

# THE OREGON RAILROAD & NAVIGATION Co.

# 100

OREGON DIVISION

## EMPLOYEES' TIME TABLE

Effective Sunday, August 22nd, 1909

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

For the Government and Information of Employes 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,  
*General Manager.*

M. J. BUCKLEY,  
*General Superintendent.*



SECOND DISTRICT—La Grande and Umatilla

WESTWARD.										EASTWARD.											
Second Class.					First Class.					DISTANCES FROM PORTLAND.	First Class.					Second Class.					
55 Portland Fast Freight Daily					23 Way Freight Daily		15 Pilot Rock Mixed Daily Ex. Sun.	5 Oregon & Wash. Limited Daily	9 Portland Express Daily	7 Portland Special Daily	11 Pacific Express Daily	STATIONS	10 Salt Lake Express Daily		12 Atlantic Express Daily	8 Chicago Special Daily	6 Oregon & Wash. Limited Daily	16 Pilot Rock Mixed Daily Ex. Sun.	24 Way Freight Daily	56 Eastern Fast Freight Daily	
AM L	AM L	AM L	AM L	AM L	PM L	PM L	PM L	AM L	AM L	AM L	STATIONS	AM A	PM A	PM A	AM A	PM A	AM A	AM A	AM A	AM A	
WFTOY				3.30	2.00			10.15	8.05	9.30	305.4	DNR LA GRANDE	7.40	8.55	8.30	4.35		4.00	2.00		
									8.15		301.4	ICE SPUR			8.15						
2220 YW				4.15	2.30			10.35	8.30	9.50	297.3	D HILGARD	7.20	8.30	8.05	4.15		3.30	1.00		
2280				4.30	3.00			10.45	8.45	10.00	293.4	GLOVER	7.10	8.20	7.55	4.05		3.05	12.30 AM		
5680 WFT				5.15	3.45			11.10	9.15	10.20	286.4	DNR KAMELA	6.50	8.00	7.30	3.45		2.30	11.10		
1860 W				6.35	4.45			11.25	9.30	10.35	280.4	D MEACHAM	6.35	7.40	7.15	3.25		1.35	10.30		
2050 TW				7.15	6.05			11.45	9.45	10.55	272.7	N HURON	6.05	7.15	6.50	3.00		12.45 PM	9.45		
2310				7.35	6.25			11.55	9.57	11.06	266.6	NORTH FORK	5.45	7.00	6.40	2.50		11.50	8.55		
WY				7.55	6.45			12.01	10.05	11.12	263.6	D DUNCAN	5.35	6.45	6.30	2.40		11.12	8.30		
2250				8.20	7.10			12.11	10.20	11.25	257.3	CONWAY	5.20	6.30	6.20	2.25		10.40	7.55		
2890 FYW				8.40	7.45			12.19	10.35	11.35	252.5	DN GIBBON	5.05	6.15	6.05	2.10		10.15	7.30		
2800				8.55	8.05			12.27	10.45	11.45	247.6	THORN HOLLOW	4.50	6.05	5.55	2.00		9.45	7.15		
2040 W				9.20	8.20			12.35	10.55	11.55	242.6	CAYUSE	4.35	5.55	5.45	1.50		9.20	6.55		
2135				9.50	8.45			12.45	11.05	12.05	236.4	MISSION	4.25	5.40	5.30	1.35		8.45	6.30		
WTOY				10.45	9.15	AM L 9.00		12.55	11.20	12.15	231.1	DNR PENDLETON	4.10	5.25	5.15	1.20	PM A 3.15	8.30	6.10		
2780				11.20	10.00	9.15 AM A		1.12	11.35	12.30	226.6	PILOT ROCK JCT.	4.00	4.47	5.05	1.12	3.00 PM L	7.15	5.20		
2140				11.40	10.25			1.20	11.45 AM	12.40	223.2	BARNHART	3.50	4.40	4.59	1.05		7.00	4.59		
710				12.15	11.00			1.35	12.05	1.00	215.1	YOAKUM	3.30	4.15	4.40	12.47		6.15	4.25		
2250				12.30	11.15			1.40	12.15	1.05	212.2	NOLIN	3.25	4.10	4.35	12.42		6.00	4.10		
2160 W				1.15	11.55			1.50	12.30	1.15	205.5	DN ECHO	3.10	4.00	4.25	12.30		5.30	3.25		
2170				1.45	12.15			2.00	12.45	1.25	202.1	STANFIELD	3.00	3.45	4.15	12.15 AM		5.05	3.00		
2300				2.30	12.45			2.15	1.00	1.45	193.5	D HERMISTON	2.40	3.30	4.00	11.59		4.30	2.30		
WFTY				2.55	1.30			2.30	1.15	2.00	187.0	DNR UMATILLA	2.30	3.15	3.45	11.45		4.00	2.00		
				Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily		
				11.25	11.30			4.15	5.10	4.30		5.10	5.40	4.45	4.50		12.00	12.00			
				10.5	10.8			28.0	22.9	26.3		22.6	20.9	24.9	24.5		9.9	9.9			
											Time over District										
											Average Speed per Hour										

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

When Trains meet at Glover the West-bound Train will take siding unless otherwise instructed by Train order.

When Trains 15 and 16 are 30 minutes behind either their schedule arriving or leaving time at Pendleton or Pilot Rock Junction they lose both right and schedule and can thereafter proceed only as authorized by train order. These trains will register at Pilot Rock Junction.

FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.

Second Class.

First Class.

DISTANCES FROM PORTLAND

Length of passing tracks in clear and location of scales, water, fuel and turning stations.	Second Class.		First Class.						DISTANCES FROM PORTLAND
	55	23	7	11	3	5	9		
	Fast Freight	Way Freight	Portland Special	Pacific Express	Soo-Spokane-Portland	Oregon & Wash. Limited	Portland Express		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WFTY	PM L 4.00	AM L 4.00	PM L 2.05	AM L 10.35	AM L 8.00	AM L 2.35	AM L 1.25	187.0	
2480	4.35	4.30	2.18	10.47	8.12	2.45	1.45	179.8	
2780	<b>5.00</b>	4.45	<b>2.27</b>	<b>10.55</b>	8.20	2.53	<b>1.55</b>	175.2	
2770 W	5.20	5.05	2.37	11.08	8.28	3.00	2.05	170.5	
2740	5.50	5.40	<b>2.55</b>	11.17	8.43	3.15	2.20	161.9	
T	6.25	6.30	3.10	11.32	4.00	3.30	2.40	152.3	
2770 W	6.30	6.45	<b>3.12</b>	11.35	4.03	3.33	2.44	150.9	
7140 TFW	7.05	7.20	s 3.27	s 11.50	s 4.20	s 3.45	s 3.00	141.8	
2760 W	7.35	<b>7.55</b>	3.41	PM 12.05	4.34	4.00	3.15	133.6	
2590	8.00	8.45	3.51	<b>12.20</b>	4.46	4.13	3.25	127.1	
2540	8.15	9.15	3.58	<b>12.30</b>	4.53	4.21	3.33	123.0	
2950 W	8.40	10.15	4.11	12.45	5.05	4.35	3.45	115.9	
1570	8.50	10.30	4.15	s 12.50	5.11	4.40	f 3.50	113.2	
2610	9.00	<b>10.45</b>	4.19	f 1.00	5.15	4.45	f 3.54	111.0	
6780 Y	<b>9.21</b>	11.15	4.24	s 1.20	5.20	4.50	f 3.59	108.2	
2790 W (East)	9.35	<b>11.40</b>	4.30	s 1.40	5.26	5.00	f 4.05	104.3	
2860	<b>10.07</b>	PM 12.10	4.37	s 2.00	<b>5.33</b>	5.07	f 4.12	100.3	
2910	10.30	<b>1.00</b>	4.45	f 2.15	5.41	<b>5.15</b>	4.20	95.9	
WFTO	<b>11.15</b>	1.45	5.00	2.30	5.55	5.30	<b>4.35</b>	88.3	
	PM A	PM A	PM A	PM A	AM A	AM A	AM A		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	7.15	9.45	2.55	3.55	2.55	2.55	3.10		
	13.6	10.1	33.8	24.1	33.8	33.8	31.2		

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STATIONS

DNR	UMATILLA	7.2
D	IRRIGON	4.6
	JUDSON	4.7
	COYOTE	8.6
	CASTLE ROCK	9.6
D	HEPPNER JCT.	1.6
	WILLOWS	8.9
DN	ARLINGTON	8.2
	BLALOCK'S	6.5
D	QUINTON	4.1
	SQUALLY HOOK	7.1
	JOHN DAY'S	2.7
	RUFUS	2.2
	GRANTS	2.8
DN	BIGGS	3.9
	DES CHUTES	4.0
	CELILO	4.4
	SUMMIT	7.6
DNR	THE DALLES	98.7
	Time over District	4.05
	Average Speed per Hour	28.9

EASTWARD.

First Class.

Second Class.

STATION NUMBERS.

STATION NUMBERS.	First Class.					Second Class.							
	12	8	6	4	10	56	24						
	Atlantic Express	Chicago Special	Oregon & Wash. Limited	Soo-Spokane-Portland	Salt Lake Express	Eastern Fast Freight	Way Freight						
	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
187	PM A 3.10	PM A 3.40	PM 11.40	AM A 12.40	AM A 2.20	AM A 11.45	PM A 6.00						
180	s 2.40	3.27	11.29	12.28	f 2.05	11.10	5.25						
175	f 2.27	3.19	11.21	12.19	<b>1.55</b>	<b>10.55</b>	<b>5.00</b>						
171	f 2.15	3.12	11.13	12.12 AM	f 1.45	10.25	4.40						
162	f 1.55	<b>2.55</b>	10.59	11.55	1.30	9.45	4.05						
152	s 1.30	2.38	10.43	11.38	1.15	9.05	3.30						
151	f 1.26	2.35	10.40	11.35	1.12	9.00	<b>3.12</b>						
142	s 1.10	<b>2.20</b>	s 10.25	s 11.19	s 12.55	8.30	<b>2.20</b>						
134	f 12.55	2.05	10.10	11.05	12.40	<b>7.55</b>	<b>12.55</b>						
127	f 12.40	1.54	9.59	10.53	12.28	7.30	<b>12.20</b> PM						
123	<b>12.30</b>	1.47	9.49	10.46	12.20	7.10	11.45						
116	f 12.15	1.34	9.35	10.34	12.08	6.45	11.15						
113	s 12.10	1.30	9.31	10.29	12.08 AM	6.35	11.00						
111	f 12.05 PM	1.26	9.26	10.25	11.59	6.25	<b>10.45</b>						
108	s 11.50	<b>1.20</b>	<b>9.21</b>	10.20	f 11.54	6.15	10.15						
104	s 11.40	1.14	9.13	10.13	s 11.46	6.00	9.40						
100	s 11.30	1.07	9.05	<b>10.07</b>	s 11.38	<b>5.33</b>	9.10						
96	f 11.20	<b>1.00</b>	8.55	10.00	11.30	<b>5.15</b>	8.40						
88	11.05 AM L	12.40 PM L	8.40 PM L	9.45 PM L	<b>11.15</b> PM L	<b>4.35</b> AM L	8.00 AM L						
	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
	4.05	3.00	3.00	2.55	3.05	7.10	10.00						
	28.9	32.9	32.9	33.8	32.0	14.1	9.9						

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

**WESTWARD.**

**EASTWARD.**

Length of passing tracks in clear and location of scales, water, fuel and turning stations.	Second Class							First Class							DISTANCES FROM PORTLAND.
	23	55	7	11	3	5	9	23	55	7	11	3	5	9	
	Way Freight	Fast Freight	Portland Special	Pacific Express	Soo-Spokane-Portland	Oregon & Wash. Limited	Portland Express	Way Freight	Fast Freight	Portland Special	Pacific Express	Soo-Spokane-Portland	Oregon & Wash. Limited	Portland Express	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WTOF	AM L 5.00	AM L 12.01	PM L 5.05	PM L 2.35	AM L 5.55	AM L 5.35	AM L 4.40	88.3							
2770	5.40	12.15	5.10	2.40	6.00	5.40	4.45	85.0							
8410	6.15	12.35	5.20	2.50	6.15	5.50	5.00	79.5							
4350 W	7.05	1.15	5.35	3.05	6.30	6.05	5.15	72.1							
5240 W	7.40	1.45	5.45	3.20	6.45	6.15	5.30	65.9							
2290	8.05	2.15	5.56	3.35	6.55	6.25	5.45	60.0							
2010	8.15	2.25	6.00	3.40	7.00	6.30	5.50	58.0							
2800 TW	8.45	2.50	6.10	3.55	7.11	6.40	6.00	52.4							
2800	9.30	3.20	6.25	4.10	7.25	6.55	6.15	45.3							
3560 W	10.20	3.40	6.40	4.25	7.35	7.05	6.25	41.0							
2760	10.56	3.55	6.46	4.35	7.43	7.13	6.35	37.0							
3230	11.15	4.10	6.52	4.45	7.50	7.18	6.40	33.3							
2970 OW	11.30	4.30	7.00	4.55	8.00	7.28	6.50	28.4							
2280 W	PM 12.15	4.45	7.07	5.05	8.08	7.34	7.00	24.6							
3000	12.25	4.55	7.13	5.15	8.14	7.40	7.05	21.3							
2700	12.55	5.10	7.20	5.25	8.22	7.47	7.15	17.8							
2750	1.15	5.25	7.25	5.30	8.27	7.55	7.25	15.4							
2810	1.45	5.50	7.35	5.45	8.38	8.05	7.40	10.1							
2260	2.00	6.05	7.40	6.00	8.43	8.15	7.50	6.5							
	2.20	6.20	7.50	6.20	8.55	8.25	8.00	2.8							
			8.00 PM A	6.30 PM A	9.00 AM A	8.30 AM A	8.10 AM A	1.4							
WOTFY	2.30 PM A	6.30 AM A						0.0							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily								
	9.30	6.29	2.55	3.55	3.05	2.55	3.30								
	9.3	13.6	30.3	22.5	28.6	30.3	25.5								

Time Table No. 100  
August 22, 1909

**STATIONS**

DNR	THE DALLES	2.8
	CRATES	6.0
	ROWENA	7.4
D	MOSIER	6.2
DN	HOOD RIVER	5.9
	MITCHELL	2.0
	VIENTO	5.6
D	WYETH	7.1
D	CASCADE LOCKS	4.3
DN	BONNEVILLE	4.0
	DODSON'S	3.7
	ONEONTA	4.9
DN	BRIDAL VEIL	3.8
	ROOSTER ROCK	3.3
	TAYLOR	3.5
DN	TROUTDALE	2.4
D	FAIRVIEW	5.3
	CLARNIE	3.6
DN	GRAHAM	3.7
R	EAST PORTLAND	1.4
DNR	PORTLAND	1.4
DNR	ALBINA	88.3

STATION NUMBERS.

STATION NUMBERS.	First Class					Second Class	
	12	8	6	4	10	56	24
	Atlantic Express	Chicago Special	Oregon & Wash. Limited	Soo-Spokane-Portland	Salt Lake Express	Eastern Fast Freight	Way Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
88	AM A 11.00	PM A 12.35	PM A 8.35	PM A 9.40	PM A 11.10	AM A 4.00	PM A 4.30
85	10.55	12.30	8.30	9.35	11.05	3.40	4.15
90	10.40	12.20	8.20	9.25	10.55	3.25	3.45
72	10.25	12.07 PM	8.05	9.10	10.40	3.00	3.05
66	10.15	11.55	7.55	9.00	10.25	2.35	2.30
60	10.00	11.45	7.40	8.46	10.08	2.15	2.10
58	9.55	11.42	7.35	8.43	10.05	2.05	2.00
52	9.45	11.30	7.25	8.33	9.55	1.45	1.30
45	9.30	11.15	7.10	8.20	9.40	1.20	12.55
41	9.15	11.05	6.55	8.10	9.30	1.05	12.30
37	9.05	10.56	6.46	8.00	9.20	12.50 PM	12.10 PM
33	9.00	10.52	6.41	7.57	9.15	12.40	11.50
28	8.50	10.45	6.35	7.48	9.05	12.20	11.30
25	8.40	10.40	6.30	7.42	8.50	12.10 AM	11.00
21	8.30	10.35	6.25	7.35	8.45	11.59	10.50
18	8.22	10.30	6.20	7.30	8.40	11.45	10.30
15	8.15	10.25	6.15	7.25	8.35	11.35	9.45
10	8.05	10.15	6.05	7.19	8.25	11.15	9.30
6	7.50	10.10	6.00	7.13	8.15	11.00	9.15
3	7.35	10.05	5.50	7.05	8.05	10.15	8.55
1	7.30 AM L	10.00 AM L	5.45 PM L	7.00 PM L	8.00 PM L		
0						10.00 PM L	8.30 AM L
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	8.30	2.35	2.50	2.40	3.10	6.00	8.00
	25.5	34.2	31.2	33.1	27.9	14.7	11.3

Automatic Block.  
Time over District  
Average Speed per Hour

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

O. R. & N. and Southern Pacific Junction Switch at East Portland, when not in use, will be left set for O. R. & N. track.

Portland and Albina Junction Switch at East Portland, when not in use, will be left set and locked for the track to Portland.

Passenger trains must reduce speed to 25 miles per hour and freight trains to 20 miles per hour between Bonneville and Cascade Locks.

FIRST DISTRICT—Biggs and Shaniko.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
14		2		13		1	
Mixed		Passenger		Mixed		Passenger	
Daily		Daily		Daily		Daily	
DISTANCE FROM BIGGS				STATION NUMBERS.			
Time Table No. 100 August 22, 1909				Time Table No. 100 August 22, 1909			
STATIONS				STATIONS			
6761 WYF		PM L 1.30	.0	DR BIGGS	108		
844		f 1.50	5.4	GIBSON	5	AM A 11.30	
190 Spur		f 1.55	7.0	SINK	7	f 11.00	
3266 W		s 2.05	9.8	WASCO	10	s 10.50	
1199		f 2.20	14.1	KLONDYKE	14	f 10.20	
650 Spur		f 2.30	16.1	SANDON	16	f 10.15	
3850 Spur W			19.2	HAY CANYON JCT. Tel Box	19		
393		f 2.50	19.9	MCDONALD	20	f 9.50	
1089		f 3.05	23.9	DE MOSS	24	f 9.35	
2694 WY	PM L 3.20	PM A 3.20	27.0	MORO	27	AM A 9.20	AM L 9.20
338 Spur	f 3.45		30.4	ERSKINE	30	f 9.00	
1908 W	s 4.45		38.5	GRASS VALLEY	39	s 8.35	
571	f 5.15		45.8	BOURBON	46	f 8.05	
1100	s 6.00		52.5	KENT Tel Box	53	s 7.45	
891	f 6.30		57.3	WILCOX	57	f 7.30	
3385 WYF	7.30 PM A		70.0	SHANIKO	70	7.00 AM A	AM L
	Daily	Daily				Daily	

West-bound 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. Trains must not exceed a speed of ten (15) miles per hour between Gibson and Biggs. Branch trains will register at Biggs.

FIRST DISTRICT—Arlington and Condon.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
18				17			
Mixed				Mixed			
Daily		Ex. Sun.		Daily		Ex. Sun.	
DISTANCES FROM ARLINGTON.				STATION NUMBERS.			
Time Table No. 100 August 22, 1909				Time Table No. 100 August 22, 1909			
STATIONS				STATIONS			
2596 WYF		PM L 1.45	0.0	DNR ARLINGTON	142	AM A 11.30	
1471		f 2.00	2.5	EDDY	3	f 11.10	
1793		f 2.15	7.8	SHUTLER'S	8	f 10.50	
2446 W		s 2.45	16.5	ROCK CREEK	17	s 10.25	
1698		f 3.00	20.2	BARNETT	20	f 10.05	
2342 W		s 3.20	24.8	MIKKALO	25	s 9.45	
1816		s 3.40	29.1	CLEM	29	s 9.25	
1783		f 3.55	32.9	SPEECE	33	f 9.05	
1576		f 4.10	36.8	GWENDOLEN	37	f 8.50	
10005 WY		5.00 PM A	45.0	CONDON	45	8.30 AM A	AM L
		Daily				Daily	

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. Branch trains will register at Arlington.

FIRST DISTRICT—Heppner Jct. and Heppner.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
20				19			
Mixed				Mixed			
Daily		Ex. Sun.		Daily		Ex. Sun.	
DISTANCES FROM HEPPNER JCT.				STATION NUMBERS.			
Time Table No. 100 August 22, 1909				Time Table No. 100 August 22, 1909			
STATIONS				STATIONS			
1258 T		PM L 2.00	0.0	DR HEPPNER JCT.	152	AM A 11.00	
987		f 2.20	6.7	RHEA	H 7	f 10.30	
631 W		s 2.40	14.4	CECILS	H15	s 10.10	
1082		s 2.55	19.8	MORGAN	H20	s 9.50	
2397 W		s 3.15	28.3	IONE	H29	s 9.20	
1021		s 4.00	36.2	LEXINGTON	H37	s 8.45	
4036 WYF		5.00 PM A	45.2	HEPPNER	H45	8.15 AM L	
		Daily				Daily	

Branch Trains will register at Heppner Junction.

SECOND DISTRICT—Pilot Rock Jct. and Pilot Rock.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
15				16			
Mixed				Mixed			
Daily		Ex. Sun.		Daily		Ex. Sun.	
DISTANCES FROM PILOT ROCK JCT.				STATION NUMBERS.			
Time Table No. 100 August 22, 1909				Time Table No. 100 August 22, 1909			
STATIONS				STATIONS			
2970		AM L 9.15	0.0	PILOT ROCK JCT.	227	PM A 3.00	
1500		f 9.40	6.0	SPARKS	Z6	f 2.35	
1805 TW		10.15 AM A	14.0	PILOT ROCK	Z14	2.00 PM L	
		Daily				Daily	

No. 15 has right over No. 16 Pilot Rock Jct. to Pilot Rock.

SECOND DISTRICT—La Grande and Joseph.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
32				31			
Mixed				Mixed			
Daily		Ex. Sun.		Daily		Ex. Sun.	
DISTANCES FROM LA GRANDE.				STATION NUMBERS.			
Time Table No. 100 August 22, 1909				Time Table No. 100 August 22, 1909			
STATIONS				STATIONS			
10197 WYF		PM L 12.45	0.0	DNR LA GRANDE	305	PM A 1.30	
3235		s 1.00	2.5	ISLAND CITY	K 3	s 1.00	
2757		s 1.10	8.3	ALICEL	K 9	s 12.40	
2420		s 1.25	12.3	IMBLER	K13	s 12.30 PM	
6156 WY		s 1.45	20.9	ELGIN	K21	s 11.59	
700		s 2.40	33.2	PALMER JCT.	K33	s 11.00	
700		s 2.45	33.7	LOOKING GLASS	K34	s 10.55	
700		s 3.45	47.1	MINAM	K47	s 10.00	
2400 WY		s 4.45	60.0	WALLOWA	K60	s 9.00	
1900		s 5.15	67.8	LOSTINE	K67	s 8.15	
1500		s 6.00	78.0	ENTERPRISE	K78	s 7.30	
		7.00 PM A	83.8	JOSEPH	K84	7.15 AM L	
		Daily				Daily	

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. All Trains must move under control in either direction between Palmer Jct. and Looking Glass, and keep sharp lookout for logging engines switching between these points.

# SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221A, all trains must stop at Baker City, Kamela, Pendleton, Arlington and Hood River and obtain clearance card before proceeding. Unnecessary to whistle for train order signal at these places. Referring to Rule 221, on branch lines train order signal lights will not be kept burning after passage of regular trains for the day. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 3. White flag displayed, will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 4. 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. 5. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 6. Helper engineers must be furnished copies of all train orders affecting movements of train while being helped. Conductors will be governed accordingly.
- No. 7. Helping engines on freight trains between Duncan and Durkee must be placed so that each helper will push its own tonnage, and when necessary to slack these trains same must be done by helper on rear of train. 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. 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. 8. Trainmen and enginemen are subject to the Rules and Regulations of the Northern Pacific Terminal Co. while in their yard. Trains in and out of Union Depot, Portland, will be governed by position of semaphones at First and Fourth St. Crossings.
- No. 9. The railroad crossing at East end of Willamette River bridge is protected by automatic block signal. Trains and engines moving in either direction between Portland and East Portland and Albina and East Portland will be governed accordingly. All trains and engines must receive a "Proceed" signal from the Bridge Tender before going onto the draw of the Willamette River bridge. Engines must not double head over this bridge.
- No. 10. Trains 9 and 10 will stop on flag for passengers at Columbia Beach, Latourelle and Corbetts. Train 9 will stop at all points to let off passengers originating on the Washington Division and East of Pendleton. Trains 11 and 12 will stop at Perry. Trains 11 and 12 will stop on flag for passengers at Montavilla, Corbetts, Latourelle, Multnomah Falls, Columbia Beach, Ruthton and Seufert's. Trains 31 and 32 will stop on flag for passengers at Booth's Lane, McCully's and Rondowa.

## SPEED RESTRICTIONS.

- No. 11. All trains must not exceed a speed of 35 miles per hour around curves 7 to 9 degrees, inclusive, and 30 miles an hour around 10 degree curves. Pacific type engines in all classes of service must not exceed speed of 50 miles per hour, and engines of the 160 class will not exceed a speed of 25 miles an hour. Consolidation engines in passenger service must not exceed a speed of 40 miles per hour and in all other service 30 miles per hour.
- No. 12. 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. 13. 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, Mess House; Second District—Powder River Canyon.
- No. 14. Passenger trains must not exceed speed of 35 miles per hour descending grades between Huron and Hilgard, Pleasant Valley and Unity, and between Crooks and Union. Freight trains must not exceed 15 miles per hour descending grades between Pleasant Valley and Durkee and between Hilgard and Huron, and 20 miles per hour descending grades between Encina and Norton, Telocaset and Union, Huron and Duncan and between Graham and East Portland.

## AIR BRAKES.

- No. 15. Train line must be charged to maximum pressure and brakes set with full service application of not less than 20 pounds reduction and left set when engine is cut off from all trains arriving at Portland, Albina, Umatilla, La Grande and Huntington. East bound freight trains immediately before leaving Pleasant Valley, and all trains immediately before leaving Kamela, in order to ascertain if air is working through entire train, engineer will sound one long blast of the whistle, then place brake valve in lap position, rear brakeman or conductor will then apply the brakes by opening cock at rear end of last car in train allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch air gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle. East bound freight trains leaving Umatilla, and all freight trains leaving La Grande must have air brakes thoroughly inspected and adjusted and **must not depart until not less than 80 per cent. of air brakes are in good working order.** 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. 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. West bound freight trains which have made no stop between Kamela and Huron must stop at Huron ten minutes to permit wheels to cool off, during which time trainmen must inspect train for overheated and cracked wheels, etc.
- No. 16. Pressure Retaining Valves must be used on all freight trains descending grades between:
- |                               |                                 |                     |                        |
|-------------------------------|---------------------------------|---------------------|------------------------|
| Montavilla and East Portland, | Klondyke and Biggs,             | Hilgard and Duncan, | Condon and Rock Creek, |
| Nigger Ridge and McDonalds,   | Sandon and Hay Canyon Junction, | Leavitt and Union,  | Norton and Durkee.     |
- On passenger trains descending grades between Huron and Hilgard, Telocaset and Union, Pleasant Valley and M. P. 381, Wasco and Biggs, Condon and Rock Creek.
- No. 17. 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.

## YARDS.

- No. 18. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions between Portland and East Portland and within yards at Albina, East Portland, The Dalles, Arlington, Umatilla, Pendleton, Kamela, La Grande, Baker City, Huntington, Palmer Jct. and Looking Glass. **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.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND, Corbett Bldg. Tel. 267.	O. R. & N. System.	DR. FRANK KISTNER, Surgeon.	HEPPNER.	Arlington to Pendleton { Including Heppner Branch.
" F. M. TAYLOR, Surgeon.	PORTLAND, Corbett Bldg.	O. R. & N. System.	" O. P. LOW, "	ARLINGTON.	The Dalles to Umatilla { Including Condon Branch.
" E. B. WAFFLE, Asst. Surgeon.	PORTLAND, Oregon.		" J. F. WOOD, "	CONDON.	Arlington to Condon.
" GEO. AINSLEE, Oculist.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" VINCENT & COLE, "	PENDLETON.	Arlington to La Grande.
" J. F. DICKSON, J. N. COGLAN, Nose & Throat.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" BACON & HALL, "	LA GRANDE.	Pendleton to Baker City.
" A. M. WEBSTER	PORTLAND, 1050 1/2 Hawthorne Ave.	E. Portland, South of Sullivan's Gulch.	" F. W. WHITING	ELGIN	La Grande to Enterprise
" C. HOLCOMB, Surgeon.	ALBINA.	Albina to The Dalles.	" MCDANIEL & MCDANIEL, "	BAKER CITY.	La Grande to Huntington.
" J. F. WATT, "	HOOD RIVER.	Albina to The Dalles.	" W. O. SPENCER, "	HUNTINGTON.	La Grande to Huntington.
DR. HUGH LOGAN, Surgeon.	THE DALLES.	Albina to Arlington.	" G. W. GREGG, "	WALLOWA.	Elgin to Wallowa.
DRS. GOFFIN & GOFFIN.	MORO.	Biggs to Shaniko.	" CHAS. A. AULT, "	ENTERPRISE.	Enterprise to Joseph.

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

STANDARD CLOCKS.

ALBINA, - - - - -	TELEGRAPH OFFICE.
THE DALLES, - - - - -	DISPATCHER'S "
SHANIKO - - - - -	TELEGRAPH "
UMATILLA, - - - - -	TELEGRAPH "
LA GRANDE, - - - - -	DISPATCHER'S "
HUNTINGTON, - - - - -	TELEGRAPH "

LICENSED WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector,	PORTLAND.
A. & C. FELDENHEIMER, Local Watch Inspectors,	PORTLAND.
BELDING BROS., " " "	PORTLAND.
H. H. HEIDE, " " "	ALBINA.
F. W. CLARKE, " " "	THE DALLES.
SIEGRIST & CO., " " "	LA GRANDE.
L. W. ROSS, " " "	WASCO.
PAULING & KEENE, " " "	CONDON.
O. P. BORGE, " " "	HEPPNER.

W. BOLLONS, Superintendent, - - - - - Portland, Oregon.  
 J. D. MATHESON, Assistant Superintendent, - - - - - Portland, Oregon.  
 A. BUCKLEY, Assistant Superintendent, - - - - - La Grande, Oregon.

W. E. BORDEN, Chief Dispatcher, First District, - - - - - The Dalles, Oregon.  
 J. F. CORBETT, Chief Dispatcher, Second District, - - - - - La Grande, Oregon.



# RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	ALBINA and MAEGLY JCT.		BIGGS and SHANIKO									ARLINGTON and CONDON					HEPPNER JCT. and HEPPNER			Pilot Rock Jct. and Pilot Rock	LA GRANDE and JOSEPH						
		Eastward	Westward	EASTWARD				WESTWARD					EASTWARD			WESTWARD		Eastward	EASTWARD			WESTWARD						
				Biggs to Gibson	Gibson to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Moro	Hay Canyon to Sandon	Arlington to Eddy	Eddy to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Lone	Lone to Lexington		Lexington to Heppner	La Grande to Elgin		Looking Glass to Enterprise	Enterprise to Joseph	Looking Glass to Elgin	Elgin to La Grande			
E-57	$\frac{1}{2}$ 44	50.....	820	680														425	380	310	330	585	330	235	360	725	....	
E-63	$\frac{1}{2}$ 48	52, 54, 55 }																										
E-57	$\frac{1}{2}$ 51	57 to 60, 62, 64	980	810	100	185	235	310	510	310	215	190	290	125	635	325	605	390	370	890	700	390	280	430	860	....		
E-63	$\frac{1}{2}$ 54	65 to 70 }																										
E-63	$\frac{1}{2}$ 55	71 to 73 }	885	730	90	165	210	280	460	280	195	170	260	115	575	295	455	350	335	350	630	350	250	390	780	....		
E-64	$\frac{1}{2}$ 68	80 to 87... }																										
T-55	$\frac{1}{2}$ 71	112 to 119)	1180	975	120	220	280	375	615	375	260	230	350	155	765	390	610	470	445	470	845	470	335	520	1030	....		
M-57	$\frac{1}{2}$ 91	103 to 111.....	1240	1020	125	230	295	395	645	395	270	240	360	160	800	410	640	490	465	490	885	490	350	540	1080	....		
T-63	$\frac{1}{2}$ 92	130 to 135.....	1285	1060	130	240	305	410	670	410	280	250	385	170	830	425	665	510	485	510	920	510	365	560	1120	....		
M-55	$\frac{1}{2}$ 108	C. S. 10.....			170	310	390	530	865	530	360	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
T-63	$\frac{1}{2}$ 113	136 to 147.....	1570	1295	160	290	370	500	815	500	340	305	470	205	1015	515	810	625	590	625	1120	625	445	685	1365	....		
C-51	$\frac{1}{2}$ 117	160 to 164.....	1765	1455	180	325	415	560	910	560	380	345	530	230	1140	580	910	700	665	700	1255	700	500	770	1530	....		
T-57	$\frac{1}{2}$ 119	170 to 173 }																										
T-64	$\frac{1}{2}$ 139	179 to 184 }	1880	1540	190	345	440	595	965	595	405	365	560	245	1210	615	965	740	705	740	1330	740	530	815	1620	....		
P-77	$\frac{1}{2}$ 123	190 to 193 }																										
P-77	$\frac{1}{2}$ 138	194 to 197 }	1880	1540	200	365	465	625	1020	625	425	385	590	260	1275	645	965	740	705	740	1330	740	530	815	1620	....		
P-77	$\frac{1}{2}$ 145	198 to 200 }																										
T-57	$\frac{1}{2}$ 125	174 to 178.....	1985	1625	200	365	465	625	1020	625	425	385	590	260	1275	645	1015	785	745	785	1405	785	555	860	1710	....		
T-63	$\frac{1}{2}$ 160	205 to 210.....	2310	1920	225	416	530	715	1165	715	485	445	695	300	1455	780	1195	920	870	920	1650	920	650	1010	2010	....		
C-55	$\frac{1}{2}$ 143	240 to 242.....	2280	1880	280	420	535	720	1175	720	490	445	675	300	1465	745	1170	900	855	900	1615	900	640	990	1965	....		
C-57	$\frac{1}{2}$ 176	300 to 304, 306 to 309 }																										
C-57	$\frac{1}{2}$ 163	305.....																										
C-57	$\frac{1}{2}$ 169	310 to 314.....	2510	2085	255	465	595	800	1305	800	545	495	755	335	1625	825	1300	1000	950	1000	1795	1000	710	1100	2185	....		
C-57	$\frac{1}{2}$ 181	340 to 344.....																										
C-57	$\frac{1}{2}$ 187	350 to 388.....	2890	2400	285	520	665	895	1460	895	610	555	870	375	1820	950	1495	1150	1090	1150	2065	1150	815	1265	2515	....		

### CLASS.

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

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:

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

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# THE OREGON RAILROAD & NAVIGATION CO.



# MAP OF THE Oregon Railroad & Navigation Co.

