

# OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



**FOURTH DIVISION**

## EMPLOYEES' TIME TABLE

**To Take Effect Sunday, November 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*







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. 8 November 15, 1914	STATION NUMBERS.	First Class.				Second Class.							
	58		56		8		4					6		3		7		5		57		55	
	Way Freight		Through Freight		Spokane Passenger		Motor					Local Passenger		Motor		Pendleton Passenger		Local Passenger		Way Freight		Through Freight	
	Daily		Daily		Daily		Daily					Daily		Daily		Daily		Daily		Daily		Daily	
604 PY	AM L 2.20	AM L 12.40			PM L 12.30			AM L 4.25	0.0	NR GRANGE CITY JCT. 1.0	B 276						PM A 1.45	PM A 11.55					
3321 WP	2.45	1.00			s 12.40			s 4.45	1.0	KINMAN 4.1	B 277												
2100	3.15	1.25			f 12.55			f 5.05	5.1	DNR RIPARIA (N.P. Crossing) 5.2	B 281	s 12.20	s 10.10				1.25	11.35					
2220 W	4.00	2.00			s 1.10			f 5.25	10.3	CANYON 7.6	B 286	f 12.10 PM	f 10.00				12.55	11.10					
2200	4.30	2.30			f 1.25			f 5.40	17.9	D HAY 5.6	B 294	s 11.55	f 9.45				12.20 PM	10.45					
1146 WY	4.55	2.55			s 1.35			s 5.55	23.5	JERITA 5.6	B 300	f 11.43	f 9.32				11.43	10.15					
2658	5.25	3.25			1.50			6.05	29.1	DR LA CROSSE 6.6	B 305	s 11.30	s 9.20				11.00	9.55					
2200 WYF	5.45	3.45 AM A			s 2.00			s 6.15	35.7	SUTTON 4.0	B 312	11.20	9.10				10.30	9.25					
1472	6.30				s 2.15			s 6.30	39.7	Auto Block } DNR WINONA 5.8	B 316	s 11.10	s 9.00				10.00	9.00 PM L					
692 W	7.05				f 2.30			f 6.45	45.5	D ENDICOTT 6.9	B 322	s 10.57	s 8.45				9.25						
1230	7.30				s 2.40			s 6.55	52.4	THERA 8.8	B 328	f 10.45	f 8.30				8.55						
1752	8.00				f 2.50			f 7.05	56.2	D DIAMONDS 4.0	B 332	s 10.38	s 8.22				8.25						
957 P	8.15				2.58			7.15	60.2	MOCKONEMA 2.4	B 336	f 10.30	f 8.15				8.00						
1640 IWFYO	8.30				s 3.05			7.30 8.15	62.6	Automatic Block } CREST 2.5	B 338	10.22	8.08				7.45						
756	9.00				f 3.20			f 8.30	65.1	DR COLFAX (S.&L.E. Crossing) 6.1	B 341	s 10.15	s 8.00				7.30						
1545 W(East)	9.50				s 3.35			s 8.45	71.2	GLENWOOD 6.2	B 347	f 10.00	f 7.45				6.45						
1918	10.15				s 3.50			s 9.00	77.4	D ELBERTON 5.4	B 354	s 9.50	s 7.30				6.15						
					s 3.50			s 9.00	82.8	D GARFIELD 0.4	B 359	s 9.40	s 7.20				5.50						
					f			f	83.2	N. P. CROSSING 3.1													
									86.3	WALTERS 4.8	B 362	f											
									91.1	N. P. CROSSING 1.1													
1650 W	10.50				s 4.10			s 9.20	92.2	D FARMINGTON 5.9	B 368	s 9.20	s 7.00				5.00						
1727 PY	11.20	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	11.55 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					
	9.85	8.45			4.05	0.15		5.20		Time over District		0.25	3.35	4.00			9.45	8.25					
	10.8	12.1			25.4	22.8		19.5		Average Speed per Hour		13.7	29.0	25.9			10.6	13.3					

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 Line Via Colfax.

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

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

**EASTWARD.**

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class			First Class										DISTANCES FROM TEKOA	Time Table No. 8 November 15, 1914		STATION NUMBERS
	48	58	50	538	536	8	14	6	10	534	532	STATIONS	STATION NUMBERS				
	C. M. & St. P. Freight Daily	Freight Daily	C. M. & St. P. Freight Daily	C. M. & St. P. Passenger Daily	C. M. & St. P. Passenger Daily	Spokane Passenger Daily	Spokane- Wallace Limited Daily	Local Passenger Daily	Spokane- Wallace Limited Daily	C. M. & St. P. Passenger Daily	C. M. & St. P. Passenger Daily				DNR	STATIONS	
1175 FOYFWT		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 5.12		s 10.25				15.6	D	FAIRFIELD	B 395		
1700		1.45				5.22		10.33				19.3		DARKNELL	B 399		
1282		2.00				s 5.35		s 10.45				22.3	D	ROCKFORD	B 402		
							PM L 5.10		AM L 10.45			26.7		BELL	B 407		
	AM L 3.50	2.18			PM L 9.45	PM L 7.15	s 5.45	5.12	s 10.57	s 10.46	AM L 7.05	27.5	DNR	MANITO	B 408		
1891	4.02	2.30			9.55	7.20	s 5.52	5.17	s 11.05	10.52	7.15	30.7		FREEMAN	B 411		
1855 W	4.15	2.45			10.04	7.25	s 6.02	5.23	s 11.12	10.57	7.22	33.6	D	MICA	B 413		
749	4.25	3.00			10.11	7.32	6.10	5.30	11.20	11.03	7.30	36.0		REDLIN	B 416		
1382	4.40	3.23			10.18	7.39	f 6.20	5.37	f 11.28	11.10	7.37	39.6		CHESTER	B 420		
1581	4.55	3.40	AM L 9.10		10.26	7.45	6.28	5.42	11.33	11.15	AM L 10.17	43.3		DISHMAN	B 423		
2162	5.10	3.55	9.30		10.31	7.51	6.36	5.51	11.40	11.20	10.26	46.3		EAST SPOKANE	B 426		
I	5.15 AM A	4.15 PM A	9.33 AM A		10.33	7.53	6.38	5.53	11.43	11.23	10.28	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.																	
PWTFO						10.40 PM A	8.00 PM A	6.45 PM A	6.00 PM A	11.50 AM A	11.30 AM A	10.35 AM A	8.00 AM A	49.3	DNR	SPOKANE	C 368
	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	1.25	3.45	0.28			.55	.45	2.05	.50	2.00	.45	0.18	.55				
	14.0	12.6	10.7			23.8	29.1	23.7	27.1	24.7	30.1	20.0	23.8				

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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 Dishman.

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.

At interlocking plant, N. P. Crossing, Spokane, Engineers will sound three short blasts of whistle for track to Union Station, four short blasts for track to Spokane Freight Yard.

Auto Auto Block	DNR	TEKOA	B 380
Auto Auto Block	D	LATAH	B 387
Auto Auto Block	D	FAIRFIELD	B 395
		DARKNELL	B 399
Auto Auto Block	D	ROCKFORD	B 402
		BELL	B 407
Auto Auto Block	DNR	MANITO	B 408
		FREEMAN	B 411
Auto Auto Block	D	MICA	B 413
		REDLIN	B 416
		CHESTER	B 420
		DISHMAN	B 423
		EAST SPOKANE	B 426
		N. P. CROSSING	
	DNR	SPOKANE	C 368
		49.3	
		Time over District	
		Average Speed per Hour	



THIRD DISTRICT—Bolles and Turner.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.				DISTANCES FROM BOLLES	WESTWARD.							
Second Class		First Class			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				Sun, Wed. and Fri.				
Daily				Daily				Daily				
PWT	AM L 11.00	PM L 5.50	PM L 2.00	0.0	R	BOLLES		BB 71	AM A 8.40	PM A 1.30	PM A 5.10	
1678	s 11.15	s 6.00	s 2.10	3.5	D	WAITSBURG		BC 3	s 8.30	s 1.15	s 4.55	
909	s 11.30	s 6.10	s 2.25	6.0		HUNTSVILLE		BC 6	s 8.20	s 1.05	s 4.45	
				8.7		N. P. CROSSING						
752	f 11.45	f 6.20	f 2.35	9.6		LONGS		BC 10	f 8.10	f 12.55	f 4.30	
1856 WT	PM L 2.50	PM 12.05 PM A	6.30 PM A	13.0	DR	DAYTON		BC 13	8.00 AM L	12.45 PM L	4.20 PM L	PM A 4.20
P				19.3		RONAN		BC 19				
P				22.7		WHETSTONE		BC 23				
1502 PT	3.30 PM A			24.9		TURNER		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	.40
	18.0	12.0	19.5			Average Speed per Hour			19.5	17.3	15.6	18.0

EASTWARD.				DISTANCES FROM STARBUCK	WESTWARD.							
Second Class		Second Class			Second Class		Second Class					
106		106			106		105					
Mixed		Mixed			Mixed		Mixed					
Sun, Wed. and Fri.				Daily				Daily				
Daily				Daily				Daily				
WFYT			PM L 1.00	0.0	DNR	STARBUCK		BB 94	AM A 11.30			
978			f 1.30	7.8		DELANEY		BD 8	f 10.55			
508			f 1.45	11.4		JACKSONS		BD 11	f 10.40			
979 W			f 2.00	14.6		CHARD		BD 14	f 10.25			
300			2.20	19.0		HOUSER		BD 19	10.05			
1298			f 2.40	24.4		ZUMWALT		BD 25	f 9.50			
1767 WT			3.00 PM A	29.9	DR	POMEROY		BD 30	9.30 AM L			
			Daily						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			First Class		Second Class				
54	42	46	41		45	53	41	45			
Freight	Walla Walla Passenger	Walla Walla Passenger	Yakima Passenger		Portland Passenger	Freight	Yakima Passenger	Portland Passenger			
Daily				Daily				Daily			
2184 WY	PM L 5.00	PM L 1.10	AM L 4.45	0.0	DNR	WALLULA		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		BA 8	f 11.05	f 11.10	1.25
250	5.45	f 1.30	f 5.15	10.2		DIVIDE		BA 10	f 10.55	f 11.00	1.00
1509 WP	6.10	s 1.40	s 5.30	15.1	D	TOUCHET		BA 15	s 10.45	s 10.45	12.30 PM
500	6.30	s 1.50	s 5.45	19.5		LOWDENS		BA 20	s 10.35	s 10.30	11.55
606	6.50	f 2.05	f 6.00	24.2		WHITMAN		BA 24	f 10.25	f 10.20	11.30
850		f	f	28.8		W. W. V. RY. CROSSING		BA 29	f	f	
WFTYO	7.30 PM A	2.30 PM A	6.30 AM A	31.0	DNR	WALLA WALLA		BB 47	10.10 AM L	10.00 PM L	11.00 AM L
	Daily	Daily	Daily						Daily	Daily	Daily
	2.80	1.20	1.45			Time over District			1.20	1.80	3.00
	12.4	28.3	17.7			Average Speed per Hour			28.3	20.7	10.8

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.	WESTWARD.				
Second Class		First Class			First Class		Second Class		
56		4			3		55		
Freight		Motor		Motor		Freight			
Daily		Daily		Daily		Daily			
1440	WFY	AM L 3.45	PM L 2.00	0.0	DNR	WINONA 11.4	B 316	AM A 11.10	PM A 9.00
1438		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			
703			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
		4.15	2.10			Time over District		2.05	3.30
		11.3	22.1			Average Speed per Hour		23.0	18.4

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.	WESTWARD.				
Second Class		72			Second Class		71		
Daily Ex. Sun.		Mixed			Mixed		Mixed		
WY		PM L 1.45		0.0	DR	LA CROSSE 4.8	B 305	AM A 11.00	
808		f 2.00		4.6		PAMPA 10.8	BE 5	f 9.30	
887	W (west)	f 2.30		14.9	D	HOOPER 8.7	BE 14	f 9.00	
1882	W	s 3.00		23.6	D	WASHTUCNA 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	
438		f 4.10		42.4		ESTES 3.6	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 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.

FOURTH DISTRICT—Bell and Amwaco.

EASTWARD.				DISTANCES FROM BELL.	WESTWARD.			
Second Class		First Class			First Class		Second Class	
		76 74			73 75			
		Spokane-Wallace Limited		Spokane-Wallace Limited				
		Daily		Daily				
200			PM L 3.55	0.0	BELL 1.9	B 407	AM A 10.45	PM A 5.10
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 4.50
300	WT		4.30 PM A	14.1	AMWACO 6.0	BN 14	10.05 AM L	4.35 PM L
			5.05 PM A	20.1	(Via Steamer "Harrison")			
			Daily		HARRISON 20.1	BH 31	9.30 AM L	4.10 PM L
			.85				Daily	Daily
			24.2		Time over District		.40	.85
			24.2		Average Speed per Hour		21.2	24.2

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.	WESTWARD.					
Second Class		First Class			First Class		Second Class			
86		84 82			81 83		85			
Mixed		Motor		Motor		Mixed				
Daily Ex. Sun.		Daily		Daily		Daily Ex. Sun.				
WFOY		AM L 11.00	PM L 3.30	0.0	DR	COLFAX 7.8	B 321	AM A 8.15	PM A 2.55	PM A 7.30
505		f 11.20	f 3.50	7.8		PARVIN 1.9	BG 8	f 7.50	f 2.27	f 6.25
1049	W	f 11.30	f 3.57	9.7		SHAWNEE 3.0	BG 10	f 7.45	f 2.20	f 6.10
984	W (East)	s 11.45	s 4.08	12.7	D	ALBION 6.0	BG 13	s 7.38	s 2.10	s 5.55
1255		PM 12.10	s 4.30	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	23.8		GARRISON 4.3	BG 24	f 7.10	f 1.35	f 5.10
WT		1.00 PM A	5.00 PM 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	Daily	Daily Ex. Sun.
		2.00	1.30			Time over District		1.15	1.30	2.30
		14.1	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.



## 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, Ayer Junction, 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 and Grange City 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 reduce speed to 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 reduce speed to 10 miles per hour over Bridge 321 (Alto Trestle).
- No. 22. All trains must 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, Oakesdale, Moscow and Wallace; also De Smet avenue, Spokane, from Pearl to Ruby streets, just east of S. F. & N. crossing. Twenty miles per hour over public crossing just west of Dishman.
- No. 23. All trains must reduce speed to fifteen miles per hour while crossing steel bridge between Chew and Joso over Snake River; also over steel bridges between Spring and Spokane crossing Spokane River and Latah Creek and steel bridge over Spokane River at Monroe street; ten miles per hour over wooden trestle one mile east of Spring. 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, and Air Brake Cut Out Cards, Form No. 2399 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, Ayer Junction, Marengo, Starbuck, Grange City, Grange City Junction, Riparia, LaCrosse, Hooper (on Connell Branch), Winona, Colfax, Moscow, Seltice, Tekoa, Bell, Manito, Spokane, Harrison, Enaville, Kellogg-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.

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. S. THOMPSON, " - - - - - " "

# RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	UMATILLA and STARBUCK			AYER JUNCTION and SPOKANE		STARBUCK and TEKOA Via COLFAX										TEKOA and SPOKANE					Lake Creek Branch		
		Eastward	WESTWARD		Eastward	Westward	EASTWARD							WESTWARD			Eastward	WESTWARD				Eastward and Westward		
			Page to Wallula	Wallula to Umatilla	Ayer Jet. to Gelb	Spokane to Gelb	Elparia 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	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah		Latah to Tekoa	
E-57	43	50	620	830	590	535	535	320	190	290	215	390	255	300	325	305	110	325	285	335	210	320	550	210
E-63	49	54, 55																						
E-57	51	57 to 60, 62, 64	715	960	680	615	615	365	220	345	245	450	300	350	375	355	125	375	330	385	235	365	640	240
E-63	54	65 to 70	645	865	610	550	550	330	200	300	220	400	250	320	345	320	115	340	300	350	210	330	570	215
E-63	55	71 to 73	700	945	650	600	600	360	215	325	240	435	270	340	370	345	120	370	320	375	230	360	620	235
E-64	68	80 to 87	935	1255	885	800	800	480	285	440	325	585	390	450	485	465	165	490	430	500	300	485	820	315
T-55	71	112 to 119																						
E-62	62	78 to 79	1020	1365	975	875	875	525	310	480	350	635	425	490	530	500	180	535	470	545	325	530	900	340
M-57	91	103 to 111	1050	1405	995	900	900	540	320	490	360	655	415	505	550	520	185	550	480	560	340	540	930	350
T-63	92	130 to 135	1025	1365	970	880	880	530	310	480	350	640	410	490	530	510	175	530	480	545	335	525	900	345
A-81	106	88 to 102	1290	1715	1220	1110	1110	660	390	600	445	800	540	640	675	640	220	680	600	690	400	660	1145	430
T-63	113	136 to 147																						
C-51	117	160 to 164	1495	1980	1420	1290	1290	765	440	700	515	930	620	715	780	740	260	785	695	800	485	765	1325	500
T-57	119	170 to 173	1585	2100	1505	1365	1365	810	450	740	545	985	670	760	825	785	275	830	770	845	515	810	1405	530
T-64	139	179 to 184																						
T-57	125	174 to 178																						
P-77	123	190 to 193	1670	2215	1590	1425	1425	855	485	785	575	1040	715	800	870	830	290	875	810	890	540	855	1480	555
P-77	138	194 to 197																						
P-77	145	198 to 207																						
T-69	159	250 to 262	1700	2200	1700	1460	1460	960	540	900	660	1180	800	910	990	940	330	995	920	1010	580	960	1680	640
T-63	160	300 to 305	1860	2410	1860	1600	1600	1050	590	970	715	1290	875	1000	1075	1020	360	1085	1005	1100	670	1050	1835	650
C-50	137	325 to 326	1650	2135	1650	1420	1420	930	525	860	635	1140	775	885	955	910	320	965	890	985	595	930	1635	615
C-55	143	327 to 329	1700	2200	1700	1460	1460	960	540	900	660	1180	800	910	990	940	330	995	920	1010	580	960	1680	640
C-57	163	344	1800	2340	1800	1540	1540	970	550	900	660	1200	810	925	1000	950	335	1000	930	1020	620	970	1700	640
C-57	176	330 to 338	2000	2600	2000	1720	1720	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	1035	1135	690	1080	1890	710
C-57	169	339 to 343																						
P-77	170	208 to 209	1880	2445	1880	1620	1620	1015	575	940	690	1240	845	965	1045	990	350	1050	965	1070	650	1015	1775	670
P-77	167	210 to 215																						
C-57	179	345 to 349																						
C-57	187	350 to 388	2200	2850	2200	1800	1800	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	1190	1305	795	1240	2175	815
MK-57	205	500 to 540	2300	2980	2300	1980	1980	1295	735	1205	885	1595	1085	1235	1335	1265	445	1345	1245	1365	830	1295	2275	855

## 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— $\frac{22}{30}$  187



RAILROAD & NAVIGATION COMPANY

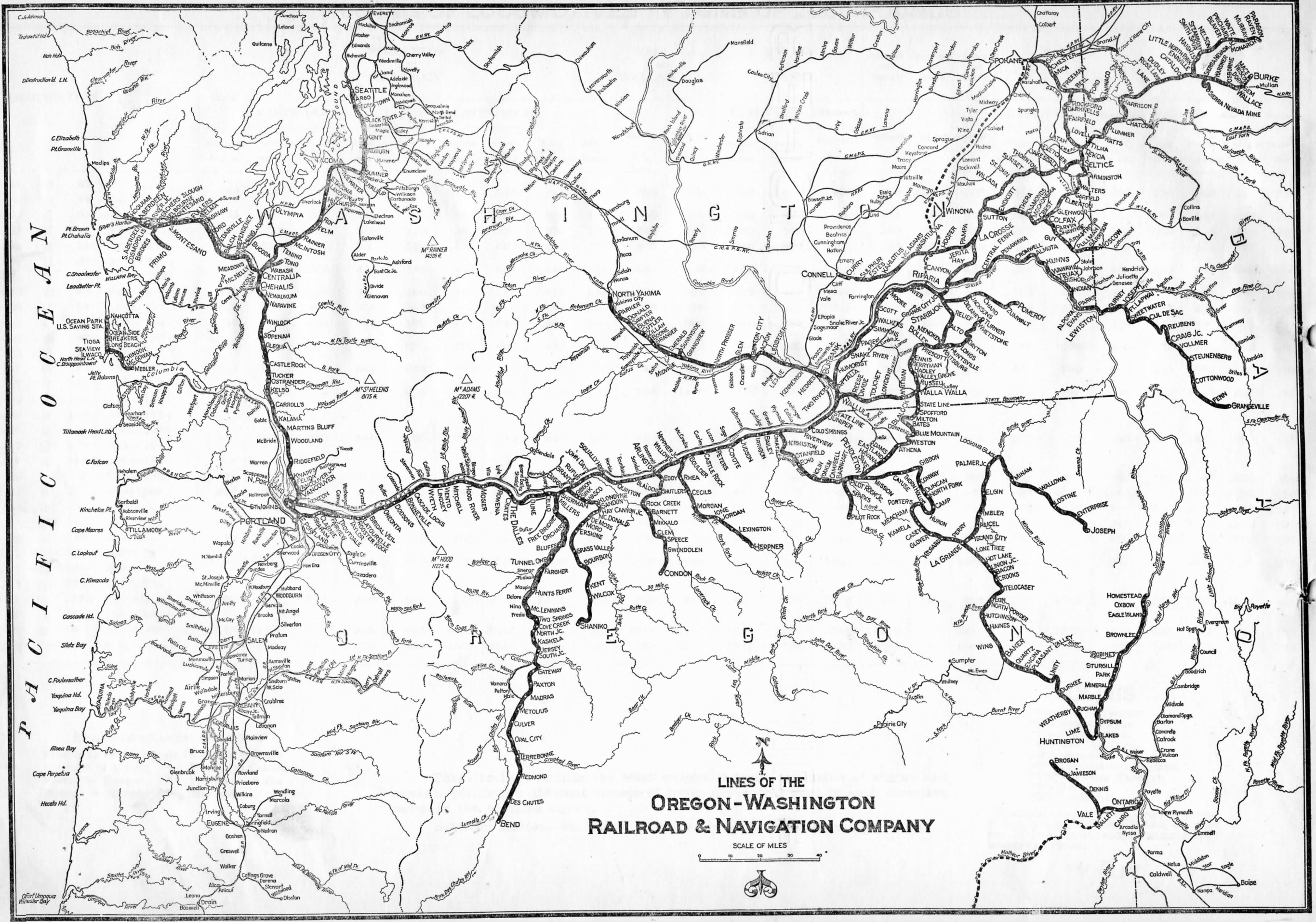
ORIGIN - WASHINGTON

1888

THE RAILROAD & NAVIGATION COMPANY  
OF THE DISTRICT OF COLUMBIA

RAILROAD & NAVIGATION COMPANY

RAILROAD & NAVIGATION COMPANY



PACIFIC

# Lines of the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

SCALE OF MILES

