

THE OREGON RAILROAD & NAVIGATION Co.

1015

OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Wednesday, May 25, 1910

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,
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.				
Length of passing tracks in to clear water, fuel and tanning stations.	STATION NUMBERS.	41	55	23	15	1	9	5	7	DISTANCES FROM PORTLAND.	10	6	8	16	2	24	56	42	STATION NUMBERS.	
		Pilot Rock Mixed	Portland Fast Freight	Way Freight	Motor	Portland Local	Fast Mail	Oregon and Washington Express	Portland Limited		Fast Mail	Oregon and Washington Express	Portland Limited	Fast Mail	Oregon and Washington Express	Chicago Limited	Motor	Pendleton Local		Way Freight	Eastern Fast Freight	Pilot Rock Mixed
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		
WF TOY			AM L 4.30	AM L 2.00			PM L 9.15	PM L 10.10	AM L 9.30	305.4			AM A 5.10	AM A 9.25	PM A 8.30		PM A 4.00	AM A 2.00		
3000			5.00	2.30			9.22	10.20	9.40	301.4			5.00	9.10	8.15		3.45	1.30		
5000 YW			5.20	3.00			9.30	10.35	9.50	297.3			4.50	8.55	8.05		3.30	1.00		
2280			6.00	3.45			9.40	10.45	10.00	293.4			4.40	8.35	7.55		3.15	12.30 AM		
3000			6.40	4.28			9.51	11.00	10.12	288.9			4.28	8.25	7.40		2.45	11.30		
8680 WFT			7.00	4.45			9.55	11.10	10.20	286.4			4.20	8.15	7.30		2.30	11.10		
6000 W			7.45	5.30			10.10	11.30	10.35	280.4			4.00	7.45	7.15		1.35	10.10		
2500			8.05	5.50			10.19	11.38	10.45	276.0			3.45	7.20	7.00		1.05	9.45		
2050 TW			8.20	6.05			10.25	11.45	10.55	272.7			3.35	7.00	6.50		12.45 PM	9.30		
5000 WY			8.35	6.40			10.35	11.59	11.06	266.6			3.20	6.40	6.40		11.50	8.55		
2250			8.45	6.55			10.40	12.10	11.12	263.6			3.10	6.30	6.30		11.12	8.30		
5000 FYW			9.10	7.10			10.49	12.28	11.25	257.3			2.55	6.15	6.20		10.40	7.55		
2800			9.25	7.45			10.55	12.45	11.35	252.5			2.45	6.00	6.05		10.15	7.35		
2800			9.45	8.05			11.02	12.55	11.45	247.6			2.35	5.45	5.55		9.45	7.15		
2040 W			10.10	8.20			11.10	1.05	11.55	242.6			2.20	5.30	5.45		9.20	6.55		
2135			10.35	8.45			11.20	1.20	12.05	236.4			2.05	5.15	5.30		8.45	6.30		
WTOY			AM L 10.55	9.25	PM L 4.35	AM L 9.00	11.30	1.30	12.15	231.1			1.50	5.00	5.15	AM A 10.20	PM A 5.10	7.30	6.10	PM A 3.15
2780			9.20 AM A	11.10	10.12	4.50	9.08	11.38	1.42	226.6			1.42	4.30	5.07	10.12	4.50	7.15	5.50	3.00 PM L
2140				11.25	10.25	5.00	9.15	11.45	1.50	223.2			1.35	4.20	5.00	10.05	4.40	7.00	5.30	
				11.45	10.40	5.10	9.25	11.54	2.00	218.7			1.25	4.10	4.50	9.58	4.25	6.35	5.10	
710			PM 12.01	11.00	5.20	9.35	AM 12.01	2.10	1.00	215.1			1.15	3.55	4.40	9.50	4.15	6.15	4.50	
2250				12.10	11.15	5.30	9.40	12.06	2.20	212.2			1.10	3.45	4.35	9.40	4.10	6.00	4.35	4.10
2160 W				12.30	11.55	5.45	9.50	12.15	2.30	205.5			1.00	3.30	4.25	9.25	4.00	5.30	3.25	
				12.50	12.15	5.55	10.00	12.20	2.40	202.1			12.50	3.20	4.15	9.15	3.45	5.05	3.00	
2800				1.25	12.45	6.10	10.20	12.35	3.00	193.5			12.35	3.00	4.00	8.55	3.30	4.30	2.30	
WFTY			2.00 PM A	1.30 PM A	6.25 PM A	10.35 AM A	AM A 12.50	3.15 AM A	2.00 PM A	187.0			12.05 AM L	2.45 AM L	3.45 PM L	8.40 AM L	3.15 PM L	4.00 AM L	2.00 PM L	
			Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	
			.15	9.30	11.30	1.50	1.35	3.35	5.05	4.30			5.05	6.40	4.40	1.40	1.55	12.00	12.00	.15
			10.0	12.5	10.8	23.9	27.8	32.7	23.2	26.3			22.5	17.6	24.6	26.3	22.9	9.9	9.9	10.0

Time Table No. 105
May 25, 1910

STATIONS

- Automatic Block
- DNR LA GRANDE
- 4.0
- PERRY
- 4.1
- D HILGARD
- 3.9
- GLOVER
- 7.0
- CASEY
- 4.9
- DNR KAMELA
- 2.5
- DN MEACHAM
- 4.4
- PORTERS
- 3.3
- N HURON
- 6.1
- NORTH FORK
- 3.0
- DN DUNCAN
- 6.3
- CONWAY
- 4.8
- DN GIBBON
- 4.9
- THORN HOLLOW
- 5.0
- CAYUSE
- 6.2
- MISSION
- 5.3
- DNR PENDLETON
- 4.5
- PILOT ROCK JCT.
- 3.4
- BARNHART
- 4.5
- COE
- 3.6
- YOAKUM
- 2.9
- NOLIN
- 6.7
- DN ECHO
- 3.4
- STANFIELD
- 8.6
- D HERMISTON
- 6.5
- DNR UMATILLA

118.4
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 or Casey the West-bound Train will take siding unless otherwise instructed by Train order.

When Trains 41 and 42 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.

When trains meet at Porter, the East bound train take siding unless otherwise instructed by train order.

FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.

EASTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and landing stations.	WESTWARD.									DISTANCES FROM PORTLAND	STATIONS	EASTWARD.								
	Second Class.			First Class.								First Class.					Second Class.			
	55	23	7	1	5	11	3	9				2	8	4	10	12	6	56	24	
Fast Freight	Way Freight	Chicago Limited	Portland Local	Oregon and Washington Express	Soo	Portland Flyer	Fast Mail		Pendleton Local	Chicago Limited	Spokane Flyer	Fast Mail	Soo	Oregon and Washington Express	Eastern Fast Freight	Way Freight				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
WPTY	PM L 3.40	AM L 9.00	PM L 2.05	AM L 10.40	AM L 3.25	AM L 3.10	AM L 1.48	AM L 12.55	187.0	DNR UMATILLA	187	PM A 3.10	PM A 3.40	PM A 11.30	AM A 12.05	AM A 12.30	AM A 2.35	AM A 11.45	PM A 6.00	
2480	3.55	9.15	2.12	10.47	3.33	3.17	1.55	1.03	182.8	4.2 BAILEY	183	3.01	3.31	11.22	11.58	12.22	2.27	11.30	5.45	
2480	4.05	9.30	2.18	10.54	3.40	3.23	2.02	1.08	179.8	3.0 IRRIGON	180	s 2.56	3.27	11.17	11.52	12.18	f 2.20	10.54	5.25	
2780	4.20	9.50	2.25	11.02	3.50	3.31	2.10	1.15	175.2	4.6 JUDSON	175	f 2.46	3.19	11.10	11.44	12.09	2.10	10.30	5.05	
2770 W	4.40	10.10	2.37	11.10	4.00	3.39	2.18	1.22	170.5	4.7 COYOTE	171	f 2.37	3.12	11.04	11.36	11.59	f 2.02	10.10	4.40	
8500	4.55	10.30	2.45	11.18	4.10	3.46	2.24	1.28	166.0	4.5 PETERS	166	2.29	3.04	10.57	11.28	11.52	1.55	10.00	4.20	
2740	5.10	10.50	2.55	11.25	4.20	3.53	2.32	1.37	161.9	4.1 CASTLE ROCK	162	f 2.20	2.55	10.50	11.21	11.46	1.48	9.45	4.05	
8500 T	5.30	11.15	3.04	11.32	4.30	4.02	2.40	1.43	156.3	5.6 BOULDER	156	2.11	2.47	10.42	11.12	11.38	1.43	9.25	3.45	
T	5.45	11.35	3.10	11.41	4.40	4.09	2.48	1.55	152.3	4.0 HEPPNER JCT.	152	s 2.00	2.38	10.34	11.04	11.30	1.34	9.05	3.30	
2770 W	5.50	11.45	3.12	11.45	4.45	4.12	2.52	2.00	150.9	1.6 WILLOWS	151	f 1.56	2.35	10.30	11.00	11.26	1.30	9.00	3.12	
7140 TFW	6.25	PM 12.40	s 3.27	s 11.59	s 5.00	s 4.25	s 3.05	2.15	141.8	9.1 ARLINGTON	142	s 1.37	2.20	10.15	10.45	11.10	s 1.15	8.30	2.20	
2760 W	7.00	1.20	3.41	PM 12.15	5.22	4.38	3.18	2.30	133.6	8.2 BLALOCK'S	134	f 1.20	2.05	10.08	10.31	10.56	1.00	7.55	1.20	
2690	7.25	1.54	3.51	12.25	5.35	4.48	3.28	2.42	127.1	6.5 QUINTON	127	f 1.05	1.54	9.52	10.20	10.46	12.45	7.30	12.25 PM	
2540	7.40	2.25	3.58	12.33	5.42	4.55	3.35	2.49	123.0	4.1 SQUALLY HOOK	123	f 12.58	1.47	9.46	10.14	10.39	12.35	7.10	11.50	
2950 W	8.05	3.15	4.11	12.45	5.56	5.07	3.46	3.00	115.9	7.1 JOHN DAY'S	116	f 12.45	1.34	9.35	10.04	10.28	12.25	6.45	11.15	
1570	8.15	3.35	4.15	12.50	6.02	5.11	3.50	3.04	113.2	2.7 RUFUS	113	s 12.38	1.30	9.30	10.00	10.24	12.20	6.35	11.00	
2610	8.25	3.45	4.19	12.55	6.08	5.15	3.54	3.08	111.0	2.2 GRANTS	111	f 12.32	1.26	9.25	9.55	10.20	12.15	6.25	10.45	
6780 Y	8.35	4.00	4.24	1.00	6.15	5.20	3.58	3.12	108.2	2.8 BIGGS	108	f 12.25	1.20	9.20	9.50	10.15	12.10	6.15	10.15	
2790 W (East)	8.50	4.30	4.30	1.20	6.25	5.26	4.05	3.21	104.3	3.9 DESCHUTES	104	s 11.58	1.14	9.12	9.43	10.08	11.58	5.55	9.40	
2860	9.05	4.55	4.37	1.55	6.35	5.34	4.12	3.30	100.3	4.0 CELILO	100	s 11.50	1.05	9.05	9.35	10.00	11.48	5.34	9.10	
2910	9.25	5.20	4.45	2.10	6.50	5.45	4.20	3.40	95.9	4.4 SUMMIT	96	f 11.40	12.55	8.55	9.25	9.50	11.35	5.10	8.40	
WFTO	10.30	6.00	5.00	2.30	7.10	6.05	4.35	4.00	88.8	7.6 THE DALLES	88	11.25	12.35	8.35	9.10	9.35	11.15	4.35	8.00	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		98.7		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	6.50	9.0	2.55	3.50	3.45	2.55	2.47	2.55		Time over District		3.45	3.05	2.55	2.55	2.55	8.20	7.00	10.00	
	14.5	11.0	34.0	26.0	35.3	34.0	36.4	34.0		Average Speed per Hour		26.3	31.9	34.0	34.0	34.0	30.0	14.1	9.9	

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

WESTWARD.												EASTWARD.									
Second Class												First Class									
23												55									
Way Freight												Fast Freight									
Daily												Daily									
7												1									
Chicago Limited												Portland Local									
5												13									
Oregon and Washing'n Express												Portland Local									
11												3									
See												Portland Flyer									
9												Fast Mail									
Daily												Daily									
DISTANCES FROM PORTLAND.																					
WTOF		AM L 8.10	PM L 11.15	PM L 5.00	PM L 2.40	AM L 7.10	AM L 7.00	AM L 6.05	AM L 4.35	AM L 4.00	88.3										
2770		6.20	11.25	5.05	2.45	7.15	7.05	6.10	4.40	4.05	85.0										
3410		6.40	11.40	5.15	3.05	7.28	7.18	6.20	4.50	4.20	79.5										
4350	W	7.15	11.59	5.30	3.25	7.43	7.32	6.35	5.05	4.37	72.1										
5240	W	7.45 7.55	AM 12.25	5.45	3.40	7.55	7.45	6.50	5.20	4.50	65.9										
2290		8.45	1.00	5.56	3.55	8.05	7.57	7.00	5.32	5.02	60.0										
2010		8.55	1.15	6.00	4.00	8.10	8.02	7.04	5.36	5.06	58.0										
3400		9.15	1.25	6.05	4.05	8.15	8.07	7.09	5.41	5.12	55.4										
2800	TW	9.40	1.45	6.10	4.15	8.21	8.14	7.15	5.46	5.17	52.4										
2800		10.15	2.10	6.25	4.35	8.37	8.27	7.29	6.00	5.30	45.3										
3560	W	10.30	2.30	6.40	4.45	8.48	8.37	7.39	6.10	5.40	41.0										
2760		10.56	2.45	6.46	4.56	8.58	8.45	7.47	6.18	5.47	37.0										
3230		11.30	3.00	6.52	5.08	9.05	8.52	7.54	6.25	5.55	33.3										
2970	OW	PM 12.30	3.15	7.00	5.20	9.15	9.03	8.02	6.34	6.02	28.4										
2280	W	1.00	3.30	7.07	5.30	9.25	9.12	8.10	6.42	6.10	24.6										
3000		1.15	3.45	7.13	5.37	9.32	9.18	8.15	6.49	6.15	21.3										
2700		1.30	4.00	7.20	5.45	9.40	9.28	8.22	6.55	6.22	17.8										
2750		1.45	4.15	7.25	5.50	9.45	9.33	8.27	7.00	6.27	15.4										
2810		2.15	4.45	7.35	6.05	10.00	9.45	8.38	7.10	6.36	10.1										
2260		2.40	5.05	7.42	6.18	10.10	9.55	8.45	7.18	6.43	6.5										
		3.05	5.20	7.55	6.30	10.25	10.05	8.55	7.25	6.50	2.8										
				8.00	6.35	10.30	10.15	9.00	7.30	7.00	1.4										
WOTFY		PM A 3.15	AM A 5.40	PM A	PM A	AM A	AM A	AM A	AM A	AM A	0.0										
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily											
		9.05	6.25	3.00	3.55	3.20	3.15	2.55	2.55	3.00											
		9.8	18.7	29.4	22.5	26.5	27.1	30.4	30.4	29.4											

Time Table No. 105
May 25, 1910

STATIONS

DNR	THE DALLES	88
	2.8	
	GRATES	85
	6.0	
	ROWENA	80
	7.4	
D	MOSIER	72
	6.2	
DN	HOOD RIVER	66
	5.9	
	MITCHELL	60
	2.0	
	VIENTO	58
	2.6	
	LINDSEY	55
	3.0	
D	WYETH	52
	7.1	
D	CASCADE LOCKS	45
	4.3	
DN	BONNEVILLE	41
	4.0	
	DODSON'S	37
	3.7	
	ONEONTA	33
	4.9	
DN	BRIDAL VEIL	28
	3.8	
	ROOSTER ROCK	25
	3.3	
	TAYLOR	21
	3.5	
DN	TROUTDALE	18
	2.4	
D	FAIRVIEW	15
	5.3	
	CLARNIE	10
	3.6	
DN	GRAHAM	6
	3.7	
	EAST PORTLAND	3
	See Special Instructions No. 9	
DNR	PORTLAND	1
	1.4	
DNR	ALBINA	0
	88.3	
	Time over District	
	Average Speed per Hour	

STATION NUMBERS.

	2	8	14	4	10	12	6	56	24												
	Pendleton Local	Chicago Limited	Dalles Local	Spokane Flyer	Fast Mail	See	Oregon and Washing'n Express	Eastern Fast Freight	Way Freight												
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily												
	AM A 11.20	PM A 12.35	PM A 7.00	PM A 8.35	PM A 9.10	PM A 9.35	PM A 11.15	AM A 4.00	PM A 4.00												
	11.15	12.30	6.55	8.30	9.05	9.30	11.09	3.40	3.45												
	11.00	12.20	6.45	8.20	8.55	9.20	10.55	3.25	3.05												
	10.40	12.07 PM	6.30	8.10	8.42	9.06	10.40	3.00	2.30												
	10.25	11.55	6.20	8.00	8.30	8.55	10.25	2.35	2.00												
	10.10	11.45	6.05	7.52	8.19	8.44	10.09	2.15	1.40												
	10.00	11.42	6.00	7.49	8.15	8.40	10.05	2.05	1.30												
	9.55	11.37	5.55	7.45	8.10	8.35	10.00	1.55	1.15												
	9.40	11.30	5.48	7.40	8.05	8.30	9.54	1.45	1.00												
	9.20	11.15	5.35	7.30	7.54	8.15	9.40	1.20	12.30												
	9.10	11.05	5.24	7.20	7.44	8.05	9.30	1.05	12.10 PM												
	8.58	10.56	5.15	7.14	7.36	7.58	9.20	12.50	11.50												
	8.52	10.52	5.08	7.08	7.31	7.52	9.12	12.40	11.30												
	8.43	10.45	4.57	7.00	7.25	7.46	9.00	12.20	10.45												
	8.36	10.40	4.50	6.52	7.20	7.40	8.52	12.10 AM	10.25												
	8.30	10.35	4.40	6.45	7.13	7.35	8.45	11.59	10.00												
	8.22	10.30	4.35	6.40	7.07	7.30	8.40	11.45	9.40 9.28												
	8.15	10.25	4.30	6.35	7.03	7.25	8.35	11.35	9.00												
	8.05	10.15	4.20	6.26	6.54	7.19	8.24	11.15	8.38												
	7.55	10.10	4.12	6.18	6.48	7.13	8.15	11.00	8.15												
	7.45	10.05	4.05	6.05	6.40	7.05	8.05	10.15	7.50												
	7.40	10.00	4.00	6.00	6.35	7.00	8.00														
	AM L	AM L	PM L	PM L	PM L	PM L	PM L														
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily												
	3.40	2.35	3.00	2.85	2.35	2.35	3.15	6.00	8.20												
	28.8	34.0	29.4	34.0	34.0	34.0	27.1	14.7	10.6												

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 30 miles per hour and freight trains to 20 miles per hour between Eagle Creek and Cascade Locks.

FIRST DISTRICT—Biggs and Shaniko.

EASTWARD.

Table with columns for length of passing tracks, First Class, 22 Passenger, Daily, and Distances from Biggs. Includes station numbers and times for various routes.

Time Table No. 105 May 25, 1910

STATIONS

Table listing stations from Biggs to Shaniko with distances and directions (DR, D, W, etc.).

WESTWARD.

Table with columns for length of passing tracks, First Class, 21 Passenger, Daily, and Distances from Biggs. Includes station numbers and times.

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.

FIRST DISTRICT—Heppner Jct. and Heppner.

EASTWARD.

Table with columns for length of passing tracks, First Class, 20 Mixed Daily Ex. Sun., and Distances from Heppner Jct. Includes station numbers and times.

Time Table No. 105 May 25, 1910

STATIONS

Table listing stations from Heppner Jct. to Heppner with distances and directions.

WESTWARD.

Table with columns for length of passing tracks, First Class, 19 Mixed Daily Ex. Sun., and Distances from Heppner Jct. Includes station numbers and times.

Branch Trains will register at Heppner Junction.

SECOND DISTRICT—Pilot Rock Jct. and Pilot Rock.

EASTWARD.

Table with columns for length of passing tracks, First Class, 41 Mixed Daily Ex. Sun., and Distances from Pilot Rock Jct. Includes station numbers and times.

Time Table No. 105 May 25, 1910

STATIONS

Table listing stations from Pilot Rock Jct. to Pilot Rock with distances and directions.

WESTWARD.

Table with columns for length of passing tracks, First Class, 42 Mixed Daily Ex. Sun., and Distances from Pilot Rock Jct. Includes station numbers and times.

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

FIRST DISTRICT—Arlington and Condon.

EASTWARD.

Table with columns for length of passing tracks, First Class, 18 Mixed, Daily Ex. Sun., and Distances from Arlington. Includes station numbers and times.

Time Table No. 105 May 25, 1910

STATIONS

Table listing stations from Arlington to Condon with distances and directions.

WESTWARD.

Table with columns for length of passing tracks, First Class, 17 Mixed, Daily Ex. Sun., and Distances from Arlington. Includes station numbers and times.

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

SECOND DISTRICT—La Grande and Joseph.

EASTWARD.

Table with columns for length of passing tracks, First Class, 34 Passenger Sun. only, 32 Mixed Daily Ex. Sun., 32 Passenger Daily Ex. Sun., and Distances from La Grande. Includes station numbers and times.

Time Table No. 105 May 25, 1910

STATIONS

Table listing stations from La Grande to Joseph with distances and directions.

WESTWARD.

Table with columns for length of passing tracks, First Class, 31 Mixed Daily Ex. Sun., 33 Passenger Sun. only, and Distances from La Grande. Includes station numbers and times.

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.

7

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221A, all trains must obtain clearance card at Baker City, Kamela, Pendleton, Arlington and Hood River. 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 ten 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. Trains 13 and 14 will stop on flag for passengers at Montavilla, Corbetts, Latourelle, Columbia Beach and Ruthton. Train 5 will stop at all points to let off passengers originating on the Washington Division and East of Pendleton. Trains 1 and 2 will stop on flag for passengers at Montavilla, Corbetts, Latourelle, Columbia Beach, Ruthton, Seufert's and Deschutes Jct. Trains 31 and 32 will stop on flag for passengers at Booth's Lane, McCully's and Rondowa.

MOVEMENTS BETWEEN PORTLAND AND EAST PORTLAND.

- No. 9. The following instructions will govern and be authority for movement of all trains, yard engines and light engines between Portland and East Portland:
- Leave East Portland only on receiving proceed signal from switch tender at Junction Switch.
- Leave Portland Terminal Passenger Yard only on receiving proceed signal from tower semaphore at Fourth Street, calling for and acknowledging same as per Rule 221-A.
- Before leaving Portland Terminal Freight Yard, call switch tender at Junction Switch, East Portland, on telephone, and proceed only on permission from him.
- Trainmen and enginemen are subject to Rules and Regulations of Northern Pacific Terminal Company while in their yard.
- Trains entering Union Depot, Portland, will be governed by position of semaphore at First Street crossing.
- All trains and engines must receive proceed signal from the Bridge Tender before going onto the draw of the Willamette River Bridge. Engines must not double-head over this bridge.
- The railroad crossing at east end of the Willamette River Bridge is protected by automatic block signals.
- Automatic Block Signals between Portland (Front Street) and East Portland.

SPEED RESTRICTIONS.

- No. 10. 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 must not exceed speed of 60 miles per hour, and engines of the 160 class a speed of 25 miles per hour. Consolidation engines (except 160 class) in passenger service must not exceed a speed of 40 miles per hour and in all other service 30 miles per hour.
- No. 11. 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. 12. 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 and Mess House curve; Second District—Powder River Canyon.
- No. 13. 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 Pleasant Valley and Norton, Telocaset and Union, Huron and Duncan and between Graham and East Portland.

AIR BRAKES.

- No. 14. East-bound freight trains immediately before leaving Pleasant Valley, and all freight 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. 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. 15. 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. 16. 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. 17. **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, 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
" DONALD H. JESSOP, Asst. Surgeon.	PORTLAND, Corbett Bldg. " "	O. R. & N. System.	" J. F. WOOD, "	CONDON.	Arlington to Condon.
" E. B. WAFFLE, Asst. Surgeon.	PORTLAND, Corbett Bldg. " "	O. R. & N. System.	" VINCENT & COLE, "	PENDLETON.	Arlington to La Grande.
" GEO. AINSLIE, Oculist.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" BACON & HALL, "	LA GRANDE.	Pendleton to Baker City.
" J. F. DICKSON, J. N. COGHLAN, Nose & Throat.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" F. W. WHITING, "	ELGIN	La Grande to Enterprise
" A. M. WEBSTER	PORTLAND, 1050 1/2 Hawthorne Ave.	E. Portland, South of Sullivan's Gulch.	" MCDANIEL & MCDANIEL, "	BAKER CITY.	La Grande to Huntington.
" C. HOLCOMB, Surgeon.	ALBINA.	Albina to The Dalles.	" W. O. SPENCER, "	HUNTINGTON.	La Grande to Huntington.
" J. F. WATT, "	HOOD RIVER.	Albina to The Dalles.	" G. W. GREGG, "	WALLOWA.	Elgin to Wallowa.
DR. HUGH LOGAN, Surgeon.	THE DALLES.	Albina to Arlington.	" CHAS. A. AULT, "	ENTERPRISE.	Enterprise to Joseph.
DRS. GOFFIN & GOFFIN.	MORO.	Biggs to Shaniko.			

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

STANDARD CLOCKS.

ALBINA, - - - - -	DISPATCHER'S OFFICER.
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.
D. LINDQUIST, " " " "	THE DALLES.
SIEGRIST & CO., " " " "	LA GRANDE.
L. W. ROSS, " " " "	WASCO.
PAULING & KEENE, " " " "	CONDON.
P. O. BORG, " " " "	HEPPNER.

W. BOLLONS, Superintendent,	Portland, Oregon.
W. H. GUILD, Assistant Superintendent,	" "
W. R. LADD, " "	" "
F. L. COYKENDALL, " "	" "
C. P. A. LONERGAN, " "	" "
E. M. RINGER, " "	Albina "
W. H. BALL, " "	The Dalles, Oregon.
F. F. SPAULDING, Train Dispatcher,	Albina "
H. C. ADAMS, " "	" "
W. A. MILNER, " "	" "
R. C. WESCOTT, " "	The Dalles, "
H. D. AULD, " "	" "
W. T. WRIGHT, " "	" "
E. M. SHALER, " "	" "

A. BUCKLEY, Assistant Superintendent,	La Grande, Oregon.
J. F. CORBETT, " "	" "
J. C. SHEA, " "	" "
J. W. EGAN, Train Dispatcher,	" "
E. J. WALSH, " "	" "
E. WALSH, " "	" "
H. W. SWART, " "	" "
S. D. IRWIN, " "	" "
E. A. HACKETT, " "	" "
C. M. ANDREWS, " "	" "

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	PORTLAND and THE DALLES				THE DALLES and UMATILLA			UMATILLA and LA GRANDE						LA GRANDE and HUNTINGTON							
		EASTWARD		WESTWARD		EASTWARD		WESTWARD	EASTWARD			WESTWARD			EASTWARD			WESTWARD				
		E. Portland to Montavilla	Bonneville to Cascade L'ks	The Dalles to Rowena	Troutdale to Clarno	The Dalles to Summit	Squallyhook to Quinton	Umatilla to Irrigon	Umatilla to Pendleton	Pendleton to Gibson	Gibson to Duncan	Duncan to Kameia	La Grande to Hilgard	Hilgard to Kameia	Union to Telecast	Baker City to Norton	Norton to Encina	Huntington to Durkee	Durkee to Pl. Valley	Pl. Valley to Encina	No. Powder to Telecast	
S-51	98	20.....																				
S-51	128	25 to 27.....																				
E-57	44	50 .. }																				
E-63	48	52, 54, 55 }																				
E-57	51	57 to 60 62 64 ..																				
E-63	54	65 to 70 }																				
E-63	55	71 to 73 }																				
E-64	68	80 to 87.. }																				
T-55	71	112 to 119 }																				
M-57	91	103 to 111.....																				
T-63	92	130 to 135.....																				
T-63	113	136 to 147.....																				
C-51	117	160 to 164.....																				
T-57	119	170 to 173.. }																				
T-64	139	179 to 184.. }																				
P-77	123	190 to 193.. }																				
P-77	138	194 to 197.. }																				
P-77	145	198 to 200.. }																				
T-57	125	174 to 178.....																				
T-63	160	205 to 210.....																				
C-55	143	240 to 242.....																				
C-57	176	300 to 304, 306 to 309. }																				
C-57	163	305 .. }																				
C-57	169	310 to 314.....																				
C-57	181	340 to 344.....																				
C-57	187	350 to 388.....																				

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.

CLASS.

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

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

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			
			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	1/2	44	50.....	820	680													425	330	310	330	585	330	235	360	725	....
E-63	1/2	48	52. 54. 55 }																									
E-57	1/2	51	57 to 60. 62. 64	980	810	100	185	235	310	510	310	215	190	290	125	635	325	505	390	370	890	700	390	280	430	860	....
E-63	1/2	54	65 to 70 }																									
E-63	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	1/2	68	80 to 87....																									
T-55	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	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	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	1/2	108	C. S. 10.....			170	310	390	530	865	530	360	....	....	....	....	....	....	....	....	625	....	....	....	....	....	....
T-63	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	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	1/2	119	170 to 173 }																									
T-64	1 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	1 1/2	123	190 to 193 }																									
P-77	1 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	1 1/2	145	198 to 200 }																									
T-57	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	1/2	160	205 to 210.....	2310	1920	225	416	530	715	1165	715	485	445	695	300	1455	760	1195	920	870	920	1650	920	650	1010	2010	....
C-55	1/2	143	240 to 242.....	2280	1880	230	420	535	720	1175	720	490	445	675	300	1465	745	1170	900	855	900	1615	900	640	990	1965	....
C-57	1 1/2	176	300 to 304. 306 to 309 }																									
C-57	1 1/2	163	305.....																									
C-57	1 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	1 1/2	181	340 to 344.....																									
C-57	1 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	....

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.

CLASS.

- "E" — Eight Wheelers.
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- "M" — Moguls.
- "C" — Consolidation Engines.
- "TW" — Twelve Wheelers.
- "S" — Switch.

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

THE OREGON RAILROAD & NAVIGATION CO.



MAP OF THE
Oregon Railroad & Navigation Co.

