

THE OREGON RAILROAD & NAVIGATION Co.

EMPLOYEES' TIME TABLE.

To Take Effect Sunday, April 16th, 1905, 12:01 A. M.

PACIFIC TIME

This Time Table is for the use and guidance of employes only, and is not intended for the information of the public, or as an advertisement of time of any train. The Company reserves the right to vary from it at pleasure.

B. A. WORTHINGTON,
General Manager.

J. P. O'BRIEN,
General Superintendent.

OREGON DIVISION.

M. J. BUCKLEY, Superintendent, - - - - - Portland, Oregon. W. M. GLEASON, Chief Dispatcher, First District, - - - - - The Dalles, Oregon	THOS. WALSH, Assistant Superintendent, - - - - - La Grande, Oregon. A. BUCKLEY, Chief Dispatcher, Second District, - - - - - La Grande, Oregon.
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REGISTERING STATIONS.

PORTLAND, ALBINA, EAST PORTLAND,	THE DALLES, HEPPNER, UMATILLA,	PENDLETON, KAMELA, LA GRANDE,	ELGIN, PLEASANT VALLEY, HUNTINGTON.
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LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND, Tel. 267	O. R. & N. System.	Drs. Logan & Geisendorffer, Surgeon.	THE DALLES.	Albina to Arlington.
" A. D. MACKENZIE, Asst. Surgeon.	PORTLAND, Tel. 267	" "	DR. FRANK KISTNER, "	HEPPNER.	Arlington to Pendleton } Including
" GEO. AINSLEE, Oculist.	" Oregonian Bldg	" "	" D. C. LAZIER, "	ARLINGTON.	The Dalles " " } Heppner
" J. F. DICKSON, Nose & Throat.	" Oregonian Bldg	" "	" F. W. VINCENT, "	PENDLETON.	Arlington to LaGrande.
" C. HOLCOMB, Surgeon.	ALBINA.	Albina to The Dalles.	" W. G. COLE, "	PENDLETON.	Arlington to LaGrande.
" J. F. WATT, "	HOOD RIVER.	Albina to The Dalles.	" BACON & HALL, "	LAGRANDE.	Pendleton to Baker City.
			" T. N. SNOW, "	BAKER CITY.	LaGrande to Huntington
			" W. O. SPENCER, "	HUNTINGTON.	" "

STANDARD CLOCKS.

ALBINA, - - - - -	TELEGRAPH OFFICE.
THE DALLES, - - - - -	DISPATCHER'S "
UMATILLA, - - - - -	TELEGRAPH "
LA GRANDE, - - - - -	DISPATCHER'S "
HUNTINGTON, - - - - -	TELEGRAPH "

LICENSED WATCHMAKERS.

ALBERT FELDENHEIMER, - - - - -	PORTLAND.
H. H. HEIDE, - - - - -	ALBINA.
H. C. LIEBE, - - - - -	THE DALLES.
P. O. BORG, - - - - -	HEPPNER.
L. HUNZIKER, - - - - -	PENDLETON.
J. R. SMITH, - - - - -	LA GRANDE.
B. F. JENNEY, - - - - -	HUNTINGTON.

WASHINGTON DIVISION.

D. W. CAMPBELL, Superintendent, - - - - - Tekoa, Wash.

WM. CONNOLLY, Trainmaster, - - - - - Tekoa, Wash.

L. F. PENNINGTON, Chief Dispatcher, Third District, - - - - - Starbuck, Wash.

F. P. HUMMEL, Chief Dispatcher, First, Second and Fourth Districts, Tekoa, Wash.

REGISTERING STATIONS.

UMATILLA,	SPOKANE,	WARDNER,	COLFAX,
PENDLETON,	STARBUCK,	WALLACE,	MOSCOW,
WALLA WALLA,	POMEROY,	GRANGE CITY JCT.,	SELTICE,
DAYTON,	TEKOA,	WINONA,	BURKE.
BOLLES JCT.,		CONNELL,	

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon	PORTLAND, Tel. 267	O. R. & N. System.	DR. C. L. GRITMAN, Surgeon	MOSCOW.	Colfax to Moscow.
" J. E. BINGHAM, Surgeon	WALLA WALLA.	Pendleton, Umatilla and Starbuck	" H. B. LUHN, "	SPOKANE.	Spokane to Tekoa.
" E. E. SHAW, "	"	" " "	" C. S. STONE, "	WALLACE.	Tekoa to Mullan.
" F. W. VINCENT, "	PENDLETON.	Pendleton and Walla Walla.	" CHAS. JAMES, "	TEKOA.	Colfax to Spokane.
" E. H. VAN PATTEN, "	DAYTON.	Bolles to Dayton.	" JOHN HUNTINGTON, "	STARBUCK.	Walla Walla to Pomeroy.
" WILSON JOHNSTON, "	COLFAX.	Starbuck, Tekoa, Moscow.	" H. G. MAUZEY, Oculist	SPOKANE.	Pendleton to Spokane & Branches

STANDARD CLOCKS.

SPOKANE, - - - - -	TELEGRAPH OFFICE.
TEKOA, - - - - -	DISPATCHER'S "
STARBUCK, - - - - -	" "
WALLA WALLA, - - - - -	TELEGRAPH "
UMATILLA, - - - - -	" "

LICENSED WATCHMAKERS.

L. HUNZIKER, - - - - -	PENDLETON.
LUDWIG & HUNZIKER, - - - - -	WALLA WALLA.
TROYER & ENGLE, - - - - -	TEKOA.
GEO. DODSON, - - - - -	SPOKANE.
GEO. F. COHRS, - - - - -	POMEROY.

SPECIAL INSTRUCTIONS

GENERAL

- No. 1. **Special Instructions supersede "Rules and Regulations of the Operating Department."**
- No. 2. **Initial Stations.** The starting point of a regular train as per time table schedule is its Initial Station. The Dalles, Umatilla, La Grande, Tekoa and Starbuck will be Initial Stations for all regular trains and Grange City Jct. for trains 3, 4, 21 and 22.
- No. 3. Enginemen will check registers. See Rule 83.
- No. 4. Referring to Rule 221, effective October 15th, 1904, all trains must stop at Baker City, Kamela, Pendleton, Hood River, Colfax and Walla Walla, and obtain clearance card before proceeding.
- No. 5. Caution Signals as per Rule 10 (Rules and Regulations) will be placed 1000 feet from the point which they are intended to cover.
- No. 6. Slow boards will be erected 1000 feet from the point which they are intended to cover. Instructions thereon governing speed of trains must be strictly observed.
- No. 7. Under control: To be able to stop within the distance track is seen to be clear.
- No. 8. All trains (except passenger) consisting of more than 15 cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 9. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 10. Obstructions must not be left on wyes or passing tracks without permission from chief dispatcher.
- No. 11. Helper engineers must be furnished copies of all train orders affecting movement of train while being helped. Train dispatchers and conductors will be governed accordingly.
- No. 12. 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. 13. When sand is blowing, engineers will run with great care. They will run slowly and with train under full control where they cannot see track is clear. The same precautions must be observed in passing rock points where there is a possibility of the track being obstructed by falling rocks or landslides.
- No. 14. A white flag displayed at a blind siding will indicate cars or freight to be moved. Trains doing local work will be governed accordingly.
- No. 15. Enginemen of mail trains will sound three short blasts of the whistle approaching Mail Cranes between stations to call mail clerks attention to same.
- No. 16. Referring to paragraphs L and M, Audible Signals, rule 14, page 13, Rules and Regulations, the following is substituted:
 (L) ——— o o (Two long and two short whistles), approaching public crossings at grade, tunnels, snow sheds, rock sheds and where view is obstructed.
 (M) ——— (One long whistle), approaching stations, junctions and railroad crossings at grade.
- No. 17. Water Brake and Pressure Retaining Valves must be used on all freight trains and speed must not exceed 15 miles per hour descending grades between:
- | | | |
|--|--|--|
| Pleasant Valley and Durkee, | Alto and Starbuck, | Watts and Chatcolet, |
| Encina and Norton, | Meeker and Hay (Retainers only), | Sierra Nevada Mine and Sierra Nevada Jct., |
| Telocaset and Union, | Crest and Colfax, | Burke and Wallace, |
| Hilgard and North Fork, | Mica and Chester (Retainers only), | Summit and Thornton (Pleasant Valley Branch) (Retainers only), |
| Montavilla and East Portland (Retainers only), | Summit (M. P. 419½) and Rockford (Retainers only), | Mile Post 365 and Sunset " " " |
| Downing and Mile Post 263 (Retainers only), | | |

AIR BRAKES.

- No. 18. 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 engine is cut off from all trains arriving at Portland, Albina, Umatilla, La Grande, Huntington, Tekoa and Spokane.
- Air must be tested by applying same from rear air car on all trains made up at terminals or starting points, also on all **East** bound trains immediately before leaving Kamela, Pleasant Valley Alto, Crest; and on all **West** bound trains immediately before leaving Kamela, Burke, and Sierra Nevada Mine, in order to ascertain if air is working through entire train.
- West** bound freight trains leaving La Grande, and Third District freight trains leaving Umatilla must have air brakes thoroughly inspected and adjusted and **must not depart until not less than 80 per cent. of the air brakes on cars destined East of Kamela on East bound trains and West of Hilgard on West bound trains are in good working order.**
- Air brake cars on which air is not working will be tagged with **Bad Order Air Cards**, Form 1316, and conductors must see that hand brakes are used on such cars (when loaded) descending heavy grades.
- The air brakes on Oregon Division passenger trains will be inspected and adjusted on **West** bound trains at Huntington, and on **East** bound trains at Pendleton. Washington Division, **East** bound trains at Pendleton, **West** bound trains at Winona.
- When more than one engine is used on a train, the air will be handled from the leading engine.
- 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 driving 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.

MOVEMENTS IN YARDS.

- No. 19. **All trains must proceed under control within yard limits** at Albina, East Portland, The Dalles, Umatilla, Pendleton, La Grande, Baker City, Huntington, Walla Walla, Wallula, Colfax, Riparia, Grange City, Grange City Junction, Winona, Tekoa, Wardner, Wallace and Spokane, and trains and yard engines at these places may work on the time of all except first class trains without flag protection.
- No. 20. Where yard limit signs are not erected, the "S" whistling posts will be considered the yard limits. Stations referred to as above are those shown on face of time table schedule.
- Extra trains must approach yard limits 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 yard limits must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.

SPECIAL INSTRUCTIONS

OREGON DIVISION

Passengers presenting permits Form 208 accompanied by proper transportation may be carried by regular freight trains between points at which they stop, subject to Rules 1007, 1008 and 1009.

Trains 1 and 2 will stop on flag at Stokes for passengers to and from Columbia Southern and Heppner Branch points.

Train 3 will stop on flag for passengers at Menominee, Collins, Columbia Beach and Mc Gowans, and will stop at all points to **let off** passengers originating on Washington Division.

Train 4 will stop on flag for passengers at Corbetts, Latourelle, Mc Gowans, Columbia Beach and Collins, and will stop on flag at any **telegraph** station to **pick up** passengers for Washington Division.

Train 5 will stop on flag for passengers at Lime Siding, Thorn Hollow, Seufert's Cannery, Latourelle and Corbetts, and will **stop** at Perry.

Train 6 will stop on flag for passengers at Menominee, Seufert's Cannery, Thorn Hollow and Lime Siding, and will **stop** at Perry.

Within corporate limits of The Dalles speed must not exceed 4 miles per hour.

Steam Wreckers must not be run to exceed 25 miles per hour at any time.

The maximum speed for freight trains descending grades from Kamela to Hilgard, Kamela to Huron and from Pleasant Valley to Durkee will be 15 miles per hour. If for any reason this speed is exceeded, conductors must wire Superintendent's office from first open telegraph office informing him of the fact, and cause or reason for so doing. Light engines or other trains following freight trains within above limits will take notice of above speed requirements and be governed accordingly.

Draw Bridge is located at Willamette River between Portland and East Portland.

Freight and stock trains will head in on No. 16 lead at Portland.

Engines of 179, 300, 1500 and 192 classes under steam must reduce speed to four miles per hour, over bridges crossing the Umatilla, John Day, Des Chutes, Hood River and Sandy (Troutdale) Rivers, and other engines or loaded cars heavier than 40 gross tons each must not be placed less than four cars from above classes of engines, while passing over these bridges.

Helping engines on freight trains between Pendleton and Huntington shall be placed so that each helper will push its own tonnage and when necessary to slack these trains same shall be done by helper on rear of train.

WASHINGTON DIVISION.

All freight trains will carry passengers subject to Rules 1007, 1008 and 1009.

Trains 3 and 4 will stop on flag for passengers at Mica and Two Rivers.

Trains 7 and 8 will stop on flag for passengers at Mica, Buckleys, Walters, Saxe and Berryman.

Trains 11 and 12 will stop on flag for passengers at Medimont and Kingston.

Trains 14 and 15 will stop on flag for passengers at Warners and Summit.

Trains 43 and 44 will stop on flag for passengers at Lowdens.

Trains 57 and 58 will stop on flag for passengers at Ennis, Berryman and Russels.

Trains 61 and 62 will stop on flag for passengers at Jacksons.

Draw Bridges are located at Riparia (east of station) and at St. Joe River (one-half mile east of Chatcolet).

East-bound trains between Crest and Colfax will register at Crest.

Passenger trains must not exceed 15 miles per hour between Crest and Colfax. All other trains 8 miles per hour.

No East-bound train will leave Crest until 20 minutes after the departure of any preceding train.

When it is necessary to protect rear of east-bound trains between Crest and Colfax the flagman will return to Crest as quickly as possible.

Helping engines may return from Crest to Colfax ahead of delayed east-bound freight trains.

All trains occupying Colfax yard (Moscow Branch District) will report at telegraph office for clearance on Crest Hill before coming out on main line (Second District).

Passenger trains must not exceed schedule time and freight trains 15 miles per hour Alto to Starbuck.

West-bound trains must be reduced in speed to eight miles per hour at the east approach to bridge 132 (Alto trestle), and air brakes fully released while crossing the bridge.

At Northern Pacific crossing Spokane trains will be governed by semaphore signals and will not stop when signals denote proceed.

At S. F. & N. crossing, Spokane, and Northern Pacific crossing, Farmington, trains will be governed by position of the crossing gates. The normal position of which are at right angles to the S. F. & N. and N. P. tracks respectively. When S. F. & N. and N. P. trains are using these crossings the gates will be set at right angles to the O. R. & N. track. O. R. & N. trains must approach these crossings under control and **stop** when the gates are turned against them, and must not proceed until they have been returned to their normal positions and the crossings are clear. Trains must not exceed ten (10) miles per hour over these crossings.

FIRST DISTRICT—Portland and The Dalles—OREGON DIVISION.

EASTWARD.

SOUTHERN PACIFIC TRAINS | O. R. & N. TRAINS.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Third Class		Second Class		First Class		Second Class		First Class		
	225		221	15	13	11	24	22	6	4	2
	Way Freight		Portland Fast Freight	California Express	Albany Passenger	California Express	Way Freight	Eastern Fast Freight	Hall and Express	Spokane Flyer	Chicago Special
	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Minimum running time for passenger trains between stations—minutes.

DISTANCES FROM PORTLAND.

TIME TABLE
No. 89.
April 16, 1905.

STATIONS.

DISTANCES FROM UMATILLA.

Minimum running time for freight trains between stations—minutes.

WESTWARD.

O. R. & N. TRAINS. | SOUTHERN PACIFIC TRAINS.

O. R. & N. TRAINS.				SOUTHERN PACIFIC TRAINS.					
First Class		Second Class		First Class		Second Class		Third Class	
1	5	3	55	23	12	14	16	222	226
Portland Special	Hall and Express	Portland Flyer	Portland Fast Freight	Way Freight	Oregon Express	Albany Passenger	Oregon Express	Portland Fast Freight	Way Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

WCTYO	A M LV		P M LV		P M LV		P M LV		P M LV		P M LV	
	5.05	10.00	8.30	4.00	8.30	8.00	12.15	8.15	6.15	9.15		
1181	5.20	10.15	8.35	4.05	8.35	8.10	12.25	8.20	6.20	9.20		
2698						8.35	12.50	8.38	6.35	9.35		
2702						8.50	1.12	8.50	6.48	9.48		
2626 W						9.55	1.22	8.55	6.55	9.55		
2028						10.25	1.48	9.10	7.10	10.08		
2710 OW						10.50	2.02	9.18	7.18	10.18		
1341						11.20	2.20	9.28	7.28	10.30		
2011						11.50	2.30	9.35	7.35	10.40		
2624 W						12.10	2.45	9.45	7.45	10.50		
2740						12.30	3.00	10.00	8.00	11.05		
2974 W						1.10	3.25	10.18	8.14	11.18		
1860						1.40	3.40	10.24	8.25	11.28		
3253						2.15	4.05	10.40	8.40	11.43		
2301 W						2.45	4.35	10.52	8.55	11.55		
3345						3.20	5.10	11.08	9.12	12.10		
WCTO						4.00	5.45	11.25	9.30	12.30		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	0.15	0.15	0.05	0.05	0.05	8.00	5.30	8.10	3.15	3.15		
						11.0	16.1	27.9	27.1	27.1		

DISTANCES FROM PORTLAND.	N ALBINA B		DISTANCES FROM UMATILLA.
	187.0	187.0	
1.4	N PORTLAND Ve	185.6	
2.8	EAST PORTLAND	184.2	
10.1	Clarke	176.9	
15.4	D Fairview Fa	171.6	
17.8	N Troutdale Sn	169.2	
24.6	Rooster Rock	162.4	
28.4	N Bridal Veil Ju	158.6	
33.3	Oncosta	153.7	
37.0	Dodson's	150.0	
41.0	Bonneville	146.0	
45.3	N Cascade Locks Cj	141.7	
52.4	D Wyeth WE	134.6	
58.0	Viento	129.0	
65.9	N Hood River Kl	121.1	
72.1	D Mosier H	114.9	
79.5	Rowena	107.5	
88.3	N THE DALLES DK	98.7	
	88.3		
	Time over District		
	Average Speed per Hour		

DISTANCES FROM UMATILLA.	P M AR		P M AR		P M AR		P M AR		P M AR		P M AR	
	6.15	3.30	8.00	8.00	10.10	7.25	3.15	6.45				
15	5.20	7.10	7.55	6.05	3.20	7.55	10.05	7.20	3.00	6.35		
10	5.05	6.55	7.40	5.40	2.50							
5	4.50	6.40	7.25	4.50	2.15							
14	4.45	6.35	7.20	4.30	1.50							
7	4.30	6.20	7.05	4.00	1.10							
9	4.20	6.12	6.57	3.45	12.45							
7	4.06	6.01	6.46	3.25	12.15							
8	3.58	5.53	6.38	3.10	11.50							
15	3.50	5.45	6.30	2.50	11.25							
11	3.35	5.30	6.15	2.30	11.05							
10	3.20	5.15	6.01	2.05	10.20							
12	3.10	5.04	5.51	1.40	9.55							
10	2.56	4.48	5.36	1.05	9.25							
15	2.45	4.35	5.25	12.40	9.00							
12	2.30	4.20	5.10	12.10	8.30							
	2.15	4.00	4.55	11.30	8.00							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	3.10	3.15	3.05	6.45	7.80	0.05	0.05	0.05	0.15	0.10		
	27.9	27.1	28.6	18.0	11.8							

West-bound Trains will have absolute right to the track over Eastbound Trains of the same class.—See Rule 81.

Southern Pacific train and enginemen will be governed by the rules and regulations of the O. R. & N. Co. while using O. R. & N. tracks.

Southern Pacific regular trains on time have right of track over all delayed O. R. & N. trains. Delayed and extra Southern Pacific trains will proceed only under cover of flag.

All trains MUST STOP before going onto the draw in the Willamette River Bridge and NOT PROCEED without signal from the Bridge-tender.

Trains and engines moving in either direction on Albina track must flag themselves over the railroad crossing under east end of Willamette River Bridge.

O. R. & N. and Southern Pacific Junction Switch at East Portland, when not in use, will be left set for O. R. & N. track.

Portland and Albina Junction Switch at East Portland, when not in use, will be left set and locked for the track to Portland.

Passenger trains must reduce speed to 20 miles per hour and freight trains to 15 miles per hour between Bonneville and Cascade Locks.

FIRST DISTRICT—The Dalles and Umatilla—OREGON DIVISION.

EASTWARD.										WESTWARD.									
Second Class.					First Class.					First Class.					Second Class.				
		24	22			6	4	2			1	5	3			55	23		
		Way Freight	Eastern Fast Freight			Mail and Express	Spokane Flyer	Chicago Special			Portland Special	Mail and Express	Portland Flyer			Portland Fast Freight	Way Freight		
		Daily	Daily			Daily	Daily	Daily			Daily	Daily	Daily			Daily	Daily		
WCTO		AM LV 8.00	AM LV 6.00			PM LV 11.30	PM LV 9.35	PM LV 12.35	12	88.3	N THE DALLES DK	98.7	15	PM AR 2.10	AM AR 3.55	AM AR 4.50		AM AR 10.30	PM AR 8.15
2698		8.25	6.40			f 11.45	9.50	12.50	6	95.9	N Summit S	91.2	8	1.55	f 3.40	4.35		10.05	7.45
2780		8.40	6.55			f 11.54	9.58	s 12.58	5	100.3	Celilo	86.7	6	s 1.43	f 3.32	4.28		9.50	7.15
2018 W (East)		8.55	7.10			f 12.02	10.05	1.05	5	104.3	Des Chutes	82.7	6	1.31	f 3.24	4.21		9.35	6.45
2655		9.20	7.25			12.09	s 10.12	s 1.20	5	108.2	D Biggs Bx	78.8	5	s 1.20	f 3.16	4.15		9.20	6.20
2546		9.40	7.35			s 12.15	s 10.18	s 1.26	4	111.0	N Grant's J	76.0	4	s 1.16	s 3.10	s 4.09		9.10	6.00
1431		9.55	7.40			f 12.19	10.22	1.31	3	113.2	Rufus	73.8	4	1.11	f 3.06	4.05		9.00	5.45
2755 W		10.15	7.50			12.25	10.27	1.37	4	115.9	John Day's	71.1	4	1.05	f 3.00	4.00		8.45	5.35
2707		10.45	8.15			f 12.40	10.40	1.52	9	123.0	Squally Hook	64.0	10	12.49	f 2.46	3.46		8.15	5.00
2692		11.05	8.30			f 12.50	10.48	2.01	6	127.1	N Quinton Qs	59.9	6	12.40	f 2.38	3.38		7.45	4.40
2703 W		11.30	8.55			f 1.02	11.00	2.15	8	133.6	Blalock's	53.4	9	12.28	f 2.25	3.27		7.00	4.10
2685		PM 12.12	9.25			s 1.20	s 11.15	s 2.30	10	141.8	N Arlington Mx	45.2	12	s 12.12	s 2.08	s 3.13		6.00	3.30
2715 W		12.45	9.55			1.40	11.32	2.50	12	150.9	Willows	36.3	14	PM 11.54	1.50	2.57		5.00	2.50
T		1.00	10.00			1.45	11.35	s 2.55	1	152.3	D HEPPNER JCT. WI	34.7	3	s 11.50	f 1.45	2.55		4.50	2.35
2687		2.00	10.40			f 2.02	f 11.50	3.10	12	161.9	Castle Rock	25.1	14	11.30	f 1.30	2.37		4.15	2.00
2712 W		3.25	11.15			f 2.20	f 12.04	3.25	10	170.5	N Coyote Ms	16.5	12	11.15	f 1.15	2.20		3.50	1.25
2728		4.15	11.45			f 2.40	f 12.20	3.40	9	179.8	Stokes	7.2	14	10.56	f 1.00	2.05		3.25	12.45
WCTV		4.45	12.15			3.00	12.35	3.55	9	187.0	N UMATILLA Cs	0.0	10	10.43	12.45	1.55		3.00	12.15
		PM AR	PM AR			AM AR	AM AR	PM AR						AM LV	AM LV	AM LV		AM LV	PM LV
		Daily	Daily			Daily	Daily	Daily						Daily	Daily	Daily		Daily	Daily
		8.45	6.00			3.80	3.00	3.20						3.17	3.10	2.55		7.30	8.00
		14.6	16.4			28.2	32.9	29.9						30.0	31.2	33.9		13.2	12.3
										DISTANCES FROM PORTLAND DISTANCES FROM UMATILLA Minimum running time for passenger trains between stations—minutes. Minimum running time for freight trains between stations—minutes.									
										TIME TABLE No. 89. April 16, 1905. STATIONS. THE DALLES DK 98.7 Summit S 91.2 Celilo 86.7 Des Chutes 82.7 Biggs Bx 78.8 Grant's J 76.0 Rufus 73.8 John Day's 71.1 Squally Hook 64.0 Quinton Qs 59.9 Blalock's 53.4 Arlington Mx 45.2 Willows 36.3 HEPPNER JCT. WI 34.7 Castle Rock 25.1 Coyote Ms 16.5 Stokes 7.2 UMATILLA Cs 0.0 98.7 Time over District Average Speed per Hour									

West-bound Trains will have absolute right to the track over East-bound Trains of the same class.—See Rule 81.

SECOND DISTRICT—Umatilla and La Grande—OREGON DIVISION.

EASTWARD.										Minimum running time for passenger train between stations—minutes.	DISTANCES FROM PORTLAND.	TIME TABLE	Minimum running time for freight trains between stations—minutes.	WESTWARD.										
Second Class.					First Class.							First Class.					Second Class.							
		24	22					6	2					1	5			55	23					
		Way Freight	Eastern Fast Freight					Mail and Express	Chicago Special					Portland Special	Mail and Express			Portland Fast Freight	Way Freight					
		Daily	Daily					Daily	Daily			Daily	Daily			Daily	Daily							
WCTV		A M LV	P M LV			A M LV	P M LV				N	UMATILLA	Cs		A M AR	A M AR			A M AR	P M AR				
1846		5.55	1.55			f 3.19	4.11			8	187.0	6.5		217.4	15	10.40	12.40			1.45	6.30			
1173		6.30	2.30			f 3.38	4.28			12	193.5	Maxwell	8.6	210.9	17	10.25	12.25			1.25	6.05			
2092	W	6.45	2.45			s 3.48	4.36			5	202.1	Foster's	3.4	203.3	8	10.07	12.10			12.55	5.30			
2185		7.15	3.15			f 4.00	4.45			6	205.5	N Echo	HI	198.9	9	10.00	12.03			12.40	5.15			
650		7.30	3.25			f 4.05	4.50			2	212.2	Nolin	6.7	192.2	5	9.45	11.54			12.15	4.45			
2077		8.10	4.00			f 4.30	5.10			12	215.1	Yoakum	2.9	189.3	5	9.40	11.50			12.05	4.30			
WCTOY		8.50	4.30	5.15		f 4.50	5.30	5.40		11	223.2	Barnhart	7.9	181.2	17	9.20	11.25			11.25	4.00			
2056						f 5.10	5.50			7	231.1	N PENDLETON	Fd	173.3	16	s 8.50	11.00			10.45	3.00	10.00	2.30	
1971	W	10.00	6.05			f 5.23	6.05			7	236.4	Mission	5.8	168.0	13	8.40	10.50							
2000	W	11.00	7.00			f 5.45	6.25			12	242.6	Cayuse	6.2	161.8	20	8.28	10.38			9.05	1.45			
1992W(West)Y		12.30	8.05			f 6.15	6.50			13	252.5	N Bingham Springs	GI	151.9	20	f 8.08	10.20			8.35	1.10			
1991	TW	1.30	9.42			f 6.40	7.20			12	263.6	D North Fork	NF	140.8	20	7.47	10.00			8.05	12.30			
2040	W	2.35	10.30			s 7.15	7.45			12	272.7	N Huron	Kr	131.7	25	7.32	9.42			7.20	11.45			
2763	WCT	3.30	11.30			s 7.40	8.10			11	280.4	D Meacham	Mh	124.0	31	f 7.15	9.25			6.35	11.00			
2160	TW	4.30	12.30			s 8.10	8.35			21	286.4	N Kamela	S	118.0	22	s 7.00	9.10			6.10	10.15			
WCTOY		5.00	1.00	A M AR	P M AR	8.30	9.00	P M AR		13	297.3	D Hilgard	Dy	107.1	44	6.20	8.35			4.30	9.00			
		Daily	Daily			Daily	Daily				305.4	N LA GRANDE	Ra	99.0	17	A M LV	P M LV			8.45	8.30	P M LV	A M LV	
		11.30	11.30			5.25	5.02					118.4				Daily	Daily			Daily	Daily			
		10.3	10.3			21.8	23.6					Time over District				4.40	4.30			10.00	10.00			
												Average Speed per Hour				25.3	26.3			11.8	11.8			

West-bound Trains will have absolute right to the track over East-bound Trains of the same class.—See Rule 81.
All Trains moving in either direction between the Junction Switch and Depot at Pendleton must keep under control.
 All West-bound Trains will STOP 200 Feet East of Junction Switch at Pendleton.
 Junction Switch at Umatilla will be left set for Second District, Oregon Division.

SECOND DISTRICT—Starbuck and Spokane—WASHINGTON DIVISION.

EASTWARD.										TIME TABLE No. 89. April 16, 1905.	WESTWARD.														
Second Class.					First Class.						First Class.					Second Class.									
		26	22			14	8	4			3	7	15			21	25								
		Way Freight	Fast Freight			Pleasant Valley Passenger	Spokane Passenger	Spokane Flyer			Portland Flyer	Pendleton Passenger	Pleasant Valley Passenger			Fast Freight	Way Freight								
		Daily	Daily			Mon. Wed. and Fri.	Daily	Daily			Daily	Daily	Tues., Thurs. and Sat.			Daily	Daily								
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			A M 12.05					P M LV 1.10					P M AR 1.10							P M 3.30					
	604	Y	12.15	P M LV 7.30					s 1.20	s 3.35	6	98.0	N	STARBUCK	Sa	156.6	12	P M AR s 10.45	s 1.00			A M AR 3.35	3.15		
	2088	W	12.30	8.50					s 1.30	s 3.45	8	97.6	N	GRANGE CITY JCT. Gc	Xs	148.4	15	s 10.35	s 12.50			2.35	3.00		
	496											10	108.2	Canyon		142.8									
	2220	W	1.35	10.05							14	110.9	N	RIPARIA	Xs	185.1	40					1.35	2.05		
	2200			2.15	10.45							12	117.3	Hay		128.7	20	10.05	f 12.27			1.10	1.30		
	1146	Y	2.45	11.15							12	117.3	N	LA CROSSE	Wn	123.8	15	f 9.37	s 12.01			12.50	1.10		
	1440	WYC	3.45	12.10							10	122.2	N	WINONA	Wa	113.3	25	s 9.14	s 11.40			12.10	12.30		
	1472			4.20							20	132.7	N	WINONA	Wa	113.3	17	s 9.00	s 11.30			12.05	12.30		
	692 W (West)			4.50							10	138.5	D	Endicott	Di	107.5	20	s 9.00	s 11.30			12.05	12.30		
	1290			5.05							12	145.5	D	Lee	Di	100.5	20	s 8.45	f 11.17			11.35	11.35		
	1762			5.20							5	149.2	D	Diamonds	Di	96.8	11	f 8.39	f 11.10			11.10	11.10		
	957			5.35							5	153.1	D	Mockonema	Di	92.9	12	f 8.32	f 11.02			10.35	10.35		
	1640 WTO			6.15							4	155.5	D	Crest	Di	90.5	6	s 8.15	s 10.45			10.20	10.20		
	756			8.00							10	158.0	N	COLFAX	Ca	88.0	8	s 8.00	f 10.30			9.00	9.00		
	1545 W (East)			8.30							11	164.2	D	Glenwood	Ca	81.8	18	s 7.48	s 10.18			8.30	8.30		
	1918			9.00							11	170.4	D	Elberton	Dc	75.6	18	s 7.35	s 10.07			8.05	8.05		
	635											10	175.8	D	Garfield	Gr	70.2	15							
	1650 W			9.48							10	176.2	D	N. P. Crossing	Gr	69.8	20								
	1727 Y			10.25	A M LV 4.30							20	179.4	D	Walters	Gr	66.6	24							
1175 OYCWT			11.00							10	184.1	D	N. P. Crossing	Gr	61.9										
1352			3.25	6.40							10	185.3	D	Farmington	Fm	60.7	16	s 7.12	s 9.48			7.18	7.18		
1375 W			4.00	7.10							10	191.1	D	SELTICE	Fm	54.9	16	s 7.00	s 9.37			7.45	6.35		
1282			4.40	7.35							10	196.8	N	TEKOA	K	49.2	16	s 6.45	s 9.25			6.45	6.00		
945											12	204.0	D	Latah	Na	42.0	20	s 6.25	s 9.06			5.47	11.30		
1691 W (East)			5.25	8.15							12	212.4	D	Fairfield	G	33.6	20	s 6.05	s 8.50			5.10	11.00		
1362			6.00	8.45							12	219.1	D	Rockford	Rd	26.9	18	s 5.45	s 8.37			4.40	10.15		
WTCO			6.45	9.20							15	223.1	D	Buckleys	Rd	20.0	20								
		Daily	Daily							15	227.5	D	Freeman	Fr	18.5	23	s 5.25	s 8.15			4.15	9.30			
		18.40	13.50							17	236.5	Chester		Fr	9.5	23	4.50	f 7.45			3.30	8.30			
		10.7	11.1							15	244.2	N. P. Crossing		Fr	1.8										
										5	245.0	D	Great Northern Jct. Jc	Fr	1.0	25	s 4.35	s 7.30							
										5	245.6	S. F. & N. Crossing		Fr	0.4										
		6.45	9.20							5	246.0	N	SPOKANE	Au	0.0							3.00	8.00		
		Daily	Daily							5											Daily	Daily			
		18.40	13.50							5											12.35	19.30			
		10.7	11.1							5											12.2	11.6			
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THIRD DISTRICT—Bolles and Turner—WASHINGTON DIVISION.

Table for Third District—Bolles and Turner—WASHINGTON DIVISION. Includes Eastward and Westward sections with time tables for No. 89, April 16, 1905. Lists stations from Bolles to Turner with distances and running times.

West-bound Trains will have absolute right to the track over East-bound Trains of the same class.—See Rule 81.

No. 58 has right of track against No. 51 Bolles to Dayton. No. 52 has right of track against No. 53 Bolles to Dayton.

FOURTH DISTRICT—La Crosse and Connell—WASHINGTON DIVISION.

Table for Fourth District—La Crosse and Connell—WASHINGTON DIVISION. Includes Eastward and Westward sections with time tables for No. 89, April 16, 1905. Lists stations from La Crosse to Connell with distances and running times.

West-bound Trains will have absolute right to the track over East-bound Trains of the same class.—See Rule 81.

Trains 71 and 72 will register at La Crosse.

THIRD DISTRICT—Starbuck and Pomeroy—WASHINGTON DIVISION.

Table for Third District—Starbuck and Pomeroy—WASHINGTON DIVISION. Includes Eastward and Westward sections with time tables for No. 89, April 16, 1905. Lists stations from Starbuck to Pomeroy with distances and running times.

West-bound Trains will have absolute right to the track over East-bound Trains of the same class.—See Rule 81.

FOURTH DISTRICT—Colfax and Moscow—WASHINGTON DIVISION.

Table for Fourth District—Colfax and Moscow—WASHINGTON DIVISION. Includes Eastward and Westward sections with time tables for No. 89, April 16, 1905. Lists stations from Colfax to Moscow with distances and running times.

West-bound Trains will have absolute right to the track over East-bound Trains of the same class.—See Rule 81.

No. 84 has right of track against No. 81 Colfax to Moscow.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS.

OREGON DIVISION.

STATIONS		CLASSES OF ENGINES														
FROM	TO	30 56	57 64	65 73	80 87 112 119	103 111	130 135	20	136 147	160 164	25 27	170 173	174 193	200 202	300 314	340 344
Albina	E. Portland	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
East Portland	Montavilla	330	390	350	470	490	510	580	625	700	745	740	785	900	1000	1060
Montavilla	Oneonta	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Oneonta	Cascade Locks	595	710	640	850	895	925	1135	1135	1270	1345	1345	1420	1635	1820	1930
Cascade Locks	The Dalles	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
The Dalles	Summit	585	700	630	840	885	920	1125	1260	1330	1400	1400	1615	1790	1895	
Summit	Squally Hook	820	980	885	1180	1240	1285	1570	1765	1880	1985	2280	2510	2660		
Squally Hook	Quinton	705	840	755	1010	1060	1100	1340	1505	1595	1685	1940	2155	2285		
Quinton	Umatilla	820	980	885	1180	1240	1285	1570	1765	1880	1985	2280	2510	2660		
Umatilla	Summit	820	980	885	1180	1240	1285	1570	1765	1880	1985	2280	2510	2660		
Summit	The Dalles	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
The Dalles	Rowena	680	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2210		
Rowena	Viento	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Viento	Wyeth	680	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2210		
Wyeth	Bonneville	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Bonneville	Dodson	680	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2210		
Dodson	Troutdale	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Troutdale	Clarnie	680	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2210		
Clarnie	Portland and Albina	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Umatilla	Pendleton	360	430	390	520	540	560	685	770	815	860	990	1100	1175		
Pendleton	Bingham Springs	330	390	350	470	490	510	625	700	740	785	900	1000	1060		
Bingham Springs	North Fork	310	370	335	445	465	485	590	665	705	745	855	950	1010		
North Fork	Huron	235	280	250	335	350	365	445	500	530	555	640	710	755		
Huron	Kamela	165	195	180	235	250	255	315	350	370	390	450	500	530		
Kamela	Union	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Union	Telocaset	235	280	250	335	350	365	445	500	530	555	640	710	755		
Telocaset	Baker City	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Baker City	Norton	425	505	460	610	640	665	810	910	965	1015	1170	1300	1380		
Norton	Encina	235	280	250	335	350	365	445	500	530	555	640	710	755		
Encina	Huntington	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Huntington	Durkee	360	430	390	520	540	560	685	770	815	860	990	1100	1175		
Durkee	Pleasant Valley	165	195	180	235	250	255	315	350	370	390	450	500	530		
Pleasant Valley	Encina	235	280	250	335	350	365	445	500	530	555	640	710	755		
Encina	North Powder	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
North Powder	Telocaset	330	390	350	470	490	510	625	700	740	785	900	1000	1060		
Telocaset	La Grande	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
La Grande	Hilgard	360	430	390	520	540	560	685	770	815	860	990	1100	1175		
Hilgard	Kamela	165	195	180	235	250	255	315	350	370	390	450	500	530		
Kamela	Umatilla	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
Albina	St. Johns	820	980	885	1180	1240	1285	1570	1765	1880	1985	2280	2510	2660		
St. Johns	Albina	680	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2210		
Heppner Jct.	Ione	425	505	455	610	640	665	810	910	965	1015	1170	1300	1380		
Ione	Lexington	330	390	350	470	490	510	625	700	740	785	900	1000	1060		
Lexington	Heppner	310	370	335	445	465	485	590	660	700	740	850	945	1000		
Heppner	Heppner Junction	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
La Grande	Elgin	585	700	630	845	885	920	1120	1255	1330	1405	1615	1795	1900		
Elgin	La Grande	725	860	780	1030	1080	1120	1365	1530	1620	1710	1965	2185	2315		

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS. WASHINGTON DIVISION.

STATIONS		CLASSES OF ENGINES													
FROM	TO	30 56	57 64	65 73	80 87 112 119	103 111	130 135	136 147	160 164	170 173	174 193	200 202	300 314	340 344	
Umatilla	Wallula	695	830	750	1000	1050	1090	1330	1495	1585	1670	1920	2135	2265	
Wallula	Page	705	840	755	1010	1060	1100	1340	1510	1600	1685	1940	2155	2285	
Page	Grange City	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Grange City	Page	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Page	Wallula	935	1115	1005	1340	1405	1450	1770	1980	2100	2215	2550	2830	3000	
Wallula	Umatilla	660	790	710	950	995	1030	1260	1420	1505	1590	1830	2005	2125	
Grange City	Riparia	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Riparia	Hay	360	425	385	515	540	560	680	765	810	855	980	1080	1150	
Hay	Winona	215	255	230	305	320	330	405	455	480	510	575	640	675	
Winona	Mockonema	325	390	350	470	490	510	625	700	740	785	900	1000	1060	
Mockonema	Crest	240	285	255	345	360	375	460	515	545	575	660	735	775	
Crest	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Colfax	Elberton	435	520	465	625	655	680	830	930	985	1040	1195	1325	1405	
Elberton	Garfield	285	340	290	410	415	435	555	620	670	715	825	900	955	
Garfield	Farmington	335	400	360	480	505	525	640	715	760	800	920	1025	1085	
Farmington	Tekoa	365	435	390	520	550	570	695	780	825	870	1000	1110	1175	
Tekoa	Latah	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Latah	Freeman	320	380	340	460	480	510	620	695	770	810	930	1035	1095	
Freeman	Spokane	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Spokane	Chester	375	445	400	535	560	580	710	800	845	890	1025	1135	1205	
Chester	Fairfield	215	255	230	310	325	335	410	460	485	515	590	655	695	
Fairfield	Latah	360	425	385	515	540	560	680	765	810	855	980	1080	1150	
Latah	Tekoa	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2000	
Tekoa	Garfield	345	415	370	500	520	540	660	740	785	830	950	1055	1120	
Garfield	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Colfax	Crest	120	145	130	175	185	190	230	260	275	290	335	370	390	
Crest	Winona	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Winona	Meeker	365	435	395	525	550	570	700	785	830	875	1005	1115	1180	
Meeker	Grange City	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Pendleton	Athena	345	415	370	500	520	540	660	740	785	830	950	1055	1120	
Athena	Walla Walla	330	395	355	475	500	515	630	710	750	790	910	1010	1070	
Walla Walla	Bolles	270	320	290	385	405	420	510	575	610	640	740	820	870	
Bolles	Alto	235	280	250	335	350	365	445	500	530	565	675	725	770	
Alto	Starbuck	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Starbuck	Alto	120	145	130	175	185	190	230	260	275	290	335	370	390	
Alto	Menoken	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Menoken	Walla Walla	325	390	350	470	490	510	625	700	740	783	900	1000	1060	
Walla Walla	Athena	165	200	180	240	250	260	315	350	370	390	450	500	530	
Athena	Pendleton	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Wallula	Walla Walla	345	415	370	500	520	540	660	740	785	830	950	1055	1120	
Walla Walla	Wallula	675	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2200	
Bolles	Dayton	345	415	370	500	520	540	660	740	785	830	950	1055	1120	
Dayton	Turner	270	320	290	385	405	420	510	575	610	640	740	820	870	
Turner	Dayton	470	560	485	680	685	710	900	1000	1090	1155	1325	1345	1425	
Dayton	Bolles	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Starbuck	Pomeroy	345	415	370	500	520	540	660	740	785	830	950	1055	1120	
Pomeroy	Starbuck	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Winona	Oakesdale	240	290	260	350	360	385	470	530	560	590	675	755	800	
Oakesdale	Tekoa	365	435	390	520	550	565	695	780	825	870	1000	1110	1175	
Tekoa	Winona	345	415	370	500	520	540	660	740	785	830	950	1060	1125	
La Crosse	Connell	345	415	370	500	520	540	660	740	785	830	950	1055	1120	
Connell	La Crosse	320	380	340	460	480	510	620	695	770	810	930	1035	1095	
Colfax	Moscow	345	415	370	500	520	540	660	740	785	830	950	1055	1120	
Moscow	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Tekoa	Watts	255	300	275	365	380	395	480	540	570	605	695	770	815	
Watts	Wardner	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2000	
Wardner	Wallace	365	435	390	520	550	570	695	780	825	870	1000	1110	1175	
Wallace	Chatcolet	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Chatcolet	Watts	230	270	245	325	340	355	430	485	515	540	625	690	730	
Watts	Tekoa	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Sierra Nevada Junction	Sierra Nevada Mine														
Sierra Nevada Mine	Sierra Nevada Junction														
Wallace	Burke														
Burke	Wallace														
Fairfield	Waverly	270	320	290	385	405	420	510	575	610	640	740	820	870	
Waverly	Fairfield	225	270	245	325	340	355	430	485	515	540	625	690	730	

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

WASHINGTON DIVISION

