

THE OREGON RAILROAD & NAVIGATION Co.

WASHINGTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 12, 1910

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,
General Manager.

M. J. BUCKLEY,
General Superintendent.

FIRST DISTRICT—Umatilla and Grange City Jct.

EASTWARD.					WESTWARD.													
Second Class				First Class	DISTANCES FROM UMATILLA.	First Class				Second Class								
24	22	12	4	3		11	21	23	3	11	21	23						
Freight	Fast Freight	Soe Spokane Portland	Spokane Flyer	Portland Flyer		Soe Spokane Portland	Fast Freight	Freight	Portland Flyer	Soe Spokane Portland	Fast Freight	Freight						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
WFTY					PM L 6.30	PM L 3.30	AM L 12.35	PM L 11.35	0.0	DNR UMATILLA				187	AM A 1.45	AM A 3.05	PM A 1.00	PM A 5.30
1996	f	7.00	4.10	12.50	11.50	7.6	RIVERVIEW				A195	1.30	2.50	12.01 PM	f	5.10		
375 W 3/4 E	f					11.0	COLD SPRINGS				A198				f			
2814	f	7.30	4.45	1.10	AM 12.10	19.6	JUNIPER				A207	1.10	2.30	11.15	f	4.45		
2134 WY	f	8.00 PM A	5.30	s 1.25	12.25	27.1	WALLULA				A214	12.55	s 2.15	10.30	f	4.00 PM L		
						29.1	N. P. CROSSING											
						29.7	W. & C. R. CROSSING											
							ATTALIA											
2657			6.30	f 1.55	12.40	36.7	HUMORIST				A224	12.40	f 1.55	10.00				
2719			7.00	f 2.05	12.50	42.6	SNAKE RIVER				A230	12.30	f 1.45	9.30				
W			7.40	f 2.18	1.02	50.1	PAGE				A237	12.15 AM	f 1.30	8.45				
2616			8.20	f 2.32	1.15	57.8	SIMMONS				A245	11.59	f 1.15	8.00				
315						60.8	WALKERS				A248							
2614			9.00	f 2.47	1.30	66.5	SCOTT				A253	11.45	f 12.50	7.15				
2689 PW			9.50	f 3.00	1.45	74.2	MOORE				A261	11.30	f 12.30	6.35				
2747			11.15	f 3.15	2.00	83.1	AYER				A270	11.15	f 12.15 AM	6.05				
2054						92.1	GRANGE CITY				A279							
PY			11.59 PM A	3.35 AM A	2.15 AM A	92.8	GRANGE CITY JCT.				A280	10.55 PM L	11.59 PM L	5.00 AM L				
	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily			
	1.80	8.29	3.00	2.40			Time over District					2.50	3.06	8.00	1.30			
	18.1	10.9	30.9	34.8			Average Speed per Hour					32.7	30.1	11.6	18.1			

Junction Switches at Wallula and Grange City Jct. will be left set for Main Line (First District)
 West-bound trains are superior to trains of the same class in the opposite direction—See Rule 72

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.					WESTWARD.							
Second Class				DISTANCES FROM STARBUCK.	Second Class							
64					63							
Mixed Daily					Mixed Daily							
WFTY					PM L 1.00	0.0	DNR STARBUCK				B95	AM A 11.00
978	f	1.30		7.8	DELANEY				D8	f 10.15		
508	f			11.3	JACKSONS				D11	f		
979 W	f	2.00		14.5	CHARD				D15	f 9.50		
1293	f	2.40		24.4	ZUMWALT				D25	f 9.20		
1767 WT	f	3.00 PM A		29.9	POMEROY				D30	9.00 AM L		
					29.9							
					Time over District					2.00		
					Average Speed per Hour					15.0		

West-bound Trains are superior to trains of the same class in the opposite direction—See Rule 72

THIRD DISTRICT—Wallula and Walla Walla.

EASTWARD.					WESTWARD.										
Second Class				First Class	DISTANCES FROM WALLULA.	First Class				Second Class					
24	60	44	43	59		23	43	59	23						
Freight	Passenger	Passenger	Passenger	Passenger		Freight	Passenger	Passenger	Freight						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
WY					PM L 8.00	PM L 12.25	AM L 3.00	DNR WALLULA				A214	AM A 1.05	PM A 12.15 PM	PM A 3.45
250					10.0	DIVIDE				N10					
1509 WP	f	8.45	s 1.00	s 3.35	14.9	TOUCHET				N15	s 12.30	s 11.35	3.05		
500	f	9.15	s 1.15	s 3.50	19.1	LOWDENS				N19	s 12.15	s 11.20	2.45		
606	f	9.30	1.30	f 4.05	24.0	WHITMAN				N24	f 12.01 AM	s 11.05	2.25		
WFTO	f	10.15 PM A	1.55 PM A	4.30 AM A	31.2	WALLA WALLA				B47	11.35 PM L	10.45 AM L	1.55 PM L		
	Daily	Daily	Daily	Daily		98.4					Daily	Daily	Daily		
	2.15	1.80	1.80			Time over District					1.30	1.30	1.50		
	18.9	20.8	20.8			Average Speed per Hour					20.8	20.8	17.0		

West-bound trains are superior to trains of the same class in opposite direction.—See Rule 72
 Junction Switch at Wallula will be left set for main line, First District.

THIRD DISTRICT—Bolles and Turner.

EASTWARD.					WESTWARD.											
Second Class				First Class	DISTANCES FROM BOLLES.	First Class				Second Class						
62	58	60	52	51		59	57	61								
Mixed	Mixed	Passenger	Passenger	Passenger		Passenger	Mixed	Mixed								
Sun. & Wed.	Daily	Daily	Daily	Daily	Daily	Daily	Sun. & Wed.									
PWT					AM L 10.10	PM L 5.40	PM L 2.00	0.0	DR BOLLES				B72	PM A 1.35	AM A 9.25	PM A 5.15
1673	f	10.25	s 5.50	s 2.10	3.3	WAITSBURG				C3	s 1.20	s 9.10	s 5.00			
969	f	10.35	s 6.00	s 2.25	6.1	HUNTSVILLE				C6	s 1.15	s 9.00	s 4.50			
					8.7	W. & C. R. CROSSING										
752	f	10.45	f 6.10	f 2.35	9.5	LONGS				C10	f 1.05	f 8.50	f 4.35			
1855 WT	f	11.10	6.30	s 2.45	13.0	DAYTON				C13	12.55 PM L	8.40 AM L	4.25 PM L			
1502	f	3.40 PM A			24.6	TURNER				C25	PM L 3.50	PM L 3.50	PM L 3.50			
	Mixed Sun. & Wed.	Daily	Daily	Daily		24.6					Daily	Daily	Daily			
	.40	1.00	.50	.45		Time over District					.40	.45	0.50			
	17.4	13.	15.6	17.3		Average Speed per Hour					19.5	17.3	15.6			

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 No. 58 has right over No. 51, Bolles to Dayton. No. 62 has right over 61, Dayton to Turner.

SECOND DISTRICT—Winona and Seltice.

EASTWARD.				DISTANCES FROM WINONA.	Time Table No. 103 June 12, 1910	STATION NUMBERS.	WESTWARD.		
Length of passing tracks in to clear and location of scales, water, fuel, and turning stations.	Second Class		First Class				First Class		Second Class
	22 Fast Freight Daily	12 Soo-Spokane-Portland Daily	4 Spokane Flyer Daily				3 Portland Flyer Daily	11 Soo-Spokane-Portland Daily	21 Freight Daily
1440 OWFY	AM L 5.15	AM L 5.05	AM L 3.45	0.0	DNR WINONA	A 320	PM A 9.35	PM A 10.35	AM A 12.30 AM
1433 W	6.20	f 5.25	4.00	11.4	11.4 WILLADA	G11	9.15	f 10.15	10.40
1201	7.00	s 5.40	4.15	18.2	6.8 ST. JOHN	G18	9.00	s 10.00	10.00
1522 PW	7.50	f 5.55	4.25	25.3	7.1 SUNSET	G25	8.45	f 9.45	9.15
1910	8.50	s 6.10	4.40	31.0	5.7 THORNTON	G31	8.35	s 9.30	8.35
1752 W	10.00	s 6.30	4.55	39.0	8.0 OAKESDALE	G40	8.20	s 9.15	7.50
				39.6	0.6 N.P. CROSSING				
703				42.3	2.7 FLETCHER	G42			
1727 PY	11.00 AM A	7.00 AM A	5.20 AM A	47.7	5.4 SELTICE	A378	8.05 PM L	9.00 PM L	7.15 PM L
	Daily	Daily	Daily		47.7		Daily	Daily	Daily
	5.45	1.55	1.85		Time over District		1.30	1.35	5.15
	8.8	24.9	30.2		Average Speed per Hour.		31.9	30.2	9.1

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.			DISTANCES FROM LA CROSSE.	Time Table No. 103 June 12, 1910	STATION NUMBERS.	WESTWARD.	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class					Second Class	
		72 Mixed Daily Ex. Sun.				71 Mixed Daily Ex. Sun.	
WY		PM L 1.10	0.0	DR LA CROSSE	A309	AM A 11.15	
808		f 1.30	4.6	4.5 PAMPA	E5	f 10.25	
887 W(West)		f 1.55	13.6	8.8 HOOPER	E14	f 9.50	
1832		s 2.30	23.6	10.1 WASHUCNA	E24	s 9.10	
600		f 3.00	29.5	5.9 McADAMS	E30	f 8.50	
715		s 3.30	37.4	7.9 KAHLOTUS	E38	s 8.15	
438		f 3.50	42.4	5.0 ESTES	E42	f 7.50	
450		f 4.10	46.0	3.6 SULPHUR	E46	f 7.30	
WFY		4.45 PM A	53.0	7.0 CONNELL	E53	7.00 AM L	
		Daily Ex. Sun.		53.1		Daily Ex. Sun.	
		8.35		Time over District		4.15	
		15.2		Average Speed per hour		12.5	

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 72.

FOURTH DISTRICT—Lake Junction and Lake Point.

EASTWARD.				DISTANCES FROM LAKE JUNCTION.	Time Table No. 103 June 12, 1910	STATION NUMBERS.	WESTWARD.		
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class		Second Class
		20 Passenger Daily	18 Passenger Daily				17 Passenger Daily	19 Passenger Daily	
1200		PM L 3.30	AM L 8.45	0.0	DR LAKE JUNCTION	A410	AM A 9.45	PM A 4.40	
300 T		4.00 PM A	9.10 AM A	3.1	3.1		9.15 AM L	4.10 PM L	
		Daily	Daily	14.2	DR LAKE POINT		Daily	Daily	
		.80	.25		11.1		.30	.30	
		28.4	34.1		14.2		28.4	28.4	
					Time over District				
					Average Speed per Hour				

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Train No. 18 has right over Train No. 17, Lake Junction to Lake Point.
Train No. 20 has right over Train No. 19, Lake Junction to Lake Point.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	Time Table No. 103 June 12, 1910	STATION NUMBERS.	WESTWARD.		
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class		Second Class
		84 Mixed Daily	82 Passenger Daily				81 Passenger Daily	83 Mixed Daily	
WFTOY		AM L 10.45	PM L 7.15	0.0	DNR COLFAX	A345	AM A 10.05	PM A 6.15	
505		f 11.15	f 7.35	7.6	7.6 PARVIN	F8	f 9.45	f 5.55	
1049 W		f 11.25	f 7.45	9.6	2.0 SHAWNEE	F10	f 9.40	f 5.45	
984 W(EAST)		s 11.40	s 7.55	12.7	3.1 GUY	F13	s 9.30	s 5.30	
1255		PM 12.05	s 8.10	18.6	5.9 PULLMAN	F19	s 9.15	s 5.05	
				19.2	0.6 N. P. CROSSING				
660		f 12.25	f 8.20	23.8	4.6 GARRISON	F24	f 9.00	f 4.45	
WT		12.45 PM A	8.30 PM A	27.9	4.1 MOSCOW	F28	8.50 AM L	4.30 PM L	
		Daily	Daily		27.9		Daily	Daily	
		2.00	1.15		Time over District		1.15	1.45	
		14.0	22.3		Average Speed over District		22.3	15.9	

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 72.
No. 84 has right over No. 83 Colfax to Moscow.

SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221A, all trains must stop at Tekoa, Colfax, Winona, Walla Walla, Starbuck, Riparia and Wallula and obtain clearance card before proceeding. Unnecessary to whistle for train order signal at these places. Referring to Rule 221, on branch line train order signal lights will not be kept burning after passage of regular trains for the day. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 3. White flag displayed, will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 4. 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. 5. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 6. Helper engineers must be furnished copies of all train orders affecting movements of train while being helped. Conductors will be governed accordingly.
- No. 7. 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. 8. At S. F. & N. crossing, Spokane, and Northern Pacific crossing, Farmington, S. & I. E. crossing Thornton and W. W. T. crossing at Walla Walla, trains will be governed by position of the crossing gates the normal position of which are at right angles to the S. F. & N., N. P., S. & I. E. and W. W. T. tracks respectively. When S. F. & N., N. P., S. & I. E. and W. W. T. 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 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.
Draw bridges are located over Snake River just east of Riparia station and over St. Joe River one-half mile east of Chatcolet.
- No. 9. Trains will stop on flag for passengers as follows: 9-10-17-18 at Medimont, Kingston and Rose Lake; 45 and 46 at Saxe; 71 and 72 at Palouse Falls; 83 and 84 at Armstrong. Train 64 will stop at platform down town at Pomeroy to let off passengers. Trains 23 and 24 will carry passengers between Wallula and Umatilla.

SPEED RESTRICTIONS.

- No. 10. All trains must not exceed a speed of 35 miles per hour around curves 7 to 9 degrees, inclusive, and 30 miles an hour around 10 degree curves. Pacific type engines in all classes of service must not exceed speed of 50 miles per hour, and engines of the 160 class will not exceed a speed of 25 miles an hour. Consolidation engines in passenger service must not exceed a speed of 40 miles per hour and in all other service 30 miles per hour.
- No. 11. When sand is blowing, engineers will run with great care and under control where they cannot see the track is clear. The same precautions must be observed in passing points where there is a liability of track being obstructed by falling rock or landslides.
- No. 12. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 13. Passenger trains must not exceed a speed of 30 miles per hour and freight trains 15 miles per hour descending grades between Downing and Blue Mountain, Alto and Relief, Jerita and Hay, and Crest and Colfax. West bound trains must be reduced in speed to 15 miles per hour at the east approach to bridge 321 (Alto Trestle), and air brakes fully released while crossing the bridge.

AIR BRAKES.

- No. 14. 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 Jerita, Burke and Sierra Nevada Mine, 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 should watch gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle.
Trainmen must provide themselves with a supply of **Defective Air Brake Cards**, Form No. 4365, and **Air Brake Cut Out Cards**, Form No. 4366, and must apply them to brakes cut out or found defective while in their charge. As a general rule the trainman who discovers defective or "cut out" brakes is aware of nature of defects, consequently is in a position to furnish all the information required on the tags and should be particular to do so as it is very valuable and necessary information for car inspectors or for other trains handling such cars; otherwise much time is wasted testing for trouble or reason for brakes being defective or cut out.
Trainmen must be particular to know that air is cut in on all cars picked up, and before descending heavy grades must know that all good order air brakes are cut into the train line. Hand brakes must be used on non-air and "cut-out" cars descending heavy grades.

Pressure Retaining Valves must be used on all freight trains descending grades between:

Downing and Mile Post 32,
Menoken and Starbuck,
Jerita and Canyon,
Crest and Colfax,

Mica and Chester,
Darknell and Rockford
Lovell and Chatcolet,
Sierra Nevada Mine and Sierra Nevada Jct.,

Burke and Wallace,
Coman and Thornton (Pleasant Valley Branch)
Mile Post 29 and Sunset " " "
Wallace and Wardner.

On passenger trains between:

Downing and Bates,
Menoken and Starbuck,

Crest and Colfax,
Mica and Chester,

Jerita and Hay.
Lovell and Chatcolet,
Burke and Wallace.

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.

SPECIAL INSTRUCTIONS

YARDS.

No. 15. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control within yards at Pendleton, Walla Walla, Umatilla, Wallula, Starbuck, Grange City, Grange City Junction, Riparia, Lewiston Junction, La Crosse, Winona, Colfax, Seltice, Tekoa, Lake Junction, Spokane, Harrison, Enaville, Wardner and Wallace.

Protection at Other Stations. Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule. Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station.

Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.

Yard Limits Spokane extend from Yard Limit Board near Fair Grounds to Spokane. In these limits are the N. P. Crossing, C. & S. Crossing, S. & I. Jct., G. N. Crossing, S. & I. Jct., and S. F. & N. Crossing. Interlocking Plants covers N. P., C. & S. and G. N. Crossings: Automatic Block Signals from N. P. Crossing to Division Street. All trains and engines will flag over 6th St. (near N. P. Depot) and over Bank St. (east of O. R. & N. Depot), Wallace and over Howard St. (east of O. R. & N. Depot), Spokane. All trains reduce speed to 6 miles per hour over Washington and Division Streets, Spokane.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE , Chief Surgeon.	PORTLAND.	O. R. & N. System.	DR. A. J. NELSON , District Surgeon.	TEKOA.	Colfax and Spokane.
" F. M. TAYLOR , Asst. Surgeon.	"	O. R. & N. System.	DRS. STUHT AND MITCHELL , District Surgeon.	COLFAX.	Tekoa, Starbuck and Moscow.
" DONALD H. JESSOP , Asst. Surgeon.	"	O. R. & N. System.	DR. F. M. CAMPBELL , " "	LACROSSE.	LaCrosse, Cornell, Riparia, Tekoa.
" E. B. WAFFLE , " "	"	O. R. & N. System.	" C. L. GRITMAN , " "	MOSCOW.	Moscow and Colfax.
" GEO. AINSLEE , Chief Oculist.	"	O. R. & N. System.	" J. HUNTINGTON , " "	STARBUCK.	Walla Walla and Pomeroy.
DRS. DICKSON AND COGHLAN , Disease Nose & Throat.	"	O. R. & N. System.	" E. H. VAN PATTEN , " "	DAYTON.	Walla Walla and Dayton.
DR. H. B. LUHN , Division Surgeon.	SPOKANE.	Tekoa and Spokane.	DRS. SHAW AND BLALOCK , " "	WALLA WALLA.	{ Umatilla and Starbuck.
" C. M. DALAND , Asst.	"	Tekoa and Spokane.	" SEARS AND MOWERY , " "	WALLACE.	{ Pendleton and Walla Walla.
" D. G. RUSSELL , Consulting "	"	Tekoa and Spokane.			Tekoa and Burke.
" S. B. HOPKINS , Oculist and Aurist.	"	Tekoa and Spokane.			

STANDARD CLOCKS.

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

LICENSED WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector, - - - - -	PORTLAND.
L. HUNZIKER, Local Watch Inspector, - - - - -	PENDLETON.
LUDWIG & HUNZIKER, " " " - - - - -	WALLA WALLA.
F. FREDRICKSON, " " " - - - - -	STARBUCK
M. A. ROSE, " " " - - - - -	COLFAX.
D. H. TROYER, " " " - - - - -	TEKOA.
GEO. H. DOERR, " " " - - - - -	SPOKANE.

W. CONNOLLY, Superintendent.

W. M. GLEASON, Assistant Superintendent, - - - - - Spokane, Wash.
 J. H. ROBB, " " " " " " " " " " " "
 T. F. QUINN, " " " " " " " " " " " "
 THOS. WALSH, " " " " " " " " " " " "

- - - - - Spokane, Wash.

R. O. COWLING, Assistant Superintendent - - - - - Starbuck, Wash.
 J. BECK, " " " " " " " " " " " "

J. S. ELLISON, Dispatcher, - - - - - Spokane, Wash.
 J. A. WALSH, " " " " " " " " " " " "
 J. H. CLANCY, " " " " " " " " " " " "

G. M. HUDSON, Dispatcher, - - - - - Starbuck, Wash.
 B. G. KOST, " " " " " " " " " " " "
 L. F. PENNINGTON, " " " " " " " " " " " "

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	UMATILLA and STARBUCK		STARBUCK and TEKOA Via COLFAX										WINONA and TEKOA Via P. V. Branch			TEKOA and SPOKANE							
		Eastward	WESTWARD		EASTWARD							WESTWARD			EASTWARD		WESTWARD							
			Page to Wallula	Wallula to Umatilla	Lewiston ct. to Hay	Hay to Jerita	Winona to Mockonema	Mockonema to Crest	Colfax to Elberton	Elberton to Garfield	Garfield to Farmington	Seltice to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Jerita	Winona to Oakesdale	Oakesdale to Tekoa	Westward	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah		
E-57	1 1/2 44	50	695	935	660	360	215	325	240	485	285	385	365	345	120	365	240	365	345	320	375	230	360	620
E-63	1 1/2 48	52, 54, 55																						
E-57	1 1/2 51	57 to 60, 62, 64	830	1115	790	425	255	390	285	520	340	400	435	415	145	435	290	435	415	380	445	270	425	740
E-63	1 1/2 54	65 to 70	750	1005	710	385	230	350	255	465	290	360	390	370	130	395	260	390	370	340	400	245	385	665
E-63	1 1/2 55	71 to 73																						
E-64	1 1/2 68	80 to 87	1000	1340	950	515	305	470	345	625	410	480	520	500	175	525	350	520	500	460	535	325	515	890
T-55	1 1/2 71	112 to 119																						
M-57	1 1/2 91	103 to 111	1050	1405	995	540	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930
T-63	1 1/2 92	130 to 135	1090	1450	1030	560	330	510	375	680	435	525	570	540	190	570	385	565	540	510	580	355	560	965
T-63	1 1/2 113	136 to 147	1330	1770	1260	680	405	625	460	830	555	640	695	660	230	700	470	695	660	620	710	430	680	1180
C-51	1 1/2 117	016 to 164	1495	1980	1420	765	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325
E-57	1 1/2 119	170 to 173	1585	2100	1505	810	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405
E-64	1 1/2 139	179 to 184																						
T-57	1 1/2 125	174 to 178	1670	2215	1590	855	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480
P-77	1 1/2 123	190 to 193																						
P-77	1 1/2 138	194 to 197																						
P-77	1 1/2 145	198 to 200																						
T-63	1 1/2 160	205 to 210	1760	2280	1760	980	560	920	675	1220	830	945	1020	965	340	1025	695	1025	965	950	1045	635	990	1740
C-55	1 1/2 143	240 to 242	1920	2550	1830	980	550	900	660	1195	825	920	1000	950	335	1005	675	1000	950	930	1025	625	980	1705
C-57	1 1/2 176	300 to 304, 306 to 309	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1090	1890
C-57	1 1/2 163	305																						
C-57	1 1/2 169	310 to 314																						
C-57	1 1/2 181	340 to 344																						
C-57	1 1/2 187	350 to 388	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175

Between stations for which no rating is shown the maximum will apply.

THE OREGON RAILROAD & NAVIGATION CO.



MAP OF THE Oregon Railroad & Navigation Co.

