

# OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

SECOND DIVISION

## EMPLOYEES' TIME TABLE

To Take Effect Sunday, November 23, 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,  
*General Superintendent.*

CONDENSED TIME TABLE—Huntington-Spokane-Portland.

| WESTWARD.    |                      |                |                      |                |             |                   |                        |                      |              |                      | DISTANCE FROM PORTLAND | STATIONS  | DISTANCE FROM HUNTINGTON | EASTWARD.    |  |  |  |  |  |
|--------------|----------------------|----------------|----------------------|----------------|-------------|-------------------|------------------------|----------------------|--------------|----------------------|------------------------|-----------|--------------------------|--------------|--|--|--|--|--|
| Second Class |                      |                |                      |                | First Class |                   |                        |                      |              | First Class          |                        |           |                          | Second Class |  |  |  |  |  |
| 255          | 17                   | 1              | 5                    | 7              | 9           | 6                 | 2                      | 18                   | 8            | 10                   |                        |           |                          | 256          |  |  |  |  |  |
| Fast Freight | Ore. & Wash. Limited | Portland Local | Ore. & Wash. Express | Portland Local | Fast Mail   | Salt Lake Express | Pendleton Local        | Ore. & Wash. Limited | Dalles Local | Ore. & Wash. Express | Fast Freight           |           |                          |              |  |  |  |  |  |
| Daily        | Daily                | Daily          | Daily                | Daily          | Daily       | Daily             | Daily                  | Daily                | Daily        | Daily                | Daily                  |           |                          |              |  |  |  |  |  |
| AM L 5-10    | AM L 4-50            |                | PM L 7-35            |                | PM L 6-15   | 398.6             | HUNTINGTON             | 0.0                  | PM A 3-45    |                      | AM A 12-35             |           | AM A 9-40                | PM A 1-30    |  |  |  |  |  |
| PM 3-30      | 9.00                 |                | 11-55                |                | 9.40        | 299.4             | LA GRANDE              | 99.2                 | 1.35         |                      | 8-30                   |           | 5-35                     | 3-45 AM      |  |  |  |  |  |
| PM 11-00     | 11-55                | AM L 9-05      | AM 3-20              |                | 12-10       | 225.2             | PENDLETON              | 173.4                | 7-55         | PM A 5-00            | 5-10                   |           | 1-55                     | 6.00         |  |  |  |  |  |
| AM 4-00      | PM 1-30              | 10-35          | 5-25                 |                | AM 1-40     | 183.1             | UMATILLA               | 215.5                | 6-15         | 3-15 PM              | 3-45                   |           | 12-20 AM                 | 2-15 PM      |  |  |  |  |  |
| PM 1-00      | 4-30                 | PM 2-15        | 8-35                 | AM L 6-50      | 4-25        | 84.8              | THE DALLES             | 314.0                | 3-10         | 11-15                | 12-45 PM               | PM A 7-30 | 9-20                     | 4-35 AM      |  |  |  |  |  |
|              |                      |                |                      |                |             | 0.0               | PORTLAND               | 398.6                | 12-30 AM L   | 7-50 AM L            | 10-00 AM L             | 4-00 PM L | 6-40 PM L                |              |  |  |  |  |  |
| 9-40 PM A    | 7-15 PM A            | 5-45 PM A      | 11-40 AM A           | 10-00 AM A     | 7-00 AM A   |                   | ALBINA                 |                      |              |                      |                        |           |                          | 10-00 PM L   |  |  |  |  |  |
| 40.80        | 14.10                | 8.40           | 16.05                | 8.10           | 12.45       |                   | Through Time           |                      | 15.15        | 9.10                 | 14.85                  | 3.30      | 15.00                    | 39.80        |  |  |  |  |  |
| 9.8          | 28.1                 | 26.1           | 24.6                 | 26.8           | 81.2        |                   | Average Speed per Hour |                      | 26.1         | 24.7                 | 27.5                   | 24.2      | 26.6                     | 10.9         |  |  |  |  |  |
|              |                      |                |                      |                |             |                   |                        |                      |              |                      |                        |           |                          |              |  |  |  |  |  |
|              |                      |                |                      |                |             |                   |                        |                      |              |                      |                        |           |                          |              |  |  |  |  |  |

| WESTWARD.    |                 |                     |                      |                    | DISTANCE FROM PORTLAND | STATIONS               | DISTANCE FROM SPOKANE | EASTWARD.            |                       |               |                   |              |           |  |
|--------------|-----------------|---------------------|----------------------|--------------------|------------------------|------------------------|-----------------------|----------------------|-----------------------|---------------|-------------------|--------------|-----------|--|
| 55           | 5               | 7                   | 11                   | 45                 |                        |                        |                       | 12                   | 46                    | 6             | 8                 | 56           |           |  |
| Fast Freight | Pendleton Local | Pendleton Passenger | See-Spokane Portland | Portland Passenger |                        |                        |                       | See-Spokane Portland | Walla Walla Passenger | Spokane Local | Spokane Passenger | Fast Freight |           |  |
| Daily        | Daily           | Daily               | Daily                | Daily              | Daily                  | Daily                  | Daily                 | Daily                | Daily                 |               |                   |              |           |  |
| PM L 1-30    | PM L 6-00       | AM L 7-00           | PM L 9-00            |                    | 433.1                  | SPOKANE                | 0.0                   | PM A 12-40           |                       | AM A 6-30     | PM A 6-45         |              | PM A 4-30 |  |
|              |                 |                     |                      |                    | 383.6                  | TEKOA                  | 49.5                  | 10-40                |                       | 4-00 AM       | 4-45 PM           |              | 12-30 PM  |  |
| AM 4-15      | AM 12-05        | PM 12-35            | AM 2-45              |                    | 279.8                  | GRANGE CITY JCT.       | 153.3                 | 6-10                 |                       | 11-10         | 12-15 PM          |              | 12-05 AM  |  |
|              |                 |                     |                      |                    | 245.3                  | WALLA WALLA            | 204.4                 |                      |                       | 9-00          | 9-55              |              |           |  |
|              |                 |                     |                      |                    | 231.1                  | PENDLETON              | 251.8                 |                      |                       | 6-30 PM L     | 8-00 AM L         |              |           |  |
|              |                 |                     |                      |                    | 245.3                  | WALLA WALLA            | 204.4                 |                      | AM A 6-40             |               |                   |              |           |  |
|              |                 |                     |                      |                    | 214.1                  | WALLULA                | 219.0                 | 3-55                 | 5-00                  |               |                   |              | 3-30      |  |
|              |                 |                     |                      |                    | 187.0                  | UMATILLA               | 246.1                 | 3-10 AM              | 3-00 AM L             |               |                   |              | 1-15 PM L |  |
|              |                 |                     |                      |                    | 88.3                   | THE DALLES             | 344.8                 | 11-40                |                       |               |                   |              |           |  |
|              |                 |                     |                      |                    | 0.0                    | PORTLAND               | 433.1                 | 9-00 PM L            |                       |               |                   |              |           |  |
| 28.00        | 10.50           | 9.55                | 14.55                | 2.80               |                        | Through Time           |                       | 15.40                | 8.40                  | 12.00         | 10.45             |              | 27.15     |  |
| 10.7         | 18.6            | 25.4                | 28.8                 | 23.3               |                        | Average Speed per Hour |                       | 28.8                 | 15.8                  | 21.0          | 23.4              |              | 9.0       |  |

RAILROAD & PASSENGER SERVICE

**WESTWARD.**

**EASTWARD.**

**Second Class.**

**First Class.**

**First Class.**

**Second Class.**

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

|          | 255                   |             | 23              |                               | 25        |                               | 5     |       | 9     |       | 17    |       | DISTANCES FROM PORTLAND. |
|----------|-----------------------|-------------|-----------------|-------------------------------|-----------|-------------------------------|-------|-------|-------|-------|-------|-------|--------------------------|
|          | Portland Fast Freight | Way Freight | La Grande Local | Oregon and Washington Express | Fast Mail | Oregon and Washington Limited | AM L  | AM L  | PM L  | PM L  | AM L  | AM L  |                          |
|          | Daily                 | Daily       | Daily           | Daily                         | Daily     | Daily                         |       |       |       |       |       |       |                          |
| WFTOY    |                       |             |                 |                               |           |                               | 5.10  | 3.45  | 7.35  | 6.15  | 4.50  | 398.6 |                          |
| 2220     |                       |             |                 |                               |           |                               | 5.35  | 4.05  | 7.48  | 6.23  | 5.02  | 393.9 |                          |
| 2090 W   |                       |             |                 |                               |           |                               | 6.15  | 4.45  | 8.04  | 6.36  | 5.18  | 386.3 |                          |
|          |                       |             |                 |                               |           |                               | 6.40  | 5.10  | 8.16  | 6.45  | 5.30  | 381.9 |                          |
| 4800 YW  |                       |             |                 |                               |           |                               | 7.00  | 5.40  | 8.25  | 6.50  | 5.40  | 378.1 |                          |
| 2050     |                       |             |                 |                               |           |                               | 7.35  | 6.20  | 8.50  | 7.05  | 6.00  | 371.0 |                          |
| 2100     |                       |             |                 |                               |           |                               | 7.50  | 6.40  | 9.02  | 7.15  | 6.10  | 367.8 |                          |
| 2200 FYW |                       |             |                 |                               |           |                               | 8.15  | 7.00  | 9.13  | 7.25  | 6.20  | 364.8 |                          |
| 700      |                       |             |                 |                               |           |                               | 8.40  | 7.25  | 9.25  | 7.35  | 6.30  | 361.1 |                          |
| 2150     |                       |             |                 |                               |           |                               | 9.10  | 7.55  | 9.36  | 7.45  | 6.40  | 356.8 |                          |
| 4470 WOY |                       |             |                 |                               |           |                               | 9.45  | 8.45  | 9.50  | 7.55  | 6.50  | 351.1 |                          |
|          |                       |             |                 |                               |           |                               |       |       | 9.55  | 8.55  | 6.55  |       |                          |
| 2600     |                       |             |                 |                               |           |                               | 10.15 | 9.15  | 10.04 | 8.05  | 7.05  | 346.6 |                          |
| 2000     |                       |             |                 |                               |           |                               | 10.50 | 9.45  | 10.15 | 8.15  | 7.15  | 340.6 |                          |
| 2650     |                       |             |                 |                               |           |                               | 11.15 | 10.15 | 10.25 | 8.25  | 7.25  | 336.0 |                          |
| 6000 W   |                       |             |                 |                               |           |                               | 11.40 | 10.45 | 10.35 | 8.35  | 7.35  | 331.2 |                          |
| 2750     |                       |             |                 |                               |           |                               | 11.55 | 11.00 | 10.40 | 8.40  | 7.40  | 328.5 |                          |
| 5800 YW  |                       |             |                 |                               |           |                               | 12.30 | 11.30 | 11.00 | 8.55  | 8.00  | 321.8 |                          |
| 2200     |                       |             |                 |                               |           |                               | 1.00  | 11.50 | 11.09 | 9.02  | 8.10  | 317.9 |                          |
| 2700     |                       |             |                 |                               |           |                               | 1.15  | 12.10 | 11.17 | 9.10  | 8.18  | 314.6 |                          |
| 2150 YW  |                       |             |                 |                               |           |                               | 1.30  | 12.40 | 11.24 | 9.16  | 8.25  | 311.7 |                          |
| 2350     |                       |             |                 |                               |           |                               | 1.45  | 1.00  | 11.32 | 9.23  | 8.35  | 308.2 |                          |
| 2800     |                       |             |                 |                               |           |                               | 2.05  | 1.20  | 11.40 | 9.30  | 8.45  | 304.3 |                          |
| WFTOY    |                       |             |                 |                               |           |                               | 2.30  | 1.45  | 11.50 | 9.40  | 8.55  | 299.4 |                          |
|          |                       |             |                 |                               |           |                               |       |       | 11.50 | 9.40  | 8.55  |       |                          |
|          |                       |             |                 |                               |           |                               | Daily | Daily | Daily | Daily | Daily |       |                          |
|          |                       |             |                 |                               |           |                               | 9.20  | 10.00 | 1.55  | 4.15  | 3.25  | 4.05  |                          |
|          |                       |             |                 |                               |           |                               | 10.6  | 9.9   | 27.0  | 28.7  | 27.5  | 24.2  |                          |

**Time Table No. 2**

November 23, 1913

**STATIONS**

|                        |
|------------------------|
| DNR HUNTINGTON         |
| 4.7                    |
| LIME                   |
| 7.6                    |
| WEATHERBY              |
| 4.4                    |
| NELSON                 |
| 8.8                    |
| DN DURKEE              |
| 7.1                    |
| UNITY                  |
| 3.2                    |
| HINDMAN                |
| 8.0                    |
| DNR PLEASANT VALLEY    |
| 8.7                    |
| ENCINA                 |
| 4.3                    |
| QUARTZ                 |
| 5.7                    |
| DNR BAKER              |
| 4.5                    |
| WING                   |
| 6.0                    |
| D HAINES               |
| 4.6                    |
| HUTCHINSON             |
| 4.8                    |
| DN NORTH POWDER        |
| 2.7                    |
| LUN                    |
| 6.7                    |
| DN TELOCASET           |
| 3.9                    |
| CROOKS                 |
| 3.3                    |
| BACON                  |
| 2.9                    |
| DN UNION JC.           |
| 8.5                    |
| HOT LAKE               |
| 3.9                    |
| LONETREE               |
| 4.9                    |
| DNR LA GRANDE          |
| 99.2                   |
| Time over District     |
| Average Speed per Hour |

STATION NUMBERS.

|       | 10                            |                   | 6                             |             | 18                   |             | 26   |      | 256  |      | 24   |      |
|-------|-------------------------------|-------------------|-------------------------------|-------------|----------------------|-------------|------|------|------|------|------|------|
|       | Oregon and Washington Express | Salt Lake Express | Oregon and Washington Limited | Baker Local | Eastern Fast Freight | Way Freight | AM A | PM A | AM A | PM A | AM A | PM A |
|       | Daily                         | Daily             | Daily                         | Daily       | Daily                | Daily       |      |      |      |      |      |      |
| A 404 | 9.40                          | 3.45              | 12.35                         |             | 1.30                 | 4.50        |      |      |      |      |      |      |
| A 400 | 9.28                          | 3.28              | 12.20                         |             | 1.00                 | 4.30        |      |      |      |      |      |      |
| A 393 | 9.08                          | 3.10              | 12.05                         |             | 12.01                | 4.00        |      |      |      |      |      |      |
| A 387 | 8.58                          | 2.57              | 11.52                         |             | 11.25                | 3.30        |      |      |      |      |      |      |
| A 384 | 8.50                          | 2.50              | 11.45                         |             | 11.00                | 3.15        |      |      |      |      |      |      |
| A 377 | 8.35                          | 2.35              | 11.30                         |             | 10.20                | 2.35        |      |      |      |      |      |      |
| A 374 | 8.25                          | 2.28              | 11.22                         |             | 10.05                | 2.00        |      |      |      |      |      |      |
| A 371 | 8.15                          | 2.20              | 11.15                         |             | 9.50                 | 1.40        |      |      |      |      |      |      |
| A 367 | 8.05                          | 2.10              | 11.05                         |             | 9.35                 | 1.15        |      |      |      |      |      |      |
| A 363 | 7.55                          | 1.55              | 10.54                         |             | 9.10                 | 12.35       |      |      |      |      |      |      |
| A 357 | 7.40                          | 1.40              | 10.40                         | PM A        | 8.45                 | 12.05       |      |      |      |      |      |      |
|       | 7.35                          | 1.35              | 10.35                         | 6.40        |                      |             |      |      |      |      |      |      |
| A 352 | 7.25                          | 1.25              | 10.26                         | 6.30        | 8.15                 | 11.15       |      |      |      |      |      |      |
| A 347 | 7.15                          | 1.15              | 10.15                         | 6.20        | 7.45                 | 10.50       |      |      |      |      |      |      |
| A 342 | 7.05                          | 1.06              | 10.05                         | 6.10        | 7.25                 | 10.15       |      |      |      |      |      |      |
| A 337 | 6.55                          | 12.55             | 9.55                          | 6.00        | 6.55                 | 9.45        |      |      |      |      |      |      |
| A 334 | 6.45                          | 12.45             | 9.48                          | 5.50        | 6.25                 | 9.30        |      |      |      |      |      |      |
| A 328 | 6.30                          | 12.30             | 9.36                          | 5.35        | 5.55                 | 9.05        |      |      |      |      |      |      |
| A 324 | 6.18                          | 12.20             | 9.22                          | 5.25        | 5.25                 | 8.40        |      |      |      |      |      |      |
| A 321 | 6.08                          | 12.10             | 9.10                          | 5.17        | 5.00                 | 8.18        |      |      |      |      |      |      |
| A 318 | 6.00                          | 12.01             | 8.55                          | 5.10        | 4.35                 | 7.55        |      |      |      |      |      |      |
| A 314 | 5.50                          | 11.50             | 8.47                          | 5.00        | 4.15                 | 7.45        |      |      |      |      |      |      |
| A 310 | 5.42                          | 11.42             | 8.40                          | 4.53        | 4.00                 | 7.15        |      |      |      |      |      |      |
| A 305 | 5.35                          | 11.35             | 8.30                          | 4.45        | 3.45                 | 7.00        |      |      |      |      |      |      |
|       | AM L                          | AM L              | PM L                          | PM L        | AM L                 | AM L        |      |      |      |      |      |      |
|       | Daily                         | Daily             | Daily                         | Daily       | Daily                | Daily       |      |      |      |      |      |      |
|       | 4.05                          | 4.10              | 4.06                          | 1.55        | 9.45                 | 9.50        |      |      |      |      |      |      |
|       | 24.2                          | 23.8              | 24.2                          | 27.0        | 10.1                 | 9.9         |      |      |      |      |      |      |

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

No. 18 will stop at Union Jet, North Powder and Haines to let off passengers originating west of La Grande.

No. 5 will stop at Haines, North Powder and Union Jet, to let off passengers originating east of Baker.

Westward trains will take siding for Eastward trains at Hindman unless otherwise instructed by train order.

No. 10 will stop at North Powder and Haines for passengers for east of McCammon, Idaho.



PILOT ROCK BRANCH—Pilot Rock Jct. and Pilot Rock.

| WESTWARD.<br>First Class.  |  |  |                                   | DISTANCES FROM PILOT ROCK JCT. | Time Table No. 2<br>November 23, 1913 | STATIONS               | STATION NUMBERS | EASTWARD.<br>First Class.         |  |  |  |  |  |  |
|--|--|--|-----------------------------------|--------------------------------|---------------------------------------|------------------------|-----------------|-----------------------------------|--|--|--|--|--|--|
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. |  |  |                                   |                                |                                       |                        |                 |                                   |  |  |  |  |  |  |
|  |  |  | 41<br>Mixed<br>Daily<br>Ex. Sun.  |                                |                                       | DR PILOT ROCK          | AG14            | 42<br>Mixed<br>Daily<br>Ex. Sun.  |  |  |  |  |  |  |
| 1805 TW  |  |  | PM L<br>1.20                      | 14.0                           |                                       | 8.0<br>SPARKS          | AG6             | AM A<br>10.30                     |  |  |  |  |  |  |
| 1500   |  |  | 1 55                              | 6.0                            |                                       | 6.0<br>PILOT ROCK JCT. | A 227           | 9.55                              |  |  |  |  |  |  |
| 6980   |  |  | 2.05<br>PM A<br>Daily<br>Ex. Sun. | 0.0                            |                                       | 14.0                   |                 | 9.30<br>AM L<br>Daily<br>Ex. Sun. |  |  |  |  |  |  |

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

JOSEPH BRANCH—La Grande and Joseph.

| WESTWARD.<br>Second Class  |  |  |  | First Class              |      | DISTANCES FROM LA GRANDE. | Time Table No. 2<br>November 23, 1913 | STATIONS              | STATION NUMBERS.                     | EASTWARD.<br>First Class |  | Second Class |                          |
|--|--|--|--|--------------------------|------|---------------------------|---------------------------------------|-----------------------|--------------------------------------|--------------------------|--|--------------|--------------------------|
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. |  |  | 33<br>Freight<br>Tues., Thur. and Sat. | 31<br>Passenger<br>Daily |      |                           |                                       |                       |                                      |                          |  |              | 32<br>Passenger<br>Daily |
| 1200 WFY   |  |  | AM L<br>9.00                           | PM L<br>12.40            | 83.8 | DR JOSEPH                 | AH84                                  | AM A<br>11.20         | PM A<br>5.00                         |                          |  |              |                          |
| 1200 W   |  |  | 9.30                                   | 12.55                    | 78.0 | D ENTERPRISE              | AH78                                  | 11.05                 | 4.30                                 |                          |  |              |                          |
| 2000   |  |  | 10.35                                  | 1.20                     | 67.8 | LOSTINE                   | AH67                                  | 10.35                 | 3.30                                 |                          |  |              |                          |
| 1440 WY  |  |  | 11.30                                  | 1.35                     | 60.0 | D WALLOWA                 | AH60                                  | 10.15                 | 3.00                                 |                          |  |              |                          |
| 850  |  |  | PM<br>12.30                            | 2.15                     | 47.1 | MINAM                     | AH47                                  | 9.45                  | 2.15                                 |                          |  |              |                          |
| 2080   |  |  | 1.05                                   | 2.50                     | 33.7 | LOOKING GLASS             | AH34                                  | 9.05                  | 1.05                                 |                          |  |              |                          |
|  |  |  | 1.35                                   | 2.55                     | 33.2 | PALMER JCT.               | AH33                                  | 9.00                  | 12.50                                |                          |  |              |                          |
| 1800 WY  |  |  | 2.30                                   | 3.30                     | 20.9 | D ELGIN                   | AH21                                  | 8.20                  | 12.05<br>PM                          |                          |  |              |                          |
| 1800   |  |  | 3.00                                   | 4.55                     | 12.3 | D IMBLER                  | AH13                                  | 8.00                  | 11.00                                |                          |  |              |                          |
| 1000   |  |  | 3.15                                   | 4.05                     | 8.3  | ALICEL                    | AH 9                                  | 7.50                  | 10.45                                |                          |  |              |                          |
| 800  |  |  | 3.30                                   | 4.20                     | 2.5  | ISLAND CITY               | AH 3                                  | 7.40                  | 10.15                                |                          |  |              |                          |
| WOTF   |  |  | 4.00<br>PM A<br>Tues., Thur. and Sat.  | 4.30<br>PM A<br>Daily    | 0.0  | DNR LA GRANDE             | A 305                                 | 7.30<br>AM L<br>Daily | 10.00<br>AM L<br>Mon., Wed. and Fri. |                          |  |              |                          |
|  |  |  |  |                          |      | 88.8                      |                                       |                       |                                      |                          |  |              |                          |

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 Palmer Jct. and Looking Glass.

Trains 31 and 32 stop on flag at Booth's Lane and Rondowa.

No. 32 has right 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. 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, except Mallet 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.
- No. 11. Within Automatic Block Signal limits extra trains may pass or run ahead of second class trains without receiving a train order to do so.

## SPEED RESTRICTIONS

- No. 12. Passenger trains, mail and express trains and light engines must not exceed a speed of 50 miles per hour and all other trains must not exceed a speed of 30 miles per hour.
- No. 13. All trains must not exceed a speed of 30 miles per hour around 6, 7 and 8 degree curves and 25 miles per hour around 9 and 10 degree curves.
- No. 14. In any class of service, engines of Consolidation and Mikado class must not exceed a speed of 30 miles per hour and engines of Mallet class must not exceed a speed of 12 miles per hour.
- No. 15. 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 Mile Post 365 and 364. Freight trains will not exceed speed of 20 miles per hour between Mile Post 223 and Union Junction.
- No. 16. 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. 17. 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: Mile Post 239.

## AIR BRAKES

- No. 18. **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 guage, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle.
- No. 19. 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. 20. 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. 21. Westward freight trains will stop 5 minutes at Meacham, 5 minutes at Huron, and 5 minutes at Duncan; and Eastward Freight 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. 22. 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. 23. 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. 24. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions within yards at Umatilla, Pendleton, Kamela, La Grande, Baker, Huntington, Palmer Junction, Looking Glass and Wallowa.
- 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.<br>O-W. R. & N. Co., System.<br>O-W. R. & N. Co., System.<br>O-W. R. & N. Co., System.<br>O-W. R. & N. Co., System.<br>Arlington to La Grande.<br>Pendleton to Baker. | DR. F. W. WHITING,  | ELGIN.               | La Grande to Enterprise. |
| DR. F. M. TAYLOR, Asst. Surgeon.               | PORTLAND, Corbett Bldg.   |   | DR. MALCOLM IRVINE, | NORTH POWDER.        | La Grande to Huntington. |
| DR. DONALD H. JESSOP, Asst. Surgeon.           | PORTLAND, Corbett Bldg.   |   | DR. WM. L. PARKER,  | BAKER.               | La Grande to Huntington. |
| DR. GEO. AINSLIE, Chief Oculist.               | PORTLAND, Oregonian Bldg. |   | DR. S. G. STANDARD, | HUNTINGTON.          | Baker to Huntington.     |
| DR. DICKSON, COGHLAN AND DAVIS, Nose & Throat. | PORTLAND, Selling Bldg.   |   | 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.                |   |                     |                      |                          |

### 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

A. BUCKLEY, Assistant Superintendent

J. F. CORBETT, Chief Dispatcher

### DISPATCHERS

|                  |   |                   |   |                       |   |                   |
|------------------|---|-------------------|---|-----------------------|---|-------------------|
| H. W. SWART      | - | La Grande, Oregon | - | A. J. VAN VALKENBURG, | - | La Grande, Oregon |
| A. F. SAFFORD,   | - | " "               | - | J. A. McKINSTRY,      | - | " "               |
| J. C. McFARLAND, | - | " "               | - | C. F. ROBERTS,        | - | " "               |
|                  |   |                   |   | G. W. TURNER          | - | " "               |

| 8<br>CLASSIFICATION       | ENGINE NUMBERS           | UMATILLA<br>and<br>LA GRANDE |                           |                        |                        |                            |                         | LA GRANDE<br>and<br>HUNTINGTON |                            |                        |                            |                            |                            | Pilot Rock<br>Jct. and<br>Pilot Rock | LA GRANDE<br>and<br>JOSEPH |                              |                          |                                   |                            |                              |                          |
|---------------------------|--------------------------|------------------------------|---------------------------|------------------------|------------------------|----------------------------|-------------------------|--------------------------------|----------------------------|------------------------|----------------------------|----------------------------|----------------------------|--------------------------------------|----------------------------|------------------------------|--------------------------|-----------------------------------|----------------------------|------------------------------|--------------------------|
|                           |                          | EASTWARD                     |                           |                        |                        | WESTWARD                   |                         | EASTWARD                       |                            |                        | WESTWARD                   |                            |                            |                                      | Eastward                   | EASTWARD                     |                          |                                   | WESTWARD                   |                              |                          |
|                           |                          | Umatilla<br>to<br>Pendleton  | Pendleton<br>to<br>Gibson | Gibson<br>to<br>Duncan | Duncan<br>to<br>Kameia | La Grande<br>to<br>Hillard | Hillard<br>to<br>Kameia | Union<br>to<br>Telecast        | Baker City<br>to<br>Quartz | Encina<br>to<br>Quartz | Huntington<br>to<br>Durkee | Durkee<br>to<br>Pl. Valley | Pl. Valley<br>to<br>Encina |                                      |                            | No. Powder<br>to<br>Telecast | La Grande<br>to<br>Elgin | Looking Glass<br>to<br>Enterprise | Enterprise<br>to<br>Joseph | Looking Glass<br>to<br>Elgin | Elgin<br>to<br>La Grande |
|                           |                          |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| S-51 $\frac{18}{30}$ 98   | 20.....                  |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| S-51 $\frac{18}{30}$ 128  | 25 to 27.....            |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| E-57 $\frac{18}{30}$ 44   | 50.....                  | 360                          | 330                       | 310                    | 165                    | 360                        | 165                     | 235                            | 425                        | 235                    | 360                        | 165                        | 235                        | 330                                  | 330                        | 585                          | 330                      | 235                               | 360                        | 725                          |                          |
| E-63 $\frac{18}{30}$ 48   | 52,54,55.....            |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| E-57 $\frac{18}{30}$ 51   | 57 to 60, 62, 64.....    | 430                          | 390                       | 370                    | 195                    | 430                        | 195                     | 280                            | 505                        | 280                    | 430                        | 195                        | 280                        | 390                                  | 890                        | 700                          | 390                      | 280                               | 430                        | 860                          |                          |
| E-63 $\frac{18}{30}$ 54   | 65 to 70 }               | 390                          | 350                       | 335                    | 180                    | 390                        | 180                     | 250                            | 460                        | 250                    | 390                        | 180                        | 250                        | 350                                  | 350                        | 630                          | 350                      | 250                               | 390                        | 780                          |                          |
| E-63 $\frac{18}{30}$ 55   | 71 to 73 }               |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| E-64 $\frac{18}{30}$ 68   | 80 to 87.....            | 520                          | 470                       | 445                    | 235                    | 520                        | 235                     | 335                            | 610                        | 335                    | 520                        | 235                        | 335                        | 470                                  | 470                        | 845                          | 470                      | 385                               | 520                        | 1030                         |                          |
| T-55 $\frac{18}{30}$ 71   | 112 to 119 }             |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| A-81 $\frac{18}{30}$ 106  | 88 to 102.....           | 685                          | 625                       | 590                    | 315                    | 685                        | 315                     | 445                            | 810                        | 445                    | 685                        | 315                        | 445                        | 625                                  | 625                        | 1120                         | 625                      | 445                               | 685                        | 1365                         |                          |
| M-57 $\frac{18}{30}$ 91   | 103 to 111.....          | 540                          | 490                       | 465                    | 250                    | 540                        | 250                     | 350                            | 640                        | 350                    | 540                        | 250                        | 350                        | 490                                  | 490                        | 885                          | 490                      | 350                               | 540                        | 1080                         |                          |
| T-63 $\frac{18}{30}$ 92   | 130 to 135.....          | 560                          | 510                       | 485                    | 255                    | 560                        | 255                     | 365                            | 665                        | 365                    | 560                        | 255                        | 365                        | 510                                  | 510                        | 920                          | 510                      | 365                               | 560                        | 1120                         |                          |
| M-55 $\frac{18}{30}$ 108  | c. s. 10.....            |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            | 610                                  | 1090                       | 610                          | 430                      | 680                               | 1320                       |                              |                          |
| T-63 $\frac{18}{30}$ 113  | 136 to 147.....          | 685                          | 625                       | 590                    | 315                    | 685                        | 315                     | 445                            | 810                        | 445                    | 685                        | 315                        | 445                        | 625                                  | 625                        | 1120                         | 625                      | 445                               | 685                        | 1365                         |                          |
| C-51 $\frac{18}{30}$ 117  | 160 to 164.....          | 770                          | 700                       | 665                    | 350                    | 770                        | 350                     | 500                            | 910                        | 500                    | 770                        | 350                        | 500                        | 700                                  | 700                        | 1255                         | 700                      | 500                               | 770                        | 1530                         |                          |
| T-57 $\frac{18}{30}$ 119  | 170 to 173 }             | 815                          | 740                       | 705                    | 370                    | 815                        | 370                     | 530                            | 965                        | 530                    | 815                        | 370                        | 530                        | 740                                  | 740                        | 1330                         | 740                      | 530                               | 815                        | 1620                         |                          |
| T-64 $\frac{18}{30}$ 139  | 179 to 184 }             |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| P-77 $\frac{18}{30}$ 123  | 190 to 193 }             |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| P-77 $\frac{18}{30}$ 138  | 194 to 197 }             | 860                          | 785                       | 745                    | 390                    | 860                        | 390                     | 555                            | 1015                       | 550                    | 860                        | 390                        | 555                        | 785                                  | 740                        | 1330                         | 740                      | 530                               | 815                        | 1620                         |                          |
| P-77 $\frac{18}{30}$ 145  | 198 to 200 }             |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| T-57 $\frac{18}{30}$ 125  | 174 to 178.....          | 860                          | 785                       | 745                    | 390                    | 860                        | 390                     | 555                            | 1015                       | 550                    | 860                        | 390                        | 555                        | 785                                  | 740                        | 1330                         | 740                      | 530                               | 815                        | 1620                         |                          |
| T-63 $\frac{18}{30}$ 160  | 300 to 305.....          | 1010                         | 920                       | 870                    | 450                    | 1010                       | 450                     | 650                            | 1195                       | 650                    | 1010                       | 450                        | 650                        | 920                                  | 1030                       | 1825                         | 1030                     | 720                               | 1125                       | 2205                         |                          |
| P-77 $\frac{18}{30}$ 170  | 208 to 215.....          | 1125                         | 1030                      | 950                    | 495                    | 1125                       | 495                     | 720                            | 1320                       | 720                    | 1125                       | 495                        | 720                        | 1030                                 | 900                        | 1615                         | 900                      | 640                               | 990                        | 1965                         |                          |
| T-69 $\frac{18}{30}$ 159  | 250 to 262.....          | 990                          | 900                       | 855                    | 450                    | 990                        | 450                     | 640                            | 1170                       | 640                    | 990                        | 450                        | 640                        | 900                                  | 920                        | 1650                         | 920                      | 650                               | 1010                       | 2010                         |                          |
| C-55 $\frac{18}{30}$ 143  | 327 to 329.....          | 990                          | 900                       | 855                    | 450                    | 990                        | 450                     | 640                            | 1170                       | 640                    | 990                        | 450                        | 640                        | 900                                  | 900                        | 1615                         | 900                      | 640                               | 990                        | 1965                         |                          |
| C-57 $\frac{18}{30}$ 176  | 330 to 334, 335 to 338 } | 1100                         | 1000                      | 950                    | 500                    | 1100                       | 500                     | 710                            | 1300                       | 710                    | 1100                       | 500                        | 710                        | 1000                                 | 1000                       | 1795                         | 1000                     | 710                               | 1100                       | 2185                         |                          |
| C-57 $\frac{18}{30}$ 163  | 344.....                 |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| C-57 $\frac{18}{30}$ 169  | 339 to 343.....          |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| C-57 $\frac{18}{30}$ 181  | 345 to 349.....          |                              |                           |                        |                        |                            |                         |                                |                            |                        |                            |                            |                            |                                      |                            |                              |                          |                                   |                            |                              |                          |
| C-57 $\frac{18}{30}$ 187  | 350 to 388.....          | 1265                         | 1150                      | 1090                   | 560                    | 1265                       | 560                     | 815                            | 1495                       | 815                    | 1265                       | 560                        | 815                        | 1150                                 | 1150                       | 2065                         | 1150                     | 815                               | 1265                       | 2515                         |                          |
| MK-57 $\frac{18}{30}$ 205 | 500 to 540.....          | 1423                         | 1284                      | 1203                   | 626                    | 1423                       | 626                     | 910                            | 1669                       | 910                    | 1423                       | 626                        | 910                        | 1284                                 | 1200                       | 2160                         | 1200                     | 850                               | 1330                       | 2630                         |                          |
| MC-57 $\frac{18}{30}$ 394 | 700 to 702.....          | 2780                         | 2530                      | 2400                   | 1230                   | 2780                       | 1230                    | 1790                           | 3280                       | 1790                   | 2780                       | 1230                       | 1790                       | 2530                                 | 2530                       | 2540                         | 2530                     | 1790                              | 2780                       | 5530                         |                          |

**CLASS.**

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

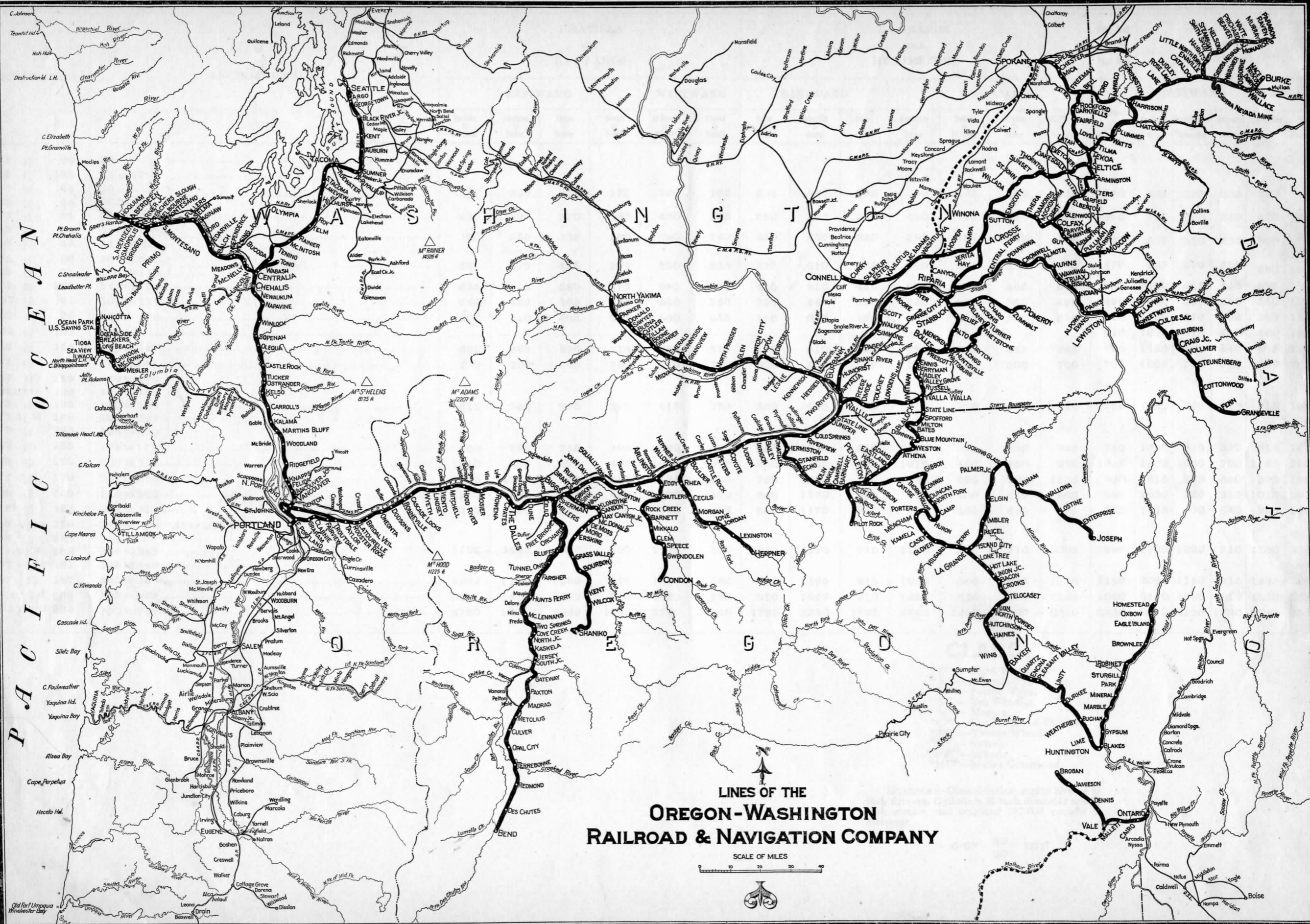
EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

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



RAILROAD & NAVIGATION COMPANY  
OREGON-WASHINGTON  
LINES OF THE

RAILROAD & NAVIGATION CO



PACIFIC OCEAN

# LINE OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

