

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Second Division

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, January 13, 1929

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.
- R. O. COWLING,**
Assistant Superintendent, La Grande, Oregon.
- T. A. McKINSTRY,
CHIEF DISPATCHER, La Grande, Oregon.
- R. W. TEETERS,
NIGHT CHIEF DISPATCHER, La Grande, Oregon.
- J. C. McFARLAND.....DISPATCHER, La Grande, Oregon.
- J. B. McLAUGHLIN..... " " "
- A. McALLISTER..... " " "
- G. N. TARKINGTON..... " " "
- V. B. DYGART..... " " "
- M. A. STEARNS..... " " "
- D. B. LEFEBRE..... " " "

		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

CONDENSED TIME-TABLE

WESTWARD								Huntington and Portland								EASTWARD							
SECOND CLASS			FIRST CLASS					Distance from Huntington	Time-tables Nos. 35-69 January 13, 1929	Distance from Portland	FIRST CLASS						SECOND CLASS						
255	17	29	25	11	5	23	30				18	26	12	6	24	256	Time Freight						
Time Freight	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	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								
5 00AM	3 00AM		6 02PM			6 29PM	2 25PM	0 0	HUNTINGTON	389.5		1 10AM	8 00AM		12 30PM	2 20PM	7 00PM						
11 15AM	6 40AM		10 10PM			9 20PM	6 45PM	99.5	LA GRANDE	290.0		9 15PM	4 05AM		8 00AM	10 55AM	6 45AM						
	9 45AM		1 25AM			11 55PM	10 15PM	173.8	PENDLETON	215.7		6 00PM	12 50AM		4 55AM	7 15AM							
6 00PM								177.5	RIETH	212.0							5 00PM						
				2 35AM			1 00AM	215.8	UMATILLA	183.0				1 50AM	3 00AM	5 20AM	10 30AM						
1 45AM	1 20PM	3 05PM	5 35AM	5 00AM	3 45AM	4 30AM		305.3	THE DALLES	84.2	11 50AM	2 00PM	8 50PM	11 25PM	11 10PM	1 35AM	1 45AM						
	4 00PM	5 40PM	8 30AM	7 35AM	6 10AM	7 15AM		389.5	PORTLAND	0 0	8 40AM	11 05AM	6 05PM	9 00PM	8 40PM	11 00PM							
8 15AM								394.3	ALBINA	1.6							8 30PM						
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						
(27.15) 14.4	(13.00) 29.9	(2.35) 32.5	(14.28) 26.8	(5.00) 36.6	(11.41) 33.3	(16.50) 23.1	Time	(3.10) 26.6	(14.05) 27.6	(13.55) 27.9	(4.50) 37.8	(15.50) 25.1	(15.20) 25.4	(46.30) 8.6									
Average Speed Per Hour																							

WESTWARD								Seattle and Portland								EASTWARD							
SECOND CLASS			FIRST CLASS					Distance from Seattle	Time-table No. 69 January 13, 1929	Distance from Portland	FIRST CLASS						SECOND CLASS						
691	43	41	37	35	563	561	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight			
Time Freight	CM St.P&P Passenger (18)	CM St.P&P Passenger (15)	CM St.P&P Passenger (16)	CM St.P&P Passenger (17)	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	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	Leave Daily	Leave Daily					
6 25PM	9 45PM	5 45PM	11 00AM	8 05AM	11 15PM	1 00PM		0 0	SEATTLE	183.2	7 15PM	6 30AM	7 45AM	10 45AM	5 30PM	9 00PM		6 45AM					
8 40PM	9 54PM	5 54PM	11 09AM	8 14AM				3 1	ARGO	180.1			7 36AM	10 36AM	5 21PM	8 51PM		5 00AM					
12 05AM					12 40AM	2 25PM		38.1	TACOMA	145.1	5 50PM	5 00AM						12 30AM					
7 35AM					2 40AM	4 05PM		92.1	CENTRALIA	91.1	4 15PM	2 20AM						7 30PM					
								181.6	ALBINA	1.6													
					6 15AM	7 15PM		183.2	PORTLAND	0 0	1 00PM	11 15PM						Leave Daily					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(183.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
(13.10) 13.5	(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(7.00) 26.2	(6.15) 29.3	Time	(6.15) 29.3	(7.15) 25.2	(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(11.15) 15.9							
Average Speed per Hour																							

WESTWARD							Spokane-Umatilla-Pendleton								EASTWARD			
SECOND CLASS			FIRST CLASS				Distance from Spokane	Time-table No. 36 January 13, 1929	Distance from Umatilla- Pendleton	FIRST CLASS					SECOND CLASS			
251	45	73	11	75	77	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	
Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	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			
12 05AM						9 20PM	8 35AM	0 0	SPOKANE	251.4	7 00AM		7 35PM		12 30AM			
						5 55PM		116.1	MOSCOW	185.9			9 15AM					
						9 15PM	9 25PM	147.8	RIPARIA	103.6		5 35AM	2 05PM	5 45AM				
4 55AM						11 52PM	10 05PM	103.9	AYER	80.6	4 20AM	4 55AM			4 00PM			
10 00AM	3 45AM			1 25AM	12 10AM			157.2	WALLULA	27.3	2 50AM	3 30AM		11 40PM	12 01PM			
11 59AM				2 35AM	12 45AM			184.5	UMATILLA	0 0	1 50AM	2 35AM			10 30AM			
							2 00PM	156.5	STARBUCK	94.9			1 35PM					
							3 55PM	204.6	WALLA WALLA	46.8			11 35AM	10 30PM				
							5 40PM	251.4	PENDLETON	0 0			10 00AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
(11.54) 15	(1.30) 20.7	(3.20) 26.4	(5.15) 35.1	(3.20) 26.4	(9.05) 27.6	Time	(5.10) 35.7	(3.00) 32.7	(9.35) 26.2	(3.30) 25.1	(1.10) 26.7	(14.00) 13.2						
Average Speed per Hour																		

WESTWARD—FIRST SUBDIVISION—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. 35 January 13, 1929	Distance from Portland	FIRST CLASS				SECOND CLASS	
	255		257		25		17					26		18		258	256
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail	Passenger	Passenger				Passenger	Express	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		
WFTOY	5.00AM	1.10AM	6.02PM	6.29PM	2.25PM	3.00AM	0.0	DN-R HUNTINGTON Hu	389.5	8.00AM	12.30PM	2.20PM	1.10AM	5.00AM	7.00PM		
2512 East 4012 West	5.15	1.25	6.12	6.36	2.40	3.12	4.8	D LIME By	384.7	7.48	12.18	2.07	12.58	4.45	6.36		
4049 P	5.25	1.35	6.18	6.42	2.48	3.19	8.6	JETT	380.9	7.38	12.07PM	1.57	12.47	4.35	6.18		
4011 WP	5.35	1.45	6.25	6.49	2.56	3.26	12.2	WEATHERBY	377.3	7.28	11.57AM	1.49	12.37	4.20	6.00		
4012 P	5.47	1.58	6.33	6.58	3.05	3.34	17.1	NELSON	372.4	7.16	11.45	1.40	12.26	4.13	5.30		
4007 West WY 4008 East	6.00	2.15	6.40	7.04	3.14	3.40	20.6	DN DURKEE Du	368.9	7.07	11.35	1.33	12.17	4.03	5.00		
4012 P	6.11	2.30	6.47	7.11	3.22	3.47	24.2	LEONARD	365.3	6.58	11.25	1.27	12.09	3.47	4.20		
4012 P	6.24	2.45	6.57	7.20	3.32	3.57	27.7	UNITY	361.8	6.50	11.15	1.20	12.01AM	3.25	3.32		
4016 P	6.43	3.00	7.06	7.26	3.40	4.06	30.8	HINDMAN	358.7	6.43	11.05	1.13	11.54PM	3.00	3.15		
4025 West WY 4412 East	7.05	3.15	7.18	7.33	3.52	4.17	34.0	DN PLEASANT VALLEY Vy	355.5	6.35	10.55	1.06	11.47	2.40	2.45		
4264 YP	7.20	3.30	7.25	7.40	4.00	4.24	37.6	ENCINA	351.9	6.28	10.45	1.00	11.40	2.30	2.35		
4540 P	7.35	3.45	7.33	7.46	4.07	4.32	41.9	QUARTZ	347.6	6.17	10.32	12.50	11.30	2.10	2.05		
9321 West WY 3422 East	7.50	4.00	7.48	7.54	4.20	4.45	47.7	DN BAKER Bc	341.8	6.05	10.20	12.40	11.15	1.55	1.35		
4029 P	8.05	4.10	8.05	8.05	4.34	4.57	52.2	WING	337.3	5.53	9.55	12.29	11.04	1.28	1.00		
3724	8.25	4.20	8.20	8.13	4.47	5.07	58.1	DN HAINES Kb	331.4	5.42	9.45	12.21	10.54	1.16	12.21PM		
3996 P	8.45	4.30	8.30	8.20	4.57	5.15	62.8	HUTCHINSON	326.7	5.33	9.27	12.13	10.45	1.05	11.23AM		
4347 West W 4010 East	8.58	4.40	8.39	8.26	5.09	5.23	67.4	DN NORTH POWDER Hd	322.1	5.23	9.15	12.03PM	10.36	12.45	10.45		
4006 P	9.09	4.47	8.45	8.29	5.16	5.28	70.4	LUN	319.1	5.11	9.09	11.59AM	10.31	12.24	10.00		
4019 P	9.23	5.01	8.54	8.35	5.25	5.37	74.1	SAGO	315.4	5.01	9.02	11.51	10.22	12.14	9.23		
4008 West WY 4033 East	9.35	5.20	9.02	8.41	5.34	5.44	76.9	DN TELOCASET Wk	312.6	4.53	8.56	11.46	10.15	12.05AM	8.56		
4329 P	9.45	5.28	9.11	8.47	5.44	5.51	80.9	CROOKS	308.6	4.44	8.48	11.37	10.05	11.50PM	8.19		
4014 P	9.55	5.37	9.20	8.52	5.53	5.58	84.2	PYLE	305.3	4.35	8.40	11.28	9.56	11.25	7.55		
3804 WY	10.05	5.48	9.29	8.57	6.03	6.05	87.1	DN UNION JCT. Un	302.4	4.27	8.30	11.19	9.48	11.05	7.35		
4117 P	10.13	6.12	9.39	9.02	6.12	6.12	90.7	HOT LAKE	298.8	4.20	8.18	11.10	9.39	10.55	7.20		
4013 P	10.20	6.30	9.49	9.08	6.20	6.19	94.5	LONETREE	295.0	4.13	8.12	11.03	9.30	10.45	7.10		
WFTOY	10.35AM	6.50AM	10.00PM	9.15PM	6.30PM	6.30AM	99.5	DN-R LA GRANDE Dispr Q Ra	290.0	4.05AM	8.00AM	10.55AM	9.15PM	10.30PM	6.55AM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(99.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(5.35)	(5.40)	(3.58)	(2.46)	(4.05)	(3.30)	.....	.....	.....	.....	(3.55)	(4.30)	(3.25)	(3.55)	(6.30)	(12.05)
17.7	17.5	25.0	35.9	24.5	28.4	.....	.....	.....	.....	25.4	22.1	29.1	25.4	15.3	8.2

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

No. 256 and eastward extra trains must clear No. 258 ten minutes.

Westward extra trains must clear No. 257 ten minutes.

WESTWARD—SECOND SUBDIVISION—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. 35 January 13, 1929	Distance from Portland	FIRST CLASS				SECOND CLASS	
		255	257		25	5	23	17				26	6	24	18	258	256
		Time Freight	Time Freight		Passenger	Mail	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	11.15AM	7.45AM		10.10PM	9.20PM	6.45PM	6.40AM	99.5	DN-R LA GRANDE	4.1	290.0	3.55AM	7.45AM	10.40AM	9.00PM	8.35PM	12.35AM
4007 P	11.30	7.57		10.20	9.30	6.55	6.50	103.6	PERRY	3.9	285.9	3.45	7.31	10.27	8.50	8.15	12.15
3994 West WY	11.45AM	8.09		10.30	9.38	7.03	6.59	107.5	DN HILGARD	3.7	282.0	3.38	7.23	10.19	8.43	8.05	12.01AM
3991 P	12.05PM	8.24		10.44	9.47	7.14	7.13	111.2	GLOVER	2.3	278.3	3.30	7.13	10.10	8.36	7.45	11.40PM
4015 P	12.18	8.35		10.52	9.55	7.22	7.23	113.5	MOTANIC	2.1	276.0	3.22	7.03	10.03	8.29	7.22	11.15
4285 P	12.30	8.45		11.00	10.02	7.29	7.32	115.6	BODIE	1.9	273.9	3.16	6.57	9.57	8.23	7.10	11.00
	12.40	8.52		11.06	10.07	7.35	7.38	117.5	EAST END DOUBLE TRACK	0.9	272.0	3.11	6.52	9.52	8.19	7.00	10.45
4002 WFY	12.55	9.05		11.09	10.10	7.40	7.43	118.4	DN KAMELA	2.9	271.1	3.08	6.50	9.48	8.16	6.50	10.30
	1.05	9.15		11.16	10.16	7.46	7.50	121.3	WEST END DOUBLE TRACK	3.2	268.2	2.59	6.41	9.38	8.07	6.30	10.00
4002 West W	1.25	9.30		11.23	10.22	8.00	7.58	124.5	DN MEACHAM	4.3	265.0	2.51	6.35	9.30	8.00	6.10	9.40
5617 East W	1.40	9.50		11.34	10.33	8.15	8.10	128.8	PORTER	3.2	260.7	2.36	6.23	9.16	7.46	5.40	9.10
4556 W	2.00	10.15		11.42	10.39	8.23	8.18	132.0	HURON	3.7	257.5	2.26	6.15	9.06	7.36	5.20	8.50
4783 WP	2.10	10.25		11.49	10.45	8.30	8.26	135.7	CAMP	2.2	253.8	2.16	6.06	8.56	7.27	5.10	8.30
4031 FP	2.20	10.33		11.55PM	10.49	8.36	8.31	137.9	NORTH FORK	3.4	251.6	2.10	6.01	8.48	7.21	4.48	8.13
4034 West WY	2.40	10.55		12.02AM	10.55	8.43	8.38	141.3	DN DUNCAN	2.9	248.2	2.02	5.55	8.38	7.13	4.30	8.00
4018 East P	2.50	11.02		12.09	11.01	8.50	8.45	144.2	SLOAN	3.1	245.3	1.52	5.47	8.29	7.06	4.03	7.49
3997 P	3.00	11.09		12.16	11.06	8.57	8.51	147.3	CONWAY	2.4	242.2	1.45	5.42	8.22	7.00	3.53	7.38
4571 P	3.05	11.14		12.19	11.09	9.04	8.54	150.0	BONIFER	2.4	239.5	1.40	5.38	8.16	6.55	3.43	7.28
4018 W WY	3.15	11.22		12.27	11.14	9.12	9.01	152.4	DN GIBBON	2.6	237.1	1.33	5.33	8.09	6.48	3.30	7.17
4697 E WY	3.22	11.27		12.31	11.17	9.18	9.06	155.0	TUMIA	2.4	234.5	1.29	5.29	8.01	6.39	3.22	6.45
5200 P	3.30	11.32		12.37	11.21	9.24	9.10	157.4	THORN HOLLOW	2.6	232.1	1.24	5.24	7.55	6.34	3.11	6.34
3095 P	3.39	11.37		12.41	11.24	9.30	9.14	160.0	HOMLY	2.4	229.5	1.20	5.20	7.49	6.30	3.01	6.18
5208 P	3.50	11.45		12.47	11.28	9.36	9.19	162.4	CAYUSE	2.4	227.1	1.15	5.15	7.42	6.24	2.51	6.05
4000 WP	4.00	11.51		12.52	11.32	9.41	9.23	164.8	MINTHORN	3.8	224.7	1.10	5.10	7.37	6.18	2.43	5.48
4013 P	4.18	11.59AM		1.03	11.38	9.48	9.29	168.6	MISSION	2.2	220.9	1.03	5.05	7.30	6.11	2.30	5.35
2360 W P	4.30	12.04PM		1.07	11.41	9.52	9.33	170.8	MUNRA	3.0	218.7	12.59	5.01	7.25	6.07	2.24	5.25
24 P	4.45	12.15		1.15	11.49	10.00	9.40	173.8	DN PENDLETON	3.7	215.7	12.50	4.55	7.15	6.00	2.15	5.15
3822 WTOY	5.00PM	12.30PM		1.25	11.55PM	10.15	9.45	177.5	DN-R RIETH	N	212.0	12.37AM	4.25AM	6.50AM	5.40PM	2.00PM	5.00PM
WFT	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	

(5.45) 13.5 (5.00) 15.6

(3.23) 23.0 (2.43) 28.7 (3.40) 21.2 (3.13) 24.2

Time Average Speed per Hour.....

(3.18) 23.6 (3.20) 23.4 (3.50) 20.3 (3.20) 23.4

(6.35) 11.8 (7.35) 10.2

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

Number 256 and eastward extra trains must clear No. 258 ten minutes.

Westward extra trains must 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 SUBDIVISION—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. 35 January 13, 1929	Distance from Portland	FIRST CLASS				SECOND CLASS	
	255				23	17	25	5				6	24	18	26	256	258
	Time Freight				Passenger	Passenger	Passenger	Mail				Express	Passenger	Passenger	Passenger	Time Freight	Time Freight
	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily			
WFT	6.00 PM				10.35 PM	10.00 AM	1.40 AM	12.10 AM	177.5	DN-R RIETH N	212.0	4.18 AM	6.41 AM	5.32 PM	12.30 AM	12.50 PM	6.55 AM
4999 P	6.15				10.45	10.08	1.48	12.21	181.1	BARNHART	208.4	4.09	6.31	5.23	12.21	12.30	6.35
5027 P	6.30				10.54	10.15	1.57	12.28	186.0	CAMPBELL	203.5	4.01	6.21	5.14	12.09	12.08 PM	6.21
5016 P	6.45				11.04	10.22	2.05	12.34	190.9	NOLIN	198.6	3.51	6.12	5.06	12.01 AM	11.50 AM	5.55
4998 W	7.10				11.17	10.31	2.16	12.43	197.4	D ECHO HI	192.1	3.39	5.59	4.55	11.50 PM	11.30	5.35
5006 P	7.23				11.28	10.36	2.22	12.48	200.7	STANFIELD Nd	188.8	3.30	5.51	4.49	11.44	11.15	5.20
	7.40				11.37	10.43	2.29	12.55	205.3	DN HINKLE Uk	184.2	3.22	5.45	4.43	11.37	11.05	5.10
					11.37				205.3	DN HINKLE Uk	193.5	3.22	5.45			11.05	
5003					11.52 PM				209.3	D HERMISTON Mn	189.5	3.12	5.32			10.50	
WFTY					12.10 AM				215.8	DN UMATILLA Cs	183.0	3.00 AM	5.20 AM			10.30 AM	
	7.40					10.43	2.29	12.55	205.3	DN HINKLE Uk	184.2			4.43	11.37		5.10
3578 P	7.54					10.48	2.36	1.00	208.7	WESTLAND	180.8			4.37	11.32		5.00
3483 WP	8.15					10.56	2.45	1.07	213.6	MUNLEY	175.9			4.28	11.23		4.40
3551 P	8.39					11.05	2.55	1.15	219.4	CLARKE	170.1			4.19	11.12		4.20
2500 WFY	9.00 PM					11.15 AM	3.05 AM	1.25 AM	223.9	DN-R MESSNER Fe	165.6			4.10 PM	11.00 PM		4.05 AM
	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(46.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(3.00)	(1.35)	(1.15)	(1.25)	(1.15)	Time	(1.18)	(1.21)	(1.22)	(1.30)	(2.20)	(2.50)
15.4	24.1	37.1	32.7	37.1	Average Speed per Hour	29.4	28.3	33.9	30.9	16.4	16.3

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

WESTWARD

JOSEPH BRANCH

EASTWARD

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS				FIRST CLASS			Distance from Joseph	Time-table No. 35 January 13, 1929				Distance from LaGrande	FIRST CLASS			SECOND CLASS			
	333 Freight		331 Freight		41 Motor				STATIONS					42 Motor			330 Freight			
	Leave Sat. Only	Leave Mon. & Wed.	Leave Daily			D-R JOSEPH J D ENTERPRISE Pr D LOSTINE Ns D WALLOWA Wo WADE MINAM VINCENT RONDOWA LOOKING GLASS GULLING D ELGIN Gn D IMBLER Br ALICEL ISLAND CITY DN-R LA GRANDE Dispr Q Ra (83.8)				Arrive Daily	Arrive Daily			Arrive Mon., Wed. & Fri.						
1804 WFY	6.30AM	3.00PM					0.0	83.8	2.35PM				3.10AM							
1972 W	7.00	3.40			s 3.05		5.8	78.0	s 2.08				2.45							
2300	7.40	4.20			s 3.30		16.0	67.8	s 1.38				2.05							
1748 WY	8.20	5.00			s 3.50		23.8	60.0	s 1.16				1.30							
1502	8.40	5.30			f 4.02		29.7	54.1	f 1.00				12.50							
1053	9.10	6.10			s 4.19		36.7	47.1	s 12.42				12.15AM							
	9.30	6.40			f 4.34		43.2	40.6	f 12.27				11.50PM							
861	9.45	7.00			f 4.43		46.8	37.0	f 12.19				11.35							
2398	10.00	7.15			s 4.52		50.0	33.8	s 12.11PM				11.20							
1978	10.30	7.50			f 5.14		58.7	25.1	f 11.52AM				10.40							
2134 WY	11.44AM	8.20			s 5.28		62.9	20.9	s 11.44				10.25							
1594	12.05PM	8.55			s 5.48		71.5	12.3	s 11.21				9.55							
1425	12.30	9.10			f 5.57		75.4	8.4	f 11.13				9.40							
1015	12.55	9.30			f 6.07		81.2	2.6	f 11.03				9.20							
WFTOY	1.15PM	9.50PM			6.25PM		83.8	0.0	10.55AM				9.00PM							
	Arrive Sat. Only	Arrive Mon. & Wed.	Arrive Daily							Leave Daily				Leave Sun., Tue. & Thur.						
	(6.45) 12.4	(6.50) 12.2	(3.40) 22.8			Time Average Speed per Hour				(3.40) 22.8				(6.10) 14.1						

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

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations.	WESTWARD			PILOT ROCK BRANCH			EASTWARD		
				Time-table No. 35 January 13, 1929					
				STATIONS					
WFPT				0.0	DN-R RIETH N	14.9			
1498				6.7	SPARKS	8.2			
1304 TW				14.9	D PILOT ROCK Ro	0.0			
				(14.9)					

Time
Average Speed per Hour

Westward 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:

R. V. Owens, General Supervisor of Time Service Omaha.
 Baker Palmer Bros.
 LaGrande Siegrist & Co.
 LaGrande J. H. Peare and Son
 Pendleton Sawtelle, Inc.

3 (R). Standard clocks are located as shown below:

Huntington Round House
 Huntington Yard Telegraph Office
 Huntington Depot Telegraph Office
 Pleasant Valley Telegraph Office
 Baker Telegraph Office
 Telocaset Telegraph Office
 LaGrande Dispatcher's Office
 LaGrande Depot Telegraph Office
 LaGrande Enginemen's Register Room
 Kamela Telegraph Office
 Pendleton Telegraph Office
 Rieth Telegraph Office
 Rieth Enginemen's Register Room
 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). A white indicator board displayed at a station will indicate to trains doing local work that there are cars or LCL freight to be moved.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
41	Rhinehart.	Any station.
42	Rhinehart.	Any station.
17	Echo, Stanfield	Portland and Beyond.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
17	Any station.	East of Green River.
18	Any station between Messner and Pendleton.	Bend Branch.
25	Any station.	East of Green River.
25	Hot Lake.	East of Huntington.
41	Rhinehart.	Any station.
42	Rhinehart.	Any station.

Note.—No. 6 will stop on flag at any station to receive or discharge mail or express. Nos. 41 and 42 will stop on flag at Rhinehart to receive or discharge mail or express.

83 (E). Train registers will not be used by train or engine men as a means of identifying extra trains.

83 (R). Trains are not required to receive clearance card (Form 2643) when there is no operator on duty, as follows:

At Joseph, first and second class trains;

83 (S). All first class trains will obtain clearance card (Form 2643) at Pendleton.

83 (T). 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:

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

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). Within yard limits at Kamela trains and engines must keep to the right, except that helper engines may move against the 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). In the absence of previous instructions trains heading in at Huntington and LaGrande eastward and at Rieth eastward and westward will use telephone located at initial switch to secure instructions as to which track to be used.

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). 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.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches or unless the return movement has been authorized and protected by dispatcher.

103 (A). Engines must not be run under any coal mine tipple, 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 Baker, intermediate switches on the passing tracks,—for passing track; At East End Double Track (M.P. 272.0),—for westward trains (spring switch); At West End Double Track (M.P. 268.2),—for eastward trains (spring switch); At Meacham,—for Casey Mill track, when cars are left on siding; At Hinkle, junction switch,—for line to Messner; At Messner, junction switch,—for Second Division; At Joseph, main track switch east leg of wye,—for wye; switch at stem of wye,—for east leg of wye.

104 (S). Engines and trains trailing through spring switch at East End Double Track and West End Double Track, must not make reverse movement until the switch has been properly lined by hand.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED: (The speed shown under heading of "Psgr." includes mail and express trains and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frt.	
At any point.	60	35	
At any point.	50	35	With Mikado class engines with 63 inch drivers.
At any point.	45	35	With Mikado class engines with 57 inch drivers.
At any point.	45	35	With 2-10-2 and 4-12-2 class engines.
At any point.	35	35	With Consolidation class engines.
At any point.	35	35	With other Mallet engines.
At any point.	20	20	Engines backing up. (With or without cars.)
At any point.		25	When handling steam derrick.
At any point.		20	Trains handling logs unless cars are staked and wired in accordance with A. R. A. rules.
Through truss bridges.		6	Trains handling logs unless cars are staked and wired in accordance with A. R. A. rules.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
On sidings.	15	15	
Interlocking plants.	15	15	
Railroad crossings at grade.	15	15	
On 5 and 6 degree curves.	40	30	
On 7 and 8 degree curves.	35	25	
On curves of 7 degrees and over.	25	25	With 2-10-2 class engines.
On 5 and 6 degree curves.	25	25	With 4-12-2 class engines.
On 7 and 8 degree curves.	20	20	
On 9 and 10 degree curves.	15	15	
On 9 and 10 degree curves.	30	20	
High line track and connections thereto at Lime.		10	
Leonard to Durkee.		25	Descending grade.
Pleasant Valley to Leonard.	30	20	Descending grade.
Pleasant Valley to Leonard.		15	Trains with all ore, wheat or gravel descending grade.
Between Pleasant Valley and Quartz.	50	25	Descending grade.

Continued on Page 9.

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frts.	
Baker.	15	15	Over street crossings within city limits.
Haines.	20	20	Over first two street crossings east of depot.
Telocaset to Union Jet.	45	25	Descending grade.
Between Hilgard and Huron.	30	20	Descending grade.
Over spring switches.	15	15	For entire length of train when movement is facing points.
Between Hilgard and Huron.		15	Trains with all ore, wheat or gravel, descending grades.
Huron to North Fork.	50	25	Descending grade.
North Fork to Gibbon.	60	35	Descending grade.
Pendleton.	6	6	Westward, over East Court street.
Pendleton.	6	6	Over Main street.
Pendleton.	15	15	Over other street crossings within city limits.
Echo.	20	20	Over first road crossing east and west of depot.
Hermiston.	15	15	Over road crossing east end of depot.
Between La Grande and Elgin.	50	30	
Between Elgin and M.P. 55.	30	18	
Between M.P. 55 and Enterprise.	40	25	
Between Enterprise and Joseph.	35	25	
Between Pilot Rock and Rieth.	25	18	

152 (S). Figures on stake at beginning of curve indicate degree of curve. All trains 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. Permanent slow boards will indicate distance to track requiring restricted speed.

221 (R). Lights will not be kept burning at night in train order signals on branches when no operator is on duty and trains will be governed by the day indication.

221 (S). First class trains will not whistle for train order signal, as required by Rule 221(A), at Pendleton.

509 (R). When a home block signal displays stop indication due to switch being set to permit train to enter siding and engineman 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, except persons in charge of special freight, employes with annual passes, or employes with trip passes when traveling on company business, between stations at which the train stops.

802 (A). When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman. When a train has been opened to clear a public crossing, a trainman must act as a crossing watchman when a train or engine is passing on a siding or main track.

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

SPECIAL RULES

820 (R). Allowances 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 or loaded car weighing less than 40,000 pounds (including light weight of car).	For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car).
Huntington and LaGrande	3000 lbs.	
LaGrande and Rieth	3000 "	
Rieth to Umatilla	6000 "	3000 lbs.
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 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
Portland	Donald H. Jessop	Chief Surgeon
Portland	M. K. Hall	Assistant Chief Surgeon
Portland	H. M. Bouvy	Chief Oculist, Ear, Nose and Throat
Portland	Jno. W. McCollom	Eye, Ear, Nose and Throat
Umatilla	Alex Reid	District Surgeon
Pendleton	H. J. Kavanaugh	District Surgeon
Pendleton	J. P. Brennan	District Surgeon
LaGrande	C. S. Moore	District Surgeon
LaGrande	W. P. McAdory	District Surgeon
LaGrande	Bouvy & Wilkes	Eye, Ear, Nose and Throat
Wallowa	J. B. Gregory	District Surgeon
Enterprise	Chas. A. Ault	District Surgeon
North Powder	Malcolm Irvine	District Surgeon
Baker	C. G. Patterson	District Surgeon
Huntington	R. M. Fouch	District Surgeon

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.

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 highway 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; four bands, 100 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). Whenever helper engine on any train is either attached or detached rear end air test must be made in the manner prescribed in Rule 1044 (A) of Operating Rules Governing Air Brakes, effective December 1, 1925.

1044 (C). Road train brake test as prescribed in Rule 1044 (A) of Operating Rules Governing Air Brakes, effective December 1, 1925, must be made on all freight trains before descending grade between Encina and Leonard, Encina and Baker, Telocaset and Lun, Telocaset and Union Jet., 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.

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

1050 (R). 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 La Grande; Union Junction 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 train contains outfit cars or cars carded to be handled on rear of train, helper engine must be placed immediately ahead of such cars, except between North Powder and Telocaset, helper engine may be placed ahead of train engine or cut into head end of train.

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 third engine placed behind caboose or immediately ahead of outfit car or cars carded "Handle on Rear," except that when one of the three engines is a Mikado class engine, it must be used as rear engine.

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 Telocaset and Union Junction; Huron and Duncan, must use one-half of all retaining valves consecutively from engine back; and on descending grades between Encina and Leonard and between Hilgard and Huron must use one operative retaining valve for each fifty tons of train but in no case less than one-half of all retaining valves in train. Retaining valves used shall be consecutive from head end of train. If engineman finds it difficult to hold train or to recharge train he will request train crew to turn up additional retaining valves necessary to insure safe control of train.

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

1079 (B). In addition to inspection of train as often as practicable as per Rule 824, freight trains descending grade must stop and remain standing ten minutes to allow wheels to cool, at the following points:

Leonard	Glover	Huron
Hindman	Meacham	Duncan

STATIONS AND TRACKS NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULE.

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

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

HUNTINGTON—UMATILLA—MESSNER

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 <u>26-41</u> 464S 32	3620 to 3629 3803-3804-3805	3000	1450	6000	3000	6000	3000	3000	1450	6000	3000	1450	2100	6000	3000	6000	6000	2100	6000	4000	2100	6000
UP. 67 <u>27</u> 355SE 31-32	9004 9700 to 9707																					
TTT. 63 <u>29</u> 288S 30	5400 to 5414	2350	1045	3900	2420	3900	2350	2350	1045	3900	2350	1045	1485	3900	2350	3900	3900	1485	3900	3000	1485	3900
MK. 63 <u>26</u> 211SD 30	2166 to 2168	1825	725	3600	1825	2850	1585	1585	725	3600	1825	725	1100	3500	1825	3500	3500	1100	3300	1900	1100	3500
MK. 57 <u>23</u> 207 30	2100 to 2165 Except S.D.B. Eng.	1700	700	3500	1700	2750	1510	1510	700	3500	1725	700	1000	3500	1725	3500	3300	1000	2900	1800	1000	3500
MK. 57 <u>23</u> 207SDB 30	2103, 2138, 2147, 2149, 2151, 2152, 2154	1700	700	3500	2000	3000	1510	1510	700	3500	1725	700	1000	3500	1725	3500	3300	1000	3300	1800	1000	3500
MK. 63 <u>26</u> 211SDB 30	2169-2170-2171	1950	775	3600	1950	3000	1600	1600	775	3600	1950	775	1250	3500	1950	3500	3500	1250	3450	2000	1250	3500
C. 57 <u>22</u> 187 30	730 to 768	1265	560	3000	1265	2200	1195	1195	560	3000	1265	560	815	3000	1265	3000	3000	815	2200	1500	815	3000
P. 77 <u>25</u> 167S 28	3218 to 3225	1190	525	2700	1190	2200	1090	1090	525	2700	1190	525	760	2570	1190	2700	2700	760	2200	1400	760	2700
P. 77 <u>25</u> 178S 28	3226 to 3227																					
T. 63 <u>22</u> 160 28	1755 to 1760	1070	475	2700	1070	2000	970	920	475	2700	1070	475	690	2460	1070	2700	2700	690	2000	1300	690	2700
T. 69 <u>22</u> 159 28	1742 to 1754	980	440	2700	980	2000	900	850	440	2700	980	440	640	2240	980	2700	2700	640	2000	1300	640	2700
P. 77 <u>22</u> 149 28	3201 to 3217	975	400	2700	975	2000	900	850	440	2700	960	440	640	2050	960	2700	2700	640	2000	1200	640	2700

BRANCHES

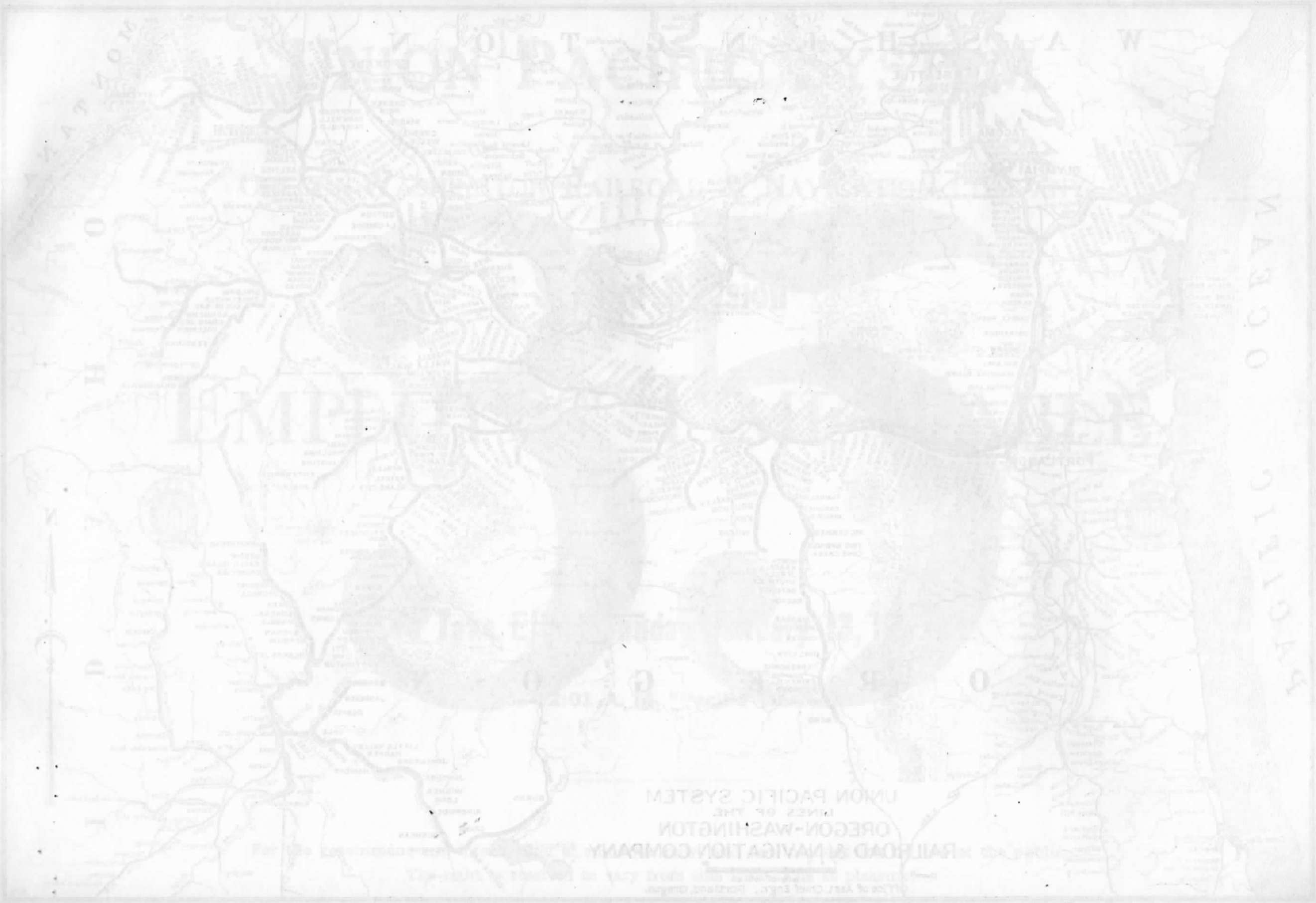
CLASSIFICATION	ENGINE NUMBERS	RIETH AND PILOT ROCK		JOSEPH AND LA GRANDE					
		WEST-WARD	EAST-WARD	WESTWARD			EASTWARD		
				Rieth to Pilot Rock	Pilot Rock to Rieth	Joseph to Rondowa	Rondowa to Gulling	Gulling to LaGrande	LaGrande to Rondowa	Rondowa to Enterprise	Enterprise to Joseph
T. 63 <u>20</u> 113 24	1715 to 1726	625	625	1365	685	1365	1120	625	445
T. 57 <u>20</u> 119 26	1733 to 1736	700	700	1530	770	1530	1255	700	500
T. 69 <u>22</u> 159 28	1742 to 1754	700	700	2000	1500	2000	2000	1500	700
T. 63 <u>22</u> 160 28	1755 to 1760	800	800	2000	1600	2000	2000	1600	800
T. 77 <u>25</u> 167S 28	3218 to 3225	800	800	1840	1000	1840	1840	1000	700
P. 77 <u>22</u> 149S 28	3200 to 3217	800	800	1740	875	1740	1425	800	555
T. 57 <u>20</u> 126 26	1737 to 1741								
C. 57 <u>22</u> 187 30	730 to 768	1150	1150	2515	1800	2515	2330	1800	1015

CLASS

- "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.
- "U.P." — Four-Twelve-Two

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

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



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

Office of Asst. Chief Eng'r., Portland, Oregon.

PACIFIC OCEAN

WASHINGTON

H

P

I

OREGON

O

G

B

O

W

