

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 11, 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.

CONDENSED TIME TABLE—Huntington-Spokane-Portland.

WESTWARD.

EASTWARD.

Second Class						First Class						DISTANCE FROM PORTLAND
55	17	1	5	7	9	55	17	1	5	7	9	
Fast Freight	Ore. & Wash. Limited	Portland Local	Ore. & Wash. Express	Portland Local	Fast Mail	Fast Freight	Ore. & Wash. Limited	Portland Local	Ore. & Wash. Express	Portland Local	Fast Mail	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
AM L 10.00	AM L 5.50		PM L 6.20		PM L 6.15	403.9						
9.35	9.30		11.15		9.25	305.4						
AM 4.40	PM 12.15	AM L 9.05	AM 2.35		11.45	231.1						
AM 9.00	2.00	10.35	4.40		AM 1.10	187.0						
PM 7.15	5.00	PM 2.15	8.00	AM L 7.00	4.00	88.3						
	8.00 PM A	5.45 PM A	11.15 AM A	10.15 AM A	7.00 AM A	0.0						
3.40 AM A												
41.40	14.10	8.40	16.55	3.15	12.45							
9.7	28.5	26.5	28.9	27.2	31.7							

Time Table No. 4
June 11, 1911

DISTANCE FROM HUNTINGTON	STATIONS
0.0	HUNTINGTON
98.5	LA GRANDE
172.8	PENDLETON
216.9	UMATILLA
315.6	THE DALLES
403.9	PORTLAND
	ALBINA
	Through Time
	Average Speed per Hour

First Class						Second Class					
2	18	8	10	6	56	2	18	8	10	6	56
Pendleton Local	Ore. & Wash. Limited	Dalles Local	Fast Mail	Ore. & Wash. Express	Eastern Fast Freight	Pendleton Local	Ore. & Wash. Limited	Dalles Local	Fast Mail	Ore. & Wash. Express	Eastern Fast Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	AM A 12.35		AM A 9.10	PM A 1.55	PM A 1.30						
	8.35		5.15	9.40	3.45 AM						
PM A 4.55	5.15		1.50	5.25	6.00						
3.05 PM	3.45		12.05 AM	3.15 AM	2.00 PM						
11.25	12.35 PM	PM A 7.15	9.05	11.15	4.35 AM						
7.50 AM L	10.00 AM L	4.00 PM L	6.30 PM L	8.00 PM L							
					10.00 PM L						
9.10	14.35	3.15	14.40	17.55	30.30						
25.1	27.7	27.2	27.5	22.5	10.2						

Second Class						First Class						DISTANCE FROM PORTLAND
21	3	5	7	11	43	21	3	5	7	11	43	
Fast Freight	Walla Walla Yakima Express	Pendleton Local	Pendleton Passenger	Soo-Spokane Portland	Portland Passenger	Fast Freight	Walla Walla Yakima Express	Pendleton Local	Pendleton Passenger	Soo-Spokane Portland	Portland Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
PM L 1.40	PM L 8.30	PM L 4.00	AM L 7.00	PM L 9.00		433.1						
6.30	10.25	6.00	8.50	10.45		383.6						
AM 4.15	AM 2.00	10.00	PM 12.35	AM 2.40		279.8						
		AM 12.20	2.55			245.3						
		2.25 AM A	5.00 PM A			231.1						
					PM L 9.45	245.3						
10.25	4.00 AM A			4.50	11.30	214.1						
12.30 PM A				5.50	12.30 AM A	187.0						
				8.45		88.3						
				11.30 AM A		0.0						
22.50	7.30	10.25	10.00	14.30	2.45							
10.5	29.2	24.2	25.2	29.9	21.2							

DISTANCE FROM SPOKANE	STATIONS
0.0	SPOKANE
49.5	TEKOA
153.3	GRANGE CITY JCT.
204.4	WALLA WALLA
251.8	PENDLETON
204.4	WALLA WALLA
219.0	WALLULA
246.1	UMATILLA
344.8	THE DALLES
433.1	PORTLAND
	Through Time
	Average Speed per Hour

First Class						Second Class					
12	44	6	8	4	22	12	44	6	8	4	22
Soo-Spokane Portland	Walla Walla Passenger	Spokane Local	Spokane Passenger	Spokane Express	Fast Freight	Soo-Spokane Portland	Walla Walla Passenger	Spokane Local	Spokane Passenger	Spokane Express	Fast Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
AM A 11.30		PM A 1.40	PM A 5.35	AM A 7.00	PM A 1.00						
9.40		11.45	3.30 PM	5.00	8.50 AM						
5.25		7.15	11.15	1.15 AM	8.30						
		4.45	8.50								
		3.00 AM L	7.00 AM L								
	AM A 6.45										
3.25	5.00			11.15 PM L	2.45						
2.35 AM	3.00 AM A				12.30 PM L						
11.35											
9.00 PM L											
14.30	8.45	10.40	10.55	7.45	24.15						
29.9	15.6	28.6	23.1	28.2	9.7						

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	First Class.					Second Class.						
	55		23		35		17	1	11			5	9	2		18	10	6	12	36	56		24
	Fast Freight	Way Freight	Madras The Dalles Passenger	Oregon and Washington Limited	Portland Local	Soe Spokane Portland	Oregon and Washington Express	Fast Mail	Pendleton Local			Oregon and Washington Limited	Fast Mail	Oregon and Washington Express	Soe Spokane Portland	The Dalles Madras 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			
WFTY	AM L 9.00	AM L 7.00			P M L 2.00	AM L 10.35	AM L 5.50	AM L 4.40	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 11.45	PM A 6.00		
2480	9.15	7.15			2.07	10.42	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	7.35			2.12	s10.48	6.03	f 4.55	1.22	179.8	3.0 IRRIGON	180	s 2.45	3.27	11.47	f 2.55	2.18			11.15	5.25		
2780	10.05	7.55			2.19	f10.58	6.09	5.05	1.29	175.2	4.6 JUDSON	175	f 2.37	3.19	11.40	2.45	2.11			10.58	5.05		
2770 W	10.30	8.20			2.27	f11.05	6.15	f 5.15	1.36	170.5	4.7 COYOTE	171	f 2.27	3.12	11.33	f 2.33	2.04			10.30	4.40		
8500	11.14	8.45			2.34	11.14	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	11.40	9.05			2.40	f11.22	6.28	5.32	1.50	161.9	4.1 CASTLE ROCK	162	f 2.05	2.55	11.19	2.15	1.50			9.45	4.00		
8500 T	PM 12.10	9.25			2.47	11.30	6.35	5.40	2.00	156.3	5.6 BOULDER	156	1.52	2.47	11.09	2.00	1.35			9.25	3.30		
T	12.30	9.50			2.57	s11.38	6.42	5.50	2.06	152.3	4.0 HEPPNER JCT.	152	s 1.43 1.33	2.38	11.03	1.48	1.29			9.05	3.10		
2770 W	12.35	10.00			3.00	f11.40	6.45	5.53	2.10	150.9	1.4 WILLOWS	151	f 1.30	2.35	11.00	1.45	1.26			9.00	3.00 2.35		
7140 TPW	1.15	10.40			s 3.15	s11.55 PM	s 7.00	s 6.10	s 2.24	141.8	9.1 ARLINGTON	142	s 1.15	s 2.20	10.45	s 1.28	s 1.10			8.25	1.15		
2760 W	2.05	11.15			3.28	f12.13	7.15	6.28	2.39	133.6	8.2 BLALOCK'S	134	f 1.00	2.05	10.32	1.09	12.56			7.55	12.13 PM		
2690	2.30	11.40			3.40	f12.25	7.30	6.42	2.50	127.1	6.5 QUINTON	127	f12.45	1.54	10.20	12.54	12.45			7.30	11.40		
2540	2.50	PM 12.35			3.48	f12.35	7.38	6.50	2.58	123.0	4.1 SQUALLY HOOK	123	f12.35	1.47	10.12	12.44	12.36			6.50	11.15		
2950 W	3.25	1.34			4.04	f12.50	7.51	7.04	3.10	115.9	7.1 JOHN DAY'S	116	f12.20	1.34	10.00	12.28	12.23			6.20	10.30		
1570	3.40	1.55			4.10	s12.55	7.56	f 7.10	3.14	113.2	2.7 RUFUS	113	s12.15	1.30	9.53	f12.22	12.18			6.10	10.20		
2610	3.50	2.05			4.15	f 1.00	8.00	f 7.15	3.18	111.0	2.2 GRANTS	111	f12.10	1.26	9.49	12.15	12.15			8.00	10.05		
6780 Y	4.05	2.20			4.20	s 1.06	8.05	f 7.20	3.23	108.2	2.8 BIGGS	108	s12.05	1.20	9.43	f12.05 AM	12.11			5.50	9.50		
	4.20	2.35			PM 1.20	4.25	s 1.15 1.25	8.12	f 7.28	105.7	3.9 DES CHUTES JCT.	106	s12.01 PM	s 1.15	9.38	11.59	12.07	PM A 1.25		5.40	9.35		
2790 W (East)	4.28	2.40			f 1.22	4.28	s 1.30	8.14	f 7.30	104.3	1.4 MILLERS	104	f11.58	1.12	9.35	f11.58	12.05	f 1.22		5.35	9.25		
	4.35	2.45			1.24	4.30	1.33	8.16	7.32	103.3	1.0 DNR RIVER JCT.	103	11.56	1.10	9.33	11.56	12.03 AM	1.15		5.30	9.20		
2860	4.55	3.00			f 1.30	4.36	s 1.40	8.21	f 7.36	100.3	3.0 CELILO	100	s11.50	1.05	9.28	f11.48	11.57	f 1.10		5.15	9.00		
0	5.20	3.25			f 1.39	4.45	f 1.50	8.30	7.45	95.9	4.4 DUNE	96	f11.40	12.55	9.20	11.35	11.50	f 1.02		5.00	8.30		
WFTO	6.00 PM	4.00 PM			1.55 PM A	5.00 PM A	2.05 PM A	8.45 AM A	8.00 AM A	4.00 AM A	88.3	7.6 DNR THE DALLES	88	11.25 AM L	12.35 PM L	9.05 PM L	11.15 PM L	11.35 PM L	12.50 PM L		4.35 AM L	8.00 AM L	
	Daily	Daily			Daily	Daily	Daily	Daily	Daily		98.7		Daily	Daily	Daily	Daily	Daily		Daily	Daily			
	9.0	9.0			.85	8.00	3.30	2.55	8.20	2.50	Time over District		3.25	3.05	2.56	3.55	2.55	.85		7.10	10.00		
	10.9	10.9			80.0	82.9	29.0	83.8	29.6	84.8	Average Speed per Hour		27.5	30.4	33.8	25.2	33.8	30.0		13.7	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.				DISTANCE FROM BIGGS	WESTWARD.				
First Class					First Class				
22					21				
					Time Table No. 4				
					June 11, 1911				
					STATIONS				
6761 WYF		PM L	1.10	.0	DR	BIGGS	108	AM A	11.45
844		f	1.30	5.4		GIBSON	5	f	11.15
190 Spur		f	1.35	7.0		SINK	7	f	11.10
3266 W		s	2.00	9.8	D	WASCO	10	s	11.00
1199		f	2.25	14.1		KLONDYKE	14	f	10.45
650 Spur		f	2.30	16.1		SANDON	16	f	10.35
3850 Spur W			2.45	19.2		HAY CANYON JCT. Tel Box No	19		10.20
898		f	2.50	19.9		MCDONALD	20	f	10.15
1089		f	3.05	23.9		DE MOSS	24	f	10.00
94 WY		s	3.20	27.0	D	MORO	27	s	9.45
838 Spur		f	3.40	30.4		ERSKINE	30	f	9.35
1968 W		s	4.00	38.5	D	GRASS VALLEY	39	s	9.10
571		f	4.20	45.8		BOURBON	46	f	8.45
1100		s	4.40	52.5		KENT Tel Box	53	s	8.30
891		f	5.00	57.3		WILCOX	57	f	8.15
3385 WYF		PM A	6.00	70.0	DR	SHANIKO	70	AM L	7.45
					Daily				
					70.0				

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.				DISTANCES FROM ARLINGTON.	WESTWARD.				
First Class					First Class				
14					13				
					Time Table No. 4				
					June 11, 1911				
					STATIONS				
2596 WTF		PM L	1.20	0.0	DNR	ARLINGTON	142	AM A	11.40
1471		f	1.35	2.5		EDDY	3	f	11.25
1798		f	1.50	7.8		SHUTLER'S	8	f	11.05
2446 W		s	2.20	16.5		ROCK CREEK	17	s	10.40
1698		f	2.35	20.2		BARNETT	20	f	10.20
2842 W		s	2.55	24.8		MIKKALO	25	s	10.05
1816		s	3.15	29.1		CLEM	29	s	9.45
1788		f	3.30	32.9		SPEECE	33	f	9.30
1576		f	3.45	36.8		GWENDOLEN	37	f	9.20
10005 WY		PM A	4.35	45.0	DR	CONDON	45	AM L	9.00
					Daily				
					45.0				

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.				DISTANCES FROM HEPPNER JCT.	WESTWARD.				
First Class					First Class				
20					19				
					Time Table No. 4				
					June 11, 1911				
					STATIONS				
1258 T		PM L	1.45	0.0	DR	HEPPNER JCT.	152	AM A	11.30
987		f	2.00	6.7		RHEA	H 7	f	10.55
681 W		s	2.20	14.4		CECILS	H15	s	10.35
1082		s	2.35	19.8		MORGAN	H20	s	10.15
2897 W		s	2.55	28.3	D	IONE	H29	s	9.45
1021		s	3.20	36.2		LEXINGTON	H37	s	9.25
4086 WTF		PM A	4.30	45.2	DR	HEPPNER	H45	AM L	9.00
					Daily				
					45.2				

Branch Trains will register at Heppner Junction.

SECOND DISTRICT—Pilot Rock Jct. and Pilot Rock.

EASTWARD.				DISTANCES FROM PILOT ROCK JCT.	WESTWARD.				
First Class					First Class				
42					41				
					Time Table No. 4				
					June 11, 1911				
					STATIONS				
2970		AM L	8.30	0.0		PILOT ROCK JCT.	227	PM A	4.00
1500		f	8.50	6.0		SPARKS	Z6	f	3.35
1805 TW		AM A	9.25	14.0	DR	PILOT ROCK	Z14	PM L	3.00
					Daily				
					14.0				

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

SECOND DISTRICT—La Grande and Joseph.

EASTWARD.				DISTANCES FROM LA GRANDE.	WESTWARD.				
First Class					First Class				
34 32 32					31 33				
					Time Table No. 4				
					June 11, 1911				
					STATIONS				
10197 WOTF		AM L	10.00	0.0	DNR	LA GRANDE	305	PM A	2.00
9235		s	10.10	2.5		ISLAND CITY	K 3	s	1.50
2767		s	10.25	8.3		ALICEL	K 9	s	1.35
2420		s	11.35	12.3	D	IMBLER	K13	s	1.20
6156 WY		s	11.55	20.9	D	ELGIN	K21	s	12.50
700		PM	12.25	33.2		PALMER JCT.	K33	PM	11.59
		AM L	11.50			LOOKING GLASS	K34	AM L	11.55
		AM A	11.50			MINAM	K47	AM L	11.10
700		s	1.30	47.1	D	WALLOWA	K60	s	10.00
2400 WY		s	2.25	60.0		LOSTINE	K67	s	9.25
1900		s	2.50	67.8	D	ENTERPRISE	K78	s	8.45
1500		s	3.15	78.0		JOSEPH	K84	AM L	8.30
		PM A	3.40	83.8				AM L	9.00
					Daily				
					83.8				

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.

FIRST DISTRICT—Des Chutes Junction and Madras.

EASTWARD.

WESTWARD.

Location of passing tracks in to clear and location of water, fuel and turning stations.	Second Class				First Class				DISTANCE FROM MADRAS	Time Table No. 4 June 11, 1911	First Class				Second Class					
	36 The Dalles Madras Passenger Daily										35 Madras The Dalles Passenger Daily									
WFY									101.0	DR DES CHUTES JCT.	0.0	PM A 1.15								
									f 1.55 91.1	9.9	f 12.45									
2650 W									f 2.05 86.6	4.5	f 12.35									
1165									f 2.25 74.8	11.8	f 12.15									
1200 W									f 2.38 69.2	5.6	f 12.02 PM									
1290 W									f 3.05 58.9	10.3	f 11.35									
1150									s 3.30 49.7	9.2	s 11.10									
									f 3.50 41.8	7.9	f 10.50									
1165									f 4.10 33.7	8.1	f 10.30									
WY									f 4.16 30.8	2.9	f 10.24									
									s 4.20 29.7	1.1	s 10.20									
2800									Via Oregon Trunk Ry. 24.9	4.8	s 10.20									
2800									21.2	3.7	Via Oregon Trunk Ry. 79.8									
1850 WF									s 4.45 19.4	1.8	s 9.55									
1905									s 5.10 11.1	8.3	s 9.30									
2485									f 5.25 5.7	5.4	f 9.15									
2680 Y									5.45 PM A 0.0	5.4	f 9.00 AM L									
									Daily	101.0	Daily									
									4.15	Time over District	4.15									
									23.8	Average Speed per Hour	23.8									

DR DES CHUTES JCT. 0.0
 9.9 FREE BRIDGE
 4.5 ORCHARD
 11.8 BLUFFS
 5.6 TUNNEL ONE
 10.3 FARGHER
 9.2 HUNTS FERRY
 7.9 McLENNAN'S
 8.1 TWO SPRINGS
 2.9 COVE CREEK
 1.1 DNR NORTH JUNCTION
 4.8 KASKELA
 3.7 JERSEY
 1.8 DNR SOUTH JUNCTION
 8.3 GATEWAY
 5.4 PAXTON
 5.4 DR MADRAS 101.0

Joint Trunk

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

Train movements between South Jct. and North Jct. will be governed by Rules, Regulations and Time Table of Oregon Trunk Railway Co.

STATIONS	Time Table No. 4 June 11, 1911	STATIONS	Time Table No. 4 June 11, 1911
LA GRANDE	10.00	ARLINGTON	11.30
BRAND CITY	10.10	BODY	11.35
ALBION	10.25	BRITTON	11.40
IMBER	10.40	BOOK CREEK	11.45
ELGIN	11.00	HARSHETT	11.50
FARMER JCT.	11.15	MEXIAO	11.55
LOOKING GLASS	11.30	CLIM	12.00
MIRAM	11.40	DEER	12.05
WALLOWA	11.55	OWENBORO	12.10
LOTTEN	12.00	GORDON	12.15
WATERBURY	12.15		
JOSEPH	12.30		

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
 All trains will stop at stations for fuel and water, and for the purpose of clearing tracks, unless otherwise specified in the time table.
 Trains will stop at stations for the purpose of clearing tracks, unless otherwise specified in the time table.

SPECIAL INSTRUCTIONS.

9

- 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 stations to let off passengers from 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, and Rondowa.
Train 6 will stop on flag at Corbetts.
Train 17 will stop on flag at Mosier on Sunday.
Train 11 will stop at all stations to let off passengers from Washington Division.

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. COGHLAN, 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 Montaville	Bonneville to Cascade L'ks	The Dalles to Dodson's	Troutdale to Albina	The Dalles to Squally Hook	Squally Hook to Arlington	Umatilla to The Dalles	Umatilla to Pendleton	Pendleton to Gibbon	Gibbon to Duncan	Duncan to Kameia	La Grande to Hillard	Hillard to Kameia	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.....																		
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.....																		
O-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	300 to 305.....																		
O-55	143	327 to 329.....																		
O-57	176	330 to 334, 335 to 338.....																		
O-57	163	344.....																		
O-57	169	339 to 343.....																		
O-57	181	345 to 349.....																		
O-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 Shaniho	Shaniho 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 Ione	Ione to Lexington		Lexington to Heppner	La Grande to Elgin	Looking Glass to Enterprise	Enterprise to Joseph	Looking Glass to Elgin	Elgin to La Grande	
E-57 $\frac{1}{2}$	44	50.....	820	680													425	380	310	380	585	330	235	360	725	....
E-63 $\frac{1}{2}$	48	52 54. 55 }																									
E-57 $\frac{1}{2}$	51	57 to 60. 62-64	980	810	100	185	235	310	510	310	215	190	290	125	635	325	505	390	370	890	700	390	280	430	860	....
E-63 $\frac{1}{2}$	54	65 to 70 }																									
E-63 $\frac{1}{2}$	55	71 to 73 }	885	730	90	165	210	280	460	280	195	170	260	115	575	295	455	350	335	350	630	350	250	390	780	....
E-64 $\frac{1}{2}$	68	80 to 87.....																									
T-55 $\frac{1}{2}$	71	112 to 119	1180	975	120	220	280	375	615	375	260	230	350	155	765	390	610	470	445	470	845	470	335	520	1030	....
M-57 $\frac{1}{2}$	91	103 to 111.....	1240	1020	125	230	295	395	645	395	270	240	360	160	800	410	640	490	465	490	885	490	350	540	1080	....
T-63 $\frac{1}{2}$	92	130 to 135.....	1285	1060	130	240	305	410	670	410	280	250	385	170	830	425	665	510	485	510	920	510	365	560	1120	....
M-55 $\frac{1}{2}$	108	C. S. 10.....			170	310	390	530	865	530	360	....	....	....	....	....	....	....	....	....	625	....	....	....	....	....
T-63 $\frac{1}{2}$	113	136 to 147.....	1570	1295	160	290	370	500	815	500	340	305	470	205	1015	515	810	625	590	625	1120	625	445	685	1365	....
C-51 $\frac{1}{2}$	117	160 to 164.....	1765	1455	180	325	415	560	910	560	380	345	530	230	1140	580	910	700	665	700	1255	700	500	770	1530	....
T-57 $\frac{1}{2}$	119	170 to 173 }																									
T-64 $\frac{1}{2}$	139	179 to 184 }	1880	1540	190	345	440	595	965	595	405	365	560	245	1210	615	965	740	705	740	1330	740	530	815	1620	....
P-77 $\frac{1}{2}$	123	190 to 193 }																									
P-77 $\frac{1}{2}$	138	194 to 197 }	1880	1540	200	365	465	625	1020	625	425	385	590	260	1275	645	965	740	705	740	1330	740	530	815	1620	....
P-77 $\frac{1}{2}$	145	198 to 200 }																									
T-57 $\frac{1}{2}$	125	174 to 178.....	1985	1625	200	365	465	625	1020	625	425	385	590	260	1275	645	1015	785	745	785	1405	785	555	860	1710	....
T-63 $\frac{1}{2}$	160	300 to 305.....	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 $\frac{1}{2}$	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 $\frac{1}{2}$	176	330 to 334. 335 to 338 }																									
C-57 $\frac{1}{2}$	163	344.....																									
C-57 $\frac{1}{2}$	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 $\frac{1}{2}$	181	345 to 349.....																									
C-57 $\frac{1}{2}$	187	350 to 388.....	3890	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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CLASS.

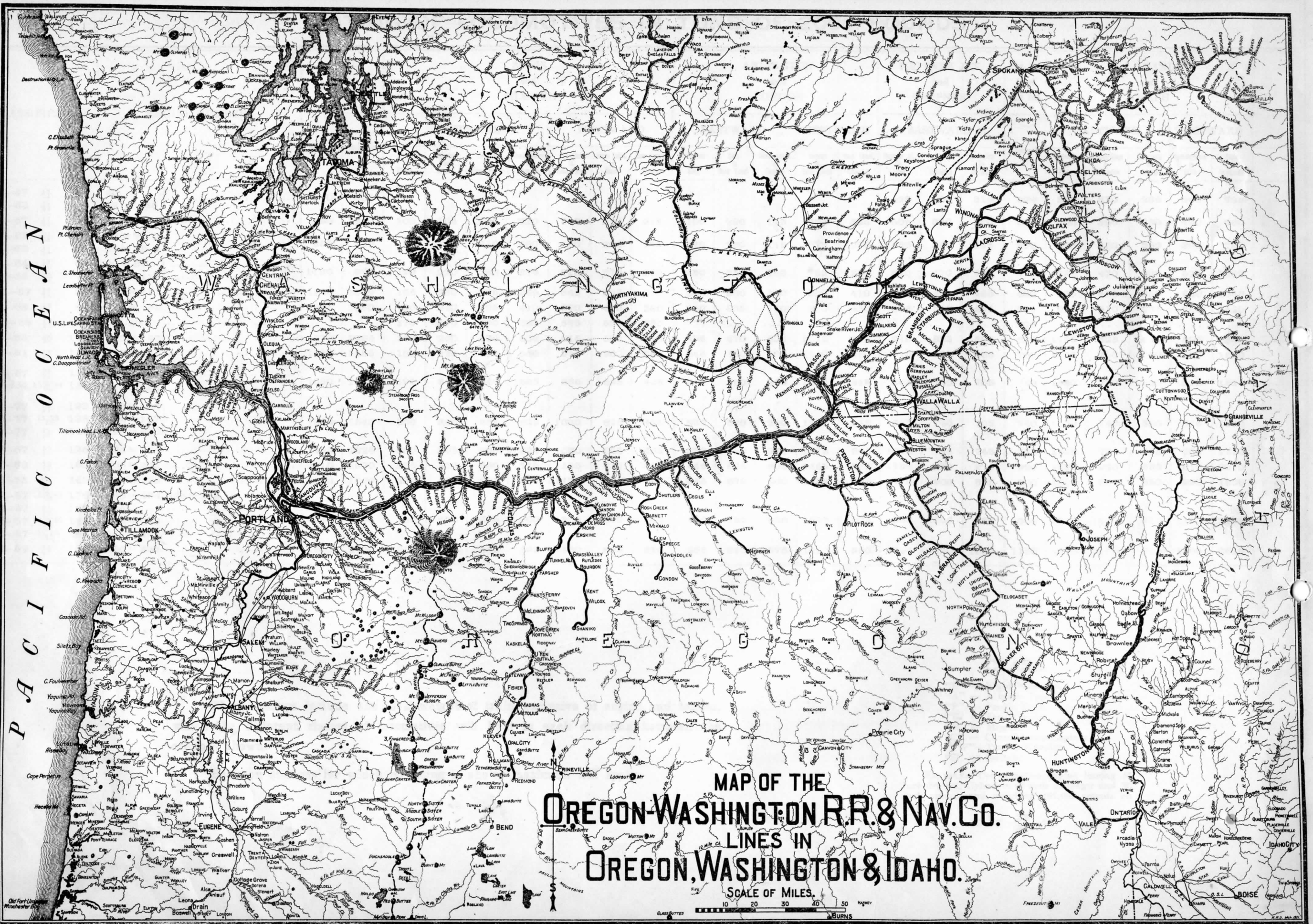
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$$C-57 \frac{22}{30} 187$$



MAP OF THE
OREGON-WASHINGTON R.R. & NAVY CO.
LINES IN
OREGON-WASHINGTON & IDAHO



PACIFIC OCEAN

MAP OF THE OREGON-WASHINGTON R.R. & Nav. Co. LINES IN OREGON, WASHINGTON & IDAHO.

SCALE OF MILES.

