

# OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



**THIRD DIVISION**

## EMPLOYEES' TIME TABLE

**To Take Effect Sunday, November 7, 1915**

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'BRIEN,  
*Vice President and General Manager.*



M. J. BUCKLEY,  
*General Superintendent*



EASTWARD.										WESTWARD.										
Second Class					First Class					DISTANCES FROM PENDLETON.	Time Table No. 5 November 7, 1915									
52		66		6		2		62			8		First Class				Second Class			
Mixed	Mixed	Spokane Passenger	Passenger	Motor	Spokane Passenger	Passenger	Motor	Spokane Passenger	1		61	7	5	51	65					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Passenger		Motor	Pendleton Passenger	Portland Passenger	Mixed	Mixed					
										STATIONS										
WFTYO		AM L 9.30				PM L 5.15			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		
662		f 10.00				f 5.35			8.20	7.6		HAVANA	BB 7	f 8.09		4.30		f 1.15		
810		f 10.10				f 5.40			8.25	10.5		BLAKELEY	BB 10	f 8.03		4.25		f 1.00		
1018		s 10.25				s 5.45			8.31	13.3	D	ADAMS	BB 13	s 7.57		s 4.17		s 12.50		
1585 W		s 10.45				s 5.55			8.41	17.8	D	ATHENA	BB 17	s 7.50		s 4.05		s 12.25		
1950		s 11.05				s 6.05			8.50	21.5	D	WESTON	BB 21	s 7.40		s 3.55		s 12.05 PM		
1009		f 11.20				f 6.10			8.57	24.0		DOWNING	BB 23	f 7.30		3.45		f 11.55		
9600		f 11.40				f 6.18			9.05	27.2		BLUE MOUNTAIN	BB 27	f 7.20		3.35		f 11.40		
741		f 11.55				f 6.25			9.13	30.8		BATES	BB 30	f 7.10		3.25		f 11.20		
450		f				f				33.0		BARRETT	BB 33	f				f		
1157 W		PM s 12.30				s 6.40			9.25	36.7	D	MILTON (W.W.V.Ry. Crossing) No Connection	BB 36	s 7.00		s 3.10		s 10.45		
958		f				f				40.4		SPOFFORD	BB 40	f				f		
619		f				f				42.3		STATE LINE	BB 42	f				f		
WFTYO		1.30 AM L PM A 8.15				7.15 PM A		PM L 5.00	9.45 9.50	46.7	DNR	WALLA WALLA	BB 47	6.45 AM L	PM A 12.05	2.50 2.45		10.10 AM L	PM A 7.00	
										47.8		N.P. CROSSING Connection								
973		f 8.35							5.15	52.6		RUSSELL	BB 52		f 11.45			f		
1112		f 8.40							5.20	54.2		VALLEY GROVE	BB 54		f 11.40			f 6.35		
1047		f 8.50							5.27	57.1		HADLEY	BB 56		f 11.35	2.20		f 6.25		
545		f 9.10							5.35	60.4		BERRYMAN	BB 60		f 11.25			f		
600		f							5.40	61.5		ENNIS	BB 61		f 11.20			f 6.15		
1357		s 9.50							5.55	67.3	D	PRESCOTT	BB 67	s 11.05	s 2.00			s 5.55		
1374 PWT		10.20 AM A						6.10 PM A	10.55	72.0	R	BOLLES	BB 71	10.55 AM L	s 1.50			5.10 PM L		
975									11.10	76.1		MENOKEN	BB 75		f 1.40					
1418									11.40	83.7		ALTO	BB 83		s 1.20					
1170									12.10 PM 12.15	89.4		RELIEF	BB 89							
WFTY									12.30	94.9	DNR	STARBUCK	BB 94		12.45 12.40					
PV						AM L 3.55			12.45 PM A	98.7	R	GRANGE CITY JCT.	B 276		s 12.30	PM A 11.05				
8021 PW						4.15 AM A			12.45 PM A	103.8	DNR	RIPARIA (N.P. Crossing) Connection	B 281		12.20 PM L	10.50 PM L				
		Daily	Daily			Daily	Daily	Daily	Daily			103.8		Daily	Daily	Daily	Daily	Daily	Daily	
		4.00	2.05			0.20	2.00	1.10	4.45			Time over District		1.45	1.10	4.35	0.15	8.50	1.50	
		11.7	12.1			15.8	23.8	21.7	22.0			Average Speed per Hour		25.7	20.0	22.6	20.0	11.9	13.8	

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

No. 8 has right over No. 61, Walla Walla to Bolles.

Junction Switch at Grange City Junction will be left set for First District.

Derailer on incline track to dock at Riparia must be left set for ground when not in use.

All trains reduce speed to 15 miles per hour over Bridge 306 at Prescott.

Westbound trains reduce speed to 15 miles per hour at east approach to Bridge 321 (Alto Trestle) and release air, so it will be fully released while crossing bridge.

Trains must not exceed speed of 6 miles per hour over street crossings at grade in Pendleton, Athena, Walla Walla.

Trains will not exceed speed of 5 miles per hour over Snake River Bridge at Riparia and air must not be applied while crossing bridge.



FOURTH DISTRICT—Walla Walla and Walla Walla.

FIFTH DISTRICT—Bolles and Turner.

EASTWARD.				DISTANCES FROM WALLULA	STATION NUMBERS	WESTWARD.			
Second Class		First Class				First Class		Second Class	
54	42	46	41			45	53		
Freight		Walla Walla Passenger		Yakima Passenger		Portland Passenger		Freight	
Daily		Daily		Daily		Daily		Daily	
PM L		PM L		AM A		PM A		AM A	
3.00		1.10		2.15		1.00		11.15	
3.30		1.25		2.30		12.25		12.10	
3.45		1.30		2.37		12.10		12.10	
4.10		1.40		2.50		11.45		11.59	
4.30		1.50		3.00		11.20		11.45	
4.50		2.05		3.15		11.00		11.20	
5.30		2.30		3.45		10.30		11.20	
PM A		PM A		AM A		AM L		AM L	
Daily		Daily		Daily		Daily		Daily	
2.30		1.90		1.30		1.15		1.30	
12.4		20.8		20.7		25.0		20.7	

EASTWARD.				DISTANCES FROM BOLLES	STATION NUMBERS	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	
Mon. Wed. and Fri.		Daily		Daily		Daily		Daily		Daily		Mon. Wed. and Fri.		Mon. Wed. and Fri.	
AM L		AM L		PM L		PM L		AM A		PM A		PM A		AM A	
11.00		6.10		2.00		2.10		10.35		1.30		5.10		10.35	
11.15		6.20		2.10		2.25		10.25		1.15		4.55		10.25	
11.30		6.28		2.25		2.35		10.18		1.05		4.45		10.18	
11.45		6.40		2.35		2.45		10.09		12.55		4.30		10.09	
12.05		6.50		2.45		2.50		10.00		12.45		4.20		10.00	
PM A		PM A		PM A		PM A		AM L		PM L		PM L		AM L	
Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
.40		1.05		.40		.45		.35		.45		.50		.40	
18.0		12.0		19.5		17.8		22.8		17.8		15.6		18.0	

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.

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. Trains must not exceed 6 miles per hour over street crossings at grade in Dayton.

SIXTH DISTRICT—Starbuck and Pomeroy.

SEVENTH DISTRICT—Midvale and Sunnyside.

EASTWARD		DISTANCES FROM STARBUCK	STATION NUMBERS	WESTWARD	
Second Class				Second Class	
106	105			105	106
Mixed		Mixed		Mixed	
Daily		Daily		Daily	
PM L		AM A		AM A	
1.00		11.30		11.30	
1.30		7.8		10.55	
1.45		11.4		10.40	
2.00		14.6		10.25	
2.20		19.0		10.05	
2.40		24.4		9.50	
3.00		29.9		9.30	
PM A		AM L		AM L	
Daily		Daily		Daily	
2.00		2.00		2.00	
15.0		15.0		15.0	

EASTWARD.						DISTANCE FROM MIDVALE	STATION NUMBERS	WESTWARD.						
Second Class			First Class					First Class			Second Class			
158	160	132	144	142	134			131	143	141	133	157	159	
Freight			Motor			Yakima Passenger			Walla Walla Passenger			Motor		
Daily Ex. Sun.			Daily			Daily			Daily			Daily Ex. Sun.		
PM L			PM L			AM L			AM L			PM A		
11.00			9.05			2.05			10.30			8.15		
11.15			9.15			2.15			10.40			8.25		
PM A			PM A			AM A			AM A			AM A		
Daily Ex. Sun.			Daily			Daily			Daily			Daily Ex. Sun.		
0.15			0.10			0.10			0.10			0.10		
11.2			16.8			16.8			16.8			16.8		

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.  
Wye switch on Sunnyside Branch at Midvale will be left set for east leg.

## SPECIAL INSTRUCTIONS

- No. 1. Special Instructions supersede "Rules and Regulations of the Transportation Department."
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., will proceed under control in both directions within yards at Ayer Junction, Riparia, Pendleton, Umatilla, Wallula-Attalia, Walla Walla, Grange City Jct., Starbuck, Dayton, Zillah and North Yakima.
- 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. 3. Referring to Rule 221A, all trains will obtain clearance at Starbuck, Walla Walla and Wallula; 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.
- No. 4. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 5. Referring to Rule 87, within Automatic Block Signal Limits, extra trains may pass or run ahead of second class trains without train order authority.
- No. 6. White flag displayed at "Blind" Sidings will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 7. Trains (except passenger) consisting of more than fifteen cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 8. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
- No. 9. Helper enginemen will be furnished copies of all train orders affecting movement of trains while being helped.
- No. 10. In order to avoid damage to equipment in stopping trains, and to avoid excessive speed over light grades and through sags, helper enginemen located intermediately or on rear of trains, will work only sufficient steam to keep up the slack.
- No. 11. Train registers will not be used as a means of identifying extra trains.
- No. 12. Helper engines on passenger trains will be coupled ahead of regular engine.
- No. 13. Referring to Rule 83A, trains are not required to secure clearance cards at Midvale, Bolles, Turner and Grange City Jct., and at Riparia, Ayer Jct., Dayton, Pomeroy, Attalia and Sunnyside when offices are closed.

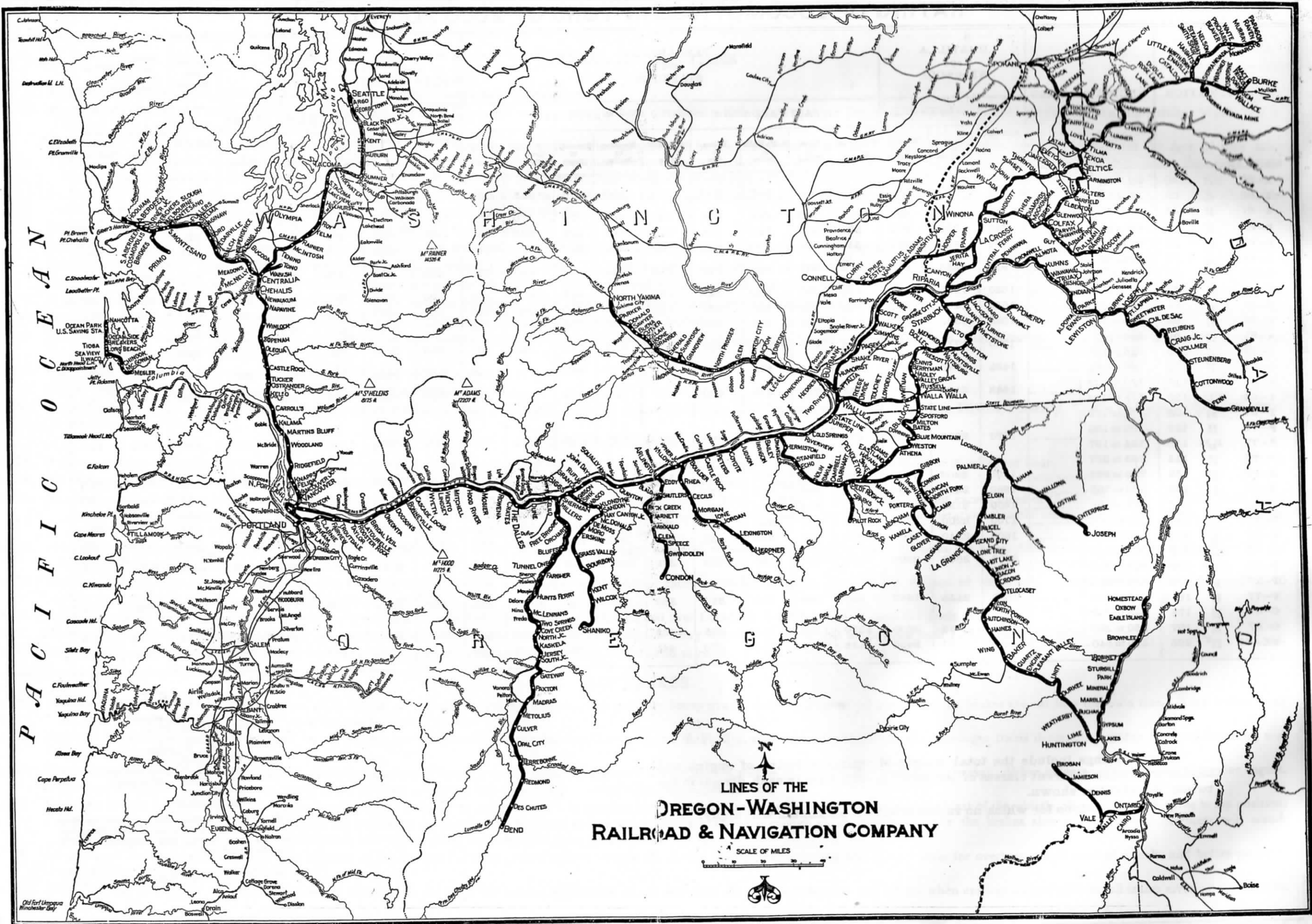
## SPEED RESTRICTIONS

- No. 14. Passenger trains, mail and express trains, and light engines will not exceed speed of 50 miles per hour; and all other trains will not exceed speed of 30 miles per hour.
- No. 15. All trains will 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. 16. In any class of service, engines of the Consolidation and Mikado class will not exceed speed of 30 miles per hour; engines of Mallet class will not exceed speed of 15 miles per hour. The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe.
- No. 17. Maximum speed on descending grades: Downing to Blue Mountain, Ronan to Dayton, passenger trains 30 miles per hour; freight trains 15 miles per hour: Alto to Relief, passenger trains 25 miles per hour; freight trains, 12 miles per hour.
- No. 18. Trains will come to a full stop within 500 feet before crossing railroad crossings at grade, except those protected by gates, interlocking devices or signalmen. Trains will not exceed speed of 10 miles per hour over crossings protected by gates or signalmen.
- No. 19. Referring to Rule 98, all trains will stop before crossing drawbridge over Snake River at Riparia, and over Columbia River between Villard and Hedges.
- No. 20. During foggy or stormy weather, when sand is blowing, and at points where there is liability of track being obstructed, trains will be handled with care and under control.
- No. 21. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.

## AIR BRAKES

- No. 22. Trainmen will 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. 23. Pressure Retaining Valves will be used on all freight trains descending grades between Downing and M. P. 32½, and Bolles and Starbuck. On passenger trains descending grades between Downing and Bates, and Menoken and Relief.
- No. 24. The braking power on engines helping or pushing trains must be cut into the train line and particular attention will 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. 25. Eastward freight trains immediately before leaving Alto, in order to ascertain if air is working through entire train, engineer will sound one long blast of the whistle, then place brake valve in lap position, rear brakeman or conductor will 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. 26. All eastward freight trains will stop five minutes at Relief and Bates to permit wheels to cool off, during which time trainmen will inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.
- No. 27. Train line will 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 Umatilla.





PACIFIC

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

SCALE OF MILES

