

THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

EMPLOYEES' TIME TABLE

Effective Sunday, January 24th, 1909

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

For the Government and Information of Employes 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.

THIRD DISTRICT—Walla Walla and Walla Walla.
FIRST DISTRICT—Umatilla and Grange City Jct.

EASTWARD.					DISTANCES FROM PENDLETON.	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class			STATION NUMBERS	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	Daily Ex.Sun.	Daily		
WFTYO		PM L 5.00	PM L 5.15	PM L 12.30	0.0	DNR	PENDLETON			
662		5.30	5.30	12.45	7.6	B8	4.35	10.30		
810			5.35	12.50	10.6	B11	4.30	10.25		
1018		5.55	5.40	12.55	13.3	B13	4.25	10.20	3.30	
1535 W		6.15	5.50	1.05	18.6	B19	4.15	10.08	3.00	
1250		6.50	6.00	1.15	21.6	B22	4.05	10.00	2.40	
1082			6.05	1.20	24.1	B24	3.55	9.55		
2650			6.15	1.27	27.3	B27	3.40	9.45		
741			6.25	1.40	31.0	B31	3.30	9.35	1.40	
1157 W		7.40	6.40	1.50	36.7	B37	3.20	9.23	12.40	
958			6.45	2.00	40.4	B40	3.12	9.13		
610					42.2	B42				
PWFTO	AM L 7.30	8.30	7.05	2.15	47.4	B47	3.00	9.00	12.01	
		PM A	PM A		47.7	B52			PM A 6.40	
					52.3	B54	2.35		6.10	
1112	f 7.45		2.35	54.2	57.0	B57			6.00	
1047	f 7.55			60.8	61.3	B60				
545	f			67.2	72.0	B61				
600				67.2	76.1	B67	2.10		5.30	
1357	s 8.30		3.05	72.0	76.1	B72	1.55		5.15	
1374 PWT	9.00		3.15	76.1	83.6	B76	1.45		PM L	
975	AM A		3.30	83.6	89.3	B84	1.25			
1418 P			3.55	89.3	94.8	B89	1.05			
1170			4.15	94.8	98.4	B95	12.50			
PWFY			4.30	98.4		A280	12.40			
PY			4.50				Daily	Daily	Daily	
	Daily	Daily Ex.Sun.	Daily	Daily			2.20	8.10	3.05	
	1.80	3.55	1.50	4.20			11.8	29.7	34.6	
	11.8	26.0	22.7							

EASTWARD.					DISTANCES FROM UMATILLA.	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class			STATION NUMBERS	First Class		Second Class	
	44	22	6	4			3	5	21	43
	Mixed	Fast Freight	Spokane Passenger	Spokane Flyer			Portland Flyer	Umatilla Passenger	Fast Freight	Mixed
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
WFTY		PM L 3.30	AM L 1.30	AM L 1.15	0.0	DNR	UMATILLA			
1996		4.10	1.45	1.30	7.6	A195	3.10	11.50	11.45	
375 W 3/4 R					11.0	A198				
2814		4.45	2.05	1.45	19.6	A207	2.48	11.34	10.50	
2134 WY		5.30	2.20	2.00	27.1	A214	2.35	11.20	10.15	
2134 WY	AM L 2.40				27.1	A214			PM A 11.05	
250					37.2	N10				
1509 WP	s 3.40				42.0	N15				
500	f 3.55				46.5	N19			9.30	
606	f 4.10				51.0	N24			9.15	
WFTO	5.00				58.5	B47			8.50	
	AM A								PM L	
2134 WY		PM L 5.30	AM L 2.35	AM L 2.00	27.1	A214	2.35	11.20	10.15	
					29.1					
					29.7					
2657		6.30	2.55	2.15	36.7	A224	2.15	11.02	9.35	
2719		7.00	3.05	2.25	42.6	A230	2.02	10.47	9.00	
2707 W		7.40	3.20	2.40	50.1	A237	1.50	10.35	8.15	
2616		8.20	3.35	2.55	57.8	A245	1.35	10.20	7.30	
315					60.8	A248				
2614		9.00	3.50	3.12	66.5	A253	1.20	10.05	6.45	
2689 PW		9.50	4.05	3.22	74.2	A261	1.07	9.50	6.00	
2747		10.40	4.22	3.35	83.1	A270	12.50	9.32	5.15	
2054					92.1	A279				
PY		11.40	4.35	3.55	92.8	A280	12.30	9.15	4.35	
	Daily	Daily	Daily	Daily			AM L	PM L	AM L	
	2.20	8.10	3.05	2.40			Daily	Daily	Daily	
							2.55	2.50	7.40	
							31.8	31.0	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.

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).

EASTWARD.										WESTWARD.												
Second Class.					First Class.					First Class.					Second Class.							
		26	26	22			10	8	6	4			3	5	7	9			21	25	25	
		Way Freight	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	PM L 11.40				PM L 4.50	AM L 4.35	AM L 3.55	92.8	NR	GRANGE CITY JCT.	A280	AM A 12.30	PM A 9.15	PM A 12.40			AM A 4.35	PM A 7.00	
	WP		6.15	AM 12.15				s 5.00	s 4.45	s 4.05	97.1	DNR	RIPARIA	A284	s 12.15	s 9.05	s 12.28			4.05	6.40	
2088								f			97.4		LEWISTON JUNCTION				f					
2100			7.00	1.15				f 5.15	f 5.00	4.20	102.4		CANYON	A290	12.05 AM	f 8.50	f 12.12 PM			3.00	6.05	
2220	W		7.45	2.20				f 5.32	s 5.15	4.35	110.4		HAY	A298	11.50	s 8.35	f 11.56			2.20	5.32	
2200			8.30	3.15				f 5.50	f 5.30	4.50	116.3		MEEKER	A304	11.35	f 8.22	11.42			1.45	4.45	
1146	WY		9.00	3.45				s 6.02	s 5.42	5.05	121.9	D	LA CROSSE	A309	11.25	s 8.10	s 11.30			1.15	4.00	
2658			9.20	4.00					6.12	5.50	128.4		SUTTON		11.12	7.55	11.17			12.50	3.35	
1440	WYF		10.00	4.30 AM A				s 6.22	s 6.05	5.25 AM A	132.5	DNR	WINONA	A320	11.05 PM L	s 7.43	s 11.10			12.30 AM L	3.15	
			10.57					s 6.38	s 6.20		138.3	D	ENDICOTT	A326		s 7.30	s 10.57				2.45	
692	W (West)		11.30					f 6.56	6.35		145.3		LEE	A333		f 7.15	10.40				2.10	
1280			11.55					f 7.05	f 6.45		148.9	D	DIAMONDS	A336		f 7.05	f 10.32				1.50	
1782	P		PM 12.10						7.18	6.55	152.9		MOCKONEMA	A340		f 6.55	10.22				1.30	
957			12.25						7.28	7.02	155.3		CREST	A343		6.45	10.18				1.15	
1640	WFTYO		12.40					s 7.40	s 7.10		157.8	Automatic Block	DNR COLFAX	A345		s 6.35	s 10.10				12.40	
756			1.15					f 7.54	7.30		163.9		GLENWOOD	A351		f 6.22	9.58				12.01 PM	
1545	W (East)		1.45					s 8.08	f 7.45		170.1	D	ELBERTON	A357		s 6.10	f 9.45				11.25	
1918			2.10					s 8.20	f 8.05	8.25	175.5	D	GARFIELD	A363		s 5.55	s 9.32				11.00	
											175.9		N. P. CROSSING									
											183.9		N. P. CROSSING									
1650	W		2.50					s 8.40	s 8.45		185.0	D	FARMINGTON	A373		s 5.35	s 9.15			PM A 8.30	10.15	
1727	PY		3.30	AM L 9.45				s 8.50	s 9.00	AM L 7.20	190.9	PR	SELTICE	A378	PM A 9.25	s 5.20	s 9.00			AM A 8.30	9.45	
1175	POYFWT		AM L 9.40	4.00 PM A	10.45			s 11.30	s 9.10	s 9.15	196.6	Auto. Block	DNR TEKOA	A384	s 9.10	s 5.05	s 8.45	AM A 10.45		7.30	AM A 1.00	9.15
			10.30		11.15			s 11.48	9.25	s 9.35	203.8	D	LATAH	A391	8.55	s 4.50	8.30	s 10.30		7.00	12.15 AM	AM L
1375	W		11.10		11.45			PM 12.05	9.42	s 9.55	212.5	D	FAIRFIELD	A400	8.35	s 4.30	8.12	s 10.12		6.25	11.30	
1700			11.30		PM 12.13			s 12.13	9.50	10.05	216.0		DARKNELL	A403	8.30	4.22	8.05	10.05		6.05	11.15	
1282			11.45		12.35			s 12.20	9.57	s 10.12	219.2	D	ROCKFORD	A406	8.20	s 4.15	7.55	s 9.50		5.40	11.00	
1691			PM 12.20		1.10			f 12.40	10.15	f 10.34	227.6	D	FREEMAN	A415	8.05	f 3.57	7.40	f 9.33		5.10	10.15	
W (West)			12.48		1.20			f 12.48	10.21	f 10.40	230.5		MICA	A418	8.00	f 3.50	7.33	f 9.25		4.45	9.30	
1362			1.15		1.45			f 1.02	10.34	10.55	236.6		CHESTER	A423	7.45	f 3.35	7.15	f 9.10		4.15	8.50	
PWTFO			2.00 PM A		2.30 PM A			PM A 1.25	11.00	11.15	246.1	Auto. Block	DNR SPOKANE	A433	7.30 PM L	8.15 PM L	7.00 AM L	8.45 AM L		3.30 PM L	8.15 PM L	
			Daily	Daily	Daily			Daily	Daily	Daily			153.3		Daily	Daily	Daily	Daily		Daily	Daily	
			4.20	10.30	14.50			1.55	6.10	6.40	5.35		Time over District		5.00	6.00	5.40	2.00		13.05	4.45	9.45
			11.4	9.7	9.6			24.0	24.8	22.2	23.7		Average Speed per Hour		28.0	25.5	27.0	24.7		10.6	10.6	

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Junction Switches at Winona and Seltice will be left set and locked for Main Line, Second District. The Waverly Branch Line between Cross-over Switch and Junction Switch at Fairfield will be used as a passing track.
 Junction Switch at Grange City Jct. will be left set for Main Line, First District.

THIRD DISTRICT—Bolles and Turner.

EASTWARD.				DISTANCES FROM BOLLES.	WESTWARD.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATION NUMBERS.	First Class		Second Class
	58	52	52			51	57	
	Mixed		Passenger		Passenger		Mixed	
	Daily		Daily		Daily		Daily	
PWT	A M L 9.00		P M L 3.15	0.0	B72	P M A 1.55		P M A 5.15
1673	s 9.25		s 3.25	3.3	C3	s 1.40		s 5.00
969	9.35		s 3.35	6.1	C6	s 1.35		s 4.50
				8.7				
752	f 9.50		f 3.45	9.5	C10	f 1.25		f 4.40
1355 WT	s 10.20		s 4.00	13.0	C13	P M L 1.15		P M L 4.25
1502	A M A		P M A	24.6	C25			
	Daily		Daily			Daily		Daily
	1.20		.45			.40		0.50
				24.6				
				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.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATION NUMBERS.	Second Class		First Class
	62	62	62			61	61	
						Daily Ex. Sun.		Daily Ex. Sun.
WFYT			P M L 4.45	0.0	B95	P M A 12.25		P M A 12.25
978			f 5.15	7.8	D8	f 11.45		f 11.45
508			f	11.3	D11	f		f
979 W			f 5.40	14.5	D15	f 11.20		f 11.20
1293			f 6.00	24.4	D25	f 10.50		f 10.50
1767 WT			P M A 6.45	29.9	D30	10.30 A M L		10.30 A M L
			Daily Ex. Sun.			Daily Ex. Sun.		Daily Ex. Sun.
			2.00			1.55		1.55
				29.8				
				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.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATION NUMBERS.	Second Class		First Class
	72	72	72			71	71	
						Daily Ex. Sun.		Daily Ex. Sun.
WY			P M L 12.30	0.0	A309	A M A 11.25		P M L 7.40
808			f 12.45	4.6	E5	f 10.00		f 8.05
387 W(West)			f 1.15	13.6	E14	f 8.50		f 8.10
1832			s 1.45	23.6	E24	s 7.50		s 8.20
600			f 2.20	29.5	E30	f 7.35		s 8.40
715			s 3.00	37.4	E38	s 7.10		s 8.40
438			f 3.20	42.4	E42	f 6.55		f 8.50
450			f 3.40	46.0	E46	f 6.40		f 8.50
WFY			P M A 4.30	53.0	E53	P M L 6.25		P M A 9.00
			Daily Ex. Sun.			Daily Ex. Sun.		Daily Ex. Sun.
			4.00			5.00		2.00
				53.1				
				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—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	WESTWARD.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATION NUMBERS.	First Class		Second Class
	84	82	82			81	83	
						Daily		Daily
WFTOY			P M L 10.15	0.0	A345	A M A 9.55		P M A 6.00
505			f 10.45	7.6	F8	f 9.28		f 5.25
1049 W			f 10.55	9.6	F10	f 9.22		f 5.15
984 W(EAST)			s 11.15	12.7	F13	s 9.14		s 5.00
1255			s 11.55	18.6	F19	s 9.00		s 4.35
				19.2				
660			P M 12.15	23.8	F24	f 8.48		f 4.15
WT			P M A 12.35	27.9	F28	8.40 A M L		4.00 P M L
			Daily			Daily		Daily
			2.20			1.15		2.00
				27.9				
				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.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
92	94	12		11	95	93	91
Freight	Freight	Passenger		Passenger	Passenger	Freight	Freight
Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sun.
Length of passing tracks in to clear and location of scales, water, fuel, and turning stations.				STATION NUMBERS.			
DISTANCES FROM TEKOA.				STATIONS			
OWFTY	A M L 5.00	A M L 10.50	0.0	DNR	TEKOA	A384	A M A 11.20
1804	5.30	f 11.05	7.0		LOVELL	L7	f 11.05
839	6.00	f 11.15	12.2		WATTS	L12	f 10.40
957	6.25	f 11.25	15.6		PLUMMER	L16	f 10.25
1240 PFTW	7.00	f 11.40	22.4		CHATCOLET	L22	f 10.00
1260 W	8.00	s 12.01	30.5		HARRISON	L30	s 9.30
1272	9.20	f 12.15	38.6		SPRINGSTON	L34	f 9.20
1092	10.35	s 12.45	44.9		LANE	L45	s 8.55
1207	11.05	s 1.00	51.5		DUDLEY	L52	f 8.40
W(EAST)	11.45	s 1.10	57.1		CATALDO	L57	s 8.30
	P M 12.20	s 1.20	62.2		ENAVILLE	L62	s 8.15
304			67.4		SIERRA NEVADA JCT.	L67	
1080PW(WEST)	P M L 4.00	1.00	s 1.50	68.8	WARDNER	L69	s 7.55
1602	4.20	1.40	f 2.15	75.5	OSBORNE	L76	f 7.40
1240PWFTO	5.00	2.00	A 2.40	79.8	WALLACE	L80	f 7.30
	P M A	P M A	f 3.00	80.4	N. P. CROSSING		P M A 4.15
567			s 3.15	84.1	GEM	J4	s 4.00
417			f	84.4	FRISCO	J4	f
				85.1	DORN	J5	
			f	85.6	MACE	J6	f
552 W			s 3.35	86.9	BURKE	J7	f 3.45
	Daily Ex. Sun.	Daily	P M A				P M L
	1.00	9.00	4.45				Daily Ex. Sun.
		8.9	18.0				
Time over District				Average Speed per Hour			
1.00				30.9			
9.00				.30			
4.45				8.45			
18.0				.45			

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.		WESTWARD.	
Second Class.		Second Class.	
102		101	
Mixed Friday only		Mixed Friday only	
DISTANCES FROM FAIRFIELD.		STATION NUMBERS.	
STATIONS		STATIONS	
D	FAIRFIELD	A M A	10.30
D	WAVERLY	10.00	A M L
	5.0	Friday only	
	5.0	0.30	
Time over District		Average Speed per Hour	
0.30		10.0	
10.0			

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.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
22	4		3	21			
Freight	Spokane Flyer		Portland Flyer	Freight			
Daily	Daily		Daily	Daily			
Length of passing tracks in to clear and location of scales, water, fuel, and turning stations.				STATION NUMBERS.			
DISTANCES FROM WINONA.				STATIONS			
1440 OWFY	A M L 4.30	A M L 5.25	0.0	DNR	WINONA	A320	P M A 11.05
1433 W	5.45	f 5.45	11.4		WILLADA	G11	f 10.43
1201	6.40	s 6.03	18.2	D	ST. JOHN	G18	s 10.30
1522 PW	7.30	f 6.23	25.3		SUNSET	G25	f 10.15
1910	8.15	s 6.45	31.0	D	THORNTON	G31	s 10.00
1752 W	9.00	s 7.00	39.0	D	OAKESDALE	G40	s 9.45
			39.6		N. P. CROSSING		
703			42.3		FLETCHER	G42	
1727 PY	9.45	s 7.20	47.8	R	SELTICE	A378	s 9.25
	A M A	A M A					P M L
	Daily	Daily					Daily
	5.15	1.55					1.40
	9.2	24.6					4.00
Time over District				Average Speed per Hour.			
47.8				28.6			
47.8				11.9			

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.		WESTWARD.	
Second Class		Second Class	
DISTANCES FROM SIERRA NEVADA JCT.		STATION NUMBERS.	
STATIONS		STATIONS	
	0.0	L69	
	0.4		
	0.8	S1	
	1.3	S1	
	1.5	S2	
	1.8	S2	
	4.0	S4	
	4.4	S4	
Time over District		Average Speed per Hour	
4.4			

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.
- Trains and engines must approach electric line crossings at grade west of Thornton, west of depot at Colfax, east of depot at Walla Walla and east of depot at Milton, prepared to stop unless track is clear, and cross at a speed not to exceed twelve (12) miles per hour.
- 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.
- 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 (including light engines) must reduce speed to 35 miles per hour on curves of six degrees, and will regulate the speed on other curves proportionately. Pacific type engines in all classes of service must not exceed speed of 50 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.
- 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 1000 feet 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 33,
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 33 and Sunset " " "
Wallace and Wardner.

On passenger trains between:

Downing and Bates,
Menoken and Starbuck,
Meeker and Hay,

Crest and Colfax,
Mica and Chester,

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 COGHLAN, 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.
" H. G. MAUZY, Oculist and Auris.	"	Tekoa and Spokane.			Tekoa and Burke.

REGISTERING STATIONS.

STANDARD CLOCKS.

LICENSED WATCH INSPECTORS.

UMATILLA,	POMEROY,	RIPARIA,
PENDLETON,	TEKOA,	CONNELL,
WALLA WALLA,	WARDNER,	COLFAX,
DAYTON,	WALLACE,	MOSCOW,
BOLLES JCT.,	GRANGE CITY JCT.,	SELTICE,
SPOKANE,	WINONA,	BURKE.
STARBUCK,	Branch trains will register at La Crosse and Wallula.	

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

WEBB C. BAL, 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, Train Master, - - - - - Starbuck, Wash.
 H. L. BUCHANAN, Chief Dispatcher, First and Third Districts, - - - - - Starbuck, Wash.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASS	ENGINE NUMBERS	BOILER PRESSURE	Umatilla to Honorist	Page to Wallula	Wallula to Umatilla	Riparia to Hay	Hay to Winona	Winona to Mockonema	Mockonema to Crest	Colfax to Elberton	Elberton to Garfield	Garfield to Farmington	Farmington to Tekoa	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Meeker	Pendleton to Weston	Bates to Milton	Walla Walla to Bolles	Bolles to Alto
E-57	44	135	695	935	660	360	215	325	240	435	285	335	365	320	375	230	360	620	345	120	365	345	330	270	235
E-63	48	140	830	1115	790	425	255	390	285	520	340	400	435	380	445	270	425	740	415	145	435	415	395	320	280
E-63	54	140	750	1005	710	385	230	350	255	465	290	360	390	340	400	245	385	665	370	180	395	370	355	290	250
E-63	55	160	1000	1340	950	515	305	470	345	625	410	480	520	460	535	325	515	890	500	175	525	500	475	385	335
E-64	68	155	1050	1405	995	540	320	490	360	655	415	505	550	480	560	340	540	930	520	185	550	520	500	405	350
T-55	71	160	1090	1450	1030	560	330	510	375	680	435	525	570	510	580	355	560	965	540	190	570	540	515	420	365
M-57	91	180	1330	1770	1260	680	405	625	460	830	555	640	695	620	710	430	680	1180	660	230	700	660	630	510	445
T-63	92	160	1495	1980	1420	765	440	700	515	930	620	715	780	695	800	485	765	1325	740	260	785	740	710	575	500
T-63	113	180	1585	2100	1505	810	450	740	545	985	670	760	825	770	845	515	810	1405	785	275	830	785	750	610	530
C-51	117	180	1670	2215	1590	855	485	785	575	1040	715	800	870	810	890	540	855	1480	830	290	875	830	790	640	565
T-57	119	200	1760	2280	1760	990	560	920	675	1220	830	945	1020	950	1045	635	990	1740	965	340	1025	965	925	755	670
T-64	139	200	1920	2550	1830	980	550	900	660	1195	825	920	1000	930	1025	625	980	1705	950	335	1005	950	910	740	675
T-57	125	200	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1035	1135	690	1080	1890	1055	370	1115	1055	1010	820	725
P-77	123	200	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1190	1305	795	1240	2175	1210	425	1285	1210	1160	945	835
P-77	138	200	300 to 304, 306 to 309																						
P-77	145	200	305																						
T-63	160	200	310 to 314																						
C-55	143	200	340 to 344																						
C-57	176	200	350 to 388																						

CLASS	ENGINE NUMBERS	BOILER PRESSURE	Starbuck to Alto	Menoken to Walla Walla	Milton to Weston	Wallula to Walla Walla	Touchet to Divide	Bolles to Dayton	Dayton to Turner	Turner to Dayton	Starbuck to Pomeroy	Winona to Oakesdale	Oakesdale to Tekoa	Tekoa to Winona	Connell to La Crosse	Colfax to Moscow	Levell to Wats	Cataldo to Wardner	Wardner to Wallace	Chatzlet to Wats	Sierra Nevada Jct. to Sierra Nevada Mine	Wallace to Burke	Fairfield to Waverly	Waverly to Fairfield	
E-57	44	135	120	325	165	345	675	345	270	470	345	240	365	345	320	345	255	620	365	215	.....	.....	270	225	.....
E-63	48	140	145	390	200	415	810	415	320	560	415	290	435	415	380	415	300	740	435	255	.....	.....	320	270	.....
E-63	54	140	130	350	180	370	730	370	290	485	370	260	390	370	340	370	275	665	390	230	.....	.....	290	245	.....
E-63	55	160	175	470	240	500	975	500	385	680	500	350	520	500	460	500	365	890	520	310	.....	.....	385	325	.....
E-64	68	155	185	490	250	520	1020	520	405	685	520	360	550	520	480	520	380	930	550	325	.....	.....	405	340	.....
T-55	71	160	190	510	260	540	1060	540	420	710	540	385	565	540	510	540	395	965	570	335	.....	.....	420	355	.....
M-57	91	180	230	625	315	660	1295	660	510	900	660	470	695	660	620	660	480	1180	695	410	.....	.....	510	430	.....
T-63	92	160	260	700	350	740	1455	740	575	1000	740	530	780	740	695	740	540	1325	780	460	180	180	575	485	.....
T-63	113	180	275	740	370	785	1540	785	610	1090	785	560	825	785	770	785	570	1405	825	485	.....	.....	610	515	.....
C-51	117	180	290	783	390	830	1625	830	640	1155	830	590	870	830	810	830	605	1480	870	515	.....	.....	640	540	.....
T-57	119	200	340	920	445	965	1920	965	755	1235	965	695	1025	975	950	965	705	1740	1025	585	.....	.....	755	635	.....
T-64	139	200	335	900	450	950	1880	950	740	1325	950	675	1000	950	930	950	695	1705	1000	590	200	200	740	625	.....
T-57	125	200	370	1000	500	1055	2085	1055	820	1345	1055	755	1110	1060	1035	1055	770	1890	1110	655	.....	.....	820	690	.....
P-77	123	200	425	1150	560	1210	2400	1210	945	1545	1210	870	1275	1220	1190	1210	885	2175	1275	785	.....	.....	945	795	.....
P-77	138	200	300 to 304, 306 to 309																						
P-77	145	200	305																						
T-63	160	200	310 to 314																						
C-55	143	200	340 to 344																						
C-57	176	200	350 to 388																						

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

SAFETY BELT COMBINATION IN TONS OF 2000 POUNDS

THE OREGON RAILROAD & NAVIGATION CO.



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