

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

THIRD DIVISION

EMPLOYEES' TIME TABLE



To Take Effect Monday, October 22, 1917

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.

SECOND DISTRICT—Pendleton and Riparia

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.	Time Table No. 6 October 22, 1917	STATION NUMBERS.	First Class				Second Class			
	52		66		6		2 62 8					1		61 7 5		51		65	
	Mixed	Mixed	Spokane Passenger	Passenger	Motor	Spokane Passenger	Passenger	Motor				Passenger	Motor	Pendleton Passenger	Portland Passenger	Mixed	Mixed	Mixed	Mixed
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
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			f 8.20	7.6		HAVANA	BB 7	f 8.09		4.30			f 1.15	
810	f 10.10				f 5.40			f 8.25	10.5		BLAKELEY	BB 10	f 8.03		4.25			f 1.00	
1618	s 10.25				s 5.45			s 8.31	13.3	D	ADAMS	BB 13	s 7.57		s 4.17			s 12.50	
1535 W	s 10.45				s 5.55			s 8.41	17.8	D	ATHENA	BB 17	s 7.50		s 4.05			s 12.25	
1250	s 11.05				s 6.05			s 8.50	21.5	D	WESTON	BB 21	s 7.40		s 3.55			s 12.05 PM	
1082	f 11.20				f 6.10			f 8.57	24.0		DOWNING	BB 23	f 7.30		3.45			f 11.55	
2650	f 11.40				f 6.18			f 9.05	27.2		BLUE MOUNTAIN	BB 27	f 7.20		3.35			f 11.40	
741	f 11.55				f 6.25			f 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			s 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			9.45 PM L 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
978		f 8.35						f 5.15	52.6		RUSSELL	BB 52		f 11.45				f	
1112		f 8.40						f 5.20	54.2		VALLEY GROVE	BB 54		f 11.40				f 6.35	
1047		f 8.50						f 5.27	57.1		HADLEY	BB 56		f 11.35	2.20			f 6.25	
545		f 9.10						f 5.35	60.4		BERRYMAN	BB 60		f 11.25				f	
600		f						f 5.40	61.5		ENNIS	BB 61		f 11.20				f 6.15	
1357		s 9.50						s 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	72.0	R	BOLLES	BB 71		10.55 AM L	s 1.50			5.10 PM L	
975								f 11.10	76.1		MENOKEN	BB 75			f 1.40				
1418								f 11.40	83.7		ALTO	BB 83			s 1.20				
1170								PM 12.10 12.15	89.4		RELIEF	BB 89							
WFTY								s 12.30	94.9	DNR	STARBUCK	BB 94			12.45 12.40				
PY					AM L 3.55			s 12.30	98.7	R	GRANGE CITY JCT.	B 13			s 12.30	PM A 11.05			
3321 PW					AM A 4.15			12.45 PM A	103.8	DNR	RIPARIA (N.P. Crossing) Connection	B 18			12.20 PM L	10.50 PM L			
	Daily	Daily			Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily		Daily	Daily
	4.00	2.05			0.20	2.00	1.10	4.45			103.8		1.45	1.10	4.35	0.15		3.50	1.50
	11.7	12.1			15.3	23.3	21.7	22.0			Time over District		26.7	20.0	22.6	20.0		11.9	13.8
											Average Speed per Hour								

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.

THIRD DISTRICT—Wallula and North Yakima.

EASTWARD.

WESTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	EASTWARD.				DISTANCES FROM ATTALIA	STATIONS	STATION NUMBERS	WESTWARD.				
	Second Class		First Class					First Class			Second Class	
		58 Freight	34 Motor	32 Local Passenger				42 Walla Walla Passenger	31 Local Passenger	41 Yakima Passenger	33 Motor	57 Freight
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.				
TWFO	PM L 8.30	PM L 3.00	PM L 7.00	AM L 9.00	98.1	DR YAKIMA	H 98	AM A 11.30	PM A 3.40	AM A 9.30	AM A 1.00	
1100	8.40	f 3.08	f 7.10	f 9.08	95.0	UNION GAP	H 95	f 11.23	f 3.30	f 9.22	12.25	
I					91.3	N. P. CROSSING						
1600	8.50	f 3.20	f 7.22	f 9.15	90.7	PARKER	H 91	f 11.12	f 3.20	f 9.15	AM 12.05	
					90.0	N. P. CROSSING						
1600	9.10	s 3.30	s 7.35	s 9.25	86.7	D DONALD	H 87	s 11.00	s 3.10	s 9.00	11.45	
1000	9.20	f 3.36	f 7.44	f 9.31	84.5	SAWYER	H 85	f 10.53	f 3.05	f 8.55	11.32	
2000	9.35	f 3.43	f 7.50	f 9.38	81.5	BUENA	H 82	f 10.45	f 2.58	f 8.48	11.20	
400	9.40	f 3.47	f 7.56	f 9.42	80.2	CUTLER	H 80	f 10.41	f 2.54	f 8.44	11.15	
600	9.50	s 3.52	s 8.05	s 9.46	78.5	DR ZILLAH	H 79	s 10.37	s 2.50	s 8.40	11.10	
1000	9.57	f 3.56	f 8.10	f 9.50	76.2	BOONE	H 76	f 10.30	f 2.44	f 8.34	11.00	
3000 W	10.10	s 4.05	s 8.17	s 9.58	73.5	D GRANGER	H 74	s 10.24	s 2.38	s 8.28	10.50	
3000	10.25	f 4.17	f 8.32	f 10.10	67.5	EMERALD	H 67	f 10.10	f 2.23	f 8.13	10.25	
2000 Y	10.40 11.30	4.27 4.45	8.44 9.05	10.20 10.40	63.8	R MIDVALE	H 64	10.00 9.40	2.15 1.55	8.05 7.45	10.00 9.05	
8000 WF	11.55	5.00 PM A	s 9.25	s 10.55	57.9	D GRANDVIEW	H 58	s 9.25	s 1.40	AM L 7.30	8.40	
3000	AM 12.20		s 9.42	s 11.08	50.9	D NORTH PROSSER	H 51	s 9.12	s 1.23		8.20	
	12.27		f 9.48	f 11.15	48.3	BIGGAM	H 48	f 9.05	f 1.15		8.05	
8000	12.40		f 9.59	f 11.23	43.1	GLEN	H 43	f 8.57	f 1.05		7.40	
3000 WY	1.15		s 10.15	s 11.37	36.5	D BENTON CITY	H 36	s 8.44	s 12.50		7.15	
3000	1.35		f 10.23	f 11.49	31.4	ACTON	H 31	f 8.31	f 12.38		6.50	
3000	1.55		f 10.35	PM 12.01	26.4	LEDBEDER	H 26	f 8.21	f 12.27		6.30	
3000	2.15		f 10.45	f 12.15	20.7	LESLIE	H 21	f 8.10	f 12.15 PM		6.10	
2700 E YW 3500 W	3.15		s 11.00	s 12.30	13.2	D KENNEWICK	H 13	s 7.55	s 11.59		5.45	
700	3.35		f 11.15	f 12.39	8.8	HEDGES	H 9	f 7.45	f 11.48		5.25	
					7.1	N. P. CROSSING						
8000	3.55		f 11.20	f 12.45	7.0	VILLARD	H 7	f 7.40	f 11.40		5.10	
900	4.10		f 11.30	f 12.52	3.4	TWO RIVERS	H 3	f 7.33	f 11.34		5.00	
Y	4.30		s 11.45	s 1.00	0.0	R ATTALIA	C 213	s 7.25	s 11.25		4.50	
WFY	5.00 AM A		11.55 PM A	1.10 PM A	2.6	DNR WALLULA	C 211	7.15 AM L	11.15 AM L		4.30 PM L	
	Daily Ex. Sun. 8.30	Daily Ex. Sun. 2.00	Daily 4.25	Daily 4.10		100.7		Daily 4.15	Daily 4.25	Daily Ex. Sun. 2.00	Daily Ex. Sun. 8.30	
	12.5	18.	22.8	24.2		Time over District		28.8	28.2	18.	12.5	
						Average Speed per Hour						

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Grandview is Registering Station for trains 33 and 34.

FOURTH DISTRICT—Wallula and Walla Walla.

FIFTH DISTRICT—Bolles and Turner.

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
54 Freight		42 Walla Walla Passenger		46 Walla Walla Passenger		41 Yakima Passenger	
Daily		Daily		Daily		Daily	
PM L	PM L	AM L	AM L	AM A	AM A	PM A	PM A
2184 WY	3.00	1.10	2.15	11.15	12.30	1.00	
900	3.30	1.25	2.30	10.50	12.10 AM	12.25	
250	3.45	1.30	2.37	10.45	11.59	12.10 PM	
1509 WP	4.10	1.40	2.50	10.35	11.45	11.45	
500	4.30	1.50	3.00	10.25	11.30	11.20	
606	4.50	2.05	3.15	10.15	11.20	11.00	
850							
WFTYO	5.30 PM A	2.30 PM A	3.45 AM A	10.00 AM L	11.00 PM L	10.30 AM L	
	Daily	Daily	Daily	Daily	Daily	Daily	
	2.30	1.20	1.30	1.15	1.30	2.30	
	12.4	23.3	20.7	25.0	20.7	12.4	

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
68 Mixed		66 Mixed		62 Motor		64 Passenger	
Mon. Wed. and Fri.		Daily		Daily		Daily	
AM L	PM L	AM L	PM L	AM L	PM L	AM L	PM L
PWT	11.00	6.10	2.00				
1673	11.15	6.20	2.10				
969	11.30	6.28	2.25				
752	11.45	6.40	2.35				
1855 WT	12.05 PM A	6.50 PM A	2.45 PM A				
P							
P							
1502 PT	3.30 PM A						
	Mon. Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily
	.40	1.05	.40	.45			
	18.0	12.0	19.5	17.3			

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

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No. 66 has right over No. 63, Bolles to Dayton. No. 68 has right over No. 67, Dayton to Turner.

SIXTH DISTRICT—Starbuck and Pomeroy.

SEVENTH DISTRICT—Midvale and Sunnyside.

EASTWARD		WESTWARD	
Second Class		Second Class	
106 Mixed		105 Mixed	
Daily		Daily	
PM L	PM L	AM A	AM A
WFYT	1.00	11.45	
978	1.30	11.20	
508	1.45	11.08	
979 W	2.00	10.58	
300	2.20	10.45	
1298	2.40	10.30	
1767 WT	3.00 PM A	10.15 AM L	
	Daily	Daily	
	2.00	1.30	
	15.0	20.	

EASTWARD.				WESTWARD.			
Second Class		First Class				Second Class	
158 Freight		160 Freight		132 Local Passenger		144 Yakima Passenger	
Daily Ex. Sun.		Daily Ex. Sun.		Daily		Daily	
PM L	PM L	PM L	PM L	AM L	AM L	PM L	PM L
1500	11.00	9.40	8.55	2.05	10.30	4.37	7.55
2000 Y	11.15	9.55	9.05	2.15	10.40	4.45	8.05
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily
	0.15	0.15	0.10	0.10	0.10	0.08	0.10
	11.2	11.2	16.8	16.8	16.8	17.	16.8

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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, Starbuck, Zillah and 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.
- No. 14. On westbound trains engineers approaching bridge 321 (Alto trestle) will release air so it will be fully released while crossing bridge.
- No. 15. Movement of trains over the Yakima River Bridge, one mile east of Parker, which is used jointly with Nor. Pac. Ry. Co., is controlled by automatic block signals, trains will run under control over this track. See Rule 504.
- No. 16. **Joint Operation, Zillah.** All tracks of O-W RR & N Co. and N. P. Ry Co. within yard limits of Zillah are used jointly by both companies for switching purposes. All trains using joint N P tracks will be governed by Rule 93 of the N P Rules and Regulations of the Transportation Department.
- No. 17. Wye switch on Sunnyside Branch at Midvale will be left set for the East leg.
- No. 18. Junction switch at Grange City Junction will be left set for Second District.
- No. 19. Derailer on incline track to dock at Riparia must be left set for ground when not in use.
- No. 20. Air must not be applied while crossing Snake River Bridge at Riparia.

SPEED RESTRICTIONS

- No. 21. 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. 22. 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. 23. In any class of service, engines of the Consolidation and Mikado class will not exceed speed of 35 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. 24. Maximum speed on descending grades: Downing to Mile Post 32½, Ronan to Dayton, passenger trains 20 miles per hour; freight trains 15 miles per hour: Alto to Relief, passenger trains 25 miles per hour; freight trains, 12 miles per hour; Relief to Starbuck passenger trains, 30 miles per hour, and freight trains, 15 miles per hour.
- No. 25. 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. 26. 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. 27. 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. 28. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 29. Engines heavier than 115,000 pounds on drivers are restricted to maximum speed of 40 miles per hour between Pendleton and Athena and between Russell and Starbuck.
- No. 30. Trains must not exceed speed of 6 miles per hour over street crossings at grade at Dayton, Walla Walla and Athena and 15 miles per hour over street crossings at grade in Pendleton and Milton and 10 miles per hour over street crossings at grade in Yakima and Zillah and 8 miles per hour over street crossing at grade in Kennewick and 5 miles per hour over Columbia River Bridge Yakima Branch and 5 miles per hour over Snake River Bridge at Riparia and 20 miles per hour between Dayton and Turner and westbound trains reduce speed to 15 miles per hour at east approach to bridge 321 (Alto Trestle).

AIR BRAKES

- No. 31. 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. 32. 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. 33. 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. 34. 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. 35. 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. 36. 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.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	UMATILLA and STARBUCK		PENDLETON and STARBUCK										WALLULA and WALLAWALLA		BOLLES and TURNER			Starbuck and Pomeroy	Attala and Yakima	Midvale and Sunnyside		
		Eastward	WESTWARD		EASTWARD				WESTWARD						Eastward	Westward	EASTWARD		Westward	Eastward	Eastward and Westward	Eastward and Westward	
			Page to Wallula	Wallula to Umatilla	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					
E-57	1 3/4 43	50		620	830	590	290	300	240	210	110	290	315	315	150	305	600	305	240	420	305	620	335
E-63	1 3/4 49	54, 55																					
E-57	1 3/4 51	57 to 60, 62, 64		715	960	680	355	340	275	240	125	345	370	370	170	355	700	355	275	480	355	715	385
E-63	1 3/4 54	65 to 70		645	865	610	320	300	250	215	110	300	330	330	155	320	630	320	250	415	320	645	350
E-63	1 3/4 55	71 to 73		700	945	650	345	330	270	235	120	325	360	360	170	355	680	345	270	470	345	700	375
E-64	1 3/4 68	80 to 87																					
T-55	1 3/4 71	112 to 119		935	1255	885	470	445	365	315	165	440	480	480	225	465	910	465	365	635	465	935	500
E-62	1 3/4 62	78 to 79		1020	1365	975	510	485	400	340	180	510	525	525	245	500	990	500	400	690	500	1020	545
M-57	1 3/4 91	103 to 111		1050	1405	995	520	500	405	350	185	490	540	540	250	520	1020	520	405	685	520	1050	560
T-63	1 3/4 92	130 to 135		1025	1365	970	510	480	400	335	180	480	525	525	245	510	1000	510	400	670	510	1025	545
A-81	2 3/4 106	88 to 102																					
T-63	2 3/4 113	136 to 147		1290	1715	1220	640	610	500	430	220	600	665	665	300	640	1255	640	500	875	640	1290	690
C-51	2 3/4 117	160 to 164		1495	1980	1420	740	710	575	500	260	700	770	770	350	740	1455	740	575	1000	740	1495	800
T-57	2 3/4 119	170 to 173																					
T-64	1 5/8 2R 139	179 to 184		1585	2100	1505	785	750	610	530	275	740	810	810	370	785	1540	785	610	1090	785	1585	845
T-57	2 3/4 125	174 to 178																					
P-77	2 3/4 123	190 to 193																					
P-77	1 7/8 2R 138	194 to 197		1670	2215	1590	830	790	640	565	290	783	860	860	390	830	1625	830	640	1155	830	1670	890
P-77	2 3/4 145	198 to 207																					
T-69	2 3/4 159	250 to 262		1700	2200	1700	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	1700	1010
T-63	2 3/4 160	300 to 305		1860	2410	1860	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	1860	1100
C-50	2 3/4 137	325 to 326		1650	2135	1650	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	1650	985
C-55	2 3/4 143	327 to 329		1700	2200	1700	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	1700	1010
C-57	2 3/4 163	344		1800	2340	1800	950	910	740	655	335	900	990	990	450	950	1875	950	740	1210	950	1800	1020
C-57	1 5/8 2R 176	330 to 338		2000	2600	2000	1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	2000	1135
C-57	1 5/8 2R 169	339 to 343																					
P-77	2 3/4 170	208 to 209																					
P-77	2 3/4 167S	210 to 215		1880	2445	1880	990	950	770	680	350	940	1045	1045	470	990	1960	990	770	1265	990	1880	1070
C-57	2 3/4 179	345 to 349																					
C-57	2 3/4 187	350 to 388		2200	2850	2200	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	2200	1305
MK-57	2 3/4 205	500 to 540		2450	3030	2450	1415	1365	990	870	445	1205	1325	1325	585	1415	2660	1265	990	1615	1265	2450	1365

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

LIST OF SURGEONS

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND	O.-W. R. & N. System	DRS. CAMPBELL & PRATT, District Surgeons	WALLA WALLA	} Umatilla and Riparia } Pendleton and Walla Walla } Walla Walla and Dayton } Walla Walla and Pomeroy } Yakima } Granger } Grandview
" F. M. TAYLOR, Asst. Surgeon.	"	"	DR. E. H. VANPATTEN, " Surgeon	DAYTON	
" DONALD H. JESSOP, Asst. Surgeon.	"	"	" J. HUNTINGTON, " "	STARBUCK	
" GEO. AINSLEE, Chief Occulist.	"	"	" A. J. HELTON, " "	YAKIMA	
DRS. DICKSON & COGHLAN, Disease Nose and Throat.	"	"	" A. J. ALLEY, " "	GRANGER	
DR. C. O. WAINSCOTT, District Surgeon.	HERMISTON	Umatilla	" R. E. AHLQUIST, " "	GRANDVIEW	

Location of Stretchers: Yakima, Sunnyside, Benton City, Kennewick, Starbuck, Walla Walla, Wallula, Umatilla, Pendleton.

STANDARD CLOCKS

WALLA WALLA	- - - - -	DISPATCHER'S OFFICE
PENDLETON	- - - - -	TELEGRAPH OFFICE
STARBUCK	- - - - -	" "
UMATILLA	- - - - -	" "
YAKIMA	- - - - -	" "

LICENSED WATCH INSPECTORS

WEBB C. BALL, General Time Inspector	- - - - -	PORTLAND
BELDING & SAXTON	Local Watch Inspector	PORTLAND
A. L. SCHAEFER	" " "	PENDLETON
MARTIN JEWELRY CO.	" " "	WALLA WALLA
GEO. F. COHRS	" " "	SPOKANE
EDWARD B. LECKEY	" " "	YAKIMA

PASSENGER STOPS ("S" AND "F") AND TRACKS NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULES

FIRST DISTRICT	SECOND DISTRICT	THIRD DISTRICT	FOURTH DISTRICT	FIFTH DISTRICT	SIXTH DISTRICT
Cold Springs - - - M. P. 194.0	Langdon - - - M. P. 44.5	Grosscup - - - M. P. 28.1	Artesia - - - M. P. 29.1	Taggard - - - M. P. 4.7	Dodge - - - M. P. 16.2
Walker - - - M. P. 244.0		McDougal - - - M. P. 32.9	Finch - - - M. P. 28.8	Dumas - - - M. P. 8.2	
Mathew - - - M. P. 253.4		Shultz - - - M. P. 52.7	Reavis - - - M. P. 21.5		
Magallon - - - M. P. 259.0		Forsell - - - M. P. 59.9			
Sheffler - - - M. P. 242.0		Waneta - - - M. P. 61.8			
		Morris - - - M. P. 66.5			
		Baird - - - M. P. 69.0			
		Dalton - - - M. P. 75.9			
		Pana - - - M. P. 80.0			
		Flint - - - M. P. 83.5			
		Dunbro - - - M. P. 85.2			
		Mellis - - - M. P. 88.3			

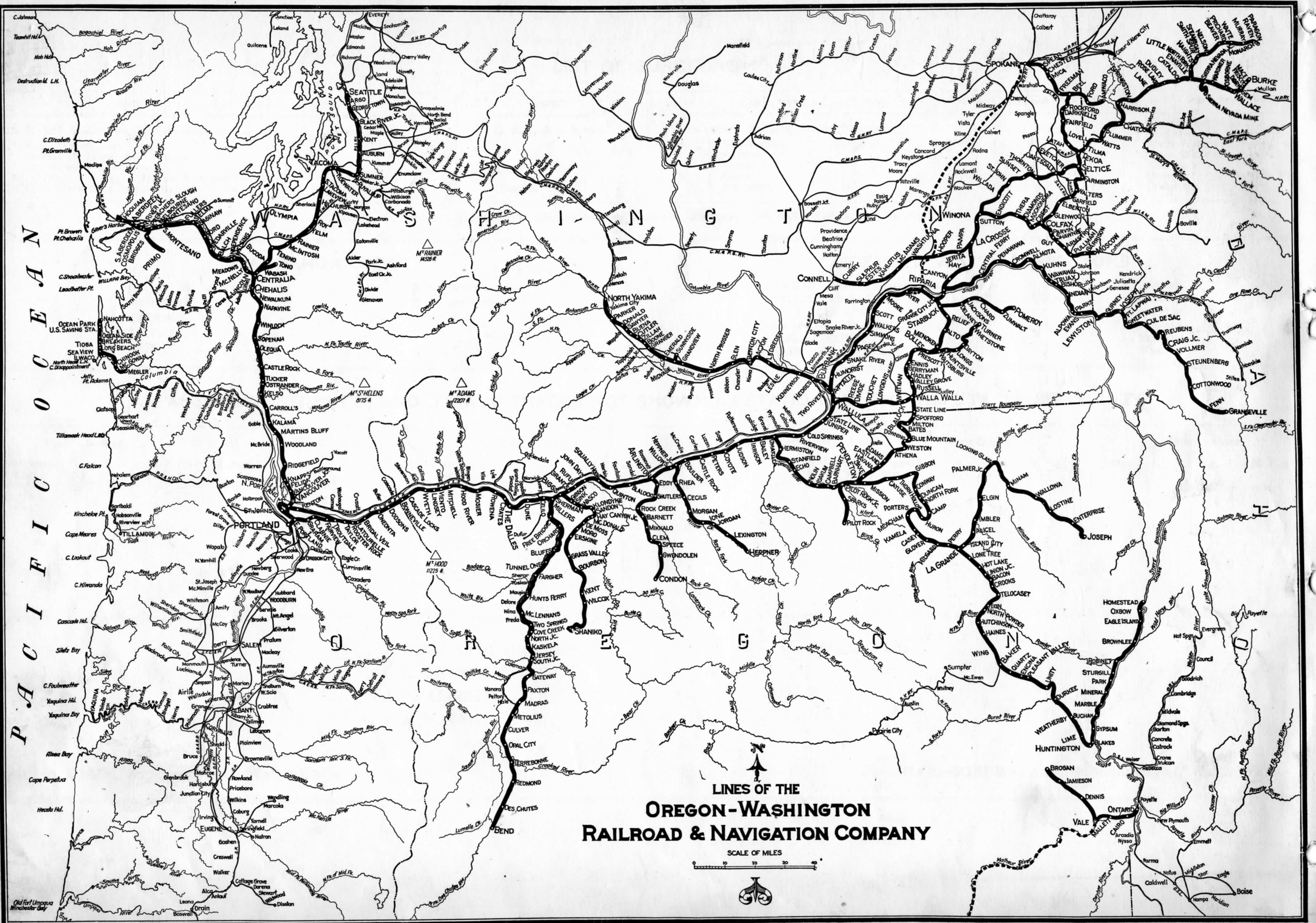
J. BECK, Chief Dispatcher - - - - - Walla Walla
 L. L. WYCKOFF, " - - - - - " "
 A. McALLISTER, " - - - - - " "
 J. A. WALSH " - - - - - " "

A. G. KAMM, Superintendent, Walla Walla

H. B. COBURN, Asst. Superintendent, Walla Walla

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LINES OF THE





PACIFIC

LINE OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

SCALE OF MILES

