

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

WASHINGTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Saturday, December 24, 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.

EASTWARD.					DISTANCES FROM UMATILLA.	WESTWARD.					
Second Class		First Class				First Class		Second Class			
24	22	12	4	3		11	21	23			
Freight	Fast Freight	Soe Spokane Portland	Spokane Flyer	Portland Flyer		Soe Spokane Portland	Fast Freight	Freight			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Time Table No. 1 Dec. 24, 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	RIVERVIEW	A195	1.50	5.25	12.15 PM	f 5.10
375 W 3/4 R					11.0	COLD SPRINGS	A198				
2814	f 7.30	4.45	5.10	AM 12.05	19.6	JUNIPER	A207	1.30	5.10	11.25	f 4.45
2134 WY	8.00 PM A	5.30	s 5.25	12.20	27.1	Auto. Block {DN WALLULA	A214	s 1.15	s 5.45	10.40	4.00 PM L
					29.1	N. P. CROSSING					
					29.7	W. & C. R. R. CROSSING					
			f 5.30			ATTALIA			f 4.35		
2657		6.30	f 5.45	12.35	36.7	HUMORIST	A224	1.00	f 4.25	10.10	
					42.6	SNAKE RIVER	A230	12.45	f 4.15	9.45	
2707 W		7.00	f 5.55	12.45	50.1	Auto. Block {N PAGE	A237	12.30	f 4.00	8.55	
2616		8.10	f 6.25	1.10	57.8	SIMMONS	A245	12.15 AM	f 3.45	8.15	
315					60.8	WALKERS	A248				
2614		8.50	f 6.40	1.25	66.5	SCOTT	A253	11.59	f 3.30	7.30	
2689 PW		9.30	f 6.55	1.40	74.2	MOORE	A261	11.45	f 3.15	6.55	
2747		10.15	f 7.10	1.55	83.1	AYER	A270	11.30	f 3.00	6.00	
2054					92.1	GRANGE CITY	A279				
PY		11.15 PM A	7.25 AM A	2.15 AM A	92.8	NR GRANGE CITY JCT.	A280	11.15 PM L	2.40 AM L	5.00 AM L	
	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily
	1.30	7.45	2.50	2.40		Time over District		2.55	3.05	8.00	1.30
	18.1	21.8	32.7	34.8		Average Speed per Hour		31.8	30.1	11.6	18.1

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—Starbuck and Pomeroy.

EASTWARD.					DISTANCES FROM STARBUCK.	WESTWARD.				
Second Class		First Class				Second Class		Second Class		
64	64	64	64	63		63	63	63		
Mixed	Mixed	Mixed	Mixed	Mixed		Mixed	Mixed	Mixed		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Time Table No. 1 Dec. 24, 1910					STATIONS					
WFTY			PM L 1.00	0.0	DNR STARBUCK	B95	AM A 10.30			
978			f 1.30	7.8	DELANEY	D8	f 9.45			
508			f 1.45	11.3	JACKSONS	D11	f 9.30			
979 W			f 2.00	14.5	CHARD	D15	f 9.20			
1293			f 2.40	24.4	ZUMWALT	D25	f 8.50			
1767 WT			8.00 PM A	29.9	DR POMEROY	D30	8.30 AM L			
			Daily				Daily			
			2.00		Time over District		2.00			
			1b,0		Average Speed per Hour		15.0			

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THIRD DISTRICT—Wallula and Walla Walla.

EASTWARD.					DISTANCE FROM WALLULA.	WESTWARD.				
Second Class		First Class				First Class		Second Class		
24	60	44	44	43		59	23			
Freight	Motor	Passenger	Passenger	Passenger		Motor	Freight			
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Time Table No. 1 Dec. 24, 1910					STATIONS					
2134 WY	PM L 8.00	PM L 12.45	AM L 5.35	0.0	DNR WALLULA	A214	AM A 12.55	PM A 12.15	PM A 3.20	
250		f 1.05		10.0	DIVIDE	N10	f 11.50			
1509 WP	8.45	s 1.20	s 6.15	14.9	TOUCHET	N15	s 12.10 AM	s 11.40	2.35	
500	9.15	s 1.35	s 6.30	19.1	LOWDENS	N19	s 11.50	s 11.25	2.10	
606	9.30	1.50	f 6.45	24.0	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	DR WALLA WALLA	B47	11.00 PM L	10.45 AM L	1.10 PM L	
	Daily	Daily	Daily				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.

THIRD DISTRICT—Bolles and Turner.

EASTWARD.					DISTANCES FROM BOLLES.	WESTWARD.				
Second Class		First Class				First Class		Second Class		
62	58	60	52	51		59	57	61		
Mixed	Mixed	Motor	Passenger	Passenger		Motor	Mixed	Mixed		
Sun. & Wed.	Daily	Daily	Daily	Daily	Daily	Daily	Sun. & Wed.			
Time Table No. 1 Dec. 24, 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	WAITSBURG	C3	s 1.20	s 9.05	s 5.00
969		f 10.35	s 6.35	s 2.25	6.1	HUNTSVILLE	C6	s 1.15	s 8.50	s 4.50
					8.7	W. & C. R. CROSSING				
752		f 10.45	f 6.45	f 2.35	9.5	LONGS	C10	f 1.05	f 8.40	f 4.35
1355 WT	PM L 3.00	s 11.10	7.05 PM A	s 2.45	13.0	DR DAYTON	C13	12.55 PM L	8.30 AM L	4.25 PM L
1502	3.40 PM A			PM A	24.6	TURNER	C25			PM A 4.20
										3.50 PM L
	Mixed Sun. & Wed.	Daily	Daily	Daily				Daily	Daily	Daily
	.40	1.10	.50	.45		Time over District		.40	.50	.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.

SECOND DISTRICT—Winona and Seltice.

EASTWARD.				DISTANCES FROM WINONA.	STATIONS	STATION NUMBERS.	WESTWARD.				
Second Class		First Class					First Class	Second Class			
22	28	4	3				27	21			
Fast Freight		Motor	Spokane Flyer	Portland Flyer	Motor	Freight					
Daily		Daily	Daily	Daily	Daily	Daily					
Time Table No. 1 Dec. 24, 1910											
1440	OWFY	AM L 4.30	PM L 12.55	AM L 3.45	0.0	DNR	WINONA	A 320	PM A 9.50	AM A 11.10	AM A 12.15
1433	W	5.25	s 1.25	f 4.05	11.4		WILLADA	G11	f 9.20	s 10.40	10.40
1201	W	6.05	s 1.45	s 4.25	18.2	D	ST. JOHN	G18	s 9.05	s 10.25	10.00
1522	PW	6.55	s 2.05	f 4.40	25.3		SUNSET	G25	f 8.50	s 10.10	9.15
1910		7.55	s 2.25	s 4.55	31.0	D	THORNTON	G31	s 8.35	s 9.50	8.35
1752	W	8.50	s 2.50	s 5.15	39.0	D	OAKESDALE	G40	s 8.20	s 9.30	7.35
					39.6		N.P. CROSSING				
703		9.20			42.3		FLETCHER	G42		9.20	
1727	PY	10.00	3.15	5.45	47.7	R	SELTICE	A378	f 8.05	9.05	7.00
		AM A	PM A	AM A					PM L	AM L	PM L
		Daily	Daily	Daily					Daily	Daily	Daily
		5.30	2.20	2.00					1.45	2.05	5.15
		8.7	20.4	23.9					27.2	22.9	9.8
Time over District				Average Speed per Hour.							

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FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				DISTANCES FROM LA CROSSE.	STATIONS	STATION NUMBERS.	WESTWARD.	
Second Class							Second Class	
72							71	
Mixed				Mixed				
Daily Ex. Sun.				Daily Ex. Sun.				
Time Table No. 1 Dec. 24, 1910								
WY		PM L 12.45	0.0	DR	LA CROSSE	A309	AM A 11.15	
808		f 1.05	4.6	E5	PAMPA		f 10.25	
387 W(West)		f 1.30	13.6	E14	HOOPER		f 9.50	
1832		s 2.15	23.6	E24	WASHTUCNA		s 9.10	
600		f 2.45	29.5	E30	McADAMS		f 8.50	
715		s 3.15	37.4	E38	KAHLOTUS		s 8.15	
438		f 3.45	42.4	E42	ESTES		f 7.50	
450		f 4.10	46.0	E46	SULPHUR		f 7.30	
WY		4.45	53.0	E53	CONNELL		7.00	
		PM A					AM L	
		Daily Ex. Sun.					Daily Ex. Sun.	
		4.60					4.15	
		13.8					12.5	
Time over District				Average Speed per hour				

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FOURTH DISTRICT—Bell and Lake Point.

EASTWARD.				DISTANCES FROM BELL.	STATIONS	STATION NUMBERS.	WESTWARD.		
Second Class		First Class					First Class	Second Class	
20		18					17	19	
Spokane-Wallace Limited		Spokane-Wallace Limited		Spokane-Wallace Limited	Spokane-Wallace Limited				
Daily		Daily		Daily	Daily				
Time Table No. 1 Dec. 24, 1910									
1020	W			0.0	DR	BELL	A410	AM A 9.55	PM A 4.45
300	T			7.0		ONYX	T7	f	
				14.2	DR	LAKE POINT	T14	9.25	4.15
						(Via Steamer "Harrison")		AM L	PM L
				20.2		HARRISON	L30	9.00	3.50
						20.2		AM L	PM L
						Time over District		Daily	Daily
						Average Speed per Hour		.30	.30
								28.4	28.4

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 72.
No. 18 has right over No. 17, Bell to Lake Point.
No. 20 has right over No. 19, Bell to Lake Point.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	STATIONS	STATION NUMBERS.	WESTWARD.		
Second Class		First Class					First Class	Second Class	
84		82					81	83	
Mixed		Passenger		Passenger	Mixed				
Daily		Daily		Daily	Daily				
Time Table No. 1 Dec. 24, 1910									
WFTOY		AM L 10.45	PM L 7.15	0.0	DNR	COLFAX	A345	AM A 9.55	PM A 6.15
505		f 11.15	f 7.35	7.6	F8	PARVIN		f 9.35	f 5.55
1049	W	f 11.25	f 7.45	9.6	F10	SHAWNEE		f 9.30	f 5.45
984 W(EAST)		s 11.40	s 7.55	12.7	D	GUY	F13	s 9.20	s 5.30
1255		PM 12.05	s 8.10	18.6	D	PULLMAN	F19	s 9.05	s 5.05
				19.2		N. P. CROSSING			
660		f 12.25	f 8.20	23.8		GARRISON	F24	f 8.50	f 4.45
WT		12.45	8.30	27.9	DR	MOSCOW	F28	8.40	4.30
		PM A	PM A					AM L	PM L
		Daily	Daily					Daily	Daily
		2.00	1.15					1.15	1.45
		14.0	22.3					22.3	15.9
Time over District				Average Speed over District					

West-bound Trains 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.								
Length of passing tracks in to clear and location of scales, water, fuel, and turning stations.	Second Class		First Class			DISTANCES FROM TEKOA.	STATIONS	STATION NUMBERS.	First Class			Second Class		
	92	94	2	18	10				9	17	1	93	91	
	Freight	Freight	Murray Passenger	Spokane Wallace Limited	Spokane Wallace Limited				Spokane Wallace Limited	Spokane Wallace Limited	Murray Passenger	Freight	Freight	
Daily Ex. Sun.	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily Ex. Sun.				
OWFTY		AM L 5.00			PM L 2.15	0.0	DNR	TEKOA	A384	PM A 5.30				PM A 2.00
1304		5.30			f 2.35	7.0		LOVELL	L7	f 5.10				1.00
839		6.00			f 2.50	12.2		WATTS	L12	f 4.55				12.15 PM
957		6.25			s 3.00	15.6	D	PLUMMER	L16	s 4.40				11.40
1240 PFTW		7.00			f 3.15	22.4		CHATCOLET	L22	f 4.20				10.45
1260 W		8.00		AM L 9.45	f 3.50	30.5	Auto. Block	HARRISON	L30	s 3.50	AM A 9.00			9.30
1272		8.50		f 4.35	f 10.00	33.6		SPRINGSTON	L34	f 3.40	f 8.50			8.50
1092		10.30			s 10.30	44.9		LANE	L45	s 3.20	s 8.30			7.25
859		10.50			s 10.35	49.0		ROSE LAKE	L49	s 3.10	s 8.20			7.05
707		11.00			s 10.40	51.5		DUDLEY	L52	f 3.05	f 8.15			6.55
1546 W(EAST)		11.25			s 10.55	57.1		CATALDO	L57	s 2.55	s 8.05			6.35
1145 YW		11.50		AM L 8.00	s 11.05	61.8	DR	ENAVILLE	L62	s 2.40	s 7.55	PM A 1.35		6.15
304						67.3	Auto. Block	SIERRA NEVADA JCT.	L67					
1080 PW(WEST)	PM L 4.00	PM 12.15			8.20	68.7	DR	WARDNER	L69	s 2.25	s 7.40	1.10		5.50 AM A 7.10
1602	4.20	12.50			8.40	75.4		OSBORNE	L76	f 2.10	f 7.25	12.50		5.20 6.45
1240 PWFTO	5.00 PM A	1.45 PM A			9.00 AM A	79.7	Auto. Block	WALLACE	L80	f 2.00 AM L	7.15 AM L	12.40 PM L		5.00 AM L 6.30 AM L
						79.9		N. P. CROSSING						
567						83.6		GEM	J4					
417						83.9		FRISCO	J4					
						84.6		DORN	J5					
						85.1		MACE	J6					
552 W					12.40 PM A	86.4	DR	BURKE	J7	12.45 PM L				
	Daily Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily Ex. Sun.
	1.00	8.45	1.00	2.45	4.35			86.4		4.45	1.50	.55		9.00 .40
	11.0	9.1	17.9	20.3	17.4			Time over District		18.2	26.8	19.5		8.9 16.5
								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. No. 10 has right over No. 9, Tekoa to Harrison. No. 18 has right over No. 9, Wallace to Burke.

FOURTH DISTRICT—Fairfield and Waverly.

EASTWARD.			WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		DISTANCES FROM FAIRFIELD.	STATIONS	STATION NUMBERS.	Second Class	
	102	101				101	
	Mixed	Mixed				Mixed	
Daily Ex. Sun.	Friday only	Friday only	Daily Ex. Sun.	Friday only	Friday only	Daily Ex. Sun.	
		AM L 9.20		D	FAIRFIELD	AM A 10.30	
		9.50 AM A			WAVERLY	10.00 AM L	
		Friday only			5.0	Friday only	
		0.80			5.0	0.80	
		10.0			5.0	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.

FOURTH DISTRICT—Sierra Nevada Jct. and Sierra Nevada Mine.

EASTWARD.				WESTWARD.			
Length of passing tracks in to clear and location of scales, water, fuel, and turning stations.	Second Class		DISTANCES FROM SIERRA NEVADA JCT.	STATIONS	STATION NUMBERS.	Second Class	
	93	91				93	91
	Freight	Freight				Freight	Freight
Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	
			0.0	SIERRA NEVADA JCT.	L69		
			0.4	SWEENEY ORE BIN			
			0.8	LOWER TUNNEL	S1		
			1.3	SILVER KING MILL	S1		
			1.5	CROWN POINT	S2		
			1.8	SILVER KING MINE	S2		
			4.0	SIERRA NEVADA	S4		
			4.4	SIERRA NEVADA MINE	S4		
				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.

FOURTH DISTRICT—Enaville and Paragon.

EASTWARD.				WESTWARD.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		DISTANCES FROM ENAVILLE	STATIONS	STATION NUMBERS.	Second Class	
	2	1				1	
	Mixed	Mixed				Mixed	
Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	
		PM L 1.45	0.0	DR	ENAVILLE	L62	AM A 7.55
		2.00	3.5		LITTLE NORTH FORK	M4	7.45
		2.10	6.0		HAIGHTS	M6	7.39
		2.15	7.5		SMITH'S SPUR	M8	7.35
		2.27	9.5		STEAMBOAT	M10	7.30
		2.40	13.0		NELSON	M13	7.20
		3.05	19.2		BEAVER	M19	7.00
		3.15	21.2		PRICHARD	M21	6.55
		3.35	23.8		EAGLE	M24	6.45
		4.00	27.8		MURRAY	M28	6.25
			31.8		RAVEN	M31	
		4.45 PM A	32.2		MONARCH	M32	6.00 AM L
			33.0		PARAGON	M33	
		Daily			33.0		Daily
		3.0			Time over District		1.55
		11.0			Average Speed per Hour		17.2

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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. Referring to Rule 83-B, Nos. 3 and 4 will not register at Seltice.
- 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-W. R. & N. track. O-W. 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. 38, Medimont, Kingston, 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. All trains reduce speed to (15) fifteen miles per hour over crossings between Steel Bridge and Flour Mill (1-2) one-half mile east of Elberton Station.

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,

On passenger trains between:

Downing and Bates,
Menoken and Relief,

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

Crest and Colfax,
Mica and Chester,
Jerita and Hay.

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

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, Bell, 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, S. & I. E. Crossing, S. I. Jct., G. N. Crossing, S. I. Jct., and S. F. & N. Crossing. Interlocking Plants covers N. P., S. & I. E., 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-W. R. & N. Depot) Wallace, and over Howard St. (east of O-W. R. & N. Depot), Spokane. All trains reduce speed to 6 miles per hour over Madelia, Division and Washington Streets, Spokane.

All trains, yard engines, light engines, etc., will reduce speed to six (6) miles per hour over North Ninth St. at N. P. Crossing; West Pine St. at west end of freight yard, and over west Rose St., east of the passenger station at Walla Walla.

Yard engines and road crews switching over these crossings will flag same.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND.	O-W. R. & N. System.	DR. A. J. NELSON, District Surgeon.	TEKOA.	Colfax and Spokane.
" F. M. TAYLOR, Asst. Surgeon.	"	O-W. R. & N. System.	DRS. STUHT AND MITCHELL, District Surgeon.	COLFAX.	Tekoa, Starbuck and Moscow.
" DONALD H. JESSOP, Asst. Surgeon.	"	O-W. R. & N. System.	DR. C. L. GRITMAN, " "	MOSCOW.	Moscow and Colfax.
" E. B. WAFFLE, " "	"	O-W. R. & N. System.	" J. HUNTINGTON, " "	STARBUCK.	Walla Walla and Pomeroy.
" GEO. AINSLEE, Chief Oculist.	"	O-W. R. & N. System.	" E. H. VAN PATTEN, " "	DAYTON.	Walla Walla and Dayton.
DRS. DICKSON AND COGHLAN, Disease Nose & Throat.	"	O-W. 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. DOLAND, 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.
A. L. SCHAEFER, 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, - - - - - Spokane, Wash.

W. M. GLEASON, Assistant Superintendent, - - - - - Spokane, Wash.
 J. H. ROBB, " " " - - - - - " " "
 THOS. WALSH, " " " - - - - - " " "

R. O. COWLING, Assistant Superintendent - - - - - Spokane, Wash.
 T. H. YORKE, " " " - - - - - " " "
 J. J. LAWLOR, " " " - - - - - " " "

J. BECK, Assistant Superintendent, - - - - - Starbuck, Wash.

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							
			Page to Wallula	Wallula to Umatilla	Lewiston Jct. to Hay	Hay to Jerita	Winona to Mockenema	Mockenema to Crest	Colfax to Elberton	Elberton to Garfield	Garfield to Farmington	Sellice to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Jerita		Winona to Oakesdale	Oakesdale to Tekoa	Westward	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	385	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-63	54	65 to 70	750	1005	710	385	230	350	255	465	290	360	390	370	130	395	260	390	370	340	400	245	385	665
E-63	55	71 to 73																						
E-64	68	80 to 87	1000	1340	950	515	305	470	345	625	410	480	520	500	175	525	350	520	500	460	535	325	515	890
T-55	71	112 to 119	1050	1405	995	540	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930
M-57	91	103 to 111	1090	1450	1030	560	330	510	375	680	435	525	570	540	190	570	385	565	540	510	580	355	560	965
T-63	92	130 to 135	1330	1770	1260	680	405	625	460	830	555	640	695	660	230	700	470	695	660	620	710	430	680	1180
T-63	113	136 to 147	1495	1980	1420	765	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325
C-51	117	160 to 164	1585	2100	1505	810	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405
T-57	119	170 to 173																						
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																						
P-77	123	190 to 193	1760	2280	1760	980	560	920	675	1220	830	945	1020	965	340	1025	695	1025	965	950	1045	635	990	1740
P-77	138	194 to 197	1920	2550	1830	980	550	900	660	1195	825	920	1000	950	335	1005	675	1000	950	930	1025	625	980	1705
P-77	145	198 to 200																						
T-63	160	205 to 210																						
C-55	143	240 to 242	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1080	1890
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	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175
C-57	187	350 to 388																						

Mex. Engs. 500 class take rating 174 to 178 class.
 S. P. Engs. 1700 and 1800 class take rating 179 to 178 class.

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 — $\frac{22}{30}$ — 187

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	PENDLETON and STARBUCK								WALLULA and WALLA WALLA		BOLLES to TURNER			STARBUCK and POMEROY	LA CROSSE and CONNELL	COLFAX and MOSCOW	TEKOA and WALLACE				Sierra Nevada Jct. and Sierra Nevada Mine	WALLACE and BURKE	FAIRFIELD and WAVERLY		LAKE CREEK BRANCH	
		EASTWARD				WESTWARD				Eastward	Westward	EASTWARD		Westward	Eastward	Westward	Eastward	EASTWARD			WESTWARD	Eastward	Eastward	Westward	Eastward	EASTWARD AND WESTWARD	
		Pendleton to Weston	Dates to Milton	Walla Walla to Bolles	Bolles to Alto	Starbuck to Alto	Menoken to Walla Walla	Milton to Weston	Bolles to Dayton			Dayton to Turner	Lowell to Watts					Cataldo to Warden	Wardner to Wallace	Chatoleau to Watts							
E-57	44	50	345	330	270	235	120	325	165	345	675	345	270	470	345	320	345	255	620	365	215	....	....	270	225	235
E-63	48	52, 54, 55	415	395	320	280	145	390	200	415	810	415	320	560	415	380	415	300	740	485	255	....	....	320	270	280
E-63	54	65 to 70	370	355	290	250	130	350	180	370	730	370	290	485	370	340	370	275	665	390	230	....	....	290	245	250
E-63	55	71 to 73	500	475	385	335	175	470	240	500	975	500	385	680	500	460	500	365	890	520	310	....	....	385	325	335
E-64	68	80 to 87	520	500	405	350	185	490	250	520	1020	520	405	685	520	480	520	380	930	550	325	....	....	405	340	350
T-55	71	112 to 119	540	515	420	365	190	510	260	540	1060	540	420	710	540	510	540	395	965	570	335	....	....	420	355	365
M-57	91	103 to 111	660	630	510	445	230	625	315	660	1295	660	510	900	660	620	660	480	1180	695	410	510	430	445	
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T-57	125	174 to 178	950	910	740	675	335	900	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590	200	200	740	625	640	
P-77	123	190 to 193	1055	1010	820	725	370	1000	500	1055	2085	1055	820	1345	1055	1035	1055	770	1890	1110	655	....	....	820	690	710
P-77	138	194 to 197	1210	1160	945	835	425	1150	560	1210	2400	1210	945	1545	1210	1190	1210	885	2175	1275	735	945	795	815	
P-77	145	198 to 200																									
T-63	160	205 to 210																									
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C-57 $\frac{22}{30}$ 187

OREGON WASHINGTON RAILROAD & NAVIGATION CO.

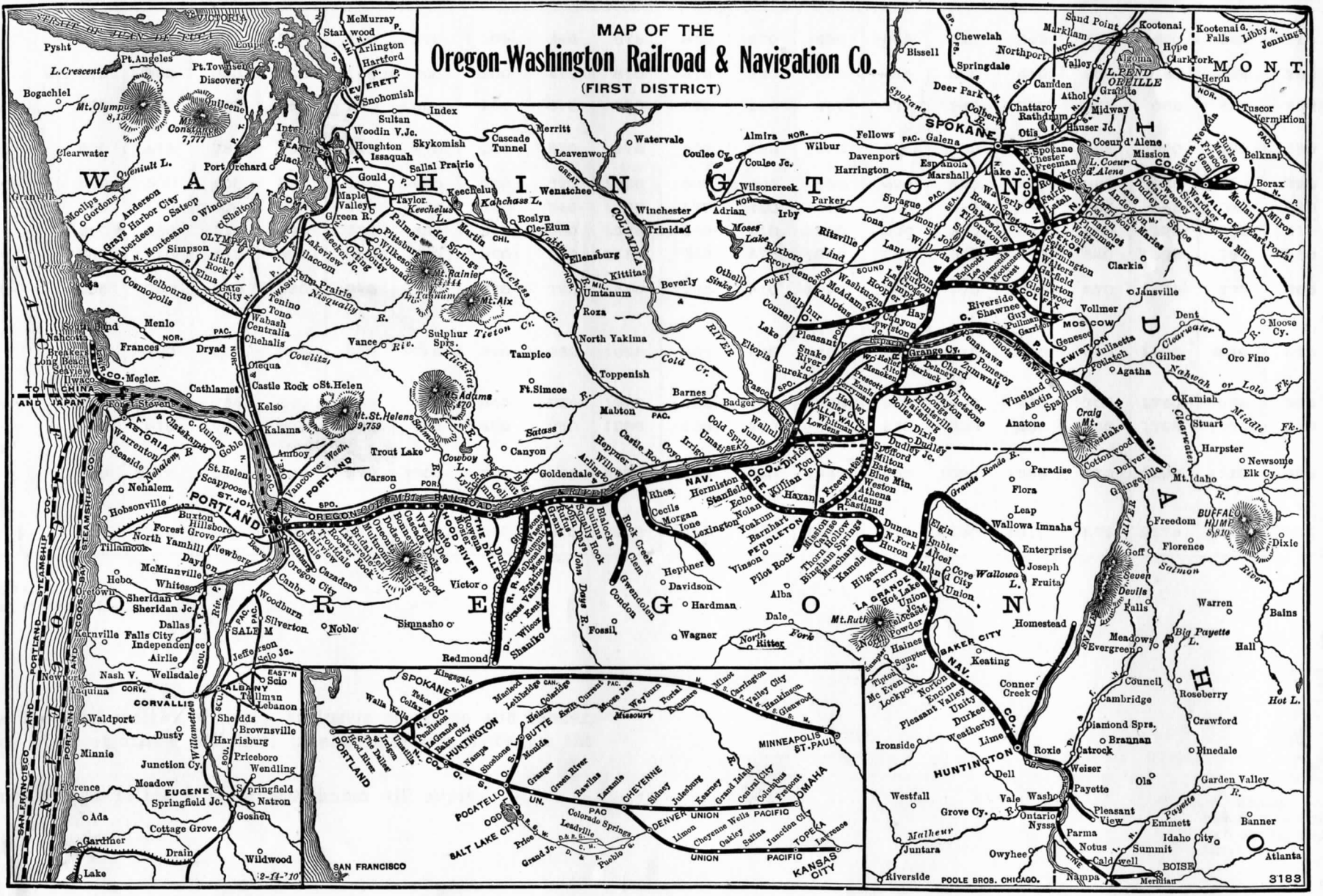
FIRST DISTRICT



EMERALD CITY

For further information, apply to the
 General Agent, Portland, Oregon.
 J. W. BROWN, General Agent.
 Portland, Oregon.

MAP OF THE
Oregon-Washington Railroad & Navigation Co.
(FIRST DISTRICT)



1911