

THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

EMPLOYEES' TIME TABLE

Effective Sunday, January 16th, 1910

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.

FIRST DISTRICT—Umatilla and Grange City Jct.

THIRD DISTRICT—Wallula and Walla Walla.

EASTWARD.						WESTWARD.					
Second Class				First Class		First Class				Second Class	
24	22	6	4			3	5	21	23		
Freight	Fast Freight	Spokane Passenger	Spokane Flyer	DISTANCES FROM UMATILLA.		Portland Flyer	Umatilla Passenger	Fast Freight	Freight	STATION NUMBERS	
Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily		
Time Table No. 101 January 16, 1910						STATIONS					
WFTY	PM L 6.30	PM L 3.30	AM L 3.30	AM L 12.45	0.0	DNR UMATILLA	187	AM A 2.55	AM A 2.00	PM A 1.00	PM A 5.30
1996	f 7.00	4.10	3.45	12.58	7.6	RIVERVIEW	A195	2.40	1.35	12.01 PM	f 5.10
375 W 3/4 E	f				3.4	COLD SPRINGS	A198				f
2814	f 7.30	4.45	4.00	1.12	8.6	JUNIPER	A207	2.15	1.12	11.15	f 4.45
2134 WY	8.00 PM A	5.30	s 4.15	s 1.25	7.5	DN WALLULA	A214	s 2.00	s 12.45	10.30	4.00 PM L
					2.4	N. P. CROSSING					
					0.6	W. & C. R. R. CROSSING					
					0.1	ATTALIA					
					6.9	HUMORIST	A224	1.40	12.30	10.00	
2507		6.30	4.35	1.40	5.9	SNAKE RIVER	A230	1.30	12.15 AM	9.30	
2719		7.00	4.45	1.55	7.5	Auto Block {N PAGE	A237	1.15	11.59	8.45	
2707 W		7.40	f 5.00	2.10	7.7	SIMMONS	A245	1.00	11.45	8.00	
2616		8.20	f 5.15	2.25	3.0	WALKERS	A248				
315				60.8	5.7	SCOTT	A253	12.45	11.30	7.15	
2614		9.00	5.30	2.40	7.7	MOORE	A261	12.30	11.15	6.35	
2689 PW		9.50	f 5.45	2.55	8.9	AYER	A270	12.15 AM	10.55	6.05	
2747		10.55	6.05	3.08	9.0	GRANGE CITY	A279				
2054				92.1	0.7	NR GRANGE CITY JCT.	A280	11.59 PM L	10.35 PM L	5.00 AM L	
PY		11.59 PM A	6.25 AM A	3.25 AM A	92.8			Daily	Daily	Daily	Daily
	1.30	8.29	2.55	2.40		Time over District		2.56	3.25	8.00	1.30
						Average Speed per Hour		31.8	31.0	12.0	

EASTWARD.						WESTWARD.					
Second Class				First Class		First Class				Second Class	
24	60	44			48	59	23			STATION NUMBERS	
Freight	Passenger	Passenger	DISTANCE FROM WALLULA		Passenger	Passenger	Freight				
Daily	Daily	Daily			Daily	Daily	Daily				
Time Table 101 January 16, 1910						STATIONS					
2134 WY	PM L 8.00	PM L 12.40	AM L 4.45		Auto Block {DNR WALLULA	A214	AM A 12.10	PM A 12.30	PM A 3.30		
250				10.0	DIVIDE	N10	AM A 12.10	PM A 12.30	PM A 3.30		
1509 WP	8.50	s 1.20	s 5.25	14.9	4.9	TOUCHET	N15	s 11.30	s 11.50	2.45	
500	9.15	s 1.35	s 5.40	19.1	4.2	LOWDENS	N19	s 11.15	s 11.35	2.20	
606	9.20	s 1.50	f 5.55	24.0	4.9	WHITMAN	N24	f 10.50	s 11.20	1.50	
WFTO	10.15 PM A	2.15 PM A	6.15 AM A	31.2	7.2	Auto Block {DR WALLA WALLA	B47	10.15 PM L	11.00 AM L	1.00 PM L	
	Daily	Daily	Daily		98.4		Daily	Daily	Daily		
	2.15	1.85	1.80			Time over District	1.50	1.30	2.30		
	12.0		20.0			Average Speed per Hour	20.0		15.5		

West-bound trains are superior to trains of the same class in opposite direction.—See Rule 72 Junction Switch at Wallula will be left set for main line, First District.

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.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class.				First Class.				DISTANCES FROM UMATILLA.
	26		22		10		8		
	Way Freight	Way Freight	Fast Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
604 PY		AM L 5.00	AM L 12.05			AM L 11.50	AM L 6.25	AM L 3.25	92.8
WP		5.30	1.00			s 11.59	s 6.35	s 3.35	97.1
2038						PM 12.01	s 6.37	s 3.37	97.4
2100		6.30	1.45			f 12.12	f 6.50	3.50	102.4
2220 W		7.05	2.45			f 12.30	s 7.05	4.05	110.4
2200		7.45	3.25			f 12.50	f 7.25	4.20	116.3
1146 WY		8.15	3.45			s 1.02	s 7.35	4.35	121.9
2658		8.50	4.05				1.15	7.50	128.4
1440 WYF		9.30	4.55			s 1.25	s 8.05	4.55	132.5
1472		10.57	AM A			s 1.40	s 8.20	AM A	138.8
692 W (West)		11.30				f 1.55	8.35		145.3
1230		11.50				f 2.05	f 8.45		148.9
1752 P		PM 12.10					2.15	f 8.55	152.9
957		12.25					2.25	9.02	155.3
1640 WFTYO		12.40				s 2.35	s 9.10		157.8
756		1.15				f 2.55	f 9.30		163.9
1545 W (East)		1.45				s 3.05	f 9.45		170.1
1918		2.10				s 3.20	s 10.00		175.5
1650 W		2.50				s 3.40	s 10.20		185.0
1727 PY		3.30	AM L 11.00			s 3.55	s 10.35	AM L 6.50	190.9
1175 POYFWT		AM L 7.15	4.00	AM L 11.45		s 11.15	s 4.10	s 10.50	196.6
1352		7.40	PM A 12.45	1.15		s 11.35	s 4.25	11.10	203.8
1375 W		8.12	1.45			s 11.55	s 4.40	11.25	212.5
1700		8.45	2.05			PM 12.01	4.47	11.32	216.0
1282		9.05	2.25			s 12.10	s 4.55	11.40	219.2
1691		10.00	3.00			f 12.30	f 5.15	11.59	227.6
W (West)		10.30	3.20			f 12.35	f 5.20	PM 12.05	230.5
1862		11.15	3.50			f 12.50	5.35	12.25	236.6
PWTFO		11.55	4.40	AM A 12.45		1.15	6.00	12.45	246.1
		AM A	PM A	AM A		PM A	PM A	AM A	
		Daily	Daily	Daily		Daily	Daily	Daily	
		4.40	11.00	16.35		2.00	6.10	6.20	5.35
		10.6	9.4	9.2		24.8	24.8	24.2	28.7

Time Table No. 101
January 16, 1910

STATIONS	DISTANCES FROM UMATILLA.
NR GRANGE CITY JCT.	4.3
DNR RIPARIA	0.3
LEWISTON JUNCTION	5.0
CANYON	8.0
HAY	5.9
JERITA	5.6
D LA CROSSE	6.5
SUTTON	4.1
DNR WINONA	5.8
D ENDICOTT	7.0
THERA	3.6
D DIAMONDS	4.0
MOCKONEMA	2.4
CREST	2.5
D COLFAX	6.1
GLENWOOD	6.2
D ELBERTON	5.4
D GARFIELD	0.4
N. P. CROSSING	8.0
N. P. CROSSING	1.1
D FARMINGTON	5.9
PR SELTICE	5.7
DNR TEKOA	7.2
D LATAH	8.7
D FAIRFIELD	3.5
DARKNELL	3.2
D ROCKFORD	3.9
LAKE JUNCTION	4.5
D FREEMAN	2.9
MICA	6.1
CHESTER	9.5
DNR SPOKANE	153.3
Time over District	
Average Speed per Hour	

STATION NUMBERS.	First Class.				Second Class.		
	3	5	7	9	21	25	25
	Portland Flyer	Umatilla Passenger	Pendleton Passenger	Wallace Passenger	Fast Freight	Way Freight	Way Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
A280	PM A 11.59	PM A 10.35	PM A 12.30		AM A 5.00	PM A 3.15	
A284	s 11.45	s 10.25	s 12.22		4.30	2.40	
A290	s 11.43	s 10.20	f 12.20				
A298	11.35	f 10.10	f 12.12		3.50	2.10	
A304	11.20	s 9.55	f 11.56		2.45	1.30	
A309	11.05	f 9.40	11.42		2.00	12.50	
A320	10.55	s 9.30	s 11.30		1.30	PM 12.20	
A326	10.42	9.15	11.20		1.00	11.55	
A333	10.35	s 9.05	s 11.10		12.30	11.30	
A336	PM L 8.55	s 8.55	s 10.57		AM L 10.57	10.20	
A340	f 8.43	10.40				10.00	
A343	f 8.35	f 10.32				9.45	
A345	f 8.25	10.22				9.30	
A351	8.18	10.18				9.10	
A357	s 8.10	s 10.10				8.10	
A363	f 7.55	9.55				7.40	
A373	s 7.40	f 9.45				7.00	
A378	s 7.25	s 9.32					
A384	PM A 8.55	s 7.05	s 9.15		PM A 7.15	6.15	
A391	s 8.40	s 6.45	s 9.00		6.40	5.45	
A400	s 8.25	s 6.30	s 8.45	AM A 9.20	5.45	1.00	5.15
A403	8.25	s 6.15	8.30	s 9.05	5.05	12.15	AM L
A406	8.05	s 6.00	8.12	s 8.50	4.40	11.30	
A415	8.00	5.52	8.05	8.45	4.00	11.00	
A418	7.50	s 5.45	7.55	s 8.35	3.30	10.45	
A423	7.35	f 5.30	7.40	f 8.20	3.00	10.00	
A433	7.30	f 5.20	7.33	f 8.10	2.35	9.30	
	7.15	f 5.00	7.15	f 7.50	2.00	8.50	
	7.00	f 4.40	7.00	f 7.30	1.30	8.15	
	PM L 4.40	PM L 4.40	AM L 7.30	AM L 7.30	PM L 1.30	PM L 8.15	
	Daily	Daily	Daily	Daily	Daily	Daily	
	4.59	5.55	5.30	1.50	15.30	4.45	10.00
	28.0	25.9	27.9	27.2	9.9	10.6	10.4

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 P. V. Line, Second District.
Junction Switch at Grange City Jct. will be left set for Main Line, First District.

The Waverly Branch Line between Cross-over Switch and Junction Switch at Fairfield will be used as a passing track.

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	60	52	51			59	57		
	Mixed	Passenger	Passenger			Passenger	Passenger	Mixed		
	Daily	Daily	Daily			Daily	Daily	Daily		
<p>Time Table No. 101 January 16, 1910</p>										
<p>STATIONS</p>										
PWT	AM L	PM L	PM L	0.0	DR	PM A	AM A	PM A		
1673	10.15	5.40	2.15	3.3	B72	1.45	9.45	5.15		
969	10.30	5.50	2.25	6.1	C3	1.30	9.30	5.00		
	10.40	6.00	2.35	8.7	C6	1.25	9.20	4.50		
752	10.50	6.10	2.45	9.5						
1355 WT	11.15	6.30	3.00	13.0	C10	1.15	9.10	4.35		
1502	AM A	PM A	PM A	24.6	C13	1.05	9.00	4.25		
					C25	PM L	AM L	PM L		
	Daily	Daily	Daily			Daily	Daily	Daily		
	1.00	.50	.45							
<p>24.6 Time over District Average Speed per Hour</p>										

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			61			61			
	Mixed					Mixed				
	Daily					Daily				
<p>Time Table No. 101 January 16, 1910</p>										
<p>STATIONS</p>										
WFYT	PM L			0.0	DNR	AM A				
978	1.00			7.8	B95	11.00				
506	1.30			11.3	D8	10.15				
979 W	2.00			14.5	D11					
1298	2.40			24.4	D15	9.50				
1767 WT	3.00			29.9	D25	9.20				
	PM A				D30	9.00				
	Daily					AM L				
	2.00					Daily				
<p>29.8 Time over District Average Speed per Hour</p>										

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			71			71			
	Mixed					Mixed				
	Daily					Daily				
	Ex. Sun.					Ex. Sun.				
<p>Time Table No. 101 January 16, 1910</p>										
<p>STATIONS</p>										
WY	PM L			0.0	DR	AM A				
808	1.30			4.6	A309	11.15				
887 W(West)	1.55			13.6	E5	10.25				
1832	2.30			23.6	E14	9.50				
600	3.00			29.5	E24	9.10				
715	3.30			37.4	E30	8.50				
438	3.50			42.4	E38	8.15				
450	4.10			46.0	E42	7.50				
WFY	4.45			53.0	E46	7.30				
	PM A				E53	7.00				
	Daily					AM L				
	Ex. Sun.					Daily				
	3.35					Ex. Sun.				
<p>53.1 Time over District Average Speed per hour</p>										

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			81	83		
	Mixed					Passenger				
	Daily					Daily				
<p>Time Table No. 101 January 16, 1910</p>										
<p>STATIONS</p>										
WFTOY	PM L			0.0	DNR	AM A				
506	2.45			7.6	A345	9.00				
1049 W	3.15			9.6	F8	8.40				
984 W(EAST)	3.25			12.7	F10	8.35				
1255	3.45			18.6	F13	8.25				
	4.15			19.2	F19	8.10				
660	4.35			23.8	F24	7.55				
WT	5.00			27.9	F28	7.45				
	PM A					AM L				
	Daily					Daily				
	2.15					1.15				
<p>27.9 Time over District Average Speed over District</p>										

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.

Second Class | First Class

Table with 4 columns: 92 (Freight, Daily Ex. Sun.), 94 (Freight, Daily), 2 (I. N. Passenger, Daily), 12 (Passenger, Daily)

DISTANCES FROM TEKOA.

Time Table No. 101 January 16, 1910

STATIONS

Table of stations from DNR TEKOA to DR BURKE with distances and times.

Average Speed per Hour

WESTWARD.

First Class | Second Class

Table with 5 columns: 11 (Passenger, Daily), 1 (I. N. Passenger, Daily), 93 (Freight, Daily), 91 (Freight, Daily Ex. Sun.), 95 (Passenger, Daily)

STATION NUMBERS.

Table of stations from A384 to J7 with station numbers and times.

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.

Second Class.

102 Mixed Friday only

DISTANCES FROM FAIRFIELD.

Time Table No. 101 January 16, 1910

STATIONS

Table of stations D FAIRFIELD and D WAVERLY with times.

Average Speed per Hour

WESTWARD.

Second Class.

101 Mixed Friday only

STATION NUMBERS.

Table of stations with times.

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.

Second Class | First Class

Table with 2 columns: 22 (Freight, Daily), 4 (Spokane Flyer, Daily)

Length of passing tracks in to clear and location of scales, water, fuel, and turning stations.

DISTANCES FROM WINONA.

Table of stations from 1440 OWFY to 1727 PY with distances and times.

Average Speed per Hour

WESTWARD.

First Class | Second Class

Table with 2 columns: 3 (Portland Flyer, Daily), 21 (Freight, Daily)

STATION NUMBERS.

Time Table No. 101 January 16, 1910

STATIONS

Table of stations from DNR WINONA to R SELTICE with distances and times.

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.

Second Class

Length of passing tracks in to clear and location of scales, water, fuel, and turning stations.

DISTANCES FROM SIERRA NEVADA JCT.

Table of stations from L69 to S4 with distances and times.

Average Speed per Hour

WESTWARD.

Second Class

STATION NUMBERS.

Time Table No. 101 January 16, 1910

STATIONS

Table of stations from SIERRA NEVADA JCT. to SIERRA NEVADA MINE with times.

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, S. & I. E. crossing Thornton and W. W. T. crossing at Walla Walla, trains will be governed by position of the crossing gates the normal position of which are at right angles to the S. F. & N., N. P., S. & I. E. and W. W. T. tracks respectively. When S. F. & N., N. P., S. & I. E. and W. W. T. 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 Lake Junction; 11 and 12 at Medimont, Kingston and Rose Lake; 45 and 46 at Saxe; 71 and 72 at Palouse Falls; 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, Jerita 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 Jerita, 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,
Jerita 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,

Jerita 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 and over Howard St. (east of O. R. & N. Depot), Spokane.

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.
" 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.
F. FREDRICKSON, " " " - - - - -	STARBUCK.
M. A. ROSE, " " " - - - - -	COLFAX.
D. H. TROYER, " " " - - - - -	TEKOA.
GEO. H. DOERR, " " " - - - - -	SPOKANE.

W. CONNOLLY, Superintendent.

W. M. GLEASON, Assistant Superintendent, - - - - - Spokane, Wash.
 J. H. ROBB, " " " " " " " " " " " "
 T. F. QUINN, " " " " " " " " " " " "
 H. L. BUCHANAN, " " " " " " " " " " " "

Spokane, Wash.

R. O. COWLING, Assistant Superintendent - - - - - Starbuck, Wash.
 J. BECK, " " " " " " " " " " " "

T. WALSH, Dispatcher, - - - - - Spokane, Wash.
 J. S. ELLISON, " " " " " " " " " " " "
 J. A. WALSH, " " " " " " " " " " " "

G. M. HUDSON, Dispatcher, - - - - - Starbuck, Wash.
 H. A. FLYNN, " " " " " " " " " " " "
 A. S. BIMROSE, " " " " " " " " " " " "
 B. J. KOST, " " " " " " " " " " " "

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	Lewiston Jct. to Hay	Hay to Jerita	Winona to Mockonema	Mockonema to Crest	Colfax to Eberton	Eberton to Garfield	Garfield to Farmington	Sellice to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Jerita	Winona to Oakesdale	Oakesdale to Tekoa		Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah		
E-57	44	50	895	935	660	360	215	325	240	435	285	335	365	345	120	365	240	365	345	320	375	230	360	620
E-63	48	52, 54, 55	830	1115	790	425	255	390	285	520	340	400	435	415	145	435	290	435	415	380	445	270	425	740
E-57	51	57 to 60, 62, 64	750	1005	710	385	280	350	255	465	290	360	390	370	180	395	260	390	370	340	400	245	385	665
E-63	54	65 to 70	1000	1340	950	515	305	470	345	625	410	480	520	500	175	525	350	520	500	460	535	325	515	890
E-64	55	71 to 73	1050	1405	995	540	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930
T-55	68	80 to 87	1090	1450	1030	560	330	510	375	680	435	525	570	540	190	570	385	565	540	510	580	355	560	965
T-63	71	112 to 119	1330	1770	1260	680	405	625	460	830	555	640	695	660	230	700	470	695	660	620	710	430	680	1180
M-57	91	103 to 111	1495	1980	1420	765	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325
T-57	119	170 to 173	1585	2100	1505	810	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405
T-64	139	179 to 184	1670	2215	1590	855	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480
T-57	125	174 to 178	1760	2280	1760	980	560	920	675	1220	830	945	1020	965	340	1025	695	1025	965	950	1045	635	990	1740
P-77	123	190 to 193	1920	2550	1830	980	550	900	660	1195	825	920	1000	950	335	1005	675	1000	950	930	1025	625	980	1705
P-77	138	194 to 197	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1000	1890
P-77	145	198 to 200	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175
T-63	160	205 to 210																						
C-55	143	240 to 242																						
C-57	176	300 to 304, 306 to 309																						
C-57	163	305																						
C-57	169	310 to 314																						
C-57	181	340 to 344																						
C-57	187	350 to 388																						

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

THE OREGON RAILROAD & NAVIGATION CO.



MAP OF THE Oregon Railroad & Navigation Co.

