

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

(THIRD DISTRICT)

YAKIMA DIVISION

EMPLOYEES' **2** TIME TABLE

To Take Effect Sunday, June 4, 1911

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.

ROBT. E. STRAHORN,
Vice-President and General Manager.

A. G. KAMM,
Superintendent.

ATTALIA AND NORTH YAKIMA

WESTWARD							DISTANCE FROM ATTALIA	Time Table No. 2 June 4, 1911 Succeeding No. 1	DISTANCE FROM NORTH YAKIMA	EASTWARD					STATION NUMBERS					
SECOND CLASS			FIRST CLASS							FIRST CLASS						SECOND CLASS				
										14	2	16	12	4		52				
Mixed			Motor	Yakima Express	Motor	Motor				Valley Express	Motor	Walla Walla Express	Motor	Motor		Spokane Express	Mixed			
Except Sunday			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday							
WYF		5.00 AM			11.00 AM			4.20 AM	0.0	D-R	ATTALIA 3.4	98.1							A217	
900		5.10			f 11.08			f 4.30	3.4		TWO RIVERS 3.6	94.7		f 12.35				f 10.40	W3	
3000		5.20			f 11.15			f 4.40	7.0		BURBANK 0.1	91.1		f 12.27				f 10.32	W7	
									7.1		N. P. CROSSING 1.5	91.0								
700		5.25			f 11.20			f 4.47	8.6	D	HEDGES 4.6	89.5		f 12.22				f 10.27	W9	
WYF		5.50		4.00 PM	s 11.35			7.30 AM	13.2	D	KENNEWICK 7.5	84.9		s 12.12 PM	3.40 PM	8.00 PM	s 10.15		3.15	W13
3000		6.15		f 4.15	11.55 AM			f 7.45	20.7		LESLIE 5.7	77.4		11.55 AM	f 3.25	f 7.45	f 9.57		2.30	W21
3000		6.30		f 4.26	12.05 PM			f 7.56	26.4		LEDBEDER 5.0	71.7		11.44	f 3.13	f 7.35	f 9.46		2.15	W22
3000		6.45		f 4.35	12.14			f 8.05	31.4		ACTON 5.1	66.7		11.36	f 3.03	f 7.25	f 9.36		2.00	W23
3000W		7.15		s 4.45	s 12.25			s 8.15	36.5	D	BENTON CITY 6.6	61.6		s 11.27	s 2.52	s 7.15	s 9.25		1.45	W36
3000		7.35		f 4.58	12.36			f 8.28	43.1		GLEN 7.8	55.0		11.13	f 2.37	f 7.03	f 9.10		1.10	W43
3000		7.55		s 5.15	s 12.50			s 8.45	50.9	D	NORTH PROSSER 6.9	47.2		s 11.00	s 2.22	s 6.49	s 8.55		12.50	W51
3000		8.15		s 5.28	s 1.03	10.50 AM		s 9.00	57.8	D	GRANDVIEW 5.9	40.3	9.30 AM	s 10.47	s 2.08	s 6.35	s 8.40		12.20 PM	W58
Y		8.35 9.50		s 5.40 6.00	s 1.15 1.35	s 11.05 11.25		s 9.15 9.35	63.7	D-R	MIDVALE 3.7	34.4	s 9.15 8.55	s 10.35 10.15	s 1.55 1.35	s 6.20 6.00	s 8.25 8.05		11.50 AM 10.35	W64
3000		10.08 10.20		f 6.08	1.43	f 11.33		f 9.42	67.4		EMERALD 6.2	30.7	f 8.46	10.08	f 1.25	f 5.51	f 7.57		10.20	W67
3000W		10.50		s 6.23	s 1.56	s 11.50		s 9.55	73.6	D	GRANGER 2.7	24.5	s 8.31	s 9.55	s 1.10	s 5.36	s 7.43		9.55	W74
		11.00		f 6.28	2.01	f 11.56		f 10.02	76.3		BOONE 2.3	21.8	f 8.25	9.47	f 1.04	f 5.28	f 7.37		9.25	W76
600		11.15		s 6.35	s 2.07	s 12.02		s 10.08	78.6	D	ZILLAH 1.6	19.5	s 8.20	s 9.42	s 12.59	s 5.22	s 7.32		9.15	W79
		11.20		f 6.39	2.11	f 12.06		f 10.12	80.2		HAYES 1.5	17.9	f 8.16	9.37	f 12.55	f 5.15	f 7.27		8.52	W80
1500		11.25		f 6.43	2.15	f 12.09		f 10.15	81.7		BUENA 3.0	16.4	f 8.12	9.32	f 12.50	f 5.09	f 7.23		8.45	W82
1000		11.40		f 6.50	2.22	f 12.14		f 10.23	84.7		SAWYER 2.2	13.4	f 8.06	9.28	f 12.45	f 5.03	f 7.18		8.37	W85
1600		11.50 AM		s 6.55	2.27	s 12.20		s 10.30	86.9	D	DONALD 3.8	11.2	s 8.00	9.23	s 12.40	s 4.57	s 7.13		8.30	W87
1600		12.05 PM		f 7.05	2.34	f 12.30		f 10.40	90.7		PARKER 0.6	7.4	f 7.46	9.15	f 12.30	f 4.46	f 7.05		8.10	W88
I									91.3		N. P. CROSSING 3.7	6.8								
1100		12.22		f 7.20	2.43	f 12.40		f 10.50	95.0		YAKIMA CITY 3.1	3.1	f 7.37	9.06	f 12.22	f 4.37	f 6.52		7.53	W95
WYFO		12.40 PM		7.30 PM	2.50 PM	12.50 PM		11.00 AM	98.1	D-N-R	NORTH YAKIMA	0.0	7.30 AM	9.00 AM	12.15 PM	4.30 PM	6.45 PM		7.40 AM	W98
		Except Sunday		Daily	Daily	Daily		Daily					Daily	Daily	Daily	Daily	Daily		Except Sunday	
		6.25		3.10	3.30	1.40		3.10			Time Over District		1.40	3.25	3.05	3.10	3.45		7.05	
		15.3		26.8	28.0	24.2		26.8			Average Speed Per Hour		24.2	28.7	27.5	26.8	26.2		13.8	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.
 Kennewick is register station for Trains 11, 12, 15 and 16.
 Grandview is register station for Trains 13 and 14.
 Drawbridge is located over the Columbia river between Burbank and Hedges.
 Derailing Switch located at west end of passing track at Acton.
 No. 2 will stop on flag at all stations between North Yakima and Midvale for passengers destined east of Kennewick
 No. 1 will stop at all stations to let off passengers from points east of Kennewick.
 Nos. 3, 13, 12 and 14 will flag for passengers at Mellis.
 Nos. 3, 13 and 12 will flag for passengers at Flint.
 Nos. 3 and 12 will flag for passengers at Hilton.
 Trains must not exceed a speed of 5 miles per hour over Columbia River bridge, and 8 miles per hour within the corporate limits of North Yakima and Kennewick.

ROBT. E. STRAHORN
 Vice-President and General Manager

MIDVALE AND SUNNYSIDE

WESTWARD												EASTWARD																											
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		FIRST CLASS										DISTANCE FROM MIDVALE	Time Table No. 2												DISTANCE FROM SUNNYSIDE	FIRST CLASS										Second Class		STATION NUMBERS
	153	151	107	121	119	117	105	115	103	113	111	101		June 4, 1911 Succeeding No. 1													102	112	114	104	116	106	118	120	122	108	152	154	
	Mixed	Mixed	Steam	Motor	Motor	Motor	Steam	Motor	Steam	Motor	Motor	Steam		102	112	114	104	116	106	118	120	122	108	152	154														
	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Steam	Motor	Motor	Steam	Motor	Steam	Motor	Motor	Motor	Steam	Mixed	Mixed														
STATIONS												STATIONS																											
Y	10.35	8.35 AM	8.05 PM	6.00 PM	5.40 PM	1.35 PM	1.15 PM	11.05 A	10.15 A	9.15 AM	8.55 AM	6.45 AM	0.0	D-R	MIDVALE	2.8	7.05 AM	9.15 AM	9.35 AM	10.35 A	11.25 A	1.35 PM	1.55 PM	6.00 PM	6.20 PM	8.25 PM	9.50 AM	11.50 A	W64										
1500	10.50	8.45 AM	8.12 PM	6.07 PM	5.47 PM	1.42 PM	1.22 PM	11.12 A	10.22 A	9.22 AM	9.02 AM	6.52 AM	2.8	D-R	SUNNYSIDE	0.0	6.55 AM	9.05 AM	9.25 AM	10.25 A	11.15 A	1.25 PM	1.45 PM	5.50 PM	6.10 PM	8.15 PM	9.35 AM	11.35 A	X3										
	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday											
	0.10	0.10	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7			Time Over District		0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.15	0.15											
	16.8	16.8	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0			Average Speed Per Hour		16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	16.8	11.2	11.2											

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No. 112 has right over No. 113.

No. 106 has right over No. 117.

No. 120 has right over No. 121.

Wye switch on Sunnyside Branch will be left set for west leg.

SPECIAL INSTRUCTIONS

No. 1. SPECIAL INSTRUCTIONS SUPERSEDE "RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT."

No. 2. Referring to rule 221 and 221A, train order signal lights will not be kept burning after the passage of regular trains for the day. Train and engine men must ascertain position of semaphore before passing stations. All trains must stop at Midvale, and obtain clearance before proceeding.

No. 3. White flag displayed will indicate cars or L C L 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. When a train has more than one locomotive, each engineer must be provided with copies of all orders and clearance cards.

No. 7. Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover.

YARDS.

No. 8. MOVEMENT IN YARDS — All trains, yard engines, light engines, etc., must proceed under control within yards at Attalia, Kennewick, Midvale and North Yakima.

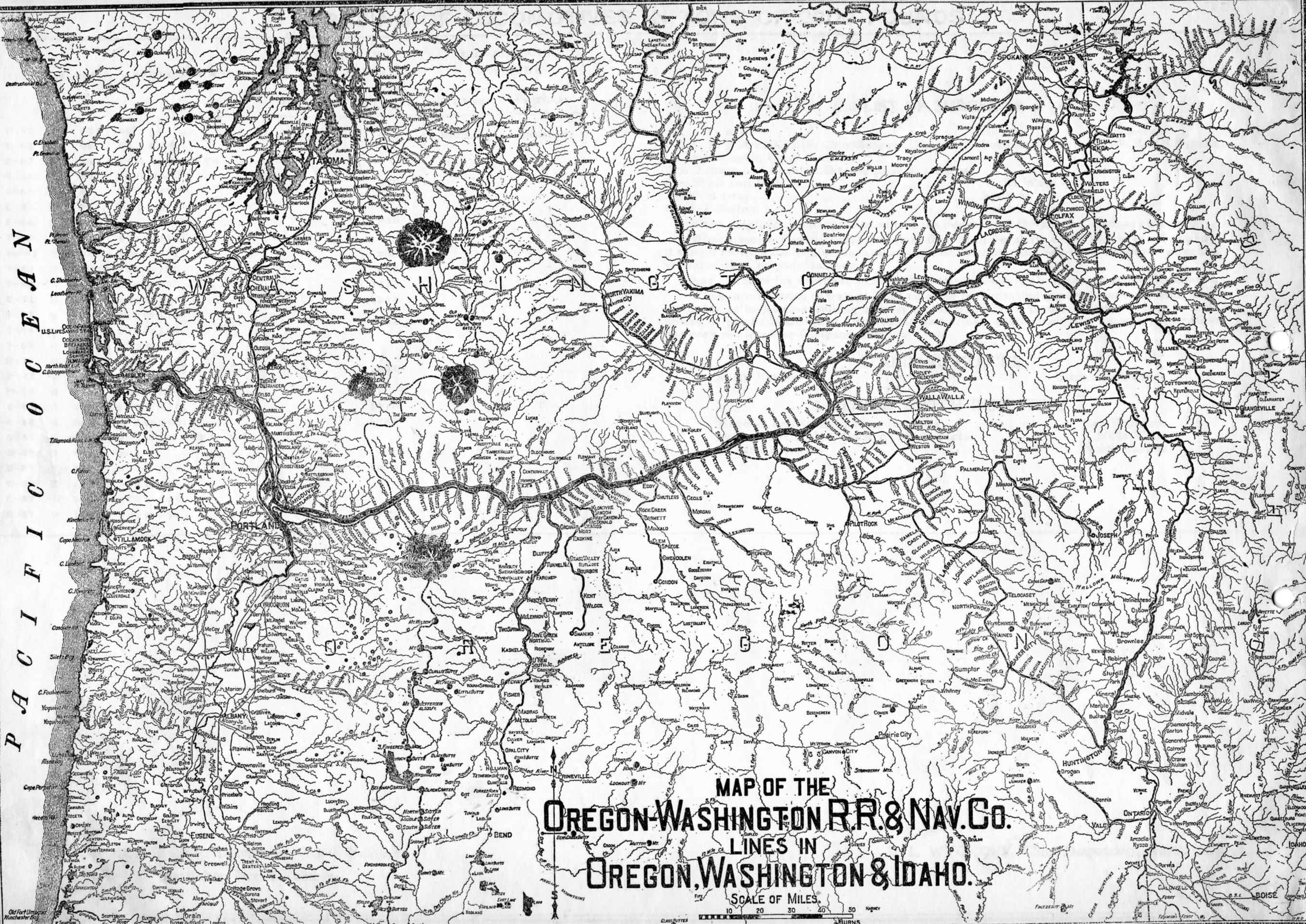
PROTECTION AT OTHER STATIONS—Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of the time table schedule. Extra trains must approach such stations expecting to find main track occupied without 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.



OREGON-WASHINGTON
RAILROAD

MAP OF THE
OREGON-WASHINGTON R.R. & N.W. CO.
LINES IN
OREGON, WASHINGTON & IDAHO.
SCALE OF MILES

PACIFIC



MAP OF THE
OREGON-WASHINGTON R.R. & NAV. CO.
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SCALE OF MILES.
0 10 20 30 40 50