

# OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FOURTH DIVISION

## EMPLOYEES' TIME TABLE

To Take Effect Sunday, February 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.*

THIRD DISTRICT—Pendleton and Grange City Jct.

**EASTWARD.**

**WESTWARD.**

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	EASTWARD.						DISTANCES FROM PENDLETON.	Time Table No. 4 February 8, 1914	STATIONS	STATION NUMBERS.	WESTWARD.					
	Second Class			First Class							First Class			Second Class		
		52 Mixed Daily	66 Mixed Daily		2 Passenger Daily	62 Motor Daily					8 Spokane Passenger Daily	1 Passenger Daily	61 Motor Daily	7 Pendleton Passenger Daily		51 Mixed Daily
WFTYO		AM L 9.30		PM L 5.45		AM L 7.00	0.0	DNR PENDLETON	A 225	AM A 8.30		PM A 4.55		PM A 3.00		
550		f		f			4.6	SAXE	BB 4	f				f		
662		f 10.00		f 6.05		f 7.20	7.6	HAVANA	BB 7	f 8.12		4.30		f 2.35		
810		f		f 6.12		f 7.27	10.5	EASTLAND	BB 10	f 8.06		4.25		f 2.20		
1618		s 10.30		s 6.25		s 7.35	13.3	D ADAMS	BB 13	s 8.00		s 4.17		s 2.00		
1535 W		s 11.00		s 6.35		s 7.50	17.8	D ATHENA	BB 17	s 7.50		s 4.05		s 1.30		
1250		s 11.30		s 6.45		s 8.00	21.5	D WESTON	BB 21	s 7.40		s 3.55		s 12.50		
1082		f 11.45		f 6.55		f 8.10	24.0	D DOWNING	BB 23	f 7.30		3.45		f 12.40		
2650		PM f 12.01		f 7.05		f 8.20	27.2	BLUE MOUNTAIN	BB 27	f 7.20		3.35		f		
741		f 12.15		f 7.15		f 8.27	30.8	BATES	BB 30	f 7.10		3.25		f 12.15 PM		
1157 W		s 12.30		s 7.25		s 8.40	36.7	D MILTON (W.W.V.Ry. Crossing)	BB 36	s 7.00		s 3.10		s 11.45		
958		f		f			40.4	SPOFFORD	BB 40	f				f		
619		f		f			42.3	STATE LINE	BB 42	f				f		
PWFTYO		1.30 AM L PM A 7.45		7.45 PM L PM A 4.30		9.00 9.05	46.7	DNR WALLA WALLA	BB 47	6.45 AM L AM A 9.05		2.50 2.45		11.00 AM L PM A 7.00		
978		f		f			47.8	N. P. CROSSING						f		
1112		f 8.05		f 4.50		9.25	52.6	RUSSELL	BB 52	f				f		
1047		f 8.15		f			54.2	VALLEY GROVE	BB 54	f 8.40				f 6.15		
545		f 8.25		f 5.05			57.1	HADLEY	BB 56	f 8.32		2.20		f 6.05		
600		f		f			60.4	BERRYMAN	BB 60	f 8.25				f 5.55		
1357		s 8.50		s 5.30		s 9.50	61.5	ENNIS	BB 61	f				f		
1874 PWT		9.20 AM A		5.50 PM A		s 10.00	67.3	D PRESCOTT	BB 67	s 8.05		s 2.00		s 5.30		
975						10.15	72.0	R BOLLES	BB 71	7.55 AM L		s 1.50		5.10 PM L		
1418						f 10.40	76.1	MENOKEN	BB 75			1.40				
1170							78.7	ALTO	BB 83			s 1.20				
PWFTY						11.10 11.15	83.7	RELIEF	BB 89							
PY						11.25 AM A	89.4	DNR STARBUCK	BB 94			12.50 12.45				
		Daily	Daily	Daily	Daily	Daily	94.9	NR GRANGE CITY JCT.	B 276			12.35 PM L				
		4.00	1.85	2.00	1.20	4.25	98.7			Daily	Daily	Daily	Daily	Daily		
		11.5	16.4	23.1	19.4	22.8		98.7		1.45	1.10	4.20	4.00	1.50		
								Time over District		26.3	22.2	22.8	11.5	14.1		
								Average Speed per Hour								

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

Walla Walla passenger station is located at foot of Main street and the freight yard at foot of Elm street.  
No. 8 has right over No. 61, Walla Walla to Bolles.

**EASTWARD.**

**WESTWARD.**

Length of passing tracks in clear and location of scales, water, fuel and turning stations.	EASTWARD.					DISTANCES FROM UMATILLA.	WESTWARD.					
	Second Class		First Class				First Class				Second Class	
		56 Fast Freight Daily	12 Spokane Passenger Daily	34 Yakima Passenger Daily	46 Walla Walla Passenger Daily		32 Yakima Local Daily	11 Portland Passenger Daily	33 Walla Walla Passenger Daily	31 Walla Walla Local Daily	45 Portland Passenger Daily	55 Fast Freight Daily
WIPPY		PM L 1.15	PM L 10.30		AM L 6.15	0.0	DNR UMATILLA	A 183	AM A 4.40		AM A 12.30	PM A 12.30
1996		2.00	10.45		6.30	7.6	RIVERVIEW	B 191	4.20		12.10 AM	11.45
875 W 3/4 E						11.0	COLD SPRINGS	B 194				
2814		2.45	11.05		6.50	19.5	JUNIPER	B 203	4.00		11.45	11.00
2184 WY		3.30	11.22	AM L 10.50	7.10 AM A 5.40	27.2	DNR WALLULA	B 210	s 3.45	PM A 1.10	PM A 11.10	11.22 PM L 9.45
						29.2	N. P. CROSSING					
						29.8	N. P. CROSSING					
		3.45	f 11.30	11.00 AM A	5.50 AM A	29.9	ATTALIA	B 213	f 3.38	1.00 PM L	11.00 PM L	9.30
2367		4.15	f 11.45			36.7	HUMORIST	B 220	f 3.25			8.45
2719		4.45	f 11.55			42.8	ASH	B 226	f 3.15			8.15
2707 PW		5.30	AM f 12.10			50.3	PAGE	B 233	f 3.00			7.45
2616		6.00	f 12.25			57.9	SIMMONS	B 241	f 2.45			7.00
816						60.8	WALKERS	B 244				
2614		6.45	f 12.40			66.8	SCOTT	B 250	f 2.25			6.15
2689 PW		7.30	f 12.55			74.3	MOORE	B 257	f 2.10			5.30
						80.3	AYER JUNCTION	B 263				
2747		8.30	f 1.10			83.4	AYER	B 266	f 1.50			4.45
2054						92.3	GRANGE CITY	B 275				
PY		9.15 PM A	1.30 AM A			92.9	GRANGE CITY JCT.	B 276	1.30 AM L			4.15 AM L
		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily
		8.00	3.00	0.10	0.55		Time over District		3.15	0.10	0.10	1.08
		11.6	30.9	16.2	29.7		Average Speed per Hour		28.6	16.2	16.2	24.0

Westward 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.





THIRD DISTRICT—Bolles and Turner.

EASTWARD.					DISTANCES FROM BOLLES	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		First Class			STATION NUMBERS	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	Daily	Sun, Wed. and Fri.		
PWT		AM L 10.00	PM L 5.50	PM L 2.00	0.0	R	<b>BOLLES</b>			
1673		s10.15	s 6.00	s 2.10	3.5	D	<b>WAITSBURG</b>			
969		s10.25	s 6.10	s 2.25	6.0		<b>HUNTSVILLE</b>			
					8.7		<b>N. P. CROSSING</b>			
752		f10.35	f 6.20	f 2.35	9.6		<b>LONGS</b>			
1855 WT	AM L 11.10	AM A 11.00	PM A 6.30	PM A 2.45	13.0	DR	<b>DAYTON</b>			
P					19.3		<b>RONAN</b>			
P					22.7		<b>WHESTONE</b>			
1502 PT	11.40 AM A				24.9		<b>TURNER</b>			
	Sun, Wed. and Fri.	Daily	Daily	Daily			24.9			
	.30	1.00	.40	.45			Time over District			
	23.2	13.0	19.5	17.3			Average Speed per Hour			

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.					DISTANCES FROM STARBUCK	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		Second Class			STATION NUMBERS	Second Class		Second Class	
	76	76	75	75			75	75	75	75
	Mixed	Mixed	Mixed	Mixed			Mixed	Mixed	Mixed	Mixed
Sun, Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WFYT		PM L 1.00			0.0	DNR	<b>STARBUCK</b>			
978		f 1.30			7.8	BD 8	<b>DELANEY</b>			
508		f 1.45			11.4	BD 11	<b>JACKSONS</b>			
979 W		f 2.00			14.6	BD 14	<b>CHARD</b>			
300		2.20			19.0	BD 19	<b>HOUSER</b>			
1298		f 2.40			24.4	BD 25	<b>ZUMWALT</b>			
1787 WT		3.00 PM A			29.9	BD 30	<b>POMEROY</b>			
		Daily					29.9			
		2.00					Time over District			
		15.0					Average Speed per Hour			

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

Westward 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.

THIRD DISTRICT—Walla Walla and Walla Walla.

EASTWARD.					DISTANCES FROM WALLULA	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class			STATION NUMBERS	First Class		Second Class	
	54	42	46	41			45	53	53	
	Freight	Walla Walla Passenger	Walla Walla Passenger	Yakima Passenger			Portland Passenger	Freight	Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
2184 WY	PM L 4.15	PM L 1.10	AM L 7.10		0.0	DNR	<b>WALLULA</b>			
150		f 1.25	f 7.25		7.6	BA 8	<b>REESE</b>			
250	4.50	f 1.30	f 7.35		10.2	BA 10	<b>DIVIDE</b>			
1509 WP	5.10	s 1.40	s 7.50		15.1	BA 15	<b>TOUCHET</b>			
500	5.30	s 1.50	s 8.02		19.5	BA 20	<b>LOWDENS</b>			
606	6.00	f 2.05	f 8.15		24.2	BA 24	<b>WHITMAN</b>			
850		f	f		28.8	BA 29	<b>BLALOCK (W.W.V.Ry. Crossing)</b>			
WFTYO	6.30 PM A	2.30 PM A	8.45 AM A		31.0	BB 47	<b>WALLA WALLA</b>			
	Daily	Daily	Daily				31.0			
	2.15	1.20	1.85				Time over District			
	18.9	28.4	19.7				Average Speed per Hour			

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72  
Trains 41, 42, 45 and 46 stop on flag at Reavis.

SECOND DISTRICT—Pleasant Valley District.

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
56		10		9		55	
Fast Freight		Motor		Motor		Fast Freight	
Daily		Daily Ex. Sun.		Daily Ex. Sun.		Daily	
1440	WFY	AM L 3.45	PM L 12.55	B 316	AM A 11.10	AM A 12.20	AM A
1430		5.00	s 1.20	BF 11	s 10.40		10.50
1201	W	5.55	s 1.35	BF 18	s 10.25		10.00
1622	P	6.45	s 1.55	BF 25	s 10.10		9.15
1910		7.30	s 2.15	BF 31	s 9.50		8.30
1759	W	8.15	s 2.40	BF 39	s 9.30		7.45
700			f	BF 42	f		
1727	PY	9.05 AM A	3.05 PM A	B 374	9.05 AM L	7.00 PM L	
		Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily	
		5.20	2.10		2.05	5.20	
		8.9	22.0		22.9	8.9	

Westward trains are superior to trains of the same class in the opposite direction—  
See Rule 72.  
Trains 9 and 10 stop on flag at Warner, Coman, Juno and Gravel Pit.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				WESTWARD.			
Second Class		72		Second Class		71	
Mixed		Mixed		Mixed		Mixed	
Daily Ex. Sun.		Daily Ex. Sun.		Daily Ex. Sun.		Daily Ex. Sun.	
WY		PM L 1.00	0.0	B 305	AM A 11.00		
808		f 1.15	4.6	BE 5	f 9.30		
357 W (west)		f 1.50	14.9	BE 14	f 9.00		
1832 W		s 2.35	23.6	BE 24	s 8.30		
600		f 3.00	29.4	BE 29	f 8.15		
715		s 3.30	37.4	BE 37	s 7.50		
438		f 3.50	42.4	BE 42	f 7.30		
450		f 4.05	46.0	BE 46	f 7.20		
WFY		4.35 PM A	53.0	BE 53	7.00 AM L		
		Daily Ex. Sun.			Daily Ex. Sun.		
		8.85			4.00		
		14.8			13.3		

Westward trains are superior to trains of the same class in the opposite direction—  
See Rule 72.  
Trains 71 and 72 stop on flag at Palouse Falls.

FOURTH DISTRICT—Bell and Amwaco.

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
20		18		17		19	
Spokane-Wallace Limited		Spokane-Wallace Limited		Spokane-Wallace Limited		Spokane-Wallace Limited	
Daily		Daily		Daily		Daily	
200		PM L 3.55	AM L 9.25	B 407	AM A 10.45	PM A 5.15	
700				BN 2			
640		f	f	BN 3	f	f	
400		f	f	BN 5	f	f	
1020		f 4.10	f 9.40	BN 7	f 10.25	f 4.55	
300 WT		4.30 PM A	10.00 AM A	BN 14	10.05 AM L	4.35 PM L	
		5.05 PM A	10.25 AM A	BH 31	9.30 AM L	4.10 PM L	
		Daily	Daily		Daily	Daily	
		.35	.35		.40	.40	
		24.3	24.3		21.3	21.3	

Westward trains are superior to trains of the same class in the opposite direction—  
See Rule 72.  
No. 18 has right over No. 17, Bell to Amwaco.  
No. 20 has right over No. 19, Bell to Amwaco.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
86		84		81		83	
Mixed		Motor		Motor		Motor	
Daily Ex. Sun.		Daily		Daily		Daily Ex. Sun.	
WFOY		AM L 11.00	PM L 2.10	B 321	AM A 8.15	PM A 1.50	PM A 9.00
505		f 11.20	f 2.35	BG 8	f 7.50	f 1.25	f 8.30
1049 W		f 11.30	f 2.43	BG 10	f 7.45	f 1.18	f 8.20
984 W (East)		s 11.45	s 2.55	BG 13	s 7.38	s 1.10	s 8.05
1255		PM s 12.10	s 3.15	BG 19	s 7.25	s 12.55	s 7.40
660		f 12.40	f 3.30	BG 24	f 7.10	f 12.40	f 7.15
WT		1.00 PM A	3.40 PM A	BG 28	7.00 AM L	12.30 PM L	7.00 PM L
		Daily Ex. Sun.	Daily		Daily	Daily Ex. Sun.	
		2.00	1.30		1.15	1.20	2.00
		13.9	18.6		22.3	20.9	13.9

Westward trains are superior to trains of the same class in the opposite direction—  
See Rule 72.  
Trains 81, 82, 83 and 84 stop on flag at Risbeck, Armstrong, Whitlow and Holland.  
No. 82 has right over No. 83, and No. 86 has right over No. 85, Colfax to Moscow.

FOURTH DISTRICT—Tekoa and Burke.

**EASTWARD.**

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class			DISTANCES FROM TEKO A.
	94	24	26	18	22	
	Freight	Mixed	Burke Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	
	Daily	Mon.Wed. & Fri.	Daily	Daily	Daily	
OWFTY	AM L 4.00				AM L 8.55	0.0
1304	4.30				s 9.10	7.0
839	5.00				s 9.25	12.3
957	5.25				s 9.35	15.7
1240 PFTW	5.55				s 9.55	22.5
1260 TW	6.30			PM L 5.05	s 10.25	30.4
1272	6.55			s 5.30	s 10.45	33.8
500	7.35			f 5.45	f 11.00	41.1
1092	8.00			s 5.55	s 11.10	45.0
859	8.40			s 6.05	s 11.20	49.0
707	9.15			s 6.15	s 11.30	51.8
1546 W(East)	10.15			s 6.25	s 11.40	57.3
1145 OY	11.50	PM L 4.50		s 6.35	s 11.50	62.3
470		f		f	f	64.0
						67.2
1080 W(West)	PM 12.40	s 5.15		s 6.50	PM s 12.05	68.9
1602	1.20	s 5.40		f 7.05	f 12.25	75.6
						79.8
1240 WFTO	2.10 PM A	6.00 PM A		PM L 12.50	7.25 PM A	80.0
					12.50 PM A	80.2
567				f		83.9
417				f		84.2
				f		84.8
				f		85.4
552 W				1.20 PM A		86.7
	Daily	Mon.Wed. & Fri.		Daily	Daily	
	10.10	1.10		.80	2.20	3.55
	7.8	*15.3		13.4	21.0	20.3

DISTANCES FROM TEKO A.

**Time Table No. 4**  
February 8, 1914

**STATIONS**

DNR	TEKO A	B 380
	LOVELL	BH 7
	WATTS	BH 12
D	PLUMMER	BH 16
	CHATCOLET	BH 23
Auto. Block	DR HARRISON	BH 30
	SPRINGSTON	BH 34
	MEDIMONT	BH 41
	LANE	BH 45
D	ROSE LAKE	BH 49
	DUDLEY	BH 52
	CATALDO	BH 58
DR	ENAVILLE	BH 62
	PINE CREEK	BH 64
	SIERRA NEVADA JCT.	BH 67
Auto. Block	D WARDNER	BH 69
	OSBORNE	BH 76
	N. P. DEPOT	
DR	WALLACE	BH 80
	N. P. CROSSING	
	GEM	BL 4
	FRISCO	BL 4
	DORN	BL 5
	MACE	BL 5
DR	BURKE	BL 7
	86.7	
	Time over District	
	Average Speed per Hour	

STATION NUMBERS.

**WESTWARD.**

First Class			Second Class	
21	17	25	93	23
Spokane-Wallace Limited	Spokane-Wallace Limited	Burke Passenger	Freight	Mixed
Daily	Daily	Daily	Daily	Mon.Wed. & Fri.
PM A 12.05			PM A 3.00	
PM 11.45			2.00	
s 11.30			1.00	
s 11.15			12.30 PM	
s 10.50			11.30	
10.25 PM	PM A 4.10		10.25	
9.30			9.15	
s 9.15	s 3.55		8.20	
f 9.00	f 3.40		8.00	
s 8.50	s 3.30		7.30	
s 8.40	s 3.20		7.15	
s 8.30	f 3.10		6.45	
s 8.20	s 3.00		6.15	AM A 11.50
s 8.10	s 2.50		f	
f	f			
s 7.55	s 2.35		5.50	s 11.05
f 7.40	f 2.20		5.20	s 10.45
7.30 AM L	2.10 PM L	PM A 1.55	5.00 AM L	10.30 AM L
Daily	Daily	Daily	Daily	Mon.Wed. & Fri.
4.35	2.00	.80	10.0	1.20
17.4	24.6	13.4	8.0	13.4

FOURTH DISTRICT—Sierra Nevada Jct. and Sierra Nevada Mine.

**EASTWARD.**

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

DISTANCES FROM SIERRA NEVADA JCT.

**Time Table No. 4**  
February 8, 1914

**STATIONS**

0.0	SIERRA NEVADA JCT.
0.4	SWEENEY ORE BIN
0.8	LOWER TUNNEL
1.3	SILVER KING MILL
1.9	ONTARIO
4.0	SIERRA NEVADA
4.4	SIERRA NEVADA MINE
4.4	
	Time over District
	Average Speed per Hour

**WESTWARD.**

STATION NUMBERS.	Second Class

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

FOURTH DISTRICT—Enaville and Paragon.

**EASTWARD.**

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class
	98
	Mixed
	Mon.Wed. & Fri.

DISTANCES FROM ENAVILLE.

**Time Table No. 4**  
February 8, 1914

**STATIONS**

0.0	DR ENAVILLE
4.0	LITTLE NORTH FORK
6.0	HAIGHTS
7.5	SMITH'S SPUR
9.5	STEAMBOAT
13.2	NELSON
19.3	BEAVER
21.3	PRICHARD
23.9	WAITE
27.3	R MURRAY
30.9	RAVEN
32.2	MONARCH
32.8	PARAGON
	32.8
	Time over District
	Average Speed per Hour

**WESTWARD.**

STATION NUMBERS.	Second Class
	97
	Mixed
	Mon.Wed. & Fri.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
No. 98 has right over 97, Enaville to Raven.

Westward 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. 26 has right over No. 25, Wallace to Burke.  
Standard High Line switch, between Wallace and Gem, must be left set and locked for the high line.  
Trains 17, 18, 21 and 22 stop on flag at Sweeney, Kingston and Black Lake.  
Trains 21 and 22 stop on flag at Clark's, (Chatcolet Bridge) and O'Gara.  
Trains 23 and 24 stop on flag at Sweeney.  
East switch Burke passing track must be left set and locked for siding to act as derail.  
Automatic Block west of Wallace extends from Mile Post 79.2 to 78.1.  
Before using Standard Mill and Gem High lines, trains must ascertain if track s are clear.

## SPECIAL INSTRUCTIONS

- No. 1. Special Instructions supersede "Rules and Regulations of the Transportation Department."
- No. 2. Referring to Rule 221A, all trains must obtain clearance card at Tekoa, Riparia, Starbuck and Walla Walla; unnecessary to whistle for train order signal at these stations. Referring to Rule 221, on branch lines train order signal lights will not be kept burning after passage of regular trains for the day. Trains must not whistle for train order signal at Colfax, but must be governed by the position of signal.
- No. 3. Referring to Rule 504, trains wait five minutes after flagman has departed.
- No. 4. White flag displayed will indicate cars or LCL freight to be moved. Trains doing local work must be governed accordingly.
- No. 5. Trains (except passenger) consisting of more than 15 cars must cut off engine to take water, and must 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. Conductors must be governed accordingly.
- 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 cars, rear end of train must be placed on spur track.
- No. 10. Referring to Rule 83-A. Trains are not required to secure clearance card at Bolles, Turner, Seltice, Winona, Raven, and at Grange City Junction when office is closed.
- No. 11. Train registers must not be used as a means of identifying extra trains.

### SPEED RESTRICTIONS.

- No. 12. Passenger trains, mail and express trains, and light engines must not exceed speed of 50 miles per hour; and all other trains must not exceed speed of 30 miles per hour.
- No. 13. All trains must not exceed speed of 30 miles per hour around 6, 7 and 8 degree curves; and 25 miles per hour around 9 and 10 degree curves.
- No. 14. In any class of service, engines of the Consolidation and Mikado class must not exceed speed of 30 miles per hour.
- No. 15. Maximum speed on descending grades, Jerita to Hay, Mica to Chester, Watts to Chatcolet, Watts to Lovell, and Lake Creek Line, passenger trains 35 miles per hour; freight trains 15 miles per hour. Downing to Blue Mountain, Ronans to Dayton, passenger trains 30 miles per hour; freight trains 15 miles per hour. Alto to Relief, Crest to Colfax, passenger trains 25 miles per hour; freight trains 12 miles per hour. Paragon to Raven, Burke and Sierra Nevada Branches, passenger trains 20 miles per hour; freight trains 10 miles per hour.
- No. 16. Maximum speed ascending Standard Mill High Line (Wallace Yard) and Gem High Line, 15 miles per hour.
- No. 17. In Washington and Oregon trains must come to a full stop within 500 feet before crossing railroad crossings at grade, except those protected by gates, interlocking devices, or signalmen. Trains must not exceed a speed of 10 miles per hour over crossings protected by gates or signalmen.
- No. 18. 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. 19. During foggy or stormy weather, when sand is blowing, and at points where there is liability of track being obstructed by falling rocks or slides, engineers must run with great care and under control.
- No. 20. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 21. All trains must be reduced in speed to 10 miles per hour over Bridge 321 (Alto Trestle).
- No. 22. 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 DeSmet avenue, Spokane, from Pearl to Ruby streets, just east of S. F. & N. crossing.
- No. 23. Trains handling steel wrecker must not exceed a speed of 25 miles per hour.

### AIR BRAKES.

- No. 24. Trainmen must provide themselves with a supply of Defective Air Brake Cards, Form No. 4365, and Air Brake Cut Out Cards, 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 the 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. 25. 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. 26. Pressure Retaining Valves must be used on all freight trains descending grades between Downing and M. P. 32½, Bolles and Starbuck, Jerita and Canyon, Crest and Colfax, Darknell and Rockford, Mica and Chester, Lake Creek Branch, M. P. 35½, and Thornton, M. P. 29, and Sunset (Pleasant Valley District), Lovell and Chatcolet, Sierra Nevada Mine and Sierra Nevada Junction, Burke and Wallace, Paragon and Murray.  
On passenger trains descending grades between: Downing and Bates, Menoken and Relief, Jerita and Hay, Crest and Colfax, Mica and Chester, Lovell and Chatcolet, Burke and Wallace.
- No. 27. 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 engine, the regular engineer will set air on train, to be released by helper engineer, and vice versa when this helper cuts off.
- No. 28. Eastward freight trains immediately before leaving Alto and Crest, and westward freight trains immediately before leaving Jerita, Burke and Sierra Nevada Mine, in order to ascertain if air is working through entire train, engineer must sound one long blast of the whistle, then place brake valve in lap position, rear brakeman or conductor must 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.
- No. 29. All westward freight trains must stop five minutes at Hay; all eastward freight trains must stop five minutes at Relief and Bates; to permit wheels to cool off, during which time trainmen must inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.
- No. 30. 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.

**SPECIAL INSTRUCTIONS—Continued**

**YARDS.**

No. 31. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions 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, C., M. & St. P. Jct., 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.

No. 32. Yard and road crews while switching will flag all street crossings at grade, unless such crossings are protected by regular flagmen.

**LIST OF SURGEONS.**

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

**STANDARD CLOCKS.**

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

**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, - - - - - " "  
 R. O. COWLING, " " - - - - - " "

THOS. WALSH, Chief Dispatcher, - - - - - Spokane, Wash.	J. BECK, Chief Dispatcher, - - - - - Starbuck, Wash.
J. S. ELLISON, Dispatcher - - - - - " "	G. M. HUDSON, Dispatcher, - - - - - " "
A. S. BIMROSE, " - - - - - " "	J. A. WALSH, " - - - - - " "
B. G. KOST, " - - - - - " "	M. E. WALSH, " - - - - - " "



# RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	PENDLETON and STARBUCK										WALLULA and WALLAWALLA		BOLLES and TURNER			Starbuck and Pomeroy	La Crosse and Connell	Colfax and Moscow	TEKOA and WALLACE				Sierra Nevada Jct. and Sierra Nevada Mine	Wallace and Burke	Lake Creek Branch	
		EASTWARD					WESTWARD					Eastward	Westward	EASTWARD		Westward	Eastward	Westward	Eastward	Eastward	Eastward	Westward					
		Pendleton to Weston	Bates to Milton	Walla Walla to Bolles	Bolles to Alto	Starbuck to Alto	Menoken to Bolles	Prescott to Ennis	Valley Grove to Walla Walla	Milton to Weston	Bolles to Dayton			Dayton to Turner	Whetstone to Ronan								Eastward	Westward	Eastward	Westward	Eastward
E-57	14 43	50	290	300	240	210	110	290	315	315	150	305	600	305	240	420	305	285	305	230	550	325	190	.....	.....	210	
E-63	14 49	54, 55	355	340	275	240	125	345	370	370	170	355	700	355	275	480	355	330	355	260	640	375	220	.....	.....	240	
E-57	14 51	57 to 60, 62 to 64	320	300	250	215	110	300	330	330	155	320	630	320	250	415	320	300	320	235	555	345	200	.....	.....	215	
E-63	14 54	65 to 70	345	330	270	235	120	325	360	360	170	355	680	345	270	470	345	320	345	255	610	370	215	.....	.....	235	
E-64	18 68	80 to 87	470	445	365	315	165	440	480	480	225	465	910	465	365	635	465	430	465	345	830	485	290	.....	.....	315	
T-55	14 71	112 to 119	510	485	400	340	180	510	525	525	245	500	990	500	400	690	500	470	500	375	900	530	315	.....	.....	340	
E-62	18 62	78 to 79	520	500	405	350	185	490	540	540	250	520	1020	520	405	685	520	480	520	380	930	550	325	.....	.....	350	
M-57	14 91	103 to 111	510	480	400	335	180	480	525	525	245	510	1000	510	400	670	510	480	510	370	900	530	315	.....	.....	345	
A-81	20 106	88 to 102	640	610	500	430	220	600	665	665	300	640	1255	640	500	875	640	600	640	465	1145	675	400	.....	.....	430	
T-63	24 113	136 to 147	740	710	575	500	260	700	770	770	350	740	1455	740	575	1000	740	695	740	540	1325	780	460	180	180	500	
C-51	24 117	160 to 164	785	750	610	530	275	740	810	810	370	785	1540	785	610	1090	785	770	785	570	1405	825	485	.....	.....	530	
T-57	20 119	170 to 173	830	790	640	565	290	783	860	860	390	830	1625	830	640	1155	830	810	830	605	1480	870	515	.....	.....	555	
T-64	15 1/2 139	179 to 184	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590	.....	.....	640	
T-57	20 125	174 to 178	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	950	965	705	1740	1025	585	.....	.....	650	
P-77	20 123	190 to 193	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	895	910	665	1635	960	555	.....	.....	615	
P-77	17 2/3 138	194 to 197	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590	200	200	640	
P-77	20 145	198 to 207	950	910	740	655	335	900	990	990	450	950	1875	950	740	1210	950	930	950	695	1700	1000	590	.....	.....	640	
P-77	20 170	208 to 209	1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	1035	1055	770	1890	1110	655	.....	.....	710	
P-77	20 167S	210 to 215	990	950	770	680	350	940	1045	1045	470	990	1960	990	770	1265	990	985	990	725	1775	1045	615	.....	.....	670	
T-69	20 159	250 to 262	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	1190	1210	885	2175	1275	735	.....	.....	815	
T-63	20 160	300 to 305	1265	1215	990	870	445	1205	1325	1325	585	1265	2510	1265	990	1615	1265	1245	1265	925	2275	1335	770	.....	.....	855	
C-50	20 137	325 to 326																									
C-55	20 143	327 to 329																									
C-57	20 163	344																									
C-57	15 1/2 176	330 to 338																									
C-57	15 1/2 169	339 to 343																									
C-57	20 179	345 to 349																									
C-57	20 187	350 to 388																									
MK-57	20 205	500 to 540																									

**ENAVILLE BRANCH RATING.**

Enaville to Prichard apply Oakesdale to Tekoa  
 Prichard to Murray " Winona to Oakesdale  
 Murray to Paragon " Wallace to Burke  
 Paragon to Enaville " Maximum

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**

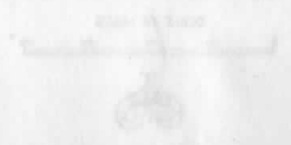
- "E"—Eight Wheelers.
- "A"—Atlantic Type.
- "P"—Pacific Type.
- "T"—Ten Wheeler.
- "M"—Moguls.
- "C"—Consolidation Engines.
- "TW"—Twelve Wheelers.
- "S"—Switch.
- "MK"—Mikado.

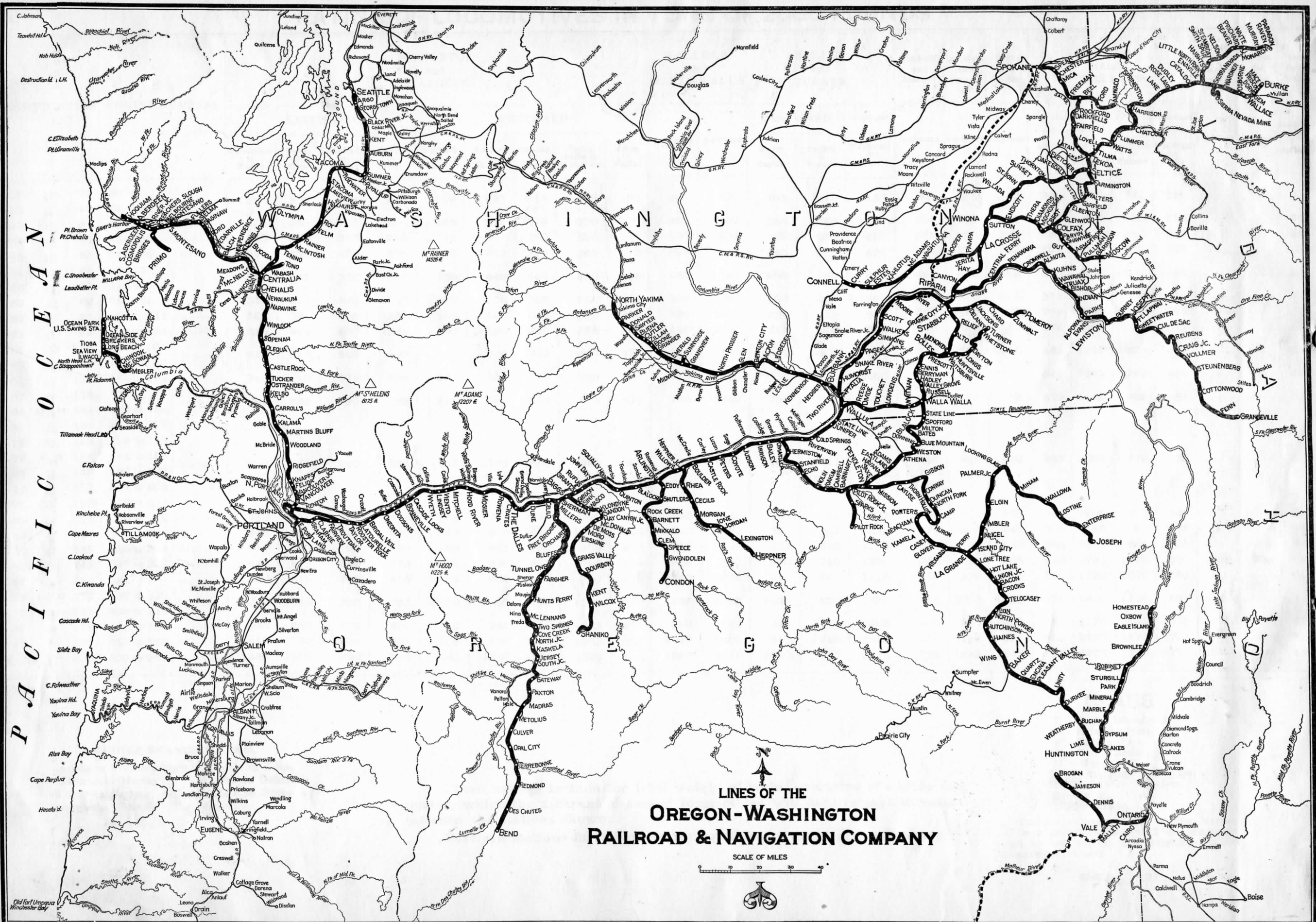
Example:—Consolidation engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

C-57—<sup>22</sup>/<sub>30</sub> 187



RAILROAD & NAVIGATION COMPANY  
OREGON-WASHINGTON  
LIST OF THE





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

SCALE OF MILES

