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OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

(THIRD DISTRICT)

YAKIMA DIVISION

EMPLOYEES' 4 TIME TABLE

To Take Effect Sunday, December 3, 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.

J. P. O'BRIEN,
Vice-President and General Manager.

M. J. BUCKLEY,
Assistant General Manager.
J. D. STACK,
Assistant General Manager

ATTALIA AND NORTH YAKIMA

WESTWARD										EASTWARD																				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	SECOND CLASS				FIRST CLASS				DISTANCE FROM ATTALIA	Time Table No. 4 December 3, 1911 Succeeding No. 3										DISTANCE FROM NORTH YAKIMA	FIRST CLASS				SECOND CLASS				STATION NUMBERS	
	51				15 1 13 11					STATIONS											14' 2 16 12				52					
	Mixed				Motor Yakima Motor Motor Motor																Motor Walla Walla Motor Motor Motor				Mixed					
Except Sunday				Daily Daily Daily Daily														Daily Daily Daily Daily				Except Sunday								
Y			5.00 AM				11.00 AM		6.10 AM	0.0	D-R	ATTALIA 3.4	98.1		12.45 PM														A217	
900			5.10				f 11.08		f 6.18	3.4		TWO RIVERS 3.6	94.7		f 12.35														H3	
3000			5.20				f 11.15		f 6.25	7.0		BURBANK 0.1	91.1		f 12.25														H7	
700			5.25				f 11.22		f 6.30	8.6		N. P. CROSSING 1.5 No Connection	91.0																H9	
WY 2700E 3500W			5.45				s 11.35		s 6.45	13.2	D	HEDGES 4.6	89.5		f 12.19														H13	
3000			6.05				f 11.52		f 7.00	20.7		KENNEWICK 7.6	84.9		s 12.10 PM														H21	
3000			6.20				f 12.03		f 7.12	26.4		LESLIE 5.7	77.4		f 11.52 AM														H26	
3000			6.35				f 12.13		f 7.23	31.4		LEDBEDER 5.0	71.7		f 11.41														H1	
3000 WY			7.00				s 12.23		s 7.35	36.5	D	ACTON 5.1	66.7		f 11.31														H86	
3000			7.15				f 12.35		f 7.49	43.1		BENTON CITY 6.6	61.6		s 11.20														H43	
3000			7.35				s 12.52		s 8.05	50.9	D	GLEN 7.8	55.0		f 11.05														H51	
3000			8.00				5.00 PM s 1.06	10.45 AM	s 8.17	57.8	D	NORTH PROSSER 6.9	47.2		s 10.52														H58	
2000 Y			8.20				s 5.15 s 1.20	s 11.00 s 8.30	s 8.30	63.7	R	GRANDVIEW 5.9	40.3	9.30 AM	s 10.38	5.00 PM	s 8.43													H64
3000			9.20				5.35 1.40	11.20 8.50	8.50	67.4		MIDVALE 3.7	34.4	s 9.10 s 8.50	s 10.25 s 4.40	s 8.30 s 8.10													H67	
3000 W			9.29				f 5.43 1.48	f 11.27 f 8.57	f 8.57	67.4		EMERALD 6.2	30.7	f 8.40 9.57	f 4.10 f 8.00														H74	
1000			9.45				s 5.55 s 2.02	s 11.40 s 9.10	s 9.10	73.6	D	GRANGER 2.7	24.5	s 8.27 s 9.45	s 3.57 s 7.45														H76	
600			10.00				f 6.01 2.08	f 11.46 f 9.16	f 9.16	76.3		BOONE 2.3	21.8	f 8.20 9.39	f 3.50 f 7.39														H79	
400			10.15				s 6.07 s 2.15	s 11.53 s 9.23	s 9.23	78.6	D	ZILLAH 1.6	19.5	s 8.15 s 9.34	s 3.45 s 7.34														H80	
2000			10.25				f 6.11 2.18	f 11.58 f 9.28	f 9.28	80.2		HAYES 1.5	17.9	f 8.11 9.28	f 3.41 f 7.28														H82	
1000			10.35				f 6.15 2.23	f 12.02 f 9.33	f 9.33	81.7		BUENA 3.0	16.4	f 8.07 9.24	f 3.37 f 7.24														H85	
1600			10.45				f 6.23 2.29	f 12.09 f 9.40	f 9.40	84.7		SAWYER 2.2	13.4	f 8.00 9.17	f 3.30 f 7.17														H87	
1600			11.05				s 6.30 f 2.34	s 12.15 s 9.46	s 9.46	86.9	D	DONALD 3.8	11.2	s 7.55 f 9.12	s 3.25 s 7.12														H8	
I			11.25				f 6.40 2.42	f 12.25 f 9.56	f 9.56	90.7		PARKER 0.6	7.4	f 7.45 9.03	f 3.15 f 7.02														H95	
1100			11.45 AM				f 6.52 2.52	f 12.35 f 10.06	f 10.06	91.3		N. P. CROSSING 3.7 No Connection	6.8																H98	
WYFO			12.05 PM				7.00 PM 3.00 PM	12.45 PM 10.15 AM	10.15 AM	98.1	D-N-R	YAKIMA CITY 3.1	3.1	f 7.37 8.52	f 3.07 f 6.52															
			Except Sunday				Daily Daily Daily Daily	Daily Daily Daily Daily	Daily Daily			NORTH YAKIMA	0.0	7.30 AM 8.45 AM	3.00 PM 6.45 PM															
			6.05				1.40 3.40	1.40 3.45	3.45			Time Over District		1.40 3.40	1.40 3.45															
			16.1				24.2 26.8	24.2 26.2	26.2			Average Speed Per Hour		24.2 26.8	24.2 26.2															

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

Grandview is register station for Trains 13, 14, 15 and 16.

Drawbridge is located over the Columbia river between Burbank and Hedges.

Derailing Switch located at west end of passing track at Acton. East end storage track at Attalia.

No. 2 will stop on flag at all stations between North Yakima and Grandview for passengers destined east of Grandview

No. 1 will stop at all stations west of Grandview to let off passengers from points east of Grandview.

Nos. 11 and 12 will flag for passengers at Biggam.

Nos. 13, 14, 15 and 16 will flag for passengers at Mellis and Hilton.

Nos. 11, 12, 13, 14, 15 and 16 will flag for passengers at Lucerne, Waneta and Flint.

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.

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. 4 December 3, 1911 Succeeding No. 3												DISTANCE FROM SUNNYSIDE	FIRST CLASS									Second Class		STATION NUMBERS
	153	151	121	119	117	103	115	101	113	111	112		114	102	116	104	118	120	122	152	154																
	Mixed	Mixed	Motor	Motor	Motor	Motor	Motor	Motor	Motor	Motor	Motor		Motor	Motor	Motor	Motor	Motor	Motor	Motor	Mixed	Mixed																
Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday																		
Y	10.25	8.20 AM	8.10 PM	5.15 PM	4.20 PM	1.20 PM	11.00 A	10.05 A	8.50 AM	8.30 AM	0.0	R	MIDVALE	2.8	8.50 AM	9.10 AM	10.25 A	11.20 A	1.40 PM	4.40 PM	5.35 PM	8.30 PM	9.20 AM	11.30 A	H64												
1500	10.35	8.30 AM	8.17 PM	5.22 PM	4.27 PM	1.27 PM	11.07 A	10.12 A	8.57 AM	8.37 AM	2.8	D-R	SUNNYSIDE	0.0	8.40 AM	9.00 AM	10.15 A	11.10 A	1.30 PM	4.30 PM	5.25 PM	8.20 PM	9.10 AM	11.20 A	HAS												
	Except Sunday	Except Sunday	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			Time Over District		0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10													
	16.8	16.8	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													

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

No. 112 has right over No. 113.

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.

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.

LOCATION OF COMMERCIAL TRACKS

	Distance from Attalia
Grosscup.....	30.0 Miles
Biggam.....	49.2 "
Waneta.....	61.7 "
Flint.....	83.2 "

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATIONS	ENGINE NUMBER	ATTALIA AND NORTH YAKIMA		MIDVALE AND SUNNYSIDE	
		EASTWARD	WESTWARD	EASTWARD	WESTWARD
E-57	44	50	} Maximum	630	Maximum
E-63	48	52, 54, 55,		} " 750	670
E-57	51	57 to 60, 62 to 64	} " 925		930
E-63	54	65 to 70		} " 1465	1210
E-63	55	71 to 73	} " 1545		1340
E-63	62	78 to 79		} " 1810	1810
E-64	68	80 to 87	} " 2285		1910
T-55	71	112 to 119		} " 1765	1765
M-57	91	103 to 111	} " 1810		1810
T-63	92	130 to 135		} " 1810	1810
T-63	113	136 to 147	} " 1810		1810
C-51	117	160 to 164		} " 1810	1810
T-57	119	170 to 173	} " 1810		1810
T-64	139	179 to 184		} " 1810	1810
T-57	125	174 to 178	} " 1810		1810
P-77	123	190 to 193		} " 1810	1810
P-77	138	194 to 197	} " 1810		1810
P-77	145	198 to 200		} " 1810	1810
T-63	160	205 to 210	} " 1810		1810
C-55	143	240 to 242		} " 1810	1810
C-57	176	300 to 304, 306 to 309	} " 1810		1810
C-57	163	305		} " 1810	1810
C-57	169	310 to 314	} " 1810		1810
C-50	137	325 to 326		} " 1810	1810
C-57	181	340 to 344	} " 1810		1810
C-57	187	350 to 388		} " 1810	1810

LIST OF SURGEONS, CLOCKS AND WATCH INSPECTORS

SURGEONS

NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon	Portland	O.-W. R & N System
Dr. Geo. Ainslee, Chief Oculist	"	"
Drs. Dickson and Coghlan, Disease Nose and Throat	"	"
Drs. Shaw and Blalock	Walla Walla	"
Dr. W. B. Gray	Spokane	"
Dr. A. J. Helton	North Yakima	"

When employes, passengers or others are injured, call the nearest Company surgeon.
 When necessary to call surgeons, other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeons to attend the injured.
 When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Company Surgeon.

STANDARD CLOCKS

North Yakima	-	-	-	Dispatcher's Office
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LICENSED WATCH INSPECTORS

Webb C. Ball, General Time Inspector	-	-	San Francisco
Ludwig & Hunziker, Local Watch Inspector	-	-	Walla Walla
Edward B. Leckey	-	-	North Yakima

A. G. KAMM, Superintendent North Yakima, Wash.

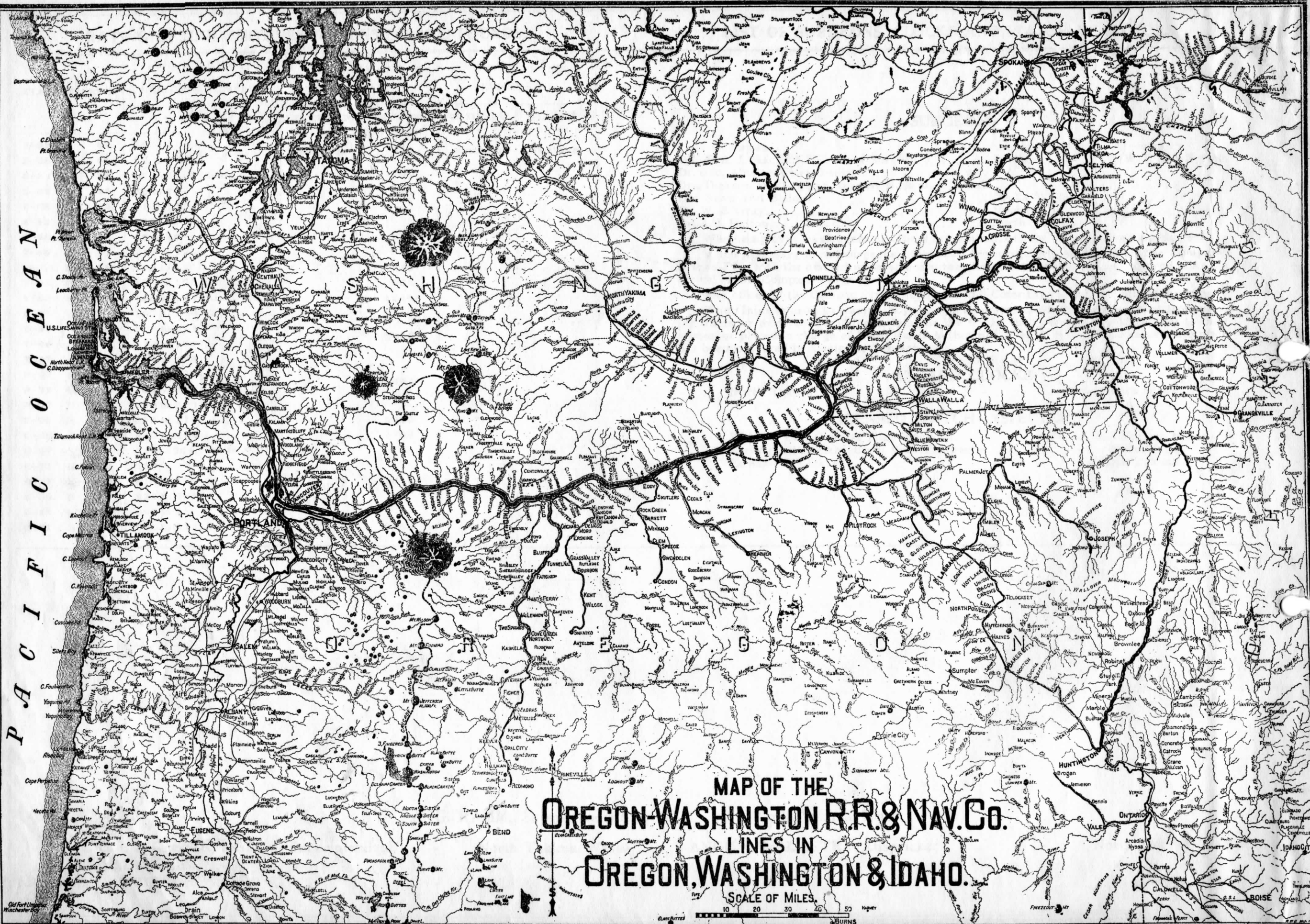
H. B. LANCASTER, Assistant Superintendent, North Yakima, Wash.
 W. H. DRESSEL, " " " " " "
 L. L. WYCKOFF, " " " " " "

ANGUS McALLISTER, Dispatcher North Yakima, Wash.



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

PACIFIC COAST



PACIFIC OCEAN

MAP OF THE OREGON-WASHINGTON R.R. & NAV. CO. LINES IN OREGON, WASHINGTON & IDAHO.

SCALE OF MILES.
0 10 20 30 40 50

Old Fort Union
Winchester Bay

BOISE