

THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

EMPLOYEES' TIME TABLE

Effective Sunday, June 9th, 1907,

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

For the Government and Information of Employees only, and not intended for the use of the public.

The Company reserves the right to vary from this Time Table at pleasure.

J. P. O'BRIEN,

General Manager.

M. J. BUCKLEY,

General Superintendent.

THIRD DISTRICT—Bolles and Turner.

EASTWARD.				DISTANCES FROM BOLLES.	TIME TABLE No. 94. June 9, 1907.	STATIONS.	STATION NUMBERS.	WESTWARD.			
Second Class		First Class						First Class		Second Class	
58		52						51		57	
Mixed		Passenger		Passenger		Mixed					
Daily		Daily		Daily		Daily					
WT	A M LV 9.10	PM LV 2.35		0.0	D BOLLES	B72	PM AR 1.05	PM AR 4.45			
1678	s 9.25	s 2.50		3.3	D 3.3 Waitsburg	C3	s 12.50	s 4.25			
969	s 9.35	s 3.00		6.1	D 2.8 Huntsville	C6	s 12.45	s 4.05			
				8.7	D 2.6 W. & C. R. Crossing						
752	f 9.50	f 3.10		9.5	D 0.8 Longs	C10	f 12.35	f 3.50			
1355 WCT	s 10.20	s 3.20		13.0	D 3.5 DAYTON	C13	12.25	3.40			
1502	A M AB	PM AB		24.7	D 11.7 TURNER	C25	PM LV	PM LV			
	Daily	Daily			24.7		Daily	Daily			

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 81.

No. 58 has right over No. 51 Bolles to Dayton. No. 52 has right over No. 57 Bolles to Dayton.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.				DISTANCES FROM STARBUCK.	TIME TABLE No. 94. June 9, 1907.	STATIONS.	STATION NUMBERS.	WESTWARD.			
Second Class		First Class						Second Class			
62								61			
Mixed				Mixed		Daily Ex. Sun.					
Daily Ex. Sun.				Daily Ex. Sun.		Daily Ex. Sun.					
WCYT		PM LV 4.15		0.0	N STARBUCK	B95	A M AB 11.40				
978		f 4.45		8.0	8.0 Delaney	D8	f 11.05				
508		f		11.4	3.4 Jacksons	D11	f				
979 W		f 5.10		14.6	8.2 Chard	D15	f 10.35				
1293		f 5.30		24.5	9.9 Zumwalt	D25	f 10.05				
1767 WT		6.15		29.9	5.4 POMEROY	D30	9.45				
		PM AR					A M LV				
		Daily Ex. Sun.			29.9		Daily Ex. Sun.				

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 81.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				DISTANCES FROM LA CROSSE.	TIME TABLE No. 94. June 9, 1907.	STATIONS.	STATION NUMBERS.	WESTWARD.			
Second Class		First Class						Second Class			
72								71			
Mixed				Mixed		Daily					
Daily				Daily		Daily					
CY		PM LV 11.45		0.0	D LA CROSSE	A309	A M AR 10.30				
808		PM 12.05		4.6	4.6 Pampa	E5	f 10.00				
387 W(West)		f 12.50		13.9	9.0 Hooper	E14	f 9.10				
1832		s 1.45		23.5	10.0 Washtucna	E24	s 8.15				
600		f 2.15		29.4	5.9 McAdams	E30	f 7.00				
715		s 3.00		37.5	8.1 Kahlotus	E38	s 6.30				
438		f 3.25		42.3	4.8 Estes	E42	f 5.55				
		f 3.40		45.9	3.6 Sulphur	E46	f 5.45				
		4.15		53.0	7.1 CONNELL	E53	5.30				
		PM AB			53.0		A M LV				
		Daily					Daily				

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 81.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	TIME TABLE No. 94. June 9, 1907.	STATIONS.	STATION NUMBERS.	WESTWARD.			
Second Class		First Class						First Class		Second Class	
84		82						81		83	
Mixed		Passenger		Passenger		Mixed					
Daily		Daily		Daily		Daily					
WCTO		A M LV 9.35		0.0	N COLFAX	A345	A M AR 9.10	PM AR 5.00			
505		f 9.55		7.6	7.6 Riverside	F8	f 8.55	f 4.25			
1049 W		f 10.05		9.6	2.0 Shawnee	F10	f 8.50	f 4.15			
984 W(EMT)		s 10.25		12.7	3.1 Guy	F13	s 8.40	s 4.00			
1255		s 11.05		18.6	5.9 Pullman	F19	s 8.25	s 3.35			
				19.2	0.6 N. P. Crossing						
660		f 11.25		23.8	4.6 Garrison	F24	f 8.07	f 3.15			
WT		11.45		27.9	4.1 MOSCOW	F28	8.00	3.00			
		A M AR					A M LV	PM LV			
		Daily			27.9		Daily	Daily			

West-bound Train are superior to trains of the same class in the opposite direction.— See Rule 81.

No. 84 has right over No. 83 Colfax to Moscow.

SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Operating Department."**
- No. 2. **Initial Stations.** The starting point of a regular train as per time table schedule is its Initial Station. Starbuck will be Initial Station for all regular trains and Grange City Jct. for trains 3, 4, 21, 22, 25 and 26.
- No. 3. Enginemen will check registers. See Rule 83.
- No. 4. Referring to Rule 221, effective October 15th, 1904, all trains must stop at Tekoa, Colfax, Winona and Walla Walla, and obtain clearance card before proceeding.
- No. 5. Slow boards and Caution Signals will be erected 1000 feet from the point which they are intended to cover. Instructions thereon governing speed of trains must be strictly observed.
- No. 6. Under control: To be able to stop within the distance track is seen to be clear.
- No. 7. All trains (except passenger) consisting of more than 15 cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 8. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 9. Trainmen, Yardmen and Enginemen will provide themselves with a copy of Instructions and Rules governing the use of the Automatic Block System.
- No. 10. Helper engineers must be furnished copies of all train orders affecting movement of train while being helped. Conductors will be governed accordingly.
- No. 11. In order to avoid damage to equipment in stopping trains and to avoid excessive speed over light grades and through sags, helper engineers located intermediately or on rear of trains will work only sufficient steam to keep up the slack.
- No. 12. When sand is blowing, engineers will run with great care. They will run slowly and with train under control where they cannot see track is clear. The same precautions must be observed in passing points where there is a possibility of the track being obstructed by falling rocks or landslides.
- No. 13. A white flag displayed at a blind siding will indicate cars or freight to be moved. Trains doing local work will be governed accordingly.
- No. 14. Enginemen of mail trains will sound three short blasts of the whistle approaching Mail Cranes between sidings to call mail clerks attention to same.
- No. 15. Referring to paragraphs L and M, Audible Signals, rule 14, page 13, Rules and Regulations, the following is substituted:
 (L) ——— o o (Two long and two short whistles), approaching public crossings at grade, tunnels, snow sheds, rock sheds and where view is obstructed.
 (M) ——— (One long whistle), approaching stations, junctions and railroad crossings at grade.
- No. 16. Water Brakes and Pressure Retaining Valves must be used on all freight trains descending grades between:
 Downing and Mile Post 263 (Retainers only), Mica and Chester (Retainers only), Burke and Wallace,
 Alto and Starbuck, Darknells (M. P. 419½) and Rockford (Retainers only), Coman and Thornton (Pleasant Valley Branch) (Retainers only),
 Meeker and Canyon (Retainers only), Watts and Chatcolet, Mile Post 365 and Sunset " " "
 Crest and Colfax, Sierra Nevada Mine and Sierra Nevada Jct.,
- No. 17. Trains 21 and 22 will carry passengers between Riparia and Umatilla and Starbuck subject to Rules 1007, 1008 and 1009.
- No. 18. Trains 41 and 42 will stop on flag for passengers at Saxe.
- No. 19. Trains 11 and 12 will stop for passengers at Medimont, Kingston and Rose Lake, and trains 9 and 10 will stop on flag at Buckley.
- No. 20. Trains 14 and 15 will stop on flag for passengers at Warners and Coman.
- No. 21. No. 7 will stop on flag at all telegraph offices between Spokane and Tekoa to pick up passengers for points west of Tekoa.
- No. 22. No. 8 will stop to let off passengers at all stations between Winona and Spokane.
- No. 23. Draw Bridges are located at Riparia (east of station) and at St. Joe River (one-half mile east of Chatcolet).
- No. 24. West-bound trains must be reduced in speed to eight miles per hour at the east approach to bridge 321 (Alto trestle), and air brakes fully released while crossing the bridge.
- No. 25. At Northern Pacific crossing Spokane trains will be governed by semaphore signals and will not stop when signals denote proceed.
- No. 26. At S. F. & N. crossing, Spokane, and Northern Pacific crossing, Farmington, trains will be governed by position of the crossing gates. The normal position of which are at right angles to the S. F. & N. and N. P. tracks respectively. When S. F. & N. and N. P. trains are using these crossings the gates will be set at right angles to the O. R. & N. track. O. R. & N. trains must approach these crossings under control and stop when the gates are turned against them, and must not proceed until they have been returned to their normal positions and the crossings are clear. Trains must not exceed ten (10) miles per hour over these crossings.

SPECIAL INSTRUCTIONS

- No. 27. **Air Brakes.** Train line must be charged to maximum pressure and brakes set with full service application of not less than 20 pounds reduction and left set when engine is cut off from all trains arriving at Spokane, Tekoa and Umatilla.
- East** bound freight trains immediately before leaving Alto and Crest; and **West** bound freight trains immediately before leaving Burke, and Sierra Nevada Mine, in order to ascertain if air is working through entire train, engineer will sound one long blast of the steam whistle, then place brake valve in lap position, rear brakemen or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch gauge, and if proper reduction made in train line, he will acknowledge same by two short blasts of the steam whistle.
- The air brakes on passenger trains will be inspected and adjusted on **East** bound trains at Pendleton, **West** bound trains at Spokane.
- When more than one engine is used on a train, the air will be handled from the leading engine.
- The braking power on engines helping or pushing trains must be cut into the train line and particular attention must be given to cutting in of driving brakes. When helpers are used ahead of regular engine the regular engineer will set air on train to be released by helper engineer, and vice versa when this helper cuts off.
- Air brake cars found by trainmen on which air is not working will be tagged with **Defective Air Brake Card**, form No. 2399, or with **Air Brake Cut-Out Card**, form No. . Card to indicate defect by check mark opposite letter, showing list of defects, and to be securely tied to branch pipe. Care is to be taken to see that it is properly filled out, giving car number, initials, date, etc.
- No. 28. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control within yards at Pendleton, Walla Walla, Wallula, Colfax, Riparia, Grange City, Grange City Junction, La Crosse, Winona, Tekoa, Harrison, Wardner, Wallace and Spokane.
- No. 29. **Protection at Other Stations.** Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule. Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station. Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.
- No. 30. Yard Limits Spokane extend from Yard Limit Board near Fair Grounds to Spokane. In these limits are the N. P. Crossing, C. & S. Crossing, S. & I. Jct., G. N. Crossing, S. & I. Jct., and S. F. & N. Crossing. Interlocking Plant covers N. P. and C. & S. Crossings: Automatic Block Signals from N. P. Crossing to Division Street.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon	PORTLAND, Tel. 267	O. R. & N. System.	DR. H. B. LUHN, Surgeon	SPokane.	Spokane to Tekoa.
" Y. C. BLALOCK, Surgeon	WALLA WALLA.	Pendleton, Umatilla and Starbuck	" D. G. RUSSELL, "	SPokane.	Spokane to Tekoa.
" E. E. SHAW, "	" "	" " "	" CHAS. E. SEARS, "	WALLACE.	Tekoa to Mullan.
" F. W. VINCENT, "	PENDLETON.	Pendleton and Walla Walla.	" CHAS. MOWERY, "	SPokane.	Spokane to Tekoa.
" E. H. VAN PATTEN, "	DAYTON.	Bolles to Dayton.	" A. J. NELSON, "	TEKOA.	Colfax to Spokane.
" WILSON JOHNSTON, "	COLFAX.	Starbuck, Tekoa, Moscow.	" JOHN HUNTINGTON, "	STARBUCK.	Walla Walla to Pomeroy.
" C. L. GRITMAN, "	MOSCOW.	Colfax to Moscow.	" H. G. MAUZEY, Oculist	SPokane.	Pendleton to Spokane & Branches

REGISTERING STATIONS.

STANDARD CLOCKS.

LICENSED WATCHMAKERS.

UMATILLA,	POMEROY,	CONNELL,
PENDLETON,	TEKOA,	COLFAX,
WALLA WALLA,	WARDNER,	MOSCOW,
DAYTON,	WALLACE,	SELTICE,
BOLLES JCT.,	GRANGE CITY JCT.,	BURKE.
SPokane,	WINONA,	
STARBUCK,	LA CROSSE,	

SPokane, - - - - - TELEGRAPH OFFICE.
TEKOA, - - - - - DISPATCHER'S "
STARBUCK, - - - - - " "
WALLA WALLA, - - - - - TELEGRAPH "
UMATILLA, - - - - - " "

L. HUNZIKER, - - - - - PENDLETON.
LUDWIG & HUNZIKER, - - - - - WALLA WALLA.
TROYER & ENGLE, - - - - - TEKOA.
GEO. DODSON, - - - - - SPOKANE.
GEO. F. COHRS, - - - - - POMEROY.
GEO. H. SHIRKEY, - - - - - COLFAX.

T. WALSH, Superintendent, - - - - - Tekoa, Wash

L. F. PENNINGTON, Assistant Superintendent, - - - - - Starbuck, Wash.

J. COSTELLO, Chief Dispatcher, First, Second and Fourth Districts, - Tekoa, Wash.

G. M. HUDSON, Chief Dispatcher, Third District, - - - - - Starbuck, Wash.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

STATIONS		CLASSES OF ENGINES														
FROM	TO	30 56	57 64	65 73	80 87 112 119	103 111	130 135	136 147	160 164	170 173 179 184	174 178 190 197	200 202	300 344	350 365		
Umatilla	Wallula	695	830	750	1000	1050	1090	1330	1495	1585	1670	1920	2000	2455		
Wallula	Page	705	840	755	1010	1060	1100	1340	1510	1600	1685	1940	2000	2480		
Page	Grange City	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Grange City	Page	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Page	Wallula	935	1115	1005	1340	1405	1450	1770	1980	2100	2215	2550	2650	3255		
Wallula	Umatilla	660	790	710	950	995	1030	1260	1420	1505	1590	1830	2000	2305		
Grange City	Riparia	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Riparia	Hay	360	425	385	515	540	560	680	765	810	855	980	1080	1240		
Hay	Winona	215	255	230	305	320	330	405	455	480	510	575	640	720		
Winona	Mockonema	325	390	350	470	490	510	625	700	740	785	900	1000	1150		
Mockonema	Crest	240	285	255	345	360	375	460	515	545	575	660	735	845		
Crest	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Colfax	Elberton	435	520	465	625	655	680	830	930	985	1040	1195	1325	1525		
Elberton	Garfield	285	340	290	410	415	435	555	620	670	715	825	900	1035		
Garfield	Farmington	335	400	360	480	505	525	640	715	760	800	920	1025	1180		
Farmington	Tekoa	365	435	390	520	550	570	695	780	825	870	1000	1110	1275		
Tekoa	Latah	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Latah	Freeman	320	380	340	460	480	510	620	695	770	810	930	1035	1190		
Freeman	Spokane	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Spokane	Chester	375	445	400	535	560	580	710	800	845	890	1025	1135	1305		
Chester	Fairfield	230	270	245	325	340	355	430	485	515	540	625	690	795		
Fairfield	Latah	360	425	385	515	540	560	680	765	810	855	980	1080	1240		
Latah	Tekoa	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2175		
Tekoa	Garfield	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Garfield	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Colfax	Crest	120	145	130	175	185	190	230	260	275	290	335	370	425		
Crest	Winona	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Winona	Meeker	365	435	395	525	550	570	700	785	830	875	1005	1115	1285		
Meeker	Grange City	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Pendleton	Athena	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Athena	Walla Walla	330	395	355	475	500	515	630	710	750	790	910	1010	1160		
Walla Walla	Bolles	270	320	290	385	405	420	510	575	610	640	740	820	945		
Bolles	Alto	235	280	250	335	350	365	445	500	530	565	675	725	835		
Alto	Starbuck	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Starbuck	Alto	120	145	130	175	185	190	230	260	275	290	335	370	425		
Alto	Menoken	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Menoken	Walla Walla	325	390	350	470	490	510	625	700	740	783	900	1000	1150		
Walla Walla	Athena	165	200	180	240	250	260	315	350	370	390	450	500	560		
Athena	Pendleton	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Walla Walla	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	Walla Walla	675	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2400		
Bolles	Dayton	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Dayton	Turner	270	320	290	385	405	420	510	575	610	640	740	820	945		
Turner	Dayton	470	560	485	680	685	710	900	1000	1090	1155	1325	1345	1545		
Dayton	Bolles	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Starbuck	Pomeroy	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Pomeroy	Starbuck	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Winona	Oakesdale	240	290	260	350	360	385	470	530	560	590	675	755	870		
Oakesdale	Tekoa	365	435	390	520	550	565	695	780	825	870	1000	1110	1275		
Tekoa	Winona	345	415	370	500	520	540	660	740	785	830	950	1060	1220		
La Crosse	Connell	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Connell	La Crosse	320	380	340	460	480	510	620	695	770	810	930	1035	1190		
Colfax	Moscow	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Moscow	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Tekoa	Watts	255	300	275	365	380	395	480	540	570	605	695	770	885		
Watts	Wardner	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2175		
Wardner	Wallace	365	435	390	520	550	570	695	780	825	870	1000	1110	1275		
Wallace	Chatcolet	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Chatcolet	Watts	215	255	230	310	325	335	410	460	485	515	590	655	735		
Watts	Tekoa	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Sierra Nevada Junction	Sierra Nevada Mine								180							
Sierra Nevada Mine	Sierra Nevada Junction								Max.							
Wallace	Burke								180							
Burke	Wallace								Max.							
Fairfield	Waverly	270	320	290	385	405	420	510	575	610	640	740	820	945		
Waverly	Fairfield	225	270	245	325	340	355	430	485	515	540	625	690	795		



