | |
| | | | | | | | | | | 183.4 | PORTLAND | 0.0 | 8.30 AM | 2.10 PM | 11.00 PM | | | | | | | | | | |
| | | | Daily. | | | | | | | | | | Daily. | Daily. | Daily. | | | | | | | | | | |
| | | | 12.00 | | | | | | | | | | 6.45 | 6.00 | 7.15 | | | | | | | | | | |
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WESTWARD.

EASTWARD.

Second Class

First Class

First Class

Second Class

| Length of passing tracks in to clear | 255 | | 23 | | 17 | | 1 | | 19 | | 11 | | 5 | | DISTANCES FROM PORTLAND. |
|--------------------------------------|--------------|-----------|-------------|-------|-------------------------------|-------|----------------|-------|----------------------------------|-------|----------------------------|-------|-----------|-------|--------------------------|
| | Fast Freight | | Way Freight | | Oregon and Washington Limited | | Portland Local | | Portland and Puget Sound Express | | Spokane Portland Passenger | | Fast Mail | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| WTOFP | 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 | 84.4 |
| P | 11.00 | 6.00 | 4.10 | 2.00 | 8.45 | 5.00 | 4.20 | | | | | | | | |
| 3850 P | 11.14 | 6.15 | 4.15 | 2.06 | 8.51 | 5.05 | 4.25 | | | | | | | | 81.6 |
| 3850 P | 11.40 | 7.00 | 4.26 | 2.15 | 9.03 | 5.15 | 4.36 | | | | | | | | 76.0 |
| 1950 WP | PM 12.12 | 7.45 | 4.40 | 2.30 | 9.20 | 5.28 | 4.49 | | | | | | | | 69.2 |
| 3020 WP | 12.45 | 8.25 | 4.50 | 2.45 | 9.35 | 5.40 | 5.00 | | | | | | | | 63.2 |
| 4040 P | 1.10 | 8.55 | 5.00 | 2.57 | 9.46 | 5.50 | 5.07 | | | | | | | | 58.7 |
| 3255 P | 1.15 | 9.03 | 5.02 | 3.00 | 9.50 | 5.52 | 5.09 | | | | | | | | 57.5 |
| 1885 P | 1.24 | 9.15 | 5.06 | 3.06 | 9.55 | 5.56 | 5.13 | | | | | | | | 55.3 |
| 3190 P | 1.33 | 9.30 | 5.11 | 3.12 | 10.02 | 6.00 | 5.17 | | | | | | | | 52.9 |
| 2980 TWP | 1.45 | 9.54 | 5.17 | 3.22 | 10.08 | 6.06 | 5.23 | | | | | | | | 49.7 |
| 2784 P | 1.55 | 10.30 | 5.22 | 3.30 | 10.15 | 6.11 | 5.28 | | | | | | | | 46.8 |
| 3203 P | 2.10 | 10.50 | 5.31 | 3.40 | 10.25 | 6.18 | 5.36 | | | | | | | | 42.9 |
| 6783 WP | 2.25 | 11.11 | 5.40 | 3.50 | 10.38 | 6.28 | 5.46 | | | | | | | | 38.7 |
| 3315 P | 2.45 | 11.55 | 5.49 | 4.02 | 10.51 | 6.36 | 5.54 | | | | | | | | 34.1 |
| 3108 P | 2.55 | PM 12.10 | 5.54 | 4.08 | 11.00 | 6.40 | 5.58 | | | | | | | | 31.4 |
| 3479 OWP | 3.15 | 12.35 | 6.03 | 4.19 | 11.12 | 6.49 | 6.06 | | | | | | | | 26.3 |
| 3210 P | 3.30 | 12.55 | 6.09 | 4.30 | 11.23 | 6.56 | 6.13 | | | | | | | | 22.4 |
| 3050 P | 3.45 | 1.10 | 6.16 | 4.40 | 11.31 | 7.01 | 6.18 | | | | | | | | 19.1 |
| 5875 WP | 4.00 PM A | 1.30 PM A | 6.22 | 4.45 | 11.36 | 7.06 | 6.23 | | | | | | | | 15.6 |
| 2700 P | | | 6.26 | 4.51 | 11.41 | 7.10 | 6.27 | | | | | | | | 13.2 |
| 2720 P | | | 6.36 | 5.03 | 11.50 | 7.18 | 6.35 | | | | | | | | 7.7 |
| 2125 P | | | 6.45 | 5.12 | 11.57 | 7.26 | 6.42 | | | | | | | | 4.4 |
| IP | | | 6.57 | 5.25 | PM 12.10 | 7.40 | 6.55 | | | | | | | | 0.6 |
| P | | | 7.00 | 5.30 | 12.15 | 7.45 | 7.00 | | | | | | | | 0.0 |
| WOTFYP | 6.20 PM A | 3.15 PM A | | | | | | | | | | | | | 1.6 |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | |
| | 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. 19
May 16, 1915

STATIONS

| | | | |
|-----|---------------|-----|--|
| DNR | THE DALLES | 2.8 | |
| | CRATES | 5.6 | |
| | ROWENA | 6.8 | |
| DN | MOSIER | 8.0 | |
| DN | HOOD RIVER | 4.5 | |
| | MENOMINEE | 1.2 | |
| | SONNY | 2.2 | |
| | VIENTO | 2.4 | |
| | LINDSEY | 3.2 | |
| DN | WYETH | 2.9 | |
| | HERMAN | 3.9 | |
| D | CASCADE LOCKS | 4.2 | |
| DN | BONNEVILLE | 4.6 | |
| | DODSON | 2.7 | |
| | ONEONTA | 5.1 | |
| DN | BRIDAL VEIL | 3.9 | |
| | ROOSTER ROCK | 3.3 | |
| | TAYLOR | 3.5 | |
| DN | TROUTDALE | 2.4 | |
| D | FAIRVIEW | 5.5 | |
| | CLARNIE | 3.3 | |
| | GRAHAM | 3.8 | |
| | EAST PORTLAND | 0.6 | |
| DNR | PORTLAND | 1.6 | |
| DNR | ALBINA | | |

STATION NUMBERS.

| STATION NUMBERS. | 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 | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| A 84 | AM A | AM A | PM A | PM A | PM A | PM A | AM A | AM A | | | | | | |
| | 2.35 | 11.20 | 12.40 | 9.00 | 10.00 | 4.00 | 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 PM | 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 PM | 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 AM | 12.10 AM | | | | | | | |
| 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 AM | 11.00 PM | | | | | | | |
| 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 AM L | 7.50 AM L | 10.00 AM L | 6.30 PM L | 7.00 PM L | | | | | | | | | |
| AA 2 | | | | | | 7.00 AM L | 10.00 PM L | | | | | | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | |
| | 2.34 | 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.
- Train 17 will stop on flag at Mosier on Sundays.

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 | 130 | 132 | 512 | 564 | 692 | 978 | 24 | 256 | | | |
| | | | C. N. & St. P. 16 | C. N. & St. P. 17 | Tacoma Seattle Express | C. N. & St. P. 18 | C. N. & St. P. 118 | C. N. & St. P. 45 | C. N. & St. P. 15 | Shasta Limited | Owl | Fast Freight | Way Freight | Way Freight | Fast Freight | | | |
| | | | Daily. | Daily. | Daily. | Daily. | Daily. | Sat. and Sun. only | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | |
| 183.4 | DR SEATTLE 3.3 | D 183 | AM A 10.00 | AM A 10.25 | PM A 3.15 | PM A 7.15 | PM A 7.25 | PM A 7.30 | PM A 8.00 | PM A 8.10 | AM A 6.15 | | | | | | | PL |
| 180.1 | DNR ARGO 0.5 | D 180 | AM A 9.48 | AM A 10.13 | PM A 3.03 | PM A 7.01 | PM A 7.11 | PM A 7.20 | PM A 7.48 | PM A 7.58 | AM A 6.03 | | | | | | | IWFTYP |
| 179.6 | GEORGETOWN 5.7 | D 179 | | | f 3.02 | | | | | f 7.57 | f 6.02 | | | | | | | |
| 173.9 | DNR BLACK RIVER | D 174 | | | PM L 2.50 | | | | | PM L 7.45 | AM L 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. 1.1 | D 147 | | PM A 1.51 | | | | PM A 6.55 | AM A 5.01 | | | | | | | | | AM A 5.11 |
| 146.5 | TIDEWATER | D 146 | | PM L 1.45 | | | | PM L 6.50 | AM L 4.52 | | | | | | | | | AM L 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.

| Distance | Station | Station Number | 120 | 124 | 562 | 128 | 134 | 130 | 132 | 512 | 564 | 692 | 978 | 24 | 256 | Time over District | Average Speed per Hour |
|----------|----------------------------|----------------|--------|--------|-----------|--------|--------|--------------------|-----------|------------|--------|-----|-----|----|-----|--------------------|------------------------|
| 6.8 | NORTH PORTLAND JCT. 1.2 | D 7 | | | AM A 8.50 | | | | PM A 2.30 | PM A 11.20 | | | | | | | |
| 5.6 | PENINSULA JCT. 1.5 | AA 6 | | | 8.47 | | | | 2.27 | 11.17 | | | | | | | |
| 4.1 | ST. JOHNS JCT. 2.5 | AA 4 | | | 8.43 | | | | 2.22 | 11.13 | | | | | | | |
| 1.6 | DNR ALBINA 1.0 | AA 2 | | | f 8.35 | | | | 2.15 | f 11.05 | | | | | | | |
| 0.6 | EAST PORTLAND .6 | A 1 | | | | | | | | | | | | | | | |
| 0.0 | PORTLAND | A 0 | | | AM L 8.30 | | | | PM L 2.10 | PM L 11.00 | | | | | | | |
| | 183.4 | | Daily. | Daily. | Daily. | Daily. | Daily. | Sat. and Sun. Only | Daily. | Daily. | Daily. | | | | | | |
| | Time over District | | 12 | .12 | 6.45 | .14 | .14 | .10 | .12 | 6.00 | 7.15 | | | | | | |
| | Average Speed per Hour | | 16.5 | 16.5 | 27.1 | 14.1 | 14.1 | 19.8 | 16.5 | 30.5 | 25.3 | | | | | | |

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

SECOND DISTRICT—Centralia and Hoquiam.

| WESTWARD. | | | | | | | | | | DISTANCE FROM CENTRALIA | Time Table No. 19 May 16, 1915 | STATIONS | STATION NUMBERS | EASTWARD. | | | | | | | | | | | | | |
|---------------|--|----------------------|--|--|--------------|--|----------------------|--|--|-------------------------|-----------------------------------|-----------------|-----------------|------------------|-----------------|-------|--|----------------------|-----------------|--|------------------|--|-------------|--|----------------------|--|--|
| Second Class. | | | | | First Class. | | | | | | | | | First Class. | | | | | Second Class. | | | | | | | | |
| 51 | | 161 | | | 41 | | 115 | | | | | | | 43 | | 42 | | 118 | | | 44 | | 52 | | 162 | | |
| Way Freight | | C.M.&St.P. Fast Frt. | | | MOTOR | | C.M.&St.P. Passenger | | | | | | | Grays Harbor Owl | | MOTOR | | C.M.&St.P. Passenger | | | Grays Harbor Owl | | Way Freight | | C.M.&St.P. Fast Frt. | | |
| | | | | | | | | | | Daily. | | Daily. | | | Daily. | | | | Daily. | | Daily. | | | | | | |
| | | | | | | | | | | Daily. Ex. Sun. | | Daily. Ex. Sun. | | | Daily. Ex. Sun. | | | | Daily. Ex. Sun. | | Daily. Ex. Sun. | | | | | | |
| | | | | | | | | | | P M L 12.30 | | | | | P M L 11.40 | | | | P M L 11.15 | | | | | | | | |
| WFYOTP | | | | | | | | | | P M L 5.20 | | | | | P M L 3.00 | | | | P M L 11.40 | | | | | | | | |

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

| PI | | P M L 12.40 | | | | P M L 5.28 | | A M L 3.07 | 1.5 | BLAKESLEE JUNCTION | DA 2 | A M A 11.30 | | A M A 1.45 | | | | A M A 10.50 | | |
|----|-------|----------------|-----------------------|--|--|----------------|------------------------|-----------------------|------|----------------------|-------|----------------|----------------|----------------|--|--|--|----------------|---------------|--|
| 25 | P | 12.50 | | | | s 5.35 | | f 3.15 | 4.6 | D GALVIN | DA 5 | s 11.20 | | f 1.37 | | | | 10.40 | | |
| | P | 1.15 | A M L 2.43 | | | f 5.52 | A M L 10.48 | f 3.33 | 11.8 | HELSING JUNCTION | DA 12 | f 11.00 | P M A 3.50 | f 1.20 | | | | 10.10 | P M A 9.30 | |
| 60 | WP | 1.25 | 2.50 | | | s 5.55 | s 10.55 | s 3.40 | 13.3 | DNR INDEPENDENCE | DA 13 | s 10.55 | s 3.45 | s 1.13 | | | | 10.05 | 9.20 | |
| 25 | P | 1.45 | 3.06 | | | f 6.08 | f 11.04 | f 3.55 | 17.9 | BALCH | DA 18 | f 10.47 | f 3.31 | f 12.53 | | | | 9.55 | 9.05 | |
| 60 | P | 2.05 | 3.20 | | | f 6.15 | s 11.10 | f 4.07 | 21.8 | CEDARVILLE | DA 22 | f 10.39 | s 3.25 | f 12.40 | | | | 9.40 | 8.50 | |
| 60 | P | 2.30 | 3.35 | | | f 6.23 | f 11.16 | f 4.20 | 26.1 | FORD | DA 26 | f 10.32 | f 3.17 | f 12.27 | | | | 9.25 | 8.35 | |
| | | 2.40 | 3.42 | | | 6.27 | 11.19 | 4.26 | 28.4 | RONY | DA 28 | 10.28 | 3.13 | 12.21 | | | | 9.15 | 8.30 | |
| 52 | P | 3.09 | 3.50 | | | s 6.31 | s 11.21 | f 4.32 | 30.5 | D SAGINAW | DA 31 | s 10.24 | s 3.09 | f 12.15 | | | | 9.05 | 8.25 | |
| | WP | 3.20 | 3.55 | | | f 6.35 | f 11.25 | f 4.38 | 32.1 | SOUTH ELMA | DA 33 | f 10.20 | f 3.05 | s 12.10 A M | | | | 8.55 | 8.15 | |
| 48 | P | 3.35 | 4.06 | | | f 6.42 | f 11.33 | f 4.48 | 35.9 | FULLER | DA 36 | f 10.12 | f 2.57 | f 11.55 | | | | 8.40 | 8.00 | |
| 60 | P | 4.05 | 4.30 | | | s 6.55 7.10 | s 11.45 11.59 | s 5.10 | 42.1 | R SOUTH MONTESANO | DA 42 | s 9.58 9.43 | s 2.45 2.30 | s 11.30 | | | | 8.20 7.40 | 7.30 | |
| 84 | P | 4.10 | 4.35 | | | f 7.15 | P M 12.03 | f 5.15 | 43.5 | MELBOURNE | DA 44 | f 9.40 | f 2.27 | f 11.25 | | | | 7.35 | 7.15 | |
| 35 | P | 4.25 | 4.45 | | | f 7.22 | f 12.08 | f 5.27 | 46.6 | PREACHER'S SLOUGH | DA 47 | f 9.33 | f 2.19 | f 11.10 | | | | 7.25 | 7.05 | |
| | | | | | | | | | 49.7 | NORTH RIVER JUNCTION | DA 50 | | | | | | | | | |
| 45 | WFYOP | 4.55 | 5.00 | | | s 7.30 | s 12.16 | s 5.45 | 50.9 | D COSMOPOLIS | DA 51 | s 9.25 | s 2.10 | f 10.55 | | | | 7.10 | 6.45 | |
| | P | 5.10 | 5.10 | | | s 7.35 | s 12.20 | s 5.52 | 52.8 | SOUTH ABERDEEN | DA 53 | s 9.20 | s 2.05 | s 10.50 | | | | 6.45 | 6.30 | |
| | P | 5.20 | 5.15 A M A 5.40 | | | 7.40 | 12.30 P M A 7.00 | 6.00 A M A 7.00 | 53.6 | DNR ABERDEEN | DA 54 | 9.15 A M L | 2.00 P M L | 10.45 P M L | | | | 6.35 | 6.25 | |

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

| | | 5.45 P M A | 6.00 A M A | | | 8.00 P M A | 12.45 P M A | 7.15 A M A | 57.2 | DNR HOQUIAM | DA 57 | 9.00 A M L | 1.45 P M L | 10.30 P M L | | | | 6.15 A M L | 6.00 P M L |
|--|--|-----------------|-----------------|--|--|---------------|----------------|---------------|------|------------------------|-------|---------------|---------------|----------------|--|--|--|-----------------|-----------------|
| | | Daily. Ex. Sun. | Daily. Ex. Sun. | | | Daily. | Daily. | Daily. | | 57.2 | | Daily. | Daily. | Daily. | | | | Daily. Ex. Sun. | Daily. Ex. Sun. |
| | | 5.15 | 3.17 | | | 2.40 | 1.57 | 4.15 | | Time over District | | 2.40 | 2.05 | 3.30 | | | | 5.00 | 3.30 |
| | | 10.9 | 13.8 | | | 21.5 | 23.2 | 13.4 | | Average Speed per Hour | | 21.5 | 21.8 | 16.3 | | | | 11.4 | 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: Jay: Callow: Hall.
Trains westward from Blakeslee Junction will procure clearance card from Dispatcher at Centralia
Nos. 41 and 42 will stop on flag for passengers at Western Spur.

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 |
| Whitlatch..... | " 26.1 (Exclusive C. M. & St. P. track.) |
| Western..... | " 27.0 (Exclusive C. M. & St. P. track.) |
| Gravel Pit..... | " 28.0 |

FIRST DISTRICT—The Dalles and Portland.

| WESTWARD. | | | | EASTWARD. | | | |
|------------------------------------|--|--------------|--------------|------------------------------------|----|----------------|-------|
| Second Class | | | | First Class | | | |
| Time Table No. 19 May 16, 1915 | | | | Time Table No. 19 May 16, 1915 | | | |
| 23 255 Way Freight Fast Freight | | | | 256 24 Fast Freight Way Freight | | | |
| Daily. Daily. | | | | Daily. Daily. | | | |
| STATIONS | | | | STATIONS | | | |
| 8726 P | | PM L 1.30 | PM L 4.00 | 16.4 | DN | TROUTDALE | A 16 |
| 5331 P | | 1.50 | 4.25 | 11.4 | | HEMLOCK | AA 17 |
| 8612 P | | 2.05 | 4.50 | 6.7 | | FIR | AA 12 |
| 8763 P | | 2.30 | 5.20 | 1.2 | D | KENTON | AA 7 |
| 1415YP | | 2.40 PM A | 5.25 PM A | .0 | | PENINSULA JCT. | AA 6 |

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

SECOND DISTRICT—North River Junction and Primo

| WESTWARD. | | | | EASTWARD. | | | |
|-----------------------------------|--|--|--|-----------------------------------|--|--|--|
| Time Table No. 19 May 16, 1915 | | | | Time Table No. 19 May 16, 1915 | | | |
| STATIONS | | | | STATIONS | | | |
| PRIMO | | | | PRIMO | | | |
| BRIDGES | | | | BRIDGES | | | |
| NORTH RIVER JCT. | | | | NORTH RIVER JCT. | | | |

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. | | | |
|-----------------------------------|--|--|--|-----------------------------------|--|--|--|
| Time Table No. 19 May 16, 1915 | | | | Time Table No. 19 May 16, 1915 | | | |
| STATIONS | | | | STATIONS | | | |
| TONO | | | | TONO | | | |
| GROVE | | | | GROVE | | | |
| WABASH | | | | WABASH | | | |

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

| WESTWARD. | | | | EASTWARD. | | | |
|-----------------------------------|--|--|--|-----------------------------------|--|--|--|
| Time Table No. 19 May 16, 1915 | | | | Time Table No. 19 May 16, 1915 | | | |
| STATIONS | | | | STATIONS | | | |
| CENTRALIA | | | | CENTRALIA | | | |

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.
Eastward trains from Wabash receive clearance from Dispatcher at Centralia.

FIRST DISTRICT—Heppner Jct. and Heppner.

| WESTWARD. | | | | EASTWARD. | | | |
|-----------------------------------|--|--|--|-----------------------------------|--|--|--|
| Time Table No. 19 May 16, 1915 | | | | Time Table No. 19 May 16, 1915 | | | |
| STATIONS | | | | STATIONS | | | |
| HEPPNER | | | | HEPPNER | | | |
| LEXINGTON | | | | LEXINGTON | | | |
| IONE | | | | IONE | | | |
| MORGAN | | | | MORGAN | | | |
| CECIL | | | | CECIL | | | |
| EWING | | | | EWING | | | |
| RHEA | | | | RHEA | | | |
| HEPPNER JCT. | | | | 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. | | | |
|-----------------------------------|--|--|--|-----------------------------------|--|--|--|
| Time Table No. 19 May 16, 1915 | | | | Time Table No. 19 May 16, 1915 | | | |
| STATIONS | | | | STATIONS | | | |
| MONTESANO | | | | MONTESANO | | | |
| SO. MONTESANO | | | | SO. MONTESANO | | | |

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

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 west 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. 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 engineers 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 Post 44, Hoquiam Branch.
- No. 30. Westward trains will stop before crossing Sandy Road, M. P. 3.
- 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 Culver | Biggs to Gibson | Gibson to Sandon | Sandon to Grass Valley | Grass Valley to Shaniko | Shaniko to Grass Valley | Grass Valley to Moro | Moro 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 | Centralia to Tono | Tono to Centralia | | | | | | | |
| E-57 $\frac{11}{16}$ | 51 | 57 to 60, 62, 64 | | | | | | 370 | 465 | 220 | 360 | 400 | 575 | 75 | 170 | 165 | 205 | 510 | 220 | 180 | 145 | 290 | 75 | 600 | 320 | 505 | 390 | 370 | 390 | 780 | 1000 | 390 | 855 | MAX | |
| E-63 $\frac{11}{16}$ | 54 | 65 to 70 | | | | | | 365 | 460 | 215 | 350 | 395 | 570 | 70 | 170 | 155 | 195 | 460 | 210 | 145 | 135 | 280 | 65 | 550 | 290 | 455 | 350 | 335 | 355 | 705 | 905 | 355 | 775 | MAX | |
| E-63 $\frac{11}{16}$ | 55 | 71 to 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E-64 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 71 | 112 to 119 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A-81 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 117 | 160 to 164 | | | | | | 770 | 955 | 470 | 740 | 885 | 1170 | 173 | 320 | 300 | 374 | 910 | 500 | 300 | 364 | 530 | 195 | 1075 | 870 | 910 | 700 | 665 | 700 | 1405 | 1800 | 700 | 1540 | MAX | |
| T-57 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 139 | 179 to 184 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P-77 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 138 | 194 to 197 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P-77 $\frac{11}{16}$ | 145 | 198 to 207 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T-57 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 | 1880 | 2350 | 915 | 2010 | MAX | |
| C-55 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 176 | 330 to 338 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 $\frac{11}{16}$ | 163 | 344 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 $\frac{11}{16}$ | 169 | 339 to 343 | | | | | | 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 $\frac{11}{16}$ | 179 | 345 to 349 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C-57 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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 $\frac{11}{16}$ | 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: HOME A1267 PACIFIC MAIN 267 | 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. | SEATTLE (Georgetown). | Argo. |
| DR. J. H. JESSOP, Asst. Surgeon. | | PORTLAND, Corbett Bldg. | O-W. R. & N. Co., System. | AUBURN. | Seattle-Tacoma. |
| DR. W. H. NORTON, Asst. Surgeon. | PORTLAND, Corbett Bldg. | O-W. R. & N. Co., System. | DR. CHAS. JAMES, District Surgeon. | TACOMA, 304 Berlin Bldg. | Auburn-Tenino. |
| DR. GEO. AINSLIE, Chief Oculist. | PORTLAND, Oregonian Bldg. | O-W. R. & N. Co., System. | DR. W. A. MILLINGTON, District Surgeon. | TENINO. | Tacoma-Centralia. |
| DRS. DICKSON, COGHLAN AND DAVIS, Nose & Throat. | PORTLAND, Selling Bldg. | O-W. R. & N. Co., System. | DR. DAVID LIVINGSTONE, District Surgeon. | CENTRALIA. | Tenino-Winlock. |
| DR. A. M. WEBSTER | PORTLAND, 1054 Hawthorne Ave | E. Portland, South of Sullivan's Gulch. | | | Centralia-So. Elma. |
| DR. C. HOLCOMB, District Surgeon. | ALBINA. | Albina to The Dalles and Vancouver. | | | Centralia-Tono. |
| DR. B. B. BACHELDER. | BRIDAL VEIL. | | DR. R. H. CAMPBELL. | VADER. | Winlock-Castle Rock. |
| DR. J. F. WATT, District Surgeon. | HOOD RIVER. | Portland to The Dalles. | DR. C. P. FRYER, District Surgeon. | CASTLE ROCK. | Winlock-Kelso. |
| DR. J. M. LOWE, District Surgeon. | THE DALLES. | Hood River to Umatilla. | DR. C. W. BALES, District Surgeon. | KELSO. | Castle Rock-Kalama. |
| DR. THOMPSON COBERTH. | THE DALLES. | Hood River to Umatilla. | DR. LUTHER M. SIMS, District Surgeon. | KALAMA. | Kelso-Vancouver. |
| DR. J. F. R. FAIRBAIRN, District Surgeon. | CULVER. | Bend Branch. | DR. J. T. GUERIN, District Surgeon. | VANCOUVER. | Kalama-Albina. |
| DR. B. FERRELL, District Surgeon. | BEND. | Bend Branch. | DR. HANNIBAL BLAIR, District Surgeon. | ELMA. | |
| DR. C. L. POLEY, District Surgeon. | MORO. | Biggs to Shaniko. | DR. EDMUND A. SIZER, District Surgeon. | COSMOPOLIS. | Grays Harbor and North River Branches. |
| DR. M. B. TAYLOR, District Surgeon. | GRASS VALLEY. | Biggs to Shaniko. | DR. I. R. WATKINS, District Surgeon. | ABERDEEN. | |
| DR. J. W. DONNELLY, District Surgeon. | ARLINGTON. | Arlington to Condon. | DR. R. F. HUNTER, District Surgeon. | HOQUIAM. | |
| DRS. MILLER AND WILHELM, District Surgeons. | CONDON. | Condon to Arlington. | DR. J. H. FITZ, District Surgeon. | MONTEBANO. | |
| DR. H. T. ALLISTON, District Surgeon. | HEPPNER. | Heppner Branch. | | | |
| DR. MONTGOMERY RUSSELL, Division Surgeon. | SEATTLE, 620 Leary Bldg. } MAIN 90 | Portland-Seattle. | | | |
| 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.

| | | |
|-------------|--------------|--------|
| 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 |
| BELDING & SAXTON Local Watch Inspectors, | - - - - - | 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, " " " " " " " "

