

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Thursday, November 19, 1914
12:01 A. M. "Pacific Time"

For the Government and Information of Employes 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'BREIN,
Vice President and General Manager.

M. J. BUCKLEY,
General Superintendent

FIRST DISTRICT—Umatilla and Spokane

EASTWARD.

WESTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class					First Class					DISTANCES FROM UMATILLA.	First Class					Second Class			
	70 C. M. & St. P. Freight		256 Through Freight			104 Yakima Passenger		102 Yakima Local		16 C. M. & St. P. Passenger		12 Spokane Passenger		18 C. M. & St. P. Passenger		69 C. M. & St. P. Freight		255 Through Freight		
	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WFTY		AM L 11.45								AM L 1.20					0.0				AM A 11.45	
1996			PM 12.25							1.45					7.6				11.00	
2850 W1½E			1.00							f 2.00					13.5				10.30	
2814			1.30							f 2.10					19.6				10.00	
2184 WY			2.10			AM L 11.30	AM L 5.40			s 2.25					27.3				9.30	
															29.2					
															29.8					
															29.9					
2657			2.30			11.40 AM A	5.50 AM A			2.32					36.7				9.10	
2719			3.00							f 2.42					36.7				8.40	
2707 PW			3.30							f 2.52					42.7				8.10	
2616			4.10							f 3.04					50.2				7.30	
2614			4.50							f 3.16					57.9				6.50	
2614			5.35							f 3.30					66.7				6.05	
2689 P			6.15							f 3.42					74.2				5.30	
										s 3.55					80.4				5.00	
															84.7				4.10	
2996 P			7.00							4.10					84.7				4.10	
8000 P			7.25							4.26					90.3				3.45	
3000 P			7.50							4.40					96.4				3.20	
															102.4				2.55	
										f 4.55					102.4				2.30	
8000 P			8.20							5.10					109.9				2.10	
8011 P			8.50							5.20					114.2				1.50	
8000 P			9.15							5.32					118.6				1.25	
8000 PYW		AM L 3.15	10.13							PM L 7.15	s 5.45	AM L 5.35			123.4			AM A 2.45	1.25	
3024 P		3.35	10.45							7.26	6.00	5.48			130.1			2.25	12.35 AM	
3027 P		3.47	11.05							7.32	6.10	5.56			134.3			2.12	11.55	
2990 P		4.00	11.30							7.40	6.20	6.06			139.5			1.58	11.30	
2989 P		4.18	11.57							7.50	6.33	6.20			146.0			1.42	11.12	
2992 PW		4.28	AM 12.25							7.56	6.42	6.28			150.1			1.32	11.00	
2989 P		4.48	1.15							8.07	6.58	f 6.42			157.5			1.15	10.40	
2991 P		5.02	1.45							8.17	7.06	6.52			162.5			1.00	10.25	
8068 PW		5.15	2.20							s 8.25	s 7.16	s 7.02			167.8			12.45	10.10	
8084 P		5.32	3.15							8.48	7.30	7.15			175.0			12.27	9.50	
8000 P		5.45	3.45							9.02	7.40	7.25			179.3			12.15	9.35	
		6.00 AM A	4.30 AM A							9.20 PM A	7.55 AM A	7.45 AM A			184.5			12.01 AM L	9.15 PM L	
		Daily	Daily							Daily	Daily	Daily						Daily	Daily	
		2.45	16.45							.10	.10	2.05	6.35	2.10				2.44	14.30	
		22.8	11.5							16.2	16.2	29.4	28.0	28.2				22.4	12.7	

Time Table No. 9
November 19, 1914

STATIONS

DNR UMATILLA	7.6
RIVERVIEW	5.9
SAND	6.1
JUNIPER	7.7
DNR WALLULA	1.9
N. P. CROSSING	0.6
N. P. CROSSING	0.1
ATTALIA	6.8
HUMORIST	6.0
ASH	7.5
N PAGE	7.7
SIMMONS	8.8
SCOTT	7.5
MOORE	6.2
DNR AYER JUNCTION	4.3
CHEW	5.6
JOSO	6.1
PARKS	6.0
HOOPER	7.5
GENE	4.3
MACK	4.4
THAVIS	4.8
DNR MARENGO	6.7
PATTERSON	4.2
ASHBY	5.2
PALM LAKE	6.5
WELLS	4.1
CROSKY	7.4
MASON	5.0
GEIB	5.3
DN CHENEY	7.2
MARSHALL	4.3
SPRING	5.2
DNR SPOKANE	184.5

STATION NUMBERS.

A 183	
B 191	
B 197	
B 203	
B 211	
B 213	
B 220	
B 226	
B 234	
B 241	
B 250	
B 258	
B 264	
C 268	
C 274	
C 280	
C 286	
C 293	
C 297	
C 302	
C 307	
C 313	
C 318	
C 323	
C 329	
C 333	
C 341	
C 346	
C 351	
C 358	
C 363	
C 368	

Time over District
Average Speed per Hour

15 C. M. & St. P. Passenger	11 Portland Passenger	17 C. M. & St. P. Passenger	103 Walla Walla Passenger	101 Walla Walla Local
Daily	Daily	Daily	Daily	Daily
	AM A 2.00			
	1.45			
	f 1.30			
	f 1.20			
	1.00 12.55		PM A 1.10	PM A 10.55
			1.00 PM L	10.45 PM L
	12.48			
	f 12.38			
	f 12.28			
	f 12.16			
	f 12.04 AM			
	f 11.52			
	f 11.40			
	11.30 11.25			
	11.18			
	11.07			
	10.53			
	f 10.43			
	10.32			
	10.26			
	10.20			
	AM A 10.15	s 10.13	AM A 12.50	
	10.03	10.02	12.35	
	9.55	9.55	12.24	
	9.45	9.47	12.10 AM	
	9.33	9.36	11.57	
	9.22	9.29	11.49	
	f 9.12	9.17	f 11.37	
	9.00	9.08	11.28	
	s 8.50	s 9.00	s 11.20	
	f 8.35	8.48	f 11.08	
	8.25	8.38	11.00	
	8.15 AM L	8.30 PM L	10.50 PM L	
Daily	Daily	Daily	Daily	Daily
2.00	5.30	2.00	.10	.10
30.6	33.4	30.6	16.2	16.2

Westward trains are superior to trains of the same class in the opposite direction—
See Rule 72
Double track extends from east end Spokane River-Latah Creek bridge to Spokane. All trains will use right-hand track in direction they are moving. Switch to double track, east end Spokane River-Latah Creek bridge, will be left set for westward trains.

Yard limit, Spokane, extends to west end Spokane River-Latah Creek bridge.
Nos. 255 and 256 will carry passengers.
Walla Walla yard limit extends through and includes Attalia.
Trains 11 and 12 stop on flag at Mathews and Cold Springs.
Automatic block does not cover double track in Spokane.

SECOND DISTRICT—Ayer Junction and Tekoa.

EASTWARD.										WESTWARD.										
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class.				First Class.				DISTANCES FROM AYER JUNCTION.	Time Table No. 9 November 19, 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				
8000 PW							AM L 4.00	0.0	DNR	AYER JUNCTION	B 264			PM A 10.55						
2747							f 4.06	3.1		AYER	B 266			f 10.49						
2054								12.0		GRANGE CITY	B 275									
PY							PM L 12.30	12.6	NR	GRANGE CITY JCT.	B 276		PM A 12.30	s 10.30						
								13.6	Auto Block	KINMAN	B 277									
3321 WP		AM L 2.45	AM L 1.00				s 12.40	17.7	DNR	RIPARIA (N.P. Crossing)	B 281		s 12.20	s 10.10		PM A 1.25	PM A 11.35			
2100		3.15	1.25				f 12.55	22.9		CANYON	B 286		f 12.10 PM	f 10.00		12.55	11.10			
2220 W		4.00	2.00				s 1.10	30.5	D	HAY	B 294		s 11.55	f 9.45		12.20 PM	10.45			
2200		4.30	2.30				f 1.25	36.1		JERITA	B 300		f 11.43	f 9.32		11.43	10.15			
1146 WY		4.55	2.55				s 1.35	41.7	D	LA CROSSE	B 305		s 11.30	s 9.20		11.00	9.55			
2658		5.25	3.25				1.50	48.3		SUTTON	B 312		11.20	9.10		10.30	9.25			
2200 WYF		5.45	3.45 AM A				s 2.00	52.3	Auto Block	DNR WINONA	B 316		s 11.10	s 9.00		10.00	9.00 PM L			
1472		6.30					s 2.15	58.1	D	ENDICOTT	B 322		s 10.57	s 8.45		9.25				
692 W		7.05					f 2.30	65.0		THERA	B 328		f 10.45	f 8.30		8.55				
1230		7.30					s 2.40	68.8	D	DIAMONDS	B 332		s 10.38	s 8.22		8.25				
1752		8.00					f 2.50	72.8		MOCKONEMA	B 336		f 10.30	f 8.15		8.00				
957 P		8.15					2.58	75.2	Automatic Block	CREST	B 338		10.22	8.08		7.45				
1640 IWFYO		8.30					s 3.05	77.7	DR	COLFAX (S.&L.E. Crossing)	B 341		s 10.15	s 8.00		7.30				
756		9.00					f 3.20	83.8		GLENWOOD	B 347		f 10.00	f 7.45		6.45				
1545 W(East)		9.50					s 3.35	90.0	D	ELBERTON	B 354		s 9.50	s 7.30		6.15				
1918		10.15					s 3.50	95.4	D	GARFIELD	B 359		s 9.40	s 7.20		5.50				
								95.8		N. P. CROSSING										
							f	98.9		WALTERS	B 362		f							
								103.7		N. P. CROSSING										
1650 W		10.50					s 4.10	104.8	D	FARMINGTON	B 368		s 9.20	s 7.00		5.00				
1727 PY		11.20	AM L 8.00				s 4.25	110.7	R	SELTICE	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	116.4	Auto Block	DNR TEKOA	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				
		9.10	8.25				4.05			Time over District		0.25	3.35	4.25		9.25	8.05			
		10.8	11.8				25.4	22.8		Average Speed per Hour		13.7	29.0	26.4		10.5	13.1			

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

FOURTH DISTRICT—Tekoa and Burke.

EASTWARD.

Table with columns for Second Class (94, 28) and First Class (26, 24, 22). Includes station names like OWFTY, 1804, 839, 957, 1240 PFTW, 1260 TW, 1272, 500, 1092, 859, 707, 1546 W(East), 1145 OY, 470, 1080 W(West), 1602, 1240 WFTO, 567, 417, 552 W. Includes times and distances.

DISTANCES FROM TEKOA.

Time Table No. 9 November 19, 1914

WESTWARD.

Table with columns for First Class (21, 23, 25) and Second Class (93, 27). Includes station names like DNR TEKOA, LOVELL, WATTS, D PLUMMER, CHATCOLET, DR HARRISON, SPRINGSTON, MEDIMONT, LANE, D ROSE LAKE, DUDLEY, CATALDO, DR ENAVILLE, PINE CREEK, SIERRA NEVADA JCT., D KELLOGG-WARDNER, OSBORNE, N. P. DEPOT, DR WALLACE, N. P. CROSSING, GEM, FRISCO, DORN, MACE, DR BURKE. Includes times and distances.

STATION NUMBERS.

Time over District Average Speed per Hour

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

EASTWARD.

Table with columns for Second Class. Includes station names like SIERRA NEVADA JCT., SWEENEY ORE BIN, LOWER TUNNEL, SILVER KING MILL, ONTARIO, SIERRA NEVADA, SIERRA NEVADA MINE. Includes times and distances.

DISTANCES FROM SIERRA NEVADA JCT.

Time Table No. 9 November 19, 1914

STATIONS

Table with columns for STATIONS and times. Includes station names like SIERRA NEVADA JCT., SWEENEY ORE BIN, LOWER TUNNEL, SILVER KING MILL, ONTARIO, SIERRA NEVADA, SIERRA NEVADA MINE. Includes times and distances.

WESTWARD.

Table with columns for Second Class. Includes station names like BH 69, BK 1, BK 1, BK 4, BK 4. Includes times and distances.

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

FOURTH DISTRICT—Enaville and Paragon.

EASTWARD.

Table with columns for Second Class (98). Includes station names like POYW, ENAVILLE, LITTLE NORTH FORK, HAIGHTS, SMITH'S SPUR, STEAMBOAT, NELSON, BEAVER, PRICHARD, WAITE, MURRAY, RAVEN, MONARCH, PARAGON. Includes times and distances.

DISTANCES FROM ENAVILLE.

Time Table No. 9 November 19, 1914

STATIONS

Table with columns for STATIONS and times. Includes station names like ENAVILLE, LITTLE NORTH FORK, HAIGHTS, SMITH'S SPUR, STEAMBOAT, NELSON, BEAVER, PRICHARD, WAITE, MURRAY, RAVEN, MONARCH, PARAGON. Includes times and distances.

WESTWARD.

Table with columns for Second Class (97). Includes station names like BH 62, BI 4, BI 6, BI 8, BI 10, BI 13, BI 19, BI 21, BI 24, BI 27, BI 31, BI 32, BI 33. Includes times and distances.

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, 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. KOŠT, " - - - - - " "
 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	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	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah		Latah to Tekoa			
E-57	1 1/2 43	50																								
E-63	1 1/2 49	54, 55																								
E-57	1 1/2 51	57 to 60, 62, 64																								
E-63	1 1/2 54	65 to 70																								
E-63	1 1/2 55	71 to 73																								
E-64	1 1/2 68	80 to 87																								
T-55	1 1/2 71	112 to 119																								
E-62	1 1/2 62	78 to 79																								
M-57	1 1/2 91	103 to 111																								
T-63	1 1/2 92	130 to 135																								
A-81	2 1/2 106	88 to 102																								
T-63	2 1/2 113	136 to 147																								
C-51	2 1/2 117	160 to 164																								
T-57	2 1/2 119	170 to 173																								
T-64	15 1/2 26 139	179 to 184																								
T-57	2 1/2 125	174 to 178																								
P-77	2 1/2 123	190 to 193																								
P-77	17 28 138	194 to 197																								
P-77	2 1/2 145	198 to 207																								
T-69	2 1/2 159	250 to 262																								
T-63	2 1/2 160	300 to 305																								
C-50	2 1/2 137	325 to 326																								
C-55	3 1/2 143	327 to 329																								
C-57	2 1/2 163	344																								
C-57	15 1/2 28 176	330 to 338																								
C-57	15 1/2 28 169	339 to 343																								
P-77	2 1/2 170	208 to 209																								
P-77	2 1/2 167S	210 to 215																								
C-57	2 1/2 179	345 to 349																								
C-57	2 1/2 187	350 to 388																								
MK-57	2 1/2 205	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:

C-57—²²/₃₀ 187

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	WINONA and TEKOA Via P. V. District			TEKOA and WALLACE			
				EASTWARD				WESTWARD					Eastward	Westward	EASTWARD		Westward	Eastward	Westward	Eastward	EASTWARD		Westward	EASTWARD			Westward
				Pendleton to Weston	Bates to Milton	Walla Walla to Bolles	Bolles to Alto	Starbuck to Alto	Menoken to Bolles	Prescott to Ennis	Valley Grove to Walla Walla	Milton to Weston			Bolles to Dayton	Dayton to Turner					Whetstone to Ronan	Winona to Oakesdale		Oakesdale to Tekoa	Seltice to Willada	Lovell to Watts	
E-57	12	43	50	290	300	240	210	110	290	315	315	150	305	600	305	240	420	305	285	305	215	325	305	230	550	325	190
E-63	12	49	54, 55	355	340	275	240	125	345	370	370	170	355	700	355	275	480	355	330	355	250	375	355	260	640	375	220
E-57	12	51	57 to 60, 62 to 64	320	300	250	215	110	300	330	330	155	320	630	320	250	415	320	300	320	225	345	320	235	555	345	200
E-63	12	54	65 to 70	345	330	270	235	120	325	360	360	170	355	680	345	270	470	345	320	345	245	370	345	255	610	370	215
E-63	12	55	71 to 73	470	445	365	315	165	440	480	480	225	465	910	465	365	635	465	430	465	325	485	465	345	830	485	290
E-64	12	68	80 to 87	510	485	400	340	180	510	525	525	245	500	990	500	400	690	500	470	500	350	530	500	375	900	530	315
T-55	12	71	112 to 119	520	500	405	350	185	490	540	540	250	520	1020	520	405	685	520	480	520	360	550	520	380	930	550	325
E-62	12	62	78 to 79	510	480	400	335	180	480	525	525	245	510	1000	510	400	670	510	480	510	360	530	510	370	900	530	315
M-57	12	91	103 to 111	640	610	500	430	220	600	665	665	300	640	1255	640	500	875	640	600	640	455	675	640	465	1145	675	400
T-63	12	92	130 to 135	740	710	575	500	260	700	770	770	350	740	1455	740	575	1000	740	695	740	530	780	740	540	1325	780	460
A-81	20	106	88 to 102	785	750	610	530	275	740	810	810	370	785	1540	785	610	1090	785	770	785	560	825	785	570	1405	825	485
T-63	20	113	136 to 147	830	790	640	565	290	783	860	860	390	830	1625	830	640	1155	830	810	830	590	870	830	605	1480	870	515
C-51	20	117	160 to 164	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	675	990	940	695	1705	1000	590
T-57	20	119	170 to 173	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	950	965	735	1075	1020	705	1740	1025	585
T-64	15 1/2	139	179 to 184	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	895	910	650	955	910	665	1635	960	555
P-77	22	123	190 to 193	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	675	990	940	695	1705	1000	590
P-77	17 1/2	138	194 to 197	950	910	740	655	335	900	990	990	450	950	1875	950	740	1210	950	930	950	680	1000	950	695	1700	1000	590
P-77	22	145	198 to 207	1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	1035	1055	755	1110	1055	770	1890	1110	655
T-69	22	159	250 to 262	990	950	770	680	350	940	1045	1045	470	990	1960	990	770	1265	990	985	990	710	1045	990	725	1775	1045	615
T-63	22	160	300 to 305	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	1190	1210	870	1275	1210	885	2175	1275	735
C-50	20	137	325 to 326	1265	1215	990	870	445	1205	1325	1325	585	1265	2510	1265	990	1615	1265	1245	1265	910	1335	1265	925	2275	1335	770
C-55	18	143	327 to 329																								
C-57	20	163	344																								
C-57	15 1/2	176	330 to 338																								
C-57	15 1/2	169	339 to 343																								
P-77	22	170	208 to 209																								
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C-57	22	187	350 to 388																								
MK-57	20 3/4	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

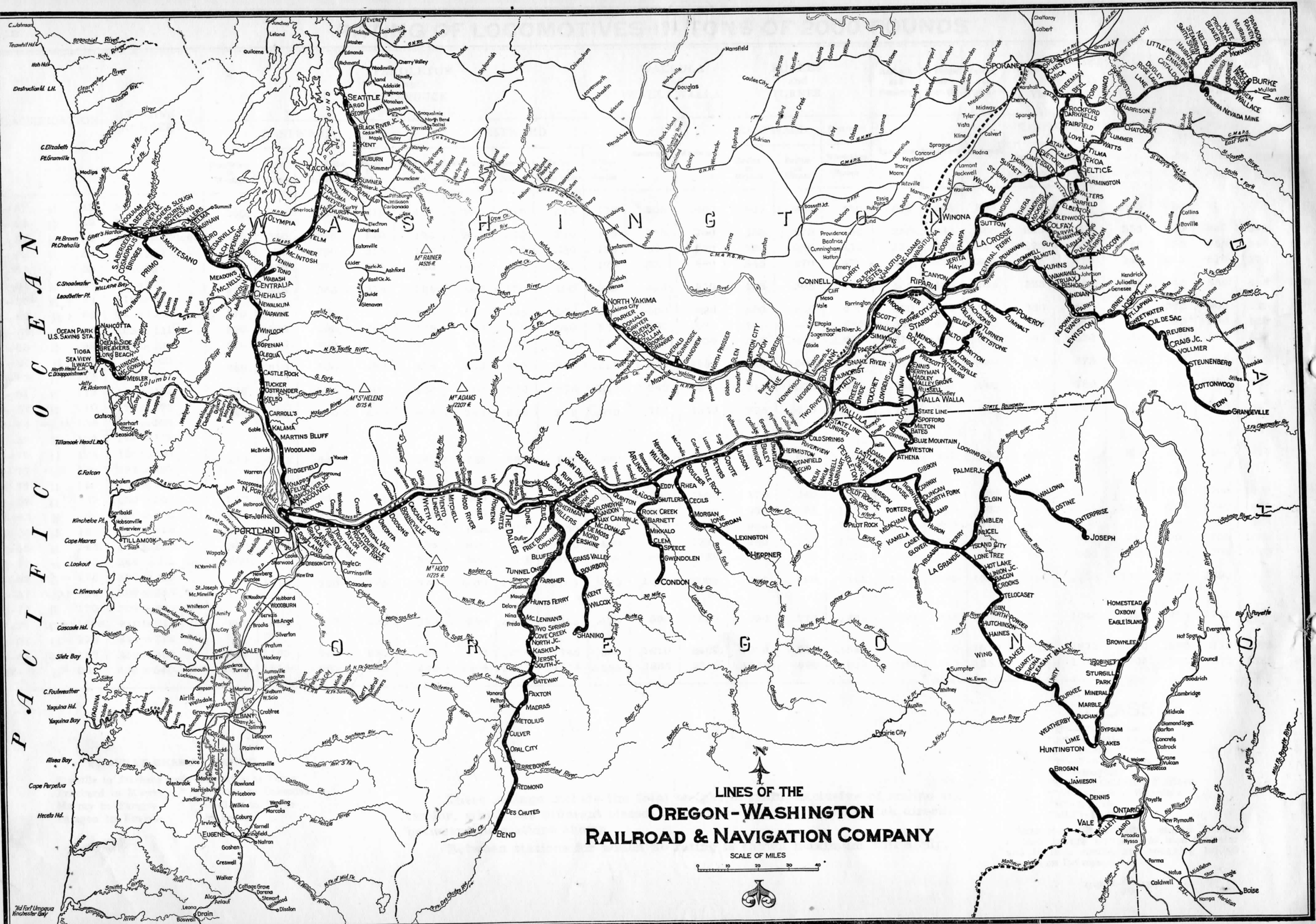
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LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

SCALE OF MILES
0 10 20 30 40

