

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

SECOND DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, January 25, 1914

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.										EASTWARD.												
Second Class					First Class					DISTANCE FROM PORTLAND	Time Table No. 3 January 25, 1914	DISTANCE FROM HUNTINGTON	First Class					Second Class				
255		17		1	5	7	9	6					2	18	8	10	256					
Fast Freight	Ore. & Wash. Limited	Portland Local	Portland & Puget Sound Express	Portland Local	Portland Local	Fast Mail	Salt Lake Express	Pendleton Local	Ore. & Wash. Limited				Dalles Local	Portland & Puget Sound Express	Fast Freight							
Daily	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 9-55	PM A 1-30								
PM 3-30	9.00		11.55		9.40	299.4	LA GRANDE	99.2	11.35		8.30		5-45 5.40	3-45 A M								
11.00	11.55	AM L 9.05	A M 3-20		A M 12.10	225.2	PENDLETON	173.4	7-55	PM A 5-00	5.10		2.20 2.15	6.00								
AM 4-00	PM 1-30	10-35	5-25		1-40	183.1	UMATILLA	215.5	6-15	3-15 PM	3-45		12-45 A M	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	9-45	4-35 A M								
		7-15 PM A	5-45 PM A	11-40 AM A	10-00 AM A	0.0	PORTLAND	398.6	12-30 AM L	7-50 AM L	10-00 AM L	4-00 PM L	7-00 PM L									
9-40 PM A							ALBINA							10.00 PM L								
40.80	14.10	8.40	16.05	8.10	12.45		Through Time		15.15	9.10	14.35	3.30	14.55	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	26.3	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	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 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 7-35	PM A 6-45		PM A 4-30
6.30	8.00	8-50	10.45		383.6	TEKOA	49.5	10.40		5.55	4.45		12.30 PM
AM 4-15	AM 12-05	PM 12-35	AM 2-45		279.8	GRANGE CITY JCT.	153.3	6-10		1-00 AM	12-15 PM		12.05 AM
	2-35	2-50			245.3	WALLA WALLA	204.4			10.10	9.55		
	4-50 AM A	4-55 PM A			231.1	PENDLETON	251.8			7-00 PM L	8-00 AM L		
				PM L 10-30	245.3	WALLA WALLA	204.4		AM A 6-40				
10-25			4-55	AM 12-01	214.1	WALLULA	219.0	3-55	5-00				3.30
12-30 PM A			6-10	AM 1-00	187.0	UMATILLA	246.1	3-10 AM	3-00 AM L				1-15 PM L
			9-00		88.3	THE DALLES	344.8	11-40					
			11-55 AM A		0.0	PORTLAND	433.1	9-00 PM L					
23.00	10.50	9.55	14.55	2.80		Through Time		15.40	8.40	12.35	10.45		27.15
10.7	18.6	25.4	28.8	23.8		Average Speed per Hour		28.8	15.8	20.8	23.4		9.0

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 engines 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 engines 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 323 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. Extra 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.

TRAIN ORDERS

- No. 25. Within Automatic Block Signal limits between Umatilla and Huntington:
Form "19" train order may be issued to restrict the superiority of a train, except that Form 31 must be used (1) when orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217). (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219). (3) When issuing an order Form "G", example 3. (4) When giving any train right over all trains. (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.
- Operator will fill out clearance, designating thereon numbers of all orders, (Forms 19 and 31), repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following: "Signal is out for." Operator will retain carbon copy of clearance.
- Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.
- When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.
- Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

CLASSIFICATION	ENGINE NUMBERS	UMATILLA and LA GRANDE						LA GRANDE and HUNTINGTON						Pilot Rock Jct. and Pilot Rock	LA GRANDE and JOSEPH						
		EASTWARD				WESTWARD		EASTWARD			WESTWARD				Eastward	EASTWARD			WESTWARD		
		Umatilla to Pendleton	Pendleton to Gibson	Gibson to Duncan	Duncan to Kameia	La Grande to Hilgard	Hilgard to Kameia	Union to Telocaset	Baker City to Quartz	Encina to Quartz	Huntington to Durkee	Durkee to Pl. Valley	Pl. Valley to Encina			No. Powder to Telocaset	La Grande to Elgin	Looking Glass to Enterprise	Enterprise to Joseph	Looking Glass to Elgin	Elgin to La Grande
S-51	98	20.....																			
S-51	128	25 to 27.....																			
E-57	44	50.....	360	330	310	165	360	165	235	425	235	360	165	235	330	330	585	330	235	360	725
E-63	48	52,54,55.....																			
E-57	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	54	65 to 70 }																			
E-63	55	71 to 73 }	390	350	335	180	390	180	250	460	250	390	180	250	350	350	630	350	250	390	780
E-64	68	80 to 87.....																			
T-55	71	112 to 119 }	520	470	445	235	520	235	335	610	335	520	235	335	470	470	845	470	335	520	1030
A-81	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	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	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	108	c. s. 10.....														610	1090	610	430	680	1320
T-63	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	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	119	170 to 173 }																			
T-64	139	179 to 184 }																			
P-77	123	190 to 193 }	815	740	705	370	815	370	530	965	530	815	370	530	740	740	1330	740	530	815	1620
P-77	138	194 to 197 }																			
P-77	145	198 to 200 }																			
T-57	125	174 to 178.....	860	785	745	390	860	390	555	1015	555	860	390	555	785	740	1330	740	530	815	1620
T-63	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	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	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	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	176	330 to 334, 335 to 338 }																			
C-57	163	344.....																			
C-57	169	339 to 343.....	1100	1000	950	500	1100	500	710	1300	710	1100	500	710	1000	1000	1795	1000	710	1100	2185
C-57	181	345 to 349.....																			
C-57	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	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	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:

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

WASHINGTON RAILROAD & NAVIGATION CO.

EMERSON

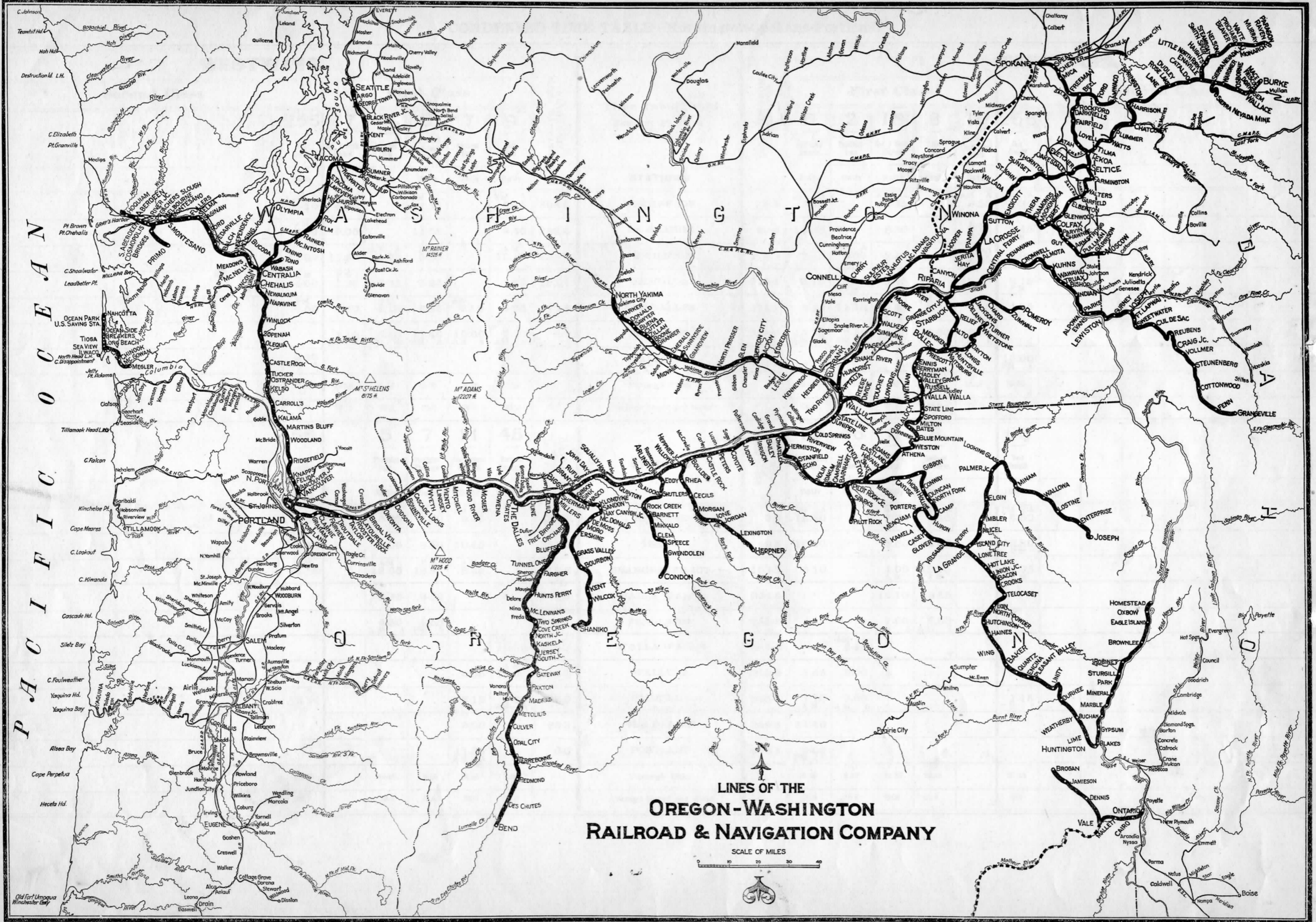
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