

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, April 23, 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.

Second Class.

First Class.

First Class.

Second Class.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.

DISTANCES FROM PORTLAND.

Time Table No. 3
April 23, 1911

STATION NUMBERS.

STATIONS

WFTOY	Second Class.		First Class.			DISTANCES FROM PORTLAND.	STATIONS	STATION NUMBERS.	First Class.		Second Class.			
	55 Portland Fast Freight Daily	23 Way Freight Daily	9 Fast Mail Daily	5 Oregon and Washington Express Daily	17 Oregon and Washington Limited Daily				10 Fast Mail Daily	6 Oregon and Washington Express Daily	18 Oregon and Washington Limited Daily	56 Eastern Fast Freight Daily	24 Way Freight Daily	
	AM L	AM L	PM L	PM L	AM L	403.9	DNR HUNTINGTON	404	AM A	PM A	AM A	PM A	PMA	
	10.00	3 15	6.15	6.20	5.50		4.2		9.10	1.55	12.35		1.30	4.00
2280	10.30	3.45	6.25	f 6.35	6.05	399.7	LIME	400	8.55	f 1.40	12.20		1.10	3.40
2090 W	11 15	4.15	6.40	s 6.50	6.20	392.5	7.2							
2080 E YW	11.55	5.00	6.55	s 7.10	6.35	384.3	WEATHERBY	393	8.40	s 1.15	12.05 AM		12.30 PM	3.05
2725 W							8.2							
2100	PM 12.40	5.45	7.05	f 7.35	6.50	377.2	DN DURKEE	384	8.25	s 12.55	11 45		11.55	2.30
2870 FYW							7.1							
	1.20	6.45	7.22	s 8.05	7.15	370.9	UNITY	377	8.10	f 12.40	11.30		11.20	1.55
							6.8							
	1.35	7.00	7.30	s 8.18	7.25	367.2	DNR PLEASANT VALLEY	371	7.55	s 12.20	11.15		10.30	1.20
2110	2.00	7.35	7.40	s 8.30	7.35	362.9	3.7							
4470 WOY	2.35	8.20	s 7.55	s 8.45	7.45	357.2	ENCINA	367	7.45	12.10 PM	11.05		10.00	1.00
8000	3.10	8.45	8.02	s 9.00	7.53	352.7	4.3							
2040	3.40	9.45	8.10	s 9.10	8.05	346.7	QUARTZ	363	7.35	11.55	10.50		9.30	12.35
8000	4.05	10.30	8.17	s 9.22	8.12	342.2	5.7							
6000 W	4.35	11.00	8.25	s 9.35	8.20	337.2	DN BAKER	357	s 7.10	s 11.40	s 10.30		9.00	12.01 PM
8000	4.55	11.15	8.30	s 9.45	8.25	334.2	4.5							
6000 FYW	5.45	11.45	8.45	f 10.06	8.40	327.8	WING	352	7.00	11.32	10.22		8.45	11.32
2260	6.10	11.59	8.52	s 10.19	8.48	323.7	6.0							
8000	6.30	PM 12.15	8.58	s 10.25	8.54	320.8	D HAINES	347	6.45	s 11.20	f 10.10		8.05	11.00
2120 YW	6.45	12.30	9.05	s 10.35	9.00	317.8	4.5							
2420	7.05	12.45	9.10	s 10.45	9.10	314.2	HUTCHINSON	342	6.35	11.10	10.02		7.30	10.30
8000	7.30	1.00	9.18	s 11.00	9.17	309.6	5.0							
WFTOY	8.00 PM A	1.15 PM A	9.25 PM A	11.10 PM A	9.25 AM A	305.4	D NORTH POWDER	337	6.23	s 11.00	f 9.55		6.45	9.50
	Daily	Daily	Daily	Daily	Daily		3.0							
	10.00	10.00	8.10	4.50	3.35		LUN	334	6.15	10.55	9.45		6.15	9.35
	9.9	9.9	80.9	20.5	27.5		6.4							
							DN TELOCASET	328	6.00	f 10.40	9.30		5.35	8.40
							4.1							
							CROOKS	324	5.50	10.25	9.20		5.15	8.05
							2.9							
							BACON	321	5.42	10.15	9.12		4.50	7.45
							DN UNION	318	s 5.35	s 10.05	s 9.05		4.35	7.20
							3.6							
							HOT LAKE	314	5.30	s 9.55	s 8.55		4.15	7.00
							4.6							
							LONETREE	310	5.22	9.48	8.45		4.00	6.35
							4.2							
							DNR LA GRANDE	305	5.15 AM L	9.40 AM L	8.35 PM L		3.45 AM L	6.15 AM L
							99.0		Daily	Daily	Daily		Daily	Daily
							Time over District		8.55	4.15	4.00		9.45	9.45
							Average Speed per Hour		25.1	23.3	24.6		10.1	10.1

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	Time Table No. 3 April 23, 1911	First Class.					Second Class.												
	55		23		17		1		11				5		9		2		18		10		6		12		56		24	
	Fast Freight	Way Freight	Fast Freight	Way Freight	Oregon and Washington Limited	Portland Local	See Spokane Portland	Oregon and Washington Express	Fast Mail	Pendleton Local			Oregon and Washington Limited	Fast Mail	Oregon and Washington Express	See Spokane Portland	Eastern Fast Freight	Way Freight	Fast Mail	Oregon and Washington Limited	Fast Mail	Oregon and Washington Express	See Spokane Portland	Eastern Fast Freight	Way Freight	Fast Mail	Oregon and Washington Limited	Fast Mail	Oregon and Washington Express	See Spokane Portland
	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	AM L 9.00	AM L 7.00	P M L 2.00	AM L 10.55	AM L 5.50	AM L 4.40	AM L 1.10	187.0	DNR UMATILLA	187	P M A 3.00	P M A 3.40	AM A 12.01	AM A 3.10	AM A 2.30	AM A 11.45	P M A 6.00													
2480	9.15	7.15	2.07	11.02	5.58	4.46	1.16	182.8	4.2 BAILEY	183	2.52	3.32	11.52	3.02	2.23	11.30	5.45													
2480	9.40	7.30	2.12	11.08	6.03	4.55	1.22	179.8	3.0 IRRIGON	180	2.45	3.27	11.47	2.55	2.18	11.08	5.25													
2780	10.05	7.55	2.19	11.18	6.09	5.05	1.29	175.2	4.6 JUDSON	175	2.37	3.19	11.40	2.45	2.11	10.50	5.05													
2770 W	10.30	8.20	2.27	11.25	6.15	5.15	1.36	170.5	4.7 COYOTE	171	2.27	3.12	11.33	2.33	2.04	10.30	4.45													
8500	11.00	8.45	2.34	11.34	6.22	5.24	1.42	166.0	4.5 PETERS	166	2.15	3.04	11.24	2.25	1.58	10.05	4.20													
2740	11.42	9.05	2.40	11.42	6.28	5.32	1.50	161.9	4.1 CASTLE ROCK	162	2.05	2.55	11.19	2.15	1.50	9.45	4.05													
8500 T	P M 12.10	9.25	2.47	11.50	6.35	5.40	2.00	156.3	5.6 BOULDER	156	1.52	2.47	11.09	2.00	1.35	9.25	3.45													
T	12.30	9.50	2.57	11.58	6.42	5.50	2.06	152.3	4.0 HEPPNER JCT.	152	1.43 1.33	2.38	11.03	1.48	1.29	9.10	3.25													
2770 W	12.35	10.00	3.00	12.01	6.45	5.53	2.10	150.9	1.4 WILLOWS	151	1.30	2.35	11.00	1.45	1.26	9.00	3.00 2.35													
7140 TFW	1.15	10.40	3.15	12.15	7.00	6.10	2.24	141.8	9.1 ARLINGTON	142	1.15	2.20	10.45	1.28	1.10	8.25	1.15													
2760 W	2.05	11.15	3.28	12.30	7.15	6.28	2.39	133.6	8.2 BLALOCK'S	134	1.00	2.05	10.32	1.09	12.56	7.55	12.30 P M													
2690	2.30	11.45	3.40	12.45	7.30	6.42	2.50	127.1	6.5 QUINTON	127	12.45	1.54	10.20	12.54	12.45	7.30	11.45													
2540	2.50	12.35	3.48	12.55	7.38	6.50	2.58	123.0	4.1 SQUALLY HOOK	123	12.35	1.47	10.12	12.44	12.36	6.50	11.15													
2950 W	3.25	1.10 1.34	4.04	1.10	7.51	7.04	3.10	115.9	7.1 JOHN DAY'S	116	12.20	1.34	10.00	12.28	12.23	6.20	10.30													
1570	3.40	1.55	4.10	1.15	7.56	7.10	3.14	113.2	2.7 RUFUS	113	12.15	1.30	9.53	12.22	12.18	6.10	10.15													
2610	3.50	2.05	4.15	1.26	8.00	7.15	3.18	111.0	2.2 GRANTS	111	12.10	1.26	9.49	12.15	12.15	6.00	10.05													
6780 Y	4.05	2.20	4.20	1.32	8.05	7.20	3.23	108.2	2.8 BIGGS	108	12.05	1.20	9.43	12.05 A M	12.11	5.50	9.50													
	4.20	2.35	4.25	1.40	8.12	7.28	3.27	105.7	3.9 DES CHUTES JCT.	106	12.01 P M	1.16	9.38	11.59	12.07	5.40	9.35													
2790 W (East)	4.28	2.40	4.28	1.43	8.14	7.30	3.30	104.3	1.4 MILLERS	104	11.58	1.14	9.35	11.58	12.05	5.35	9.25													
	4.35	2.45	4.30	1.45	8.16	7.32	3.33	103.3	1.0 DNR RIVER JCT.	103	11.56	1.12	9.33	11.56	12.03 A M	5.30	9.20													
2860	4.55	3.00	4.36	1.55	8.21	7.36	3.38	100.3	3.0 CELILO	100	11.50	1.05	9.28	11.48	11.57	5.15	9.00													
2910	5.20	3.25	4.45	2.10	8.30	7.45	3.46	95.9	4.4 DUNE	96	11.40	12.55	9.20	11.35	11.50	5.00	8.30													
WFTO	6.00 P M	4.00 P M	5.00 P M A	2.30 P M A	8.45 A M A	8.00 A M A	4.00 A M A	88.3	7.6 THE DALLES	88	11.25 A M L	12.35 P M L	9.05 P M L	11.15 P M L	11.35 P M L	4.35 A M L	8.00 A M L													
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		98.7		Daily	Daily	Daily	Daily	Daily	Daily	Daily													
	9.9	9.0	8.00	8.35	2.55	3.20	2.50		Time over District		3.35	3.05	2.56	3.55	2.55	7.10	10.00													
	10.9	10.9	82.9	27.2	33.8	39.6	34.8		Average Speed per Hour		27.1	32.0	33.8	25.1	33.8	18.8	9.9													

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

FIRST DISTRICT—Biggs and Shaniko.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			22	STATION NUMBERS.	21		
			Mixed		Mixed		
			Daily		Daily		
Time Table No. 3 April 23, 1911				Time Table No. 3 April 23, 1911			
DISTANCE FROM BIGGS				DISTANCE FROM SHANIKO			
STATIONS				STATIONS			
0761 WYF		P M L 1.50	.0	108	A M A 11.55		
844		f 2.10	5.4	5	f 11.30		
190 Spur		f 2.25	7.0	7	f 11.25		
8266 W		s 2.50	9.8	10	s 10.55		
1199		f 3.15	14.1	14	f 10.45		
650 Spur		f 3.20	16.1	16	f 10.40		
8850 Spur W		3.35	19.2	19	10.25		
898		f 3.40	19.9	20	f 10.20		
1089		f 3.55	23.9	24	f 10.05		
2694 WY		s 4.10	27.0	27	s 9.50		
888 Spur		f 4.30	30.4	30	f 9.40		
1968 W		s 4.50	38.5	39	s 9.10		
571		f 5.20	45.8	46	f 8.50		
1100		s 5.40	52.5	53	s 8.30		
891		f 6.00	57.3	57	f 8.15		
8885 WYF		7.00 P M A	70.0	70	7.30 A M 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 tracks in to clear and location of scales, water, fuel and turning stations.			14	STATION NUMBERS.	13		
			Mixed		Mixed		
			Daily Ex. Sun.		Daily Ex. Sun.		
Time Table No. 3 April 23, 1911				Time Table No. 3 April 23, 1911			
DISTANCE FROM ARLINGTON.				DISTANCE FROM CONDON.			
STATIONS				STATIONS			
2596 WYF		P M L 1.30	0.0	142	A M A 11.50		
1471		f 1.45	2.5	3	f 11.30		
1793		f 2.00	7.8	8	f 11.10		
2446 W		s 2.30	16.5	17	s 10.45		
1698		f 2.45	20.2	20	f 10.25		
2842 W		s 3.05	24.8	25	s 10.05		
1816		s 3.25	29.1	29	s 9.45		
1783		f 3.40	32.9	33	f 9.30		
1576		f 3.55	36.8	37	f 9.20		
10005 WY		4.45 P M A	45.0	45	9.00 A M L		
		Daily Ex. Sun.			Daily Ex. Sun.		

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 tracks in to clear and location of scales, water, fuel and turning stations.			20	STATION NUMBERS.	19		
			Mixed Daily Ex. Sun.		Mixed Daily Ex. Sun.		
			Daily Ex. Sun.		Daily Ex. Sun.		
Time Table No. 3 April 23, 1911				Time Table No. 3 April 23, 1911			
DISTANCES FROM HEPPNER JCT.				DISTANCES FROM HEPPNER JCT.			
STATIONS				STATIONS			
1258 T		P M L 1.45	0.0	152	A M A 11.30		
987		f 2.00	6.7	H 7	f 10.55		
631 W		s 2.20	14.4	H15	s 10.35		
1082		s 2.35	19.8	H20	s 10.15		
2397 W		s 2.55	28.3	H29	s 9.45		
1021		s 3.20	36.2	H37	s 9.25		
4036 WYF		4.30 P M A	45.2	H45	9.00 A M L		
		Daily Ex. Sun.			Daily Ex. Sun.		

Branch Trains will register at Heppner Junction.

SECOND DISTRICT—Pilot Rock Jct. and Pilot Rock.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			42	STATION NUMBERS.	41		
			Mixed Daily Ex. Sun.		Mixed Daily Ex. Sun.		
			Daily Ex. Sun.		Daily Ex. Sun.		
Time Table No. 3 April 23, 1911				Time Table No. 3 April 23, 1911			
DISTANCES FROM PILOT ROCK JCT.				DISTANCES FROM PILOT ROCK JCT.			
STATIONS				STATIONS			
2970		A M L 8.30	0.0	227	P M A 4.00		
1500		f 8.50	6.0	Z6	f 3.35		
1805 TW		9.25 A M A	14.0	Z14	3.00 P M L		
		Daily Ex. Sun.			Daily Ex. Sun.		

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 tracks in to clear and location of scales, water, fuel and turning stations.			34	STATION NUMBERS.	31		
			Passenger Sun. only		Mixed Daily Ex. Sun.	Passenger Sun. only	
			Mixed Daily Ex. Sun.		Passenger Daily Ex. Sun.		
Time Table No. 3 April 23, 1911				Time Table No. 3 April 23, 1911			
DISTANCES FROM LA GRANDE.				DISTANCES FROM LA GRANDE.			
STATIONS				STATIONS			
10197 WOTF		A M L 11.00	0.0	305	P M A 2.15	P M A 2.15	
8285		s 11.10	2.5	K 3	s 1.45	s 2.05	
2757		s 11.25	8.3	K 9	s 1.25	s 1.45	
2420		s 11.35	12.3	K13	s 1.15	s 1.35	
6156 WY		s 11.55	20.9	K21	s 12.45 P M	s 1.15	
700		P M 12.30	33.2	K33	s 11.50	s 12.40	
		A M L 11.40	33.7	K34	s 11.45	s 12.35 P M	
700		s 1.30	47.1	K47	s 10.45	s 11.40	
2400 WY		s 2.25	60.0	K60	s 9.45	s 10.55	
1900		s 2.50	67.8	K67	s 9.00	s 10.30	
1500		s 3.15	78.0	K78	s 8.15	s 9.45	
		3.40 P M A	83.8	K84	8.00 A M L	9.20 A M L	
		4.00 P M A			Daily Ex. Sun.	Daily Ex. Sun.	

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.

- 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, 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 and Big Eddy (M. P. 92), and Des Chutes 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 and Atlantic 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.
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.
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, between Rufus and John Day, and between Squally Hook and Quinton; Second District—Powder River Canyon.
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.
Westward trains stop before crossing Sandy Road, between M. P. 5 and 6.

AIR BRAKES.

- No. 11. **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.
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, | Quartz 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.
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. 12. **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, 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.
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. S. BARLOW, " " "	" "

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, " " "	" "
J. D. LYNCH, " " "	" "

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 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	1 1/2 98	20.....																				
S-51	1 1/2 128	25 to 27.....	580	1345																		
E-57	1 1/2 44	50	330	595	680	680	585	705	820	360	380	310	165	360	165	285	425	285	360	165	285	330
E-63	1 1/2 48	52, 54, 55 }	330	595	680	680	585	705	820	360	380	310	165	360	165	285	425	285	360	165	285	330
E-57	1 1/2 51	57 to 60 62 64.....	390	710	810	810	700	840	980	480	390	370	195	480	195	280	505	280	480	195	280	390
E-63	1 1/2 54	65 to 70 }	350	640	730	730	680	755	885	390	350	335	180	390	180	250	460	250	390	180	250	350
E-63	1 1/2 55	71 to 78 }	350	640	730	730	680	755	885	390	350	335	180	390	180	250	460	250	390	180	250	350
E-64	1 1/2 68	80 to 87.....	470	850	975	975	840	1010	1180	520	470	445	285	520	285	335	610	335	520	285	335	470
T-55	1 1/2 71	112 to 119.....	470	850	975	975	840	1010	1180	520	470	445	285	520	285	335	610	335	520	285	335	470
M-57	1 1/2 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	1 1/2 92	180 to 185.....	510	925	1060	1060	920	1100	1285	560	510	485	255	560	255	365	665	365	560	255	365	510
T-63	1 1/2 113	186 to 147.....	625	1135	1295	1295	1120	1340	1570	685	625	590	315	685	315	445	810	445	685	315	445	625
C-51	1 1/2 117	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	1 1/2 119	170 to 178.....																				
T-64	1 1/2 139	179 to 184.....																				
P-77	1 1/2 123	190 to 193.....	740	1345	1540	1540	1380	1595	1880	815	740	705	370	815	370	530	965	530	815	370	530	740
P-77	1 1/2 138	194 to 197.....																				
P-77	1 1/2 145	198 to 200.....																				
T-57	1 1/2 125	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	1 1/2 160	300 to 305.....	920	1680	1920	1920	1650	1985	2310	1010	920	870	450	1010	450	650	1195	650	1010	450	650	920
C-55	1 1/2 143	327 to 329.....	900	1635	1880	1880	1615	1940	2280	990	900	855	450	990	450	640	1170	640	990	450	640	900
C-57	1 1/2 176	330 to 334, 335 to 338.....																				
C-57	1 1/2 163	344.....																				
C-57	1 1/2 169	339 to 343.....	1000	1820	2085	2085	1795	2155	2510	1100	1000	950	500	1100	500	710	1300	710	1100	500	710	1000
C-57	1 1/2 181	345 to 349.....																				
C-57	1 1/2 187	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:

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

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 Ictand 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	Hey 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 1/2} / ₂₄	44	50.....	820	680													425	380	310	330	585	330	235	360	725	....
E-63 ^{1 1/2} / ₂₄	48	52, 54, 55 }																								
E-57 ^{1 1/2} / ₂₄	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 1/2} / ₂₄	54	65 to 70 }																								
E-63 ^{1 1/2} / ₂₄	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 1/2} / ₂₄	68	80 to 87... }																								
T-55 ^{1 1/2} / ₂₄	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 1/2} / ₂₄	91	103 to 111	1240	1020	125	230	295	395	645	395	270	240	380	160	800	410	640	490	465	490	885	490	350	540	1080	....
T-63 ^{1 1/2} / ₂₄	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 1/2} / ₂₄	108	C. S. 10			170	310	390	530	865	530	360	....	....	....	....	....	....	....	....	625	....	....	....	....	....	....
T-63 ^{1 1/2} / ₂₄	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 1/2} / ₂₄	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 1/2} / ₂₄	119	170 to 173 }																								
T-64 ^{1 1/2} / ₂₄	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} / ₂₄	123	190 to 193 }																								
P-77 ^{1 1/2} / ₂₄	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} / ₂₄	145	198 to 200 }																								
T-57 ^{1 1/2} / ₂₄	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 1/2} / ₂₄	160	300 to 305	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 ^{1 1/2} / ₂₄	143	327 to 329	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} / ₂₄	176	330 to 334, 335 to 338 }																								
C-57 ^{1 1/2} / ₂₄	163	344																								
C-57 ^{1 1/2} / ₂₄	169	339 to 343	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} / ₂₄	181	345 to 349																								
C-57 ^{1 1/2} / ₂₄	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	

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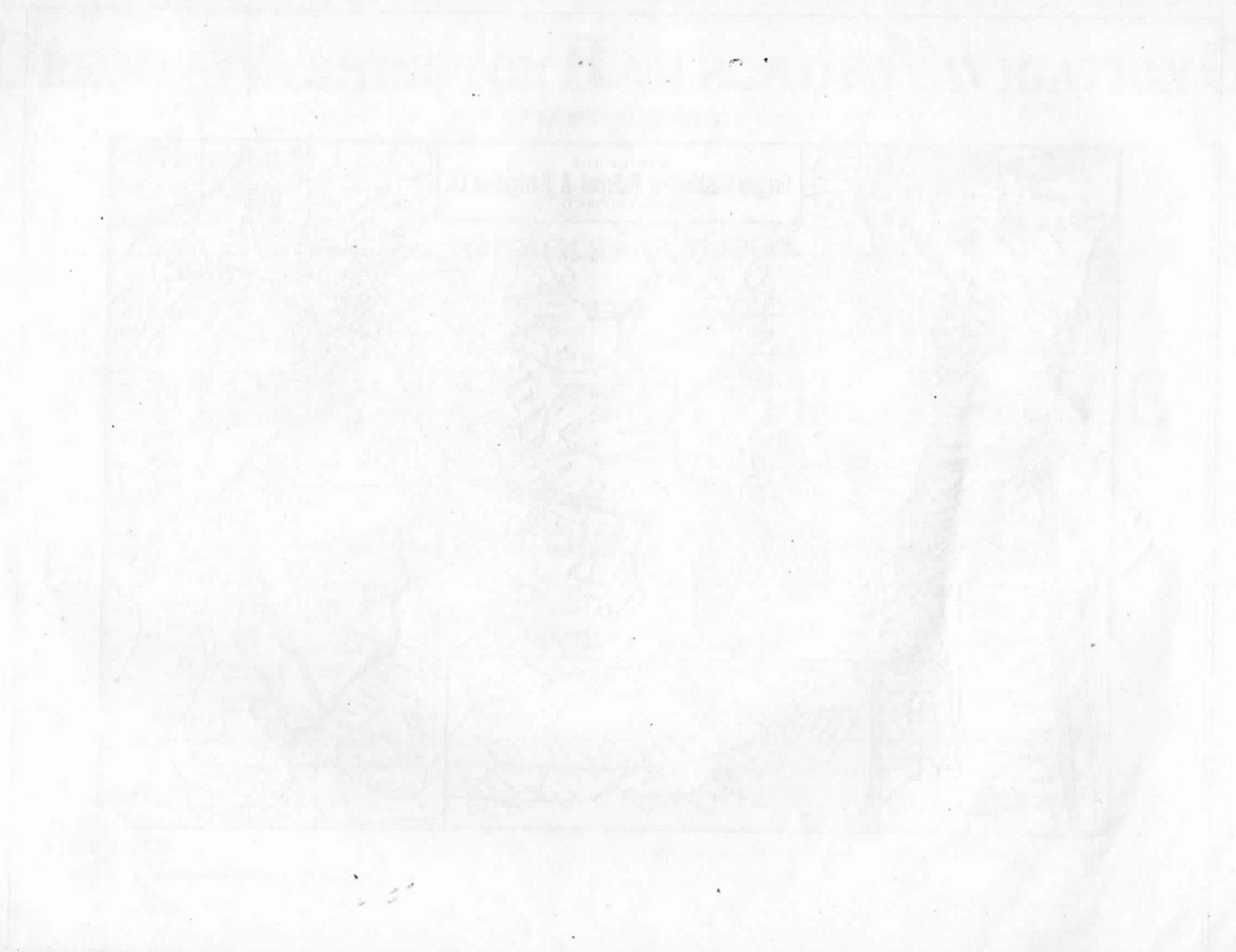
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THE
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GEOLOGICAL SURVEY



