

# THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

## EMPLOYEES' TIME TABLE

Effective Sunday, December 2nd, 1906, 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,  
*General Manager.*

M. J. BUCKLEY,  
*General Superintendent.*

### THIRD DISTRICT—Pendleton and Starbuck.

EASTWARD.					DISTANCES FROM PENDLETON.	TIME TABLE No. 92. Dec. 2, 1906.	STATIONS.	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class					STATION NUMBERS	First Class		Second Class	
	58	42	46	8					7	45	41	57
	Mixed	Fr.	Pass.	Spokane Passenger					Pendleton Passenger	Pass.	Fr.	Mixed
Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily				
WCTY	A M LV 10.25	P M LV 5.50	A M LV 11.15		0.0	N PENDLETON	231	P M AR 5.35	A M AR 9.15	P M AR 2.10		
662	f 10.50	f 6.10	f 11.33		7.6	Havana	B7	f 5.15	f 9.00	f 1.30		
810	f 11.00	f 6.15	f 11.38		10.5	Eastland	B10	f 5.10	f 8.55	f 1.20		
1618	s 11.15	s 6.20	s 11.45		13.3	D Adams	B13	s 5.05	s 8.50	s 1.05		
1535 W	s 11.55	s 6.30	s 11.55		18.6	D Athena	B17	s 4.53	s 8.40	s 12.40		
1250	PM 12.20	s 6.37	PM 12.05		21.6	D Weston	B21	s 4.45	s 8.35	s 12.20		
1082	f 12.30	f 6.44	f 12.10		24.1	Downing	B23	f 4.35	f 8.30	f 12.10		
2650	f 12.45	f 6.50	f 12.18		27.3	Blue Mountain	B27	f 4.18	f 8.15	f 11.30		
741	f 1.00	f 7.00	f 12.27		31.0	Bates	B30	f 4.00	f 8.07	f 11.10		
1157 W	s 1.35	s 7.12	s 12.40		36.9	D Milton	B36	s 3.45	s 7.58	s 10.50		
958	f 1.50	f 7.20	f 12.50		40.6	Spofford	B40	f 3.35	f 7.50	f 10.25		
619					42.7	State Line	B42					
WCTO	A M LV 9.30	P M AR 2.15	P M AR 7.35	s 1.05	47.6	N WALLA WALLA	B47	s 3.15	7.35	10.00	P M AR 6.50	
					47.9	W. & C. R. Crossing						
1112	f 10.00		f 1.20		54.4	Valley Grove	B54	f 3.00			6.30	
1047	f 10.10		f 1.25		57.2	Hadley	B57	f 2.54			6.15	
545	f		f		60.5	Berryman	B60	f				
600	f 10.45				61.7	Ennis	B61					
1857	s		s 1.47		67.4	D Prescott	B67	s 2.33			5.40	
1374 WT	11.20		s 2.00		72.2	D BOLLES	B72	s 2.23			5.20	
975	A M AR		f 2.10		76.3	Menoken	B76	f 2.10				
1418			s 2.32		83.8	Alto	B83	s 1.50				
1170					89.5	Relief	B89					
WCTY			2.55		94.8	N STARBUCK	B95	1.20				
	Daily	Daily Ex. Sun.	Daily	Daily				Daily	Daily	Daily Ex. Sun.	Daily	
	1.50	3.50	1.45	3.40		Time over District		4.15	1.40	4.10	1.30	
	13.4	12.3	27.1	25.6		Average Speed per Hour		22.3	28.4	11.3	16.4	

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 81.

All Trains moving in either direction between the Junction Switches and Depots at Pendleton and Walla Walla must keep under control.

All West-bound Trains will come to a STOP 200 feet east of Junction Switch at Pendleton.  
Junction Switch at Walla Walla will be left set for the line to Pendleton.

### THIRD DISTRICT—Walla Walla and Walla Walla. FIRST DISTRICT—Umatilla and Grange City Jct.

EASTWARD.					DISTANCES FROM UMATILLA.	TIME TABLE No. 92. Dec. 2, 1906.	STATIONS.	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class					STATION NUMBERS	First Class		Second Class	
	22	44	4	3					43	21		
	Fast Freight	Mixed	Spokane Flyer	Portland Flyer					Mixed	Fast Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
WCTY	P M LV 12.05		A M LV 2.10		0.0	N UMATILLA	187	A M AR 1.00		A M AR 8.00		
1996			12.45		7.7	Riverview	A195	12.45		7.35		
375 W 3/4 E					11.0	Cold Springs	A198					
2814			1.30		19.5	Juniper	A207	12.20		6.45		
2134 WY			2.15		27.2	N Walla Walla	A214	12.05		6.15		
2134 WY			A M LV 3.10		27.2	N WALLULA	A214		P M AR 11.30			
250					37.2	Divide	N10					
1509			4.05		42.1	Touchet	N15		f 10.25			
500			4.20		46.3	Lowdens	N19		f			
606			4.40		51.2	Whitman	N24		f 9.50			
WCTO			A M AR 5.10		58.4	N WALLA WALLA	B47		9.30	P M LV		
2134 OWY			2.15		27.2	N Walla Walla	A214	12.05		6.15		
					29.2	N. P. Crossing						
					29.8	W. & C. R. Crossing						
2657			3.30		36.8	Humorist	A224	11.47		5.35		
2719			4.00		42.7	Snake River	A230	11.34		5.05		
2707 W			4.25		49.8	N Page	A237	f 11.18		4.30		
2716			5.00		57.9	Simmons	A245	f 11.04		4.00		
315					60.5	Walkers	A247					
2614			5.30		66.7	Scott	A254	10.47		3.00		
2689 W			6.00		74.4	Moore	A262	f 10.34		2.20		
2747			6.30		83.2	Ayer	A270	10.18		1.40		
2054					92.2	Grange City	A279					
Y			7.15		93.0	N Grange City Jct.	A280	10.00		12.45		
			P M AR					P M LV		A M LV		
			Daily					Daily	Daily	Daily		
			7.10			Time over District.		3.00	2.00	7.15		
			12.9			Average Speed per Hour		31.0	15.6	12.8		

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 81.

Junction Switches at Walla Walla and Grange City Jct. will be left set for Main Line (First District).  
Junction Switch at Umatilla will be left set for Second District, Oregon Division.



THIRD DISTRICT—Bolles and Turner.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.				DISTANCES FROM BOLLES.	TIME TABLE No. 92.		STATION NUMBERS.	WESTWARD.				
Second Class					First Class			First Class		Second Class		
58					52			51		57		
Mixed					Passenger			Passenger		Mixed		
Daily				Daily		Daily		Daily				
WT	AM LV	11.20	PM LV	2.25	0.0	D	BOLLES	B72	PM AR	1.50	PM AR	5.20
1673	s	11.35	s	2.35	3.3	D	Waltzburg	C3	s	1.40	s	5.05
969	s	11.50	s	2.45	6.1		Huntsville	C6	s	1.30	s	4.55
					8.7		W. & C. R. Crossing					
752	PM	f	12.01	f	2.55	9.5	Longs	C10	f	1.20	f	4.45
1355 WCT	s	12.20	s	3.05	13.0	D	DAYTON	C13	PM LV	1.10	PM LV	4.30
1502	PM AR		PM AR		24.7		TURNER	C25				
	Daily		Daily						Daily		Daily	
	1.00		0.40				24.7		0.40		0.50	
	13.0		19.5				Average Speed per Hour		19.5		15.6	

EASTWARD.				DISTANCES FROM STARBUCK.	TIME TABLE No. 92.		STATION NUMBERS.	WESTWARD.				
Second Class					First Class			Second Class		First Class		
62					61			61		61		
Mixed					Mixed			Mixed		Mixed		
Daily Ex. Sun.				Daily Ex. Sun.		Daily Ex. Sun.		Daily Ex. Sun.				
WCYT	PM LV	f	3.10	0.0	N	STARBUCK	B95	PM AR	12.40			
978	f	3.40		8.0		Delaney	D8	PM	12.05			
508	f			11.4		Jacksons	D11	f	PM			
979 W	f	4.05		14.6		Chard	D15	f	11.35			
1293	f	4.35		24.5		Zumwalt	D25	f	11.05			
1767 WT	PM AR		5.10	29.9		POMEROY	D30	AM LV	10.45			
	Daily Ex. Sun.		2.00					Daily Ex. Sun.	1.55			
	15.0							15.6				

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 81.

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No. 58 has right over No. 51 Bolles to Dayton. No. 52 has right over No. 53 Bolles to Dayton.

FOURTH DISTRICT—La Crosse and Connell.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM LA CROSSE.	TIME TABLE No. 92.		STATION NUMBERS.	WESTWARD.				
Second Class					First Class			Second Class		First Class		
72					71			71		71		
Mixed					Mixed			Mixed		Mixed		
Daily Ex. Sun.				Daily Ex. Sun.		Daily Ex. Sun.		Daily Ex. Sun.				
CY	PM LV		1.45	0.0	D	LA CROSSE	A309	AM AR	11.45			
808	f		2.10	4.6		Pampa	E5	f	10.45			
387 W(West)	f		2.45	13.9		Hooper	E14	f	10.05			
1882	s		3.30	23.5	D	Washtucna	E24	s	9.20			
600	f		3.50	29.4		McAdams	E30	f	8'30			
715	s		4.25	37.5	D	Kahlotus	E38	s	8.00			
438	f		5.00	45.9		Estes	E42	f	7.35			
			5.30	53.0		Sulphur	E46	f	7.20			
	PM AR		8.45			CONNELL	E53	AM LV	7.00			
	Daily Ex. Sun.		14.1					Daily Ex. Sun.	4.45			
									11.1			

EASTWARD.				DISTANCES FROM COLFAX.	TIME TABLE No. 92.		STATION NUMBERS.	WESTWARD.			
Second Class					First Class			Second Class		First Class	
84					82			81		83	
Mixed					Passenger			Passenger		Mixed	
Daily				Daily		Daily		Daily			
WCTO	AM LV		11.15	0.0	N	COLFAX	A345	AM AR	10.35	PM AR	5.00
505	f		11.40	7.6		Riverside	F8	f	10.18	f	4.25
1049 W	f		11.50	9.6		Shawnee	F10	f	10.12	f	4.15
984 W(EAST)	PM	s	12.05	12.7		Guy	F13	s	10.05	s	4.00
1255	s		12.45	18.6	D	Pullman	F19	s	9.53	s	3.35
				19.2		N. P. Crossing					
660	f		1.05	23.8		Garrison	F24	f	9.37	f	3.15
WT	PM AR		1.30	27.9	D	MOSCOW	F28	AM LV	9.30	PM LV	3.00
	Daily		2.15					Daily	1.05	Daily	2.00
	12.4							25.8		18.9	

West-bound Trains are superior to trains of the same class in the opposite direction.— See Rule 81.

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Trains 71 and 72 will register at La Crosse.

No. 84 has right over No. 81 Colfax to Moscow.



# SPECIAL INSTRUCTIONS

- 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. Starbuck will be Initial Station for all regular trains and Grange City Jct. for trains 3, 4, 21, 22, 25 and 26.
- No. 3. Enginemen will check registers. See Rule 83.
- No. 4. Referring to Rule 221, effective October 15th, 1904, all trains must stop at Tekoa, Colfax, Winona and Walla Walla, and obtain clearance card before proceeding.
- No. 5. Slow boards and Caution Signals 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. 6. Under control: To be able to stop within the distance track is seen to be clear.
- No. 7. 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. 8. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 9. Trainmen, Yardmen and Enginemen will provide themselves with a copy of Instructions and Rules governing the use of the Automatic Block System.
- No. 10. Helper engineers must be furnished copies of all train orders affecting movement of train while being helped. Conductors will be governed accordingly.
- No. 11. 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. 12. When sand is blowing, engineers will run with great care. They will run slowly and with train under control where they cannot see track is clear. The same precautions must be observed in passing points where there is a possibility of the track being obstructed by falling rocks or landslides.
- No. 13. 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. 14. Enginemen of mail trains will sound three short blasts of the whistle approaching Mail Cranes between sidings to call mail clerks attention to same.
- No. 15. 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 raliroad crossings at grade.
- No. 16. Water Brakes and Pressure Retaining Valves must be used on all freight trains descending grades between:
- |   |  |   |
|---|--|---|
| Downing and Mile Post 263 (Retainers only), | Mica and Chester (Retainers only),                 | Burke and Wallace,  |
| Alto and Starbuck,                          | Summit (M. P. 419½) and Rockford (Retainers only), | Coman and Thornton (Pleasant Valley Branch) (Retainers only), |
| Meeker and Hay (Retainers only),            | Watts and Chatcolet,                               | Mile Post 365 and Sunset " " "                                |
| Crest and Colfax,                           | Sierra Nevada Mine and Sierra Nevada Jct.,         |   |
- No. 17. Trains 21 and 22 will carry passengers between Riparia and Umatilla subject to Rules 1007, 1008 and 1009.
- No. 18. Trains 3 and 4 will stop on flag for passengers at Attalia (just east of W. & C. R. Crossing near Wallula).
- No. 19. Trains 7 and 8 will stop on flag for passengers at Saxe.
- No. 20. Trains 11 and 12 will stop for passengers at Medimont, Kingston and Rose Lake.
- No. 21. Trains 14 and 15 will stop on flag for passengers at Warners and Summit.
- No. 22. Trains 57 and 58 will stop on flag for passengers at Russells.
- No. 23. Draw Bridges are located at Riparia (east of station) and at St. Joe River (one-half mile east of Chatcolet).
- No. 24. 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).
- No. 25. Passenger trains must not exceed schedule time and freight trains 15 miles per hour Alto to Starbuck.
- No. 26. 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.
- No. 27. At Northern Pacific crossing Spokane trains will be governed by semaphore signals and will not stop when signals denote proceed.
- No. 28. 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.

# SPECIAL INSTRUCTIONS

- No. 29. **Air Brakes.** 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 Spokane, Tekoa and Umatilla.
- East** bound freight trains immediately before leaving Alto and Crest; and **West** bound freight trains immediately before leaving Burke, and Sierra Nevada Mine, in order to ascertain if air is working through entire train, engineer will sound one long blast of the steam whistle, then place brake valve in lap position, rear brakemen or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch gauge, and if proper reduction made in train line, he will acknowledge same by two short blasts of the steam whistle.
- The air brakes on passenger trains will be inspected and adjusted on **East** bound trains at Pendleton, **West** bound trains at Spokane.
- 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.
- No. 30. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control within yards at Pendleton, Walla Walla, Wallula, Colfax, Riparia, Grange City, Grange City Junction, La Crosse, Winona, Tekoa, Harrison, Wardner, Wallace and Spokane.
- No. 31. **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.
- No. 32. 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, Tel. 267	O. R. & N. System.	DR. H. B. LUHN, Surgeon	SPOKANE.	Spokane to Tekoa.
" Y. C. BLALOCK, Surgeon	WALLA WALLA.	Pendleton, Umatilla and Starbuck	" D. G. RUSSELL, "	SPOKANE.	Spokane to Tekoa.
" E. E. SHAW, "	" "	" "	" CHAS. E. SEARS, "	WALLACE.	Tekoa to Mullan.
" F. W. VINCENT, "	PENDLETON.	Pendleton and Walla Walla.	" CHAS. MOWERY, "	SPOKANE.	Spokane to Tekoa.
" E. H. VAN PATTEN, "	DAYTON.	Bolles to Dayton.	" A. J. NELSON, "	TEKOA.	Colfax to Spokane.
" WILSON JOHNSTON, "	COLFAX.	Starbuck, Tekoa, Moscow.	" JOHN HUNTINGTON, "	STARBUCK.	Walla Walla to Pomeroy.
" C. L. GRITMAN, "	MOSCOW.	Colfax to Moscow.	" H. G. MAUZEY, Oculist	SPOKANE.	Pendleton to Spokane & Branches

### REGISTERING STATIONS.

### STANDARD CLOCKS.

### LICENSED WATCHMAKERS.

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

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

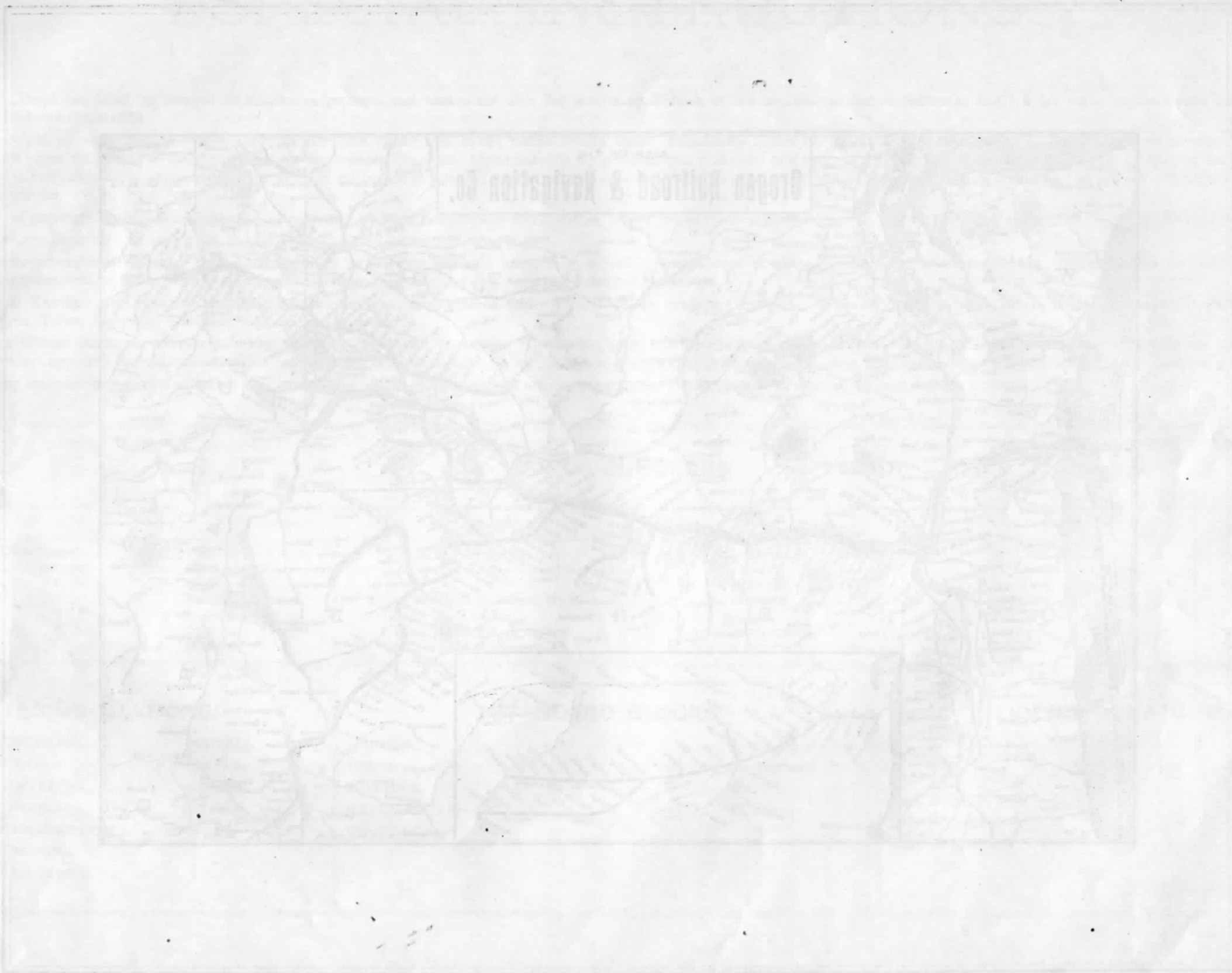
L. HUNZIKER, - - - - - PENDLETON.  
 LUDWIG & HUNZIKER, - - - - - WALLA WALLA.  
 TROYER & ENGLE, - - - - - TEKOA.  
 GEO. DODSON, - - - - - SPOKANE.  
 GEO. F. COHRS, - - - - - POMEROY.  
 GEO. H. SHIRKEY, - - - - - COLFAX.

T. WALSH, Superintendent, - - - - - Tekoa, Wash  
 J. COSTELLO, Chief Dispatcher, First, Second and Fourth Districts, - Tekoa, Wash.

L. F. PENNINGTON, Assistant Superintendent, - - - - - Starbuck, Wash.  
 G. M. HUDSON, Chief Dispatcher, Third District, - - - - - Starbuck, Wash.

# RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

STATIONS		CLASSES OF ENGINES														
FROM	TO	30 56	57 64	65 73	80 87 112 119	103 111	130 135	136 147	160 164	170 173 179 184	174 178 190 197	200 202	300 344	350 365		
Umatilla .....	Wallula .....	695	830	750	1000	1050	1090	1330	1495	1585	1670	1920	2000	2455		
Wallula .....	Page .....	705	840	755	1010	1060	1100	1340	1510	1600	1685	1940	2000	2480		
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	2650	3255		
Wallula .....	Umatilla .....	660	790	710	950	995	1030	1260	1420	1505	1590	1830	2000	2305		
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	1240		
Hay .....	Winona .....	215	255	230	305	320	330	405	455	480	510	575	640	720		
Winona .....	Mockonema .....	325	390	350	470	490	510	625	700	740	785	900	1000	1150		
Mockonema .....	Crest .....	240	285	255	345	360	375	460	515	545	575	660	735	845		
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	1525		
Elberton .....	Garfield .....	285	340	290	410	415	435	555	620	670	715	825	900	1035		
Garfield .....	Farmington .....	335	400	360	480	505	525	640	715	760	800	920	1025	1180		
Farmington .....	Tekoa .....	365	435	390	520	550	570	695	780	825	870	1000	1110	1275		
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	1190		
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	1305		
Chester .....	Fairfield .....	230	270	245	325	340	355	430	485	515	540	625	690	795		
Fairfield .....	Latah .....	360	425	385	515	540	560	680	765	810	855	980	1080	1240		
Latah .....	Tekoa .....	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2175		
Tekoa .....	Garfield .....	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
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	425		
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	1285		
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	1210		
Athena .....	Walla Walla .....	330	395	355	475	500	515	630	710	750	790	910	1010	1160		
Walla Walla .....	Bolles .....	270	320	290	385	405	420	510	575	610	640	740	820	945		
Bolles .....	Alto .....	235	280	250	335	350	365	445	500	530	565	675	725	835		
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	425		
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	1150		
Walla Walla .....	Athena .....	165	200	180	240	250	260	315	350	370	390	450	500	560		
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	1210		
Walla Walla .....	Wallula .....	675	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2400		
Bolles .....	Dayton .....	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Dayton .....	Turner .....	270	320	290	385	405	420	510	575	610	640	740	820	945		
Turner .....	Dayton .....	470	560	485	680	685	710	900	1000	1090	1155	1325	1345	1545		
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	1210		
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	870		
Oakesdale .....	Tekoa .....	365	435	390	520	550	565	695	780	825	870	1000	1110	1275		
Tekoa .....	Winona .....	345	415	370	500	520	540	660	740	785	830	950	1060	1220		
La Crosse .....	Connell .....	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Connell .....	La Crosse .....	320	380	340	460	480	510	620	695	770	810	930	1035	1190		
Colfax .....	Moscow .....	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
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	885		
Watts .....	Wardner .....	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2175		
Wardner .....	Wallace .....	365	435	390	520	550	570	695	780	825	870	1000	1110	1275		
Wallace .....	Chatcolet .....	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Chatcolet .....	Watts .....	215	255	230	310	325	335	410	460	485	515	590	655	735		
Watts .....	Tekoa .....	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Sierra Nevada Junction .....	Sierra Nevada Mine .....								180							
Sierra Nevada Mine .....	Sierra Nevada Junction .....								Max.							
Wallace .....	Burke .....								180							
Burke .....	Wallace .....								Max.							
Fairfield .....	Waverly .....	270	320	290	385	405	420	510	575	610	640	740	820	945		
Waverly .....	Fairfield .....	225	270	245	325	340	355	430	485	515	540	625	690	795		



MAP OF THE  
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