

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

THIRD DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, Feb. 8, 1914

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,
General Superintendent.

WESTWARD										EASTWARD									
Second Class		First Class								Second Class									
153	151	121	119	117	103	101	111	112	102	104	118	120	122	152	154				
Way Freight	Way Freight	Motor	Motor	Motor	Steam	Steam	Motor	Motor	Steam	Steam	Motor	Motor	Motor	Way Freight	Way Freight				
Ex. Sun.	Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Ex. Sun.	Ex. Sun.				
2000	Y	PM 10.20	L 9.30	PM 8.25	L 5.00	PM 4.10	L 1.15	AM 10.20	L 8.05	PM 8.25	A 10.40	PM 1.35	A 4.30	PM 5.20	A 8.45				
1500		PM 10.30	A 9.45	PM 8.34	A 5.09	PM 4.19	A 1.24	AM 10.29	A 8.14	AM 8.15	L 10.30	PM 1.25	L 4.20	PM 5.10	L 8.35				
		Ex. Sun.	Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Ex. Sun.	Ex. Sun.				
		0.10	0.10	0.9	0.9	0.9	0.9	0.9	0.9	0.10	0.10	0.10	0.10	0.20	0.15				
		16.8	16.8	18.6	18.6	18.6	18.6	18.6	18.6	16.8	16.8	16.8	16.8	8.4	11.2				

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.

DISTANCE FROM MIDVALE

Time Table No. 2
February 8, 1914

STATIONS

R MIDVALE

D-R SUNNYSIDE

Time Over District

Average Speed Per Hour

STATION NUMBERS

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

Wye switch on Sunnyside Branch at Midvale will be left set for east 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. Permanent slow boards are erected as follows: Union Gap, near Mile Post 92; Rock Cut, near Mile Post 41; Sand Cut, near Mile Post 24.
- No. 8. Train registers must not be used as a means of identifying extra trains.
- No. 9. Movement of trains over Yakima River Bridge, one mile east of Parker, which is used jointly with N. Y. & V. Ry., is controlled by automatic block signals. All trains will run under control over this track.
- No. 10. Drawbridge is located over the Columbia River between Villard and Hedges.
- No. 11. Derailing switch located at east end of storage track at Attalia, east end Leslie, west end Acton, east end Glen, east end North Prosser, east end spur at Emerald, west end Cutler, east end Flint, east end Yakima City, east end passing track North Yakima, east end engine track North Yakima.

YARDS.

- No. 12. 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.

SPEED RESTRICTIONS.

- No. 13. Passenger trains, mail and express trains and light engines must not exceed a speed of fifty miles per hour and all other trains must not exceed a speed of thirty miles per hour. Trains backing up must not exceed a speed of fifteen miles per hour.
 - No. 14. Trains must not exceed a speed of five miles per hour over Columbia River bridge and eight miles per hour within the corporate limits of North Yakima, Zillah and Kennewick.
- ### AIR BRAKES.
- No. 15. Trainmen must provide themselves with a supply of DEFECTIVE AIR BRAKE CARDS, Form No. 4365, and AIR BRAKE CUT-OUT CARD, 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 the 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.
 - No. 16. 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.
 - No. 17. 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 driving 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.

LOCATION OF COMMERCIAL TRACKS

	Distance from Attalia
Kalan	8.2 Miles
Grosscup	28.1 "
Biggam	48.3 "
Forsell	59.9 "
Waneta	61.8 "
Baird	69.0 "
Dalton	75.9 "
Flint	83.5 "
Dunbro	85.2 "

4 RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATIONS	ENGINE NUMBER	ATTALIA AND NORTH YAKIMA		MIDVALE AND SUNNYSIDE	
		EASTWARD	WESTWARD	EASTWARD	WESTWARD
E-57	43	50	620	335	335
E-63	49	54, 55.	620	335	335
E-57	51	57 to 60. 62 to 64	715	385	385
E-63	54	65 to 70	645	350	350
E-63	55	71 to 73	700	375	375
E-64	68	80 to 87	935	500	500
T-55	71	112 to 119	935	500	500
E-62	62	78 to 79	1020	545	545
M-57	91	103 to 111	1050	560	560
T-63	92	130 to 135	1025	545	545
A-81	106	88 to 102	1290	690	690
T-63	113	136 to 147	1290	690	690
C-51	117	160 to 164	1495	800	800
T-57	119	170 to 173	1585	845	845
T-64	139	179 to 184	1585	845	845
T-57	125	174 to 178	1585	845	845
P-77	123	190 to 193	1670	890	890
P-77	138	194 to 197	1670	890	890
P-77	145	198 to 207	1670	890	890
P-77	170	208 to 209	1670	890	890
P-77	1678	210 to 215	1670	890	890
T-69	159	250 to 262	1700	1010	1010
T-63	160	300 to 305	1860	1100	1100
C-50	137	325 to 326	1650	985	985
C-55	143	327 to 329	1700	1010	1010
C-57	163	344	1800	1020	1020
C-57	176	330 to 338	2000	1135	1135
C-57	169	339 to 343	2000	1135	1135
C-57	179	345 to 349	1880	1070	1070
C-57	187	350 to 388	2200	1305	1305
MK-57	205	500 to 540	2300	1365	1365

CLASS

- "E"—Eight Wheelers.
- "A"—Atlantic Type.
- "P"—Pacific Type.
- "T"—Ten Wheeler.
- "M"—Mogul.
- "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 $\frac{22}{30}$ 187

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.

LIST OF SURGEONS

NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon, DR. GEO. AINSLEE, Chief Oculist, DRS. DICKSON and COGHLAN, Disease Nose and Throat, DRS. SHAW AND BLALOCK, DR. A. J. HELTON, DR. A. J. ALLEY, DR. R. E. AHLQUIST,	Portland, Portland, Portland, Walla Walla, North Yakima, Granger, Grandview.	O.-W. R. & N. Co. System. O.-W. R. & N. Co. System. O.-W. R. & N. Co. System. O.-W. R. & N. Co. System. O.-W. R. & N. Co. System. O.-W. R. & N. Co. System. O.-W. R. & N. Co. System.

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.

Stretchers are located at North Yakima, Sunnyside, Benton City and Kennewick.

STANDARD CLOCKS

NORTH YAKIMA, DISPATCHER'S OFFICE

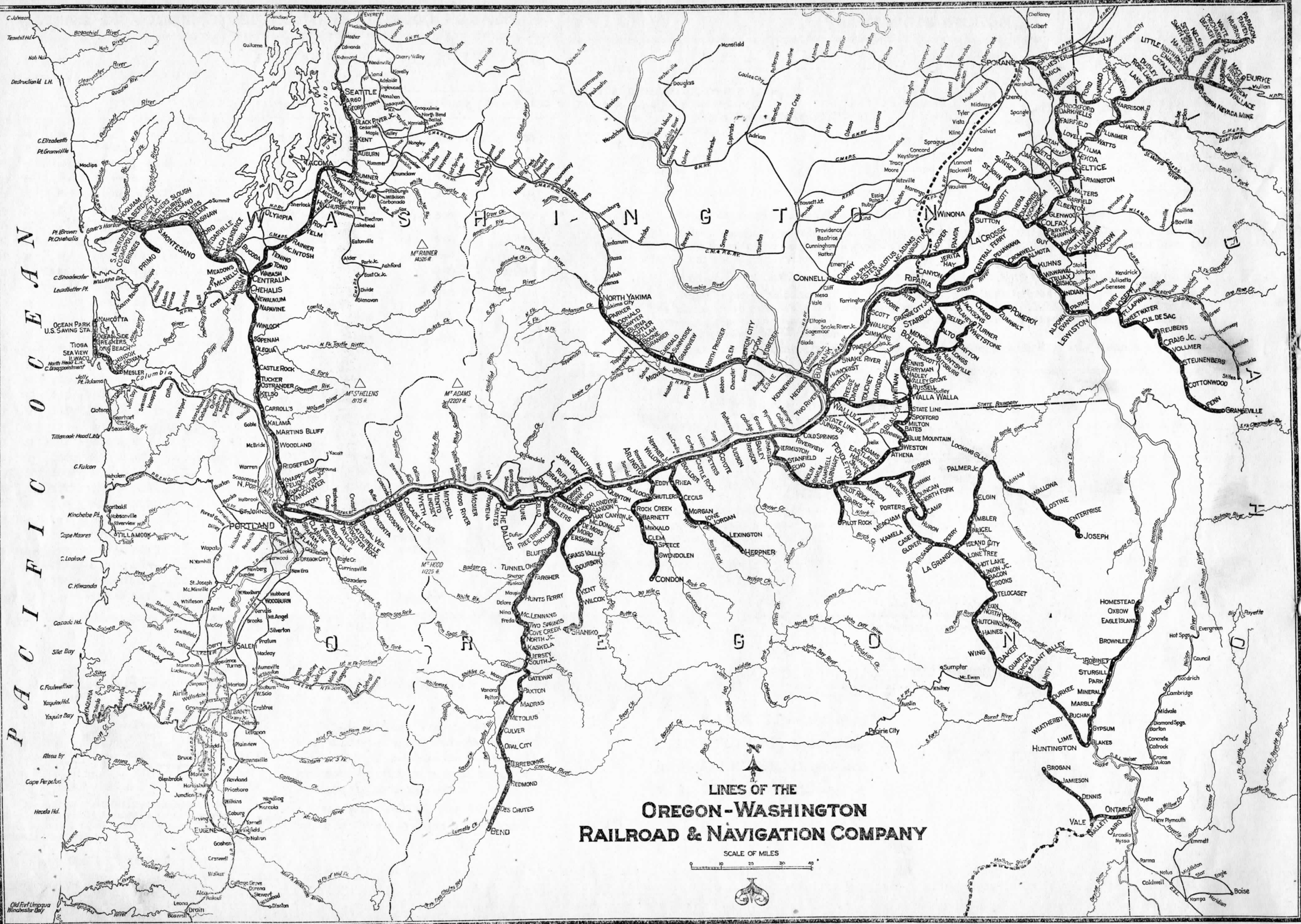
LICENSED WATCH INSPECTORS

WEBB C. BALL, General Time Inspector, SAN FRANCISCO
GEO. E. HEDGER, Local Watch Inspector, WALLA WALLA
EDWARD B. LECKEY, Local Watch Inspector, NORTH YAKIMA

A. G. KAMM, Superintendent, North Yakima, Wash.
L. L. WYCKOFF, Chief Dispatcher, " " "
A. McALLISTER, Dispatcher, " " "
M. L. REED, Dispatcher, " " "

RAILROAD & NAVIGATION COMPANY
DREXEL-WASHINGTON





PACIFIC OCEAN

LINE OF THE
**OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY**

SCALE OF MILES

