

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 4, 1913

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.

EASTWARD.

WESTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	EASTWARD.					DISTANCES FROM UMATILLA.	WESTWARD.										
	Second Class		First Class				Time Table No. 10 May 4, 1913										
			56	34	32		46	12	STATIONS								
		Fast Freight	Yakima Passenger	Yakima Local	Walla Walla Passenger	Soo Spokane Portland		45	11	33	31	55					
		Daily	Daily	Daily	Daily	Daily		Portland Passenger	Soo Spokane Portland	Walla Walla Passenger	Walla Walla Local	Fast Freight					
		Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily					
WFTY		PM L 1.15			AM L 3.00	AM L 2.40	0.0	DNR UMATILLA 7.6	A 187	AM A 1.00	AM A 5.55		PM A 12.30				
1996		2.00			3.20	2.55	7.6	RIVERVIEW 8.4	B 195	12.40	5.35		11.45				
875 W 3/4 E					f		11.0	COLD SPRINGS 8.6	B 198	f							
2814		2.45			3.40	3.10	19.6	JUNIPER 7.6	B 207	12.20	5.15		11.00				
2184 WY		3.30	AM L 10.35	AM L 5.05	4.00 AM A	s 3.25	27.1	Auto. Block { DNR WALLULA 2.0	B 214	12.01 AM L	s 4.55	PM A 1.10	PM A 11.45	10.25			
							29.1	N. P. CROSSING 0.6									
							29.7	W. & C. R. R. CROSSING 0.1									
		3.45	10.45 AM A	5.15 AM A		f 3.30	29.8	ATTALIA 6.9	B 217		f 4.45	1.00 PM L	11.35 PM L	10.10			
2657		4.15				f 3.45	36.7	HUMORIST 5.9	B 224		f 4.35			9.45			
2719		4.45				f 3.55	42.6	SNAKE RIVER 7.5	B 230		f 4.25			9.15			
2707 W		5.30				f 4.10	50.1	Auto. Block { N PAGE 7.7	B 237		f 4.10			8.30			
2616		6.00				f 4.25	57.8	SIMMONS 3.0	B 245		f 3.50			7.45			
815							60.8	WALKERS 5.7	B 248								
2614		6.45				f 4.40	66.5	SCOTT 7.7	B 253		f 3.35			6.45			
2689 PW		7.30				f 4.55	74.2	MOORE 8.9	B 261		f 3.20			6.00			
2747		8.30				f 5.15	83.1	AYER 9.0	B 270		f 3.05			5.15			
2054							92.1	GRANGE CITY 0.7	B 279								
PY		9.15 PM A				5.40 AM A	92.8	NR GRANGE CITY JCT.	B 280			2.45 AM L		4.15 AM L			
		Daily	Daily	Daily	Daily	Daily		92.8		Daily	Daily	Daily	Daily	Daily			
		8.00	0.10	0.10	1.00	3.00		Time over District		.50	3.10	0.10	0.10	8.15			
		11.6	16.2	16.2	27.1	30.9		Average Speed per Hour		27.6	29.3	16.2	16.2	11.2			

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)

When Trains 31, 32, 33 and 34 are 30 minutes behind either their schedule arriving or leaving time at Wallula or Attalia they lose both right and schedule and can thereafter proceed only as authorized by train order.

SECOND DISTRICT—Grange City Jct. and Spokane.

EASTWARD.

WESTWARD.

Length of passing tracks in to clear and location of seats, water, fuel and turning stations.	EASTWARD.										DISTANCES FROM GRANGE CITY JUNCTION.	WESTWARD.									
	Second Class.				First Class.							First Class.					Second Class.				
	58	58	56	56	6	16	10	8	14	12		7	9	13	15	5	11	55	55	57	57
	Way Freight	Way Freight	Fast Freight	Fast Freight	Spokane Local	Spokane- Wallace Limited	Motor	Spokane Passenger	Spokane- Wallace Limited	Soo Spokane Portland		Pendleton Passenger	Motor	Spokane- Wallace Limited	Spokane- Wallace Limited	Pendleton Local	Soo Spokane Portland	Fast Freight	Fast Freight	Way Freight	Way Freight
Daily	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		AM L 12.05		PM L 11.10		AM L 11.15		AM L 5.40	0.0	Auto Block } NR GRANGE CITY JCT.	B 280	PM A 12.35		AM A 12.05 AM	AM A 2.45		AM A 4.15	PM A 3.00		
3321 WP	5.30		12.30		s 11.20		s 11.25		s 5.50	4.6	DNR } RIPARIA (N.P. Crossing)	B 285	s 12.25		s 11.50	s 2.30		3.45	2.40		
2100	6.05		1.00		f 11.35		f 11.35		6.05	9.6		B 290	f 12.15 PM		f 11.35	2.15		2.45	2.15		
2220 W	6.45		2.00		f 11.55		f 11.59		6.25	17.6	D } HAY	B 298	f 11.59		f 11.20	2.00		2.00	1.45		
2200	7.15		2.40		AM 12.15		PM 12.20		6.40	23.5		B 304	f 11.45		f 11.05	1.45		1.25	1.20		
1146 WY	7.45		3.00		f 12.30		s 12.35		f 6.55	29.1	D } LA CROSSE	B 309	s 11.30		s 10.50	f 1.30		1.00	12.35 PM		
2658	8.15		3.20		12.45		12.45		7.05	35.6		B 316	11.20		10.40	1.20		12.45 AM	11.55		
2200 WYF	8.45		3.45 AM A		s 1.10		s 1.00		s 7.15	39.7	Auto Block } DNR WINONA	B 320	s 11.10		s 10.30	s 1.10		11.50 PM L	11.10		
1472	9.15				f 1.25		s 1.15		s 7.30	45.5	D } ENDICOTT	B 326	s 10.57		s 10.20	f 1.00			10.35		
692 W	9.55				f 1.40		f 1.30		7.45	52.5		B 333	f 10.45		f 10.05	12.45			9.55		
1230	10.10				f 1.50		s 1.40		f 7.55	56.1	D } DIAMONDS	B 336	s 10.38		f 9.55	12.35			9.35		
1752	10.30				f 1.58		f 1.50		8.05	60.1		B 340	f 10.30		f 9.45	12.25			9.15		
957 P	10.50				2.05		1.58		8.15	62.5	Automatic Block } CREST	B 343	10.25		9.40	12.20			8.50		
1640 WYFO	11.05				s 2.15		s 2.05		s 8.25	65.0	D } COLFAX (S.&L.E. Crossing)	B 345	s 10.15		s 9.30	s 12.10 AM			8.25		
756	11.45				f 2.30		f 2.20		8.45	71.1		B 351	f 10.00		f 9.15	11.55			7.40		
1545 W(East)	PM 12.25				f 2.45		s 2.35		f 9.00	77.3	D } ELBERTON	B 357	s 9.50		s 9.00	f 11.45			7.15		
1918	12.55				f 3.00		s 2.50		s 9.15	82.7	D } GARFIELD	B 363	s 9.40		s 8.50	s 11.35			6.45		
1200									9.25	83.1		B 367	f 9.25								
1650 W	1.40				f 3.25		s 3.15		f 9.40	92.2	D } FARMINGTON	B 373	s 9.15		s 8.30	f 11.15			6.00		
1727 PY	2.15		AM L 9.05		s 3.45		PM L 3.15	s 3.30	s 9.55	98.1	R } SELTICE	B 378	s 9.05	AM A 8.55	s 8.15	s 11.00		PM A 7.00	5.15		
1175 POYFWT	3.00 PM A	AM L 6.45	9.35 AM A	PM L 12.30	s 4.00		3.30 PM A	s 3.45	s 10.10	103.8	Auto Block } DNR TEKOA	B 384	s 8.50	AM L 8.40	s 8.00	s 10.45	PM A 5.30	PM L 6.30	AM A 4.45 AM L		
1352		7.15		1.00	s 4.25		s 4.00		f 10.30	111.0	Auto Block } D LATAH	B 391	s 8.35		s 7.40	10.30	5.00	12.15 AM			
1375 W		7.45		1.35	s 4.45		s 4.20		f 10.45	119.7	Auto Block } D FAIRFIELD	B 400	s 8.20		s 7.25	10.15	4.20	11.45			
1700		8.10		2.00	s 4.55		4.30		10.55	123.2		B 403	8.10		7.15	10.07	4.00	11.20			
1282		8.40		2.15	s 5.05		s 4.40		f 11.05	126.4	D } ROCKFORD	B 406	s 8.00		s 7.05	10.00	3.35	11.00			
1601		9.25		2.40	s 5.15	PM L 5.15	s 4.50	AM L 10.35	f 11.15	130.8	D } BELL	B 410	f 7.50	AM A 9.25	PM A 4.00	f 6.55	9.50	3.15	10.30		
1656 W		9.45		3.00	s 5.25	5.20	f 5.00	10.40	11.25	134.8	Automatic Block } FREEMAN	B 415	f 7.40	9.15	f 3.50	f 6.45	9.40	3.00	10.10		
749		10.05		3.15	s 5.35	5.25	f 5.05	10.45	11.30	137.7	Auto Block } D MICA	B 418	f 7.35	9.10	f 3.45	f 6.35	9.35	2.40	9.50		
1392		10.20		3.38	s 5.45	5.30	5.10	10.50	11.35	140.3	Auto Block } REDLIN	B 420	7.30	9.05	3.38	6.30	9.30	2.20	9.30		
1581		10.40		3.50	f 5.55	5.35	f 5.20	10.55	11.45	143.8	Auto Block } CHESTER	B 423	f 7.20	9.00	f 3.30	f 6.20	9.20	2.05	8.50		
2162		11.00		4.00	6.00	5.40	5.25	11.00	11.50	147.4	Auto Block } SPEAR	B 427	7.15	8.55	3.25	6.15	9.15	1.55	8.20		
PWTFO		11.40 AM A		4.30 PM A	6.10	5.45	5.35	11.05	11.55	150.4	Automatic Block } EAST SPOKANE	B 430	7.10	8.50	3.20	6.10	9.10	1.45	8.10		
		11.40 AM A		4.30 PM A	6.30 AM A	5.55 PM A	5.45 PM A	11.15 AM A	12.10 PM A	153.3	DNR } SPOKANE	B 433	7.00 AM L	8.45 AM L	3.15 PM L	6.00 PM L	9.00 PM L	1.30 PM L	8.00 PM L		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	153.8		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	10.00	4.55	4.10	4.00	7.20	.40	.15	6.80	.40	6.80	Time over District	5.35	.15	.40	.45	6.05	5.45	4.00	4.55	5.00	10.15
	10.4	10.1	10.9	12.4	20.9	33.7	22.8	23.6	33.7	23.6	Average Speed per Hour	27.5	22.8	33.7	30.0	25.2	26.7	12.4	9.2	9.9	10.1

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 Main Line Via Colfax. 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. Automatic Block, Grange City Junction, east to and including Kinman. Nos. 5, 6 and 11 not required to obtain clearance at Colfax between 7 p. m. and 7 a. m.

THIRD DISTRICT—Bolles and Turner.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.				DISTANCES FROM BOLLES	WESTWARD.						
Second Class		First Class			First Class		Second Class				
68	66	62	64		61	63	65	67			
Mixed	Mixed	Motor	Passenger	Motor	Passenger	Mixed	Mixed				
Sun, Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Sun, Wed. and Fri.				
PWT	AM L 9.55	PM L 5.50	PM L 2.00	0.0	R	BOLLES	BB 72	AM A 9.20	PM A 1.30	PM A 5.10	
1673	s 10.10	s 6.00	s 2.10	3.3	D	WAITSBURG	BC 3	s 9.10	s 1.15	s 4.55	
969	s 10.30	s 6.10	s 2.25	6.1		HUNTSVILLE	BC 6	s 9.00	s 1.05	s 4.45	
				8.7		W. & C. R. R. CROSSING					
752	f 10.40	f 6.20	f 2.35	9.5		LONGS	BC 10	f 8.50	f 12.55	f 4.30	
1855 WT	PM L 2.50	AM A 11.05	PM A 6.30	13.0	DR	DAYTON	BC 13	AM L 8.40	PM L 12.45	PM L 4.20	PM A 4.00
1502 T	PM A 3.20			24.6		TURNER	BC 25				PM L 3.30
											PM L 2.00
											Daily 15.0
	Sun, Wed. and Fri.	Daily	Daily	Daily				Daily	Daily	Daily	Sun, Wed. and Fri.
	.30	1.10	.40	.45		24.6		.40	.45	.50	.80
	23.2	11.1	19.5	17.3		Time over District		19.5	17.3	15.6	23.2
						Average Speed per Hour					

EASTWARD.				DISTANCES FROM STARBUCK	WESTWARD.			
Second Class		Second Class			Second Class		Second Class	
76	76	76	76		75	75	75	75
Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WFYT	PM L 1.00			0.0	DNR	STARBUCK	BB 95	AM A 10.30
978	f 1.15			8.0		DELANEY	BD 8	f 9.45
508	f 1.25			11.4		JACKSONS	BD 11	f 9.30
979 W	f 1.40			14.6		CHARD	BD 15	f 9.20
1298	f 2.15			24.5		ZUMWALT	BD 25	f 8.50
1767 WT	PM L 3.00			29.9	DR	POMEROY	BD 30	AM L 8.30
	PM A							AM L
	Daily							Daily
	2.00							2.00
	15.0							15.0
						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

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

No. 66 has right over No. 63, Bolles to Dayton. No. 68 has right over No. 67, Dayton to Turner.

No. 67 not required to obtain clearance at Turner.

THIRD DISTRICT—Wallula and Walla Walla.

EASTWARD.				DISTANCES FROM WALLULA	WESTWARD.					
Second Class		First Class			First Class		Second Class			
54	42	46	41		45	53	41	45		
Freight	Walla Walla Passenger	Walla Walla Passenger	Freight	Portland Passenger	Freight	Yakima Passenger	Portland Passenger	Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
2184 WY	PM L 4.15	PM L 1.10	AM L 5.00	0.0	DNR	WALLULA	B 214	AM A 10.35	PM A 11.59	PM A 2.15
150		f 1.25	f 5.15	7.4		REESE	BA 7	f 10.15	f 11.35	
250	4.50	f 1.30	f 5.25	10.0		DIVIDE	BA 10	f 10.05	f 11.25	1.30
1509 WP	5.10	s 1.40	s 5.40	14.9	D	TOUCHET	BA 15	s 9.55	s 11.10	1.00
500	5.30	s 1.50	s 5.50	19.1		LOWDENS	BA 19	s 9.40	s 11.00	12.35
606	6.00	f 2.05	f 6.10	24.0		WHITMAN	BA 24	f 9.30	f 10.50	12.15 PM
850		f	f	28.8		BLALOCK (W.W.V.Ry. Crossing)	BA 29	f	f	
WFTYO	PM A 6.30	PM A 2.30	AM A 6.40	31.2	DNR	WALLA WALLA	BB 47	AM L 9.15	PM L 10.30	AM L 11.45
	Daily	Daily	Daily					Daily	Daily	Daily
	2.15	1.20	1.40			31.2		1.20	1.29	2.80
	18.9	28.4	18.6			Time over District		23.4	21.0	12.5
						Average Speed per Hour				

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

FOURTH DISTRICT—Tekoa and Burke.

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
94	24	18	22	21	17	93	23
Freight	Mixed	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited	Freight	Mixed
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.				Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			
OWFTY	AM L 6.00		AM L 8.55	AM A 11.50		PM A 4.00	
1304	6.30		f 9.10	f 11.30		2.45	
839	7.00		f 9.25	f 11.15		1.45	
957	7.30		s 9.35	s 11.00		1.00	
1240 PFTW	8.15		s 9.55	s 10.45		PM 12.05	
1200 TW	9.35		PM L 5.05	s 10.25	PM A 4.15	11.10	
1272	10.45		f 5.30	f 10.45	f 9.20	f 4.00	10.45
1092	11.40		s 5.55	s 11.10	s 8.55	s 3.35	8.55
859	PM 12.05		s 6.05	s 11.20	s 8.45	s 3.25	8.20
707	12.25		s 6.15	s 11.25	s 8.35	f 3.15	8.00
1546 W(East)	12.55		s 6.25	s 11.35	s 8.25	s 3.05	7.35
1145 OY	1.30	AM L 8.15	s 6.35	s 11.45	s 8.15	s 2.55	7.15
						PM A 1.00	
1080 W(West)	2.40	s 8.35	s 6.50	s 11.59	s 8.00	s 2.40	6.45
1602	3.15	s 8.55	f 7.05	PM 12.20	f 7.45	f 2.25	6.20
1240 WFTO	4.00	9.15	7.25	s 12.40	7.35	s 2.15	6.00
	PM A	AM A	PM A		AM L		AM L
							12.05
							PM L
507			f				
417			f				
			f				
			f				
552 W			1.15			1.20	
			PM A			PM L	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	10.00	1.00	2.20	4.20	4.15	2.55	10.0
	8.0	17.9	21.0	19.9	18.8	19.1	8.0
							19.5

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 Harrison. No. 22 has right over No. 21, Tekoa to Harrison. No. 22 has right over No. 17, Wallace to Burke.
 Standard High Line switch, between Wallace and Gem, must be left set and locked for the high line.

FOURTH DISTRICT—Fairfield and Waverly.

EASTWARD.		WESTWARD.	
Second Class.		Second Class.	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			
DISTANCES FROM FAIRFIELD.		STATION NUMBERS.	
0.0	D	B 400	FAIRFIELD
5.0		BM 5	WAVERLY
Time over District			

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. 7

EASTWARD.		WESTWARD.	
Second Class		Second Class	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			
DISTANCES FROM SIERRA NEVADA JCT.		STATION NUMBERS.	
0.0		BH 69	SIERRA NEVADA JCT.
0.4			SWEENEY ORE BIN
0.8		BK 1	LOWER TUNNEL
1.3		BK 1	SILVER KING MILL
1.5		BK 2	CROWN POINT
1.8		BK 2	SILVER KING MINE
4.0		BK 4	SIERRA NEVADA
4.4		BK 4	SIERRA NEVADA MINE
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.	
Second Class		Second Class	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			
DISTANCES FROM ENAVILLE.		STATION NUMBERS.	
0.0		BH 62	ENAVILLE
3.5		BI 4	LITTLE NORTH FORK
6.0		BI 6	HAIGHTS
7.5		BI 8	SMITH'S SPUR
9.5		BI 10	STEAMBOAT
13.0		BI 13	NELSON
19.2		BI 19	BEAVER
23.8		BI 24	WAITE
27.8		BI 28	MURRAY
31.8		BI 31	RAVEN
32.2		BI 32	MONARCH
33.0		BI 33	PARAGON
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. 97 not required to obtain Clearance at Monarch.

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, Enaville, Colfax, Winona, Walla Walla, Starbuck, Riparia and Wallula and obtain clearance card before proceeding. 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. Trains, holding orders giving extra trains a meet or right of track over them to a given point, must identify the train by seeing it, unless other means provided by the dispatcher. Train registers must not be relied upon for the identification of arrival of extra trains.
- No. 4. White flag displayed will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 5. 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. 6. A buffer car (not to be occupied by passengers) must be used on all passenger trains between the locomotive and cars occupied by passengers.
- No. 7. Helper engineers must be furnished copies of all train orders affecting movements of train while being helped.
- No. 8. 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. 9. Cars must not be left on main line at Crest without engine attached. When necessary to pick up, rear end of train must be placed on spur track.
- No. 10. In Washington, the law requires a full stop 500 feet before crossing the track of another railroad crossing at grade, except crossings that are protected by gates, signalmen or interlocking devices. At S. F. & N. crossing, Spokane, and Northern Pacific crossing, Farmington, S. & I. E. crossing, Thornton and W. W. V. R. crossing at Walla Walla and Blalock, 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. V. R. tracks respectively. When S. F. & N., N. P., S. & I. E. and W. W. V. R. trains are using these crossing 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 10 miles per hour over these crossings. also over W. W. V. R. tracks near Milton.
- No. 11. Referring to Rule 98. All trains must stop before crossing drawbridges located over Snake River at Riparia and over St. Joe River, one-half mile east of Chatcolet.
- No. 12. Trains will stop on flag for passengers as follows: Nos. 1 and 2 at Saxe.; Nos. 71 and 72 at Palouse Falls; Nos. 81, 82, 83, and 84 at Risbeck, Armstrong, Whitlow, and Holland; Nos. 9 and 10 at Warner, Coman, Juno, and Gravel Pit; Nos. 17, 18, 21 and 22 at Sweeney, Pine Creek, Kingston, Black Lake, and Medimont; Nos. 21 and 22 at Clark's (Chatcolet Bridge) and O'Gara, Nos. 23 and 24 at Pine Creek and Sweeney. Trains 14 and 16 will stop to discharge passengers from the Wallace and Lake Creek Branches.

SPEED RESTRICTIONS.

- No. 13. Trains must not exceed a speed of 35 miles per hour around curves 7 to 9 degrees, inclusive, and 30 miles per hour around 10 degree curves. Engines of the 160 class will not exceed a speed of 25 miles per 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. 14. 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 slides.
- No. 15. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 16. Passenger trains must not exceed a speed of 50 miles per hour and freight trains 35 miles per hour at any point on the division. Passenger trains must not exceed a speed of 35 miles per hour and freight trains 15 miles per hour descending grades between Jerita and Hay, Mica and Chester, Watts and Chatcolet and Lake Creek Line. Passenger trains must not exceed a speed of 30 miles per hour and freight trains 15 miles per hour between Downing and Blue Mountain, Alto and Relief 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 miles per hour over street crossings between steel bridge and flour mill, one-half mile east of Elberton Station. Six miles per hour over street crossings at grade in the following towns. Pendleton, Athena, Walla Walla, Colfax, Farmington, Tekoa, Spokane, Dayton, St. John, Moscow and Wallace; also on Desmet avenue, Spokane, from Pearl to Ruby streets, just east of S. F. & N. crossing. Trains handling steel wrecker must not exceed a speed of 25 miles per hour.
- No. 17. Ore trains must not exceed a speed of 10 miles per hour, other trains 15 miles per hour descending grades on the Sierra Nevada and Burke Branches.

AIR BRAKES.

- No. 18. 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 engines are 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 will watch gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle. All westward freight trains will stop five (5) minutes at Hay to permit wheels to cool off; during which time trainmen must inspect train. Trainmen must provide themselves with a supply of Defective Air Brake Cards and Air Brake Cut Out Cards, Form No. 2399, 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 freight trains descending grades between:

Downing and Mile Post 32½,
Bolles and Starbuck,
Jerita and Canyon,
Crest and Colfax,

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

M. P. 3 and 11, Lake Creek Branch,
Burke and Wallace,
M. P. 35½ and Thornton (Pleasant Valley District)
Mile Post 29 and Sunset " " "

On passenger trains between:
Downing and Bates,
Menoken and Relief,

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 driver brakes. When helpers are used ahead of regular engines 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. 19 **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control within yards at Pendleton, Walla Walla, Dayton, Umatilla, Wallula, Attalia, Starbuck, Grange City, Grange City Junction, Riparia, LaCrosse, Winona, Colfax, Moscow, 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 cover N. P., S. & I. E., and G. N. Crossings. 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.

Interlocking plant covers S. & I. E. crossing at Colfax.

Yard and road crews will flag all street crossings at grade, while switching, unless protected by regular flagmen.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon. " F. M. TAYLOR, Asst. Surgeon. " DONALD H. JESSOP, Asst. Surgeon. " GEO. AINSLEE, Chief Occulist. DRS. DICKSON AND COGHLAN, Disease Nose and Throat. " SHAW & BLALOCK, District Surgeon.	PORTLAND " " " " WALLA WALLA	O.-W. R. & N. System O.-W. R. & N. System O.-W. R. & N. System O.-W. R. & N. System O.-W. R. & N. System { Umatilla and Starbuck. } Pendleton and Walla Walla. Walla Walla and Dayton. Walla Walla and Pomeroy. LaCrosse and Connell.	DR. R. W. ARMSTRONG, District Surgeon. DR. FRANK ST. SURE, District Surgeon. DR. C. L. GRITMAN, District Surgeon. " A. J. NELSON, " " " E. L. REGER, " " " CHAS. MOWERY, " " " H. B. LUHN, Division Surgeon. " C. M. DOLAND, Asst. Surgeon. " S. B. HOPKINS, Oculist and Aurist.	WINONA. COLFAX MOSCOW TEKOA HARRISON. WALLACE SPOKANE "	LaCrosse and Tekoa. Tekoa, Starbuck and Moscow. Moscow and Colfax. Colfax and Spokane. Tekoa and Burke. Tekoa and Burke. Tekoa and Spokane. Tekoa and Spokane. Tekoa and Spokane.
DR. E. H. VAN PATTEN, " " " J. HUNTINGTON, " " " C. J. SIMONSON, " "	DAYTON STARBUCK LACROSSE				

STANDARD CLOCKS.

SPOKANE, - - - - -	DISPATCHER'S OFFICE.
TEKOA, - - - - -	TELEGRAPH "
STARBUCK, - - - - -	DISPATCHER'S "
WALLA WALLA, - - - - -	TELEGRAPH "
UMATILLA, - - - - -	" "
PENDLETON, - - - - -	" "

LICENSED WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector, - - - - -	PORTLAND
A. L. SCHAEFER, Local Watch Inspector, - - - - -	PENDLETON
GEO. E. HEDGER, " " " - - - - -	WALLA WALLA
M. A. ROSE, " " " - - - - -	COLFAX
SCHOLER & COHRS, " " " - - - - -	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.
A. S. BIMROSE, " - - - - - " "
B. G. KOST, " - - - - - " "

G. M. HUDSON, Dispatcher, - - - - - Starbuck, Wash.
J. A. WALSH, " - - - - - " "
M. E. WALSH, " - - - - - " "

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. District			TEKOA and SPOKANE										
			Eastward	WESTWARD		EASTWARD								WESTWARD			EASTWARD		WESTWARD								
				Page to Wallula	Wallula to Umatilla	Riparia to Hay	Hay to Jerita	Winona to Mockonema	Mockonema to Crest	Colfax to Elberton	Elberton to Garfield	Garfield to Farmlington	Seltice 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	1 1/4	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	1 1/4	48	54, 55																								
E-57	1 1/4	51	57 to 60, 62, 64	-----	830	1115	790	425	255	390	285	520	340	400	435	415	145	435	290	435	415	380	445	270	425	740	
E-63	1 1/4	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	1 1/4	55	71 to 73																								
E-64	1 1/8	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	1 1/4	71	112 to 119																								
M-57	1 1/4	91	103 to 111	-----	1050	1405	995	540	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930	
T-63	1 1/4	92	130 to 135	-----	1090	1450	1030	560	330	510	375	680	435	525	570	540	190	570	385	565	540	510	580	355	560	965	
T-63	2 1/4	113	136 to 147	-----	1330	1770	1260	680	405	625	460	830	555	640	695	660	230	700	470	695	660	620	710	430	680	1180	
C-51	2 1/4	117	160 to 164	-----	1495	1980	1420	765	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325	
T-57	2 1/8	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	15 1/2 2 1/8	139	179 to 184																								
T-57	2 1/8	125	174 to 178	} -----	1670	2215	1590	855	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480	
P-77	2 1/8	123	190 to 193																								
P-77	17 1/2 2 1/8	138	194 to 197																								
P-77	2 1/8	145	198 to 200	-----																							
T-69	2 1/8	159	250 to 262	-----	1700	2200	1700	960	540	900	660	1180	800	910	990	940	330	995	675	990	940	920	1010	580	960	1680	
T-63	2 1/8	160	300 to 305	-----	1860	2410	1860	1050	590	970	715	1290	875	1000	1075	1020	360	1085	735	1075	1020	1005	1100	670	1050	1835	
C-50	2 1/8	137	325 to 326	-----	1650	2135	1650	930	525	860	635	1140	775	885	955	910	320	965	650	955	910	890	985	595	930	1635	
C-55	1 1/8	143	327 to 329	-----	1700	2200	1700	960	540	900	660	1180	800	910	990	940	330	995	675	990	940	920	1010	580	960	1680	
C-57	15 1/2 2 1/8	176	330 to 338	} -----	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1080	1890	
C-57	2 1/8	163	344																								
C-57	15 1/2 2 1/8	169	339 to 343																								
C-57	17 1/2 2 1/8	181	345 to 349	-----																							
C-57	2 1/8	187	350 to 388	-----	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175	
MK-57	2 1/8 1/4	205	500 to 540	-----	2300	2980	2300	1295	735	1205	885	1595	1085	1235	1335	1265	445	1345	910	1335	1265	1245	1365	830	1295	2275	

Mex. Engs. 500 class take rating 174 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.
- "MK"—Mikado.

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

PACIFIC COAST



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

SCALE OF MILES
0 10 20 30 40 50