

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

SECOND DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, August 3, 1913

12:01 A. M. "Pacific Time."

For the Government and Information of Employes 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,
General Superintendent.

FIRST DISTRICT—La Grande and Umatilla

WESTWARD.

EASTWARD.

Length of passing tracks in clear and location of scales, water, fuel and landing stations.	WESTWARD.								DISTANCES FROM PORTLAND.	Time Table No. 1 August 3, 1913	STATION NUMBERS.	EASTWARD.							
	Second Class.				First Class.							First Class.				Second Class.			
		41 Pilot Rock Mixed Daily Ex. Sun.	255 Portland Fast Freight Daily	23 Way Freight Daily	15 Umatilla Motor Daily	1 Portland Local Daily	5 Oregon and Washington Express Daily	9 Fast Mail Daily				17 Oregon and Washington Limited Daily	6 Oregon and Washington Express Daily	10 Salt Lake Express Daily	18 Oregon and Washington Limited Daily	2 Pendleton Local Daily	16 Pendleton Motor Daily	256 Eastern Fast Freight Daily	24 Way Freight Daily
WFTOY		PM L 3.30	AM L 5.25			PM L 11.55	PM L 9.40	AM L 8.15	305.4	DNR LA GRANDE	A 305	AM A 5.25	AM A 11.25	PM A 8.25		AM A 2.15	PM A 4.20		
2680		3.55	5.45			AM 12.05	9.50	8.25	301.4	4.0 PERRY	A 301	5.15	11.15	8.15		1.50	3.55		
5200 YW		4.25	6.10			12.20	10.00	8.35	297.3	4.1 DN HILGARD	A 297	5.05	11.05	8.05		1.20	3.25		
2220		5.00	6.35			12.35	10.10	8.45	293.4	3.9 GLOVER	A 293	4.55	10.55	7.55		12.35	3.00		
2700		5.40	7.05			12.55	10.20	9.00	288.9	4.5 CASEY	A 289	4.40	10.45	7.45		12.05 AM	2.25		
8100 WFT		6.00	7.25			1.10	10.30	9.15	286.4	2.5 DNR KAMELA	A 286	4.30	10.35	7.35		11.30	2.05		
5650 W		6.35	8.00			1.25	10.45	9.30	280.4	6.0 D MEACHAM	A 280	4.10	10.15	7.15		10.45	1.20		
2200		7.00	8.25			1.35	10.55	9.43	278.0	4.4 PORTERS	A 278	3.55	10.00	7.00		9.50	12.45		
2690 W		7.25	8.45			1.45	11.02	9.50	272.7	3.3 N HURON	A 273	3.40	9.50	6.45		9.20	12.15 PM		
2580		7.50	9.00			1.55	11.08	9.57	269.5	3.2 CAMP	A 270	3.30	9.32	6.35		9.05	11.55		
2530		8.10	9.20			2.00	11.13	10.04	266.6	2.9 NORTH FORK	A 267	3.22	9.20	6.25		8.50	11.40		
5240 WY		8.35	9.35			2.06	11.19	10.11	263.6	3.0 DN DUNCAN	A 264	3.12	9.10	6.15		8.35	11.25		
2170		9.00	10.00			2.15	11.28	10.22	257.3	6.3 CONWAY	A 257	2.57	8.57	6.00		7.55	10.55		
5100 FYW		9.25	10.30			2.24	11.36	10.30	252.5	4.8 DN GIBBON	A 252	2.45	8.45	5.45		7.35	10.30		
2710		9.50	11.10			2.33	11.45	10.41	247.6	4.9 THORN HOLLOW	A 248	2.33	8.30	5.35		7.15	9.50		
1970 W		10.10	11.45			2.45	11.53	10.50	242.6	5.0 CAYUSE	A 242	2.20	8.20	5.25		6.50	9.25		
2630		10.35	PM 12.35			3.00	AM 12.02	11.00	236.4	6.2 MISSION	A 235	2.05	8.07	5.15		6.20	8.45		
WTOY		AM L 9.15	11.00	1.15	PM L 5.30	AM L 9.05	3.10	12.10	11.10	DNR PENDLETON	A 231	1.55	7.55	5.05	PM A 4.35	AM A 10.55	6.00	8.10	PM 1.45
6080		9.30 AM A	11.20	2.00	5.40	9.11	3.30	12.18	11.25	4.5 PILOT ROCK JCT.	A 227	1.40	7.35	4.48	4.23	10.45	5.40	7.45	1.35 PM
10170			11.35	2.25	5.50	9.17	3.38	12.24	11.31	3.4 BARNHART	A 223	1.34	7.27	4.42	4.16	10.35	5.15	7.27	
2720			11.50	2.50	6.00	9.24	3.45	12.30	11.38	4.6 CAMPBELL	A 219	1.28	7.20	4.35	4.10	10.25	4.55	7.00	
650		AM 12.05	3.25	6.10	9.30	3.53	12.36	11.44	215.1	3.6 YOAKUM	A 215	1.21	7.12	4.28	4.02	10.15	4.35	6.30	
2180		12.20	3.54	6.17	9.35	4.02	12.40	11.49	212.2	2.9 NOLIN	A 212	1.15	7.07	4.22	3.54	10.05	4.22	6.10	
3090 W		12.50	4.55	6.35	9.50	4.20	12.50	11.59	205.5	6.7 DN ECHO	A 208	1.05	6.55	4.12	3.40	9.50	3.50	5.45	
8830		1.20	5.15	6.45	9.55	4.32	12.57	PM 12.10	202.1	3.4 D STANFIELD	A 202	12.57	6.45	4.05	3.30	9.40	3.30	5.30	
2230		2.00	5.55	7.05	10.15	5.00	1.20	12.25	193.5	3.6 DN HERMISTON	A 194	12.35	6.30	3.50	3.10	9.15	2.45	5.00	
WFTY		2.45 AM A	6.30 PM A	7.25 PM A	10.30 AM A	5.20 AM A	1.35 AM A	12.40 PM A	187.0	6.5 DNR UMATILLA	A 187	12.20 AM L	6.15 AM L	3.35 PM L	2.55 PM L	9.00 AM L	2.15 PM L	4.00 AM L	
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily		118.4		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	
		.15	11.15	13.05	1.55	1.25	5.25	3.55	4.25	Time over District		5.05	5.10	4.50	1.40	1.55	12.00	12.20	.10
		18.0	10.5	8.5	25.0	31.1	21.9	31.1	26.9	Average Speed per Hour		28.3	22.9	24.5	26.0	28.0	9.9	9.4	27.0

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 4f 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.

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. 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.
- 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.

SPEED INSTRUCTIONS

- No. 11. The maximum speed for freight trains is 30 miles per hour, and for all other trains 50 miles per hour. Trains must not exceed schedule time **descending** grades between Huron and Hilgard and between Pleasant Valley and Mile Post 380 and for this purpose a maximum speed of 15 miles per hour for freight trains and 30 miles per hour for all other trains will be considered schedule time and will apply to extra trains as well as regular trains. Passenger trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour, between Encina and Quartz and between Mile Post 323, just west of Crooks, and Union Jet.
- No. 12. 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. 13. 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. 14. 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. 15. 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: Powder River Canyon; Mile Post 239; Union Jct. and Mile Post 323.
- No. 16. All trains and engines using Byers Mill track at Pendleton will stop and flag crossing of Northern Pacific at Webb Street.

AIR BRAKES

- No. 17. **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. 18. 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. 19. 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. 20. 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. 21. Pressure Retaining Valves must be used on all freight trains descending grades between: Hilgard and Conway; Lun and Union Jct.; Quartz and Durkee; on passenger trains descending grades between Huron and Hilgard, Telocaset and Union Jct., Pleasant Valley and M. P. 380.
- No. 22. 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. 23. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions between Umatilla, Pendleton, Kamela, La Grande, Baker, Huntington, Palmer 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. } PORTLAND, Corbett Bldg. } PORTLAND, Corbett Bldg. } PORTLAND, Oregonian Bldg. } PORTLAND, Selling Bldg. } PENDLETON. } LA GRANDE. }	O-W. R. & N. Co. System.	DR. F. W. WHITING, District Surgeon	ELGIN.	La Grande to Enterprise.
DR. F. M. TAYLOR, Asst. Surgeon.		O-W. R. & N. Co. System.	DR. MALCOLM IRVINE, " "	NORTH POWDER.	La Grande to Huntington.
DR. DONALD H. JESSOP, Asst. Surgeon.		O-W. R. & N. Co. System.	DR. WM. L. PARKER, " "	BAKER.	La Grande to Huntington.
DR. GEO. AINSLIE, Chief Oculist.		O-W. R. & N. Co. System.	DR. S. G. STANDARD, " "	HUNTINGTON.	Baker to Huntington.
DR. DICKSON, COGHLAN AND DAVIS, Nose & Throat.		O-W. R. & N. Co. System.	DR. CHAS. A. AULT, " "	ENTERPRISE.	Elgin to Enterprise.
DR. VINCENT & DR. RINGO, District Surgeon.		PENDLETON.	DR. J. B. GILLIS, " "	JOSEPH.	Elgin to Enterprise.
DR. BACON & DR. HALL, " "	LA GRANDE.	Arlington to La Grande. Pendleton to Baker.			

STANDARD CLOCKS

UMATILLA,	TELEGRAPH OFFICE
LA GRANDE,	DISPATCHER'S "
HUNTINGTON,	TELEGRAPH "

LICENSED WATCH INSPECTORS

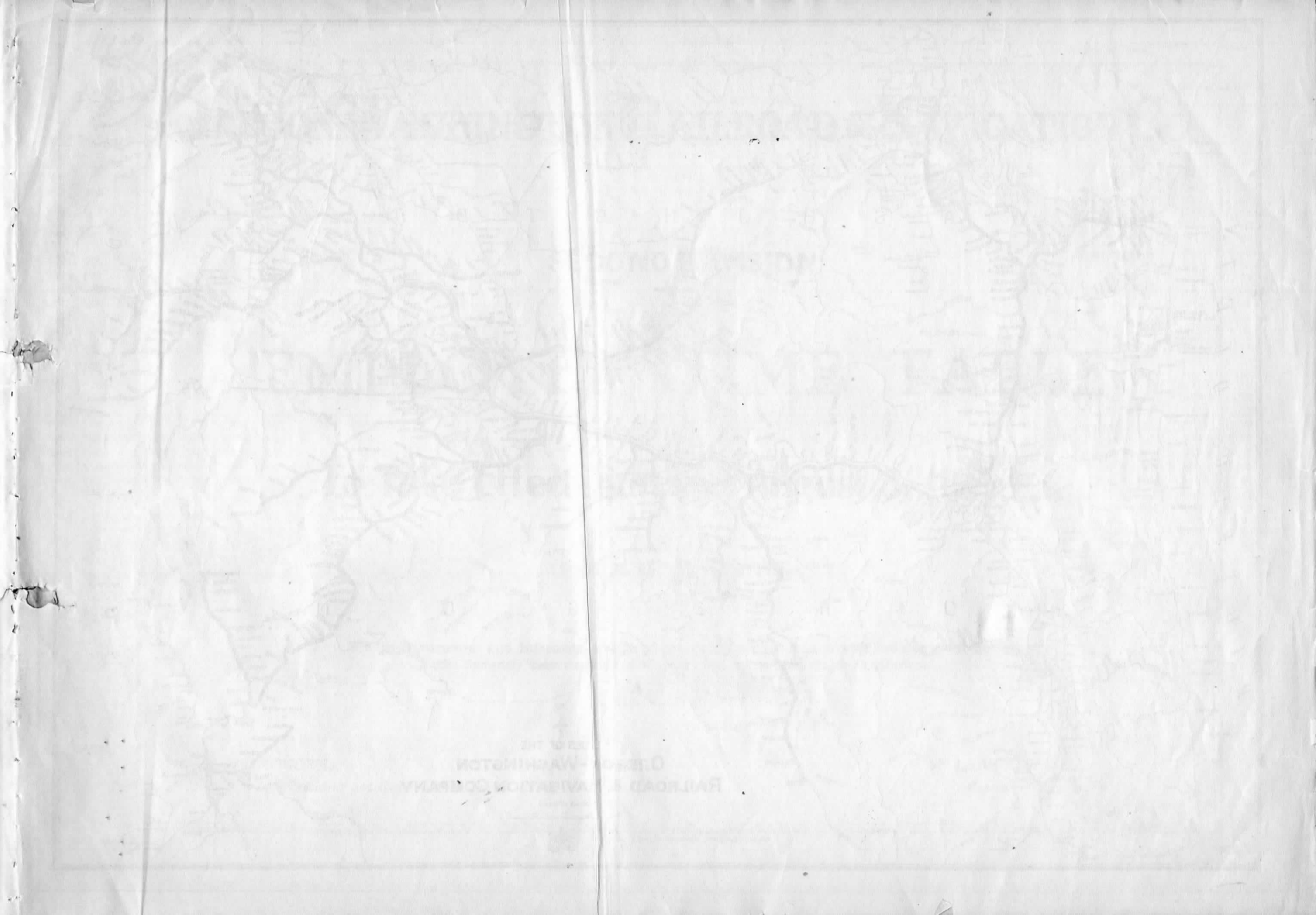
WEBB C. BALL, General Time Inspector,	SAN FRANCISCO
A. L. SCHAEFER, Local Watch Inspector,	PENDLETON
SIEGRIST & CO., " " "	LA GRANDE
PALMER BROS., " " "	BAKER

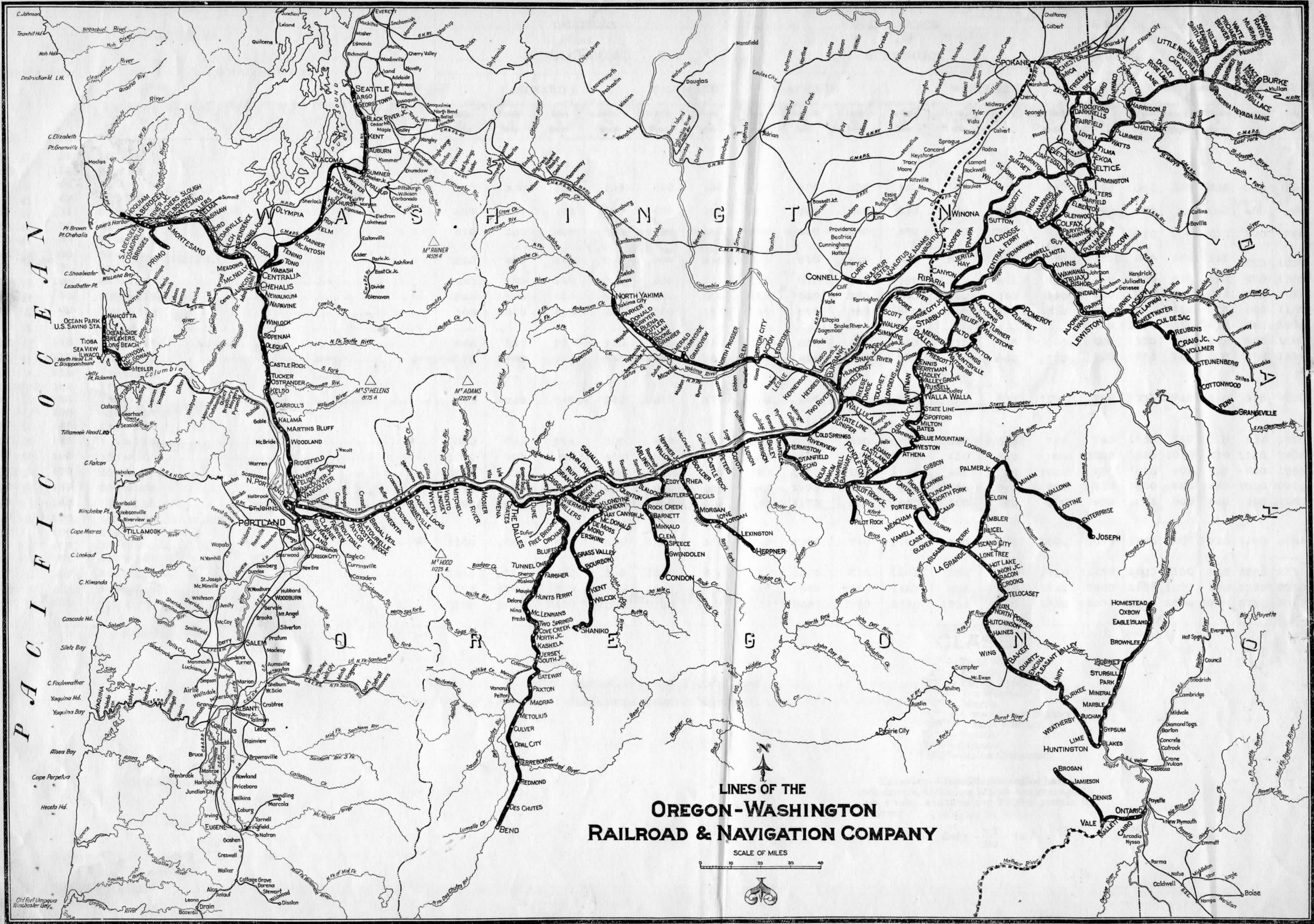
W. BOLLONS, Superintendent, La Grande, Oregon.

J. BUCKLEY, Assistant Superintendent,	La Grande, Oregon	GEO. ROSS, Assistant Superintendent,	La Grande, Oregon
J. F. CORBETT, " " "	" "	F. C. SCHILKE, " "	" "

DISPATCHERS

H. W. SWART	La Grande, Oregon	A. J. VAN VALKENBURG,	La Grande, Oregon
S. D. IRWIN,	" "	J. A. MCKINSTRY,	" "
J. C. McFARLAND,	" "	C. F. ROBERTS,	" "
		G. W. TURNER	" "





PACIFIC

LINES OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

