

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, February 22, 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.

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				First Class				Second Class	
		56 Fast Freight	12 Spokane Passenger	34 Yakima Passenger	46 Walla Walla Passenger		32 Yakima Local	11 Portland Passenger	33 Walla Walla Passenger	31 Wallula Local	45 Portland Passenger	55 Fast Freight
		Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily		
WFTY		PM L 1.15	PM L 10.30		AM L 2.30	0.0	AM A 4.40		AM A 12.30	PM A 12.30		
1996		2.00	10.45		2.50	7.6	4.20		12.10 AM	11.45		
876 W 3/4 E				f		11.0						
2814		2.45	11.05		3.15	19.5			11.45	11.00		
2184 WY		3.30	s 11.22 AM L 11.30		3.45 AM A 5.40	27.2	s 3.45	PM A 1.10	PM A 11.10	11.22 PM L		
						29.2						
		3.45	f 11.30	11.40 AM A	5.50 AM A	29.9						
2657		4.15	f 11.45			36.7	f 3.38	1.00 PM L	11.00 PM L	9.30		
2719		4.45	f 11.55			42.8	f 3.25			8.45		
2707 PW		5.30	AM f 12.10			50.3	f 3.15			8.15		
2616		6.00	f 12.25			57.9	f 3.00			7.45		
315						60.8	f 2.45			7.00		
2614		6.45	f 12.40			66.8	B244					
2689 PV		7.30	f 12.55			74.3	B250 f 2.25			6.15		
						80.3	B257 f 2.10			5.30		
2747		8.30	f 1.10			83.4	B263					
2054						92.3	B266 f 1.50			4.45		
PY		9.15 PM A				92.9	B275					
		Daily	Daily	Daily	Daily		B276	1.30 AM L		4.15 AM L		
		8.00	3.00	0.10	1.15			Daily	Daily	Daily		
		11.6	30.9	16.2	21.6			8.15	0.10	0.10		
								1.08		8.15		
								28.6	16.2	16.2		
								24.0		11.2		

Time Table No. 5
February 22, 1914

STATIONS

DNR	UMATILLA	7.6
	RIVERVIEW	3.4
	COLD SPRINGS	8.5
	JUNIPER	7.7
Auto. Block	DNR WALLULA	2.0
	N. P. CROSSING	0.6
	N. P. CROSSING	0.1
D	ATTALIA	6.8
	HUMORIST	6.1
	ASH	7.5
Auto. Block	N PAGE	7.6
	SIMMONS	2.9
	WALKERS	6.0
	SCOTT	7.5
	MOORE	6.0
	AYER JUNCTION	3.1
	AYER	8.9
	GRANGE CITY	0.6
NR	GRANGE CITY JCT.	
		92.9
	Time over District	
	Average Speed per Hour	

STATION NUMBERS.

A 183
B 191
B 194
B 203
B 210

B 213
B 220
B 226
B 233
B 241
B 244
B 250
B 257
B 263
B 266
B 275
B 276

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.

EASTWARD.												WESTWARD.												
Second Class												First Class												
56	58	48		38	4	16	8	6	14	36	12	DISTANCES FROM TEKO												
Fast Freight	Way Freight	C. M. & St. P. Freight		C. M. & St. P. Passenger	I. & W. N. Passenger	Spokane-Wallace Limited	Spokane Passenger	Spokane Local	Spokane-Wallace Limited	C. M. & St. P. Passenger	Spokane Passenger													
Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily													
1175 FOYFWT	PM L 12.30	AM L 6.30					PM L 4.40	AM L 9.50			AM L 5.35	0.0												
1362	1.00	7.00					s 4.55	s 10.05			5.50	7.2												
1375 W	1.30	7.40					s 5.10	s 10.25			6.05	15.6												
1700	1.45	8.10					5.18	10.35			6.12	19.3												
1282	2.00	8.35					s 5.27	s 10.45			6.18	22.3												
	2.15	9.25				PM L 5.15	s 5.37	s 10.55	AM L 10.45		6.27	26.7												
	2.17	9.30	AM L 1.30	PM L 10.10		5.16	5.39	10.57	10.46	AM L 7.00	6.29	27.5												
1091	2.30	9.45	1.45	10.16		5.22	s 5.46	s 11.05	10.52	7.10	6.35	30.7												
1056 W	2.45	10.00	2.00	10.22		5.27	s 5.55	s 11.12	10.57	7.20	6.41	33.6												
749	3.00	10.15	2.15	10.28		5.32	6.01	11.19	11.03	7.30	6.46	36.0												
1362	3.22	10.35	2.35	10.35		5.38	f 6.10	f 11.26	11.10	7.38	6.52	39.6												
1681	3.40	10.50	2.50	10.41	PM L 6.13	5.44	6.20	11.32	11.15	7.45	7.00	43.3												
2162	3.55	11.20	3.05	10.46	6.18	5.50	6.30	11.38	11.20	7.52	7.10	46.3												
I	4.05	11.30	3.15 AM A	10.50 PM A	6.20 PM A	5.52	6.32	11.40	11.22	7.55 AM A	7.15	47.4												
PWTFO	4.20 PM A	11.40 AM A				6.00 PM A	6.45 PM A	11.50 AM A	11.30 AM A		7.30 AM A	49.4												
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily													
	3.50	5.10	1.45	.40	.07	.45	2.10	2.00	.45	.55	1.55													
	12.9	9.6	11.4	29.8	35.1	30.0	22.8	24.8	30.0	21.7	25.8													

Time Table No. 5
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STATIONS		STATION NUMBERS	
DNR	TEKO	B 380	
D	LATAH	B 387	
D	FAIRFIELD	B 395	
	DARKNELL	B 399	
D	ROCKFORD	B 402	
DN	BELL	B 407	
	MANITO	B 408	
	FREEMAN	B 411	
D	MICA	B 413	
	REDLIN	B 416	
	CHESTER	B 420	
	SPEAR	B 423	
	EAST SPOKANE	B 426	
	N. P. CROSSING		
DNR	SPOKANE	B 429	
49.4			
Time over District			
Average Speed per Hour			

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

Trains 14 and 16 will stop at main line stations to discharge passengers from Wallace and Lake Creek branches.
 At Mica, Oudin Spur track switch must be set to act as derailer for house track.
 Fairfield passing track (old Waverly branch main line) is located between M. P. 395 and 1000 feet West of depot.
 No. 7 will stop on flag to pick up, and No. 8 to let off passengers at Dishman's Crossing, just West of Spear.
 Train No. 11 stop to let off passengers from S. I. Railway.
 Train No. 12 stop to let off passengers from west of Winona.

THIRD DISTRICT—Bolles and Turner.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.					DISTANCES FROM BOLLES	WESTWARD.									
Second Class		First Class				STATIONS	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 11.00	PM L 5.50	PM L 2.00	0.0	R	BOLLES 8.5				BB 71	AM A 7.55	PM A 1.30	PM A 5.10	
1873		s 11.15	s 6.00	s 2.10	3.5	D	WAITSBURG 2.5				BC 3	s 7.45	s 1.15	s 4.55	
969		s 11.30	s 6.10	s 2.25	6.0		HUNTSVILLE 2.7				BC 6	s 7.35	s 1.05	s 4.45	
					8.7		N. P. CROSSING 0.9								
752		f 11.45	f 6.20	f 2.35	9.6		LONGS 3.1				BC 10	f 7.25	f 12.55	f 4.30	
1856 WT	PM L 2.50	PM 12.05 PM A	6.30 PM A	2.45 PM A	13.0	DR	DAYTON 6.3				BC 13	7.15 AM L	12.45 PM L	4.20 PM L	PM A 4.20
P					19.3		RONAN 3.4				BC 19				
P					22.7		WHESTSTONE 2.2				BC 23				
1502 PT	3.30 PM A				24.9		TURNER 24.9				BC 25			3.40 PM L	
	Sun, Wed. and Fri.	Daily	Daily	Daily								Daily	Daily	Daily	Sun, Wed. and Fri.
	.40	1.05	.40	.45			Time over District					.40	.45	.50	.40
	18.0	12.0	10.5	17.3			Average Speed per Hour					19.5	17.8	15.6	18.0

EASTWARD.					DISTANCES FROM STARBUCK	WESTWARD.						
Second Class		Second Class				STATIONS	Second Class		Second Class			
76		76					75	75		75		
Mixed		Mixed					Mixed	Mixed		Mixed		
Daily		Daily			Daily	Daily		Daily				
WFYT		PM L 1.00			0.0	DNR	STARBUCK 7.8				BB 94	AM A 11.30
978		f 1.30			7.8		DELANEY 3.0				BD 8	f 10.55
508		f 1.45			11.4		JACKSONS 3.2				BD 11	f 10.40
979 W		f 2.00			14.6		CHARD 4.4				BD 14	f 10.25
300		2.20			19.0		HOUSER 5.4				BD 19	10.05
1298		f 2.40			24.4		ZUMWALT 4.5				BD 25	f 9.50
1767 WT		3.00 PM A			29.9	DR	POMEROY 1.0				BD 30	AM L 9.30
		Daily					29.9					Daily
		2.00					Time over District					2.00
		15.0					Average Speed per Hour					15.0

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—Wallula and Walla Walla.

EASTWARD.					DISTANCES FROM WALLULA	WESTWARD.								
Second Class		First Class				STATIONS	First Class		Second Class					
54		42		46			41	45		53				
Freight		Walla Walla Passenger		Walla Walla Passenger			Yakima Passenger	Portland Passenger		Freight				
Daily		Daily		Daily	Daily	Daily		Daily						
2184 WY	PM L 4.15	PM L 1.10	AM L 4.45		0.0	DNR	WALLULA 7.6				B 210	AM A 11.30	PM A 11.00	PM A 2.15
150		f 1.25	f 5.05		7.6		REESE 2.6				BA 8	f 11.05	f 10.40	
250	4.50	f 1.30	f 5.15		10.2		DIVIDE 4.9				BA 10	f 10.55	f 10.30	1.30
1509 WP	5.10	s 1.40	s 5.30		15.1	D	TOUCHET 4.4				BA 15	s 10.45	s 10.15	1.00
500	5.30	s 1.50	s 5.45		19.5		LOWDENS 4.7				BA 20	s 10.35	s 10.02	12.35
606	6.00	f 2.05	f 6.00		24.2		WHITMAN 4.6				BA 24	f 10.25	f 9.50	12.15 PM
850		f	f		28.8		BLALOCK (W.W.V.Ry. Crossing) 2.2				BA 29	f	f	
WFTYO	6.30 PM A	2.30 PM A	6.30 AM A		31.0	DNR	WALLA WALLA 31.0				BB 47	10.10 AM L	9.30 PM L	11.45 AM L
	Daily	Daily	Daily									Daily	Daily	Daily
	2.15	1.20	1.45				Time over District					1.20	1.30	2.30
	18.9	23.4	17.7				Average Speed per Hour					23.4	20.8	12.5

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.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class	DISTANCES FROM WINONA.	Time Table No. 5 February 22, 1914				
	56		10		STATIONS	STATION NUMBERS		First Class	
	Fast Freight	Daily	Motor			9	55	Second Class	9
1440 WFY	AM L 3.45		PM L 2.00	0.0	DNR WINONA 11.4	B 316	AM A 11.10	AM A 12.10 AM	
1438	5.00		s 2.25	11.4	WILLADA 6.8	BF 11	s 10.40	10.50	
1201 W	5.55		s 2.40	18.2	D ST. JOHN 7.1	BF 18	s 10.25	10.00	
1522 P	6.45		s 3.00	25.3	SUNSET 5.2	BF 25	s 10.10	9.15	
				30.5	S. & I. E. CROSSING 0.5				
1910	7.30		s 3.20	31.0	D THORNTON 8.2	BF 31	s 9.50	8.30	
1792 W	8.15		s 3.45	39.2	D OAKESDALE 0.4	BF 39	s 9.30	7.45	
				39.6	N. P.—S. & I. E. CROSSINGS 2.7				
703			f	42.3	FLETCHER 5.6	BF 42	f		
1727 PY	9.05 AM A		4.10 PM A	47.9	R SELTICE 47.9	B 374	9.05 AM L	7.00 PM L	
	Daily		Daily Ex. Sun.				Daily Ex. Sun.	Daily	
	5.20		2.10		Time over District		2.05	5.20	
	8.9		22.1		Average Speed per Hour		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.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		72	DISTANCES FROM LA CROSSE.	Time Table No. 5 February 22, 1914				
	72		Mixed		STATIONS	STATION NUMBERS		Second Class	
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			71	Mixed	Daily Ex. Sun.	Daily Ex. Sun.
WY			PM L 1.45	0.0	DR LA CROSSE 4.6	B 305	AM A 11.00		
808			f 2.00	4.6	PAMPA 10.3	BE 5	f 9.30		
387 W (west)			f 2.30	14.9	HOOPER 8.7	BE 14	f 9.00		
1832 W			s 3.00	23.6	D WASHUCNA 5.8	BE 24	s 8.30		
800			f 3.20	29.4	McADAMS 8.0	BE 29	f 8.15		
715			s 3.50	37.4	D KAHLOTUS 5.0	BE 37	s 7.50		
439			f 4.10	42.4	ESTES 3.6	BE 42	f 7.30		
460			f 4.25	46.0	SULPHUR 7.0	BE 46	f 7.20		
WY			4.45 PM A	53.0	DR CONNELL 53.0	BE 53	7.00 AM L		
			Daily Ex. Sun.				Daily Ex. Sun.		
			8.00		Time over District		4.00		
			17.7		Average Speed per Hour		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.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class	DISTANCES FROM BELL.	Time Table No. 5 February 22, 1914				
	20		18		STATIONS	STATION NUMBERS		First Class	
	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited			17	19	Spokane-Wallace Limited	Spokane-Wallace Limited
200			PM L 3.55	0.0	DR BELL 1.9	B 407	AM A 10.45	PM A 5.15	
700				1.9	TELLISON 0.9	BN 2			
640			f	2.8	HAGEN 2.1	BN 3	f	f	
400			f	4.9	WELLER 2.1	BN 5	f	f	
1020			f 4.10	7.0	FORD 7.1	BN 7	f 10.25	f 4.55	
300 WT			4.30 PM A	14.1	DR AMWACO 6.0	BN 14	10.05 AM L	4.35 PM L	
				20.1	(Via Steamer "Harrison")				
			5.05 PM A		HARRISON 20.1	BH 31	9.30 AM L	4.10 PM L	
			Daily		Time over District		.40	.40	
			24.3		Average Speed per Hour		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.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class	DISTANCES FROM COLFAX.	Time Table No. 5 February 22, 1914					
	86		84		82	STATIONS	STATION NUMBERS		First Class	
	Mixed	Motor	Motor		81		83	85	Motor	Motor	Mixed
WFOY	AM L 11.00	PM L 3.30	AM L 8.30	0.0	DR COLFAX 7.8	B 321	AM A 8.15	PM A 2.55	PM A 9.15	
505	f 11.20	f 3.50	f 8.55	7.8	PARVIN 1.9	BG 8	f 7.50	f 2.27	f 8.40	
1049 W	f 11.30	f 3.57	f 9.02	9.7	SHAWNEE 3.0	BG 10	f 7.45	f 2.20	f 8.30	
984 W (East)	s 11.45	s 4.08	s 9.12	12.7	D GUY 6.0	BG 13	s 7.38	s 2.10	s 8.15	
1255	PM 12.10	s 4.30	s 9.30	18.7	D PULLMAN 0.6	BG 19	s 7.25	s 1.50	s 7.40	
				19.3	N. P. CROSSING 4.5					
660	f 12.40	f 4.50	f 9.45	23.8	GARRISON 4.3	BG 24	f 7.10	f 1.35	f 7.15	
WT	1.00 PM A	5.00 PM A	10.00 AM A	28.1	DR MOSCOW	BG 28	7.00 AM L	1.25 PM L	7.00 PM L	
					28.1					
	Daily Ex. Sun.	Daily	Daily		Time over District		1.15	1.80	2.15	
	2.00	1.30	1.80		Average Speed per Hour		22.3	18.6	12.5	

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.

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 COGLAN, 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	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 Wailula	Wallula to Umatilla	Riparia to Hay	Hay to Jerita	Winona to Mockonema	Mockonema to Crest	Colfax to Elberton	Elberton to Garfield	Garfield to Farmington	Seltice to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Jerita	Winona to Oakesdale	Oakesdale to Tekoa	Seltice to Willada	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	
E-57	43	50	620	830	590	320	190	290	215	390	255	300	325	305	110	325	215	325	305	285	335	210	320	550
E-63	49	54, 55	715	960	680	365	220	345	245	450	300	350	375	355	125	375	250	375	355	330	385	235	365	640
E-57	51	57 to 60, 62, 64	645	865	610	330	200	300	220	400	250	320	345	320	115	340	225	345	320	300	350	210	330	570
E-63	54	65 to 70	700	945	650	360	215	325	240	435	270	340	370	345	120	370	245	370	345	320	375	230	360	620
E-63	55	71 to 73	935	1255	885	480	285	440	325	585	390	450	485	465	165	490	325	485	465	430	500	300	485	820
E-64	68	80 to 87	1020	1365	975	525	310	480	350	635	425	490	530	500	180	535	350	530	500	470	545	325	530	900
T-55	71	112 to 119	1050	1405	995	540	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930
M-57	91	103 to 111	1025	1365	970	530	310	480	350	640	410	490	530	510	175	530	360	530	510	480	545	335	525	900
T-63	92	130 to 135	1290	1715	1220	660	390	600	445	800	540	640	675	640	220	680	455	675	640	600	690	400	660	1145
A-81	106	88 to 102	1495	1980	1420	765	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325
T-63	113	136 to 147	1585	2100	1505	810	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405
C-51	117	160 to 164	1670	2215	1590	855	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480
T-57	119	170 to 173	1700	2200	1700	960	540	900	660	1180	800	910	990	940	330	995	675	990	940	920	1010	580	960	1680
T-64	139	179 to 184	1860	2410	1860	1050	590	970	715	1290	875	1000	1075	1020	360	1085	735	1075	1020	1005	1100	670	1050	1835
T-57	125	174 to 178	1650	2135	1650	930	525	860	635	1140	775	885	955	910	320	965	650	955	910	890	985	595	930	1635
P-77	123	190 to 193	1700	2200	1700	960	540	900	660	1180	800	910	990	940	330	995	675	990	940	920	1010	580	960	1680
P-77	138	194 to 197	1800	2340	1800	970	550	900	660	1200	810	925	1000	950	335	1000	680	1000	950	930	1020	620	970	1700
P-77	145	198 to 207	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1080	1890
P-77	170	208 to 209	1880	2445	1880	1015	575	940	690	1240	845	965	1045	990	350	1050	710	1045	990	965	1070	650	1015	1775
P-77	167S	210 to 215	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175
T-69	159	250 to 262	2300	2980	2300	1295	735	1205	885	1595	1085	1235	1335	1265	445	1345	910	1335	1265	1245	1365	830	1295	2275
T-63	160	300 to 305																						
C-50	137	325 to 326																						
C-55	143	327 to 329																						
C-57	163	344																						
C-57	176	330 to 338																						
C-57	169	339 to 343																						
C-57	179	345 to 349																						
C-57	187	350 to 388																						
MK-57	205	500 to 540																						

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:

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	Westward	Eastward	Eastward	Eastward and 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	Wheatstone to Ronan									Eastward	Westward	Eastward	Westward	Eastward	Westward
E-57	16 1/4 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	16 1/4 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-63	17 1/4 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	17 1/4 55	71 to 73	.....	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 1/4 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	18 1/4 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 1/4 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	.....	.....	340
M-57	18 1/4 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 1/4 106	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	20 1/4 113	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	20 1/4 117	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 1/4 119	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	18 1/4 139	179 to 184																									
P-77	22 1/4 123	190 to 193	.....	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	950	965	705	1740	1025	585	.....	.....	650
P-77	17 1/4 138	194 to 197	}	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	895	910	665	1635	960	555	.....	.....	615
P-77	22 1/4 145	198 to 207		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	22 1/4 170	208 to 209	}	950	910	740	655	335	900	990	990	450	950	1875	950	740	1210	950	930	950	695	1700	1000	590	.....	.....	640
P-77	22 1/4 167S	210 to 215		1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	1035	1055	770	1890	1110	655	710
T-69	22 1/4 159	250 to 262	.....	990	950	770	680	350	940	1045	1045	470	990	1960	990	770	1265	990	985	990	725	1775	1045	615	.....	.....	670
T-63	22 1/4 160	300 to 305	.....	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	1190	1210	885	2175	1275	735	.....	.....	815
C-50	20 1/4 137	325 to 326	.....	1265	1215	990	870	445	1205	1325	1325	585	1265	2510	1265	990	1615	1265	1245	1265	925	2275	1335	770	.....	.....	855
C-55	19 1/4 143	327 to 329
C-57	21 1/4 163	344
C-57	18 1/4 176	330 to 338	}
C-57	18 1/4 169	339 to 343	
C-57	22 1/4 179	345 to 349
C-57	22 1/4 187	350 to 388
MK-57	22 1/4 205	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

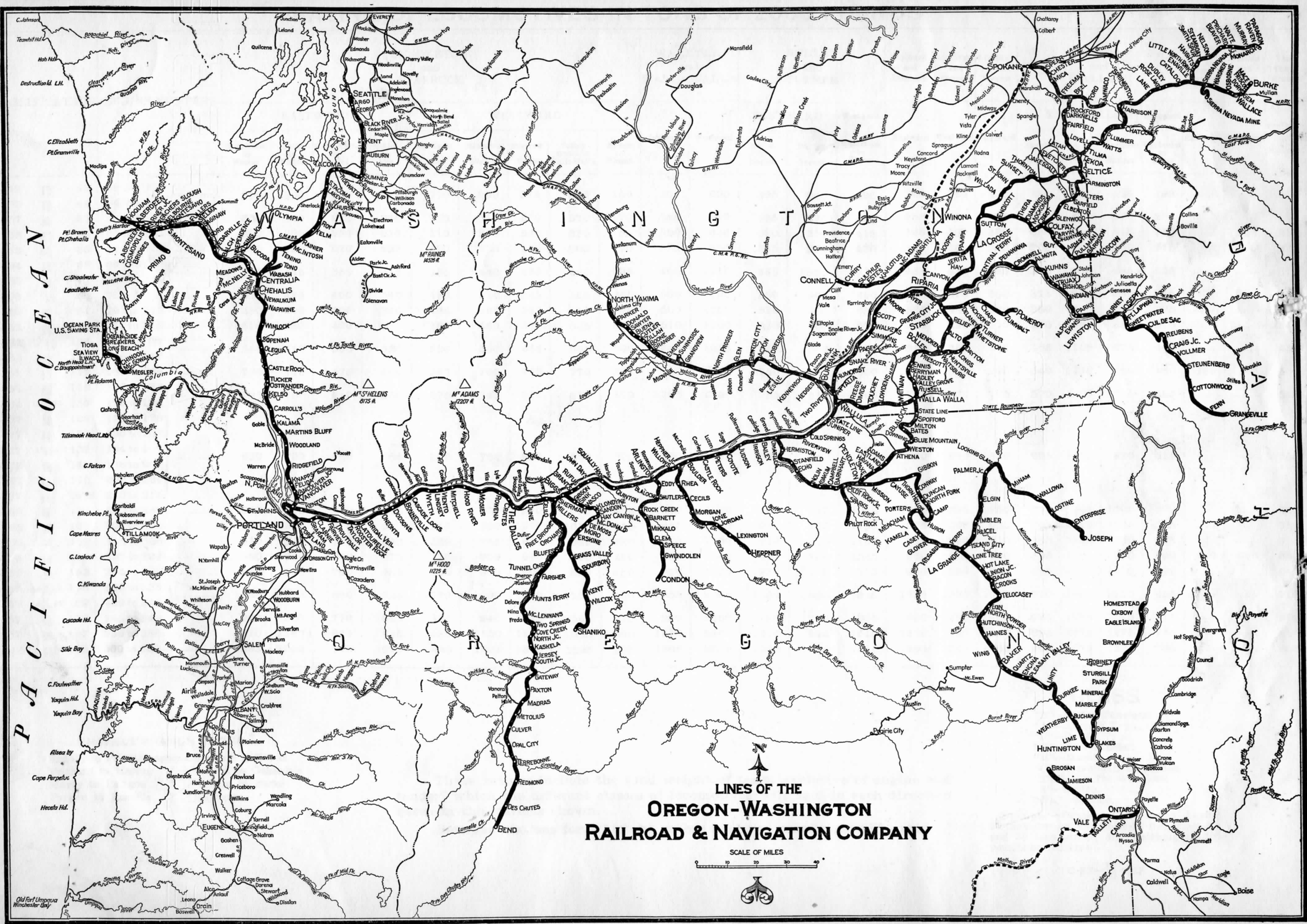
- "E"—Eight Wheelers.
- "A"—Atlantic Type.
- "P"—Pacific Type.
- "T"—Ten Wheeler.
- "M"—Moguls.
- "C"—Consolidation Engines.
- "TW"—Twelve Wheelers.
- "S"—Switch.
- "MK"—Mikado.

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

C-57— $\frac{22}{30}$ 187

RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE





PACIFIC OCEAN

LINES OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

