

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 18, 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	STATIONS	DISTANCE FROM HUNTINGTON	First Class						Second Class					

SECOND DISTRICT—La Grande and Umatilla

WESTWARD.

Second Class. First Class.

Length of passing tracks in clear water, fuel and turning stations.	Second Class.		First Class.						DISTANCES FROM PORTLAND.
	41	55	23	15	1	5	9	17	
	Pilot Rock Mixed Daily Ex. Sun.	Portland Fast Freight Daily	Way Freight Daily	Motor Daily	Portland Local Daily	Oregon and Washington Express Daily	Fast Mail Daily	Oregon and Washington Limited Daily	
WF TOY		PM L 7.50	AM L 2.25			AM L 1.20	PM L 9.25	AM L 9.30	305.4
8000		8.15	2.50			f 1.30	9.32	9.40	301.4
5000 YW		8.45	3.15			s 1.40	9.40	9.50	297.3
2280		9.05	3.45			1.50	9.50	10.00	293.4
3000		9.35	4.28			2.04	10.02	10.12	288.9
8680 WFT		9.50	4.45			s 2.14	10.10	10.20	286.4
6000 W		10.25	5.30			s 2.28	10.25	10.35	280.4
2500		10.50	5.50			2.38	10.34	10.45	276.0
2650 TW		11.15	6.05			f 2.48	10.40	10.55	272.7
8000		11.30	6.20			2.55	10.45	11.01	269.5
2340		11.45	6.40			3.02	10.50	11.06	266.6
5000 WY		AM L 12.05	6.55			f 3.10	10.55	11.12	263.6
2250		12.45	7.25			3.25	11.04	11.25	257.3
5000 FYW		1.15	7.45			s 3.38	11.10	11.35	252.5
2800		1.45	8.05			3.50	11.18	11.45	247.6
2040 W		2.20	8.25			f 4.02	11.25	11.55	242.6
2135		2.45	8.45			4.15	11.35	PM 12.05	236.4
WTOY		AM L 8.15	9.30	PM L 5.30	AM L 9.05	4.25 4.35	11.45	12.15	231.1
6000		8.30 AM A	10.00	f 5.40	f 9.10	4.45	11.52	12.30	226.6
10560		3.35	10.25	f 5.50	f 9.17	4.55	11.59	12.40	223.2
3200		3.50	10.40	f 6.00	f 9.22	5.02	AM 12.08	12.50	218.7
710		4.05	11.00	f 6.10	f 9.30	5.10	12.17	1.00	215.1
2250		4.20	11.15	f 6.17	f 9.35	5.15	12.22	1.05	212.2
2160 W		4.55	11.55	s 6.30	s 9.45	s 5.30	12.32	1.15	205.5
2170		5.15	PM 12.15	s 6.40	s 9.55	f 5.38	12.40	1.25	202.1
2300		6.00	12.45	s 6.55	s 10.15	s 6.00	12.55	1.45	193.5
WFTY		6.45 AM A	1.30 PM A	7.15 PM A	10.30 AM A	6.15 AM A	1.10 AM A	2.00 PM A	187.0
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	
		.15	10.55	11.05	1.45	1.25	4.55	3.45	4.80
		18.0	10.9	10.6	24.2	30.0	24.7	31.1	26.3

Time Table No. 5

June 18, 1911

STATIONS

Automatic Block	DNR LA GRANDE	4.0
	PERRY	4.1
	D HILGARD	3.9
	GLOVER	4.5
	CASEY	2.5
	DNR KAMELA	6.0
	DN MEACHAM	4.4
	PORTERS	3.3
	N HURON	3.2
	CAMP	2.9
Automatic Block	NORTH FORK	3.0
	DN DUNCAN	6.3
	CONWAY	4.8
	DN GIBBON	4.9
	THORN HOLLOW	5.0
	CAYUSE	6.2
	MISSION	5.3
	DNR PENDLETON	4.5
	PILOT ROCK JCT.	3.4
	BARNHART	4.5
Automatic Block	COE	3.6
	YOAKUM	2.9
	NOLIN	6.7
	DN ECHO	3.4
	STANFIELD	8.6
	D HERMISTON	6.5
	DNR UMATILLA	118.4
	Time over District	
	Average Speed per Hour	

EASTWARD.

First Class. Second Class.

STATION NUMBERS.	First Class.				Second Class.			
	10	6	18	2	16	56	24	42
	Fast Mail Daily	Oregon and Washington Express Daily	Oregon and Washington Limited Daily	Pendleton Local Daily	Motor Daily	Eastern Fast Freight Daily	Way Freight Daily	Pilot Rock Mixed Daily Ex. Sun
305	AM A 5.10	AM A 9.30	PM A 8.30			AM A 2.25	PM A 4.00	
301	5.00	f 9.15	8.15			2.05	3.40	
297	4.50	s 9.00	8.05			1.40	3.15	
293	4.40	8.50	7.55			12.50 AM	2.45	
289	4.28	8.35	7.40			12.05 AM	2.15	
286	4.20	s 8.25	7.30			11.30	2.00	
280	4.00	s 8.00	7.15			10.25	1.00	
276	3.45	7.40	7.00			9.45	12.25 PM	
273	3.35	f 7.30	6.50			9.20	11.59	
270	3.28	7.20	6.45			9.05	11.45	
267	3.20	7.05	6.40			8.50	11.30	
264	3.10	f 6.55	6.30			8.35	11.12	
257	2.55	6.40	6.20			8.00	10.40	
254	2.45	s 6.25	6.05			7.35	10.15	
248	2.35	6.10	5.55			7.15	9.45	
243	2.20	f 5.55	5.45			6.50	9.20	
236	2.10	f 5.40	5.30			6.20	8.45	
231	s 1.55	s 5.25 5.15	5.15	PM A 4.55	AM A 10.45	6.00	8.10	PM A 4.15
227	1.45	5.05	5.05	4.45	f 10.35	5.40	7.45	4.00 PM L
223	1.35	4.55	4.58	f 4.30	f 10.25	5.15	7.20	
219	1.25	4.40	4.48	f 4.15	f 10.15	4.48	7.00	
215	1.15	4.30	4.40	f 4.05	f 10.05	4.20	6.30	
212	1.10	4.20	4.35	f 4.00	f 10.00	4.00	6.10	
206	12.50	s 4.05	4.25	s 3.50	s 9.45	3.25	5.30	
202	12.40	f 3.55	4.15	s 3.35	s 9.35	3.00	5.15	
194	12.20	f 3.30	4.00	s 3.20	s 9.15	2.30	4.30	
187	12.05 AM L	3.15 AM L	3.45 PM L	3.05 PM L	9.00 AM L	2.00 PM L	4.00 AM L	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun
	5.05	6.15	4.45	1.50	1.45	12.25	12.00	.15
	23.3	18.9	24.9	23.2	25.0	9.5	9.8	18.0

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

When Trains meet at Glover or Casey the Westward Train will take siding unless otherwise instructed by Train order.

When Trains 41 and 42 are 30 minutes behind either their schedule arriving or leaving time at Pendleton or Pilot Rock Junction they lose both right and schedule and can thereafter proceed only as authorized by train order. These trains will register at Pilot Rock Junction.

When trains meet at Porters, the Eastward train take siding unless otherwise instructed by train order.

FIRST DISTRICT—Biggs and Shaniko.

EASTWARD.				DISTANCE FROM BIGGS	WESTWARD.				
First Class.					First Class.				
22					21				
Mixed				Mixed					
Daily				Daily					
Time Table No. 5 June 18, 1911					STATIONS				
6761 WYF		PM L	1.25	.0	DR	BIGGS	108	AM A	11.45
844		f	1.45	5.4		GIBSON	V 5	f	11.15
190 Spur		f	1.50	7.0		SINK	V 7	f	11.10
8266 W		s	2.15	9.8	D	WASCO	V10	s	11.00
1199		f	2.40	14.1		KLONDYKE	V14	f	10.45
650 Spur		f	2.45	16.1		SANDON	V16	f	10.35
3850 Spur W			3.00	19.2		HAY CANYON JCT. Tel Box No	V19		10.20
898		f	3.05	19.9		McDONALD	V20	f	10.15
1089		f	3.20	23.9		DE MOSS	V24	f	10.00
894 WY		s	3.35	27.0	D	MORO	V27	s	9.45
838 Spur		f	3.55	30.4		ERSKINE	V30	f	9.35
1968 W		s	4.15	38.5	D	GRASS VALLEY	V39	s	9.10
571		f	4.35	45.8		BOURBON	V46	f	8.45
1100		s	4.55	52.5		KENT Tel Box	V53	s	8.30
891		f	5.15	57.3		WILCOX	V57	f	8.15
8885 WYF		PM A	6.00	70.0	DR	SHANIKO	V70	AM A	7.45
		Daily				70.0		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.				DISTANCES FROM ARLINGTON.	WESTWARD.				
First Class.					First Class.				
14					13				
Mixed				Mixed					
Daily Ex. Sun.				Daily Ex. Sun.					
Time Table No. 5 June 18, 1911					STATIONS				
2596 WTP		PM L	1.20	0.0	DNR	ARLINGTON	142	AM A	11.40
1471		f	1.35	2.5		EDDY	Y 3	f	11.25
1793		f	1.50	7.8		SHUTLER'S	Y 8	f	11.05
2446 W		s	2.20	16.5		ROCK CREEK	Y17	s	10.40
1698		f	2.35	20.2		BARNETT	Y20	f	10.20
2342 W		s	2.55	24.8		MIKKALO	Y25	s	10.05
1816		s	3.15	29.1		CLEM	Y29	s	9.45
1783		f	3.30	32.9		SPEECE	Y33	f	9.30
1576		f	3.45	36.8		GWENDOLEN	Y37	f	9.20
10005 WY		PM A	4.35	45.0	DR	CONDON	Y45	AM L	9.00
		Daily Ex. Sun.				45.0		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.				DISTANCES FROM HEPPNER JCT.	WESTWARD.				
First Class.					First Class.				
20					19				
Mixed Daily Ex. Sun.				Mixed Daily Ex. Sun.					
Time Table No. 5 June 18, 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
631 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
4036 WTF		PM A	4.30	45.2	DR	HEPPNER	H45	AM L	9.00
		Daily Ex. Sun.				45.2		Daily Ex. Sun.	

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				
Mixed Daily Ex. Sun.				Mixed Daily Ex. Sun.					
Time Table No. 5 June 18, 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		PM A	9.25	14.0	DR	PILOT ROCK	Z14	PM L	3.00
		Daily Ex. Sun.				14.0		Daily Ex. Sun.	

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			31		33			
Passenger Sun. only		Mixed Daily Ex. Sun.		Passenger Daily Ex. Sun.		Mixed Passenger Sun. only				
Time Table No. 5 June 18, 1911					STATIONS					
10197 WOTF	AM L	11.00	AM L	10.00	0.0	DNR	LA GRANDE	305	PM A	2.00
3235	s	11.10	s	10.10	2.5		ISLAND CITY	K 3	s	1.50
2757	s	11.25	s	10.25	8.3		ALICEL	K 9	s	1.35
2420	s	11.35	s	10.40	12.3	D	IMBLER	K13	s	1.20
6156 WY	s	11.55	s	11.00	20.9	D	ELGIN	K21	s	12.50
700	PM	12.25	AM L	11.50	33.2		PALMER JCT.	K33	s	11.59
	s	12.30	s	11.55	33.7		LOOKING GLASS	K34	s	11.55
700	s	1.30	PM	12.55	47.1		MINAM	K47	s	10.55
2400 WY	s	2.25	s	1.45	60.0	D	WALLOWA	K60	s	10.00
1900	s	2.50	s	2.15	67.8		LOSTINE	K67	s	9.25
1500	s	3.15	s	2.50	78.0	D	ENTERPRISE	K78	s	8.45
	PM A	3.40	PM A	3.30	83.8	DR	JOSEPH	K84	AM L	8.30
	Sun. only	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			83.8	Daily Ex. Sun.	Sun. only	

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 clear and location of water, fuel and turning stations.		Second Class		First Class		36 The Dalles Madras Passenger Daily	DISTANCE FROM DES CHUTES JCT.	Time Table No. 5 June 18, 1911		STATION NUMBERS	35 Madras The Dalles Passenger Daily		First Class		Second Class		
WFY						PM L 1.30	0.0	DR	DES CHUTES JCT.	106	PM A 1.15						
						f 1.55	9.9		9.9 FREE BRIDGE	M10	f 12.50						
2650	W					f 2.05	14.4		4.5 ORCHARD	M14	f 12.40						
1165						f 2.25	26.2		11.8 BLUFFS	M26	f 12.15						
1200	W					f 2.38	31.8		5.6 TUNNEL ONE	M32	f 12.02 PM						
1290	W					f 3.05	42.1		10.3 FARGHER	M42	f 11.35						
1150						s 3.30	51.3	D	9.2 HUNTS FERRY	M53	s 11.10						
						f 3.50	59.2		7.9 McLENNAN'S	M59	f 10.50						
1165						f 4.10	67.3		8.1 TWO SPRINGS	M67	f 10.30						
	WY					f 4.16	70.2		2.9 COVE CREEK	M70	f 10.24						
						s 4.20	71.3	DNR	1.1 NORTH JUNCTION	M71	s 10.20						
2800						Via Joint Track—See Note Below	76.1		4.8 KASKELA	M76	Via Joint Track—See Note Below						
2800							79.8		3.7 JERSEY	M80							
1850	WF					s 4.45	81.6	DNR	1.8 SOUTH JUNCTION	M82	s 9.55						
1905						s 5.10	89.9	D	8.3 GATEWAY	M90	s 9.30						
2485						f 5.25	95.3		5.4 PAXTON	M95	f 9.15						
2680	Y					5.45 PM A	101.0	DR	5.4 MADRAS	M101	9.00 AM L						
						Daily			101.0		Daily						
						4.15			Time over District		4.15						
						23.8			Average Speed per Hour		23.8						

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.

Branch trains will register at Des Chutes Jct.

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. Helper 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 and Brandons.
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 and Big Eddy.
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; Hilgard and Duncan; Lun and Union; Quartz and Durkee; Mile Post 98 and South Jct.; Nigger Ridge and McDonalds; Klondyke and Biggs, Sandon and Hay Canyon Junction; Condon and Rock Creek.
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, Paxton and South Jct.
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., South 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. COGHAN, 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	Bonnevile to Cascade l'ks	The Dalles to Dodson's	Trentdale to Albion	The Dalles to Squally Hook	Squally Hook 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 Cascia	Huntington to Durkee	Durkee to Pl. Valley	Pl. Valley to Cascia	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	480	195	280	505	280	430	195	280	390
E-63	54	65 to 70 }																				
E-63	55	71 to 78 }	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
O-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	300 to 305.....	920	1680	1920	1920	1650	1985	2310	1010	920	870	450	1010	450	650	1195	650	1010	450	650	920
O-55	143	327 to 329.....	900	1635	1880	1880	1615	1940	2280	990	900	855	450	990	450	640	1170	640	990	450	640	900
O-57	176	330 to 334, 335 to 338.....																				
O-57	163	344.....																				
O-57	169	339 to 343.....	1000	1820	2085	2085	1795	2155	2510	1100	1000	950	500	1100	500	710	1300	710	1100	500	710	1000
O-57	181	345 to 349.....																				
O-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.

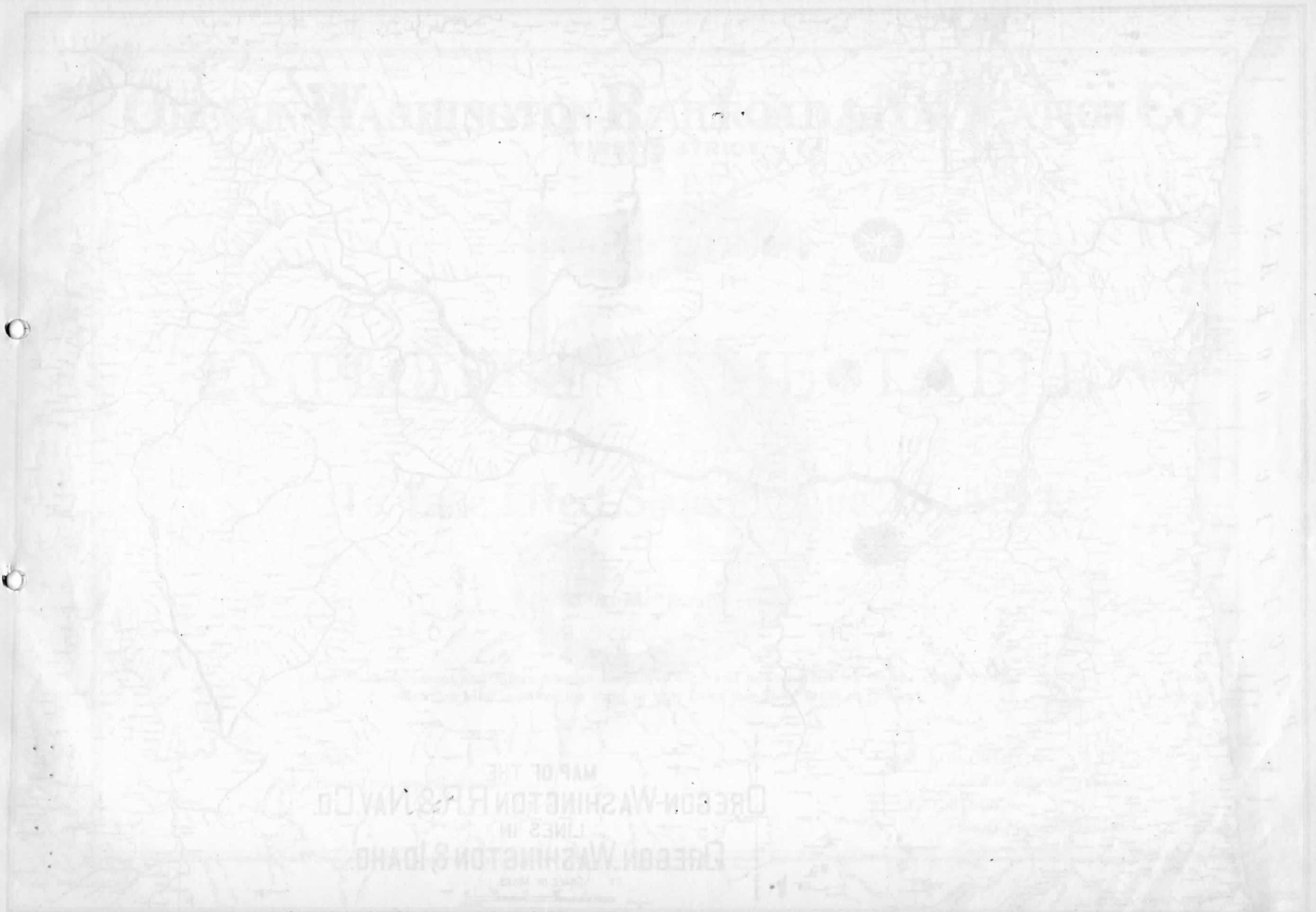
Between stations for which no rating is shown, maximum will apply.

CLASS.

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

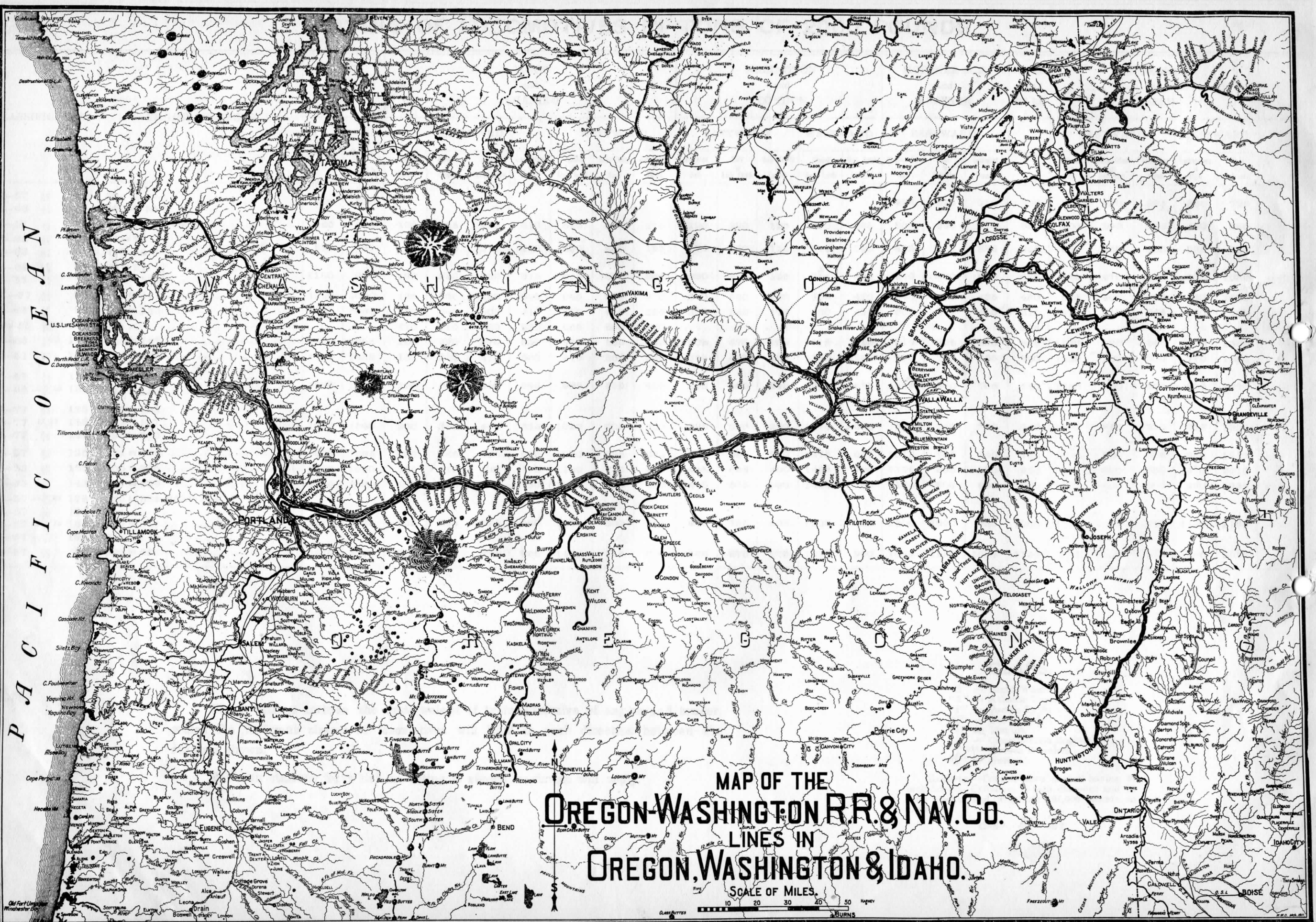
EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

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



MAP OF THE
OREGON-WASHINGTON R.F. & N.V. CO.
LINES IN
OREGON, WASHINGTON & IDAHO
SCALE IN MILES

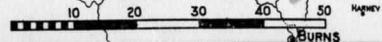
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PACIFIC OCEAN

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

SCALE OF MILES.



1911