

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Second Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, July 11, 1926

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

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

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT

G. L. WHIPPLE,
GENERAL SUPERINTENDENT TRANSPORTATION

SECOND DIVISION

W. H. GUILD,
Superintendent, LA GRANDE, OREGON.

C. F. ROBERTS,
ASSISTANT SUPERINTENDENT, La Grande, Oregon.

H. B. COBURN,
ASSISTANT SUPERINTENDENT, La Grande, Oregon.

T. A. MCKINSTRY,
CHIEF DISPATCHER, La Grande, Oregon.

R. W. TEETERS,
NIGHT CHIEF DISPATCHER, La Grande, Oregon.

H. W. SWART.....DISPATCHER, La Grande, Oregon.

J. C. MCFARLAND..... " " "

E. R. GUYE..... " " "

J. B. McLAUGHLIN..... " " "

A. McALLISTER..... " " "

G. N. TARKINGTON..... " " "

V. B. DYGART..... " " "

MILEAGE			
FIRST DIVISION.....	Main Line.....	385.83	
	Branches.....		410.88
	Total.....		796.71
SECOND DIVISION.....	Main Line.....	233.26	
	Branches.....		97.84
	Total.....		331.10
THIRD DIVISION.....	Main Line.....	183.64	
	Branches.....		740.25
	Total.....		923.89
	Total, Main Line.....	802.73	
	Total, Branches.....		1248.97
	Total.....		2051.70

Time per Mile	Miles per Hour
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1' 10"	51.4
1' 12"	50
1' 15"	48
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 40"	36
1' 45"	34.3
1' 50"	32.7
2'	30
2' 10"	27.6
2' 15"	26.6
2' 20"	25.7
2' 30"	24
2' 40"	22.5
2' 45"	21.8
2' 50"	21.2
3'	20
3' 9"	19
3' 20"	18
3' 31"	17
3' 45"	16
4'	15
5'	12
6'	10
7' 30"	8
10'	6

G. P. S

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS		FIRST CLASS							Distance from Huntington	Time Table No. 27 July 11, 1926	Distance from Portland	FIRST CLASS							SECOND CLASS	
255	17	29	1	25	11	5	23	30				2	18	26	12	6	24	256	Time Freight	
Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Time Freight	Time Freight				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
10 10 AM	4 00 AM			6 10 PM			6 34 PM	2 30 PM	0.0	HUNTINGTON	389.5		12 35 AM	6 40 AM		12 40 PM	2 25 PM	7 00 PM		
4 45 PM	8 00 AM			10 15 PM			9 25 PM	6 30 PM	99.5	LA GRANDE	290.0		8 35 PM	2 45 AM		8 45 AM	10 40 AM	6 45 AM		
	11 20 AM		8 30 AM	1 15 AM			12 10 AM	10 00 PM	173.8	PENDLETON	215.7	4 30 PM	5 00 PM	11 15 PM		5 35 AM	7 00 AM			
11 30 PM									177.5	RIETH	212.0							5 15 PM		
5 15 AM			10 00 AM		2 30 AM			12 20 AM	215.8	UMATILLA	183.0	2 55 PM		12 55 AM	3 40 AM	5 00 AM	10 30 AM			
1 00 PM	3 30 PM	1 30 PM	1 10 PM	5 30 AM	4 55 AM	4 00 AM	3 35 AM		305.3	THE DALLES	84.2	11 20 AM	11 30 AM	12 15 PM	7 00 PM	10 20 PM	12 10 AM	1 20 AM	1 40 AM	
	6 15 PM	4 30 PM		8 30 AM	7 30 AM	6 30 AM	7 15 AM		389.5	PORTLAND	0.0	8 30 AM		9 35 AM	4 00 PM	7 45 PM	9 30 PM	10 45 PM		
6 20 PM									394.3	ALBINA	1.6							8 30 PM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
(32.10) 12.2	(14.15) 27.3	(3.00) 28.0	(4.40) 30.0	(14.20) 27.2	(5.00) 36.6	(11.56) 32.6	(16.45) 23.5	Time		(2.50) 29.7	(5.00) 28.1	(15.00) 25.9	(14.40) 26.5	(5.10) 35.4	(15.10) 28.8	(15.40) 24.8	(46.30) 8.6	Average Speed Per Hour		

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS		FIRST CLASS							Distance from Seattle	Time Table No. 27 July 11, 1926	Distance from Portland	FIRST CLASS							SECOND CLASS	
691	43	41	37	35	563	561	562	564				32	34	38	42	692	Time Freight			
Time Freight	C.M. & St. P. Passenger 18	C.M. & St. P. Passenger 15	C.M. & St. P. Passenger 16	C.M. & St. P. Passenger 17	Passenger	Passenger	Passenger	Passenger	C.M. & St. P. Passenger 17	C.M. & St. P. Passenger 16	C.M. & St. P. Passenger 15	C.M. & St. P. Passenger 18	Time Freight	Time Freight						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	8 30 PM	7 15 PM	9 30 AM	8 50 AM	11 15 PM	1 00 PM	0.0	SEATTLE	183.2	7 15 PM	6 30 AM	8 30 AM	9 15 AM	7 00 PM	8 05 PM					
6 25 PM	8 40 PM	7 25 PM	9 40 AM	9 00 AM			3.1	ARGO	180.1			8 15 AM	9 00 AM	6 50 PM	7 50 PM	6 45 AM				
8 30 PM					12 40 AM	2 25 PM	38.1	TACOMA	145.1	5 50 PM	5 00 AM					5 00 AM				
12 05 AM					2 30 AM	4 05 PM	92.1	CENTRALIA	91.1	4 15 PM	2 20 AM					12 30 AM				
7 35 AM							181.6	ALBINA	1.6							7 30 PM				
					6 15 AM	7 15 PM	183.2	PORTLAND	0.0	1 00 PM	11 15 PM									
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
(13.10) 13.5	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(7.00) 26.2	(6.15) 29.3	Time		(6.15) 29.3	(7.15) 25.2	(0.15) 12.4	(0.15) 12.4	(0.10) 18.6	(0.15) 12.4	(11.15) 15.9	Average Speed Per Hour				

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS		FIRST CLASS			Distance from Spokane	Time Table No. 27 July 11, 1926	Distance from Pendleton—Umatilla	FIRST CLASS			SECOND CLASS	
251	11	75	77	12				76	78	252	Time Freight	
Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
6 00 PM	9 10 PM	4 40 PM	7 35 AM	0.0	SPOKANE	251.4	6 30 AM	11 00 AM	5 25 PM	12 30 AM		
		10 05 PM	12 55 PM	147.8	RIPARIA	103.6		5 10 AM	11 55 AM			
1 00 AM	11 42 PM	10 50 PM		103.9	AYER JUNCTION	80.6	3 30 AM	4 10 AM		4 00 PM		
5 30 AM	1 20 AM	12 30 AM	2 45 AM	157.2	WALLULA	27.3	2 00 AM	12 10 AM		12 01 PM		
8 00 AM	2 10 AM			184.5	UMATILLA	0.0	1 00 AM			10 30 AM		
			1 20 PM	156.5	STARBUCK	94.9			11 25 AM			
		4 15 AM	3 10 PM	204.6	WALLA WALLA	46.8		11 00 PM	9 25 AM			
			4 55 PM	251.4	PENDLETON	0.0			7 50 AM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		
(14.00) 13.2	(5.00) 36.9	(11.35) 21.5	(9.20) 26.9	Time		(5.30) 33.5	(12.00) 20.8	(9.35) 26.2	(14.00) 13.2	Average Speed Per Hour		

WESTWARD—FIRST SUB-DIVISION—Huntington and La Grande—EASTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from Huntington	Time Table No. 27 July 11, 1926	Distance from Portland	FIRST CLASS				SECOND CLASS	
	257	255	5	25	23	17	26	6				24	18	258	256		
	Time Freight	Time Freight	Mail	Passenger	Passenger	Passenger	Passenger	Express				Passenger	Passenger	Time Freight	Time Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
WFTOY	9.00AM	10.10AM	6.34PM	6.10PM	2.30PM	4.00AM	0.0	DN-R HUNTINGTON Hu	389.5	6.40AM	12.40PM	2.25PM	12.35AM	5.00AM	7.00PM		
2512 East 4012 West	9.15	10.30	6.41	6.21	2.40	4.10	4.8	D LIME By	384.7	6.23	12.22	2.08	12.17	4.45	6.41 6.15		
4049 P	9.26	10.40	6.47	6.29	2.48	4.17	8.6	JETT	380.9	6.15	12.13	2.01	12.08AM	4.35	5.50		
4011 WP	9.36	10.50	6.55	6.37	2.56	4.25	12.2	WEATHERBY	377.3	6.07	12.05PM	1.53	11.59PM	4.25	5.30		
4012 P	9.49	11.05	7.03	6.46	3.05	4.35	17.1	NELSON	372.4	5.58	11.56AM	1.45	11.50	4.05	5.05		
4007 West WY 4008 East	10.05	11.20	7.10	6.53	3.14	4.42	20.6	DN DURKEE Du	368.9	5.52	11.50	1.39	11.42	3.55	4.45		
4012 P	10.15	11.43AM	7.16	7.00	3.22	4.49	24.2	LEONARD	365.3	5.43	11.43	1.32	11.34	3.45	4.20		
4012 P	10.32	12.05PM	7.25	7.10	3.32	4.59	27.7	UNITY	361.8	5.35	11.36	1.24	11.26	3.25	3.32		
4016 P	10.45	12.20	7.31	7.19	3.40	5.07	30.8	HINDMAN	358.7	5.28	11.29	1.17	11.19	3.15	3.15		
4025 West WY 4412 East	11.00	12.35	7.38	7.38	3.52	5.18	34.0	DN PLEASANT VALLEY Vy	355.5	5.18	11.22	1.09	11.11	2.55	2.45		
4264 YP	11.15	1.02	7.45	7.51	4.00	5.26	37.6	ENCINA	351.9	5.09	11.15	1.02	11.04	2.45	2.35		
4540 P	11.30AM	1.20	7.51	8.01	4.07	5.34	41.9	QUARTZ	347.6	4.58	11.05	12.50	10.51	2.15	2.05		
9321 West WY 3422 East	12.01PM	1.35	7.59	8.10	4.20	5.45	47.7	DN BAKER Bc	341.8	4.45	10.55	12.40	10.40	1.55	1.35		
4029 P	12.27	1.50	8.10	8.22	4.32	6.00	52.2	WING	337.3	4.28	10.37	12.27	10.20	1.28	1.00		
3724	12.45	2.05	8.18	8.31	4.45	6.10	58.1	DN HAINES Kb	331.4	4.18	10.28	12.17	10.11	1.16	12.45 12.01PM		
3996 P	1.00	2.20	8.25	8.39	4.55	6.19	62.8	HUTCHINSON	326.7	4.08	10.15	12.05PM	10.03	1.05	11.30AM		
4347 West W 4010 East	1.15	2.35	8.32	8.47	5.07	6.28	67.4	DN NORTH POWDER Hd	322.1	3.57	10.04	11.54AM	9.54	12.45	10.50 9.50		
4006 P	1.30	2.45	8.36	8.52	5.12	6.34	70.4	LUN	319.1	3.52	9.58	11.49	9.49	12.24	9.40		
4019 P	1.45	3.00	8.44	9.01	5.20	6.43	74.1	SAGO	315.4	3.42	9.50	11.40	9.39	12.14	9.15		
4008 West WY 4033 East	2.00	3.15	8.48	9.07	5.28	6.50	76.9	DN TELOCASET Wk	312.6	3.36	9.44	11.33	9.33	12.05AM	9.05		
4329 P	2.10	3.25	8.53	9.21	5.35	6.58	80.9	CROOKS	308.6	3.26	9.36	11.25	9.21	11.45PM	8.45		
4014 P	2.20	3.35	8.59	9.30	5.42	7.06	84.2	PYLE	305.3	3.17	9.28	11.17	9.13	11.30	8.15		
3804 WY	2.30	3.45	9.04	9.38	5.53	7.14	87.1	DN UNION JCT. Un	302.4	3.09	9.20	11.08	9.04	11.15	7.45		
4117 P	2.36	3.55	9.08	9.45	6.00	7.23	90.7	HOT LAKE	298.8	3.02	9.10	10.58	8.50	10.55	7.23		
4013 P	2.45	4.05	9.12	9.52	6.07	7.31	94.5	LONETREE	295.0	2.55	9.00	10.50	8.44	10.45	7.00		
WFTOY	3.00PM	4.15PM	9.20PM	10.05PM	6.20PM	7.45AM	99.5	DN-R LA GRANDE Dispr Q Ra	290.0	2.45AM	8.45AM	10.40AM	8.35PM	10.30PM	6.45AM		

(5.50)	(6.05)	(2.46)	(3.55)	(3.50)	(3.45)		Time	(3.55)	(3.55)	(3.45)	(4.00)	(12.15)	(6.25)
17.0	16.3	35.9	25.4	26.0	26.5		Average Speed per Hour	25.4	25.4	26.5	24.8	8.2	15.2

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

First class trains clear No. 5 five minutes.

No. 256 and Eastward Extra trains clear No. 258 ten minutes.

Westward Extra trains clear No. 257 ten minutes.

WESTWARD—SECOND SUB-DIVISION—LaGrande and Rieth—EASTWARD

Length of sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS		FIRST CLASS					Distance from Huntington	Time Table No. 27 July 11, 1926	Distance from Portland	FIRST CLASS					SECOND CLASS	
	257	255	25	5	23	17	1				26	6	24	2	18	258	256
	Time Freight	Time Freight	Passenger	Mail	Passenger	Passenger	Passenger				Passenger	Express	Passenger	Passenger	Passenger	Time Freight	Time Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
WFTOY	4.00PM	8.45PM	10.15PM	9.25PM	6.30PM	8.00AM		99.5	DN-R LA GRANDE	290.0	2.35AM	8.20AM	10.25AM		8.20PM	8.45PM	1.00AM
4007 P	4.15	9.00	10.25	9.35	6.40	8.12		103.6	4.1 PERRY	285.9	2.21	8.12	10.08		8.07	8.30	12.30AM
3994 West 3994 East WY	4.30	9.15	10.33	9.43	6.48	8.21		107.5	3.9 DN HILGARD	282.0	2.13	8.01	9.58		7.57	8.15	11.59PM
3991 P	4.48	9.33	10.46	9.52	6.59	8.35		111.2	3.7 GLOVER	278.3	2.05	7.53	9.46		7.46	7.46	11.30
4285 P	5.15	10.07	11.04	10.07	7.12	8.53		115.6	4.4 BODIE	273.9	1.54	7.44	9.34		7.36	7.12	11.04
	5.25	10.18	11.10	10.12	7.17	9.01		117.5	1.9 EAST END DOUBLE TRACK	272.0	1.48	7.40	9.27		7.32	6.54	10.45
4002 WFY	5.35	10.30	11.14	10.15	7.20	9.06		118.4	0.9 DN KAMELA	271.1	1.45	7.38	9.22		7.30	6.50	10.30
	5.50	10.45	11.22	10.22	7.30	9.15		121.3	2.9 WEST END DOUBLE TRACK	268.2	1.36	7.28	9.12		7.19	6.30	10.00
4002 West 5617 East W	6.10	11.05	11.29	10.29	7.40	9.23		124.5	3.2 DN MEACHAM	265.0	1.29	7.22	9.04		7.11	6.10	9.40
4002 P	6.28	11.20	11.40	10.40	7.52	9.34		128.8	4.3 PORTER	260.7	1.12	7.10	8.48		6.52	5.40	9.10
4556 W	6.43	11.40	11.47	10.47	8.01	9.42		132.0	3.2 DN HURON	257.5	1.03	7.03	8.40		6.43	5.20	8.50
4783 WP	7.00	11.54PM	11.54	10.53	8.09	9.50		135.7	3.7 CAMP	253.8	12.53	6.55	8.30		6.34	5.00	8.30
4031 FP	7.07	12.05AM	11.59PM	10.57	8.17	9.56		137.9	2.2 NORTH FORK	251.6	12.47	6.49	8.24		6.27	4.50	8.17
4034 West 4018 East WY	7.30	12.36	12.06AM	11.02	8.28	10.04		141.3	3.4 DN DUNCAN	248.2	12.36	6.43	8.15		6.17	4.30	8.00
4013 P	7.38	12.45	12.13	11.07	8.36	10.11		144.2	2.9 SLOAN	245.3	12.28	6.38	8.03		6.07	4.10	7.38
3997 P	7.47	12.53	12.20	11.12	8.43	10.19		147.3	3.1 CONWAY	242.2	12.20	6.32	7.56		6.01	4.00	7.15
4013 West 4697 East WY	8.00	1.05	12.31	11.19	8.56	10.30		152.4	5.1 DN GIBBON	237.1	12.06AM	6.20	7.44		5.47	3.40	6.55
3995 P	8.15	1.18	12.40	11.27	9.08	10.39		157.4	5.0 THORN HOLLOW	232.1	11.56PM	6.10	7.33		5.37	3.15	6.35
4000 WP	8.30	1.30	12.50	11.36	9.19	10.49		162.4	5.0 CAYUSE	227.1	11.45	6.01	7.22		5.26	2.55	6.15
4013 P	8.38	1.36	12.54	11.40	9.26	10.53		164.8	2.4 MINTHORN	224.7	11.40	5.56	7.17		5.20	2.43	6.05
2360 West 4010 East P	8.47	1.43	12.59	11.47	9.33	10.59		168.6	3.8 MISSION	220.9	11.27	5.50	7.12		5.13	2.35	5.55
3822 WTOY	9.01	1.58	1.10 1.15	11.59PM 12.10AM	9.45 10.00	11.10 11.20	8.30AM	173.8	5.2 DN-R PENDLETON	215.7	11.15 11.10	5.35 5.15	7.00 6.40	4.30PM	5.00 4.50	2.15	5.35
WFT	9.15PM	2.15AM	1.25AM	12.20AM	10.15PM	11.30AM	8.40AM	177.5	3.7 DN-R RIETH	212.0	11.00PM	5.05AM	6.30AM	4.15PM	4.40PM	2.00PM	5.15PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(78.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.15) 14.8	(5.30) 14.2	(3.10) 24.6	(2.55) 26.7	(3.45) 20.8	(3.30) 22.2	(0.10) 22.2	.....	.....	.....	(3.35) 21.7	(3.15) 24.0	(3.55) 19.6	(0.15) 14.8	(3.40) 21.2	(6.45) 11.5	(7.45) 10.0

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
 First class trains clear No. 5 five minutes.
 Number 256 and Eastward Extra Trains clear No. 258 ten minutes.
 Westward Extra Trains clear No. 257 ten minutes.
 For movement of Third Division Trains between junction and passenger station at Pendleton, see Special Rule 93 (s).

WESTWARD—THIRD SUB-DIVISION—Rieth, Umatilla and Messner—EASTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS					FIRST CLASS					Distance from Huntington	Time Table No. 27 June 11, 1928	Distance from Portland	FIRST CLASS					SECOND CLASS			
	255					23	17	1	25	5				24	6	2	18	26	256	258		
	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail				Passenger	Express	Passenger	Passenger	Passenger	Time Freight	Time Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	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	Arrive Daily		
WFT	3.00AM	10.25PM	11.40AM	8.40AM	1.35AM	12.25AM	177.5	DN-R	RIETH	N	212.0	6.20AM	4.55AM	4.05PM	4.30PM	10.50PM	12.45PM	5.45AM				
4999 P	3.10	10.40	11.48	8.47	1.43	12.35	181.1		BARNHART		208.4	6.09	4.45	3.57	4.21	10.40	12.32	5.30				
5027 P	3.20	10.48	11.56AM	8.55	1.51	12.42	186.0		CAMPBELL		203.5	6.01	4.38	3.50	4.13	10.27	12.20	5.15				
5016 P	3.30	10.57	12.04PM	9.04	1.59	12.50	190.9		NOLIN		198.6	5.54	4.31	3.43	4.05	10.19	12.04PM	4.55				
4998 W	3.45	11.08	12.15	9.15	2.11	1.00	197.4	DN	ECHO	Hi	192.1	5.42	4.20	3.31	3.53	10.08	11.30AM	4.35				
5006 P	4.07 4.20	11.15	12.21	9.22	2.19	1.05	200.7		STANFIELD	Nd	188.8	5.35	4.12	3.23	3.47	10.02	11.15	4.20				
	4.30	11.22	12.29	9.30	2.28	1.11	205.3	DN-R	HINKLE	Uk	184.2	5.27	4.04	3.16	3.40	9.55	11.05	4.09				
	4.30	11.22		9.30			205.3	DN-R	HINKLE	Uk	193.5	5.27	4.04	3.16			11.05					
5003	4.40	11.34		9.40			209.3	D	HERMISTON	Mn	189.5	5.15	3.55	3.07			10.50					
WFTY	5.00AM	11.55PM		9.55AM			215.8	DN-R	UMATILLA	Cs	183.0	5.00AM	3.40AM	2.55PM			10.30AM					
			12.29		2.28	1.11	205.3	DN-R	HINKLE	Uk	184.2				3.40	9.55			4.09			
3578 P			12.36		2.37	1.16	208.7		WESTLAND		180.8				3.33	9.49			3.45			
3483 WP			12.45		2.45	1.25	213.6		MUNLEY		175.9				3.24	9.40			3.20			
3551 P			12.55		2.57	1.34	219.4		CLARKE		170.1				3.14	9.30			2.57			
2500 WFY			1.10PM		3.10AM	1.45AM	223.9	DN-R	MESSNER	Fe	165.6				3.05PM	9.20PM			2.20AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(46.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(2.00)	(1.30)	(1.30)	(1.15)	(1.35)	(1.20)	Time	(1.20)	(1.15)	(1.10)	(1.25)	(1.30)	(2.15)	(3.25)
19.1	25.5	30.9	30.6	29.3	34.8	Average Speed per Hour	28.7	30.6	32.8	32.7	30.9	17.0	13.1

**Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.
First class trains clear No. 5 five minutes.**

WESTWARD—Joseph Branch—EASTWARD

Length of Sids s in feet and ation of Tele- ones, Scales, Water, Fuel and Turning Sta- tions.	SECOND CLASS						FIRST CLASS		Distance from Joseph	Time Table No. 27 July 11, 1926			Distance from LaGrande	FIRST CLASS		SECOND CLASS			
				335	333	331	41			STATIONS				42	330		334		
				Freight	Freight	Freight	Passenger							Passenger	Freight		Freight		
				Lv. Tues., Thurs., Sat.	Leave Sat. Only	Leave Mon. & Wed.	Lv. Daily							Arrive Daily	Ar. Mon., Wed. & Fri.		Ar. Tues., Thur. & Sat.		
1804	WFY							2 40PM	0.0	D-R	JOSEPH	J	83.8	2 20PM					
1972	W						s 2 55	5.8	D	ENTERPRISE	Pr	78.0	s 1 55						
2300							s 3 18	16.0		LOSTINE	NS	67.8	s 1 25						
1748	WY						s 3 35	23.8	D	WALLOWA	Wo	60.0	s 1 02						
1502							f 3 47	29.7		WADE		54.1	f 12 44						
1053							s 4 07	36.7		MINAM		47.1	s 12 25						
							f 4 22	43.2		VINCENT		40.6	f 12 09						
861							f 4 31	46.8		RONDOWA		37.0	f 12 01 PM						
2398							s 4 40	50.0		LOOKING GLASS		33.8	s 11 52 AM						
1978							f 5 05	58.7		GULLING		25.1	f 11 31						
84	WY						s 5 22	62.9	D	ELGIN	Gn	20.9	s 11 22						
1594							s 5 42	71.5	D	IMBLER	Br	12.3	s 11 03						
1425							f 5 50	75.4		ALICEL		8.4	f 10 56						
1015							f 5 59	81.2		ISLAND CITY		2.6	f 10 48						
WFTOY							6 10 PM	83.8	DN-R	LA GRANDE	Dispr Q Ra	0.0	10 40 AM						
							Ar. Daily			(83.8)			Leave Daily						
							(7.05) 8.4	(7.00) 11.9	(7.00) 11.9	(3.30) 23.9	Time.....	(3.40) 22.8	(6.25) 13.0	(4.10) 14.4	Average Speed per Hour.....				

Eastward Trains are Superior to trains of the same class in the opposite direction—See Rule 72.

WESTWARD—Pilot Rock Branch—EASTWARD

Length of Sids s in feet and ation of Tele- ones, Scales, Water, Fuel and Turning Sta- tions.	SECOND CLASS						Distance from Rieth	Time Table No. 27 July 11, 1926			Distance from Pilot Rock	SECOND CLASS						
								STATIONS										
WFPT							0.0	DN-R	RIETH	N	14.9							
1498							6.7		SPARKS		8.2							
1304	TW						14.9	D-R	PILOT ROCK	Ro	0.0							
									(14.9)									
									Time.....									
									Average Speed per Hour.....									

Westbound Trains are Superior to trains of the same class in the opposite direction.—See Rule 72.

SECOND DIVISION

SPECIAL RULES

- 2 (R). Time Inspectors are located as shown below:
W. F. Hayes, General Supervisor of Time Service, Omaha.
 Baker.....Palmer Bros.
 LaGrande.....Siegrest & Co.
 LaGrande.....J. H. Peare and Son
 Pendleton.....Sawtelle, Inc.
- 3 (R). Standard clocks are located at the points shown below:
 Huntington.....Yard Telegraph Office
 Huntington.....Depot Telegraph Office
 Baker.....Telegraph Office
 LaGrande.....Dispatcher's Office
 LaGrande.....Depot Telegraph Office
 LaGrande.....Enginemen's Register Room
 Pendleton.....Telegraph Office
 Rieth.....Telegraph Office
 Umatilla.....Telegraph Office
- 10 (H). At night, a yellow light on a Dwarf Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant, indicates "proceed at slow speed."
- 17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:
 In yards where yard engines are employed and at stations where switching is being done;
 At meeting points, until the train to be met is clear of the main track;
 When standing;
 On two or more tracks when approaching trains running in opposite direction.
 These instructions do not supersede or modify those contained in Rules 17 and D-17.
- 28 (A). White indicator board displayed at a station will indicate cars or L C L freight to be moved. Trains doing local work will be governed accordingly.
- 28 (R). ADDITIONAL FLAG STOPS.
 Nos. 17 and 25 will stop to let off revenue passengers from points East of Green River.
 No. 18 will stop between LaGrande and Baker to let off revenue passengers from Pendleton or West.
 Nos. 1 and 2 will stop at Yoakum for revenue passengers.
 Nos. 41 and 42 stop on flag at Rhinehart for revenue passengers, mail and express.
 No. 6 will stop on flag at any station to load or unload express.
 Nos. 18 and 26 will stop at any station Messner to Pendleton to let off revenue passengers from Bend Branch points.
 No. 25 will stop at Hot Lake to let off revenue passengers from East of Huntington.
 No. 24 stop on flag at mail crane West of Duncan to exchange parcel post mail.
- 83 (E). Train registers will not be used by train or engine men as a means of identifying extra trains.
- 83 (S). Trains are not required to receive Clearance Card (Form 2643) as per Rule 83 (A), as follows:
 At Joseph, by first and second class trains, when no operator on duty.
 At Pilot Rock, by second class trains, when no operator on duty.
- 83 (U). Trains will register by registering ticket (Form 2642) as follows:
 At Hinkle, Nos. 5, 17, 18, 25 and 26.
- 83 (V). At Pendleton, extra trains, except those originating and terminating at that station, will not be required to register, but must secure check of regular trains.
- 83 (W). Conductors and enginemen of trains moving between East End Double Track and West End Double Track must fully identify trains between those stations, to enable compliance with Rule 83 at end of double track. Trains displaying signals when moving between East End Double Track and West End Double Track will whistle as per Rule 14 (K).
- 93 (R). Yard Limits are established, and defined by yard limit signs, at the following stations:

First Sub-Division			
Huntington	Hindman	Encina	Telocaset
Durkee	Pleasant Valley	Baker	Union Jct.
Leonard			LaGrande
Second Sub-Division			
LaGrande	Kamela	Huron	Duncan
Hilgard	Meacham	North Fork	Pendleton
Glover			Rieth
Third Sub-Division			
Rieth	Umatilla	Messner	
Branches			
Rieth	Enterprise	Minam	Imbler
Sparks	Lostine	Looking Glass	Alicel
Pilot Rock	Wallowa	Gulling	Island City
Joseph	Wade	Elgin	LaGrande

- 93 (S). Westward movements from Third Division may be made on Second Division between junction switch at Pendleton and depot at Pendleton without protecting against first class trains, provided Home Block Signal 2165 changes to proceed position after junction switch is opened. When Home Block Signal 2165 fails to so change, Second Division main track must not be occupied until flagman has been sent in each direction on that track a sufficient distance to insure full protection.
- 93 (T). At Kamela, within yard limits, helper engines may move against current of traffic, without being preceded by a flagman, except when on the time of a first-class train.
- 93 (U). Eastward freight trains arriving Baker will head in at west switch of eastward passing track, and if run beyond Baker will, in departing, pull through westward passing track if clear.
 Westward freight trains arriving Baker will hold main track except when necessary to clear first-class trains will head in at east switch of westward passing track.
 Both passing tracks must be kept clear, except when occupied by trains, and intermediate switches on passing tracks must be left lined for passing track.
- 93 (V). Yard telephones are located at initial switch west end Huntington and LaGrande and each end Rieth yard. Trains heading in yard these points will call yard office on telephone for instructions directing which track to use.

98 (R). RAILROAD JUNCTIONS.

Location	Junction with	How Governed
Rieth.	Third Subdivision.	If a train is approaching on Third Subdivision main track, a train from Pilot Rock Branch will not open the switch to, nor obstruct, the Third Subdivision main track until the approaching train has stopped.
Messner.	First Division.	Junction switch is located in front of depot. Westward trains will stop clear of junction switch, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

- 101 (D). When passing through stations, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on the platform of the car next ahead with vestibule door open.
- 101 (E). Trains will be handled with caution where sand is blowing, when weather is foggy or stormy and at points where there is liability of track being obstructed, losing time if necessary to insure safety.
- 103 (A). Engines must not be run under any coal mine tippie, nor through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.
- 104 (R). Switches will be set normally,
 At East End Double Track (272.0), for westward trains (spring switch);
 At West End Double Track (MP 268.2), for eastward trains (spring switch);
 At Hinkle, junction switch, for line to Messner;
 At Messner, junction switch, for Second Division;
 At Joseph, main track switch east leg of wye must be left set for wye and switch at stem of this wye must be left set for east leg of wye to act as derail;
 At Meacham, when cars are left on sidings, switch will be set for Casey Mill track to act as derail.
- 104 (S). Engines and trains trailing through switches at East End Double Track and West End Double Track must be careful to avoid making backup movements until switch is properly lined by hand.

DIVISION SPEED RESTRICTIONS.

- 152 (A). Passenger, mail or 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 35 miles per hour.
- 152 (B). Passenger, mail or express trains will not exceed speed of 40 miles per hour on 5 and 6 degree curves, 35 miles per hour on 7 and 8 degree curves and 30 miles per hour on 9 and 10 degree curves; other trains, light engines and engines with cabooses will not exceed speed of 30 miles per hour on 5 and 6 degree curves, 25 miles per hour on 7 and 8 degree curves and 20 miles per hour on 9 and 10 degree curves. Engines of 2-10-2 class handling passenger, mail or express trains must not exceed speed of 25 miles per hour on curves of 7 degrees and over. Figures on stake at beginning of curve indicate degree of curve.
- 152 (C). In any class of service engines of the Consolidation class will not exceed speed of 35 miles per hour, Mikado class engines with 57-inch drivers speed of 45 miles per hour, Mikado class engines with 63-inch drivers speed of 50 miles per hour, 2-10-2 class engines speed of 45 miles per hour, Mallet engines 3800, 3801 and 3802 speed of 15 miles per hour and other Mallet engines speed of 25 miles per hour.
- 152 (D). When within yard limits a maximum speed of 30 miles per hour by first class trains and 15 miles per hour by other trains and engines must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.
- 152 (E). All trains will not exceed 15 miles per hour through sidings, interlocking plants and over railroad crossings at grade and must be under control through sidings, interlocking plants and yard limits. Under control means to be able to stop within one-half the distance track is seen to be clear.
- 152 (F). Engines running backward with or without cars will not exceed speed of 20 miles per hour. Consideration must be given climatic conditions, weight of engines and track conditions, particularly sharp curves and a slower speed will be maintained if necessary for safety.
- 152 (G). Permanent slow boards will indicate distance to track requiring restricted speed.
- 152 (H). Trains handling logs will not exceed speed of 6 miles per hour through truss bridges and 15 miles per hour at other points. When log cars are equipped with patent stakes the height of load, and logs chained, a speed of 20 miles per hour is permitted.
- 152 (I). Trains in which steam derrick is moving will not exceed 25 miles per hour.

SUB-DIVISION SPEED RESTRICTIONS.

	Passenger, Mail and Express	Freight and Mixed
152 (R). FIRST SUB-DIVISION.		
Descending grade Pleasant Valley to Leonard.....	30 miles	20 miles
Descending grade Telocaset to Union Jct.....	45 miles	25 miles
Descending grade between Pleasant Valley and Quartz.....	50 miles	25 miles
Descending grade Leonard to Durkee.....	.....	25 miles
Over street crossings within city limits, Baker.....	15 miles	15 miles
Over first two street crossings east of Depot Haines.....	20 miles	20 miles
152 (S). SECOND SUB-DIVISION.		
Descending grade between Hilgard and Meacham, Porter and Huron.....	30 miles	20 miles
Descending grade Meacham to Porter.....	25 miles	20 miles
Descending grade Huron to Gibbon.....	50 miles	25 miles
Westward over East Court Street, Pendleton.....	6 miles	6 miles
Over Main Street, Pendleton.....	6 miles	6 miles
Over other street crossings within city limits, Pendleton.....	15 miles	15 miles
Over road crossing east end depot, Hermiston.....	15 miles	15 miles
Over first road crossing west and east of depot, Echo.....	20 miles	20 miles
Movements over spring switches for entire length of train.		
When movement is facing points.....	15 miles	15 miles
When movement is trailing away from points.....	25 miles	25 miles

Note.—Freight trains, all ore, wheat or gravel must not exceed speed of 15 miles per hour descending grade between Pleasant Valley and Leonard and Hilgard and Huron.

SPECIAL RULES

BRANCH SPEED RESTRICTIONS

152 (T). BRANCHES.	Freight and	
	Passenger	Mixed
Joseph Branch—		
Between LaGrande and Elgin.....	50 miles	30 miles
Between Elgin and M. P. 55.....	25 miles	18 miles
Between M. P. 55 and Joseph.....	35 miles	25 miles
Passing over street crossing at Box Factory Imbler.....	15 miles	15 miles
Pilot Rock Branch—		
Between Pilot Rock and Rieth.....	25 miles	18 miles

221 (R). Lights will not be kept burning at night in train order signals on branch lines when operators are not on duty, and trains will be governed by the day indication.

509 (R). When a home block signal displays stop indication due to switch being set to permit train to enter siding and engine-men of train to take siding can see that switch is properly set for his train, such train may proceed into siding with caution without stopping for home block signal, upon receiving proper signal from trainman or switch tender.

525. If a home block signal fails to indicate stop or a distant block signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal, the train dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by the signal and must remain there until relieved by an employe of the Signal Department or by official instructions.

720 (R). Passengers will not be carried on freight trains, other than on 330 and 331 between Joseph and Wallowa, except persons in charge of special freight, employes with annual passes, or employes on trip passes when traveling on company business, between stations at which trains stop.

802 (R). Whenever a car or cars are being switched or shoved over a public crossing a man must go head of them, or must act as crossing watchman.

When a train has been opened to clear a public crossing a trainman must act as crossing watchman when train or engine is passing on a siding or main track.

Where crossing watchman is on duty trainmen must not give signal for highway traffic to come ahead.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report."

	For each empty car or loaded cars weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Huntington and Baker.....	3000	.....
Baker and LaGrande.....	3000	.....
LaGrande and Rieth.....	3000	.....
Rieth to Umatilla.....	6000	3000
Rieth and Messner.....	6000	3000
Umatilla to Hinkle.....	3000	.....
Hinkle to Rieth.....	6000	3000
Rieth and Pilot Rock.....	3000	.....
LaGrande and Elgin.....	6000	3000
Rondowa to Elgin.....	3000	.....
Joseph to Rondowa.....	6000	3000
Rondowa to Joseph.....	3000	.....

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

Place	Name	Title	District
Portland	Donald H. Jessup	Chief Surgeon	Portland
Portland	M. K. HALL	Assistant Chief Surgeon	Portland
Portland	H. M. BOUVY	Chief Oculist, Ear, Nose and Throat	Portland
Portland	JNO. W. MCCOLLOM	Eye, Ear, Nose and Throat	Portland
Umatilla	ALEX REID	District Surgeon	Umatilla to Pendleton
Pendleton	H. J. KAVANAUGH	District Surgeon	Arlington to LaGrande
Pendleton	J. P. BRENNAN	District Surgeon	Umatilla to Pendleton
LaGrande	C. S. MOORE	District Surgeon	LaGrande
LaGrande	W. P. McADORY	District Surgeon	LaGrande
LaGrande	LEE BOUVY	Eye, Ear, Nose and Throat	LaGrande
Wallowa	J. B. GREGORY	District Surgeon	Elgin to Enterprise
Enterprise	CHAS. A. AULT	District Surgeon	Elgin to Joseph
Baker	C. G. PATTERSON	District Surgeon	LaGrand to Huntington
Huntington	R. G. McCALL	District Surgeon	Baker to Huntington

850. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

891 (A). Enginemen must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching high-way crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

975. Local freight trains arriving summit of grade must release helpers before doing local work at such points. Train engine must be used at such points to do station work.

976. Freight trains must stop at Kamela between passing track switches with train balanced over top of hill. Eastward freight trains, after cutting helpers off at Kamela, will immediately pull down so rear end will clear main track switch to east leg of wye in order to avoid blocking the movement of helper engines.

977. White bands painted on telegraph or signal line poles indicate car length distance from switch of siding as follows: One band, 45 cars; two bands, 60 cars; three bands, 75 cars.

AIR BRAKES

1014 (A). Engines in freight or mixed train service will carry 90 pounds brake pipe pressure on descending grades between Huron and Hilgard and between Encina and Leonard.

1044 (B). Road train brake test as prescribed in Rule 1044 (A) will be made on all freight trains before descending grade between Encina and Leonard, Encina and Baker, Telocaset and Lun, Telocaset and Union Jct., Kamela and Hilgard, and between Kamela and Duncan, and this test will also be made at intermediate points on these grades either ascending or descending whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned, or train has been standing for thirty minutes or more, and on all trains at any point when helper engine is attached or detached.

1046. Trainmen will be particular to know 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.

1048 (B). On freight and passenger trains when undesired quick or emergency action of brakes has occurred on service reduction, thereafter, before starting service reductions, enginemen will place brake valve in release position for two seconds then in running position for one second then in service position for the reduction. This to insure all triple valves being in release position at the time service reduction starts thereby tending to avoid quick action of the brakes when making service reduction.

1050 (G). Helper engine on passenger train will be coupled ahead of train engine. Handling helper engines on freight trains two Mikado or one 2-10-2 class engine will be handled as one Mallet and one Consolidation class engine the same as one Mikado engine. Helper engine on freight train between Duncan and LaGrande, Union Jct. and North Powder, Durkee and Baker, must be placed on rear of train behind steel underframe caboose when there are no outfit cars in train or cars carded by inspectors "Handle on Rear." When there are outfit cars or cars so carded in train helper engine must be placed immediately ahead of such cars except between North Powder and Telocaset when such cars in train helper may be placed ahead of train engine. Cars picked up on road which conductor considers weak must be handled the same as though carded "Handle on Rear." Whenever three engines are used on freight train the second Mallet must be cut in just ahead of tonnage rating of third engine and the third engine placed behind caboose or immediately ahead of cars carded "Handle on Rear." When one of the three engines is Mikado class it must be used as rear engine.

1050 (H). The locomotive and tender brakes on engines helping or pushing trains will be operated in conjunction with the train brake.

1051 (B). Running test as prescribed in Rules 1051 and 1051 (A) will be made before descending grades in each direction from Kamela, Telocaset and Encina.

1060 (B). Trainmen must know condition of hand brakes on freight cars that have air brakes cut out.

1066 (B). Freight trains consisting of more than twenty-five cars will cut off engine to take coal or water when stop must be made on descending grade, or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot.

1077 (B). Retaining valves will be used on descending grades as follows:

All retaining valves must be used on passenger, mail and express trains, descending grades between Huron and Hilgard; Pleasant Valley and Leonard.

Freight trains descending grades between Quartz and Pleasant Valley; Telocaset and Union Jct. and Huron and Duncan must use one-half of all retaining valves consecutively from engine back; and on descending grades between Hilgard and Huron and Pleasant Valley and Leonard when train consists of all loads must use all retaining valves, and when train consists of part loads and empties or all empties must use sufficient number retaining valves consecutively from engine back to equal total of all loads and one-third of all empties in train but in no case less than one-half of all retaining valves in train. If enginemen find it difficult to handle train as above, sufficient additional retaining valves must be used to enable engineman to properly control train.

1077 (C). At Quartz and Union Jct. freight trains must reduce speed, and stop if necessary, to enable trainmen to handle retainers.

1079 (B). To permit wheels to cool descending freight trains will stop at following points:

Leonard	—remain standing 10 minutes;
Hindman	—remain standing 10 minutes;
Hilgard	—remain standing 10 minutes;
Glover	—remain standing 10 minutes;
Meacham	—remain standing 10 minutes;
Huron	—remain standing 10 minutes;
Duncan	—remain standing 10 minutes.

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

Messner-Huntington		Joseph Branch		Pilot Rock Branch	
Yoakum	M. P. 201.7	Conley Siding	M. P. 5.9	McBee	M. P. 2.8
Finley	" 172.6	Rhinehart Spur	" 15.4	Lens	" 11.2

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS HUNTINGTON AND UMATILLA

Total weight of train exclusive of engine and tender which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions: (a reduction of ten (10) per cent may be made for time freight trains). Between Stations at which no rating is shown maximum will apply.

CLASSIFICATION	ENGINE NUMBERS	LA GRANDE-UMATILLA-MESSNER									HUNTINGTON-LA GRANDE											
		WESTWARD			EASTWARD						WESTWARD					EASTWARD						
		LaGrande to Hilgard	Hilgard to Kamela	Kamela to Umatilla Messner	Umatilla to Hinkle	Messner to Rieth	Rieth to Gibbon	Gibbon to North Fork	North Fork to Kamela	Kamela to LaGrande	Huntington to Durkee	Durkee to Pleasant Valley	Pleasant Valley to Encina	Encina to Lun	Lun to Telocaset	Telocaset to LaGrande	LaGrande to Union Jct.	Union Jct. to Telocaset	Telocaset to Baker	Baker to Quarts	Quarts to Encina	Encina to Huntington
MC. 57 26-41 464S 32	3620 to 3629 3803-3804-3805	3000	1450	6730	3000	6330	3000	3000	1450	6730	3000	1450	2100	6730	3000	6730	6730	2100	6330	3555	2100	6730
MC. 57 26-40 394 30	3800 to 3802	2770	1230	6330	2770	4820	2530	2530	1230	6330	2770	1230	1790	6330	2770	6330	6330	1790	4820	3275	1790	6330
TTT. 63 29 288S 30	5400 to 5414	2420	1045	4630	2420	3900	2420	2420	1045	4630	2420	1045	1485	4630	2420	4630	4630	1485	3900	2670	1485	4630
MK. 63 28 211SD 30	2166 to 2171	1700	700	3600	1800	2800	1560	1560	700	3600	1800	700	1100	3410	1800	3410	3410	1100	2800	1900	1100	3410
MK. 57 23 207 30	2100 to 2165	1600	675	3500	1700	2700	1485	1485	675	3500	1700	675	1000	3255	1700	3255	3255	1000	2700	1800	1000	3255
C. 57 22 187 30	730 to 768	1265	560	3030	1265	2200	1195	1195	560	3030	1265	560	815	2890	1265	2890	2890	815	2200	1495	815	2890
P. 77 25 167S 28	3218 to 3225	1190	525	2700	1190	1960	1090	1005	525	2700	1190	525	760	2570	1190	2570	2570	760	1960	1340	760	2570
P. 77 25 178S 28	3226 to 3227	1190	525	2700	1190	1960	1090	1005	525	2700	1190	525	760	2570	1190	2570	2570	760	1960	1340	760	2570
C. 57 20 172 30	719 to 723	980	440	2275	980	1720	900	850	440	2275	980	440	640	2240	980	2240	2240	640	1720	1170	640	2240
T. 63 22 160 28	1755 to 1760	1070	475	2555	1070	1860	970	920	475	2555	1070	475	690	2460	1070	2460	2460	690	1860	1260	690	2460
T. 69 22 159 28	1742 to 1754	980	440	2330	980	1720	900	850	440	2330	980	440	640	2240	980	2240	2240	640	1720	1170	640	2240
C. 55 19 149 30	707 to 709	980	440	2330	980	1720	900	850	440	2330	980	440	640	2240	980	2240	2240	640	1720	1170	640	2240
P. 77 22 149 28	3201 to 3217	975	400	2100	1000	1425	950	865	495	2100	980	495	675	2050	960	2050	2050	675	1535	960	675	2050

BRANCHES

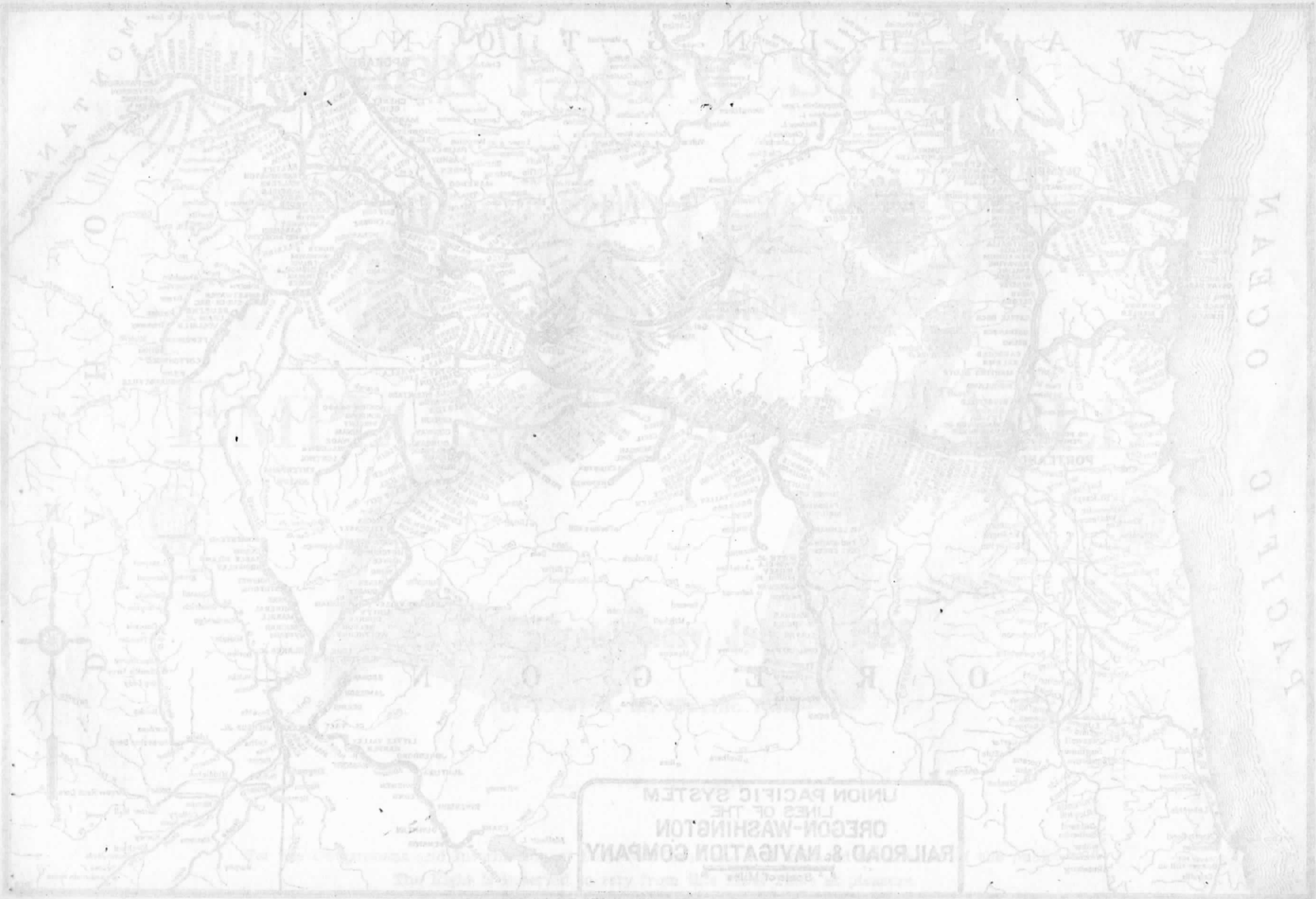
CLASSIFICATION	ENGINE NUMBERS	RIETH AND PILOT ROCK		JOSEPH AND LA GRANDE					
		WESTWARD	EASTWARD	WESTWARD			EASTWARD		
		Rieth to Pilot Rock	Pilot Rock to Rieth	Joseph to Rondowa	Rondowa to Gulling	Gulling to LaGrande	LaGrande to Rondowa	Rondowa to Enterprise	Enterprise to Joseph
E. 63 17 55 24	1106	350	350	780	390	780	630	350	250
E. 64 18 69 26	1114 to 1121	470	470	1030	520	1030	845	470	335
T. 55 18 71 24	1701 to 1708	470	470	1030	520	1030	845	470	335
A. 81 20 106 28	3500 to 3514	625	625	1365	685	1365	1120	625	445
M. 57 18 91 24	4200 to 4208	490	490	1080	540	1080	885	490	350
T. 63 19 92 24	1709 to 1714	490	490	1080	540	1080	885	490	350
T. 63 20 113 24	1715 to 1726	625	625	1365	685	1365	1120	625	445
C. 51 20 117 24	700 to 704								
T. 57 20 119 26	1733 to 1736	700	700	1530	770	1530	1255	700	500
T. 64 15 145 26	1727 to 1732								
P. 77 22 135S 28	3204 to 3207								
P. 77 17-28 143 28	3200 to 3203	800	800	1740	875	1740	1425	800	555
P. 77 22 149S 28	3208 to 3217	800	800	1740	875	1740	1425	800	555
T. 57 20 126 26	1737 to 1741								
C. 57 20 167 30	710, 715, 718 and 724								
C. 57 22 179 30	725 to 729	1150	1150	2515	1800	2515	2330	1800	1015
C. 57 22 187 30	730 to 768								

CLASS

- "E" — Eight Wheel.
- "A" — Atlantic.
- "P" — Pacific.
- "T" — Ten Wheel.
- "M" — Mogul.
- "C" — Consolidation.
- "TW" — Twelve Wheel.
- "S" — Switch.
- "MK" — Mikado.
- "MC" — Mallet Compound.
- "T-T-T" — Two-Ten-Two.

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

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

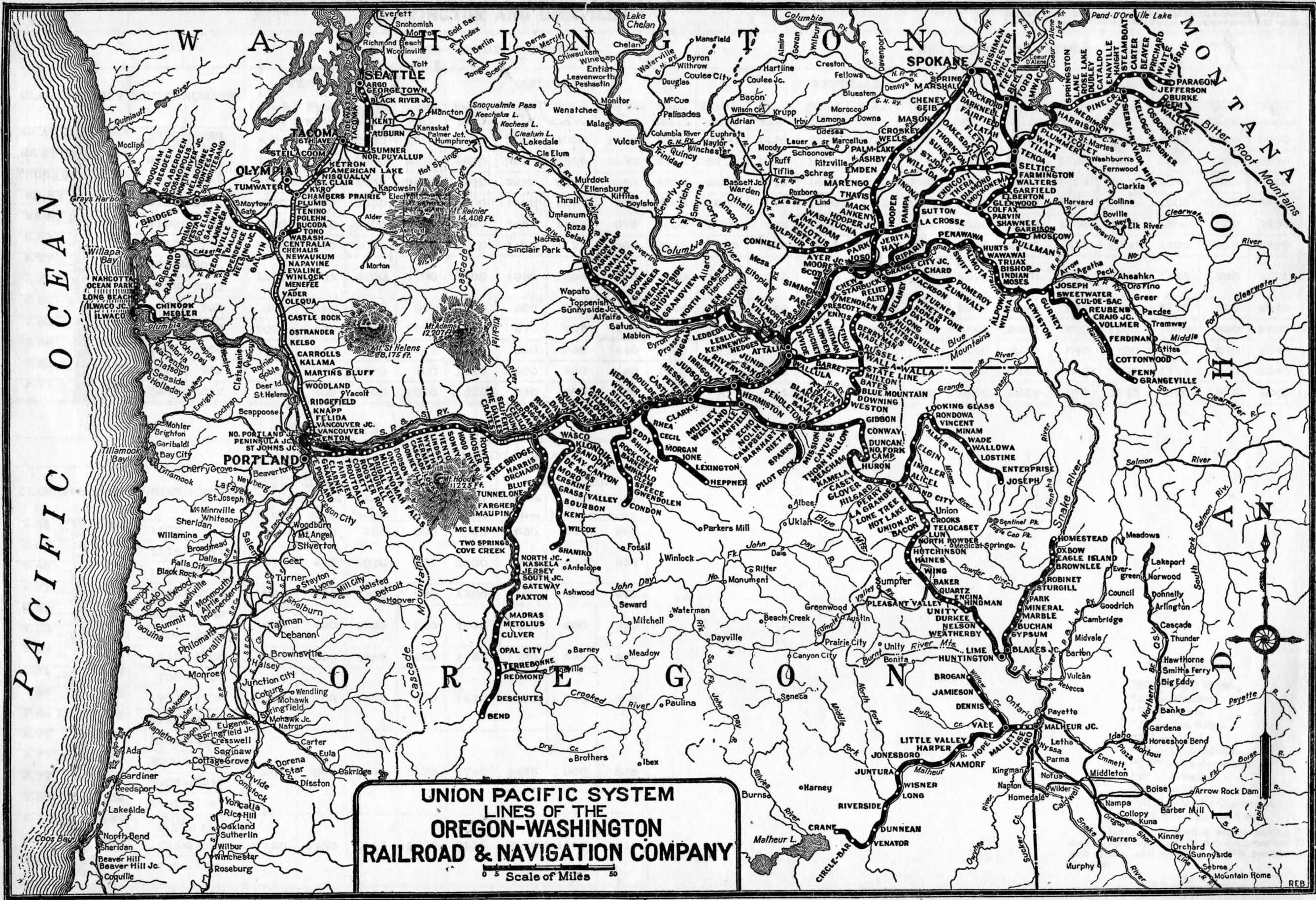


RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE
UNION PACIFIC SYSTEM

PACIFIC OCEAN

WASHINGTON

OREGON



UNION PACIFIC SYSTEM
Lines of the
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

Scale of Miles
0 5 10 20 30 40 50