

# UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

## OREGON-WASHINGTON RAILROAD & NAVIGATION LINES

# 1

SECOND DIVISION

# 2

# EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 11, 1919

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,  
*Federal Manager.*

M. J. BUCKLEY,  
*General Manager.*

F. N. FINCH,  
*Asst. General Manager.*

# UNITED STATES RAILROAD ADMINISTRATION

## OREGON-WASHINGTON RAILROAD & NAVIGATION LINES

### CONDENSED TIME TABLE—Huntington-Portland.

WESTWARD.										DISTANCE FROM PORTLAND	EASTWARD.									
Second Class					First Class						First Class					Second Class				
					255															
					Freight															
					Daily															
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SECOND DISTRICT—Rieth to La Grande

WESTWARD.											EASTWARD.																										
Second Class.					First Class.					DISTANCES FROM UMATILLA.	First Class.					Second Class.																					
51		41		255		23		1		21		19		5		17			4		6		20		18		2		256		24		52		42		
Mixed		Pilot Rock Mixed		Freight		Way Freight		Passenger		Passenger		Passenger		Passenger		Passenger			Passenger		Passenger		Passenger		Passenger		Passenger		Freight		Way Freight		Mixed		Pilot Rock Mixed		
Daily Ex. Sun.		Daily Ex. Sun.		Daily		Daily		Daily		Daily		Daily		Daily		Daily			Daily		Daily		Daily		Daily		Daily		Daily		Daily Ex. Sun.		Daily Ex. Sun.				
WFTOY				AM L	AM L			PM L	AM L	AM L	AM L	AM L	AM L					115.8																			
2620				10.30	5.30			7.30	3.15	2.25	8.15							111.6																			
5700	YW			10.45	6.00			f 7.40	f 3.28	2.35	8.25							107.8																			
3200				11.05	6.30			s 7.55	f 3.40	2.45	8.32							104.1																			
2700				PM 12.05	7.30			8.15	4.10	3.05	9.00							99.6																			
8600	WFT			12.25	8.00			s 8.22	s 4.20	3.12	s 9.15							96.8																			
6080	W			1.00	8.45			s 8.35	s 4.35	3.25	f 9.30							90.8																			
3200				1.30	9.15			8.45	4.45	3.35	9.41							86.4																			
2690	W			1.50	9.50			f 8.54	f 4.55	3.44	9.50							83.2																			
2580				2.15	10.15			9.01	5.05	3.51	9.57							79.6																			
4038				2.30	10.30			f 9.06	5.10	3.56	10.02							77.3																			
6330	WY			2.45	10.45			s 9.14	f 5.20	4.04	10.10							73.9																			
3200				3.00	11.00			9.19	5.26	4.09	10.15							71.0																			
3200				3.15	11.15			9.24	5.32	4.14	10.22							67.9																			
5880	FYW			3.45	11.40			s 9.32	s 5.45	4.22	f 10.32							62.8																			
2710				4.15	PM 12.15			f 9.40	f 6.00	4.31	10.45							57.7																			
2070	W			4.45	1.00			f 9.48	f 6.15	4.39	10.55							52.9																			
3200				5.21	1.20			9.52	6.22	4.44	11.03							50.5																			
2730				5.45	1.45			f 9.58	f 6.30	4.51	11.12							46.7																			
4680	WTOY	PM L 2.15	AM L 9.15	6.15	2.30	AM L 8.50	PM L 10.10	10.15	6.45	5.05	11.25							41.5																			
WTOF		PM A 2.30	AM A 9.30	6.45	3.00	AM A 9.00	PM A 10.25	7.10	5.15	5.15	11.40							37.6																			
		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																										
		.15	.15	8.15	9.30	.10	2.55	3.55	2.50	3.25																											
		18.0	18.0	9.05	8.2	27.0	26.7	20.	27.6	22.8																											

Time Table No. 12  
May 11, 1919

STATIONS

- DNR LA GRANDE
- PERRY
- D HILGARD
- GLOVER
- CASEY
- DNR KAMELA
- DN MEACHAM
- PORTER
- HURON
- CAMP
- NORTH FORK
- DN DUNCAN
- SLOAN
- CONWAY
- DN GIBBON
- THORN HOLLOW
- CAYUSE
- SUMKIN
- MISSION
- DNR PENDLETON
- DNR RIETH

Time over District  
Average Speed per Hour

STATION NUMBERS.	First Class.					Second Class.					
	4	6	20	18	2	256	24	52	42		
	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Mixed	Pilot Rock Mixed		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		
A299	AM A 4.50	AM A 11.25	PM A 2.05	PM A 8.15		AM A 5.30	PM A 3.45				
A295	4.40	f 11.15	f 1.55	8.05		5.15	3.25				
A291	4.30	f 11.05	s 1.45	7.55		5.00	3.05				
A288	4.20	10.55	1.35	7.45		4.35	2.45				
A283	4.10	10.45	1.25	7.35		4.10	2.20				
A280	s 4.00	s 10.35	s 1.15	s 7.25		3.12	1.50				
A274	3.45	s 10.15	s 1.00	f 7.05		2.00	1.00				
A270	3.35	10.00	12.45	6.50		1.30	12.05 PM				
A267	3.19	f 9.50	f 12.32	6.35		1.00	11.30				
A263	3.08	9.35	12.22	6.25		12.30	11.00				
A261	3.00	9.20	f 12.15	6.18		12.15 AM	10.30				
A258	2.45	f 9.10	s 12.05 PM	6.08		11.45	10.10				
A255	2.36	8.55	11.56	5.59		11.25	9.30				
A252	2.30	8.45	11.50	5.53		11.05	8.45				
A247	2.17	s 8.30	s 11.40	s 5.43		10.45	8.00				
A234	2.07	f 8.15	f 11.30	5.33		10.15	7.30				
A237	1.55	f 8.00	f 11.22	5.25		9.48	7.00				
A241	1.48	7.52	11.18	5.21		9.35	6.45				
A230	1.40	f 7.45	f 11.12	5.15		9.10	6.30				
A225	s 1.30	s 7.30	10.55	5.05	PM A 4.35	8.35	6.00	AM A 9.45	PM A 2.15		
A221	AM L 1.10	AM L 7.10	AM L 10.35	PM L 4.40	PM L 4.25	8.00	5.30	AM L 9.30	PM L 2.05		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		
	3.40	4.15	3.30	3.35	.10	9.30	10.15	.15	.10		
	21.3	18.5	22.3	21.8	27.0	9.8	8.	18.0	27.0		

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.  
 No. 17 will stop at any station to let off passengers from Cheyenne, Denver or East.  
 No. 18 will stop at any station between LaGrande and Baker to let off passengers from Pendleton or West.  
 All first-class trains except No. 1, No. 2, No. 21 and No. 20 will not Register or Check Register at Rieth. Operator at Rieth will Register for all first-class trains except No. 1, No. 2, No. 21 and No. 20.





## 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, Rieth, 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 and Kamela. 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 at blind sidings 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.
- No. 14. When cars are left on Meacham passing tracks, switch will be set for Casey Mill track to act as derail.

## SPEED RESTRICTIONS

- No. 15. 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 35 miles per hour.
- No. 16. 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. 17. In any class of service, engines of Consolidation or Mikado class will not exceed a speed of 35 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. 18. 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 374—20 miles per hour between Mile Post 374 and Durkee, Huron and Duncan and Telocaset and Union Jct.
- No. 19. 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. 20. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.

## AIR BRAKES

- No. 21. 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. 22. 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. 23. Freight trains descending grades will stop 5 minutes each at Casey, Glover, Hilgard, Unity, Huron, and Duncan to permit wheels to cool, during which time trainmen will inspect trains for overheated or cracked wheels. Trains stopping 5 minutes or more at Meacham or Porters will not be required to stop to cool wheels at Huron. Before proceeding engineer will recharge train line and auxiliaries fully and will pull out of all stations slow enough to allow proper inspection.
- No. 24. Pressure Retaining Valves will be used on all freight trains descending grades between Hilgard and Duncan; Telocaset and Union Junction; Quartz and Durkee; and on passenger trains, mail and express trains, descending grades between Huron and Hilgard; Pleasant Valley and Mile Post 374.
- No. 25. 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. 26. 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. O-W. R. & N. Co., System. O-W. R. & N. Co., System. O-W. R. & N. Co., System. O-W. R. & N. Co., System. Umatilla to La Grande. Umatilla to La Grande. Pendleton to Baker. Umatilla to Huntington.	DR. E. G. KIRBY, District Surgeon	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. C. C. PATTERSON, " "	BAKER.	La Grande to Huntington.
DR. GEO. AINSLIE, Chief Oculist.	PORTLAND, Oregonian Bldg.		DR. D. E. & SUSIE V. STANDARD, " "	HUNTINGTON.	Baker to Huntington.
DR. DICKSON, COGHLAN AND DAVIS, Nose & Throat.	PORTLAND, Selling Bldg.		DR. CHAS. A. AULT, " "	ENTERPRISE.	Elgin to Joseph.
DR. CAVANAUGH & BOYNTON, District Surgeon.	PENDLETON.		DR. ALBERT MOUNT, " "	JOSEPH.	Elgin to Joseph.
DR. F. W. VINCENT, Consulting Surgeon.	PENDLETON.		DR. ALEXANDER REID, " "	HERMISTON.	Umatilla to Pendleton.
DR. BACON & DR. LOGAN, District Surgeon.	LA GRANDE.		DR. J. L. GILLELAND, " "	PILOT ROCK.	Pendleton to Pilot Rock.
DR. H. M. BOUVEY and F. A. ROWE, Oculists.	LA GRANDE.				

### STANDARD CLOCKS

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

Yoakum	M. P.	36.6
Allens Spur	"	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
McBee	"	2.10
Lens	"	10.60

W. BOLLONS, Superintendent

J. F. CORBETT, Assistant Superintendent

C. F. ROBERTS, Chief Dispatcher

C. BAXTER, Acting Train Master

T. A. MCKINSTRY, Night Chief Dispatcher

### DISPATCHERS

H. W. SWART, . . . . .	La Grande, Oregon	A. J. VAN VALKENBURG, . . . . .	La Grande, Oregon
C. A. CONNOLLEY, . . . . .	" "	E. R. GUYE, . . . . .	" "
D. C. SIEVERS, . . . . .	" "	J. W. EGAN . . . . .	" "
J. C. McFARLAND, . . . . .	" "		

CLASSIFICATION	ENGINE NUMBERS		UMATILLA and LA GRANDE								LA GRANDE and HUNTINGTON								Rieth Jct. and Pilot Rock	LA GRANDE and JOSEPH					
			EASTWARD				WESTWARD				EASTWARD				WESTWARD					Eastward	EASTWARD			WESTWARD	
			Umatilla to Hinkle	Messner to Rieth	Rieth to Gibbon	Gibbon to Duncan	Duncan to Kamela	La Grande to Hilgard	Hilgard to Kamela	Union to Telocaset	Baker City to Quartz	Quartz to Excina	Huntington to Durkee	Durkee to Pl. Valley	Pl. Valley to Excina	No. Powder to Telocaset	La Grande to Egin	Looking Glass to Enterprise			Enterprise to Joseph	Looking Glass to Egin	Egin to La Grande		
			Old Numbers	U.P. New Numbers																					
E-57 $\frac{17}{30}$	51	57 to 60, 62, 64.....	1109 to 1103.....	430	.....	390	370	195	430	195	280	505	280	430	195	280	390	890	700	390	280	430	860		
E-63 $\frac{17}{30}$	54	65 to 70 } .....	1101 to 1105.....	390	.....	350	335	180	390	180	250	460	250	390	180	250	350	350	630	350	250	390	780		
E-63 $\frac{17}{30}$	55	71 to 73 } .....	1106 to 1108.....																						
E-64 $\frac{17}{30}$	68	80 to 87.....	1114 to 1121.....																						
T-55 $\frac{17}{30}$	71	112 to 119 } .....	1701 to 1708.....	520	445	470	445	235	520	235	335	610	335	520	235	335	470	470	845	470	335	520	1030		
A-81 $\frac{20}{30}$	106	88 to 102.....	3500 to 3514.....	685	825	625	590	315	685	315	445	810	445	685	315	445	625	625	1120	625	445	685	1365		
M-57 $\frac{17}{30}$	91	103 to 111.....	4200 to 4208.....	540	495	490	465	250	540	250	350	640	350	540	250	350	490	490	885	490	350	540	1080		
T-63 $\frac{17}{30}$	92	130 to 135.....	1709 to 1714.....	560	535	510	485	255	560	255	365	665	365	560	255	365	510	510	920	510	365	560	1120		
T-63 $\frac{20}{30}$	113	136 to 147.....	1715 to 1726.....	685	826	625	590	315	685	315	445	810	445	685	315	445	625	625	1120	625	445	685	1365		
C-51 $\frac{20}{30}$	117	160 to 164.....	700 to 704.....	770	1035	700	665	350	770	350	500	910	500	770	350	500	700	700	1255	700	500	770	1530		
T-57 $\frac{20}{30}$	119	170 to 173 } .....	1733 to 1736.....																						
T-64 $\frac{16}{30}$	139	179 to 184 } .....	1727 to 1732.....																						
P-77 $\frac{17}{30}$	123	190 to 193 } .....	3204 to 3207.....	815	1165	740	705	370	815	370	530	965	530	815	370	530	740	740	1330	740	530	815	1620		
P-77 $\frac{17}{30}$	138	194 to 197 } .....	3200 to 3203.....																						
P-77 $\frac{17}{30}$	145	198 to 207 } .....	3208 to 3217.....																						
T-57 $\frac{20}{30}$	125	174 to 178.....	1737 to 1741.....	860	1170	785	745	390	860	390	555	1015	550	860	390	555	785	740	1330	740	530	815	1620		
T-63 $\frac{20}{30}$	160	300 to 305.....	1755 to 1760.....	1010	1635	920	870	450	1010	450	650	1195	650	1010	450	650	920	1030	1825	1030	720	1125	2205		
P-77 $\frac{20}{30}$	170	208 to 215.....	3218 to 3225.....	1125	1755	1030	950	495	1125	495	720	1320	720	1125	495	720	1030	900	1615	900	640	990	1965		
T-69 $\frac{20}{30}$	159	250 to 262.....	1742 to 1754.....	990	1485	900	855	450	990	450	640	1170	640	990	450	640	900	920	1650	920	650	1010	2010		
C-55 $\frac{17}{30}$	143	327 to 329.....	707 to 709.....	990	1485	900	855	450	990	450	640	1170	640	990	450	640	900	900	1615	900	640	990	1965		
C-57 $\frac{16}{30}$	176	330 to 338.. }	710 to 718.....																						
C-57 $\frac{20}{30}$	163	344.....	724.....																						
C-57 $\frac{16}{30}$	169	339 to 343. }	719 to 723.....	1100	1735	1000	950	500	1100	500	710	1300	710	1100	500	710	1000	1000	1795	1000	710	1100	2185		
C-57 $\frac{17}{30}$	181	345 to 349. }	725 to 729.....																						
C-57 $\frac{20}{30}$	187	350 to 388.....	730 to 768.....	1265	2085	1150	1090	560	1265	560	815	1495	815	1265	560	815	1150	1150	2065	1150	815	1265	2515		
MK-57 $\frac{20}{30}$	205	500 to 565.....	2100 to 2165.....	1500	2400	1284	1203	626	1423	626	910	1669	910	1500	626	910	1375	1200	2160	1200	850	1330	2630		
MC-57 $\frac{20}{30}$	394	700 to 702.....	3800 to 3802.....	2780	5485	2530	2400	1230	2780	1230	1790	3280	1790	2780	1230	1790	2530	2530	2540	2530	1790	2780	5530		

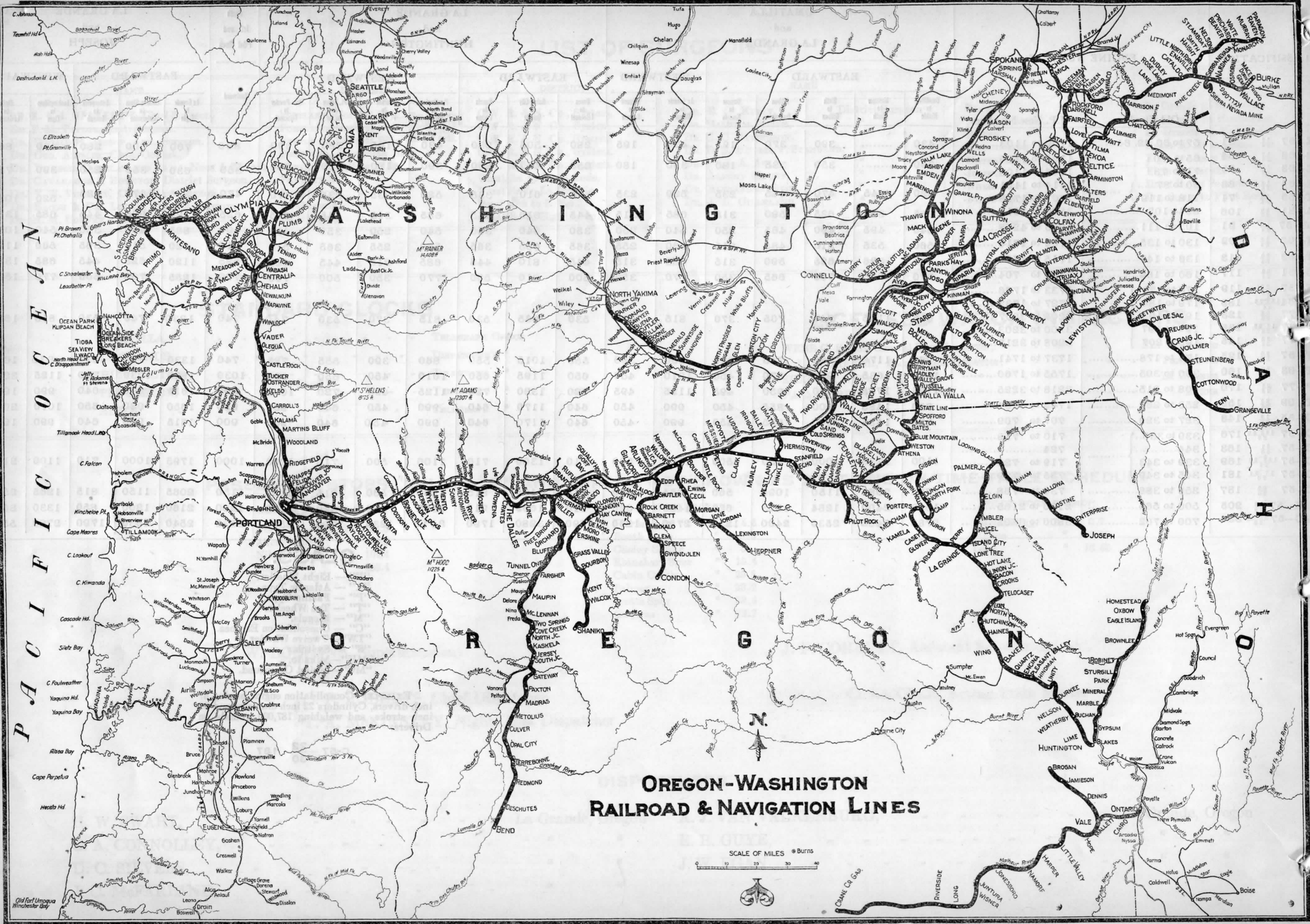
### CLASS.

- "E" — Eight Wheeler.
- "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 LINES OREGON-WASHINGTON



PACIFIC OCEAN

# OREGON-WASHINGTON RAILROAD & NAVIGATION LINES

SCALE OF MILES 0 10 20 30



Old Fort Umqua  
Winchester Bay

Boise