UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Second Division

EMPLOYES' TIME TABLE

16

To Take Effect Sunday, November 14, 1920

at 12:05 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.

JAMES, KERNS & ABBOTT CO. PORTLAND, OREGON

J. P. O'BRIEN,
GENERAL MANAGER.

M. J. BUCKLEY,
GENERAL SUPERINTENDENT

F. N. FINCH,
ASSISTANT GENERAL SUPERINTENDENT

SECOND DIVISION

W. BOLLONS,
Superintendent, LA GRANDE, OREGON.

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

D. H. JESSE,
TRAINMASTER, La Grande, Oregon.

C. BAXTER,
TRAINMASTER, La Grande, Oregon.

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

C. A. CONNELLY,
NIGHT CHIEF DISPATCHER, La Grande, Oregon.

MILEAGE

FIRST DIVISION	Main Line	384.40		
	Branches		413.80	
	Total			789.20
SECOND DIVISION	Main Line	233.18		
	Branches		97.80	
	Total			330.98
THIRD DIVISION	Main Line	79.61		
	Branches		302.56	
	Total			382.17
FOURTH DIVISION	Main Line	104.03		
	Branches		426.14	
	Total			530.17
Total, Main Line		801.22		
Total, Branches			1240.30	
Total				2041.52

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 Table No. 16 November 14, 1920	Distance from Portland	FIRST CLASS					SECOND CLASS	
255		15	23	17	1	19	5				6	2	18	4	24	16	256
Time Freight		Motor	Passenger	Passenger	Passenger	Passenger	Mail				Express	Passenger	Passenger	Passenger	Passenger	Motor	Time Freight
Leave Daily		Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
12.15AM			3.25PM	5.10AM		6.10PM	7.29PM	0.0	HUNTINGTON	389.3	12.30PM		11.51PM	8.10AM	3.00PM		7.00PM
10.15AM			7.25PM	9.10AM		10.00PM	10.35PM	99.4	LA GRANDE	289.9	8.05AM		7.50PM	3.40AM	10.55AM		9.30AM
		5.30PM	10.30PM	12.25PM	9.05AM	1.28AM	1.23AM	173.7	PENDLETON	215.6	4.50AM	4.35PM	4.50PM	12.20AM	7.15AM	10.30AM	
8.30PM								178.2	RIETH	211.1							8.00PM
		7.15PM	12.25AM		10.50AM			215.8	UMATILLA	183.0	2.45AM	2.45PM			5.10AM	8.45AM	12.05PM
10.40AM			3.50AM	4.35PM	2.35PM	5.30AM	5.00AM	304.9	THE DALLES	84.4	11.20PM	10.40AM	11.45AM	8.10PM	1.40AM		4.00AM
			7.30AM	7.30PM	6.00PM	8.30AM	7.45AM	389.3	PORTLAND	0.0	8.30PM	7.30AM	9.00AM	5.00PM	11.00PM		
6.20PM									ALBINA	1.6							10.00PM
Arrive Daily		Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Daily Ex. Sunday	Leave Daily
(42.05)		(1.45)	(16.05)	(14.20)	(8.55)	(14.20)	(12.16)		Time		(16.00)	(9.05)	(14.51)	(15.10)	(16.00)	(1.45)	(45.00)
9.0		18.6	24.2	27.2	24.2	27.2	31.7		Average Speed Per Hour		24.3	23.9	26.2	25.6	24.3	18.6	8.6

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

Time Table No. 16
November 14, 1920

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS 255 Time Freight Leave Daily	SECOND CLASS 309 Way Freight Leave Daily	FIRST CLASS 23 Passenger Leave Daily	FIRST CLASS 19 Passenger Leave Daily	FIRST CLASS 5 Mail Leave Daily	FIRST CLASS 17 Passenger Leave Daily	Distance from Huntington		STATIONS	Distance from Portland	FIRST CLASS 4 Passenger Arrive Daily	FIRST CLASS 6 Express Arrive Daily	FIRST CLASS 18 Passenger Arrive Daily	FIRST CLASS 24 Passenger Arrive Daily	SECOND CLASS 256 Time Freight Arrive Daily	SECOND CLASS 310 Way Freight Arrive Daily
WFTOY	12.15AM	5.45AM	3.25PM	6.10PM	7.29PM	5.10AM	0.0	DN-R	**HUNTINGTON** Hu	389.3	8.10AM	12.30PM	11.51PM	3.00PM	7.00PM	1.30PM
2212	12.35	6.01	3.33	6.19	7.37	5.20	4.6		4.6 LIME	384.7	7.55	12.15	11.34	2.45	6.42	1.15
3233	12.50	6.15	3.41	**6.27**	7.44	5.28	8.6		4.0 JETT	380.7	7.42	12.05PM	11.20	2.36	**6.27**	1.00
3193 W	1.05	6.30	f 3.48	6.35	7.50	5.36	12.3	DN	3.7 WEATHERBY By	377.0	7.30	11.56AM	11.08	2.27	6.09	12.45
2688	1.25	6.45	3.58	6.45	7.58	5.46	17.1		4.8 NELSON	372.2	7.18	11.46	10.55	2.17	5.54	12.27
6279 YW	1.45	**7.08**	s 4.05	6.53	8.04	s 5.53	20.6	DN	3.5 DURKEE Du	368.7	s **7.08**	11.35	s10.44	f 2.09	5.43	12.05PM
4000	1.58	7.25	4.12	7.00	8.11	6.01	24.2		3.6 LEONARD	365.1	6.58	11.27	10.32	2.01	5.27	11.50AM
3215	2.15	7.45	4.22	7.10	8.20	6.11	27.7		3.5 UNITY	361.6	6.47	11.17	10.22	1.52	5.13	11.35
3120	2.35	8.01	4.30	7.18	8.26	6.20	30.7		3.0 HINDMAN	358.6	6.39	11.08	10.13	1.44	5.00	11.18
6799 FYW	3.01	8.30	f **4.38**	7.27	8.34	f **6.32**	34.0	DN	3.3 PLEASANT VALLEY Vy	355.3	f **6.32**	**10.59**	10.04	f 1.37	**4.38**	**10.59**
2714	3.25	8.45	4.45	7.35	8.40	6.41	37.5		3.5 ENCINA	351.8	6.21	10.51	9.56	1.30	4.15	10.30
3212	3.45	9.01	4.55	7.44	8.48	6.53	42.0		4.5 QUARTZ	347.3	6.09	10.40	9.47	1.22	3.40	10.05
9021 WOY	4.15	**9.30**	s 5.07	s 7.55	s 9.00	s 7.05	47.6	DN-R	5.6 BAKER Bc	341.7	s 5.54	10.25	s 9.35	s 1.11	3.00	**9.30**
3205	4.35	9.43	f 5.19	8.02	9.08	7.12	52.1		4.5 WING	337.2	5.37	10.12	9.27	f12.57	2.30	9.00
3429	4.55	**10.01**	s 5.29	8.11	**9.16**	s 7.24	58.1	DN	6.0 HAINES Kb	331.2	s 5.25	**10.01**	**9.16**	s12.47	2.00	8.30
2711	**5.15**	10.20	f 5.39	8.19	9.25	7.32	62.8		4.7 HUTCHINSON	326.5	**5.15**	9.52	9.05	f12.37	1.30	8.00
2704 West 2908 East W	5.45	10.45	s 5.49	8.27	9.32	s **7.40**	67.4	DN	4.6 NORTH POWDER Hd	321.9	s 5.03	9.41	8.57	s12.27	12.55	**7.40**
2700	6.01	10.55	f 5.54	8.33	9.36	7.45	70.3		2.9 LUN	319.0	4.52	9.34	8.52	f12.17	12.40	7.05
3256	6.15	11.15	f 6.07	**8.43**	9.43	7.55	74.0		3.7 EAMES	315.3	4.40	9.23	**8.43**	f**12.06**PM	**12.06**PM	6.50
5425 FWY	**6.35**	**11.30**	s 6.16	8.52	9.49	f 8.01	76.9	DN	2.9 TELOCASET Wk	312.4	4.32	9.15	8.32	s11.57AM	**11.30**AM	**6.35**
3195	6.50	**11.46**AM	f 6.25	9.04	9.56	8.11	80.9		4.0 CROOKS	308.4	4.22	9.03	8.23	f**11.46**	10.55	6.20
2700	7.05	12.01PM	f 6.33	9.12	10.02	8.19	84.1		3.2 BACON	305.2	4.12	8.52	8.17	f11.37	10.35	6.00
3499 YW	7.20	12.20	s 6.41	9.20	10.08	s 8.26	87.1	DN	3.0 UNION JCT. Un	302.2	4.03	8.42	8.11	s11.28	10.15	5.45
3226	7.30	12.35	s 6.50	9.30	10.13	s **8.32**	90.6		3.5 HOT LAKE	298.7	3.54	**8.32**	s 8.04	s11.20	10.00	5.30
2710	7.42	12.50	f 7.03	9.38	10.19	8.41	94.6		4.0 LONETREE	294.7	3.45	8.19	7.57	f11.10	9.45	5.15
WFTOY	**8.05**AM	1.10PM	7.15PM	9.50PM	10.30PM	8.55AM	99.4	DN-R	4.8 **LA GRANDE** Dispr Q Ra	289.9	3.35AM	**8.05**AM	7.50PM	10.55AM	9.30AM	5.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(99.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(7.50) 12.7	(7.25) 13.3	(3.50) 25.9	(3.40) 27.1	(3.01) 32.9	(3.45) 26.	.....	.....	Time	.....	(4.35) 21.7	(4.25) 22.5	(4.01) 24.7	(4.05) 24.3	(9.30) 10.5	(8.30) 11.7
							.....	.....	Average Speed per Hour	.....						

Block Signals

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—SECOND SUB-DIVISION—LaGrande and Rieth—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS				FIRST CLASS						Distance from Huntington	Time Table No. 16 November 14, 1920		Distance from Portland	FIRST CLASS						SECOND CLASS			
	307 Way Freight	255 Time Freight	51 Mixed	41 Mixed	15 Motor	1 Passenger	23 Passenger	19 Passenger	5 Mail	17 Passenger					4 Passenger	6 Express	24 Passenger	18 Passenger	2 Passenger	16 Motor	42 Mixed	52 Mixed	256 Time Freight	308 Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily
WFPTOY	**5.30**AM	10.15AM					7.25PM	9.55PM	10.35PM	9.00AM	99.4		DN-R	**LA GRANDE** Dispr Q Ra	289.9	3.30AM	7.55AM	10.50AM	7.45PM					**5.30**AM	12.40PM
2624 P	5.45	**10.32**					f **7.35**	10.05	10.43	9.13	103.6			4.2 PERRY 3.8	285.7	3.19	7.45	**10.32**	**7.35**				5.15	12.20
5790 YWP	6.00	11.00					s 7.45	10.13	10.50	9.23	107.4		DN	HILGARD Dy 3.7	281.9	3.10	7.37	f10.22	7.26				5.00	12.01PM
3408 P	6.30	**11.30**AM					7.54	10.25	10.58	9.34	111.1			GLOVER 4.5	278.2	3.01	7.28	10.10	7.18				4.30	**11.30**AM
2702 P	6.50	12.01PM					8.04	10.38	11.08	9.47	115.6			CASEY 1.0	273.7	2.50	7.19	9.57	7.09				3.59	11.00
	7.00	12.15					8.07	10.42	11.12	**9.53**	116.6			**EAST END DOUBLE TRACK** 1.8	272.7	2.47	7.16	**9.53**	7.06				3.45	10.45
8690 WFPT	7.15	12.30					s 8.13	s10.48	11.18	s10.01	118.4		DN-R	KAMELA S 3.1	270.9	s 2.43	s7.12	s 9.49	s7.02				3.35	10.30
	7.25	12.45					8.21	10.55	11.25	**10.07**	121.5			**WEST END DOUBLE TRACK** 2.9	267.8	2.35	7.05	9.42	6.55				3.15	**10.07**
2632 West 3023 East WP	7.45	1.00					f 8.29	11.03	11.32	f10.16	124.4		DN	MEACHAM Mh 4.4	264.9	2.26	6.57	s 9.33	f 6.47				2.55	9.45
3270 P	8.05	1.20					8.38	11.12	11.41	10.26	128.8			PORTER 3.2	260.5	**2.12**	6.44	9.19	6.34				**2.12**	9.26
2696 WP	8.25	1.45					f 8.46	11.19	11.48	10.35	132.0		DN	HURON Kr 3.6	257.3	2.02	6.35	**9.09**	6.25				1.25	**9.09**
2566 WP	**8.40**	2.00					8.53	11.28	11.54	10.43	135.6			CAMP 2.2	253.7	1.51	6.25	8.59	6.15				12.30AM	**8.40**
3728 FP	**8.51**	2.15					8.59	11.34	**11.59**PM	10.50	137.8			NORTH FORK 3.4	251.5	1.43	6.17	**8.51**	6.06				**11.59**PM	8.15
2721 West 3256 East WPY	9.10	2.30					f 9.07	**11.41**	12.04AM	f10.59	141.2		DN	DUNCAN Nf 3.0	248.1	1.35	6.10	8.43	5.59				**11.41**	8.00
3216 P	9.30	2.45					9.14	11.47	12.09	11.06	144.2			SLOAN 3.1	245.1	1.28	6.02	8.35	5.50				11.20	7.45
3300 P	9.45	3.00					9.20	11.54PM	12.15	11.14	147.3			CONWAY 5.0	242.0	1.20	5.54	8.27	5.43				11.02	7.30
2275 West 2835 East WPY	10.15	3.30					f 9.30	12.06AM	12.25	f11.27	152.3		DN	GIBBON Gi 5.1	237.0	1.09	5.42	f 8.14	s 5.32				10.40	7.00
2710 P	10.30	4.00					9.40	12.16	12.34	11.39	157.4			THORN HOLLOW 4.8	231.9	12.58	5.29	8.01	5.21				10.15	6.30
1970 WP	10.45	4.30					**9.50**	12.27	**12.45**	11.51	162.2			CAYUSE 2.5	227.1	**12.45**	5.17	7.48	5.13				**9.50**	6.15
3248 P	11.00	4.45					9.58	**12.37**	12.55	11.57AM	164.7			SUMKIN 3.8	224.6	**12.37**	5.11	7.40	5.08				9.10	5.59
2730 P	11.15	**5.01**					10.06	12.50	1.02	12.05PM	168.5			MISSION 5.2	220.8	12.31	5.03	f 7.30	**5.01**				8.45	5.43
4680 WPTOY	11.30	5.35	**2.20**PM	9.20AM	5.30PM	9.05AM	s10.20 10.30	s **1.13** **1.28**	s **1.18** **1.23**	s12.20 12.25	173.7		DN-R	**PENDLETON** Fd 4.5	215.6	s12.20 12.15	4.50 4.40	s 7.15 7.10	s 4.50 s 4.40	4.35PM	10.30AM	**2.20**PM	10.05AM	8.15	5.15
WFPT	11.55AM	6.00PM	2.35PM	9.35AM	5.45PM	9.15AM	10.40PM	1.38AM	1.33AM	12.35PM	178.2		DN-R	RIETH N (78.8)	211.1	12.02AM	4.30AM	7.00AM	4.30PM	4.25PM	10.17AM	2.05PM	9.50AM	8.00PM	5.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily
	(6.25) 12.3	(7.45) 10.2	(.15) 18.0	(15) 18.0	(.15) 18.0	(.10) 27.0	(3.15) 24 2	(3.43) 21.6	(2.58) 26.5	(3.35) 22.0				Time / Average Speed per Hour	(3.28) 22.7	(3.25) 23.1	(3.50) 20.6	(3.15) 24.2	(.10) 27.0	(.13) 20.8	(.15) 18.0	(.15) 18.0	(9.30) 8.3	(7.40) 10.3

Block Signals — Double Tracks — Block Signals

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—THIRD SUB-DIVISION—Rieth and Messner—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.			SECOND CLASS 255 Time Freight Leave Daily	SECOND CLASS 305 Way Freight Leave Daily	FIRST CLASS 15 Motor Leave Daily Ex. Sun.	FIRST CLASS 23 Passenger Leave Daily	FIRST CLASS 1 Passenger Leave Daily	FIRST CLASS 17 Passenger Leave Daily	FIRST CLASS 19 Passenger Leave Daily	FIRST CLASS 5 Mail Leave Daily	Distance from Huntington	Time Table No. 16 November 14, 1920 STATIONS	Block Signals	Distance from Portland	FIRST CLASS 4 Passenger Arrive Daily	FIRST CLASS 6 Express Arrive Daily	FIRST CLASS 18 Passenger Arrive Daily	FIRST CLASS 24 Passenger Arrive Daily	FIRST CLASS 2 Passenger Arrive Daily	FIRST CLASS 16 Motor Arrive Daily Ex. Sun.	SECOND CLASS 256 Time Freight Arrive Daily	SECOND CLASS 306 Way Freight Arrive Daily	SECOND CLASS 304 Way Freight Arrive Daily
	WFPT		8.30PM	6.15AM	s 5.45PM	10.45PM	9.20AM	12.40PM	1.43AM	1.38AM	178.2	DN-R RIETH N		211.1	11.57PM	4.25AM	4.25PM	6.55AM	4.20PM	s10.17AM	3.45PM	4.05PM	4.10PM
3200	P		9.00	**6.40**	s 5.53	10.51	f 9.28	12.47	1.49	1.44	181.4	3.2 BARNHART		207.9	11.51	4.10	4.15	**6.40**	f 4.10	s10.10	3.15	3.45	3.50
3080	P		9.30	7.00	s 6.00	10.57	f 9.34	12.53	1.56	1.50	184.1	2.7 CAMPBELL		205.2	11.45	4.00	4.09	6.30	f 4.00	s10.02	2.45	3.15	3.25
3200	P		10.01	7.45	s 6.13	11.08	s **9.47**	1.06	2.08	1.59	190.9	6.8 NOLIN		198.4	11.34	3.45	3.55	f 6.12	s 3.45	s **9.47**	2.15	2.35	2.50
3200	WP		10.45	8.30	s 6.28	s**11.23**	s 9.59	1.19	2.19	2.09	197.4	6.5 DN ECHO Hi		191.9	**11.23**	3.29	3.41	s 5.55	s 3.30	s 9.30	1.45	2.00	2.25
3830	P		**11.13**	**9.20**	s 6.35	s11.31	s10.06	**1.26**	2.26	2.15	200.7	3.3 D STANFIELD Nd		188.6	**11.13**	3.21	3.32	s 5.45	s 3.20	s **9.20**	**1.26**	**1.26**	2.10
	P		11.31	9.35AM	s 6.47PM	11.40PM	s10.16AM	1.34	2.34	2.23	205.3	4.6 DN HINKLE Uk		184.0	11.05	3.13AM	3.21	5.35AM	3.10PM	s 9.10AM	1.10PM	1.00PM	1.55
3500	P		11.45PM	Via Umatilla	Via Umatilla	Via Umatilla	Via Umatilla	**1.40**	2.42	2.29	208.6	3.3 WESTLAND		180.7	10.59	Via Umatilla	f 3.10	Via Umatilla	Via Umatilla	Via Umatilla	Via Umatilla	Via Umatilla	**1.40**
3500	P		12.10AM					1.50	2.50	2.36	213.6	5.0 MUNLEY		175.7	10.51		3.00						1.15
3500	P		12.35					2.01	2.59	2.44	219.3	5.7 CLARKE		170.0	10.42		2.45						12.55
2500	WFPY		1.00AM					2.15PM	3.10AM	2.50AM	223.9	4.5 DN MESSNER Fe		165.4	10.35PM		2.30PM						12.40PM
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(45.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily
			(4.30) 10.2	(3.20) 8.1	(1.02) 26.2	(.55) 29.4	(.56) 29 0	(1.35) 28.9	(1.27) 31.5	(1.12) 38.1		Time / Average Speed per Hour			(1.22) 33.4	(1.12) 22.6	(1 55) 23.8	(1.20) 20.3	(1.10) 23.2	(1.07) 24.3	(2.35) 10.5	(3.05) 8 8	(3.30) 13.0

WESTWARD—FOURTH SUB-DIVISION—Hinkle and Umatilla—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.			SECOND CLASS 305 Way Freight Leave Daily	FIRST CLASS 15 Motor Leave Daily Ex. Sun.	FIRST CLASS 23 Passenger Leave Daily	FIRST CLASS 1 Passenger Leave Daily	Distance from Huntington	Time Table No. 16 November 14, 1920 STATIONS	Block Signals	Distance from Portland	FIRST CLASS 6 Express Arrive Daily	FIRST CLASS 24 Passenger Arrive Daily	FIRST CLASS 2 Passenger Arrive Daily	FIRST CLASS 16 Motor Arrive Daily Ex. Sun.	SECOND CLASS 256 Time Freight Arrive Daily	SECOND CLASS 306 Way Freight Arrive Daily
	P		9.35AM	s 6.47PM	11.40PM	10.16AM	205.3	DN HINKLE N		193.5	3.13AM	5.35AM	3.10PM	9.10AM	1.10PM	1.00PM
2240	P		9.50	s 6.57	s11.50PM	s10.26	209.3	4.0 D HERMISTON Mn		189.5	2.59	s 5.25	s 3.00	s 9.00	12.45	12.30PM
	WFP1Y		10.25AM	7.15PM	12.15AM	10.45AM	215.8	6.5 DN-R UMATILLA Cs		183.0	2.40AM	5.10AM	2.45PM	8.45AM	12.05PM	11.30AM
			Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily		(10.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily
			(.50) 12.6	(.28) 22.5	(.35) 18.0	(.29) 21.7		Time / Average Speed per Hour			(.33) 19.1	(.25) 25.2	(.25) 25.2	(.25) 25.2	(1.05) 9.7	(1.30) 7.0

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.

WESTWARD—Joseph Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.		SECOND CLASS	FIRST CLASS	Distance from Joseph	Time Table No. 16 November 14, 1920			Distance from LaGrande	FIRST CLASS	SECOND CLASS
		133 Freight	31 Passenger		STATIONS				32 Passenger	134 Freight
		Leave Tues., Thur. and Sat.	Leave Daily						Arrive Daily	Arrive Mon., Wed. and Fri.
1200	WFY	7.30AM	1.25PM	0.0	D-R **JOSEPH**	J		83.8	12.25PM	4.00PM
					5.9					
1200	W	8.00	s 1.40	5.9	D ENTERPRISE	Pr		77.9	s11.55	3.30
					10.1					
2000		9.05	**2.05**	16.0	LOSTINE			67.8	s11.25	**2.05**
					7.9					
1440	WY	9.40	s 2.25	23.9	D WALLOWA	Wo		59.9	s11.01	1.15PM
					5.9					
1500		**10.35**	2.40	29.8	WADE			54.0	**10.35**	11.40AM
					6.9					
850		11.10	s 2.57	36.7	MINAM			47.1	s10.10	11.00
					6.6					
	Y	11.40AM	s 3.15	43.3	VINCENT			40.5	s 9.52	10.30
					3.5					
400		12.01PM	f 3.25	46.8	RONDOWA			37.0	f 9.43	10.15
					3.2					
2080		12.20	s 3.35	50.0	LOOKING GLASS			33.8	s 9.35	10.00
					8.7					
1978		12.55	4.01	58.7	GULLING			25.1	**9.14**	**9.14**
					4.2					
1800	WY	1.20	s 4.20	62.9	D ELGIN	Gn		20.9	s 9.03	8.40
					8.6					
1300		1.55	s 4.40	71.5	D IMBLER	Br		12.3	s 8.43	8.00
					4.0					
1000		2.15	s 4.50	75.5	ALICEL			8.3	s 8.33	7.40
					5.7					
800		2.40	s 5.05	81.2	ISLAND CITY			2.6	s 8.23	7.15
					2.6					
	WOTF	3.05PM	5.25PM	83.8	DN-R **LA GRANDE**	Dispr Q Ra		0.0	8.15AM	7.00AM
					(83.8)					
		Arrive Tues., Thur. and Sat.	Arrive Daily						Leave Daily	Leave Mon., Wed. and Fri.
		(7.35)	(4.00)		Time				(4.10)	(9.00)
		11.0	20.9		Average Speed per Hour				20.1	9.3

WESTWARD—Pilot Rock Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.		SECOND CLASS	Distance from Rieth	Time Table No. 16 November 14, 1920			Distance from Pilot Rock	SECOND CLASS
		41 Mixed		STATIONS				42 Mixed
		Leave Daily Ex. Sun.						Arrive Daily Ex. Sun.
	WFPT	9.35AM	0.0	R **RIETH**	N		14.2	2.05PM
				6.0				
1500		f 9.55	6.0	SPARKS			8.2	f 1.45
				8.2				
	TW	10.30AM	14.2	D-R **PILOT ROCK**	Ro		0.0	1.20PM
				(14.2)				
		Arrive Daily Ex. Sun.						Leave Daily Ex. Sun.
		(.55)		Time				(.45)
		15.4		Average Speed per Hour				18.9

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

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

SECOND DIVISION

SPECIAL RULES

PASSENGER TRAINS

1. Nos. 17 and 19 will stop to let off passengers from Points East of Green River.
   No. 18 will stop between LaGrande and Baker to let off passengers from Pendleton or West.
   Nos. 1, 2, 15 and 16 will stop at Yoakum for passengers.
   Nos. 31 and 32 stop on flag at Rhinehart, Cabin Creek, Looking Glass and Gwynne.
   No. 6 will stop on flag at any station to load or unload express.

FREIGHT TRAINS

Passengers will not be carried on freight trains, 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. See Rule 720.

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2. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions within yard at Umatilla, Rieth, Pendleton, Kamela, La Grande, Baker, Huntington and Wallowa. Under control means to be able to stop within the distance track is seen to be clear.

   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.

   All trains will obtain clearance at Baker and Kamela. Unnecessary to whistle for train order signal at these stations. On branch lines train order signal lights will not be kept burning after passage of regular trains for the day.

3. White flag or indicator board displayed at a blind siding will indicate cars or L C L freight to be moved. Trains doing local work will be governed accordingly.

4. Trains (except passenger) consisting of more than twenty-five cars will cut off engine to take water or fuel, and will also cut off way cars before spotting.

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

6. Train registers will not be used as a means of identifying extra trains.

7. Helper engines on passenger trains will be coupled ahead of regular engine.

8. Helping engines (except Mallet) on freight trains between Duncan and La Grande, Union and Telocaset, Durkee and Encina will be placed so each helper will push its own tonnage, and when necessary to slack trains, same will be done by helper on rear of train. Mallet engines in helper service will be placed approximately five hundred tons from rear of train.

9. When cars are left on Meacham passing tracks switch will be set for Casey Mill track to act as derail. Main track switch east leg of Wye Joseph 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.

10. Junction switch at Messner will be left set and locked for Second Division.
    Junction switch at Hinkle will be left set and locked for Third Sub-Division.

DIVISION SPEED RESTRICTIONS

11. Passenger, mail or express trains will not exceed a speed of 50 miles per hour and other trains including light engines and engines with cabooses will not exceed a speed of 35 miles per hour.

    Passenger, mail or express trains will not exceed a speed of 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; and other trains will not exceed 30 miles per hour around 5 and 6 degree curves, 25 miles per hour around 7 and 8 degree curves and 20 miles per hour around 9 and 10 degree curves. Figures on stake at beginning of curve indicate degree of curvature.

    In any class of service engines of Consolidation and Mikado class will not exceed a speed of 35 miles per hour, except that Mikado class with drivers 63 inches or over handling passenger trains will not exceed a speed of 50 miles per hour. Mallet class engines of 3800 series will not exceed a speed of 15 miles per hour and of 3600 series 20 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 condition, weight of engine and track condition, particularly sharp curves and reduce speed or lose time sufficient to make the run safe.

    Trains will be handled with care and under control when sand is blowing, when weather is foggy or stormy, and at points where there is liability of track being obstructed.

    Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover.
    Trains handling logs will not exceed speed of 15 miles per hour.

SUB-DIVISION SPEED RESTRICTIONS, AND TRAIN INSPECTION STATIONS

	Passenger and Light Engines	Freight
12. **FIRST SUB-DIVISION.**		
A. Descending Grade between Pleasant Valley and Leonard	30 miles	15 miles
Descending Grade between Pleasant Valley and Quartz, Telocaset and Union Jct., Leonard and Durkee		20 miles
Passing through City of Baker	10 miles	10 miles

B. In addition to making inspection of train as often as possible as per Rule 824 freight trains descending grade will stop ten (10) minutes at Unity and Durkee to permit wheels to cool and for trainmen to make careful inspection of train. Before proceeding engineer will recharge train line and auxiliaries fully and will pull out of all stations slow enough to allow proper inspection.

	Passenger and Light Engines	Freight
13. **SECOND SUB-DIVISION.**		
A. Descending Grade between Hilgard and Huron	30 miles	15 miles
Descending Grade between Huron and North Fork		15 miles
Descending Grade between North Fork and Duncan		20 miles
Passing through the city of Pendleton	12 miles	12 miles
Westward passing over Court Street, Pendleton	6 miles	6 miles
Passing over Main Street, Pendleton	6 miles	6 miles

B. In addition to making inspection of train as often as possible as per Rule 824, freight trains descending grades will stop five (5) minutes at Meacham and Casey and ten (10) minutes at Hilgard, Glover, Huron and Duncan to permit wheels to cool and for trainmen to make careful inspection of train.
Before proceeding engineer will recharge train line and auxiliaries fully and will pull out of all stations slow enough to allow proper inspection.

	Passenger	Freight
14. **BRANCHES.**		
Joseph Branch—		
Between Elgin and Wade	25 miles	18 miles
Between Wade and Joseph	35 miles	25 miles
Pilot Rock Branch—		
Between Pilot Rock and Rieth	25 miles	18 miles

AIR BRAKES

15. Eastward freight trains, immediately before leaving Encina or Pleasant Valley, and all freight trains, immediately before leaving Kamela, in order to ascertain if air is working through entire train, engineer will sound one long blast of the whistle, then place brake valve in lap position, rear brakeman or conductor will then apply the brakes by opening cock at rear end of last car in train, allowing enough air to escape to apply the brakes slowly and firmly. Engineer will watch air gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of whistle.

16. Trainmen will be particular to know that air is cut in on all cars picked up and before descending heavy grades must know that all good order brakes are cut into the train line. Hand brakes must be used on non-air and cut-out cars descending heavy grades.

17. All Pressure Retaining Valves will be used on all freight trains descending grades between Hilgard and Duncan; Telocaset and Union Junction; Quartz and Durkee; and on passenger trains, mail or express trains, descending grades between Huron and Hilgard; Pleasant Valley and Leonard.

18. The braking power of engines helping or pushing trains will be cut into train line and particular attention will be given to cutting in of driver brakes. When helper is 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.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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.

HUNTINGTON AND UMATILLA

CLASSIFICATION	ENGINE NUMBERS	LA GRANDE AND UMATILLA							HUNTINGTON AND LA GRANDE						
		WESTWARD		EASTWARD					WESTWARD				EASTWARD		
		LaGrande to Hilgard	Hilgard to Kamela	Umatilla to Hinkle	Messner to Rieth	Rieth to Gibbon	Gibbon to Duncan	Duncan to Kamela	Huntington to Durkee	Durkee to Pleasant Valley	Pleasant Valley to Encina	North Powder to Telocaset	Union Jct. to Telocaset	Baker to Quartz	Quartz to Encina
T. 63 22/28 160	1755 to 1760	1010	450	1010	1635	920	870	450	1010	450	650	920	650	1195	650
P. 77 25/28 170	3218 to 3227	1125	495	1125	1755	1030	950	495	1125	495	720	1030	720	1320	720
T. 69 22/28 159	1742 to 1754	990	450	990	1485	900	855	450	990	450	640	900	640	1170	640
C. 55 19/30 143	707 to 709	990	450	990	1485	900	855	450	990	450	640	900	640	1170	640
C. 57 15½-26/30 169	719 to 723	1100	500	1100	1735	1000	950	500	1100	500	710	1000	710	1300	710
C. 57 22/30 187	730 to 768	1265	560	1265	2085	1150	1090	560	1265	560	815	1150	815	1495	815
MK. 57 23/30 205	2100 to 2165	1423	626	1500	2400	1284	1203	626	1500	626	910	1375	910	1669	910
MK. 63 24/30 214	2166 to 2171	1500	675	1600	2500	1350	1275	675	1600	675	1010	1475	1010	1775	1010
MC. 57 26-40/30 394	3800 to 3802	2780	1230	2780	5485	2530	2400	1230	2780	1230	1790	2530	1790	3280	1790
MC. 57 26-41/30 457	3620 to 3629	3340	1594	3460	6200	2835	2480	1483	3070	1347	2120	3460	2516	3460	2240

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

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 Elgin	Elgin to LaGrande	LaGrande to Rondowa	Rondowa to Enterprise	Enterprise to Joseph
E. 57 17/24 51	1109 to 1103	890	890	860	430	860	700	390	280
E. 63 17/24 54	1101 to 1105	350	350	780	390	780	630	350	250
E. 63 17/24 55	1106 to 1108	350	350	780	390	780	630	350	250
E. 64 18/26 68	1114 to 1121	350	350	780	390	780	630	350	250
T. 55 18/24 71	1701 to 1708	470	470	1030	520	1030	845	470	335
A. 81 20/28 106	3500 to 3514	625	625	1365	685	1365	1120	625	445
M. 57 18/24 91	4200 to 4208	490	490	1080	540	1080	885	490	350
T. 63 19/24 92	1709 to 1714	510	510	1120	560	1120	920	510	365
T. 63 20/24 113	1715 to 1726	625	625	1365	685	1365	1120	625	445
C. 51 20/24 117	700 to 704	700	700	1530	770	1530	1255	700	500
T. 57 20/26 119	1733 to 1736	700	700	1530	770	1530	1255	700	500
T. 64 15½-26/26 139	1727 to 1732	700	700	1530	770	1530	1255	700	500
P. 77 22/28 123	3204 to 3207	740	740	1620	815	1620	1330	740	530
P. 77 17-28/28 138	3200 to 3203	740	740	1620	815	1620	1330	740	530
P. 77 22/28 145	3208 to 3217	740	740	1620	815	1620	1330	740	530
T. 57 20/26 125	1737 to 1741	740	740	1620	815	1620	1330	740	530
C. 57 21/30 179	710 to 729	1000	1000	2185	1100	2185	1795	1000	710
C. 57 22/30 187	730 to 768	1150	1150	2515	1265	2515	2065	1150	815

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	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	....

LIST OF SURGEONS

DONALD H. JESSOP, Chief Surgeon

Name	Title	Place	District
M. K. Hall	Assistant Surgeon	Portland	Portland
C. M. Pearce	Chief Oculist, Ear, Nose and Throat	Portland	Portland
Henry C. Viereck	Eye, Ear, Nose and Throat	Portland	Portland
R. G. Gale	District Surgeon	Hermiston	Umatilla to Pendleton
H. J. Kavanaugh	District Surgeon	Pendleton	Arlington to La Grande
F. E. Boyden	District Surgeon	Pendleton	Umatilla to Pendleton
F. W. Vincent	Consulting Surgeon	Pendleton	Pendleton
Ray W. Logan	District Surgeon	La Grande	Pendleton to Baker and Elgin
R. P. Landis	District Surgeon	La Grande	La Grande
G. L. Biggers	District Surgeon	La Grande	La Grande
H. M. Bouvy and Lee Bouvy	Eye, Ear, Nose and Throat	La Grande	La Grande
W. D. Butler	District Surgeon	Elgin	La Grande to Enterprise
Chas. A. Ault	District Surgeon	Enterprise	Elgin to Joseph
Albert Mount	District Surgeon	Joseph	Elgin to Joseph
Malcolm Irvine	District Surgeon	North Powder	La Grande to Huntington
C. G. Patterson	District Surgeon	Baker	La Grande to Huntington
Dwight Miller	District Surgeon	Huntington	Baker to Huntington

When employes, passengers or others are injured, call the nearest 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 Railroad Surgeon.

Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

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

MESSNER-HUNTINGTON

Yoakum . . . . . M. P. 201.5

JOSEPH BRANCH

Pierce Spur	M. P. 4.6
Conley Siding	" 5.9
Rhinehart Spur	" 15.3
Gwynne	" 72.5

PILOT ROCK BRANCH

McBee	M. P. 2.1
Lens	" 10.6

LOCATION STANDARD CLOCKS

Umatilla.....Telegraph Office.
La Grande.....Dispatcher's Office.
Huntington.....Telegraph Office.
Pendleton.....Telegraph Office.
Rieth.....Telegraph Office.

GENERAL TIME INSPECTOR

Webb C. Ball, General Time Inspector, San Francisco.

LOCATION TIME SERVICE INSPECTORS

Siegrist & Co.....La Grande, Ore.
Palmer Bros.....Baker, Ore.

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

0 5 Scale of Miles 50

REB