

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



THIRD DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Wednesday, June 17, 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.

FIRST SUB-DIVISION---Attalia and North Yakima

WESTWARD.

EASTWARD.

Lenth of passing tracks in to clear and location of scales, water, fuel and turning stations.	WESTWARD.						DISTANCE FROM ATTALIA	EASTWARD.														
	Second Class			First Class				First Class					Second Class									
	51			15				1		11		2		16		12		52				
	Way Freight			Motor				Yakima Express		Motor		Walla Walla Express		Motor		Motor		Way Freight				
Except Sunday			Daily			Daily		Daily		Daily		Daily		Daily		Except Sunday						
Y			PM 3.50			AM 11.40			AM 5.50	0.0	D-R	ATTALIA	A 217	PM 1.00		PM 10.45				AM 5.00		
900			4.05			f 11.48		f 5.58		3.4		TWO RIVERS	H 3	f 12.52		f 10.37				4.40		
3000			4.15			f 11.55		f 6.05		7.0		VILLARD	H 7	f 12.45		f 10.30				4.25		
										7.1		N. P. CROSSING No Con.										
700			4.30			PM f 12.01		f 6.10		8.8		HEDGES	H 9	f 12.39		f 10.24				4.05		
2700 E 3500 W	YW		5.10			s 12.10		s 6.20		13.2	D	KENNEWICK	H 13	s 12.30		s 10.15				3.45		
3000			5.35			f 12.20		f 6.35		20.7		LESLIE	H 21	f 12.20		f 9.58				2.15		
3000			5.55			f 12.32		f 6.46		26.4		LEDBEDER	H 26	f 12.01 PM		f 9.47				1.55		
3000			6.15			f 12.43		f 6.56		31.4		ACTON	H 31	f 11.49		f 9.36				1.35		
3000	WY		6.45			s 12.55		s 7.07		36.5	D	BENTON CITY	H 36	s 11.37		s 9.25				1.15		
3000			7.20			f 1.10		f 7.20		43.1		GLEN	H 43	f 11.23		f 9.12				12.40		
3000			8.00			s 1.25		s 7.37		50.8	D	NORTH PROSSER	H 51	s 11.08		s 8.59				12.15 AM		
3000	WF		8.45			PM 4.45		s 1.40		57.8	D	GRANDVIEW	H 58	s 10.55	PM 4.45	s 8.45				11.45		
2000	Y		9.30			s 5.00		s 1.55		63.7	R	MIDVALE	H 64	s 10.40	s 4.30	s 8.30				11.15		
3000			10.20			s 5.20		s 2.15		67.4		EMERALD	H 67	f 10.10	f 4.00	f 8.00				10.05		
3000	W		10.40			f 5.30		f 2.23		67.4		GRANGER	H 74	s 9.58	s 3.45	s 7.47				9.45		
1000			11.10			s 5.45		s 2.38		73.4	D	BOONE	H 76	f 9.50	f 3.38	f 7.40				9.30		
600			11.30			f 5.53		f 2.44		76.3	D-R	ZILLAH	H 79	s 9.46	s 3.32	s 7.35				9.20		
400			11.55			s 6.00		s 2.50		78.6		CUTLER	F 80	f 9.42	f 3.27	f 7.30				9.00		
2000			AM 12.05			f 6.05		f 2.54		80.3		BUENA	H 82	f 9.38	f 3.23	f 7.26				8.50		
1000			12.15			f 6.10		f 2.58		81.6		SAWYER	H 85	f 9.31	f 3.16	f 7.19				8.30		
1600			12.35			f 6.18		f 3.05		84.6	D	DONALD	H 87	s 9.25	s 3.10	s 7.13				8.20		
			12.55			s 6.25		s 3.10		86.8		N. Y. & V. CROSSING								8.00		
1600			1.10			f 6.35		f 3.20		90.1		PARKER	H 91	f 9.15	f 2.58	f 7.01				7.50		
										90.8		N. P. CROSSING No Con.								7.40		
										91.3		YAKIMA CITY	H 95	f 9.08	f 2.50	f 6.52				7.50		
1100			1.25			f 6.52		f 3.30		95.0	D-N-R	NORTH YAKIMA	H 98	f 9.00	f 2.40	f 6.45				7.40		
TWYFO			1.50			7.00		3.40		98.1		Time over District		AM 9.00	PM 2.40	PM 6.45				8.25		
			Except Sunday			Daily		Daily				Average Speed per Hour		Daily	Daily	Daily				11.6		
			9.00			1.50		3.40						3.40	1.45	3.40						
			10.9			22.0		26.8						26.8	22.9	26.8						

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

No. 16 has right over No. 15 North Yakima to Grandview.

Grandview is register station for Trains 15 and 16.

All trains will flag for passengers at Hilton, Mellis, Dunbro, Flint, Pana, Dalton, Baird, Morris, Waneta, Forsell, Shultz, Biggam, McDougal and Crosscup.

WESTWARD										EASTWARD									
Second Class		First 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 L 10.20	PM L 9.30	PM L 8.10	PM L 5.00	PM L 4.10	PM L 1.55	AM L 10.20	AM L 8.05	AM A 8.25	AM A 10.40	PM A 2.15	PM A 4.30	PM A 5.20	PM A 8.30	PM A 10.20	PM A 11.15			
1500	PM A 10.30	PM A 9.45	PM A 8.19	PM A 5.09	PM A 4.19	PM A 2.04	AM A 10.29	AM A 8.14	AM L 8.15	AM L 10.30	PM L 2.05	PM L 4.20	PM L 5.10	PM L 8.20	PM L 10.05	PM L 11.00			
	Ex. Sun.	Ex. Sun.	Daily	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	0.10	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	16.8	8.4	11.2				

Time Table No. 3
June 17, 1914

STATIONS

R MIDVALE
D-R SUNNYSIDE

Time Over District

Average Speed Per Hour

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 first-class 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. Train registers must not be used as a means of identifying extra trains.
- No. 8. Referring to Rule 83-A. Trains on Second Sub-Division will not be required to secure clearance card at Midvale.
- No. 9. 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. 10. 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. See Rule 504.
- No. 11. Drawbridge is located over the Columbia River between Villard and Hedges.
- No. 12. 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. 13. 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 ap-

proach 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.

- No. 14. Joint Operation at Zillah—All tracks of the O. W. R. R. & N. Co. and the N. Y. & V. Ry. Co. within yard limits at Zillah are used jointly by both companies for switching purposes. All trains moving within yard limits at Zillah will be governed by Rule No. 93 of Rules and Regulations of the Transportation Department, which reads as follows: "Within yard limits the main track may be used, protecting against first-class trains. Second-class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

SPEED RESTRICTIONS.

- No. 15. 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. 16. 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. 17. 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. 18. 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. 19. 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.

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 11 43	50	620	620	335	335
E-63 11 49	54, 55.				
E-57 11 51	57 to 60, 62 to 64	715	715	385	385
E-63 11 54	65 to 70	645	645	350	350
E-63 11 55	71 to 73	700	700	375	375
E-64 11 68	80 to 87	935	935	500	500
T-55 11 71	112 to 119				
E-62 11 62	78 to 79	1020	1020	545	545
M-57 11 91	103 to 111	1050	1050	560	560
T-63 11 92	130 to 135	1025	1025	545	545
A-81 11 106	88 to 102	1290	1290	690	690
T-63 11 113	136 to 147				
C-51 11 117	160 to 164	1495	1495	800	800
T-57 11 119	170 to 173	1585	1585	845	845
T-64 11 139	179 to 184				
T-57 11 125	174 to 178	1670	1670	890	890
P-77 11 123	190 to 193				
P-77 11 138	194 to 197				
P-77 11 145	198 to 207				
P-77 11 170	208 to 209	1700	1700	1010	1010
P-77 11 1678	210 to 215				
T-69 11 159	250 to 262	1860	1860	1100	1100
T-63 11 160	300 to 305	1650	1650	985	985
C-50 11 137	325 to 326	1700	1700	1010	1010
C-55 11 143	327 to 329	1800	1800	1020	1020
C-57 11 163	344	2000	2000	1135	1135
C-57 11 176	330 to 338				
C-57 11 169	339 to 343	1880	1880	1070	1070
C-57 11 179	345 to 349	2200	2200	1305	1305
C-57 11 187	350 to 388	2300	2300	1365	1365
MK-57 11 205	500 to 540				

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 COGLAN, 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.

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

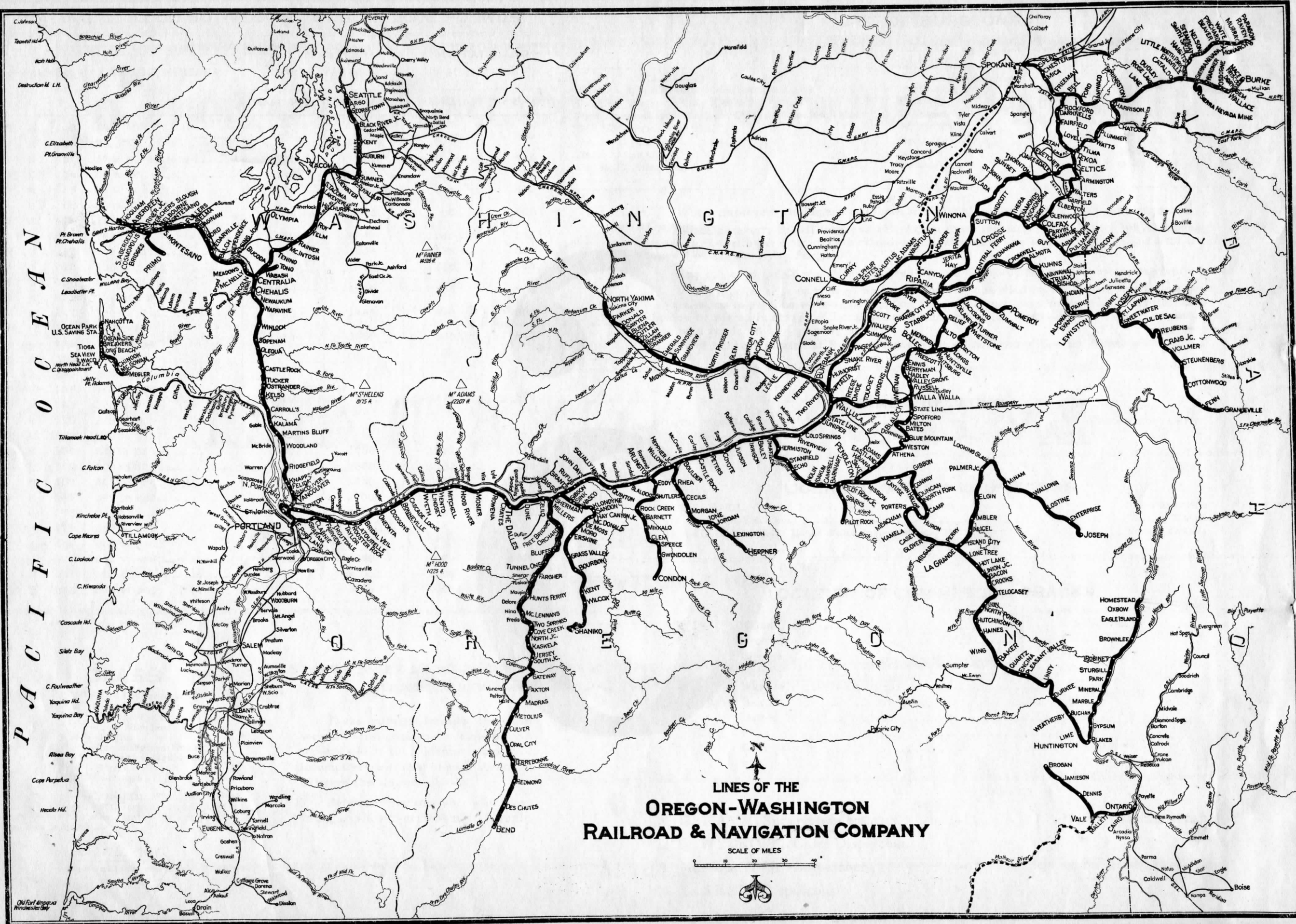
LOCATION OF COMMERCIAL TRACKS

	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 "

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

RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE





PACIFIC OREGON WASHINGTON RAILROAD & NAVIGATION COMPANY

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

SCALE OF MILES
0 10 20 30 40



Map labels include cities such as Seattle, Tacoma, Olympia, Portland, Eugene, Salem, and Bend. Major rivers like the Columbia, Willamette, and Snake are shown. Mountain peaks like Mt. Rainier and Mt. Hood are also labeled. The map shows a dense network of railroads and navigation routes across the Pacific Northwest region.