

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, January 8, 1911

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,
Assistant General Manager.
J. D. STACK,
Assistant General Manager.

SECOND DISTRICT—Huntington and La Grande.

WESTWARD.

EASTWARD.

Length of passing tracks, in to clear and location of scales, water, fuel and turning stations.	Second Class.						First Class.			DISTANCES FROM PORTLAND.	Time Table No. 2 January 8, 1911	STATIONS	First Class.			Second Class.	
	55		23		9	5	17	10	6				18	56	24		
	Portland Fast Freight	Way Freight	Fast Mail	Oregon and Washington Express	Oregon and Washington Limited	Fast Mail	Oregon and Washington Express	Oregon and Washington Limited	Fast Mail				Oregon and Washington Express	Oregon and Washington Limited	Eastern Fast Freight	Way Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
WFTOY	PM L	AM L	PM L	PM L	AM L	PM L	PM L	AM L	403.9	(DNR HUNTINGTON	404	AM A	PM A	AM A	PM A	PMA	
2280	2.30	3.15	6.15	6.35	6.50	6.25	6.35	6.05	399.7	4.2	400	9.10	1.55	12.35	1.30	5.50	
2090 W	2.50	3.45	6.25	6.50	6.05	6.40	6.50	6.20	392.5	LIME	400	8.55	1.40	12.20	1.10	5.25	
2080 E	3.30	4.15	6.40	7.05	6.20	6.40	7.05	6.20	392.5	7.2	393	8.40	1.15	12.05	12.30	4.50	
2725 W YW	4.10	5.00	6.55	7.25	6.35	6.55	7.25	6.35	384.3	WEATHERBY	393	8.40	1.15	12.05	12.30	4.50	
2100	5.05	5.45	7.05	7.45	6.50	7.05	7.45	6.50	377.2	8.2	384	8.25	12.55	11.45	11.55	4.10	
2870 FYW	6.05	6.45	7.22	8.05	7.15	7.22	8.05	7.15	370.9	DN DURKEE	384	8.25	12.55	11.45	11.55	4.10	
	6.25	7.00	7.30	8.18	7.25	7.30	8.18	7.25	367.2	7.1	377	8.10	12.40	11.30	11.20	3.35	
2110	6.50	7.35	7.40	8.30	7.35	7.40	8.30	7.35	362.9	UNITY	377	8.10	12.40	11.30	11.20	3.35	
4470 WOY	7.30	8.30	7.55	8.45	7.45	7.55	8.45	7.45	357.2	6.3	371	7.55	12.20	11.15	10.40	3.00	
8000	7.50	9.30	8.02	9.00	7.53	8.02	9.00	7.53	352.7	DNR PLEASANT VALLEY	371	7.55	12.20	11.15	10.40	3.00	
2040	8.10	10.00	8.10	9.10	8.05	8.10	9.10	8.05	346.7	3.7	367	7.45	12.10	11.05	10.00	2.30	
3000	8.25	10.30	8.17	9.22	8.12	8.17	9.22	8.12	342.2	ENCINA	367	7.45	12.10	11.05	10.00	2.30	
6000 W	8.50	11.00	8.25	9.35	8.20	8.25	9.35	8.20	337.2	4.3	363	7.35	11.55	10.50	9.30	2.00	
8000	9.05	11.15	8.30	9.45	8.25	8.30	9.45	8.25	334.2	NORTON	363	7.35	11.55	10.50	9.30	2.00	
6000 FYW	9.30	11.45	8.45	10.06	8.40	8.45	10.06	8.40	327.8	5.7	357	7.20	11.40	10.30	8.30	1.15	
2260	9.55	11.59	8.52	10.19	8.48	8.52	10.19	8.48	323.7	DN BAKER CITY	357	7.20	11.40	10.30	8.30	1.15	
3000	10.10	12.15	8.58	10.25	8.54	8.58	10.25	8.54	320.8	4.5	352	7.10	11.32	10.22	8.20	12.55	
2120 YW	10.25	12.30	9.05	10.35	9.00	9.05	10.35	9.00	317.8	WING	352	7.10	11.32	10.22	8.20	12.55	
2420	10.45	12.45	9.10	10.45	9.10	9.10	10.45	9.10	314.2	6.0	347	6.55	11.20	10.10	8.05	12.30	
8000	11.20	1.00	9.18	11.00	9.17	9.18	11.00	9.17	309.6	4.5	342	6.45	11.10	10.02	7.30	11.59	
WFTOY	11.50	1.15	9.25	11.10	9.25	9.25	11.10	9.25	305.4	HUTCHINSON	342	6.45	11.10	10.02	7.30	11.59	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		5.0	337	6.30	11.00	9.55	6.45	11.30	
	9.20	10.00	3.10	4.35	3.35	3.10	4.35	3.35		D NORTH POWDER	337	6.30	11.00	9.55	6.45	11.30	
	10.6	9.9	31.8	21.5	27.6	31.8	21.5	27.6		3.0	334	6.20	10.55	9.45	6.20	11.15	
										DN LUN	334	6.20	10.55	9.45	6.20	11.15	
										6.4	328	6.05	10.40	9.30	5.45	10.40	
										DN TELOCASET	328	6.05	10.40	9.30	5.45	10.40	
										4.1	324	5.55	10.25	9.20	5.15	10.00	
										CROOKS	324	5.55	10.25	9.20	5.15	10.00	
										2.9	321	5.45	10.15	9.12	4.50	9.45	
										BACON	321	5.45	10.15	9.12	4.50	9.45	
										DN UNION	318	5.35	10.05	9.05	4.35	9.30	
										3.6	314	5.30	9.55	8.55	4.15	9.10	
										HOT LAKE	314	5.30	9.55	8.55	4.15	9.10	
										4.6	310	5.22	9.48	8.45	4.00	8.45	
										LONETREE	310	5.22	9.48	8.45	4.00	8.45	
										4.2	305	5.15	9.40	8.35	3.45	8.30	
										DNR LA GRANDE	305	5.15	9.40	8.35	3.45	8.30	
										99.0		Daily	Daily	Daily	Daily	Daily	
										Time over District		8.55	4.15	4.00	9.45	9.20	
										Average Speed per Hour		25.1	23.3	24.6	10.1	10.6	

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

FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.											EASTWARD.																								
Length of passing tracks in to clear and location of scales, water, fuel and landing stations.	Second Class.				First Class.						DISTANCES FROM PORTLAND	STATIONS	STATION NUMBERS.	First Class.						Second Class.															
	55		23		17		1		11					5		3		9		2		18		10		6		12		4		56		24	
	Fast Freight	Way Freight	Oregon and Washington Limited	Portland Local	See Spokane Portland	Oregon and Washington Express	Portland Passenger	Fast Mail	Pendleton Local	Oregon and Washington Limited				Fast Mail	Oregon and Washington Express	See Spokane Portland	Walla Walla Passenger	Eastern Fast Freight	Way Freight																
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
WFTY	PM L 12.30	AM L 9.00	PM L 2.00	AM L 10.55	AM L 5.50	AM L 4.40	AM L 2.30	AM L 1.10	187.0	DNR UMATILLA	187	PM A 3.00	PM A 3.40	AM A 12.01	AM A 3.10	AM A 2.30	AM A 4.30	AM A 11.45	PM A 6.00																
2480	12.45	9.15	2.07	11.02	5.58	4.46	2.45	1.16	182.8	4.2 BAILEY	183	2.52	3.32	11.52	3.02	2.23	4.22	11.30	5.45																
2480	12.55	9.40	2.12	11.08	6.03	4.55	2.55	1.22	179.8	3.0 IRRIGON	180	s 2.45	3.27	11.47	f 2.55	2.18	4.15	11.08	5.25																
2780	1.15	10.05	2.19	11.18	6.09	5.05	3.04	1.29	175.2	4.6 JUDSON	175	f 2.37	3.19	11.40	2.45	2.11	4.08	10.50	5.05																
2770 W	1.30	10.30	2.27	11.25	6.15	5.15	3.13	1.36	170.5	4.7 COYOTE	171	f 2.27	3.12	11.33	f 2.33	2.04	4.00	10.30	4.45																
8500	1.45	11.00	2.34	11.34	6.22	5.24	3.22	1.42	166.0	4.5 PETERS	166	2.15	3.04	11.24	2.25	1.58	3.54	10.05	4.20																
2740	2.05	11.42	2.40	11.42	6.28	5.32	3.30	1.50	161.9	4.1 CASTLE ROCK	162	f 2.05	2.55	11.19	2.15	1.50	3.48	9.45	4.05																
8500 T	2.47	PM 12.10	2.47	11.50	6.35	5.40	3.40	2.00	156.3	5.6 BOULDER	156	1.52	2.47	11.09	2.00	1.35	3.40	9.25	3.45																
T	3.10	12.30	2.57	11.58	6.42	5.50	3.48	2.06	152.3	4.0 HEPPNER JCT.	152	s 1.43	2.38	11.03	1.48	1.29	3.33	9.10	3.25																
2770 W	3.15	12.35	3.00	12.01	6.45	5.53	3.51	2.10	150.9	1.4 WILLOWS	151	f 1.30	2.35	11.00	1.45	1.26	3.30	9.00	3.15																
7140 TFW	3.50	1.15	s 3.15	s 12.15	s 7.00	s 6.10	s 4.05	2.24	141.8	9.1 ARLINGTON	142	s 1.15	2.20	10.45	s 1.28	s 1.10	3.15	8.25	1.15																
2700 W	4.20	2.05	3.28	12.30	7.15	6.28	4.18	2.39	133.6	8.2 BLALOCK'S	134	f 1.00	2.05	10.32	1.09	12.56	3.02	7.55	12.30 PM																
2590	4.50	2.30	3.40	12.45	7.30	6.42	4.28	2.50	127.1	6.5 QUINTON	127	f 12.45	1.54	10.20	12.54	12.45	2.50	7.30	11.45																
2540	5.10	2.50	3.48	12.55	7.38	6.50	4.36	2.58	123.0	4.1 SQUALLY HOOK	123	f 12.35	1.47	10.12	12.44	12.36	2.40	6.50	11.15																
2950 W	5.45	3.25	4.04	f 1.10	7.51	7.04	4.48	3.10	115.9	7.1 JOHN DAY'S	116	f 12.20	1.34	10.00	12.28	12.23	2.27	6.20	10.30																
1570	6.00	3.40	4.10	s 1.15	7.56	f 7.10	4.52	3.14	113.2	2.7 RUFUS	113	s 12.15	1.30	9.53	f 12.22	12.18	2.22	6.10	10.15																
2610	6.10	3.50	4.15	f 1.26	8.00	f 7.15	4.56	3.18	111.0	2.2 GRANTS	111	f 12.10	1.26	9.49	12.15	12.15	2.18	8.00	10.05																
6780 Y	6.20	4.05	4.20	s 1.32	8.05	f 7.20	5.00	3.23	108.2	2.8 DN BIGGS	108	s 12.05 PM	1.20	9.43	f 12.05 AM	12.11	2.13	5.50	9.50																
2790 W (East)	6.35	4.28	4.28	s 1.43	8.12	f 7.28	5.06	3.31	104.3	3.9 D DESCHUTES	104	s 11.58	1.14	9.35	s 11.58	12.05 AM	2.05	5.35	9.25																
2860	6.55	4.55	4.36	s 1.55	8.21	f 7.36	5.14	3.38	100.3	4.0 D CELILO	100	s 11.50	1.05	9.28	s 11.48	11.57	1.58	5.14	9.00																
2910	7.15	5.20	4.45	f 2.10	8.30	7.45	5.20	3.46	95.9	4.4 SUMMIT	96	f 11.40	12.55	9.20	11.35	11.50	1.50	5.00	8.30																
WFTO	8.00 PM A	6.00 PM A	5.00 PM A	2.30 PM A	8.45 AM A	8.00 AM A	5.30 AM A	4.00 AM A	88.3	7.6 DN THE DALLES	88	11.25 AM L	12.35 PM L	9.05 PM L	11.15 PM L	11.35 PM L	1.35 AM L	4.35 AM L	8.00 AM L																
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		98.7		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																
	7.30	9.0	8.00	3.35	2.55	8.20	8.00	2.50		Time over District		8.35	3.05	2.56	8.55	2.55	2.55	7.10	10.00																
	13.2	10.9	32.9	27.2	33.8	29.6	32.9	34.8		Average Speed per Hour		27.1	32.0	33.8	25.1	33.8	33.8	18.8	9.9																

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

WESTWARD.											EASTWARD.													
		Second Class		First Class									First Class					Second Class						
		23	55	17	1	11	5	7	3	9	DISTANCES FROM PORTLAND.		2	18	8	10	6	12	4	24	56			
		Way Freight	Fast Freight	Oregon and Washington Limited	Portland Local	Soo-Spokane Portland	Oregon and Washing'n Express	Portland Local	Portland Passenger	Fast Mail			Pendleton Local	Oregon and Washing'tn Limited	Dalles Local	Fast Mail	Oregon and Washing'n Express	Soo-Spokane Portland	Walla Walla Passenger	Way Freight	Eastern Fast Freight			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
WTOF		AM L 6.10	PM L 9.10	PM L 5.00	PM L 2.35	AM L 8.45	AM L 8.00	AM L 7.00	AM L 5.30	AM L 4.00	88.3		88	AM A 11.20	PM A 12.35	PM A 7.15	PM A 9.05	PM A 11.15	PM A 11.35	AM A 1.35	PM A 4.00	AM A 4.00		
2770		6.20	9.30	5.05	2.41	8.50	8.05	7.05	5.35	4.05	85.5		85	f 11.15	12.30	f 7.10	9.00	11.05	11.30	1.30	3.45	3.40		
8410		6.55	9.55	5.15	2.55	9.00	8.20	f 7.18	5.45	4.20	79.5		80	s 11.00	12.20	f 6.55	8.50	10.50	11.20	1.20	2.55	3.25		
4350	W	7.32	10.35	5.30	s 3.10	9.15	8.35	s 7.32	6.00	4.37	72.1		72	s 10.45	12.07 PM	s 6.35	8.36	10.35	11.06	1.06	2.30	3.00		
5240	W	8.15	10.55	s 5.45	s 3.25	s 9.25	s 8.50	s 7.45	s 6.10	4.50	65.9		66	f 10.30	s 11.53	s 6.20	8.25	s 10.20	10.55	s 12.55	2.00	2.35		
2290		9.05	11.20	5.56	f 3.40	9.38	9.05	f 7.57	6.20	5.01	60.0		60	f 10.15	11.44	f 6.05	8.15	10.05	10.45	12.45	1.40	2.15		
2010		9.20	11.30	6.00	f 3.45	9.43	9.10	f 8.02	6.25	5.05	58.0		58	f 10.10	11.40	f 6.00	8.10	10.00	10.40	12.40	1.30	2.05		
3400		9.35	11.40	6.05	3.51	9.48	9.17	8.07	6.30	5.10	55.4		55	10.02	11.35	5.55	8.05	9.55	10.35	12.35	1.15	1.55		
2800	TW	9.55	11.50	6.10	s 3.58	9.55	9.25	s 8.14	6.35	5.15	52.4		52	s 9.55	11.30	s 5.49	8.00	9.50	10.30	12.30	1.05	1.45		
2800		11.15	12.15 AM	6.25	s 4.15	10.08	9.40	s 8.27	6.50	5.30	45.3		45	s 9.40	11.15	s 5.34	7.45	s 9.36	10.15	12.15	12.30	1.20		
3560	W	11.35	12.55	6.35	s 4.25	10.18	9.50	s 8.37	7.00	5.40	41.0		41	s 9.30	11.05	s 5.24	7.35	s 9.26	10.05	12.05 AM	12.10 PM	12.55		
2760		11.50	1.20	6.44	f 4.35	10.24	9.59	f 8.45	7.08	5.47	37.0		37	f 9.22	11.00	f 5.15	7.28	9.18	9.57	11.57	11.50	12.40		
3230		PM 12.15	1.40	6.52	f 4.45	10.30	10.06	f 8.52	7.14	5.55	33.3		33	f 9.15	10.56	f 5.08	7.22	9.13	9.52	11.52	11.30	12.30		
2970	OW	12.40	2.00	7.02	s 4.57	10.39	10.15	s 9.00	7.22	6.02	28.4		28	s 9.00	10.50	s 4.57	7.15	s 9.05	9.45	11.45	11.05	12.15		
2280	W	1.00	2.30	7.10	f 5.07	10.45	10.25	f 9.12	7.29	6.10	24.6		25	f 8.50	10.45	f 4.50	7.10	8.58	9.40	11.40	10.45	12.01 AM		
3000		1.15	2.50	7.18	5.15	10.50	10.36	9.18	7.34	6.15	21.3		21	8.40	10.36	4.40	7.04	8.51	9.35	11.35	10.00	11.50		
2700		1.30	3.15	7.25	s 5.25	10.56	10.40	s 9.28	7.40	6.22	17.8		18	s 8.30	10.30	s 4.35	6.58	s 8.45	9.30	11.30	9.45	11.30		
2750		1.45	3.30	7.30	s 5.30	11.00	10.45	s 9.33	7.44	6.27	15.4		15	s 8.25	10.26	s 4.30	6.54	8.38	9.25	11.25	9.33	11.10		
2810		2.15	4.00	7.40	f 5.45	11.08	10.55	f 9.45	7.54	6.36	10.1		10	f 8.10	10.20	f 4.20	6.47	8.30	9.18	11.18	9.00	10.50		
2260		2.40	4.30	7.45	5.55	11.15	11.00	9.55	8.00	6.43	6.5		6	8.00	10.14	4.12	6.42	8.20	9.12	11.12	8.45	10.40		
		3.05	5.00	s 7.55	s 6.10	s 11.25	s 11.10	s 10.05	s 8.10	6.50	2.8		3	s 7.45	10.05	s 4.05	6.35	8.08	9.05	11.05	8.15	10.15		
				8.00 PM A	6.15 PM A	11.30 AM A	11.15 AM A	10.15 AM A	8.15 AM A	7.00 AM A	1.4		1	7.40 AM L	10.00 AM L	4.00 PM L	6.30 PM L	8.00 PM L	9.00 PM L	11.00 PM L				
WOTFY		3.15 PM A	5.40 AM A								0.0		0								8.00 AM L	10.00 PM L		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		9.05	8.30	3.00	3.40	2.45	3.15	3.15	2.45	3.00				8.40	2.35	3.15	2.35	3.15	2.35	2.35	8.00	6.00		
		9.7	10.6	29.4	23.8	32.1	27.1	27.1	32.1	29.4				23.8	34.1	27.1	34.1	27.1	34.1	34.1	11.0	14.7		

Time Table No. 2
January 8, 1911

STATIONS

- DNR THE DALLES
- CRATES
- ROWENA
- MOSIER
- HOOD RIVER
- MITCHELL
- VIENTO
- LINDSEY
- WYETH
- CASCADE LOCKS
- BONNEVILLE
- DODSON'S
- ONEONTA
- BRIDAL VEIL
- ROOSTER ROCK
- TAYLOR
- TROUTDALE
- FAIRVIEW
- CLARNIE
- GRAHAM
- EAST PORTLAND
- DNR PORTLAND
- ALBINA

Time over District
Average Speed per Hour

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
O-W. R. & N. and Southern Pacific Junction Switch at East Portland, when not in use, will be left set for O-W. R. & N. track.
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.				WESTWARD.			
First Class.				First Class.			
Length of passing trucks in to clear and location of scales, water, fuel and turning stations.	22		DISTANCES FROM BIGGS	STATION NUMBERS.	21		STATION NUMBERS.
	Passenger	Daily			Passenger	Daily	
	PM L	AM A			AM A	PM L	
Time Table No. 2 January 8, 1911				Time Table No. 2 January 8, 1911			
STATIONS				STATIONS			
6761 WYF		2.00	.0	DR	BIGGS	108	11.55
844		f 2.20	5.4	5	GIBSON	5	f 11.30
190 Spur		f 2.30	7.0	7	SINK	7	f 11.25
8266 W		s 2.50	9.8	10	WASCO	10	s 11.10
1199		f 3.05	14.1	14	KLONDYKE	14	f 10.55
650 Spur		f 3.10	16.1	16	SANDON	16	f 10.50
8850 Spur W		3.20	19.2	19	HAY CANYON JCT. Tel Box	19	10.40
393		f 3.25	19.9	20	MCDONALD	20	f 10.35
1089		f 3.35	23.9	24	DE MOSS	24	f 10.20
2694 WY		s 3.45	27.0	27	MORO	27	s 10.10
338 Spur		f 4.00	30.4	30	ERSKINE	30	f 9.55
1968 W		s 4.20	38.5	39	GRASS VALLEY	39	s 9.45
571		f 4.45	45.8	46	BOURBON	46	f 9.20
1100		s 5.00	52.5	53	KENT Tel Box	53	s 9.00
891		f 5.15	57.3	57	WILCOX	57	f 8.50
8385 WYF		6.15 PM A	70.0	70	SHANIKO	70	8.15 AM L
		Daily					Daily

Westward Trains are superior to Trains of the same class in the opposite direction. - See Rule 72. No train or engine will go east of the west wye switch at Biggs without clearance card to cover or under flag protection. Trains must not exceed a speed of fifteen (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.			
Length of passing trucks in to clear and location of scales, water, fuel and turning stations.	14		DISTANCES FROM ARLINGTON.	STATION NUMBERS.	13		STATION NUMBERS.
	Mixed	Daily			Mixed	Daily	
	PM L	AM A			AM A	PM L	
Time Table No. 2 January 8, 1911				Time Table No. 2 January 8, 1911			
STATIONS				STATIONS			
2596 WYF		1.30	0.0	DNR	ARLINGTON	142	11.50
1471		f 1.45	2.5	3	EDDY	3	f 11.30
1793		f 2.00	7.8	8	SHUTLER'S	8	f 11.10
2446 W		s 2.30	16.5	17	ROCK CREEK	17	s 10.45
1698		f 2.45	20.2	20	BARNETT	20	f 10.25
2342 W		s 3.05	24.8	25	MIKKALO	25	s 10.05
1816		s 3.25	29.1	29	CLEM	29	s 9.45
1783		f 3.40	32.9	33	SPEECE	33	f 9.30
1576		f 3.55	36.8	37	GWENDOLEN	37	f 9.20
10005 WY		4.45 PM A	45.0	45	CONDON	45	9.00 AM L
		Daily					Daily

Westward 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.			
Length of passing trucks in to clear and location of scales, water, fuel and turning stations.	20		DISTANCES FROM HEPPNER JCT.	STATION NUMBERS.	19		STATION NUMBERS.
	Mixed	Daily			Mixed	Daily	
	PM L	AM A			AM A	PM L	
Time Table No. 2 January 8, 1911				Time Table No. 2 January 8, 1911			
STATIONS				STATIONS			
1258 T		1.45	0.0	DR	HEPPNER JCT.	152	11.30
987		f 2.00	6.7	H 7	RHEA	7	f 10.55
631 W		s 2.20	14.4	H15	CECILS	15	s 10.35
1082		s 2.35	19.8	H20	MORGAN	20	s 10.15
2397 W		s 2.55	28.3	H29	IONE	29	s 9.45
1021		s 3.20	36.2	H37	LEXINGTON	37	s 9.25
4036 WYF		4.30 PM A	45.2	DR	HEPPNER	45	9.00 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.			
Length of passing trucks in to clear and location of scales, water, fuel and turning stations.	42		DISTANCES FROM PILOT ROCK JCT.	STATION NUMBERS.	41		STATION NUMBERS.
	Mixed	Daily			Mixed	Daily	
	AM L	PM A			AM A	PM L	
Time Table No. 2 January 8, 1911				Time Table No. 2 January 8, 1911			
STATIONS				STATIONS			
2970		9.40	0.0	DR	PILOT ROCK JCT.	227	3.00
1500		f 10.00	6.0	Z6	SPARKS	6	f 2.35
1305 TW		10.35 AM A	14.0	Z14	PILOT ROCK	14	2.00 PM L
		Daily					Daily

No. 42 has right over No. 41 Pilot Rock Jct. to Pilot Rock.

SECOND DISTRICT—La Grande and Joseph.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
Length of passing trucks in to clear and location of scales, water, fuel and turning stations.	34		DISTANCES FROM LA GRANDE.	STATION NUMBERS.	31		STATION NUMBERS.
	Passenger	Mixed			Mixed	Passenger	
	Sun. only	Daily			Daily	Sun. only	
Time Table No. 2 January 8, 1911				Time Table No. 2 January 8, 1911			
STATIONS				STATIONS			
10197 WYF		11.00	0.0	DNR	LA GRANDE	305	2.15
3235		s 11.10	2.5	K 3	ISLAND CITY	3	s 1.45
2757		s 11.25	8.3	K 9	ALICEL	9	s 1.25
2420		s 11.35	12.3	K13	IMBLER	13	s 1.15
6156 WY		s 11.55	20.9	K21	ELGIN	21	s 12.45
700		PM L 12.30	33.2	K33	PALMER JCT.	33	s 11.50
		11.40 AM A		K34	LOOKING GLASS	34	s 11.45
		1.45	33.7	K47	MINAM	47	s 10.45
700		s 1.30	47.1	K60	WALLOWA	60	s 9.45
2400 WY		s 2.25	60.0	K67	LOSTINE	67	s 9.00
1900		s 2.50	67.8	K78	ENTERPRISE	78	s 8.15
1500		s 3.15	78.0	DR	JOSEPH	84	8.00 AM L
		3.40 PM A	83.8				9.20 AM L
		4.00 PM A					Daily

Westward 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 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. Trains 7 and 8 will stop on flag at Montavilla, Corbetts, Latourelle, Warrendale and Ruthton.
Trains 5 and 6 will stop on flag at Nelsons.
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 at Montavilla, Corbetts, Latourelle, Warrendale, Ruthton, Seuferts, Big Eddy (M. P. 92), and Deschutes Jct.
Trains 31 and 32 will stop on flag at Booth's Lane, McCully's and Rondowa.
Train 6 will stop on flag at Corbetts.
Train 17 will stop on flag at Mosier on Sunday.

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. 2, Tunnel No. 3, Mess House curve, between Rufus and John Day, and between Squally Hook and Quinton; 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. **Eastbound** 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. Westbound 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.)	O-W. R. & N. Co., First District.	DR. M. B. TAYLOR, Surgeon.	GRASS VALLEY.	Biggs to Shaniko.
" F. M. TAYLOR, Surgeon.	PORTLAND, Corbett Bldg.)	O-W. R. & N. Co., First District.	" FRANK KISTNER, "	HEPPNER.	Arlington to Pendleton { Including Heppner Branch.
" DONALD H. JESSOP, Asst. Surgeon.	PORTLAND, Corbett Bldg.)	O-W. R. & N. Co., First District.	" O. P. LOW, "	ARLINGTON.	The Dalles to Umatilla { Including Condon Branch.
" GEO. AINSLIE, Oculist.	PORTLAND, Oregonian Bldg.	O-W. R. & N. Co., First District.	" J. F. WOOD, "	CONDON.	Arlington to Condon.
" J. F. DICKSON, J. N. COGLAN, Nose & Throat.	PORTLAND, Oregonian Bldg.	O-W. R. & N. Co., First District.	" VINCENT, COLE & WAFFLE, "	PENDLETON.	Arlington to La Grande.
" A. M. WEBSTER	PORTLAND, 1050 1/2 Hawthorne Ave.	E. Portland, South of Sullivan's Gulch.	" BACON & HALL, "	LA GRANDE.	Pendleton to Baker City.
" C. HOLCOMB, Surgeon.	ALBINA.	Albina to The Dalles.	" F. W. WHITING "	ELGIN	La Grande to Enterprise
" J. F. WATT, "	HOOD RIVER.	Albina to The Dalles.	" WM. L. PARKER, "	BAKER CITY.	La Grande to Huntington.
" HUGH LOGAN, Surgeon.	THE DALLES.	Albina to Arlington.	" S. G. STANDARD, "	HUNTINGTON.	La Grande to Huntington.
" J. M. LOWE, Surgeon.	THE DALLES.	Albina to Arlington.	" CHAS. A. AULT, "	ENTERPRISE.	Enterprise to Joseph.
DRS. GOFFIN & GOFFIN, Surgeons.	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 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.
D. LINDQUIST, " " " "	THE DALLES.
SIEGRIST & CO., " " " "	LA GRANDE.
P. O. BORG, " " " "	HEPPNER.

W. BOLLONS, Superintendent, Portland, Oregon.

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

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

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 Montevilla	Bonneville to Cascade L'ks	The Dalles to Dodson's	Troutdale to Astoria	The Dalles to Summit	Squallyhook to Arlington	Umatilla to The Dalles	Umatilla to Pendleton	Pendleton to Gibbon	Gibbon to Duncan	Duncan to Kamela	La Grande to Hilgard	Hilgard to Kamela	Union to Telocaset	Baker City to Norton	Norton to Encina	Huntington to Durkee	Durkee to Pl. Valley	Pl. Valley to Encina	No. Powder to Telocaset				
S-51	98	20				580																			
S-51	128	25 to 27				745	1345																		
E-57	44	50				330	595	680	680	585	705	820	360	330	310	165	360	165	235	425	235	360	165	235	330
E-63	48	52, 54, 55																							
E-57	51	57 to 60 62 64				390	710	810	810	700	840	980	430	390	370	195	430	195	280	505	280	430	195	280	390
E-63	54	65 to 70																							
E-63	55	71 to 73				350	640	730	730	630	755	885	390	350	335	180	390	180	250	460	250	390	180	250	350
E-64	68	80 to 87																							
T-55	71	112 to 119				470	850	975	975	840	1010	1180	520	470	445	235	520	235	335	610	335	520	235	335	470
M-57	91	103 to 111				490	895	1020	1020	885	1060	1240	540	490	465	250	540	250	350	640	350	540	250	350	490
T-63	92	130 to 135				510	925	1060	1060	920	1100	1285	560	510	485	255	560	255	365	665	365	560	255	365	510
T-63	113	136 to 147				625	1135	1295	1295	1120	1340	1570	685	625	590	315	685	315	445	810	445	685	315	445	625
C-51	117	160 to 164				700	1270	1455	1455	1255	1505	1765	770	700	665	350	770	350	500	910	500	770	350	500	700
T-57	119	170 to 173																							
T-64	139	179 to 184																							
P-77	123	190 to 193				740	1345	1540	1540	1330	1595	1880	815	740	705	370	815	370	530	965	530	815	370	530	740
P-77	138	194 to 197																							
P-77	145	198 to 200																							
T-57	125	174 to 178				785	1420	1625	1625	1405	1685	1985	860	785	745	390	860	390	555	1015	555	860	390	555	785
T-63	160	205 to 210				920	1680	1920	1920	1650	1985	2310	1010	920	870	450	1010	450	650	1195	650	1010	450	650	920
C-55	143	240 to 242				900	1635	1880	1880	1615	1940	2280	990	900	855	450	990	450	640	1170	640	990	450	640	900
C-57	176	300 to 304, 308 to 309																							
C-57	163	305																							
C-57	169	310 to 314				1000	1820	2085	2085	1795	2155	2510	1100	1000	950	500	1100	500	710	1300	710	1100	500	710	1000
C-57	181	340 to 344																							
C-57	187	350 to 388				1150	2100	2400	2400	2065	2480	2890	1265	1150	1090	560	1265	560	815	1495	815	1265	560	815	1150

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.

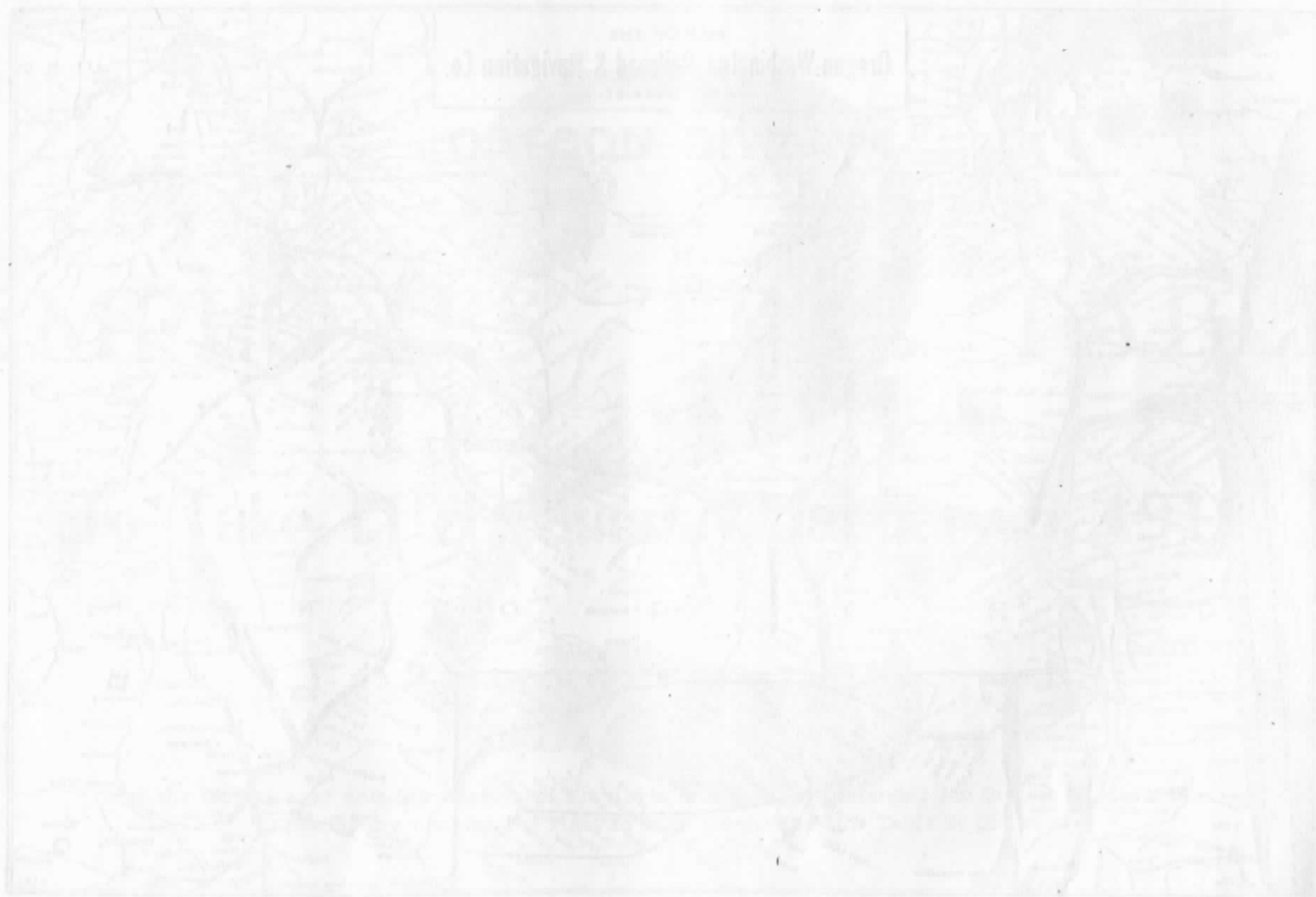
- "E" — Eight Wheelers.
- "A" — Atlantic Type.
- "P" — Pacific Type.
- "T" — Ten Wheeler.
- "M" — Moguls.
- "C" — Consolidation Engines.
- "TW" — Twelve Wheelers.
- "S" — Switch.

EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

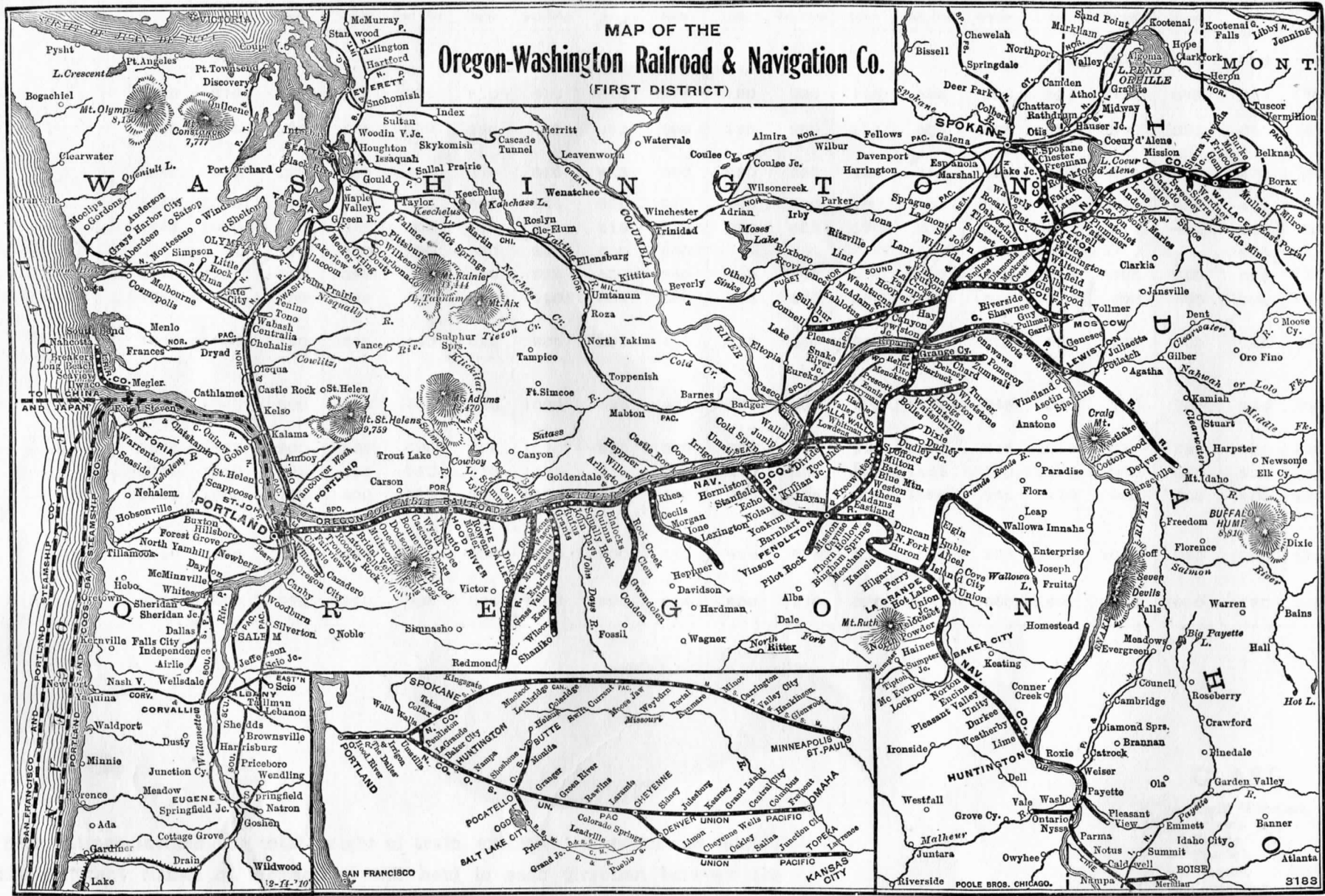
C-57 $\frac{22}{30}$ 187

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FIRST DISTRICT



Scale of Miles
Scale of Feet



MAP OF THE
Oregon-Washington Railroad & Navigation Co.
(FIRST DISTRICT)

W A S H I N G T O N

H I N G T O N

W A S H I N G T O N

H I N G T O N

W A S H I N G T O N

H I N G T O N

P O R T L A N D

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S P O K A N E

H U N T I N G T O N

B A K E R C I T Y

S A N F R A N C I S C O

P O C A T E L L O

S A L T L A K E C I T Y

D E N V E R

M I N N E A P O L I S

S T. P A U L

1 2 - 1 1 - 1 0

3 1 8 3