

# THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

# 100 EMPLOYEES' TIME TABLE

Effective Sunday, August 8th, 1909

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—Pendleton and Grange City Jct.

FIRST DISTRICT—Umatilla and Grange City Jct.

EASTWARD.				DISTANCES FROM PENDLETON.	WESTWARD.				
Second Class		First Class			First Class		Second Class		
58	42	46	8		7	45	41	57	
Mixed	Freight	Passenger	Spokane Passenger		Pendleton Passenger	Passenger	Freight	Mixed	
Daily	Daily Ex.Sun.	Daily	Daily	Daily	Daily	Daily Ex.Sun.	Daily		
WFTYO					DNR <b>PENDLETON</b>				
5.00					231 5.00				
5.15					B8 4.35				
12.30					B11 4.30				
7.6					B13 4.25				
10.6					B19 4.15				
13.3					B22 4.05				
18.6					B24 3.55				
18.6					B27 3.40				
21.6					B31 3.30				
24.1					B37 3.20				
27.3					B40 3.12				
31.0					B42				
36.7					B47 3.00				
40.4					B52				
42.2					B54 2.35				
47.4					B57				
47.7					B60 2.20				
52.3					B61				
54.2					B67 2.10				
57.0					B72 1.55				
60.8					B76 1.45				
61.3					B84 1.25				
67.2					B89 1.05				
72.0					B95 12.50				
76.1					A280 12.40				
78.6					Daily				
83.6					Daily Ex.Sun.				
89.3					Daily				
94.8					Daily				
98.4					Daily				
1.80					11.8				
3.55					26.0				
1.50					22.7				
4.20									
11.8									
26.0									
22.7									

EASTWARD.				DISTANCES FROM UMATILLA.	WESTWARD.				
Second Class		First Class			First Class		Second Class		
24	22	6	4		3	5	21	23	
Freight	Fast Freight	Spokane Passenger	Spokane Flyer		Portland Flyer	Umatilla Passenger	Fast Freight	Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WFTY					DNR <b>UMATILLA</b>				
3.15					187 2.55				
3.30					A195 2.40				
1.30					A198 2.40				
12.45					A207 2.15				
7.6					A214 2.00				
11.0					A224 1.45				
19.6					A230 1.30				
27.1					A237 1.15				
29.1					A245 1.00				
29.7					A248				
36.7					A253 12.45				
42.6					A261 12.30				
50.1					A270 12.15				
57.8					A279				
60.8					A280 11.59				
66.5					Daily				
74.2					Daily				
83.1					Daily				
92.1					Daily				
92.8					Daily				
2.20					2.56				
8.29					2.50				
3.05					7.40				
2.40					2.15				
11.1					31.8				
29.7					31.0				
34.6					12.0				

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

All Trains moving in either direction between the Junction Switches and Depots at Pendleton and Walla Walla must keep under control.

Junction Switch at Walla Walla will be left set for the line to Pendleton.

Trains 7 and 8 will stop at all stations between Walla Walla and Pendleton to let off passengers originating beyond these points.

Walla Walla passenger station is located at foot of Main street and the freight yard at foot of Elm street.

EASTWARD.				DISTANCE FROM WALLULA.	WESTWARD.				
Second Class		First Class			First Class		Second Class		
24	44	43	23		43	23	43	23	
Freight	Passenger	Passenger	Freight		Passenger	Freight	Passenger	Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WFTY					DNR <b>WALLULA</b>				
5.30					A214 11.00				
4.45					N10				
10.0					N15 10.20				
14.9					N19 10.05				
19.1					N24 9.50				
24.0					B47 9.30				
31.2					Daily				
Daily					Daily				
2.30					1.80				
12.0					20.0				
20.0					1.55				

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

Junction Switches at Wallula and Grange City Jct. will be left set for Main Line (First District).

SECOND DISTRICT—Grange City Jct. and Spokane.

EASTWARD.										WESTWARD.																				
Second Class.					First Class.					DISTANCES FROM UMATILLA.	First Class.					Second Class.														
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	26		22		10		8		6		4		STATIONS	3		5		7		9		21		25		25				
	Way Freight		Fast Freight		Wallace Passenger		Pendleton Passenger		Spokane Passenger		Spokane Flyer			Portland Flyer		Umatilla Passenger		Pendleton Passenger		Wallace Passenger		Fast Freight		Way Freight		Way Freight				
	Daily		Daily		Daily		Daily		Daily		Daily			Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		
604 PY			AM L 5.30	AM L 12.05			PM L 4.50	AM L 4.35	AM L 3.25	92.8	NR GRANGE CITY JCT.	A280	PM A 11.59	PM A 9.15	PM A 12.40						AM A 4.35				PM A 3.15					
WP			6.15	12.40			s 5.00	s 4.45	s 3.35	97.1	DNR RIPARIA	A284	s 11.45	s 9.05	s 12.28						3.35				2.45					
2038							s 5.02	s 4.47	s 3.37	97.4	LEWISTON JUNCTION		s 11.43	s 9.03	s 12.26															
2100			7.00	1.25			f 5.15	f 5.00	3.50	102.4	CANYON	A290	11.35	f 8.50	f 12.12 PM						3.00				2.10					
2220 W			7.45	2.15			f 5.32	s 5.15	4.05	110.4	HAY	A298	11.20	s 8.35	f 11.56						2.15				1.30					
2200			8.30	2.50			f 5.50	f 5.30	4.20	116.3	JERITA	A304	11.05	f 8.22	11.42						1.45				1.00					
1146 WY			9.00	3.25			s 6.02	s 5.42	4.35	121.9	D LA CROSSE	A309	10.55	s 8.10	s 11.30						1.15				PM 12.30					
2658			9.20	4.00			6.12	5.55	4.45	128.4	SUTTON		10.42	7.55	11.17						12.50				11.55					
1440 WYF			10.00	4.30 AM A			s 6.22	s 6.05	4.55 AM A	132.5	DNR WINONA	A320	10.35	s 7.43	s 11.10						12.30 AM L				11.30					
			10.57				s 6.38	s 6.20		138.3	D ENDICOTT	A326		s 7.30	s 10.57										10.57					
692 W (West)			11.30				f 6.56	6.35		145.3	HARBIN	A333		f 7.18	10.40										10.20					
1230			11.50				f 7.10	f 6.45		148.9	D DIAMONDS	A336		f 7.10	f 10.32										10.00					
1752 P			PM 12.10				7.20	f 6.55		152.9	MOCKONEMA	A340		f 7.00	10.22										9.40					
957			12.25				7.30	7.02		155.3	CREST	A343		6.52	10.18										9.30					
1640 WFTYO			12.40				s 7.40	s 7.10		157.8	D COLFAX	A345		s 6.45	s 10.10										8.55					
756			1.15				f 7.54	7.30		163.9	GLENWOOD	A351		f 6.32	9.58										8.15					
1545 W (East)			1.45				s 8.08	f 7.45		170.1	D ELBERTON	A357		s 6.20	f 9.45										7.45					
1918			2.10				s 8.20	f 8.05 8.25		175.5	D GARFIELD	A363		f 6.05 5.45	s 9.32										7.00					
										175.9	N. P. CROSSING																			
1650 W			2.50				s 8.40	s 8.45		185.0	D FARMINGTON	A373		s 5.28	s 9.15										PM A 6.15					
1727 PY			3.30	AM L 9.45			s 8.55	s 9.00	AM L 6.50	190.9	PR SELTICE	A378	PM A 8.55	s 5.15	s 9.00						PM A 8.20				AM A 5.45					
1175 POYFWT			AM L 2.00	PM A 4.00			s 11.15	s 9.10	s 9.15	s 7.05	196.8	DNR TEKOA	A384	s 8.40	s 5.00	s 8.45				AM A 11.00					AM A 1.00			AM L 5.15		
			2.30	10.42			s 11.35	f 9.25	s 9.35	7.22	203.8	D LATAH	A391	8.25	s 4.45	8.30				s 10.42					7.00			12.15 AM		
1375 W			3.15	11.35			s 11.55	f 9.42	s 9.50	7.35	212.5	D FAIRFIELD	A400	8.05	s 4.30	8.12				s 10.25					6.25			11.30		
1700			3.30	PM 12.01			PM 12.01	9.50	9.57	7.45	216.0	DARKNELL	A403	8.00	4.22	8.05				10.15					6.05			11.15		
1282			3.45	12.35			s 12.10	f 9.57	s 10.05	7.55	219.2	D ROCKFORD	A406	7.50	s 4.15	7.55				s 10.05					5.40			11.00		
1691			4.30	1.10			f 12.30	10.15	f 10.30	8.20	227.6	D FREEMAN	A415	7.35	f 3.57	7.40				f 9.45					5.10			10.15		
W (West)			5.00	1.20			f 12.35	10.21	f 10.40	8.27	230.5	MICA	A418	7.30	f 3.50	7.33				f 9.35					4.45			9.30		
1362			5.30	1.45			f 12.50	10.34	10.55	8.40	236.6	CHESTER	A423	7.15	f 3.35	7.15				f 9.20					4.15			8.50		
PWTFO			6.15 AM A	2.30 PM A			1.15 PM A	11.00 PM A	11.15 AM A	9.00 AM A	246.1	DNR SPOKANE	A433	7.00 PM L	8.15 PM L	7.00 AM L				9.00 AM L					3.30 PM L			8.15 PM L		
			Daily	Daily	Daily		Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily				Daily				Daily	Daily	Daily			Daily	
			4.15	10.30	14.31		2.00	6.10	6.40	5.35			4.59	6.00	5.40	2.00									13.05	4.45	9.45			
			12.0	9.7	9.7		24.8	24.8	22.2	28.7			28.0	25.5	27.0	24.7									10.6	10.6	10.9			
														</																

THIRD DISTRICT—Bolles and Turner.

EASTWARD.				DISTANCES FROM BOLLES.	WESTWARD.				
Second Class		First Class			First Class		Second Class		
58		52			51		57		
Mixed		Passenger		Passenger		Mixed			
Daily		Daily		Daily		Daily			
PWT	AM L	PM L		0.0	DR	BOLLES	B72	PM A	5.15
	9.00	3.15				3.3			
1673	s 9.25	s 3.25		3.3	D	WAITSBURG	C3	s 1.40	s 5.00
						2.8			
969	9.35	s 3.35		6.1		HUNTSVILLE	C6	s 1.35	s 4.50
						2.6			
				8.7		W. & C. R. CROSSING			
752	f 9.50	f 3.45		9.5		0.8			
						LONGS	C10	f 1.25	f 4.40
1355 WT	s 10.20	s 4.00		13.0	DR	DAYTON	C13	1.15	4.25
	AM A	PM A				11.6			
1502				24.6		TURNER	C25		
	Daily	Daily						Daily	Daily
	1.20	.45				24.6		.40	0.50
						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.

No. 58 has right over No. 51, Bolles to Dayton.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.				DISTANCES FROM STARBUCK.	WESTWARD.				
Second Class		First Class			Second Class		Second Class		
62					61				
Mixed				Mixed					
Daily				Daily					
WFYT				0.0	DNR	STARBUCK	B95	PM A	12.25
						8.0			
978			f 5.15	7.8		DELANEY	D8	f 11.45	
						3.4			
508			f	11.3		JACKSONS	D11	f	
						3.2			
979 W			f 5.40	14.5		CHARD	D15	f 11.20	
						9.9			
1293			f 6.00	24.4		ZUMWALT	D25	f 10.50	
						5.4			
1767 WT			6.45	29.9	DR	POMEROY	D30	10.30	
			PM A					AM L	
								Daily	
			Daily			29.8		1.55	
			2.00			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		First Class			Second Class		Second Class		
72					71				
Mixed				Mixed					
Daily				Daily					
WY		PM L		0.0	DR	LA CROSSE	A309	AM A	11.25
		12.30				4.5			
808		f 12.45		4.6		PAMPA	E5	f 10.00	
						8.8			
887 W(West)		f 1.15		13.6		HOOPER	E14	f 8.50	
						10.1			
1832		s 1.45		23.6	D	WASHTUCNA	E24	s 7.50	
						5.9			
600		f 2.20		29.5		McADAMS	E30	f 7.35	
						7.9			
715		s 3.00		37.4	D	KAHLOTUS	E38	s 7.10	
						5.0			
438		f 3.20		42.4		ESTES	E42	f 6.55	
						3.6			
450		f 3.40		46.0		SULPHUR	E46	f 6.40	
						7.0			
WFY		4.30		53.0	DR	CONNELL	E53	6.25	
		PM A						AM L	
		Daily				53.1		Daily	
		Ex. Sun.				Time over District		Ex. Sun.	
		4.00				Average Speed per hour		5.00	

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			
WFTOY		AM L	PM L	0.0	DNR	COLFAX	A345	AM A	9.55
		10.15	7.40			7.6			
505		f 10.45	f 8.05	7.6		RIVERSIDE	F8	f 9.28	f 5.25
						2.0			
1049 W		f 10.55	f 8.10	9.6		SHAWNEE	F10	f 9.22	f 5.15
						3.1			
984 W(EAST)		s 11.15	s 8.20	12.7		GUY	F13	s 9.14	s 5.00
						5.9			
1255		s 11.55	s 8.40	18.6	D	PULLMAN	F19	s 9.00	s 4.35
						0.6			
				19.2		N. P. CROSSING			
660		PM	f 8.50	23.8		4.6			
		12.15				GARRISON	F24	f 8.48	f 4.15
						4.1			
WT		12.35	9.00	27.9	DR	MOSCOW	F28	8.40	4.00
		PM A	PM A					AM L	PM L
								Daily	Daily
		Daily	Daily			27.9		1.15	2.00
		2.20	1.20			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.

FOURTH DISTRICT -Tekoa and Burke.

EASTWARD.				DISTANCES FROM TEKOA.	WESTWARD.								
Second Class		First Class			First Class		Second Class						
92	94	2	12		11	1	93	91	95				
Freight	Freight	I. N. Passenger	Passenger		Passenger	I. N. Passenger	Freight	Freight	Passenger				
Daily Ex. Sun.	Daily	Daily	Daily		Daily	Daily	Daily Ex. Sun.	Daily					
Time Table No. 100 August 8, 1909					STATIONS								
OWFTY		A M L 5.00		A M L 11.05	0.0	DNR	TEKOA	A384	A M A 11.05		P M A 2.00		
1804		5.30		11.20	7.0		LOVELL	L7	10.50		1.30		
839		6.00		11.30	12.2		WATTS	L12	10.35		1.05		
957		6.25		11.40	15.6		PLUMMER	L16	10.20		12.45 P M		
1240 PFTW		7.00		11.55	22.4		CHATCOLET	L22	10.00		11.55		
1260 W		8.00		12.15 P M	30.5		HARRISON	L30	9.30		10.00		
1272		9.20		12.30	33.6		SPRINGSTON	L34	9.20		9.20		
1092		10.35		1.00	44.9		LANE	L45	8.55		8.00		
707		11.05		1.15	51.5		DUDLEY	L52	8.40		7.30		
W(EAST)		11.45		1.30	57.1		CATALDO	L57	8.30		7.00		
		12.20 P M		1.45 A M L	62.2		ENAVILLE	L62	8.15		6.30 P M A 1.35		
304					67.4		SIERRA NEVADA JCT.	L67					
1080PW(WEST)		4.00 P M L	1.00	8.40	68.8		WARDNER	L69	7.55	1.00	6.00	8.30 A M A	
1602		4.20	1.40	9.00	75.5		OSBORNE	L76	7.40	12.45	5.25	8.00	
1240PWFTO		5.00 P M A	2.00 P M A	9.15 A M A	79.8		WALLACE	L80	7.30 A M L	12.30 P M L	5.00 A M L	7.45 A M L	4.30 P M
					80.4		N. P. CROSSING						
567					84.1		GEM	J4					4.15
417					84.4		FRISCO	J4					
					85.1		DORN	J5					
					85.6		MACE	J6					
552 W					86.9		BURKE	J7					4.00 P M L
		Daily Ex. Sun.	Daily	Daily	Daily				Daily	Daily	Daily	Daily Ex. Sun.	Daily
		1.00	9.00		4.45				8.50		9.00	.45	
			8.9		18.0				20.9		8.9		
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. No. 94 has right over No. 93, Tekoa to Springston.

FOURTH DISTRICT—Fairfield and Waverly.

EASTWARD.				DISTANCES FROM FAIRFIELD.	WESTWARD.				
Second Class		102			Second Class		101		
		Mixed	Friday only				Mixed	Friday only	
Time Table No. 100 August 8, 1909					STATIONS				
		A M L 9.20			D	FAIRFIELD		A M A 10.30	
		9.50 A M A			D	WAVERLY		10.00 A M L	
		Friday only				5.0		Friday only	
		0.30						0.30	
		10.0						10.0	
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. No. 102 has right over No. 101, Fairfield to Waverly. No. 101 is not required to get a clearance at Waverly.

SECOND DISTRICT—Winona and Seltice.

EASTWARD.				DISTANCES FROM WINONA.	WESTWARD.						
Second Class		First Class			First Class		Second Class				
22		4			3		21				
Freight		Spokane Flyer			Portland Flyer		Freight				
Daily		Daily		Daily		Daily		Daily			
Time Table No. 100 August 8, 1909					STATIONS						
1440 OWFY		A M L 5.10		A M L 4.55	0.0	DNR	WINONA	A 320	P M A 10.35		A M A 12.30 A M
1438 W		6.15		5.15	11.4		WILLADA	G11	10.10		11.55
1201		6.55		5.30	18.2	D	ST. JOHN	G18	9.55		11.15
1522 PW		7.40		5.45	25.3		SUNSET	G25	9.40		10.30
1910		8.15		6.00	31.0	D	THORNTON	G31	9.25		10.00
1752 W		9.00		6.20	39.0	D	OAKESDALE	G40	9.10		9.10
					39.6		N. P. CROSSING				
708					42.3		FLETCHER	G42			
1727 PY		9.45 A M A		6.50 A M A	47.8	R	SELTICE	A378	8.55 P M L		8.20 P M L
		Daily		Daily					Daily		Daily
		4.35		1.55					1.40		4.10
		9.2		24.6					28.6		11.9
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—Sierra Nevada Jct. and Sierra Nevada Mine.

EASTWARD.				DISTANCES FROM SIERRA NEVADA JCT.	WESTWARD.				
Second Class					Second Class				
Time Table No. 100 August 8, 1909					STATIONS				
				0.0					
				0.4					
				0.8					
				1.3					
				1.5					
				1.8					
				4.0					
				4.4					
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.

# 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, Riparia and Wallula and obtain clearance card before proceeding. Unnecessary to whistle for train order signal at these places. Referring to Rule 221, on branch line train order signal lights will not be kept burning after passage of regular trains for the day. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 3. White flag displayed, will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- 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. 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 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.  
 Draw bridges are located over Snake River just east of Riparia station and over St. Joe River one-half mile east of Chatcolet.
- No. 9. Trains will stop on flag for passengers as follows: 9 and 10 at Buckleys; 11 and 12 at Medimont, Kingston and Rose Lake; 45 and 46 at Saxe; 71 and 72 at Palouse Falls; 5 and 6 at Dishmans; 83 and 84 at Armstrong.  
 Train 7 will stop on flag at all telegraph offices between Spokane and Tekoa to pick up passengers destined for points west of Tekoa.  
 Train 62 will stop at platform down town at Pomeroy to let off passengers.

## SPEED RESTRICTIONS.

- No. 10. All trains must not exceed a speed of 35 miles per hour around curves 7 to 9 degrees, inclusive, and 30 miles an hour around 10 degree curves. Pacific type engines in all classes of service must not exceed speed of 50 miles per hour, and engines of the 160 class will not exceed a speed of 25 miles an 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.
- No. 11. When sand is blowing, engineers will run with great care and under control where they cannot see the track is clear. The same precautions must be observed in passing points where there is a liability of track being obstructed by falling rock or landslides.
- No. 12. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 13. Passenger trains must not exceed a speed of 30 miles per hour and freight trains 15 miles per hour descending grades between Downing and Blue Mountain, Alto and Relief, Meeker and Hay, and Crest and Colfax. West bound trains must be reduced in speed to 15 miles per hour at the east approach to bridge 321 (Alto Trestle), and air brakes fully released while crossing the bridge.

## AIR BRAKES.

- No. 14. 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 Meeker, Burke and Sierra Nevada Mine, 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 the cock at rear end of last car in train allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle.  
 Trainmen must provide themselves with a supply of **Defective Air Brake Cards**, Form No. 4365, and **Air Brake Cut Out Cards**, Form No. 4366, and must apply them to brakes cut out or found defective while in their charge. As a general rule the trainman who discovers defective or "cut out" brakes is aware of nature of defects, consequently is in a position to furnish all the information required on the tags and should be particular to do so as it is very valuable and necessary information for car inspectors or for other trains handling such cars; otherwise much time is wasted testing for trouble or reason for brakes being defective or cut out.  
 Trainmen must 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 air brakes are cut into the train line. Hand brakes must be used on non air and "cut-out" cars descending heavy grades.

Pressure Retaining Valves must be used on all freight trains descending grades between:

Downing and Mile Post 32,  
 Menoken and Starbuck,  
 Meeker and Canyon,  
 Crest and Colfax,

Mica and Chester,  
 Darknell and Rockford  
 Lovell and Chatcolet,  
 Sierra Nevada Mine and Sierra Nevada Jct.,

Burke and Wallace,  
 Coman and Thornton (Pleasant Valley Branch)  
 Mile Post 29 and Sunset " " "  
 Wallace and Wardner.

On passenger trains between:

Downing and Bates,  
 Menoken and Starbuck,

Crest and Colfax,  
 Mica and Chester,

Meeker and Hay.  
 Lovell and Chatcolet,  
 Burke and Wallace.

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.

# SPECIAL INSTRUCTIONS

## YARDS.

No. 15. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control within yards at Pendleton, Walla Walla, Umatilla, Wallula, Starbuck, Grange City, Grange City Junction, Riparia, Lewiston Junction, La Crosse, Winona, Colfax, Tekoa, Spokane, Harrison, Enaville, Wardner and Wallace.

**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.

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 Plants covers N. P., C. & S. and G. N. Crossings: Automatic Block Signals from N. P. Crossing to Division Street. All trains and engines will flag over 6th St. (near N. P. Depot) and over Bank St. (east of O. R. & N. Depot), Wallace.

## LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND.	O. R. & N. System.	DR. A. J. NELSON, District Surgeon.	TEKOA.	Colfax and Spokane.
" F. M. TAYLOR, Asst. Surgeon.	"	O. R. & N. System.	DRS. STUHT AND MITCHELL, District Surgeon.	COLFAX.	Tekoa, Starbuck and Moscow.
" E. B. WAFFLE, " "	"	O. R. & N. System.	DR. F. M. CAMPBELL, " "	LACROSSE.	LaCrosse, Cornell, Riparia, Tekoa.
" GEO. AINSLEE, Chief Oculist.	"	O. R. & N. System.	" C. L. GRITMAN, " "	MOSCOW.	Moscow and Colfax.
DRS. DICKSON AND COGLAN, Disease Nose & Throat.	"	O. R. & N. System.	" J. HUNTINGTON, " "	STARBUCK.	Walla Walla and Pomeroy.
DR. H. B. LUHN, District Surgeon.	SPOKANE.	Tekoa and Spokane.	" E. H. VAN PATTEN, " "	DAYTON.	Walla Walla and Dayton.
" C. M. DALAND, Asst. " "	"	Tekoa and Spokane.	DRS. SHAW AND BLALOCK, " "	WALLA WALLA.	{ Umatilla and Starbuck.
" D. G. RUSSELL, Consulting " "	"	Tekoa and Spokane.	" SEARS AND MOWERY " "	WALLACE.	{ Pendleton and Walla Walla.
" S. B. HOPKINS, Oculist and Auris.	"	Tekoa and Spokane.			Tekoa and Burke.

### STANDARD CLOCKS.

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

### LICENSED WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector,	- - - - - PORTLAND.
L. HUNZIKER, Local Watch Inspector,	- - - - - PENDLETON.
LUDWIG & HUNZIKER, " " " "	- - - - - WALLA WALLA.
G. F. COHRS, " " " "	- - - - - POMEROY
M. A. ROSE, " " " "	- - - - - COLFAX.
D. H. TROYER, " " " "	- - - - - TEKOA.
GEO. H. DOERR, " " " "	- - - - - SPOKANE.

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

R. O. COWLING, Assistant Superintendent - - - - - Starbuck, Wash.  
 H. L. BUCHANAN, Chief Dispatcher, First and Third Districts, - Starbuck, Wash.

## RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	UMATILLA and STARBUCK			STARBUCK and TEKOA Via COLFAX									WINONA and TEKOA Via P. V. Branch			TEKOA and SPOKANE						
		Eastward	WESTWARD		EASTWARD						WESTWARD			Eastward	Westward	EASTWARD				Westward			
			Page to Wallula	Wallula to Umatilla	Hay to Meeker	Winona to Mockonema	Mockonema to Crest	Colfax to Elberton	Elberton to Garfield	Garfield to Farmington	Seltice to Tekoa	Tekoa to Garfield	Colfax to Crest			Winona to Meeker	Winona to Oakesdale	Oakesdale to Tekoa	Latah to Freeman		Spokane to Chester	Chester to Fairfield	Fairfield to Latah
E-57	<sup>1 1/4</sup> 44	50	695	935	660	215	325	240	435	285	335	365	345	120	365	240	365	345	320	375	230	360	620
E-63	<sup>1 1/4</sup> 48	52, 54, 55	830	1115	790	255	390	285	520	340	400	435	415	145	435	290	435	415	380	445	270	425	740
E-57	<sup>1 1/4</sup> 51	57 to 60, 62, 64	750	1005	710	230	350	255	465	290	360	390	370	130	395	260	390	370	340	400	245	385	665
E-63	<sup>1 1/4</sup> 54	65 to 70	1000	1340	950	305	470	345	625	410	480	520	500	175	525	350	520	500	460	535	325	515	890
E-63	<sup>1 1/4</sup> 55	71 to 73	1050	1405	995	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930
E-64	<sup>1 1/4</sup> 68	80 to 87	1090	1450	1030	330	510	375	680	435	525	570	540	190	570	385	565	540	510	580	355	560	965
T-55	<sup>1 1/4</sup> 71	112 to 119	1330	1770	1260	405	625	460	830	555	640	695	660	230	700	470	695	660	620	710	430	680	1180
M-57	<sup>1 1/4</sup> 91	103 to 111	1495	1980	1420	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325
T-63	<sup>1 1/4</sup> 92	130 to 135	1585	2100	1505	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405
T-63	<sup>1 1/4</sup> 113	136 to 147	1670	2215	1590	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480
C-51	<sup>1 1/4</sup> 117	016 to 164	1760	2280	1760	560	920	675	1220	830	945	1020	965	340	1025	695	1025	965	950	1045	635	990	1740
T-57	<sup>1 1/4</sup> 119	170 to 173	1920	2550	1830	550	900	660	1195	825	920	1000	950	335	1005	675	1000	950	930	1025	625	980	1705
T-64	<sup>1 1/4</sup> 139	179 to 184	2000	2600	2000	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1000	1890
T-57	<sup>1 1/4</sup> 125	174 to 178	2200	2850	2200	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175
P-77	<sup>1 1/4</sup> 123	190 to 193																					
P-77	<sup>1 1/4</sup> 138	194 to 197																					
P-77	<sup>1 1/4</sup> 145	198 to 200																					
T-63	<sup>1 1/4</sup> 160	205 to 210																					
C-55	<sup>1 1/4</sup> 143	240 to 242																					
C-57	<sup>1 1/4</sup> 176	300 to 304, 306 to 309																					
C-57	<sup>1 1/4</sup> 163	305																					
C-57	<sup>1 1/4</sup> 169	310 to 314																					
C-57	<sup>1 1/4</sup> 181	340 to 344																					
C-57	<sup>1 1/4</sup> 187	350 to 388																					

Between stations for which no rating is shown the maximum will apply.



RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

