

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

SECOND DIVISION

EMPLOYEES' TIME TABLE



To Take Effect Sunday, January 16, 1916

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.

WESTWARD.										EASTWARD.																								
Second Class.										First Class.					First Class.										Second Class.									
										255	23	19	5	17											4	6	18	256	24					
										Portland Fast Freight	Way Freight	Portland and Puget Sound Express	Fast Mail	Oregon and Washington Limited											Portland and Puget Sound Express	Salt Lake Express	Oregon and Washington Limited	Eastern Fast Freight	Way Freight					
										Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily					
										AM L	AM L	PM L	PM L	AM L											AM A	PM A	AM A	PM A	PM A					
										5.10	6.45	7.35	6.15	4.50											9.55	3.45	12.35	1.30	4.50					
										5.35	7.15	7.48	8.24	5.02											9.40	3.28	12.20	1.00	4.30					
										6.15	8.00	8.04	6.38	5.18											9.22	3.10	12.05	12.01	4.00					
										6.40	8.30	8.16	6.46	5.30											9.13	2.57	11.52	11.25	3.30					
										7.00	9.05	8.25	6.52	5.40											9.05	2.50	11.45	11.00	3.15					
										7.40	10.20	8.50	7.07	6.00											8.50	2.35	11.30	10.20	2.35					
										8.05	10.45	9.00	7.15	6.10											8.42	2.28	11.22	10.05	2.00					
										8.35	11.10	9.15	7.25	6.20											8.35	2.20	11.15	9.50	1.40					
										8.50	11.30	9.25	7.35	6.30											8.25	2.10	11.05	9.35	1.15					
										9.10	11.50	9.35	7.45	6.40											8.15	2.00	10.55	9.10	12.35					
										9.45	12.05	9.45	7.55	6.50											8.00	1.45	10.40	8.45	12.05					
										10.15	12.40	10.05	8.05	7.05											7.45	1.25	10.25	8.15	11.15					
										10.50	1.15	10.15	8.15	7.15											7.35	1.15	10.15	7.50	10.50					
										11.15	1.35	10.30	8.25	7.25											7.25	1.06	10.05	7.25	10.15					
										11.40	2.00	10.40	8.35	7.35											7.10	12.55	9.55	6.45	9.45					
										11.55	2.15	10.45	8.40	7.40											7.00	12.45	9.48	6.25	9.30					
										12.30	3.00	11.05	8.53	8.00											6.45	12.30	9.36	5.55	9.05					
										1.00	3.15	11.15	9.00	8.10											6.32	12.20	9.22	5.25	8.40					
										1.15	3.30	11.22	9.10	8.18											6.20	12.10	9.10	5.00	8.18					
										1.30	3.45	11.28	9.16	8.24											6.10	12.01	8.55	4.35	7.55					
										1.45	4.05	11.36	9.23	8.33											6.00	11.50	8.47	4.15	7.30					
										2.05	4.30	11.44	9.30	8.41											5.52	11.42	8.40	4.00	7.15					
										2.30	4.45	11.59	9.40	8.55											5.45	11.35	8.30	3.45	7.00					
										Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily					
										9.20	10.00	4.24	3.25	4.05											4.10	4.10	4.06	9.45	9.50					
										10.6	9.9	22.5	29.1	24.2											23.8	23.8	24.2	10.2	10.1					

Time Table No. 7
January 16, 1916

STATIONS

- DNR HUNTINGTON
- 4.6 LIME
- 7.7 WEATHERBY
- 4.8 NELSON
- 3.5 DN DURKEE
- 7.1 UNITY
- 3.0 HINDMAN
- 3.8 DN PLEASANT VALLEY
- 3.5 ENCINA
- 4.6 QUARTZ
- 5.6 DN BAKER
- 4.5 WING
- 6.0 D HAINES
- 4.7 HUTCHINSON
- 4.6 D NORTH POWDER
- 2.9 LUN
- 6.6 D TELOCASET
- 4.0 CROOKS
- 3.3 BACON
- 2.9 DN UNION JCT.
- 3.6 HOT LAKE
- 3.9 LONETREE
- 4.9 DNR LA GRANDE

99.2
Time over District
Average Speed per Hour

STATION NUMBERS.

A 399
A 394
A 386
A 382
A 378
A 371
A 368
A 365
A 361
A 357
A 351
A 347
A 341
A 336
A 331
A 328
A 322
A 318
A 315
A 312
A 308
A 304
A 299

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
 Westward trains will take siding for Eastward trains at Hindman unless otherwise instructed by train order.
 No. 4 will stop at Union Jct., to let passengers off originating west of La Grande.
 No. 5 will stop on flag at Union Jct., for Sleeping Car passengers for Portland.
 No. 17 will stop at any station to let off passengers from Cheyenne, Denver or East.

FIRST DISTRICT—Pilot Rock Jct. and Pilot Rock.

WESTWARD. First Class.										DISTANCES FROM PILOT ROCK JCT.	Time Table No. 7 January 16, 1916.			STATION NUMBERS	EASTWARD. First Class.										
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.										41 Mixed Daily Ex. Sun.		R	PILOT ROCK JCT.	A 221	42 Mixed Daily Ex. Sun.										
										A M L 9 30	0.00	8.0	SPARKS	AG 6	P M A 2 05										
	1805 TW												6.0	PILOT ROCK	AG 14	1.45									
	1500												10.30 A M A	14.00	6.0	1.20 P M L									
6980										Daily Ex. Sun.		1.00	14.0	Daily Ex. Sun.	.45										
									14		Time over dist.	Average speed over dist.	17.00												

FIRST DISTRICT—Hinkle and Umatilla

WESTWARD. First Class										DISTANCES FROM UMATILLA	Time Table No. 7 January 16, 1916.			STATION NUMBERS	EASTWARD. First Class													
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.											15 Motor Daily Ex. Sun.	1 Portland Local Daily		R	HINKLE	A 193	6 Salt Lake Ex. Daily	16 Motor Daily Ex. Sun.	2 Portland Local Daily									
											P M I 6 55	A M L 9.46	10.5	4.00	A M A 6.08	A M A 9.25	P M A 3.40											
	2240											7.05	9.55	6.5	6.00	9.15	3.30											
	WFTY											7 25 P M A	10.10 A M A		5.45	9.00	3.15											
									Daily Ex. Sun.	Daily		.30	.24		Daily	Daily Ex. Sun.	Daily											
									20.2	25.5		Time over dist.	Average speed over dist.	25.0	21.3	21.3												

SECOND DISTRICT—La Grande and Joseph.

WESTWARD. Second Class										DISTANCES FROM LA GRANDE		Time Table No. 7 January 16, 1916.			STATION NUMBERS	EASTWARD. First Class Second Class										
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.										33 Freight Tues., Thur. and Sat.	31 Passenger Daily		DR	JOSEPH	AH 84	32 Passenger Daily	34 Freight Mon., Wed. and Fri.									
										A M L 9.00	P M L 2.30	83.8	5.8	P M A 1.30	P M A 5.50											
	1200 W											9 45	2.45	78.0	10.2	s 1.05	5.20									
	2000											10.45	3.10	87.8	7.8	s 12.40	4.20									
1440 WY											P M 12.20	s 3.30	60.0	12.9	s 12.20 P M	3.30										
850											1.00	s 4.05	47.1	6.5	s 11.40	2.35										
Y											1.20	s 4.20	40.3	3.6	s 11.22	2.05										
400											1.40	f 4.35	36.7	3.0	f 11.10	1.50										
2080											2.00	s 4.45	33.7	12.8	s 11.00	1.35										
1800 WY											2.55	s 5.25	20.9	8.6	s 10.15	12 35 P M										
1800											3.25	s 5.50	12.3	4.0	s 9.50	11.30										
1000											3.40	s 6.00	8.3	5.8	s 9.40	11.15										
800											4.00	s 6.15	2.5	4.0	s 9.28	10.45										
WOTF										4 20 P M A	6 25 P M A	0.0	2.5	A 299	9.20 A M L	10 30 A M L										
									Tues., Thur. and Sat.	Daily		Time over district.	Average speed per hour.	Daily	Mon., Wed. and Fri.											
									7.20	3.55		4.10	20.1	7.20	12.4											
									11.5	21.5		20.1	12.4													

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

No. 32 has right over No. 31, La Grande to Joseph.

Trains 31 and 32 stop on flag at Booth's Lane, Gwynne Rhinehart Spur, Cabin Creek, Scott Spur.

Trains 31 and 32 will stop at Palmers for passengers.
Trains will not exceed a speed of 35 miles per hour between La Grande and Joseph.
Trains handling logs will not exceed a speed of 15 miles per hour.

SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions within yards at Umatilla, Pilot Rock Jct., Pendleton, Kamela, La Grande, Baker, Huntington 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.
- No. 3. Referring to Rule 221-A, all trains will obtain clearance at Baker, Kamela, Pendleton, Pilot Rock Jct. 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.
- No. 4. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 5. Referring to Rule 87; within Automatic Block Signal Limits extra trains may pass or run ahead of second class trains without train order authority.
- No. 6. White flag displayed, will indicate cars or L. C. L. freight to be moved. Trains doing local work will be governed accordingly.
- No. 7. 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. 8. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.
- No. 9. Helper enginemen will be furnished copies of all train orders affecting movements of train while being helped.
- No. 10. In order to avoid damage to equipment in stopping trains and to avoid excessive speed over light grades and through sags, helper enginemen located intermediately or on rear of trains will work only sufficient steam to keep up the slack.
- No. 11. Train registers will not be used as a means of identifying extra trains.
- No. 12. Helper engines on passenger trains will be coupled on ahead of regular engine.
- No. 13. Helping engines (except Mallet), on freight trains between Duncan and La Grande, Union and Telocaset, Durkee and Encina will be placed so each helper will push its own tonnage, and when necessary to slack trains, same will be done by helper on rear of train. Mallet engines in helper service will be placed approximately five hundred tons from rear of train.

SPEED RESTRICTIONS

- No. 14. Passenger Trains, Mail and Express Trains, and Light Engines will not exceed a speed of 50 miles per hour, and other trains will not exceed a speed of 30 miles per hour.
- No. 15. Trains will 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. 16. In any class of service, engines of Consolidation or Mikado class will not exceed a speed of 30 miles per hour, and engines of Mallet class will not exceed a speed of 15 miles per hour. The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe.
- No. 17. Passenger Trains, Mail and Express Trains, and Light Engines will not exceed a speed of 30 miles per hour, and other trains will not exceed a speed of 15 miles per hour on descending grades between Hilgard and Huron and between Pleasant Valley and Mile Post 200.
- No. 18. When sand is blowing, during foggy or stormy weather, and at points where there is liability of tracks being obstructed, trains will be handled with care and under control.
- No. 19. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.

AIR BRAKES

- No. 20. 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 will watch air gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of whistle.
- No. 21. Trainmen will 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 brakes are cut into the train line. Hand brakes must be used on non-air and cut-out cars descending heavy grades.
- No. 22. Freight trains descending grades, will stop 5 minutes each at Casey, Glover, Hilgard, Unity, Meacham, Huron and Duncan to permit wheels to cool, during which time trainmen will inspect train for overheated or cracked wheels. Before proceeding engineer will re-charge train line and auxiliaries fully.
- No. 23. Pressure Retaining Valves will be used on all freight trains descending grades between Hilgard and Conway; Telocaset and Union Junction; Quartz and Mile Post 200; and on passenger trains, mail and express trains, descending grades between Huron and Hilgard; Pleasant Valley and Mile Post 200.
- No. 24. The braking power on engines helping or pushing trains will be cut into the train line and particular attention be given to the cutting in of driver brakes. When helpers are used ahead of regular engines, the regular engineer will set air on train to be released by helper engineer, and vice versa when this helper cuts off.

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. In case of wire failure Operator will issue clearance without O. K. from Dispatcher. 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.

LIST OF SURGEONS

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND, Corbett Bldg	O-W. R. & N. Co., System.	DR. F. W. WHITING, District Surgeon	ELGIN.	La Grande to Enterprise.
DR. F. M. TAYLOR, Asst. Surgeon.	PORTLAND, Corbett Bldg	O-W. R. & N. Co., System.	DR. MALCOLM IRVINE, " "	NORTH POWDER.	La Grande to Huntington.
DR. DONALD H. JESSOP, Asst. Surgeon.	PORTLAND, Corbett Bldg	O-W. R. & N. Co., System.	DR. WM. L. PARKER, " "	BAKER.	La Grande to Huntington.
DR. GEO. AINSLIE, Chief Oculist.	PORTLAND, Oregonian Bldg.	O-W. R. & N. Co., System.	DR. S. G. STANDARD, " "	HUNTINGTON.	Baker to Huntington.
DR. DICKSON, COGHAN AND DAVIS, Nose & Throat.	PORTLAND, Selling Bldg.	O-W. R. & N. Co., System.	DR. CHAS. A. AULT, " "	ENTERPRISE.	Elgin to Joseph.
DR. VINCENT & DR. RINGO, District Surgeon.	PENDLETON.	Umatilla to La Grande.	DR. J. B. GILLIS, " "	JOSEPH.	Elgin to Joseph.
DR. BACON & DR. HALL, " "	LA GRANDE.	Pendleton to Baker.	DR. C. O. WAINSCOTT, " "	HERMISTON.	Umatilla to Pendleton.
DR. H. M. BOUVEY, Eye, Ear, Nose and Throat.	LA GRANDE.	Umatilla to Huntington.	DR. ALEXANDER REID, " "	STANDFIELD.	Umatilla to Pendleton.

STANDARD CLOCKS

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

PASSENGER STOPS ("S" AND "F") AND TRACKS NOT SHOWN AS STATIONS ON TIME TABLE SCHEDULE

MESSNER-HUNTINGTON

Allens Spur	M. P.	90.2
Nibley	"	101.4
Hanlons	"	103.4

JOSEPH BRANCH

Pierce Spur	M. P.	4.5
Booth Lane	"	5.5
Conley Siding	"	6
Rhinehart Spur	"	15.4
Cabin Creek	"	29.8
Palmer	"	33.2
Scotts Spur	"	38.4
Gwynne	"	72.7

PILOT ROCK BRANCH

Birch Siding	M. P.	0.7
Noland Spur	"	2.10
Lens	"	10.60

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
C. C. CONNOLLEY, - - - - -	" "	J. A. MCKINSTRY, - - - - -	" "
J. C. McFARLAND, - - - - -	" "	C. F. ROBERTS, - - - - -	" "
		M. J. WALSH, - - - - -	" "

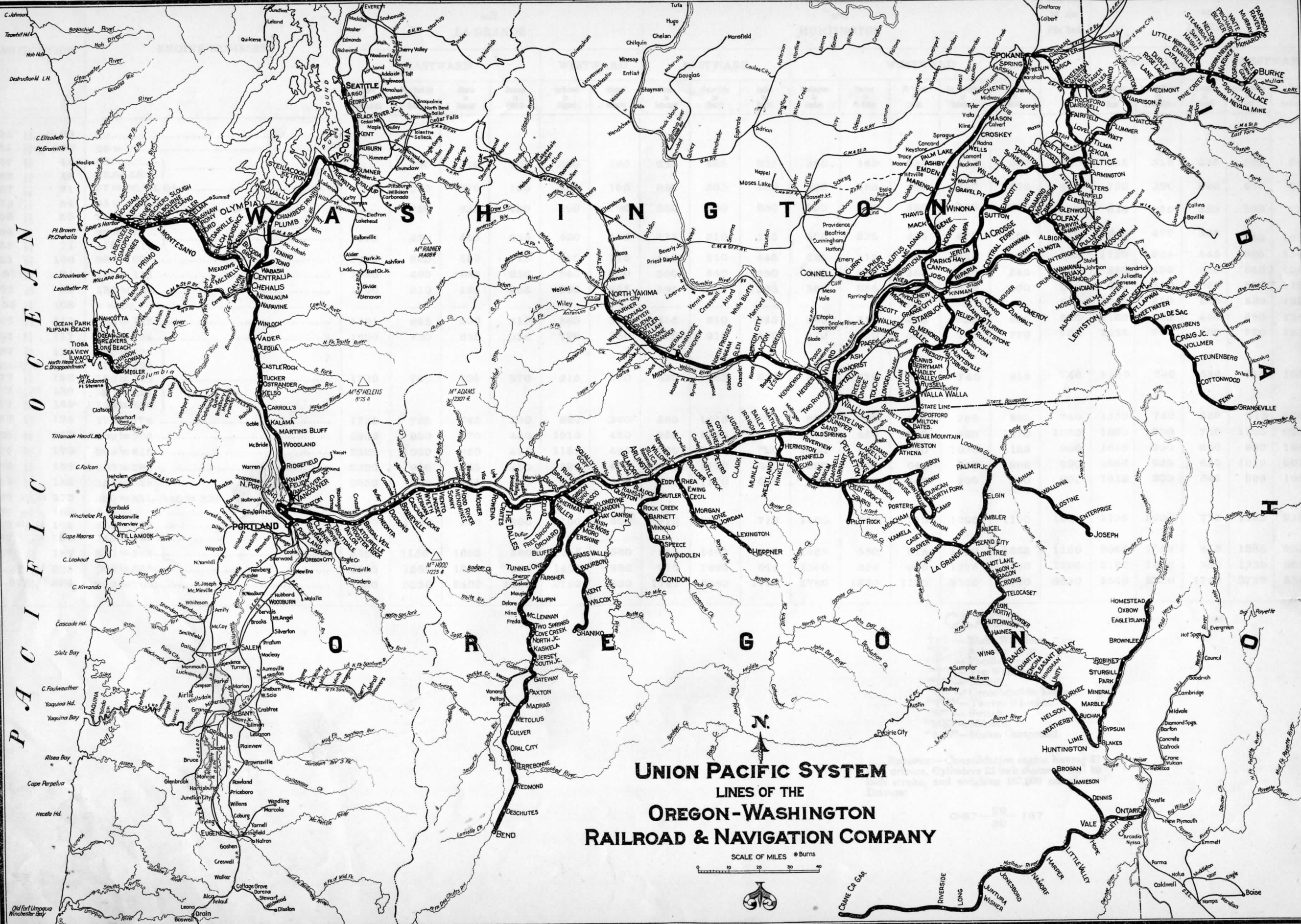
UNION PACIFIC SYSTEM

EMPIRE TIME TABLE

To take effect Sunday, May 16, 1949

UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

1949



PACIFIC OREGON WASHINGTON

UNION PACIFIC SYSTEM

LINES OF THE

OREGON-WASHINGTON

RAILROAD & NAVIGATION COMPANY

SCALE OF MILES



Old Fort Umpqua Winchester Bay