

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, July 25, 1920

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

For the Government and Information of Employees Only, and not intended for the use of the public.
The Right is Reserved to vary from this Time Table at pleasure.

CONDENSED TIME TABLE

WESTWARD—Spokane, Umatilla and Pendleton—EASTWARD

SECOND CLASS					FIRST CLASS				Distance from Spokane	Time Table No. 13 July 25, 1920		Distance from Umatilla	FIRST CLASS			SECOND CLASS			
					5	7	11			'12	8		6						
255					Passenger	Passenger	Passenger			Passenger	Passenger		Passenger	256					
Time Freight													Time Freight						
Leave Daily					Leave Daily					Arrive Daily			Arrive Daily						
					6.00PM	4.35PM	7.05AM	9.00PM	0.0	SPOKANE	184.5	7.15AM	6.45PM	10.30AM	3.30AM				
						6.40	8.55AM		49.3	TEKOA	196.8		4.40	8.15					
						10.15	12.20PM		148.0	RIPARIA	98.1		12.45	4.30					
						10.30	12.30		153.1	GRANGE CITY JUNCTION	93.0		12.30	4.05					
							1.00		156.9	STARBUCK			12.15PM						
						11.00PM			165.7	AYER JUNCTION	80.4			3.40					
					1.50AM			11.55PM	104.1	AYER JUNCTION	80.4	3.30			6.40PM				
					6.45			1.30AM	157.2	WALLULA	27.3	1.40			2.10				
						12.45AM			218.8	WALLULA	27.3			1.50AM					
							3.00		205.1	WALLA WALLA			9.45AM						
							4.55PM		251.8	PENDLETON			7.45AM						
					9.00AM			2.15AM	184.5	UMATILLA	0.0	12.40AM			12.01PM				
Arrive Daily					Arrive Daily			Arrive Daily					Leave Daily			Leave Daily			

(15.00)
12.3

(8.10)
26.7

(9.50)
25.6

(5.15)
35.1

.....Time over District.....
.....Average Speed per Hour.....

(6.35)
28.0

(11.00)
22.9

(8.40)
25.6

(15.29)
11.9

J. P. O'BRIEN,
General Manager

M. J. BUCKLEY,
General Superintendent

F. N. FINCH,
Assistant General Superintendent

- A. G. KAMM, Superintendent** Walla Walla, Washington
- H. B. COBURN, Assistant Superintendent WALLA WALLA, WASHINGTON
- J. BECK, Chief Dispatcher WALLA WALLA, WASHINGTON
- L. L. WYCKOFF, Dispatcher WALLA WALLA, WASHINGTON
- P. H. WALSH, Dispatcher WALLA WALLA, WASHINGTON
- C. E. HABIGER, Dispatcher WALLA WALLA, WASHINGTON

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WESTWARD—TENTH DISTRICT—Grange City Junction and Umatilla—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, and turning stations.	SECOND CLASS					FIRST CLASS			Distance from Spokane	Time Table No. 13 July 25, 1920		Distance from Umatilla	FIRST CLASS		SECOND CLASS				
	255					11	5	STATIONS		12	6		256						
	Time Freight					Passenger	Passenger			Passenger	Passenger			Passenger	Time Freight				
					Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily								
622 YP							10.30PM	153.1	R GRANGE CITY JUNCTION	93.0		4.05AM							
2054								153.7	0.6 GRANGE CITY	92.4									
2747							f10.50	162.6	8.9 AYER	83.5		f 3.47							
2823 WFYP					1.50AM	11.55PM	s11.00	104.1	3.1 DNR AYER JUNCTION	80.4	3.30AM	s 3.40							6.40PM
2689					2.20	12.05AM	f11.12	110.3	6.2 MOORE	74.2	3.14	f 3.24							6.10
2614					3.00	12.15	f11.26	117.8	7.5 SCOTT	66.7	3.00	f 3.10							5.35
2717					3.50	12.27	11.42	126.6	8.8 SIMMONS	57.9	2.44	2.54							4.55
2707 WP					4.25	12.38	f11.56PM	134.3	7.7 DN PAGE	50.2	2.30	f 2.40							4.20
2719					5.00	12.48	f12.10AM	141.8	7.5 ASH	42.7	2.16	f 2.26							3.40
2657					5.30	12.56	f12.22	147.8	6.0 HUMORIST	36.7	2.05	f 2.15							3.10
1770 YP					6.00	1.05	f12.35	154.6	6.8 ATTALIA	29.9	1.50	f 2.00							2.30
								154.7	0.1 N. P. CROSSING	29.8									
								155.3	0.6 N. P. CROSSING	29.2									
2272 WFY					6.45	s 1.30	12.45AM	157.2	1.9 DNR WALLULA	27.3	1.40	1.50AM							2.10
2814					7.25	1.43		164.9	7.7 JUNIPER	19.6	1.15								1.25
2571					7.55	1.51		171.0	6.1 SAND	13.5	1.05								1.00
2686					8.25	2.01		176.9	5.9 RIVERVIEW	7.6	12.55								12.35
WFTY					9.00AM	2.15AM		184.5	7.6 DNR UMATILLA	0.0	12.40AM								12.01PM
					Arrive Daily	Arrive Daily	Arrive Daily		(93.0)		Leave Daily	Leave Daily							Leave Daily

(7.10) 11.2 (2.20) 34.5 (2.15) 29.2 Time over District..... (2.50) 28.4 (2.15) 29.2 (6.39) 12.1
 Average Speed per Hour.....

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Nos. 255 and 256 will carry passengers.
 Wallula yard limit extends through and includes Attalia.
 Trains 5 and 6 will stop on flag at Magallon, Mathew, Walker, and Sheffler.
 Train 11 will stop to let off passengers from points north or east of Spokane.

WESTWARD—YAKIMA BRANCH—Attalia and Sunnyside and Yakima—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS				FIRST CLASS						Distance from Attalia	FIRST CLASS						SECOND CLASS						
	155	55	161	57	135	141	41	143	131	31		134	42	142	144	32	132	58	56	156	162			
	Freight	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight			
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.				
WFYP				5.10AM			11.15AM			5.00AM	2.6	DNR	WALLULA			1.10PM				11.30PM	1.00PM			
1470 YP				5.30			s 11.25			s 5.10	0.0		ATTALIA			s 1.00				s 11.20	12.45			
520				5.40			f 11.32			f 5.17	3.4		TWO RIVERS			f 12.52				f 11.10	12.35			
2694				5.50			f 11.40			f 5.25	7.0		VILLARD			f 12.45				f 11.01	12.25			
											7.1		N. P. CROSSING											
700				6.00			f 11.48			f 5.33	8.8		HEDGES			f 12.39				f 10.55	12.15PM			
3552 W WYP 2489 E				6.30			s 11.59AM			s 5.45	13.2	D	KENNEWICK			s 12.30				s 10.45	11.59AM			
2728				7.05			f 12.15PM			f 6.00	20.7		LESLIE			f 12.15				f 10.21	11.20			
2695				7.35			f 12.27			f 6.12	26.4		LEDBEDER			f 12.02PM				f 10.07	11.05			
2696				8.00			f 12.38			f 6.23	31.4		ACTON			f 11.52AM				f 9.56	10.50			
2179 WP				8.30			s 12.50			s 6.35	36.5	D	BENTON CITY			s 11.42				s 9.41	10.30			
2708				9.00			f 1.05			f 6.51	43.1		GLEN			f 11.29				f 9.23	10.05			
623				9.25			f 1.17			f 7.04	48.3		BIGGAM			f 11.19				f 9.10	9.48			
2296				9.40			f 1.23			s 7.11	50.9		NORTH PROSSER			f 11.14				s 9.03	9.40			
2625 WFP		11.00PM		10.05			s 1.40			s 7.30	57.9	DR	GRANDVIEW			s 11.00				s 8.45	9.20	10.30PM		
1872 YP	11.20PM			9.30PM		8.08PM	1.55PM		10.23AM	7.45AM	63.8	R	MIDVALE		8.05AM		10.43AM	2.15PM					10.00PM	11.50PM
1500 P	11.30PM			9.40PM		8.17PM	2.04PM		10.32AM	7.54AM	66.6	R	SUNNYSIDE		7.55AM		10.33AM	2.05PM					9.50PM	11.40PM
1872 YP		11.20 11.50PM		10.23			1.55 2.15			7.45 8.05	63.8	R	MIDVALE			10.43 10.23				8.28 8.08	8.52	10.00 9.30		
2675		12.01AM		10.40			f 2.23			f 8.13	67.5		EMERALD			f 10.15				f 8.00	8.42	9.15		
2723 P		12.20		11.00			s 2.38			s 8.27	73.5	D	GRANGER			s 10.01				s 7.45	8.27	9.00		
1000		12.28		11.08			2.44			f 8.33	76.2		BOONE			9.54				f 7.39	8.10	8.50		
1824 P		12.40		11.15			s 2.50			s 8.40	78.5	DR	ZILLAH			s 9.48				s 7.33	8.00	8.40		
400							f 2.54			f 8.43	80.2		CUTLER			f 9.43				f 7.28	7.54			
2028 P		12.55		11.25			f 2.58			s 8.46	81.5		BUENA			s 9.40				s 7.25	7.50	8.20		
1000		1.05		11.33			f 3.05			f 8.53	84.5		SAWYER			f 9.32				f 7.17	7.41	8.12		
1640		1.15		11.40			s 3.10			s 9.00	86.7	D	DONALD			s 9.26				s 7.11	7.35	8.05		
											90.0		N. P. CROSSING											
1600		1.30		11.50AM			f 3.20			f 9.15	90.7		PARKER			f 9.15				f 7.01	7.23	7.53		
											91.3		N. P. CROSSING											
1205		1.45		12.05PM			f 3.30			f 9.22	95.0		UNION GAP			f 9.06				f 6.52	7.10	7.40		
OWFTYP		2.00AM		12.30PM			3.40PM			9.30AM	98.1	DR	YAKIMA			9.00AM				6.45PM	7.00AM	7.30PM		
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(100.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.

(0.10)	(3.00)	(0.10)	(7.20)	(0.09)	(0.09)	(4.25)	(0.09)	(0.09)	(4.30)	Time over District	(0.10)	(4.10)	(0.10)	(0.10)	(4.45)	(0.10)	(6.00)	(3.00)	(0.10)	(0.10)
16.8	13.4	16.8	13.7	18.7	18.7	22.8	18.7	18.7	21.2	Average Speed per Hour	16.8	25.5	16.8	16.8	21.2	16.8	16.8	13.4	16.8	16.8

Westward trains are superior to trains of the same class in the opposite direction, except No. 56 is superior to No. 55, Yakima to Grandview.—See Rule 72.

Passenger Trains will stop on flag at Mellis, Dunbro, Flint, Dalton, Baird, Morris, Waneta, Forsell, Schultz, McDougal and Grossecup.
 Trains 31 and 32 will stop on flag at Pana.
 Trains 41 and 42 will stop on flag at Boone for passengers to and from points East of Grandview only.

Wallula yard limit extends through and includes Attalia; the district between these points is shown in schedule for convenience only.
 Main line trains between Wallula and Attalia are included in schedule on page 3.
 Second class trains will not register at Zillah.

WESTWARD—WALLULA BRANCH—Walla Walla and Wallula—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Walla Walla	FIRST CLASS			SECOND CLASS		
	53			45				46			42		
	Freight	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Freight	Passenger	Passenger	Passenger
	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily			
OWFTY	10.30AM	10.45PM	10.00AM	0.0	DNR	WALLA WALLA	31.0	4.00AM	2.30PM	5.30PM			
	10.40	10.50	10.05	2.2		FINCH (W.W.V. Ry. Crossing)	28.8	f 3.50	f 2.17	5.10			
606	11.00	11.01	10.15	6.8		WHITMAN	24.2	f 3.35	f 2.05	4.50			
686	11.20	11.12	10.25	11.5		LOWDEN	19.5	s 3.22	s 1.50	4.30			
1509 WP	11.45AM	11.25	10.35	15.9	D	TOUCHET	15.1	s 3.10	s 1.40	4.10			
250	12.10PM	11.35	10.45	20.8		DIVIDE	10.2	f 2.57	f 1.30	3.45			
730	12.25	11.40PM	10.50	23.4		REESE	7.6	f 2.50	f 1.25	3.30			
2134 WFYP	1.00PM	12.01AM	11.15AM	31.0	DNR	WALLULA	0.0	2.30AM	1.10PM	3.00PM			
	Arrive Daily	Arrive Daily	Arrive Daily			(31.0)		Leave Daily	Leave Daily	Leave Daily			
	(2.30) 12.4	(1.16) 24.4	(1.15) 24.8					(1.30) 20.7	(1.20) 23.3	(2.30) 12.4			

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

WESTWARD—POMEROY BRANCH—Pomeroy and Starbuck—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			Distance from Pomeroy	SECOND CLASS			
	105				106			
	Mixed	Passenger	Passenger		Mixed	Passenger	Passenger	
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	
1767 WT	10.00AM			1.0	DR	POMEROY	29.9	3.00PM
1326	10.14			5.5		ZUMWALT	24.4	2.40
192	10.33			10.9		HOUSER	19.0	2.20
1009 W	10.47			15.3		CHARD	14.6	2.00
508	10.57			18.5		JACKSON	11.4	1.45
1009	11.10			22.1		DELANEY	7.8	1.30
WYFT	11.45AM			29.9	DNR	STARBUCK	0.0	1.00PM
	Arrive Daily					(29.9)		Leave Daily
	(1.45) 17.1							(2.00) 15.0

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

WESTWARD—DAYTON BRANCH—Turner and Bolles—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS					Distance from Turner	FIRST CLASS					SECOND CLASS	
	69					67						65					68	
	Mixed	Freight	Motor	Motor	Motor	Motor	Motor	Motor	Motor	Motor		Motor	Motor	Motor	Motor	Motor	Freight	Mixed
	Leave Mon. Wed. & Fri.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon. Wed. & Fri.	
1502 T	12.05PM										0.0						12.05PM	
1305											2.2							
1415											5.6							
1355 WT	12.50PM	11.45AM	3.15PM	1.00PM	10.00AM	11.9	DR	DAYTON	13.0	11.40AM	2.45PM	8.05PM	11.00AM	11.20AM				
752		11.55AM	f 3.25	f 1.09	f 10.09	15.3		LONG	9.6	f 11.30	f 2.35	f 7.55	10.45					
						16.2		N. P. CROSSING	8.7									
969		12.05PM	s 3.35	s 1.18	s 10.18	18.9		HUNTSVILLE	6.0	s 11.20	s 2.25	s 7.45	10.35					
1254		12.25	s 3.45	s 1.25	s 10.25	21.4	D	WAITSBURG	3.5	s 11.10	s 2.15	s 7.35	10.25					
WTP	12.45PM	3.55PM	1.40PM	10.40AM	24.9	24.9	R	BOLLES	0.0	11.00AM	2.05PM	7.25PM	10.00AM					
	Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		(24.9)		Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon. Wed. & Fri.				
	(0.45) 15.5	(1.00) 13.0	(0.40) 19.5	(0.40) 19.5	(0.40) 19.5					(0.40) 19.5	(0.40) 19.5	(0.40) 19.5	(1.00) 13.0	(0.45) 15.5				

Westward trains are superior to trains of the same class in the opposite direction, except No. 64 is superior to No. 65, Bolles to Dayton, No. 68 is superior to No. 67, Bolles to Dayton, and No. 70 is superior to No. 69, Dayton to Turner.—See Rule 72.

SPECIAL INSTRUCTIONS

7

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., will proceed under control in both directions within yards at Umatilla, Wallula-Attalia, Ayer Junction, Riparia, Starbuck, Walla Walla, Pendleton, Zillah and Yakima.
- 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 221A, all trains will obtain clearance at Wallula, Ayer Junction, Starbuck and Walla Walla; 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 or indicator board is displayed at "Blind" Sidings will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 7. Trains (except passenger) consisting of more than fifteen 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 movement of trains 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 ahead of regular engine.
- No. 13. Referring to Rule 83A, trains are not required to secure clearance cards at Midvale, Bolles and Turner, and at Riparia, Ayer Jct., Dayton, Pomeroy and Sunnyside when offices are closed.
- No. 14. Movement of trains over the Yakima River Bridge, one mile east of Parker, which is used jointly with Nor. Pac. Ry., is controlled by automatic block signals, trains will run under control over this track. See Rule 504.
- No. 15. **Joint Operation, Zillah.** All tracks of O-W. R. R. & N. Lines and N. P. Ry. within yard limits of Zillah are used jointly by both companies for switching purposes. All trains using joint N. P. tracks will be governed by Rule 93.
- No. 16. Wye switch on Sunnyside Branch at Midvale will be left set for the East leg.
- No. 17. Junction switch at Grange City Junction will be left set for Riparia-Pendleton District.
- No. 18. Derailer on incline track to dock at Riparia must be left set for ground when not in use.
- No. 19. Air must not be applied while crossing Snake River Bridge at Riparia.

SPEED RESTRICTIONS

- No. 20. Passenger trains, mail and express trains, will not exceed speed of 60 miles per hour; and other trains, including light engines and engines with cabooses, will not exceed speed of 40 miles per hour on Tenth District between Umatilla and Ayer Junction. On Riparia-Pendleton District, Yakima Branch, Wallula Branch and on Tenth District between Ayer Junction and Grange City Junction, trains are restricted to maximum speed of 40 miles per hour in passenger service and 30 miles per hour in mixed and freight service. On Dayton and Pomeroy Branches, trains will not exceed maximum speed of 25 miles per hour in passenger service and 20 miles per hour in mixed and freight service.
- No. 21. All trains reduce to 40 miles per hour around 5 and 6 degree curves, 35 miles per hour around 7 and 8 degree curves, and 30 miles per hour around 9 and 10 degree curves. Figures on stakes approaching curves indicate degree of curve.
- No. 22. In any class of service, engines of the Consolidation and Mikado class will not exceed speed of 40 miles per hour; engines of Mallet class will not exceed 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. 23. Maximum speed on descending grades: Alto to Starbuck, passenger trains 30 miles per hour, freight trains 12 miles per hour; Mile Post 22 to Mile Post 32½, Riparia-Pendleton District, passenger trains 30 miles per hour, freight trains 15 miles per hour.
- No. 24. Trains will come to a full stop within 500 feet before crossing railroad crossings at grade, except those protected by gates, interlocking devices or signalmen. Trains will not exceed speed of 10 miles per hour over crossings protected by gates or signalmen.
- No. 25. Referring to Rule 98, all trains will stop before crossing drawbridge over Snake River at Riparia and over Columbia River between Villard and Hedges.
- No. 26. During foggy or stormy weather, when sand is blowing, and at points where there is liability of track being obstructed, trains will be handled with care and under control.
- No. 27. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 28. Trains must not exceed speed of 6 miles per hour over street crossings at grade at Dayton, Walla Walla and Athena; 15 miles per hour over street crossings at grade in Pendleton and Milton; 10 miles per hour over street crossings at grade in Yakima and Zillah; 8 miles per hour over street crossings at grade in Kennewick; 10 miles per hour over Columbia River Bridge, Yakima Branch; 5 miles per hour over Snake River Bridge at Riparia.

AIR BRAKES

- No. 29. 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 air brakes are cut into the train line. Hand brakes must be used on "non-air" and "cut out" cars descending heavy grades.
- No. 30. Pressure retaining valves will be used on all freight trains descending grades Mile Post 22 to Mile Post 32½, Riparia-Pendleton District; Alto to Starbuck and Alto to Menoken; Turner to Whetstone and Mile Post 20½ to Dayton; on passenger trains descending grades Mile Post 22 to Bates and Alto to Relief.
- No. 31. The braking power on engines helping or pushing trains must be cut into the train line and particular attention will be given to cutting in of driver 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.
- No. 32. Eastward freight trains immediately before leaving Alto, 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 the cock at rear end of last car in train, allowing enough air to escape to apply the brakes slowly and firmly. Engineer will watch gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle.
- No. 33. All eastward freight trains will stop five minutes at Relief and Bates to permit wheels to cool off, during which time trainmen will inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.
- No. 34. Train line will be charged to maximum pressure and brakes set with full service application of not less than 20 pounds reduction and left set, when engines are cut off from all trains arriving at Umatilla.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS		UMATILLA and GRANGE CITY JCT.				PENDLETON and RIPARIA											WALLULA and WALLA WALLA		BOLLES and TURNER				STARBUCK and POMEROY		ATTALIA and YAKIMA		Midvale and Sunny-side			
			EASTWARD		WESTWARD		EASTWARD					WESTWARD						Eastward	Westward	EASTWARD		WESTWARD		Eastward	Westward	Eastward and Westward					
			Umatilla to Humorist	Humorist to Grange City Jct.	Grange City Jct. to Wallula	Wallula to Umatilla	Pendleton to Weston	Weston to Walla Walla	Walla Walla to Bolles	Bolles to Alto	Alto to Riparia	Riparia to Starbuck	Starbuck to Alto	Alto to Bolles	Bolles to Walla-Walla	Walla-Walla to Milton	Milton to Weston			Weston to Pendleton	Eastward	Westward	Bolles to Dayton				Dayton to Turner		Turner to Dayton	Dayton to Bolles	Eastward
E-57	1 1/4	43	4923	}	620	850	800	620	300	300	240	210	620	410	110	300	315	370	160	620	315	620	240	225	395	850	315	850	620	565	450
E-63	1 1/4	49	1100																												
E-57	1 1/4	51	1109 to 1113		715	975	925	715	340	340	275	240	715	475	125	340	355	430	190	715	355	715	275	255	460	975	355	975	715	650	520
E-63	1 1/4	54	1101 to 1105		645	880	835	645	305	305	250	215	645	425	110	305	320	385	165	645	320	645	250	235	415	880	320	880	645	585	465
E-63	1 1/4	55	1106 to 1108		700	950	905	700	330	330	270	235	700	465	120	330	345	420	185	700	345	700	270	250	450	950	345	950	700	630	510
E-64	1 1/8	69	1114 to 1121	}	935	1275	1210	935	445	445	365	315	935	620	165	440	470	560	255	935	470	935	365	340	600	1275	470	1275	935	850	675
T-55	1 1/2	71	1701 to 1708																												
E-62	1 1/8	62	1122 to 1123		1020	1390	1320	1020	485	485	400	340	1020	675	180	475	510	610	280	1020	510	1020	400	370	650	1390	510	1390	1020	925	740
M-57	1 1/2	91	4200 to 4208		1050	1430	1360	1050	495	495	410	350	1050	695	185	485	520	630	285	1050	520	1050	410	380	670	1430	520	1430	1050	950	760
T-63	1 1/2	92	1709 to 1714		1025	1400	1330	1025	485	485	400	340	1025	680	180	475	510	615	280	1025	510	1025	400	370	655	1400	510	1400	1025	930	745
A-81	2 1/8	105	3500 to 3514	}	1150	1570	1490	1150	610	610	520	400	1150	760	200	555	625	690	315	1150	625	1150	520	460	735	1570	625	1570	1150	1050	835
T-63	2 1/2	113	1715 to 1726																												
C-51	2 1/2	117	700 to 704		1345	1835	1750	1345	710	710	615	465	1345	890	240	650	725	810	370	1345	725	1345	615	540	860	1835	725	1835	1345	1220	975
T-57	2 1/8	119	1733 to 1736	}	1430	1950	1850	1430	755	750	650	495	1430	950	270	690	775	860	400	1430	775	1430	650	570	915	1850	775	1850	1430	1300	1040
T-64	1 1/2 2 1/8	139	1727 to 1732																												
T-57	2 1/8	126	1737 to 1741	}	1520	2070	1970	1520	800	795	690	525	1520	1000	280	735	820	910	425	1520	820	1520	690	610	975	2070	820	2070	1520	1380	1100
P-77	2 1/8	132	3204 to 3207																												
P-77	1 1/2 2 1/8	143	3200 to 3203	}	1520	2070	1970	1520	800	795	690	525	1520	1000	280	735	820	910	425	1520	820	1520	690	610	975	2070	820	2070	1520	1380	1100
P-77	2 1/8	141	3208 to 3217																												
T-69	2 1/8	159	1742 to 1754		1660	2265	2150	1660	900	890	750	560	1660	1090	290	800	900	995	450	1660	900	1660	750	650	1060	2265	900	2265	1660	1510	1200
T-63	2 1/8	160	1755 to 1760		1830	2500	2370	1830	1000	980	830	630	1830	1210	340	885	995	1100	510	1830	995	1830	830	730	1180	2500	995	2500	1830	1660	1326
C-50	2 1/8	137	705 to 706		1650	2250	2140	1650	895	885	745	555	1650	1080	290	795	895	990	440	1650	895	1650	745	645	1055	2250	895	2250	1650	1500	1190
C-55	1 1/2	149	707 to 709		1700	2320	2200	1700	925	910	770	585	1700	1130	300	820	925	1020	465	1700	925	1700	770	680	1090	2320	925	2320	1700	1545	1230
C-57	2 1/8	167	724		1800	2460	2330	1800	985	965	820	625	1800	1200	325	875	975	1080	500	1800	975	1800	820	720	1150	2460	975	2460	1800	1635	1300
C-57	1 1/2 2 1/8	167	710 to 718	}	2000	2730	2590	2000	1090	1075	910	695	2000	1325	370	970	1080	1200	550	2000	1080	2000	910	800	1280	2730	1080	2730	2000	1820	1450
C-57	1 1/2 2 1/8	169	719 to 723																												
P-77	2 1/8	165	2318 to 3219	}	1880	2560	2435	1880	1030	1010	855	650	1880	1250	350	920	1010	1130	520	1880	1010	1880	855	750	1200	2560	1010	2560	1880	1710	1360
P-77	2 1/8	167S	3220 to 3225																												
C-57	2 1/8	179	725 to 729	}	2200	3000	2850	2200	1215	1190	1040	785	2200	1475	425	1100	1210	1350	630	2200	1210	2200	1040	900	1425	3000	1210	3000	2200	2000	1600
C-57	2 1/8	187	730 to 768																												
MK-57	2 1/8 3/4	205	2100 to 2140	}	2450	3350	3175	2450	1350	1320	1110	850	2450	1620	435	1180	1360	1470	680	2450	1360	2450	1110	980	1570	3350	1360	3350	2450	2230	1770
MK-57	2 1/8 3/4	206S	2141 to 2165																												

CLASS

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

These ratings include the total weight of train, exclusive of engine and tender which the different classes of locomotives will haul between the stations shown.

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

C-57 ²²/₃₀ 187

LIST OF SURGEONS

NAME	TITLE	LOCATION	DISTRICT
Dr. Donald H. Jessop	Chief Surgeon	Portland, Corbett Bldg.	O.-W. R. & N. System
Dr. M. K. Hall	Assistant Surgeon	Portland, Corbett Bldg.	O.-W. R. & N. System
Dr. C. M. Pearce	Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	O.-W. R. & N. System
Dr. Henry C. Viereck	Eye, Ear, Nose and Throat	Portland, Selling Bldg.	O.-W. R. & N. System
Drs. Pratt and Rhoades	District Surgeons	Walla Walla	{ Umatilla and Riparia Pendleton and Walla Walla
Dr. C. O. Wainscott	District Surgeon	Hermiston	Umatilla
Dr. E. H. VanPatten	District Surgeon	Dayton	Walla Walla and Dayton
Dr. C. K. Osborne	District Surgeon	Starbuck	{ Walla Walla and Pomeroy Ayer Jct. and Riparia.
Dr. A. J. Helton	District Surgeon	Yakima	Yakima.
Dr. J. A. Payzant	District Surgeon	Granger	Granger.
Dr. Marvin Muncell	District Surgeon	Grandview	Grandview.

Stretchers are located at Umatilla, Wallula, Starbuck, Walla Walla, Pendleton, Kennewick, Benton City, Sunnyside and Yakima.

**PASSENGERS STOPS ("S" AND "F") AND TRACKS.
NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULE**

UMATILLA-GRANGE CITY JCT.

Cold Springs	M. P. 194.0
Sheffer	M. P. 242.0
Walker	M. P. 244.0
Mathew	M. P. 253.4
Magallon	M. P. 259.0

WALLULA BRANCH:

Artesia	M. P. 29.1
Robinson	M. P. 28.4
Reavis	M. P. 21.5

RIPARIA-PENDLETON:

Langdon	M. P. 44.5
McKay	M. P. 78.0
Powers	M. P. 96.0

DAYTON BRANCH:

Taggard	M. P. 4.7
Dumas	M. P. 8.2

YAKIMA BRANCH:

Purdy	M. P. 2.0
Kalan	M. P. 8.1
Grosscup	M. P. 28.1
McDougal	M. P. 32.9
Schultz	M. P. 52.7
Forsell	M. P. 59.9
Waneta	M. P. 61.8
Morris	M. P. 66.5
Baird	M. P. 69.0
Dalton	M. P. 75.9
Pana	M. P. 77.5
Flint	M. P. 83.5
Dunbro	M. P. 85.2
Mellis	M. P. 88.3

POMEROY BRANCH:

Dodge	M. P. 16.2
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STANDARD CLOCKS

WALLA WALLA	Dispatcher's Office
PENDLETON	Telegraph
STARBUCK	Telegraph
UMATILLA	Telegraph
YAKIMA	Telegraph

LICENSED WATCH INSPECTORS

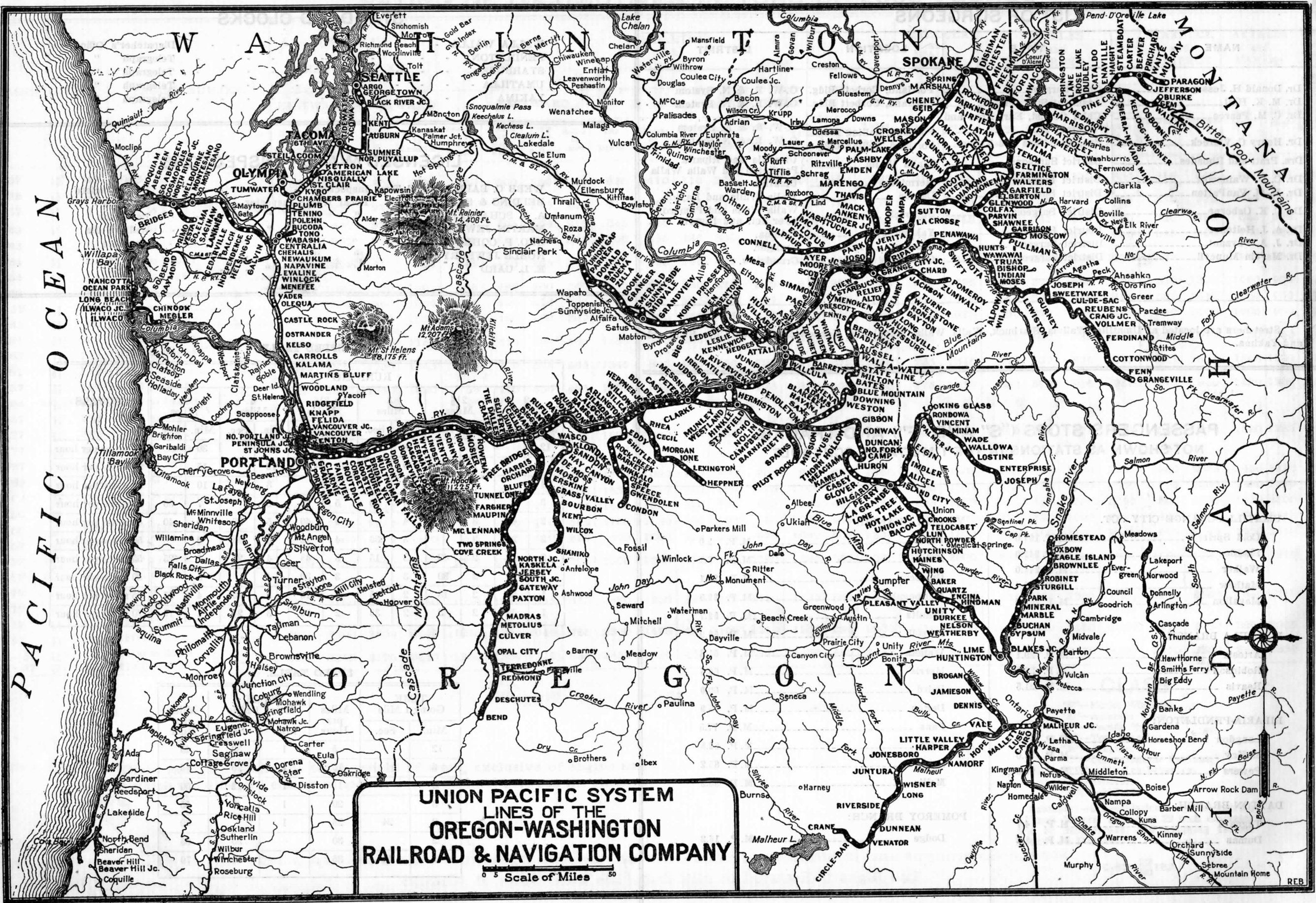
WEBB C. BALL	General Time Inspector	San Francisco
BELDING & SAXTON	Local Watch Inspector	Portland
A. L. SCHAEFER	"	Pendleton
MARTIN JEWELRY CO.	"	Walla Walla
GEO. F. COHRS	"	Spokane
NOBLE JEWELRY CO.	"	Yakima
E. L. GARD	"	Dayton

SPEED TABLE.

RUNNING												EQUALS
2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12		15		18		21		24		30		10 miles per hour
6		7	30	9		10	30	12		15		20 miles per hour
4		5		6		7		8		10		30 miles per hour
3		3	45	4	30	5	15	6		7	30	40 miles per hour
2	40	3	20	4		4	40	5	20	6	40	45 miles per hour
2	24	3		3	36	4	12	4	48	6		50 miles per hour
2	10	2	43	3	15	3	48	4	20	5	25	55 miles per hour
2		2	30	3		3	30	4		5		60 miles per hour
1	50	2	18	2	45	3	13	3	40	4	35	65 miles per hour
1	42	2	8	2	33	2	59	3	24	4	15	70 miles per hour

SPEED TABLE.

TIME Going 1 Mile		Miles per Hour	TIME Going 1 Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
12		5	1	30	40
6		10	1	20	45
4		15	1	12	50
3		20	1	5	55
2	24	25	1		60
2		30		55	65
1	43	35		51	70



UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY
0 5 Scale of Miles 50