

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Friday, April 4, 1913

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 | | | | | |
|--------------|--|--|--|--|--|--|--------------|----------------------|---------------------|----------------------|--------------------|-----------|------------------------|------------------------|--------------------------|----------------------|-----------------------|---------------|-------------------|----------------------|--------------|--------------|--|--|--|--|--|
| | | | | | | | 255 | 17 | 1 | 5 | 7 | 9 | | | | 2 | 18 | 8 | 10 | 6 | 256 | | | | | | |
| | | | | | | | Fast Freight | Ore. & Wash. Limited | Portland Local | Ore. & Wash. Express | Portland Local | Fast Mail | | | | Pendleton Local | Ore. & Wash. Limited | Dalles Local | Fast Mail | Ore. & Wash. Express | Fast Freight | | | | | | |
| | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | |
| | | | | | | | AM 5.10 L | AM 4.20 L | | PM 8.35 L | | PM 6.15 L | 403.9 | HUNTINGTON | 0.0 | | AM 12.35 A | | AM 9.10 A | PM 1.55 A | PM 1.30 A | | | | | | |
| | | | | | | | PM 3.30 | 8.15 | | AM 1.10 | | 9.40 | 305.4 | LA GRANDE | 98.5 | | 8.30 | | 5.15 | 9.30 | 3.45 AM | | | | | | |
| | | | | | | | PM 11.00 | 11.15 | AM 9.05 L | 4.35 | | 12.10 | 231.1 | PENDLETON | 172.8 | PM 4.35 A | 5.05 | | 1.35 | 5.25 | 6.00 | | | | | | |
| | | | | | | | AM 4.00 | PM 12.45 | 10.35 | 6.20 | | AM 1.40 | 187.0 | UMATILLA | 216.9 | 2.55 PM | 3.35 | | 12.01 AM | 3.15 AM | 2.15 PM | | | | | | |
| | | | | | | | PM 1.00 | 3.35 | PM 2.00 | 9.40 | AM 6.50 L | 4.25 | 88.3 | THE DALLES | 315.6 | 11.05 | 12.40 PM | PM 7.10 A | 9.05 | 11.20 | 4.35 AM | | | | | | |
| | | | | | | | | 6.30 PM A | 5.30 PM A | 12.45 PM A | 10.00 AM A | 7.00 AM A | 0.0 | PORTLAND | 403.9 | 7.50 AM L | 10.00 AM L | 4.00 PM L | 6.30 PM L | 8.00 PM L | | | | | | | |
| | | | | | | | 9.40 PM A | | | | | | | ALBINA | | | | | | 10.00 PM L | | | | | | | |
| | | | | | | | 40.30 | 14.10 | 8.25 | 18.10 | 3.10 | 12.45 | | Through Time | | 8.45 | 14.85 | 8.10 | 14.40 | 17.55 | 80.80 | | | | | | |
| | | | | | | | 10.0 | 28.5 | 27.5 | 24.9 | 27.8 | 81.7 | | Average Speed per Hour | | 26.6 | 27.7 | 27.8 | 27.5 | 22.5 | 10.2 | | | | | | |
| | | | | | | | 55 | | 5 | 7 | 11 | 45 | DISTANCE FROM PORTLAND | STATIONS | DISTANCE FROM SPOKANE | 12 | 46 | 6 | 8 | | 56 | | | | | | |
| | | | | | | | Fast Freight | Pendleton Local | Pendleton Passenger | Soo-Spokane Portland | Portland Passenger | | | | | Soo-Spokane Portland | Walla Walla Passenger | Spokane Local | Spokane Passenger | | Fast Freight | | | | | | |
| | | | | | | | Daily | Daily | Daily | Daily | Daily | | | | | Daily | Daily | Daily | Daily | | Daily | | | | | | |
| | | | | | | | PM 1.30 L | | PM 6.00 L | AM 7.00 L | PM 9.00 L | | 433.1 | SPOKANE | 0.0 | PM 12.10 A | | AM 8.00 A | PM 5.45 A | | PM 4.30 A | | | | | | |
| | | | | | | | 6.30 | | 8.00 | 8.50 | 10.45 | | 383.6 | TEKOA | 49.5 | 10.10 | | 5.55 | 3.45 PM | | 12.30 PM | | | | | | |
| | | | | | | | AM 4.15 | | AM 12.05 | PM 12.35 | AM 2.45 | | 279.8 | GRANGE CITY JCT. | 153.3 | 5.40 | | 12.55 AM | 11.15 | | 12.05 AM | | | | | | |
| | | | | | | | | | 2.35 | 2.50 | | | 245.3 | WALLA WALLA | 204.4 | | | 10.20 | 8.55 | | | | | | | | |
| | | | | | | | | | 4.50 AM A | 4.55 PM A | | | 231.1 | PENDLETON | 251.8 | | | 7.00 PM L | 7.00 AM L | | | | | | | | |
| | | | | | | | | | | | PM 10.30 L | | 245.3 | WALLA WALLA | 204.4 | | AM 6.25 A | | | | | | | | | | |
| | | | | | | | 10.25 | | | | 4.55 | AM 12.01 | 214.1 | WALLULA | 219.0 | 3.25 | 4.55 | | | | 3.30 | | | | | | |
| | | | | | | | 12.30 PM A | | | | 6.00 | AM 1.00 A | 187.0 | UMATILLA | 246.1 | 2.40 AM | 3.00 AM L | | | 1.15 PM L | | | | | | | |
| | | | | | | | | | | | 8.55 | | 88.3 | THE DALLES | 344.8 | 11.40 | | | | | | | | | | | |
| | | | | | | | | | | | 11.45 AM A | | 0.0 | PORTLAND | 433.1 | 9.00 PM L | | | | | | | | | | | |
| | | | | | | | 28.00 | | 10.50 | 9.55 | 14.45 | 2.30 | | Through Time | | 15.10 | 8.25 | 13.00 | 10.45 | | 27.15 | | | | | | |
| | | | | | | | 10.7 | | 18.6 | 25.4 | 29.4 | 23.3 | | Average Speed per Hour | | 28.5 | 17.1 | 19.4 | 28.4 | | 9.0 | | | | | | |

SECOND DISTRICT—La Grande and Umatilla

WESTWARD.

EASTWARD.

| Length of passing tracks in clear and location of water, fuel and turning sidings. | Second Class. | | | | | | | | First Class. | | | | | | | | DISTANCES FROM PORTLAND. | Time Table No. 10 April 4, 1913 | | | | | | | | | |
|--|------------------|-----------------------|--------------|----------------|----------------|-------------------------------|--------------|-------------------------------|--------------|-------------------------------|-------------------------------|-----------------|-----------------|----------------------|-------------|------------------|--------------------------|------------------------------------|-------------------------------|-----------------|-----------------|----------------------|-------------|------------------|----|--|--|
| | Second Class. | | | | First Class. | | | | First Class. | | | | Second Class. | | | | | STATIONS | | | | | | | | | |
| | 41 | 255 | 23 | 15 | 1 | 5 | 9 | 17 | 10 | 6 | 18 | 2 | 16 | 256 | 24 | 42 | | 10 | 6 | 18 | 2 | 16 | 256 | 24 | 42 | | |
| | Pilot Rock Mixed | Portland Fast Freight | Way Freight | Umatilla Motor | Portland Local | Oregon and Washington Express | Fast Mail | Oregon and Washington Limited | Fast Mail | Oregon and Washington Express | Oregon and Washington Limited | Pendleton Local | Pendleton Motor | Eastern Fast Freight | Way Freight | Pilot Rock Mixed | Fast Mail | Oregon and Washington Express | Oregon and Washington Limited | Pendleton Local | Pendleton Motor | Eastern Fast Freight | Way Freight | Pilot Rock Mixed | | | |
| | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | | | |
| WFTOY | | PM L 3.30 | AM L 2.25 | | | AM L 1.10 | PM L 9.40 | AM L 8.15 | 305.4 | | | | | | | | | | | | | | | | | | |
| 2660 | | 3.55 | 2.50 | | | f 1.20 | 9.50 | 8.25 | 301.4 | | | | | | | | | | | | | | | | | | |
| 5200 YW | | 4.25 | 3.15 | | | s 1.35 | 10.00 | 8.35 | 297.3 | | | | | | | | | | | | | | | | | | |
| 2220 | | 5.00 | 3.50 | | | 1.50 | 10.10 | 8.45 | 293.4 | | | | | | | | | | | | | | | | | | |
| 2700 | | 5.40 | 4.25 | | | 2.05 | 10.20 | 9.00 | 288.9 | | | | | | | | | | | | | | | | | | |
| 8100 WFT | | 6.00 | 4.45 | | | s 2.25 | 10.30 | s 9.15 | 286.4 | | | | | | | | | | | | | | | | | | |
| 5650 W | | 6.35 | 5.30 | | | s 2.40 | 10.45 | s 9.30 | 280.4 | | | | | | | | | | | | | | | | | | |
| 2200 | | 7.00 | 5.50 | | | 2.50 | 10.55 | 9.43 | 276.0 | | | | | | | | | | | | | | | | | | |
| 2690 W | | 7.25 | 6.05 | | | f 3.00 | 11.02 | 9.50 | 272.7 | | | | | | | | | | | | | | | | | | |
| 2580 | | 7.50 | 6.20 | | | 3.10 | 11.08 | 9.57 | 269.5 | | | | | | | | | | | | | | | | | | |
| 2580 | | 8.10 | 6.40 | | | 3.15 | 11.13 | 10.04 | 266.6 | | | | | | | | | | | | | | | | | | |
| 5240 WY | | 8.35 | 6.55 | | | f 3.20 | 11.19 | 10.11 | 263.6 | | | | | | | | | | | | | | | | | | |
| 2170 | | 9.00 | 7.25 | | | 3.30 | 11.28 | 10.22 | 257.3 | | | | | | | | | | | | | | | | | | |
| 5100 FYW | | 9.25 | 7.45 | | | s 3.40 | 11.36 | 10.30 | 252.5 | | | | | | | | | | | | | | | | | | |
| 2710 | | 9.50 | 8.05 | | | f 3.50 | 11.45 | 10.41 | 247.6 | | | | | | | | | | | | | | | | | | |
| 1970 W | | 10.10 | 8.25 | | | f 4.00 | 11.53 | 10.50 | 242.6 | | | | | | | | | | | | | | | | | | |
| 2680 | | 10.35 | 8.45 | | | f 4.15 | AM 12.02 | 11.00 | 236.4 | | | | | | | | | | | | | | | | | | |
| WTOY | | AM L 9.15 | 9.30 | PM L 5.30 | AM L 9.05 | s 4.25 | 12.10 | s 11.10 | 231.1 | | | | | | | | | | | | | | | | | | |
| 6680 | | 9.30 AM | 10.00 | f 5.40 | 9.11 | 4.45 | 12.18 | 11.25 | 226.6 | | | | | | | | | | | | | | | | | | |
| 10170 | | 11.35 | 10.35 | f 5.50 | f 9.17 | 4.55 | 12.24 | 11.31 | 223.2 | | | | | | | | | | | | | | | | | | |
| 2720 | | 11.50 | 10.50 | f 6.00 | f 9.24 | 5.02 | 12.30 | 11.38 | 218.7 | | | | | | | | | | | | | | | | | | |
| 650 | | AM 12.05 | 11.10 | f 6.10 | f 9.30 | 5.10 | 12.36 | 11.44 | 215.1 | | | | | | | | | | | | | | | | | | |
| 2180 | | 12.20 | 11.25 | f 6.17 | f 9.35 | 5.15 | 12.40 | 11.49 | 212.2 | | | | | | | | | | | | | | | | | | |
| 2090 W | | 12.50 | 11.59 | s 6.35 | s 9.50 | s 5.30 | 12.50 | 11.59 | 205.5 | | | | | | | | | | | | | | | | | | |
| 3830 | | 1.15 | PM 12.20 | s 6.45 | s 9.55 | f 5.40 | 1.00 | PM 12.10 | 202.1 | | | | | | | | | | | | | | | | | | |
| 2280 | | 2.00 | 1.00 | s 7.05 | s 10.15 | s 6.00 | 1.20 | 12.25 | 193.5 | | | | | | | | | | | | | | | | | | |
| WFTY | | 2.45 | 1.30 | 7.25 | 10.30 | 6.15 | 1.35 | 12.40 | 187.0 | | | | | | | | | | | | | | | | | | |
| | | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | | | | | | | | | | |
| | | .15 | 11.15 | 11.05 | 1.55 | 1.25 | 5.05 | 8.55 | 4.25 | | | | | | | | | | | | | | | | | | |
| | | 18.0 | 10.5 | 10.7 | 28.0 | 81.1 | 23.3 | 81.1 | 26.9 | | | | | | | | | | | | | | | | | | |

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.

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

Train 17 will stop at any station to let off passengers from Cheyenne, Denver and East.

WESTWARD.

EASTWARD.

| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | WESTWARD. | | | | | | | | | DISTANCES FROM PORTLAND | Time Table No. 10 April 4, 1913 | STATIONS | STATION NUMBERS. | EASTWARD. | | | | | | | |
|--|------------------------------|----------------------------|--|--|------------------------------|---|-------------------------------------|-------------------------|-------------------------------|-------------------------|------------------------------------|-----------|------------------|--|--------------------------|---|-------------------------------------|--|--------------------------------------|----------------------------|--|
| | Second Class. | | First Class. | | | | | | | | | | | First Class. | | | | | | Second Class. | |
| | 255 Fast Freight Daily | 23 Way Freight Daily | 35 Bend The Dalles Passenger Daily | 17 Oregon and Washington Limited Daily | 1 Portland Local Daily | 5 Oregon and Washington Express Daily | 11 Soo Spokane Portland Daily | 9 Fast Mail Daily | 2 Pendleton Local Daily | | | | | 18 Oregon and Washington Limited Daily | 10 Fast Mail Daily | 6 Oregon and Washington Express Daily | 12 Soo Spokane Portland Daily | 36 The Dalles Bend Passenger Daily | 256 Eastern Fast Freight Daily | 24 Way Freight Daily | |
| WFTY | AM L 4.00 | AM L 7.00 | | PM L 12.45 | AM L 10.35 | AM L 6.20 | AM L 6.00 | AM L 1.40 | 187.0 | DNR UMATILLA | A 187 | PM A 2.50 | PM A 3.30 | AM A 12.01 | AM A 3.10 | AM A 2.35 | | AM A 11.45 | PM A 6.00 | | |
| 3110 | 4.15 | 7.20 | | 12.50 | 10.42 | 6.26 | 6.06 | 1.45 | 182.8 | 4.2 BAILEY | A 183 | 2.40 | 3.22 | 11.52 | 3.00 | 2.28 | | 11.30 | 5.40 | | |
| 2740 | 4.30 | 7.40 | | 12.57 | 10.48 | 6.33 | 6.13 | 1.51 | 179.8 | 3.0 IRRIGON | A 180 | 2.31 | 3.15 | 11.45 | 2.51 | 2.22 | | 11.15 | 5.20 | | |
| 2650 | 4.45 | 8.00 | | 1.03 | 10.54 | 6.40 | 6.20 | 1.57 | 175.2 | 4.6 JUDSON | A 175 | 2.23 | 3.09 | 11.39 | 2.40 | 2.14 | | 10.54 | 5.00 | | |
| 2710 W | 5.10 | 8.25 | | 1.12 | 11.03 | 6.51 | 6.29 | 2.05 | 170.5 | 4.7 COYOTE | A 171 | 2.10 | 3.00 | 11.30 | 2.27 | 2.05 | | 10.35 | 4.30 | | |
| 3870 | 5.30 | 8.50 | | 1.20 | 11.11 | 7.00 | 6.37 | 2.15 | 166.0 | 4.5 PETERS | A 166 | 1.59 | 2.52 | 11.22 | 2.15 | 1.56 | | 10.20 | 4.05 | | |
| 2680 | 5.45 | 9.10 | | 1.27 | 11.18 | 7.08 | 6.45 | 2.22 | 161.9 | 4.1 CASTLE ROCK | A 162 | 1.50 | 2.44 | 11.16 | 2.06 | 1.49 | | 10.05 | 3.40 | | |
| 3350 | 6.10 | 9.40 | | 1.38 | 11.28 | 7.20 | 6.55 | 2.31 | 156.3 | 5.6 BOULDER | A 156 | 1.38 | 2.32 | 11.08 | 1.55 | 1.38 | | 9.40 | 3.10 | | |
| T | 6.30 | 10.00 | | 1.45 | 11.35 | 7.27 | 7.01 | 2.38 | 152.3 | 4.0 HEPPNER JCT. | A 152 | 1.28 | 2.25 | 11.01 | 1.47 | 1.30 | | 9.20 | 2.35 | | |
| W | 6.40 | 10.10 | | 1.48 | 11.48 | 7.30 | 7.04 | 2.41 | 150.9 | 1.4 WILLOWS | A 151 | 1.15 | 2.22 | 10.58 | 1.44 | 1.27 | | 9.15 | 2.22 | | |
| 7140 TFW | 7.21 | 10.50 | | 2.04 | 12.05 | 7.50 | 7.21 | 2.57 | 141.8 | 9.1 ARLINGTON | A 142 | 1.00 | 2.04 | 10.43 | 1.25 | 1.10 | | 8.40 | 1.00 | | |
| 4940 W | 8.05 | 11.55 | | 2.18 | 12.20 | 8.05 | 7.35 | 3.11 | 133.6 | 8.2 BLALOCK'S | A 134 | 12.44 | 1.50 | 10.28 | 1.08 | 12.55 | | 8.05 | 12.20 | | |
| 2700 | 8.40 | 12.32 | | 2.29 | 12.32 | 8.19 | 7.46 | 3.22 | 127.1 | 6.5 QUINTON | A 127 | 12.32 | 1.40 | 10.15 | 12.54 | 12.44 | | 7.46 | 11.20 | | |
| 5000 | 9.00 | 12.55 | | 2.33 | 12.40 | 8.29 | 7.54 | 3.29 | 123.0 | 4.1 SQUALLY HOOK | A 123 | 12.22 | 1.32 | 10.06 | 12.45 | 12.37 | | 7.25 | 11.00 | | |
| 2750 W | 9.35 | 1.22 | | 2.48 | 12.53 | 8.43 | 8.06 | 3.40 | 115.9 | 7.1 JOHN DAY'S | A 116 | 12.08 | 1.22 | 9.53 | 12.31 | 12.25 | | 6.45 | 10.30 | | |
| 5000 | 9.45 | 1.35 | | 2.52 | 12.57 | 8.48 | 8.10 | 3.44 | 113.2 | 2.7 RUFUS | A 113 | 12.04 | 1.18 | 9.48 | 12.25 | 12.20 | | 6.30 | 10.15 | | |
| 2730 | 10.00 | 1.50 | | 2.56 | 1.03 | 8.53 | 8.14 | 3.49 | 111.0 | 2.2 GRANTS | A 111 | 11.58 | 1.14 | 9.44 | 12.15 | 12.15 | | 6.15 | 10.00 | | |
| 7360 Y | 10.15 | 2.05 | | 3.01 | 1.09 | 8.59 | 8.19 | 3.54 | 108.2 | 2.8 DN BIGGS | A 108 | 11.52 | 1.09 | 9.39 | 12.05 | 12.11 | | 6.00 | 9.45 | | |
| 900 WY | 10.25 | 2.15 | PM L 12.50 | 3.04 | 1.14 | 9.03 | 8.23 | 3.58 | 105.7 | 2.5 D SHERMAN | A 106 | 11.47 | 1.05 | 9.35 | 12.01 | 12.07 | PM A 1.20 | 5.50 | 9.30 | | |
| 2730 | 10.30 | 2.22 | 12.53 | 3.07 | 1.17 | 9.06 | 8.26 | 4.00 | 104.3 | 1.4 MILLERS | A 104 | 11.44 | 1.03 | 9.32 | 11.55 | 12.04 | AM A 1.15 | 5.45 | 9.25 | | |
| 2610 | 10.55 | 2.50 | 1.02 | 3.14 | 1.30 | 9.15 | 8.34 | 4.07 | 100.3 | 4.0 CELILO | A 100 | 11.36 | 12.56 | 9.26 | 11.45 | 11.57 | 1.07 | 5.25 | 9.00 | | |
| 8650 | 11.25 | 3.20 | 1.13 | 3.22 | 1.44 | 9.25 | 8.42 | 4.14 | 95.9 | 4.4 DUNE | A 96 | 11.25 | 12.50 | 9.18 | 11.34 | 11.50 | 12.58 | 5.05 | 8.35 | | |
| WFTO | 12.01 | 4.00 | 1.25 | 3.35 | 2.00 | 9.40 | 8.55 | 4.25 | 88.3 | 7.6 DN THE DALLES | A 88 | 11.05 | 12.40 | 9.05 | 11.20 | 11.40 | 12.45 | 4.35 | 8.00 | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| | 8.00 | 9.00 | .35 | 2.50 | 3.25 | 3.20 | 2.55 | 2.45 | | 98.7 | | 8.45 | 2.50 | 2.56 | 3.50 | 2.55 | .35 | 7.10 | 10.00 | | |
| | 12.5 | 11.0 | 29.8 | 34.9 | 28.5 | 29.6 | 33.8 | 35.8 | | Time over District | | 26.3 | 34.9 | 33.8 | 25.8 | 33.8 | 29.3 | 19.8 | 9.9 | | |
| | | | | | | | | | | Average Speed per Hour | | | | | | | | | | | |

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

Trains 1 and 2 will stop on flag at Seuferts, Big Eddy and Roberts.

Train 6 will stop on flag at Big Eddy and Roberts.

Train 11 will stop at any station to let off passengers from Washington Division.

Train 5 will stop at any station to let off passengers from Washington Division and East of Pendleton.

Train 35 will stop at Millers, Celilo and Dune to let off passengers only.

Train 17 will stop at any station to let off passengers from Cheyenne, Denver and East.

After passing Train 6, Train 12 will stop at any point where Train 6 is scheduled to stop, to pick up passengers for Washington Division.

FIRST DISTRICT—The Dalles and Portland.

WESTWARD.

EASTWARD.

| Length of passing tracks in clear and location of signals, water, fuel and landing stations. | WESTWARD. | | | | | | | | | DISTANCES FROM PORTLAND. | EASTWARD. | | | | | | | | | | |
|--|--------------|-----------------------------------|-----------------------------------|--|------------------------------|---|-------------------------------------|------------------------------|-------------------------|--------------------------|-------------|-------------------------------|--|--------------------------------|--------------------------|---|-------------------------------------|----------------------------|--------------------------------------|--|--|
| | Second Class | | | | First Class | | | | | | First Class | | | | | Second Class | | | | | |
| | | 255 Fast Freight Daily | 23 Way Freight Daily | 17 Oregon and Washington Limited Daily | 1 Portland Local Daily | 5 Oregon and Washington Express Daily | 11 Noo Spokane Portland Daily | 7 Portland Local Daily | 9 Fast Mail Daily | | | 2 Pendleton Local Daily | 18 Oregon and Washington Limited Daily | 8 The Dalles Local Daily | 10 Fast Mail Daily | 6 Oregon and Washington Express Daily | 12 Noo Spokane Portland Daily | 24 Way Freight Daily | 256 Eastern Fast Freight Daily | | |
| WTOF | | PM 1.00 | AM 6.00 | PM 3.35 | PM 2.00 | AM 9.40 | AM 8.55 | AM 6.50 | AM 4.25 | 88.3 | | | | | | | | | | | |
| 2710 | | 1.20 | 6.20 | 3.40 | 2.08 | 9.46 | 9.00 | 6.58 | 4.30 | 85.5 | | | | | | | | | | | |
| 8360 | | 2.00 | 6.45 | 3.50 | 2.25 | 10.02 | 9.11 | 7.08 | 4.39 | 79.5 | | | | | | | | | | | |
| 4570 W | | 2.45 | 7.22 | 4.04 | 2.45 | 10.20 | 9.25 | 7.22 | 4.50 | 72.1 | | | | | | | | | | | |
| 3250 W | | 3.15 | 8.05 | 4.15 | 3.00 | 10.33 | 9.37 | 7.35 | 5.00 | 65.9 | | | | | | | | | | | |
| 8250 | | 3.45 | 8.55 | 4.27 | 3.13 | 10.45 | 9.50 | 7.47 | 5.09 | 60.0 | | | | | | | | | | | |
| 1860 | | 3.55 | 9.15 | 4.32 | 3.18 | 10.50 | 9.54 | 7.51 | 5.13 | 58.0 | | | | | | | | | | | |
| 8190 | | 4.05 | 9.41 | 4.37 | 3.23 | 10.55 | 9.59 | 7.56 | 5.17 | 55.4 | | | | | | | | | | | |
| 2980 TW | | 4.20 | 10.05 | 4.44 | 3.30 | 11.02 | 10.05 | 8.02 | 5.23 | 52.4 | | | | | | | | | | | |
| 2740 | | 4.57 | 10.40 | 4.57 | 3.45 | 11.20 | 10.18 | 8.16 | 5.36 | 45.3 | | | | | | | | | | | |
| 6500 W | | 5.25 | 11.10 | 5.07 | 3.55 | 11.30 | 10.28 | 8.26 | 5.46 | 41.0 | | | | | | | | | | | |
| 2010 | | 5.40 | 11.55 | 5.15 | 4.06 | 11.38 | 10.36 | 8.35 | 5.54 | 37.0 | | | | | | | | | | | |
| 8280 | | 5.55 | 12.10 | 5.20 | 4.12 | 11.42 | 10.40 | 8.39 | 5.58 | 33.3 | | | | | | | | | | | |
| 2970 OW | | 6.15 | 12.35 | 5.29 | 4.24 | 11.50 | 10.50 | 8.50 | 6.06 | 28.4 | | | | | | | | | | | |
| 2080 | | 6.30 | 12.55 | 5.37 | 4.33 | 11.56 | 10.58 | 8.58 | 6.13 | 24.6 | | | | | | | | | | | |
| 2700 | | 6.45 | 1.10 | 5.44 | 4.40 | 12.02 | 11.04 | 9.07 | 6.18 | 21.3 | | | | | | | | | | | |
| 2700 W | | 7.00 | 1.30 | 5.51 | 4.50 | 12.07 | 11.10 | 9.15 | 6.24 | 17.8 | | | | | | | | | | | |
| 2700 | | Via Peninsula Jct. See Supplement | Via Peninsula Jct. See Supplement | 5.56 | 4.55 | 12.12 | 11.15 | 9.22 | 6.28 | 15.4 | | | | | | | | | | | |
| 2700 | | | | 6.08 | 5.07 | 12.22 | 11.24 | 9.35 | 6.38 | 10.1 | | | | | | | | | | | |
| 2200 P | | | | 6.15 | 5.15 | 12.28 | 11.30 | 9.42 | 6.45 | 6.5 | | | | | | | | | | | |
| | | | | 6.25 | 5.25 | 12.40 | 11.40 | 9.55 | 6.55 | 2.8 | | | | | | | | | | | |
| | | | | 6.30 | 5.30 | 12.45 | 11.45 | 10.00 | 7.00 | 1.4 | | | | | | | | | | | |
| WOTFY | | 9.40 | 3.15 | | | | | | | 0.0 | | | | | | | | | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | | | |
| | | 8.40 | 9.15 | 2.55 | 8.30 | 3.05 | 2.50 | 8.10 | 2.35 | | | | | | | | | | | | |
| | | 10.2 | 9.6 | 81.5 | 95.5 | 28.5 | 81.2 | 27.9 | 84.2 | | | | | | | | | | | | |

Time Table No. 10
April 4, 1913

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

88.3
Time over District
Average Speed per Hour

STATION NUMBERS.

| | | | | | | | | | | | | | | | | | | | | | |
|------|------------|------------|-----------|-----------|------------|------------|-----------------------------------|-----------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| A 88 | AM A 11.00 | PM A 12.35 | PM A 7.10 | PM A 9.05 | PM A 11.15 | PM A 11.35 | PM A 4.00 | AM A 4.00 | | | | | | | | | | | | | |
| A 85 | 10.50 | 12.30 | 7.04 | 9.00 | 11.10 | 11.30 | 3.40 | 3.40 | | | | | | | | | | | | | |
| A 79 | 10.36 | 12.21 | 6.50 | 8.51 | 10.56 | 11.20 | 3.15 | 3.20 | | | | | | | | | | | | | |
| A 72 | 10.20 | 12.10 PM | 6.35 | 8.39 | 10.40 | 11.08 | 2.45 | 3.00 | | | | | | | | | | | | | |
| A 66 | 10.05 | 11.55 | 6.20 | 8.28 | 10.25 | 10.55 | 2.05 | 2.35 | | | | | | | | | | | | | |
| A 60 | 9.50 | 11.44 | 6.06 | 8.18 | 10.14 | 10.44 | 1.30 | 2.15 | | | | | | | | | | | | | |
| A 58 | 9.45 | 11.40 | 6.01 | 8.14 | 10.09 | 10.40 | 1.15 | 2.05 | | | | | | | | | | | | | |
| A 55 | 9.41 | 11.36 | 5.56 | 8.10 | 10.03 | 10.35 | 1.00 | 1.55 | | | | | | | | | | | | | |
| A 52 | 9.35 | 11.31 | 5.50 | 8.04 | 9.55 | 10.30 | 12.40 PM | 1.45 | | | | | | | | | | | | | |
| A 45 | 9.22 | 11.20 | 5.35 | 7.52 | 9.40 | 10.15 | 11.59 | 1.20 | | | | | | | | | | | | | |
| A 41 | 9.12 | 11.10 | 5.25 | 7.44 | 9.30 | 10.05 | 11.30 | 12.55 | | | | | | | | | | | | | |
| A 37 | 9.03 | 11.02 | 5.15 | 7.36 | 9.18 | 9.56 | 10.36 | 12.40 | | | | | | | | | | | | | |
| A 33 | 8.59 | 10.58 | 5.10 | 7.32 | 9.14 | 9.52 | 10.15 | 12.30 | | | | | | | | | | | | | |
| A 28 | 8.50 | 10.50 | 5.02 | 7.25 | 9.03 | 9.45 | 9.50 | 12.15 | | | | | | | | | | | | | |
| A 25 | 8.42 | 10.42 | 4.50 | 7.19 | 8.54 | 9.40 | 9.30 | 12.01 AM | | | | | | | | | | | | | |
| A 21 | 8.36 | 10.37 | 4.40 | 7.14 | 8.48 | 9.35 | 9.07 | 11.45 | | | | | | | | | | | | | |
| A 18 | 8.28 | 10.32 | 4.34 | 7.08 | 8.39 | 9.30 | 8.35 AM | 11.30 PM | | | | | | | | | | | | | |
| A 15 | 8.23 | 10.28 | 4.29 | 7.03 | 8.33 | 9.26 | Via Peninsula Jct. See Supplement | Via Peninsula Jct. See Supplement | | | | | | | | | | | | | |
| A 10 | 8.12 | 10.20 | 4.20 | 6.53 | 8.21 | 9.18 | Via Peninsula Jct. See Supplement | Via Peninsula Jct. See Supplement | | | | | | | | | | | | | |
| A 6 | 8.05 | 10.14 | 4.14 | 6.44 | 8.14 | 9.12 | Via Peninsula Jct. See Supplement | Via Peninsula Jct. See Supplement | | | | | | | | | | | | | |
| A 3 | 7.53 | 10.03 | 4.03 | 6.33 | 8.03 | 9.03 | Via Peninsula Jct. See Supplement | Via Peninsula Jct. See Supplement | | | | | | | | | | | | | |
| A 0 | 7.50 | 10.00 | 4.00 | 6.30 | 8.00 | 9.00 | 7.00 AM | 10.00 PM | | | | | | | | | | | | | |
| A 2 | | | | | | | | | | | | | | | | | | | | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | | | | |
| | 3.10 | 2.35 | 3.10 | 2.35 | 3.15 | 2.35 | 9.00 | 6.00 | | | | | | | | | | | | | |
| | 27.9 | 34.2 | 27.9 | 34.2 | 27.2 | 34.2 | 9.8 | 14.7 | | | | | | | | | | | | | |

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.

Portland and Albina Junction switch at East Portland, when not in use, will be left set and locked for track to Albina.

Trains 1, 2, 7 and 8 will stop at Corbetts.

Trains 1, 2, 7 and 8 will stop on flag at Montavilla, Latourelle, Multnomah Falls, Warrendale and Ruthton.

Train 6 will stop on flag at Corbetts.

Train 7 will stop on flag at Mosier on Sundays.

Train 11 will stop at any station to let off passengers from Washington Division.

Train 5 will stop at any station to let off passengers from Washington Division and East of Pendleton.

Train 17 will stop at any station to let off passengers from Cheyenne, Denver and East.

FIRST DISTRICT—Biggs and Shaniko.

| WESTWARD. | | | | EASTWARD. | | | |
|--|-------|-------|------|------------------------------------|-------|-------|------|
| First Class | | | | First Class | | | |
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | 21 | | | STATION NUMBERS. | 22 | | |
| | Mixed | | | | Mixed | | |
| | Daily | | | | Daily | | |
| DISTANCE FROM BIGGS | | | | Time Table No. 10 April 4, 1913 | | | |
| STATIONS | | | | STATIONS | | | |
| 3885 WYP | AM L | 7.45 | 70.0 | DR SHANIKO | AD70 | PM A | 6.00 |
| 891 | f | 8.15 | 57.3 | 12.7 | AD57 | f | 5.00 |
| 1100 | s | 8.30 | 52.5 | WILCOX | AD53 | s | 4.45 |
| 571 | f | 8.45 | 45.8 | 4.8 | AD46 | f | 4.15 |
| 1968 W | s | 9.10 | 38.5 | KENT | AD39 | s | 3.55 |
| 838 Spur | f | 9.35 | 30.4 | 6.7 | AD30 | f | 3.30 |
| 2694 WY | s | 9.45 | 27.0 | BOURBON | AD27 | s | 3.05 |
| 1089 | f | 10.00 | 23.9 | 7.3 | AD24 | f | 2.50 |
| 898 | f | 10.15 | 19.9 | D GRASS VALLEY | AD20 | f | 2.35 |
| 8850 Spur | 10.20 | 19.2 | | 8.1 | AD19 | 2.32 | |
| 650 Spur | f | 10.35 | 16.1 | ERSKINE | AD16 | f | 2.22 |
| 199 | f | 10.45 | 14.1 | 8.4 | AD14 | f | 2.15 |
| 8266 W | s | 11.00 | 9.8 | D MORO | AD10 | s | 2.00 |
| 190 Spur | f | 11.10 | 7.0 | 3.1 | AD7 | f | 1.50 |
| 844 | f | 11.15 | 5.4 | DE MOSS | AD5 | f | 1.45 |
| 6780 WYP | 11.45 | .0 | | 4.0 | A108 | 1.25 | |
| | AM A | | | McDONALD | | PM L | |
| | Daily | | | 0.7 | | Daily | |
| | | | | HAY CANYON JCT. | | | |
| | | | | 3.1 | | | |
| | | | | SANDON | | | |
| | | | | 2.0 | | | |
| | | | | KLONDYKE | | | |
| | | | | 4.3 | | | |
| | | | | D WASCO | | | |
| | | | | 2.8 | | | |
| | | | | SINK | | | |
| | | | | 1.6 | | | |
| | | | | GIBSON | | | |
| | | | | 5.4 | | | |
| | | | | DR BIGGS | | | |
| | | | | 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.

FIRST DISTRICT—Arlington and Condon.

| WESTWARD. | | | | EASTWARD. | | | |
|--|----------------|-------|------|------------------------------------|----------------|-------|------|
| First Class | | | | First Class | | | |
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | 13 | | | STATION NUMBERS. | 14 | | |
| | Mixed | | | | Mixed | | |
| | Daily Ex. Sun. | | | | Daily Ex. Sun. | | |
| DISTANCES FROM ARLINGTON. | | | | Time Table No. 10 April 4, 1913 | | | |
| STATIONS | | | | STATIONS | | | |
| 10005 WY | AM L | 9.00 | 45.0 | DR CONDON | AE45 | PM A | 4.35 |
| 1576 | f | 9.20 | 36.8 | 8.2 | AE37 | f | 3.45 |
| 1788 | f | 9.30 | 32.9 | GWENDOLEN | AE33 | f | 3.30 |
| 1816 | s | 9.45 | 29.1 | 3.9 | AE29 | s | 3.15 |
| 2342 W | s | 10.05 | 24.8 | SPEECE | AE25 | s | 2.55 |
| 1698 | f | 10.20 | 20.2 | 3.8 | AE20 | f | 2.35 |
| 2446 W | s | 10.40 | 16.5 | CLEM | AE17 | s | 2.20 |
| 1793 | f | 11.05 | 7.8 | 4.3 | AE8 | f | 1.50 |
| 1471 | f | 11.25 | 2.5 | MIKKALO | AE3 | f | 1.35 |
| 2596 WTF | 11.40 | 0.0 | | 4.6 | A142 | 1.20 | |
| | AM A | | | BARNETT | | PM L | |
| | Daily | | | 8.7 | | Daily | |
| | | | | ROCK CREEK | | | |
| | | | | 8.7 | | | |
| | | | | SHUTLER'S | | | |
| | | | | 6.3 | | | |
| | | | | EDDY | | | |
| | | | | 2.5 | | | |
| | | | | DNR ARLINGTON | | | |
| | | | | 45.0 | | | |

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

FIRST DISTRICT—Heppner Jct. and Heppner.

| WESTWARD. | | | | EASTWARD. | | | |
|--|----------------------|-------|------|------------------------------------|----------------------|----------|------|
| First Class | | | | First Class | | | |
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | 19 | | | STATION NUMBERS. | 20 | | |
| | Mixed Daily Ex. Sun. | | | | Mixed Daily Ex. Sun. | | |
| | Daily Ex. Sun. | | | | Daily Ex. Sun. | | |
| DISTANCES FROM HEPPNER JCT. | | | | Time Table No. 10 April 4, 1913 | | | |
| STATIONS | | | | STATIONS | | | |
| 4036 WTF | AM L | 8.30 | 45.2 | DR HEPPNER | AF45 | PM A | 4.30 |
| 1021 | s | 8.55 | 36.2 | 9.0 | AF37 | s | 3.20 |
| 2897 W | s | 9.25 | 28.3 | LEXINGTON | AF29 | s | 2.55 |
| 1082 | s | 9.55 | 19.8 | 7.9 | AF20 | s | 2.25 |
| 681 W | s | 10.25 | 14.4 | D IONE | AF15 | s | 2.05 |
| 987 | f | 10.55 | 6.7 | 8.5 | AF7 | f | 1.50 |
| 1258 T | 11.30 | 0.0 | | MORGAN | A152 | 1.35 | |
| | AM A | | | 5.4 | | PM L | |
| | Daily | | | CECILS | | Daily | |
| | Ex. Sun. | | | 7.7 | | Ex. Sun. | |
| | | | | RHEA | | | |
| | | | | 6.7 | | | |
| | | | | DR HEPPNER JCT. | | | |
| | | | | 45.2 | | | |

SECOND DISTRICT—Pilot Rock Jct. and Pilot Rock.

| WESTWARD. | | | | EASTWARD. | | | |
|--|----------------------|------|------|------------------------------------|----------------------|----------|-------|
| First Class | | | | First Class | | | |
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | 41 | | | STATION NUMBERS. | 42 | | |
| | Mixed Daily Ex. Sun. | | | | Mixed Daily Ex. Sun. | | |
| | Daily Ex. Sun. | | | | Daily Ex. Sun. | | |
| DISTANCES FROM PILOT ROCK JCT. | | | | Time Table No. 10 April 4, 1913 | | | |
| STATIONS | | | | STATIONS | | | |
| 1805 TW | PM L | 1.30 | 14.0 | DR PILOT ROCK | AG14 | AM A | 10.30 |
| 1500 | f | 1.50 | 6.0 | 8.0 | AG6 | f | 9.55 |
| 6980 | 2.05 | 0.0 | | SPARKS | A227 | 9.30 | |
| | PM A | | | 6.0 | | AM L | |
| | Daily | | | DR PILOT ROCK JCT. | | Daily | |
| | Ex. Sun. | | | 14.0 | | Ex. Sun. | |

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

SECOND DISTRICT—La Grande and Joseph.

| 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. | 33 | | 31 | | STATION NUMBERS. | 32 | | 34 | |
| | Freight Tues., Thur. and Sat. | | Passenger Daily | | | Passenger Daily | | Freight Mon., Wed. and Fri. | |
| | Daily Ex. Sun. | | Daily Ex. Sun. | | | Daily Ex. Sun. | | Daily Ex. Sun. | |
| DISTANCES FROM LA GRANDE. | | | | Time Table No. 10 April 4, 1913 | | | | | |
| STATIONS | | | | STATIONS | | | | | |
| 1200 WYF | AM L | 9.00 | PM L 2.45 | 83.8 | DR JOSEPH | AH84 | PM A 2.00 | PM A 8.00 | |
| 1200 W | 9.15 | s | 3.00 | 78.0 | 5.8 | AH78 | s | 1.45 | 7.00 |
| 2000 | 10.00 | s | 3.25 | 67.8 | D ENTERPRISE | AH67 | s | 1.15 | 6.00 |
| 1440 WY | 10.30 | s | 3.50 | 60.0 | 10.2 | AH60 | s | 12.55 | 5.30 |
| 850 | PM 12.15 | s | 4.30 | 47.1 | D WALLOWA | AH47 | s | 12.15 | 4.30 |
| 2080 | 1.15 | s | 5.13 | 33.7 | 7.8 | AH34 | s | 11.30 | 3.25 |
| 1800 WY | 2.30 | s | 5.15 | 33.2 | 12.9 | AH33 | s | 11.25 | 3.20 |
| 1800 | 3.00 | s | 6.20 | 12.3 | LOOKING GLASS | AH21 | s | 10.45 | 2.20 |
| 1000 | 3.15 | s | 6.30 | 8.3 | 0.5 | AH13 | s | 10.25 | 1.20 |
| 800 | 3.30 | s | 6.45 | 2.5 | D ELGIN | AH9 | s | 10.15 | 1.05 |
| WOTF | 4.00 | 7.00 | 0.0 | | 8.6 | AH3 | s | 10.05 | 12.45 |
| | PM A | PM A | | | D IMBLER | A305 | 10.00 | 12.30 | |
| | Tues., Thur. and Sat. | Daily | | | 4.0 | | AM L | PM L | |
| | | | | | ALICEL | | Daily | Mon., Wed. and Fri. | |
| | | | | | 5.8 | | | | |
| | | | | | ISLAND CITY | | | | |
| | | | | | 2.5 | | | | |
| | | | | | DNR LA GRANDE | | | | |
| | | | | | 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. Trains 31 and 32 stop on flag at Booth's Lane and Rondowa. No. 32 has right of way over No. 31, La Grande to Joseph.

SPECIAL INSTRUCTIONS.

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221-A, all trains must obtain clearance card at Baker, Kamela, Pendleton, Arlington and Hood River. Unnecessary to whistle for train order signal at these stations. 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 L. C. L. 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.
- No. 8. 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.
- No. 9. 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. 10. Train registers must not be used as a means of identifying extra trains.

MOVEMENTS BETWEEN PORTLAND AND EAST PORTLAND.

The following instructions will govern and be authority for movement of all trains, yard engines and light engines between Portland and East Portland:

- No. 11. 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.
- No. 12. Trainmen and enginemen are subject to Rules and Regulations of Northern Pacific Terminal Company while in their yard.
- No. 13. Trains entering Union Depot, Portland, will be governed by position of semaphore just west of Front Street, calling for and acknowledging same as per Rule 221-A.
- No. 14. All trains and engines must receive proceed signal from the Bridge Tender before going onto the lift span of the Willamette River Bridge, regardless of position of Automatic Block Signals.
- No. 15. All trains and engines will approach crossing of United Railway track on Front Street, Portland, prepared to stop before going over crossing expecting to find same occupied.
- No. 16. Speed of 10 miles per hour must not be exceeded over Willamette River Bridge.

SPEED RESTRICTIONS.

- No. 17. Passenger trains must not exceed speed of 50 miles per hour at any point; 35 miles per hour descending grades between Huron and Hilgard, and Pleasant Valley and Mile Post 380, or 25 miles per hour between Mile Post 323 and Union Jct. Freight trains must not exceed speed of 35 miles per hour at any point; or 15 miles per hour descending grades between Pleasant Valley and Durkee; between Telocaset and Union Jct.; and between Hilgard and Huron; or 20 miles per hour descending grades between Pleasant Valley and Quartz; between Hilgard and La Grande; between Mile Post 331 and Lun; between Nelson and Huntington; between Huron and Conway; between Cayuse and Thorn Hollow; between Hermiston and Echo; and between Graham and East Portland.
- No. 18. Trains must not exceed a speed of 30 miles per hour around curves 6, 7 and 8 degrees, and 25 miles an hour around 9 and 10 degree curves.
- No. 19. Engines of the 160 class must not exceed 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. 20. Passenger trains must not exceed a speed of 20 miles per hour on East Portland Hill when helper engine is used on rear of train, and must cut off such helper just east of Sandy Road crossing, except in cases of unusually heavy trains. Helper engineers will not work more steam than is absolutely necessary.
- No. 21. Passenger trains must reduce speed to 30 miles per hour and freight trains to 20 miles per hour between Eagle Creek and Cascade Locks.
- No. 22. Speed of 15 miles per hour must not be exceeded through gauntlet track over Des Chutes River Bridge.
- No. 23. 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. 24. 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; Second District — Powder River Canyon; Mile Post 239; Union Jct. and Mile Post 323.
- No. 25. Westward trains will stop before crossing Sandy Road, between M. P. 5 and 6.
- No. 26. All trains and engines using Byers Mill track at Pendleton will stop and flag crossing of Northern Pacific at Webb Street.

AIR BRAKES.

- No. 27. **Eastward** 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.
- No. 28. 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.
- No. 29. 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.
- No. 30. Westward freight trains will stop 5 minutes at Meacham, 5 minutes at Huron, and 5 minutes at Duncan; and Eastward trains will stop 5 minutes at Casey, 5 minutes at Glover, 5 minutes at Hilgard, and 5 minutes at Unity, to permit wheels to cool off, during which time trainmen must inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.
- No. 31. Pressure Retaining Valves must be used on all freight trains descending grades between: Montavilla and East Portland; Hilgard and Conway; Lun and Union Jct.; Quartz and Durkee; Paxton 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 Jct., Pleasant Valley and M. P. 381, Wasco and Biggs, Condon and Rock Creek, Paxton and South Junction.
- No. 32. 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.
- No. 33. All westward freight trains will stop at Gibson and inspect train as per Rule 16, Rules and Regulations Governing Air Brakes, etc.

YARDS.

- No. 34. **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, Des Chutes River Bridge, Biggs, Umatilla, Pendleton, Kamela, La Grande, Baker, Huntington, Palmer Junction, South Junction 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., System. | DR. O. P. Low, District Surgeon | ARLINGTON. | Arlington to Condon. |
| " F. M. TAYLOR, Asst. Surgeon. | PORTLAND, Corbett Bldg. | O-W. R. & N. Co., " | " MILLER WILHELM, | CONDON. | Condon to Arlington. |
| " DONALD H. JESSOP, Asst. Surgeon. | PORTLAND, Corbett Bldg. | O-W. R. & N. Co., " | " VINCENT & DR. RINGO, | PENDLETON. | Arlington to La Grande. |
| " GEO. AINSLIE, Chief Oculist. | PORTLAND, Oregonian Bldg. | O-W. R. & N. Co., " | " BACON & DR. HALL, | LA GRANDE. | Pendleton to Baker. |
| " DICKSON, COGHLAN AND DAVIS, Nose & Throat | PORTLAND, Selling Bldg. | O-W. R. & N. Co., " | " F. W. WHITING | ELGIN | La Grande to Enterprise |
| " A. M. WEBSTER | PORTLAND, 1050 1/2 Hawthorne Ave. | E. Portland, South of Sullivan's Gulch. | " MALCOLM IRVINE, | NORTH POWDER. | La Grande to Huntington. |
| " C. HOLCOMB, District Surgeon. | ALBINA. | Albina to The Dalles. | " WM. L. PARKER, | BAKER. | La Grande to Huntington. |
| " J. F. WATT, " " | HOOD RIVER. | Portland to The Dalles. | " S. G. STANDARD, | HUNTINGTON. | Baker to Huntington. |
| DRS. LOGAN & LOWE, District Surgeons. | THE DALLES. | Hood River to Umatilla. | " CHAS. A. AULT, | ENTERPRISE. | Elgin to Enterprise. |
| DR. W. C. NASON, " " | MORO. | Biggs to Shaniko. | " J. B. GILLIS, | JOSEPH. | Elgin to Enterprise. |
| DR. M. B. TAYLOR, District Surgeon. | GRASS VALLEY. | Biggs to Shaniko. | | | |

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| UMATILLA, | TELEGRAPH " |
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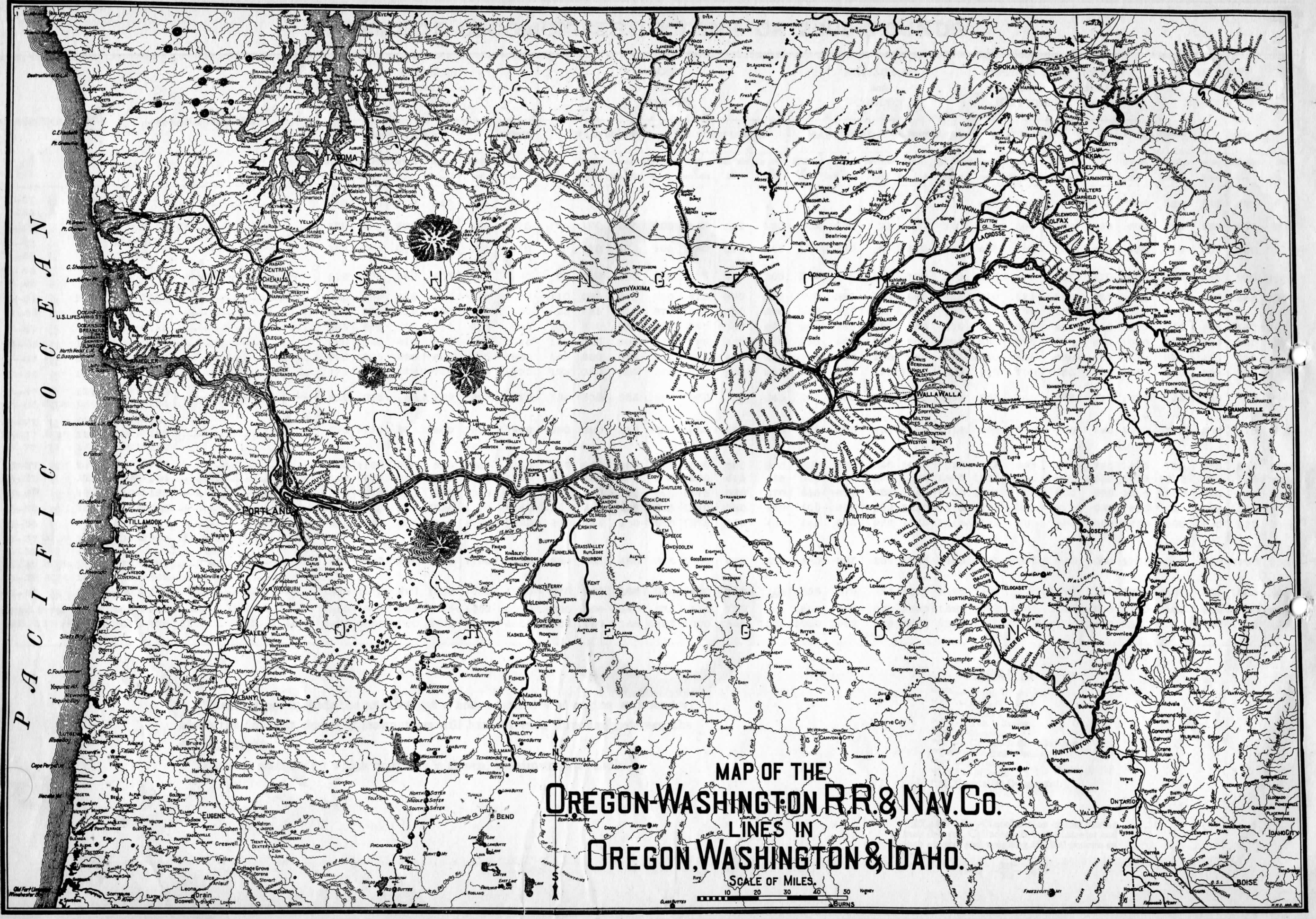
LICENSED WATCH INSPECTORS.

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| WEBB C. BALL, General Time Inspector, | SAN FRANCISCO. |
| A. & C. FELDENHEIMER, Local Watch Inspectors, | PORTLAND. |
| F. FRIEDLANDER, | PORTLAND. |
| H. H. HEIDE, | ALBINA. |
| D. LINDQUIST, | THE DALLES. |
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| O. BORG, | HEPPNER. |
| H. F. SHANKS, | ARLINGTON. |

W. BOLLONS, Superintendent, Portland, Oregon.

| | |
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| W. H. GUILD, Assistant Superintendent, | Portland, Oregon. |
| W. H. DRESSEL, " " | " " |
| F. L. COYKENDALL, " " | " " |
| W. M. JAEKLE, " " | " " |
| G. J. FOSTER, " " | " " |
| E. M. RINGER, " " | Albina, " |
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| J. H. REGAL, " " | " " |
| W. A. MILNER, " " | " " |
| E. A. HACKETT, Assistant Superintendent, | The Dalles, " |
| H. D. AULD, Dispatcher, | " " |
| W. T. WRIGHT, " " | " " |
| R. C. WESCOTT, " " | " " |

| | |
|---------------------------------------|--------------------|
| A. BUCKLEY, Assistant Superintendent, | La Grande, Oregon. |
| GEO. ROSS, " " | " " |
| J. F. CORBETT, " " | " " |
| F. C. SCHILKE, " " | " " |
| H. W. SWART, Dispatcher | " " |
| S. D. IRWIN, " " | " " |
| J. C. McFARLAND, " " | " " |
| A. J. VAN VALKENBURG, " " | " " |
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| C. F. ROBERTS, " " | " " |



PACIFIC OCEAN

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

SCALE OF MILES.

