

THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, November 20, 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,
Vice President and General Manager.

M. J. BUCKLEY,
Assistant General Manager.

J. D. STACK,
Assistant General Manager.

FIRST DISTRICT—Umatilla and Grange City Jct.

THIRD DISTRICT—Wallula and Walla Walla.

EASTWARD.					DISTANCES FROM UMATILLA.	WESTWARD.					
Second Class		First Class				First Class		Second Class			
24	22	12	4	3		11	21	23			
Freight	Fast Freight	Soo Spokane Portland	Spokane Flyer	Portland Flyer	Soo Spokane Portland	Fast Freight	Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Time Table No. 105 Nov. 20, 1910						STATIONS					
WFTY	PM L 6.30	PM L 3.30	AM L 4.35	PM L 11.35	0.0	DNR UMATILLA	187	AM A 2.10	AM A 5.45	PM A 1.00	PM A 5.30
1996	f 7.00	4.10	4.50	11.50	7.6	7.6 RIVERVIEW	A195	1.50	5.25	12.15 PM	f 5.10
375 W 3/4 E					11.0	3.4 COLD SPRINGS	A198				
2814	f 7.30	4.45	5.10	AM 12.05	19.6	8.6 JUNIPER	A207	1.30	5.10	11.25	f 4.45
2134 WY	PM 8.00	5.30	s 5.25	12.20	27.1	7.5 W. & C. R. CROSSING	A214	s 1.15	s 4.45	10.40	4.00 PM L
					29.1	2.0 ATTALIA					
					29.7	6.9 HUMORIST	A224		f 4.35		
2657		6.30	f 5.45	12.35	36.7	5.9 SNAKE RIVER	A230	12.45	f 4.15	9.45	
2719		7.00	f 5.55	12.45	42.6	7.5 PAGE	A237	12.30	f 4.00	8.55	
W		7.30	f 6.10	12.57	50.1	7.7 SIMMONS	A245	12.15 AM	f 3.45	8.15	
2616		8.10	f 6.25	1.10	57.8	3.0 WALKERS	A248				
315					60.8	5.7 SCOTT	A253	11.59	f 3.30	7.30	
2614		8.50	f 6.40	1.25	66.5	7.7 MOORE	A261	11.45	f 3.15	6.55	
2689 PW		9.30	f 6.55	1.40	74.2	8.9 AYER	A270	11.30	f 3.00	6.00	
2747		10.15	f 7.10	1.55	83.1	9.0 GRANGE CITY	A279				
2054					92.1	0.7 NR GRANGE CITY JCT.	A280	11.15 PM L	2.40 AM L	5.00 AM L	
PY		11.15 PM A	7.25 AM A	2.15 AM A	92.8	92.8		Daily	Daily	Daily	Daily
	Daily	Daily	Daily	Daily		Time over District		2.55	3.05	8.00	1.30
	1.30	7.45	2.50	2.40		Average Speed per Hour		31.8	30.1	11.6	18.1
	18.1	21.8	32.7	34.8							

EASTWARD.					DISTANCE FROM WALLULA	WESTWARD.				
Second Class		First Class				First Class		Second Class		
24	60	44	43	59		23				
Freight	Passenger	Passenger	Passenger	Passenger	Freight					
Daily	Daily	Daily	Daily	Daily	Daily					
Time Table No. 105 Nov. 20, 1910						STATIONS				
2134 WY	PM L 8.00	PM L 12.45	AM L 5.35	0.0	Auto. Block { DNR WALLULA	A214	AM A 12.55	PM A 12.15 PM	PM A 3.20	
250				10.0	10.0 DIVIDE	N10				
1509 WP	8.45	s 1.20	s 6.15	14.9	4.9 TOUCHET	N15	s 12.10 AM	s 11.40	2.35	
500	9.15	s 1.35	s 6.30	19.1	4.2 LOWDENS	N19	s 11.50	s 11.25	2.10	
606	9.30	1.50	f 6.45	24.0	4.9 WHITMAN	N24	f 11.30	s 11.05	1.50	
WFTO	10.15 PM A	2.15 PM A	7.15 AM A	31.2	7.2 DR WALLA WALLA	B47	11.00 PM L	10.45 AM L	1.10 PM L	
	Daily	Daily	Daily		98.4		Daily	Daily	Daily	
	2.15	1.30	1.40		Time over District		1.55	1.30	2.10	
	13.9	20.8	18.7		Average Speed per Hour		16.3	20.8	14.4	

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.

Junction Switches at Wallula and Grange City Jct. 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

THIRD DISTRICT—Bolles and Turner.

EASTWARD.					DISTANCES FROM STARBUCK.	WESTWARD.				
Second Class		First Class				Second Class		Second Class		
64	63	60	52	51		59	57	61		
Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Mixed		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun. & Wed.		
Time Table No. 105 Nov. 20, 1910						STATIONS				
WFTY	PM L 1.00	0.0	DNR STARBUCK	B95	AM A 10.30					
978	f 1.30	7.8	7.8 DELANEY	D8	f 9.45					
508	f	11.3	8.5 JACKSONS	D11	f					
979 W	f 2.00	14.5	3.2 CHARD	D15	f 9.20					
1293	f 2.40	24.4	9.9 ZUMWALT	D25	f 8.50					
1767 WT	3.00 PM A	29.9	5.4 DR POMEROY	D30	8.30 AM L					
	Daily		29.9		Daily					
	2.00		Time over District		2.00					
	15.0		Average Speed per Hour		15.0					

EASTWARD.					DISTANCES FROM BOLLES.	WESTWARD.				
Second Class		First Class				First Class		Second Class		
62	58	60	52	51		59	57	61		
Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Mixed		
Sun. & Wed.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun. & Wed.		
Time Table No. 105 Nov. 20, 1910						STATIONS				
PWT	AM L 10.00	PM L 6.15	PM L 2.00	0.0	DR BOLLES	B72	PM A 1.35	AM A 9.20	PM A 5.15	
1673	s 10.15	s 6.25	s 2.10	3.3	D WAITSBURG	C3	s 1.20	s 9.05	s 5.00	
969	f 10.35	s 6.35	s 2.25	6.1	2.8 HUNTSVILLE	C6	s 1.15	s 8.50	s 4.50	
				8.7	2.6 W. & C. R. CROSSING					
752	f 10.45	f 6.45	f 2.35	9.5	0.8 LONGS	C10	f 1.05	f 8.40	f 4.35	
1355 WT	PM L 3.00	AM A 7.05	PM A 2.45	13.0	3.5 DR DAYTON	C18	12.55 PM L	8.30 AM L	4.25 PM L	
1502	3.40 PM A	AM A	PM A	24.6	11.6 DR TURNER	C25	PM L	AM L	PM L	
	Mixed Sun. & Wed.	Daily	Daily	Daily	24.6		Daily	Daily	Daily	
	.40	1.10	.50	.45	Time over District		.40	.50	0.50	
	17.4	11.1	15.6	17.3	Average Speed per Hour		19.5	15.6	15.6	
									23.2	

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. No. 62 has right over 61, Dayton to Turner.

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

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.	EASTWARD.										DISTANCES FROM UMATILLA.	Time Table No. 105 November 20, 1910	STATIONS	WESTWARD.									
	Second Class.					First Class.								First Class.					Second Class.				
	26	26	22	28	16	14	8	12	6	4				7	5	3	11	13	15	27	21	25	
	Way Freight	Way Freight	Fast Freight	Passenger	Spokane Wallace Limited	Spokane Wallace Limited	Spokane Passenger	Spokane Portland	Spokane Local	Spokane Flyer				Pendleton Passenger	Pendleton Local	Portland Flyer	Spokane Portland	Spokane Wallace Limited	Spokane Wallace Limited	Passenger	Fast Freight	Way Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
604 PY		AM L 5.00	PM L 11.15				AM L 11.15	AM L 7.25	AM L 6.30	AM L 2.15	92.8	NR GRANGE CITY JCT.	A280	PM A 12.35	PM A 9.45	PM A 11.15	AM A 2.40			AM A 3.45	PM A 3.00		
WP		5.30	11.45.				s 11.25	7.35	6.40	2.23	97.1	DNR RIPARIA	A284	s 12.22	s 9.35	11.05	2.27			3.15	2.25		
2038							s	s	s	s 2.25	97.4	LEWISTON JUNCTION		s	s	s	s 2.25						
2100		5.50	AM 12.45				f 11.35	7.50	f 6.50	2.40	102.4	CANYON	A290	f 12.12	f 9.22	10.50	2.15			2.40	2.00		
2220 W		6.25	1.57				f 11.56	8.05	s 7.10	2.55	110.4	HAY	A298	f 11.56	f 9.03	10.35	1.57			1.57	1.25		
2200		7.00	2.45				PM 12.15	8.25	f 7.25	3.10	116.3	JERITA	A304	11.43	f 8.50	10.20	1.43			1.15	1.00		
1146 WY		7.40	3.25				s 12.30	f 8.35	s 7.40	3.25	121.9	D LA CROSSE	A309	s 11.30	s 8.35	10.10	f 1.30			12.45	12.30 PM		
2658		8.15	3.50				12.40	8.45	7.50	3.35	128.4	SUTTON		11.20	8.25	10.00	1.20			12.30	11.55		
1440 WYF		8.55	4.30				s 12.50	s 8.55	s 8.00	s 3.45	132.5	DNR WINONA	A320	s 11.10	s 8.15	9.50	s 1.10			12.15	11.30		
1472		10.57	AM A				s 1.05	9.10	s 8.15	AM A	138.3	D ENDICOTT	A326	s 10.57	s 8.00	PM L	f 1.00			AM L	10.57		
692 W (West)		11.30					f 1.25	9.25	8.30		145.3	THERA	A333	10.45	f 7.45		12.45				10.00		
1230		11.55					s 1.35	9.35	f 8.40		148.9	D DIAMONDS	A336	s 10.37	f 7.33		12.35				9.35		
1752 P		PM 12.15					f 1.45	9.45	f 8.50		152.9	MOCKONEMA	A340	10.28	f 7.25		12.26				8.50		
957		12.30					1.55	10.00	9.00		155.3	CREST	A343	10.22	7.18		12.17				8.30		
1640 WFTYO		12.45					s 2.10	s 10.15	s 9.10		157.8	D COLFAX	A345	s 10.15	s 7.10		s 12.10				8.10		
756		1.10					f 2.30	10.27	f 9.25		163.9	GLENWOOD	A351	10.00	f 6.55		11.55				7.40		
1545 W (East)		1.35					s 2.45	10.40	f 9.50		170.1	D ELBERTON	A357	s 9.50	s 6.40		f 11.45				7.10		
1918		2.00					s 3.00	s 10.55	s 10.05		175.5	D GARFIELD	A363	s 9.40	s 6.30		s 11.35				6.30		
											175.9	N. P. CROSSING											
											183.9	N. P. CROSSING											
1650 W		2.35					s 3.25	11.15	s 10.25		185.0	D FARMINGTON	A373	s 9.20	s 6.10	PM A	f 11.15			PM A	5.40		
1727 PY		3.00	AM L 10.00	PM L 3.10			s 3.35	11.25	s 10.35	AM L 5.45	190.9	PR SELTICE	A378	s 9.05	s 5.55	f 8.05	11.00		AM A 8.55	PM A 7.00	5.00		
1175 POVFWT		AM L 6.45	PM A 3.30	10.35	PM 3.40		s 3.55	s 11.40	s 10.50	s 6.00	196.6	Auto. Block DNR TEKOA	A384	s 8.50	s 5.40	s 7.45	s 10.45		AM L 8.40	L 6.30	4.30		
1852		7.15	PM 12.15				s 4.15	11.55	s 11.05	6.15	203.8	D LATAH	A391	s 8.35	s 5.25	7.30	f 10.30		AM L 5.30	L 4.55	12.10		
1875 W		8.20	12.50				s 4.30	PM 12.10	s 11.20	6.35	212.5	D FAIRFIELD	A400	s 8.20	s 5.10	7.15	f 10.15				4.30		
1700		8.45	1.15				4.40	12.20	11.30	6.45	216.0	DARKNELL	A403	8.12	5.00	7.05	10.05				4.00		
1282		9.05	1.30				s 4.50	12.28	s 11.38	6.55	219.2	D ROCKFORD	A406	s 8.02	s 4.50	6.55	f 9.55				3.40		
		9.30	1.50				PM L 4.45	AM L 9.55	5.00	12.38	f 11.50	7.05	223.6	D LAKE JUNCTION	A410	f 7.52	f 4.40	6.46	9.46	AM A 8.50	PM A 3.30		
1691		10.05	2.10				4.55	10.05	f 5.10	12.47	f 11.57	7.12	227.6	D FREEMAN	A415	f 7.45	f 4.32	6.40	9.40	8.40	3.20		
1655 W (West)		10.20	2.20				5.03	10.10	f 5.17	12.55	f 12.05	7.22	230.5	MICA	A418	f 7.35	f 4.22	6.35	9.35	8.35	3.15		
749		10.30	2.35				5.11	10.17	5.23	1.00	12.10	7.30	233.1	REDLIN	A420	7.30	4.15	6.30	9.28	8.28	3.08		
1362		10.50	3.00				5.20	10.25	f 5.30	1.07	f 12.20	7.37	236.6	CHESTER	A423	f 7.15	f 4.05	6.20	9.20	8.20	3.00		
1531		11.00	3.10				5.25	10.32	5.35	1.13	12.25	7.43	240.2	SPEAR	A427	7.10	3.55	6.10	9.10	8.12	2.55		
2162		11.15	3.25				5.32	10.40	5.42	1.20	12.35	7.50	243.3	EAST SPOKANE	A430	7.05	3.50	6.05	9.05	8.05	2.50		
PWTFO		11.35	3.45				5.45	10.50	5.55	1.30	12.45	8.00	246.1	Auto. Block DNR SPOKANE	A433	7.00	3.45	6.00	9.00	8.00	2.45		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		AM L	PM L	PM L	PM L	AM L	PM L	PM L	PM L		
		4.50	10.30	11.00	.20	1.00	.55	6.40	6.05	6.15	3.45			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		10.2	9.9	8.6	17.1	22.5	24.6	23.0	25.2	24.5	25.3			5.35	6.00	3.30	5.40	.50	.45	.35	9.00		
														27.5	25.6	27.1	27.1	27.0	30.0	22.8	10.6		
																						8.1	

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. 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.

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 and Blalocks, 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: 9-10-17-18 at Black Lake M. P. 39, Medimont, Kingston, Rose Lake and Sweeney; 45 and 46 at Saxe; 71 and 72 at Palouse Falls; 83 and 84 at Armstrong. Nos. 3 and 4 will stop on flag at LaCrosse for P. V. Branch Passengers. No. 11 will stop at all stations to let off connecting line passengers. No. 12 will stop at all stations to let off passengers from Oregon Division. Train 64 will stop at platform down town at Pomeroy to let off passengers. Trains 23 and 24 will carry passengers between Wallula and Umatilla.

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 guage, 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.,

M. P. 3 and 11, Lake Creek Branch.
Burke and Wallace,
Coman and Thornton (Pleasant Valley Branch)
Mile Post 29 and Sunset " " "

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.
M. P. 3 and 11, Lake Creek Branch.

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 driver 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, Seltice, Tekoa, Lake Junction, 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 at N. P. Crossing 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. All trains reduce speed to 6 miles per hour over Washington and Division Streets, 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.
" DONALD H. JESSOP, Asst. Surgeon.	"	O. R. & N. System.	" C. L. GRITMAN, " "	MOSCOW.	Moscow and Colfax.
" E. B. WAFFLE, " "	"	O. R. & N. System.	" J. HUNTINGTON, " "	STARBUCK.	Walla Walla and Pomeroy.
" GEO. AINSLEE, Chief Oculist.	"	O. R. & N. System.	" E. H. VAN PATTEN, " "	DAYTON.	Walla Walla and Dayton.
DRS. DICKSON AND COGHLAN, Disease Nose & Throat.	"	O. R. & N. System.	DRS. SHAW AND BLALOCK, " "	WALLA WALLA.	{ Umatilla and Starbuck.
DR. H. B. LUHN, Division Surgeon.	SPOKANE.	Tekoa and Spokane.	" SEARS AND MOWERY " "	WALLACE.	{ Pendleton and Walla Walla.
" C. M. DALAND, Asst.	"	Tekoa and Spokane.	DR. J. BUSBY, " "	HARRISON	Tekoa and Burke.
" D. G. RUSSELL, Consulting "	"	Tekoa and Spokane.			
" S. B. HOPKINS, Oculist and Aurist.	"	Tekoa and Spokane.			

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. H. YORKE, " " - - - - -	" "
THOS. WALSH, " " - - - - -	" "

- - - - - Spokane, Wash.

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

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

G. M. HUDSON, Dispatcher, - - - - -	Starbuck, Wash.
B. G. KOST, " - - - - -	" "
L. F. PENNINGTON, " - - - - -	" "

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 Elberton	Elberton to Garfield	Garfield to Farmington	Seltice 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	Latah to Tekoa	
E-57	44	50	695	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	230	350	255	465	290	360	390	370	130	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-63	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	
E-64	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-55	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-63	92	130 to 135	1585	2100	1505	810	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405	
T-63	113	136 to 147	1670	2215	1590	855	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480	
C-51	117	160 to 164	1760	2280	1760	980	560	920	675	1220	830	945	1020	965	340	1025	695	1025	965	950	1045	635	990	1740	
T-57	119	170 to 173	1920	2550	1830	980	550	900	660	1195	825	920	1000	950	335	1005	675	1000	950	930	1025	625	980	1705	
P-77	123	190 to 193	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1060	1890	
P-77	138	194 to 197	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175	
P-77	145	198 to 200																							
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																							

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

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

CLASS.

- "E" — Eight Wheelers.
- "A" — Atlantic Type.
- "P" — Pacific Type.
- "T" — Ten Wheeler.
- "M" — Moguls.
- "C" — Consolidation Engines.
- "TW" — Twelve Wheelers.
- "S" — Switch.

Example:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

C-57—²²/₃₀ 187

THE OREGON RAILROAD & NAVIGATION CO.



MAP OF THE
Oregon Railroad & Navigation Co.

