

# THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

## EMPLOYEES' TIME TABLE

Effective Sunday, December 29th, 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.	WESTWARD.					
Second Class					Second Class					
58		54			51		53		57	
Mixed		Passenger		Passenger		Passenger		Mixed		
Daily		Daily		Daily		Daily		Daily		
Time Table No. 95 December 29, 1907					STATION NUMBERS.					
STATIONS					STATIONS					
W T	A M LV	P M LV	P M LV	0.0	D	BOLLES	B72	P M AR	P M AR	P M AR
	9.10	3.20	1.10			3.3		1.05	3.15	5.45
1673	s 9.25	s 3.30	s 1.20	3.8	D	WAITSBURG	C3	s 12.50	s 3.00	s 5.30
						2.8				
969	s 9.35	s 3.40	s 1.30	6.1		HUNTSVILLE	C6	s 12.45	s 2.52	s 5.15
						2.6				
				8.7		W. & C. R. CROSSING				
						0.8				
752	f 9.50	f 3.50	f 1.40	9.5		LONGS	C10	f 12.35	f 2.42	f 5.00
						3.5				
1355 WCT	s 10.20	4.10	s 1.55	13.0	D	DAYTON	C13	12.25	2.30	4.45
	A M AR	P M AR	P M AR			11.7		P M LV	P M LV	P M LV
1502				24.7		TURNER	C25			
	Daily	Daily	Daily			24.7		Daily	Daily	Daily
	1.10	.50	.45			Time over District		.40	.45	1.00
						Average Speed per Hour				

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 72.

No. 58 has right over No. 51, No. 52 has right over 53 and No. 54 has right No. 57 Bolles to Dayton.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.				DISTANCES FROM STARBUCK.	WESTWARD.					
Second Class					Second Class					
62					61					
Mixed				Mixed						
Daily Ex. Sun.				Daily Ex. Sun.						
Time Table No. 95 December 29, 1907					STATION NUMBERS.					
STATIONS					STATIONS					
WCT				0.0	N	STARBUCK	B95	A M AR	P M AR	P M AR
						8.0		11.40		
978				8.0		DELANEY	D8	f 11.05		
						3.4				
508				11.4		JACKSONS	D11	f		
						3.2				
979 W				14.6		CHARD	D15	f 10.35		
						9.9				
1298				24.5		ZUMWALT	D25	f 10 05		
						5.4				
1767 WT				29.9	D	POMEROY	D30	9.45		
						A M LV				
								Daily Ex. Sun.		
						29.9		1.55		
						Time over District				
						Average Speed per Hour				

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 72.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				DISTANCES FROM LA CROSSE.	WESTWARD.					
Second Class					Second Class					
72					71					
Mixed				Mixed						
Daily Ex. Sun.				Daily Ex. Sun.						
Time Table No. 95 December 29, 1907					STATION NUMBERS.					
STATIONS					STATIONS					
C Y				0.0	D	LA CROSSE	A309	A M AR	P M AR	P M AR
						4.6		10.30		
808				4.6		PAMPA	E5	f 10.00		
						9.0				
887 W(West)				13.9		HOOPER	E14	f 9.10		
						10.0				
1832				23.5	D	WASHTUCNA	E24	s 8.15		
						5.9				
600				29.4		McADAMS	E30	f 7.00		
						8.1				
715				37.5	D	KAHLOTUS	E38	s 6.30		
						4.8				
438				42.3		ESTES	E42	f 5.55		
						3.6				
450				45.9		SULPHUR	E46	f 5.45		
						7.1				
W C Y				53.0		CONNELL	E53	5.30		
								A M LV	P M AR	P M AR
						53.0		Daily Ex. Sun.		
						Time over District		5.00		
						Average Speed per hour				

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 72.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	WESTWARD.					
Second Class		First Class			First Class		Second Class			
84		82			81		83			
Mixed		Passenger		Passenger		Mixed				
Daily		Daily		Daily		Daily				
Time Table No. 95 December 29, 1907					STATION NUMBERS.					
STATIONS					STATIONS					
WCTO		A M LV	P M LV	0.0	N	COLFAX	A345	A M AR	P M AR	P M AR
		9.20	7.40			7.6		8.55	6.00	
505		f 9.45	f 8.05	7.6		RIVERSIDE	F8	f 8.30	f 5.25	
						2.0				
1049 W		f 9.55	f 8.10	9.6		SHAWNEE	F10	f 8.25	f 5.15	
						3.1				
984 W(EAST)		s 10.15	s 8.20	12.7		GUY	F13	s 8.17	s 5.00	
						5.9				
1255		s 10.55	s 8.35	18.6	D	PULLMAN	F19	s 8.05	s 4.35	
						0.6				
				19.2		N. P. CROSSING				
						4.6				
660		f 11.15	f 8.45	23.8		GARRISON	F24	f 7.52	f 4.15	
						4.1				
WT		11.35	8.50	27.9	D	MOSCOW	F28	7.45	4.00	
		A M AR	P M AR					A M LV	P M LV	
								Daily	Daily	
						27.9		1.10	2.00	
						Time over District				
						Average Speed over District				

West-bound Train are superior to trains of the same class in the opposite direction.— See Rule 72.

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



# SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221A, all trains must stop at Tekoa, Colfax, Winona, Walla Walla, Starbuck and Wallula and obtain clearance card before proceeding. Unnecessary to whistle for train order signal at these places.
- No. 3. 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. 4. 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. 5. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 6. Helper engineers must be furnished copies of all train orders affecting movements of train while being helped. Conductors will be governed accordingly.
- No. 7. 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. 8. 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 rock or landslides.
- No. 9. 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. 10. Pressure Retaining Valves must be used on all freight trains descending grades between:
- |                           |  |   |
|---------------------------|--|---|
| Downing and Mile Post 33, | Mica and Chester,                          | Burke and Wallace,                          |
| Menoken and Starbuck,     | Darknells and Rockford                     | Coman and Thornton (Pleasant Valley Branch) |
| Meeker and Canyon,        | Lovells and Chatcolet,                     | Mile Post 33 and Sunset " " "               |
| Crest and Colfax,         | Sierra Nevada Mine and Sierra Nevada Jct., | Wallace and Wardner.                        |
- On passenger trains between:
- |                       |                   |                      |
|-----------------------|-------------------|----------------------|
| Downing and Bates,    | Crest and Colfax, | Watts and Chatcolet, |
| Menoken and Starbuck, | Mica and Chester, | Burke and Wallace.   |
| Meeker and Hay,       |                   |                      |
- No. 11. Pacific type of engines in all classes of service must not exceed a speed of 45 miles per hour.  
Consolidation engines in passenger service must not exceed a speed of 40 miles per hour and in all other service 30 miles per hour.  
All trains (including light engines) must not exceed a speed of 25 miles per hour on curves of six degrees or greater.
- No. 12. Trains 21 and 22 will carry passengers between Riparia and Umatilla and Starbuck.
- No. 13. Trains 41 and 42 will stop on flag for passengers at Saxe.
- No. 14. Trains 11 and 12 will stop for passengers at Medimont, Kingston, Rose Lake and Enaville, and trains 9 and 10 will stop on flag at Buckley.
- No. 15. Trains 14 and 15 will stop on flag for passengers at Warners and Coman.
- No. 16. No. 7 will stop on flag at all telegraph offices between Spokane and Tekoa to pick up passengers for points west of Tekoa.
- No. 17. Train No. 62 will stop at the platform down town at Pomeroy to unload passengers.
- No. 18. Draw Bridges are located at Riparia (east of station) and at St. Joe River (one-half mile east of Chatcolet).
- No. 19. 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. 20. At Northern Pacific crossing Spokane trains will be governed by semaphore signals and will not stop when signals denote proceed.
- No. 21. 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.
- No. 22. Referring to Rule 504, Rules and Regulations of the Transportation Department, "Automatic Block Signals." Trains will wait five minutes after flagman has departed.

# SPECIAL INSTRUCTIONS

- No. 23. **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. 4365, or with **Air Brake Cut-Out Card**, form No. 4366, 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. Conductors must see that hand brakes are used on such cars descending heavy grades.
- No. 24. **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. 25. **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. 26. **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, "	WALLA WALLA.	Pendleton, Umatilla and Starbuck	" HERBERT M. GREENE, "	SPOKANE.	La Crosse to Connell
" F.W.VINCENT AND W. G. COLE "	PENDLETON.	Pendleton and Walla Walla.	" CHAS. E. SEARS, "	WALLACE.	Tekoa to Mullan.
" E. H. VAN PATTEN, "	DAYTON.	Bolles to Dayton.	" CHAS. MOWERY, "	WALLACE.	Spokane to Tekoa.
" A. E. STUHT, "	COLFAX.	Starbuck, Tekoa, Moscow.	" A. J. NELSON, "	TEKOA.	Colfax to Spokane.
" C. L. GRITMAN, "	MOSCOW.	Colfax to Moscow.	" CHAS. M. DOLAND, "	LA CROSSE.	Spokane to Tekoa
			" JOHN HUNTINGTON, "	STARBUCK.	Walla Walla to Pomeroy.
			" H. G. MAUZEY, Oculist	SPOKANE.	Pendleton to Spokane & Branches

### REGISTERING STATIONS.

### STANDARD CLOCKS.

### LICENSED WATCHMAKERS.

UMATILLA,	POMEROY,	CONNELL,	SPOKANE, - - - - -	DISPATCHER'S OFFICE.	L. HUNZIKER, - - - - -	PENDLETON.
PENDLETON,	TEKOA,	COLFAX,	TEKOA, - - - - -	TELEGRAPH "	LUDWIG & HUNZIKER, - - - - -	WALLA WALLA.
WALLA WALLA,	WARDNER,	MOSCOW,	STARBUCK, - - - - -	DISPATCHER'S "	TROYER & ENGLE, - - - - -	TEKOA.
DAYTON,	WALLACE,	SELTICE,	WALLA WALLA, - - - - -	TELEGRAPH "	GEO. DODSON, - - - - -	SPOKANE.
BOLLES JCT.,	GRANGE CITY JCT.,	BURKE.	UMATILLA, - - - - -	" "	GEO. F. COHRS, - - - - -	POMEROY.
SPOKANE,	WINONA,				GEO. H. SHIRKEY, - - - - -	COLFAX.
STARBUCK,	Branch trains will register at La Crosse.					

T. WALSH, Superintendent, - - - - - Spokane, Wash.  
 W. M. GLEASON, Assistant Superintendent, - - - - - Spokane, Wash.  
 J. COSTELLO, Chief Dispatcher, Second and Fourth Districts, - - - - - Spokane, Wash.

R. O. COWLING, Train Master, - - - - - Starbuck, Wash.  
 G. M. HUDSON, Chief Dispatcher, First and Third Districts, - - - - - 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	174 178 190 200	240 242	300 344	350 360 385		
Umatilla .....	Humorist.....	695	830	750	1000	1050	1090	1330	1495	1585	1670	1920	2000	2200		
Humorist.....	Riparia.....	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Riparia.....	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	2600	2850		
Wallula.....	Umatilla.....	660	790	710	950	995	1030	1260	1420	1505	1590	1830	2000	2200		
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.		
Wallula.....	Walla Walla.....	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla.....	Wallula.....	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			200				
Sierra Nevada Mine.....	Sierra Nevada Junction.....								Max.			Max.				
Wallace.....	Burke.....								180			200				
Burke.....	Wallace.....								Max.			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		



RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

