

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Tuesday, September 15, 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.	Second Class			First Class			DISTANCES FROM PENDLETON.	STATIONS	STATION NUMBERS.	First Class			Second Class						
	58	52	66	2	62	8				1	61	7	51	65	57				
	Way Freight	Mixed	Mixed	Passenger	Motor	Spokane Passenger				Passenger	Motor	Pendleton Passenger	Mixed	Mixed	Way Freight				
	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily							
WFTYO		AM L 10.30		PM L 5.45		AM L 8.00	0.0	DNR PENDLETON	A 225	AM A 8.30		PM A 4.55		PM A 2.00					
550		f		f		8.15	4.6	SAXE	BB 4	f 8.15				f 1.30					
602		f 11.00		f 6.05		f 8.20	7.6	HAVANA	BB 7	f 8.09		4.30		f 1.15					
810		f 11.15		f 6.12		f 8.27	10.5	EASTLAND	BB 10	f 8.03		4.25		f 1.00					
1618		s 11.30		s 6.20		s 8.35	13.3	D ADAMS	BB 13	s 7.57		s 4.17		s 12.50					
1535 W		s 11.45		s 6.30		s 8.45	17.8	D ATHENA	BB 17	s 7.50		s 4.05		s 12.25					
1250		PM s 12.05		s 6.40		s 8.55	21.5	D WESTON	BB 21	s 7.40		s 3.55		s 12.05 PM					
1082		f 12.25		f 6.45		f 9.02	24.0	D DOWNING	BB 23	f 7.30		3.45		f 11.55					
2650		f 12.45		f 6.53		f 9.09	27.2	BLUE MOUNTAIN	BB 27	f 7.20		3.35		f 11.35					
741		f 1.00		f 7.00		f 9.20	30.8	BATES	BB 30	f 7.10		3.25		f 11.15					
450							33.0	BARRETT	BB 33										
1157 W		s 1.30		s 7.15		s 9.34	36.7	D MILTON (W.W.V.Ry.Crossing)	BB 36	s 7.00		s 3.10		s 10.45					
958		f		f			40.4	SPOFFORD	BB 40	f				f					
619		f					42.3	STATE LINE	BB 42					f					
PWFTYO		2.30 PM A	AM L 8.15	7.45 PM A	PM L 4.30	9.55 10.00	46.7	DNR WALLA WALLA	BB 47	6.45 AM L	AM A 9.50	2.50 2.45		9.55 AM L	PM A 7.00				
							47.8	N. P. CROSSING											
973			f 8.35		f	10.20	52.6	RUSSELL	BB 52		f 9.30			f					
1112			f 8.40		f 4.50	10.25	54.2	VALLEY GROVE	BB 54		f 9.25			f 6.15					
1047			f 8.50		f	10.30	57.1	HADLEY	BB 56		f 9.20	2.20		f 6.05					
545			f 9.10		f 5.05		60.4	BERRYMAN	BB 60		f 9.10			f 5.55					
600			f		f		61.5	ENNIS	BB 61		f			f					
1357			s 9.50		s 5.30	s 10.50	67.3	D PRESCOTT	BB 67		s 8.50	s 2.00		s 5.30					
1874 PWT			10.20 AM A		5.50 PM A	s 11.00	72.0	R BOLLES	BB 71		8.40 AM L	s 1.50		5.10 PM L					
975						11.15	76.1	MENOKEN	BB 75			1.40							
1418						f 11.40	83.7	ALTO	BB 83			s 1.20							
1170							89.4	RELIEF	BB 89										
PWFTY		AM L 12.01				PM 12.10 12.15	94.9	DNR STARBUCK	BB 94			12.45 12.40							PM A 2.00 1.45 PM L
PY		12.20 AM A				12.30 PM A	98.7	NR GRANGE CITY JCT.	B 276			12.30 PM L							
		Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily		Daily	Daily	Daily			
		0.19	4.00	2.05				Time over District		1.45	1.10	4.25		4.05	1.50	.15			
		12.0	11.7	12.1				Average Speed per Hour		26.7	21.7	22.3		11.4	13.8	15.2			

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 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	6	104	102		12	11	103	101	5
	Fast Freight	Local Passenger	Yakima Passenger	Yakima Local	Spokane Passenger	Portland Passenger	Walla Walla Passenger	Walla Local	Local Passenger	Fast Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WPTY	PM L 1.15				AM L 1.20	0.0				PM A 12.30 PM	
1906	1.45				1.35	7.6				11.45	
875 W 3/4 E					f	11.0					
2850	2.10				f 1.50	14.0				11.15	
2814	2.35				f 1.58	19.5				10.45	
2184 WY	3.05		AM L 11.30	AM L 5.40	s 2.15	27.2				10.10	
						29.2					
	3.20		11.40 AM A	5.50 AM A	2.22	29.9				9.55	
2667	3.45				f 2.35	36.7				9.20	
2719	4.10				f 2.45	42.8				8.50	
2707 PW	4.40				f 3.00	50.3				8.15	
2616	5.10				f 3.15	57.9				7.45	
816						60.8					
2614	5.45				f 3.30	66.8				7.00	
2689 PW	6.15				f 3.45	74.3				6.25	
	6.40		AM L 4.00		3.55 AM A	80.3				5.55	
2747			f			83.4					
2054						92.3					
PY	7.40 PM A		4.25 AM A			92.9				4.55 AM L	
	Daily	Daily	Daily	Daily	Daily					Daily	
	6.25	0.25	0.10	0.10	2.35					7.35	
	14.5	30.2	16.2	16.2	31.1					12.3	

Time Table No. 7
September 15, 1914

STATIONS

DNR UMATILLA	7.6	A 183
RIVERVIEW	8.4	B 191
COLD SPRINGS	8.0	B 194
SAND	5.5	B 197
JUNIPER	7.7	B 203
DNR WALLULA	2.0	B 210
N. P. CROSSING	0.6	
N. P. CROSSING	0.1	
D ATTALIA	6.8	B 213
HUMORIST	6.1	B 220
ASH	7.5	B 226
N PAGE	7.6	B 233
SIMMONS	2.9	B 241
WALKERS	6.0	B 244
SCOTT	7.5	B 250
MOORE	6.0	B 257
DNR AYER JUNCTION	8.1	B 263
AYER	8.9	B 266
GRANGE CITY	0.6	B 275
NR GRANGE CITY JCT.		B 276

Automatic Block

92.9

Time over District

Average Speed per Hour

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).
 Junction Switch at Ayer Junction will be left set for Spokane-Ayer Line (Fifth District).
 Trains Nos. 11 and 12 stop on flag at Mathews.
 Train No. 12 has right over train No. 101.

FIFTH DISTRICT—Ayer Junction and Spokane

		EASTWARD.						DISTANCES FROM AYER JUNCTION	Time Table No. 7 September 15, 1914	STATION NUMBERS.	WESTWARD.							
		Second Class			First Class						First Class			Second Class				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.		256			16 12 18						15 11 17			255				
		Fast Freight			C. M. & St. P. Passenger	Spokane Passenger	C. M. & St. P. Passenger	C. M. & St. P. Passenger	Portland Passenger	C. M. & St. P. Passenger	Fast Freight							
		Daily			Daily	Daily	Daily	Daily			Daily							
	PW			PM L 6.40				0.0	DNR	AYER JUNCTION	B 263							AM A 5.55
	2996 P			7.00				4.3		CHEW	C 268							5.35
	3000 P			7.25				9.9		JOSE	C 273							5.10
	3000 P			7.50				16.0		PARKS	C 280							4.40
	PFYW			8.15				23.7	N	HOOPER	C 287							4.00
	3000 P			8.40				29.5		GENE	C 293							3.25
	3011 P			8.55				33.8		MACK	C 297							3.00
	3000 P			9.10				38.2		THAVIS	C 302							2.35
	3000 PYW			9.30				42.9	DNR	MARENGO	C 306	AM A 10.15						2.10
	3024 P			9.57				49.6		PATTERSON	C 313	10.03	9.57	12.30				1.50
	3027 P			10.15				53.8		ASHBY	C 317	9.55	9.50	12.18				1.35
	2900 P			10.35				59.0		PALM LAKE	C 322	9.45	9.42	12.05 AM				1.18
	2989 P			11.10				65.6		WELLS	C 329	9.33	9.32	11.50				1.00
	2992 PW			11.42				69.7		CROSKY	C 333	9.22	9.26	11.42				12.45
	2989 P			AM 12.20				77.1		MASON	C 341	9.12	9.15	11.28				12.20
	2991 P			12.45				82.5		GEIB	C 346	9.00	9.09	11.18				12.05 AM
	3063 PW			1.15				87.4	DN	CHENEY	C 351	s 8.50	s 9.00	s 11.10				11.50
	3034 P			1.55				94.6		MARSHALL	C 358	8.35	8.48	10.58				11.30
	3000 P			2.25				98.9		SPRING	C 362	8.25	8.38	10.50				11.15
	PW			3.00 AM A				104.1	DNR	SPokane } Double Track	C 367	8.15 AM L	8.30 PM L	10.40 PM L				11.00 PM L
				Daily						104.1		Daily	Daily	Daily				Daily
				8.20						Time Over District		2.00	2.52	2.10				6.55
				12.5						Average Speed per Hour		30.6	36.8	28.2				15.1

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

Double track extends from east end Latah Creek bridge to Spokane. All trains will use right-hand track in direction they are moving. Switch to double track, east end Latah Creek bridge, will be left set for inbound trains.

Yard limit, Spokane, extends to east end Latah Creek bridge.

Junction switch at Ayer Junction will be left set for Spokane-Ayer Line (Fifth 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 GRANGE CITY JUNCTION.	Time Table No. 7 September 15, 1914	STATION NUMBERS.	First Class.			Second Class.		
		56 Way Freight	58 Way Freight		8 Spokane Passenger	4 Motor				6 Local Passenger	3 Motor	7 Pendleton Passenger	5 Local Passenger	57 Way Freight	55 Way Freight
		Daily	Daily		Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily
604 PY			AM L 12.20		PM L 12.30		AM L 4.25	0.0	NR GRANGE CITY JCT. 1.0	B 276				PM A 1.45	
3321 WP			12.45		s 12.40		s 4.45	5.1	KINMAN 4.1	B 277					
2100			1.15		f 12.55		f 5.05	10.3	DNR RIPARIA (N.P. Crossing) 5.2	B 281	s 12.20	s 10.15		1.25	
2220 W			1.45		s 1.10		f 5.25	17.9	CANYON 7.6	B 286	f 12.10 PM	f 10.02		12.55	
2200			2.15		f 1.25		f 5.40	23.5	HAY 5.6	B 294	s 11.55	f 9.50		12.20 PM	
1146 WY		AM L 12.30	2.40		s 1.35		s 5.55	29.1	JERITA 5.6	B 300	f 11.43	f 9.35		11.43	
2658		12.55	3.10		1.50		6.05	35.7	DR LA CROSSE 6.6	B 305	s 11.30	s 9.20		11.00	PM A 9.45
2200 WYF		1.15	3.30 AM A		s 2.00		s 6.15	39.7	SUTTON 4.0	B 312	11.20	9.10		10.30	9.25
1472		1.45			s 2.15		s 6.30	45.5	Auto Block DNR WINONA 5.8	B 316	s 11.10	s 9.00		10.00	9.00 PM L
692 W		2.15			f 2.30		f 6.45	52.4	ENDICOTT 6.9	B 322	s 10.57	s 8.45		9.25	
1230		2.35			s 2.40		s 6.55	56.2	HERA 8.8	B 328	f 10.45	f 8.30		8.55	
1752		2.58			f 2.50		f 7.05	60.2	DIAMONDS 4.0	B 332	s 10.38	s 8.22		8.25	
957 P		3.15			f 2.58		7.15	62.6	MOCKONEMA 2.4	B 336	f 10.30	f 8.15		7.58	
1640 IWFYO		3.28			s 3.05		7.30 8.15	65.1	Auto Block DR COLFAX (S.&L.E. Crossing) 5.1	B 341	s 10.15	s 8.00		7.45	
756		4.00			f 3.20		f 8.30	71.2	GLENWOOD 6.2	B 347	f 10.00	f 7.45		6.45	
1545 W(East)		4.30			s 3.35		s 8.45	77.4	ELBERTON 5.4	B 354	s 9.50	s 7.30		6.15	
1918		5.00			s 3.50		s 9.00	82.8	D GARFIELD 0.4	B 359	s 9.40	s 7.20		5.50	
								83.2	N. P. CROSSING 3.1						
		5.30			f		f	86.3	WALTERS 4.8	B 362	f			5.30	
								91.1	N. P. CROSSING 1.1						
1650 W		6.15			s 4.10		s 9.20	92.2	D FARMINGTON 5.9	B 368	s 9.20	s 7.00		5.00	
1727 PY		6.45	AM L 8.00		s 4.25	PM L 4.10	s 9.32	98.1	R SELTICE 5.7	B 374	AM A 9.05	s 9.05	s 6.45	4.25	PM A 5.30
1175 POYFWT		7.30 AM A	8.40 AM A		4.35 PM A	4.25 PM A	9.45 AM A	103.8	Auto Block DNR TEKOA 108.8	B 380	AM L 8.40	AM L 8.55	PM L 6.30	4.00 AM L	5.00 PM L
		Daily	Daily		Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily
		7.00	8.50		4.05	0.15	5.20		Time over District		0.25	3.35	4.00	9.45	1.15
		10.7	11.8		25.4	22.8	19.5		Average Speed per Hour		13.7	29.0	25.9	10.6	13.0

Westward 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.

Junction Switch at Grange City Jct. will be left set for Main Line, First District.

Deraller on Incline Track to Dock at Riparia must be left set for ground when not in use.

SECOND DISTRICT—Tekoa and Spokane

EASTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class			First Class										DISTANCES FROM TEKOA	STATIONS		STATION NUMBERS
	48	58	50	538	536	8	534	14	6	10	532	DNR	TEKOA				
	C. M. & St. P. Freight	Way Freight	C. M. & St. P. Freight	C. M. & St. P. Passenger	C. M. & St. P. Passenger	Spokane Passenger	C. M. & St. P. Passenger	Spokane-Wallace Limited	Local Passenger	Spokane-Wallace Limited	C. M. & St. P. Passenger						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
1175 POYFWT		PM L 12.30				PM L 4.40			AM L 9.50			0.0	DNR	TEKOA	B 380		
1352			1.00			s 4.55			s 10.05			7.2	D	LATAH	B 387		
1875 W			1.30			s 5.10			s 10.25			15.6	D	FAIRFIELD	B 395		
1700			1.45			5.20			10.33			19.3		DARKNELL	B 399		
1282			2.00			s 5.30			s 10.45			22.3	D	ROCKFORD	B 402		
			2.15			s 5.40		PM L 5.15	s 10.55	AM L 10.45		26.7		BELL	B 407		
		PM L 6.30	2.18			PM L 9.40	PM L 7.15	5.42	5.16	10.57	10.46	27.5	DNR	MANITO	B 408		
1601			6.45			9.52	7.20	s 5.50	5.22	s 11.05	10.52	30.7		FREEMAN	B 411		
1655 W			7.00			10.01	7.25	s 6.02	5.27	s 11.12	10.57	33.6	D	MICA	B 413		
740			7.15			10.06	7.32	6.10	5.32	11.20	11.03	36.0		REDLIN	B 416		
1302			7.39	3.23		10.13	7.39	f 6.20	5.39	f 11.28	11.10	39.6		CHESTER	B 420		
1581			8.01	3.40	AM L 9.10	10.17	7.45	6.26	PM L 6.12	5.44	11.33	43.3		SPEAR	B 423		
2102			8.15	3.55	9.30	10.21	7.51	6.36	6.16	5.51	11.40	46.3		EAST SPOKANE	B 426		
I		PM A 8.20	4.15	9.33	AM A	10.23	7.53	6.38	6.18	5.53	11.43	47.4		N. P. CROSSING			
BETWEEN N. P. CROSSING AND SPOKANE, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY. CO.																	
PWTF0						10.30 PM A	8.00 PM A	6.45 PM A	6.25 PM A	6.00 PM A	11.50 AM A	11.30 AM A	8.00 AM A	49.3	DNR	SPOKANE	C 367
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			1.50	3.45	0.23	.50	.45	2.05	0.13	.45	2.00	.45	.55				
			10.9	12.6	10.7	26.2	29.1	23.7	27.7	30.1	24.7	30.1	23.8				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 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.
 Yard limit, Spokane Freight Yard, extends to and includes East Spokane; in this limit are S. F. & N. Crossing, S. I. Junction, G. N. Crossing, S. I. Junction, S. & I. E. Crossing, C. M. & St. P. Junction and N. P. Crossing.
 Interlocking Plant at N. P. Crossing covers N. P. and S. & I. E. Crossings and C. M. & St. P. Junction. Interlocking Plant at G. N. Crossing covers G. N. Crossing.
 Train No. 8 stop to let off passengers at Dishman's Crossing, just West of Spear.
 Trains Nos. 10 and 14 stop to discharge passengers from Wallace and Lake Creek branches.
 Yard limit, Manito, extends from 1200 feet east of junction switch at Manito to 800 feet west of junction switch at Bell.

Time Table No. 7
September 15, 1914

STATIONS	STATION NUMBERS
DNR TEKOA	B 380
D LATAH	B 387
D FAIRFIELD	B 395
DARKNELL	B 399
D ROCKFORD	B 402
BELL	B 407
DNR 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	
SPOKANE	C 367

Time over District
Average Speed per Hour

THIRD DISTRICT—Bolles and Turner.

THIRD DISTRICT—Starbuck and Pomeroy.

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			STATIONS	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	Sun, Wed. and Fri.	
PWT		AM L 11.00	PM L 5.50	PM L 2.00	0.0	R	BOLLES 3.5	BB 71	AM A 8.40	PM A 1.30	PM A 5.10
1673		s 11.15	s 6.00	s 2.10	3.5	D	WAITSBURG 2.5	BC 3	s 8.30	s 1.15	s 4.55
909		s 11.30	s 6.10	s 2.25	6.0		HUNTSVILLE 2.7	BC 6	s 8.20	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 3.4	BC 10	f 8.10	f 12.55	f 4.30
1855 WT	PM L 2.50	PM 12.05	PM 6.30	PM 2.45	13.0	DR	DAYTON 6.8	BC 13	8.00 AM L	12.45 PM L	4.20 PM L
P					19.3		RONAN 3.4	BC 19			
P					22.7		WHETSTONE 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	Sun, Wed. and Fri.
		.40	1.05	.40			Time over District		.40	.45	.50
		18.0	12.0	19.5			Average Speed per Hour		19.5	17.3	15.6

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			STATIONS	STATION NUMBERS	Second Class		Second Class	
	106	106	105	105				106	105		
	Mixed	Mixed	Mixed	Mixed				Mixed	Mixed		
		Daily	Daily	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 3.6	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 4.6	BD 25	f 9.50		
1707 WT		3.00 PM A			29.9	DR	POMEROY 1.0	BD 30	9.30 AM L		
		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.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class			STATIONS	STATION NUMBERS	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	Daily	Daily	Daily	Daily	
3134 WY	PM L 5.00	PM L 1.10	AM L 4.45		0.0	DNR	WALLULA 7.6	B 210	AM A 11.30	PM A 11.30	PM A 2.00
150	5.30	f 1.25	f 5.05		7.6		REESE 2.6	BA 8	f 11.05	f 11.10	1.25
250	5.45	f 1.30	f 5.15		10.2		DIVIDE 4.9	BA 10	f 10.55	f 11.00	1.00
1509 WP	6.10	s 1.40	s 5.30		15.1	D	TOUCHET 4.4	BA 15	s 10.45	s 10.45	12.30 PM
500	6.30	s 1.50	s 5.45		19.5		LOWDENS 4.7	BA 20	s 10.35	s 10.30	11.55
606	6.50	f 2.05	f 6.00		24.2		WHITMAN 4.6	BA 24	f 10.25	f 10.20	11.30
850		f	f		28.8		BLALOCK (W.W.V.Ry. Crossing) 2.2	BA 29	f	f	
WFTYO	7.30 PM A	2.30 PM A	6.30 AM A		31.0	DNR	WALLA WALLA 31.0	BB 47	10.10 AM L	10.00 PM L	11.00 AM L
	Daily	Daily	Daily				Time over District		1.20	1.80	3.00
	2.30	1.20	1.45				Average Speed per Hour		28.3	20.7	10.3

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.				DISTANCES FROM WINONA.	STATIONS	STATION NUMBERS	WESTWARD.	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class	Second Class
	58	4					3	55
	Freight	Motor		Motor	Freight			
	Daily	Daily		Daily	Daily			
1440 WFY	AM L 3.30	PM L 2.00	0.0	DNE WINONA 11.4	B 316	AM A 11.10	PM A 9.00	
1488	4.45	s 2.25	11.4	WILLADA 6.8	BF 11	s 10.40	8.00	
1201 W	5.30	s 2.40	18.2	D ST. JOHN 7.1	BF 18	s 10.25	7.30	
1522 P	6.00	s 3.00	25.3	SUNSET 5.2	BF 25	s 10.10	7.00	
			30.5	S. & I. E. CROSSING 0.5				
1910	6.45	s 3.20	31.0	D THORNTON 8.2	BF 31	s 9.50	6.30	
1752 W	7.30	s 3.45	39.2	D OAKESDALE 0.4	BF 39	s 9.30	6.00	
			39.6	N. P.—S. & I. E. CROSSINGS 2.7				
708		f	42.3	FLETCHER 5.6	BF 42	f		
1727 PY	8.00 AM A	4.10 PM A	47.9	R SELTICE 47.9	B 374	9.05 AM L	5.30 PM L	
	Daily	Daily				Daily	Daily	
	4.30	2.10				2.05	3.30	
	10.6	22.1				28.0	18.4	
				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 3 and 4 stop on flag at Warner, Coman, Juno and Gravel Pit.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				DISTANCES FROM LA CROSSE.	STATIONS	STATION NUMBERS	WESTWARD.	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				Second Class	
	78	72					71	77
	Freight	Mixed		Mixed	Freight			
	Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily			
WY	PM L 9 45	PM L 1.45	0.0	DR LA CROSSE 4.6	B 305	AM A 11.00	AM A 12.30 AM	
808	10.10	f 2.00	4.6	PAMPA 10.8	BE 5	f 9.30	11.45	
387 W (west)	11.00 PM A	f 2.30	14.9	HOOPER 8.7	BE 14	f 9.00	11.00 PM L	
1882 W		s 3.00	23.6	D WASHUCNA 5.8	BE 24	s 8.30		
600		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		
488		f 4.10	42.4	ESTES 3.0	BE 42	f 7.30		
450		f 4.25	46.0	SULPHUR 7.0	BE 46	f 7.20		
WFY		4.45 PM A	53.0	DR CONNELL 53.0	BE 53	7.00 AM L		
	Daily	Daily Ex. Sun.				Daily Ex. Sun.	Daily	
	1.15	3.00				4.00	1.30	
	11.9	17.7				18.8	9.9	
				Time over District				
				Average Speed per Hour				

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Connell Branch Trains will Register at Hooper Depot on Ayer Line. No. 78 has right over No. 77 La Crosse to Hooper.
Trains 71 and 72 stop on flag at Palouse Falls.

FOURTH DISTRICT—Bell and Amwaco.

EASTWARD.				DISTANCES FROM BELL.	STATIONS	STATION NUMBERS	WESTWARD.	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class	Second Class
		76	74				73	75
		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	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	f	2.8	HAGEN 2.1	BN 3	f	f
400		f	f	4.9	WELLER 2.1	BN 5	f	f
1020		f 4.10	f 9.40	7.0	FORD 7.1	BN 7	f 10.25	f 4.55
300 WT		4.30 PM A	10.00 AM A	14.1	DR AMWACO 6.0	BN 14	10.05 AM L	4.35 PM L
		5.05 PM A	10.25 AM A	20.1	(Via Steamer "Harrison")			
		Daily	Daily		HARRISON 20.1	BH 31	9.30 AM L	4.10 PM L
		.85	.85		20.1		Daily	Daily
		24.2	24.2		Time over District		.40	.40
					Average Speed per Hour		21.2	21.2

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
No. 74 has right over No. 73 Bell to Amwaco.
No. 76 has right over No. 75 Bell to Amwaco.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	STATIONS	STATION NUMBERS	WESTWARD.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class	Second Class		
		86	84				82	81	83	85
		Mixed	Motor	Motor	Motor	Motor	Mixed			
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.			
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 7.30
605		f 11.20	f 3.50	f 8.55	7.8	PARVIN 1.9	BG 8	f 7.50	f 2.27	f 6.25
1049 W		f 11.30	f 3.57	f 9.02	9.7	SHAWNEE 8.0	BG 10	f 7.45	f 2.20	f 6.10
984 W (East)		s 11.45	s 4.08	s 9.12	12.7	D ALBION 6.0	BG 13	s 7.38	s 2.10	s 5.55
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 5.30
					19.3	N. P. CROSSING 4.5				
660		f 12.40	f 4.50	f 9.45	23.8	GARRISON 4.8	BG 24	f 7.10	f 1.35	f 5.10
WT		1.00 PM A	5.00 PM A	10.00 AM A	28.1	DR MOSCOW 28.1	BG 28	7.00 AM L	1.25 PM L	5.00 PM L
		Daily Ex. Sun.	Daily	Daily		28.1		Daily	Daily	Daily Ex. Sun.
		2.00	1.80	1.80		Time over District		1.15	1.80	2.80
		14.1	18.7	18.7		Average Speed per Hour		22.5	18.7	11.2

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.

WESTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class			DISTANCES FROM TEKOA.
	94	28	26	24	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
1804	4.30				s 9.10	7.0
889	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	s10.25	30.4
1272	8.00			s 5.30	s10.45	33.8
500	8.20			f 5.45	f11.00	41.1
1092	8.50			s 5.55	s11.10	45.0
859	9.25			s 6.05	s11.20	49.0
707	9.50			s 6.15	s11.30	51.8
1546 W(East)	10.30			s 6.25	s11.40	57.3
1145 OY	11.50	PM L 4.50		s 6.35	s11.50	62.3
470		f		f	f	64.0
						67.2
1080 W(West)	PM 12.40	s 5.15		s 6.50	PM s12.05	68.9
1602	1.20	s 5.40		f 7.05	f12.25	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
562 W				1.20 PM A		86.7
	Daily	Mon.Wed.& Fri.		Daily	Daily	
	10.10	1.10		.80	2.20	3.55
	7.9	15.2		13.4	21.3	20.4

Time Table No. 7 September 15, 1914			STATION NUMBERS.
STATIONS			
DNR	TEKOA	B 380	
	LOVELL	BH 7	
	WATTS	BH 12	
D	PLUMMER	BH 16	
	CHATCOLET	BH 23	
Auto Block	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	KELLOGG	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			

Time Table No. 7 September 15, 1914					
First Class			Second Class		
21	23	25	93	27	
Spokane-Wallace Limited	Spokane-Wallace Limited	Burke Passenger	Freight	Mixed	
Daily	Daily	Daily	Daily	Mon.Wed.& Fri.	
PM A 12.05			PM A 2.00		
PM 11.45			1.30		
s11.30			12.45		
s11.15			12.15 PM		
s10.50			11.30		
10.25 PM 9.30	PM A 4.10		10.25 9.00		
s 9.15	s 3.55		8.00		
f 9.00	f 3.40		7.30		
s 8.50	s 3.30		7.05		
s 8.40	s 3.20		6.40		
s 8.30	f 3.10		6.25		
s 8.20	s 3.00		5.55		
s 8.10	s 2.50		5.30	AM A 11.50	
f	f		f		
s 7.55	s 2.35		5.00	s11.05	
f 7.40	f 2.20		4.25	s10.45	
7.30 AM L	2.10 PM L	PM A 1.55	4.00 AM L	10.30 AM L	
Daily	Daily	Daily	Daily	Mon.Wed.& Fri.	
4.35	2.00	.80	10.0	1.20	
17.5	24.8	13.4	8.0	13.8	

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

EASTWARD.		DISTANCES FROM SIERRA NEVADA JCT.	Time Table No. 7 September 15, 1914		WESTWARD.	
Second Class			STATIONS		Second Class	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.					STATION NUMBERS.	
		0.0	SIERRA NEVADA JCT.	BH 69		
		0.4	SWEENEY ORE BIN			
		0.8	LOWER TUNNEL	BK 1		
		1.3	SILVER KING MILL	BK 1		
		1.9	ONTARIO			
		4.0	SIERRA NEVADA	BK 4		
		4.4	SIERRA NEVADA MINE	BK 4		
			4.4			
			Time over District			
			Average Speed per Hour			

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

FOURTH DISTRICT—Enaville and Paragon.

EASTWARD.		DISTANCES FROM ENAVILLE.	Time Table No. 7 September 15, 1914		WESTWARD.	
Second Class			STATIONS		Second Class	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.					STATION NUMBERS.	
			98			
			Mixed			
			Mon.Wed.& Fri.			
POYW	AM L 11.50	0.0	ENAVILLE	BH 62	PM A 4.50	
	f	4.0	LITTLE NORTH FORK	BI 4	f	
	f	6.0	HAIGHTS	BI 6	f	
	f	7.5	SMITH'S SPUR	BI 8	f	
	PM 12.30	9.5	STEAMBOAT	BI 10	s 3.40	
1800	s12.45	13.2	NELSON	BI 13	s 3.10	
1000	s 1.10	19.3	BEAVER	BI 19	s 2.50	
		21.3	PRICHARD	BI 21		
150	s 1.25	23.9	WAITE	BI 24	s 2.35	
900 PW	s 1.40	27.3	MURRAY	BI 27	s 2.15	
Y	f 1.55 PM A	30.9	RAVEN	BI 31	2.00 PM L	
P		32.2	MONARCH	BI 32		
		32.8	PARAGON	BI 33		
	Mon.Wed.& Fri.		32.8		Mon.Wed.& Fri.	
	2.05		Time over District		2.50	
	14.8		Average Speed per Hour		10.9	

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 23, 24, 21, and 22 stop on flag at Sweeney and Black Lake. Trains 21 and 22 stop on flag at Clark's, (Chatcolet Bridge) and O'Gara. Trains 27 and 28 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 tracks are clear. All trains and engines flag over Sixth Street at N. P. Depot and over Bank Street, east of O.-W. R. & N. Depot at Wallace.

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 Manito, 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 cards at Bolles, Turner, Seltice and Raven, and at Colfax, Winona, La Crosse, Grange City Junction and Ayer Junction when offices are 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. Trains handling steel wrecker must not exceed a speed of 25 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. Maximum speed 15 miles per hour over bridges between Chew and Joso and between Spring and Spokane, crossing the Snake and Spokane rivers and Latah Creek. Train and enginemen keep sharp lookout for derailments, etc., and be prepared to stop should an emergency arise.

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, Manito, 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.

No. 32. Yard and road crews while switching will flag all 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. MELL A. WEST, 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, " " - - - - - " "
 H. B. COBURN, Trainmaster, - - - - - " "

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

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 Farmington	Seltice to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Jerita	Winona to Oakesdale	Oakesdale to Tekoa	Seltice to Willlada		Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	
E-57	1 1/2 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	1 1/2 49	54, 55																							
E-57	1 1/2 51	57 to 60, 62, 64		715	960	680	365	220	345	245	450	300	350	375	355	125	375	250	375	355	330	385	235	365	640
E-63	1 1/2 54	65 to 70		645	865	610	330	200	300	220	400	250	320	345	320	115	340	225	345	320	300	350	210	330	570
E-63	1 1/2 55	71 to 73		700	945	650	360	215	325	240	435	270	340	370	345	120	370	245	370	345	320	375	230	360	620
E-64	1 1/2 68	80 to 87		935	1255	885	480	285	440	325	585	390	450	485	465	165	490	325	485	465	430	500	300	485	820
T-55	1 1/2 71	112 to 119		1020	1365	975	525	310	480	350	635	425	490	530	500	180	535	350	530	500	470	545	325	530	900
E-62	1 1/2 62	78 to 79		1050	1405	995	540	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930
M-57	1 1/2 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
A-81	2 1/2 106	88 to 102		1290	1715	1220	660	390	600	445	800	540	640	675	640	220	680	455	675	640	600	690	400	660	1145
T-63	2 1/2 113	136 to 147		1495	1980	1420	765	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325
C-51	2 1/2 117	160 to 164		1585	2100	1505	810	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405
T-57	2 1/2 119	170 to 173																							
T-64	1 1/2 139	179 to 184		1670	2215	1590	855	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480
T-57	2 1/2 125	174 to 178																							
P-77	2 1/2 123	190 to 193																							
P-77	1 1/2 138	194 to 197																							
P-77	2 1/2 145	198 to 207																							
P-77	2 1/2 170	208 to 209																							
P-77	2 1/2 167S	210 to 215																							
T-69	2 1/2 159	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 1/2 160	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 1/2 137	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	2 1/2 143	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	2 1/2 163	344		1800	2340	1800	970	550	900	660	1200	810	925	1000	950	335	1000	680	1000	950	930	1020	620	970	1700
C-57	1 1/2 176	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	1 1/2 169	339 to 343																							
C-57	2 1/2 179	345 to 349		1880	2445	1880	1015	575	940	690	1240	845	965	1045	990	350	1050	710	1045	990	965	1070	650	1015	1775
C-57	2 1/2 187	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 1/2 205	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

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.

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.

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

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	PENDLETON and STARBUCK										WALLULA and WALLA WALLA		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	Prascott to Enns	Valley Grove to Walla Walla	Milton to Weston	Bolles to Dayton			Dayton to Turner	Wetstone to Ronan									Eastward	Westward	Eastward
E-57	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	49	54, 55																								
E-57	51	57 to 60, 62 to 64	355	340	275	240	125	345	370	370	170	355	700	355	275	480	355	330	355	260	640	375	220			240
E-63	54	65 to 70	320	300	250	215	110	300	330	330	155	320	630	320	250	415	320	300	320	235	555	345	200			215
E-63	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	68	80 to 87																								
T-55	71	112 to 119	470	445	365	315	165	440	480	480	225	465	910	465	365	635	465	430	465	345	830	485	290			315
E-62	82	78 to 79	510	485	400	340	180	510	525	525	245	500	990	500	400	690	500	470	500	375	900	530	315			340
M-57	91	103 to 111	520	500	405	350	185	490	540	540	250	520	1020	520	405	685	520	480	520	380	930	550	325			350
T-63	92	130 to 135	510	480	400	335	180	480	525	525	245	510	1000	510	400	670	510	480	510	370	900	530	315			345
A-81	106	88 to 102																								
T-63	113	136 to 147	640	610	500	430	220	600	665	665	300	640	1255	640	500	875	640	600	640	465	1145	675	400			430
C-51	117	160 to 164	740	710	575	500	260	700	770	770	350	740	1455	740	575	1000	740	695	740	540	1325	780	460	180	180	500
T-57	119	170 to 173																								
T-64	139	179 to 184	785	750	610	530	275	740	810	810	370	785	1540	785	610	1090	785	770	785	570	1405	825	485			530
T-57	125	174 to 178																								
P-77	123	190 to 193																								
P-77	138	194 to 197	830	790	640	565	290	783	860	860	390	830	1625	830	640	1155	830	810	830	605	1480	870	515			555
P-77	145	198 to 207																								
P-77	170	208 to 209																								
P-77	1678	210 to 215																								
T-69	159	250 to 262	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590			640
T-63	160	300 to 305	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	950	965	705	1740	1025	585			650
C-50	137	325 to 326	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	895	910	665	1635	960	555			615
C-55	143	327 to 329	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590	200	200	640
C-57	163	344	950	910	740	655	335	900	990	990	450	950	1875	950	740	1210	950	930	950	695	1700	1000	590			640
C-57	176	330 to 338																								
C-57	169	339 to 343	1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	1035	1055	770	1890	1110	655			710
C-57	179	345 to 349	990	950	770	680	350	940	1045	1045	470	990	1960	990	770	1265	990	985	990	725	1775	1045	615			670
C-57	187	350 to 388	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	1190	1210	885	2175	1275	735			815
MK-57	205	500 to 540	1265	1215	990	870	445	1205	1325	1325	585	1265	2510	1265	990	1615	1265	1245	1265	925	2275	1335	770			855

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:

WASHINGTON RAILROAD & NAVIGATION CO.



RAILROAD & NAVIGATION COMPANY
 OREGON-WASHINGTON
 LINES OF THE

Member of the
 United Fruit

WASHINGTON RAILROAD & NAVIGATION CO.

