

# OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

( FIRST DISTRICT )

WASHINGTON DIVISION

## EMPLOYEES' TIME TABLE

To Take Effect Sunday, January 8, 1911

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,  
*Assistant General Manager.*  
J. D. STACK,  
*Assistant General Manager.*



FIRST DISTRICT—Umatilla and Grange City Jct.

THIRD DISTRICT—Walla Walla and Walla Walla.

EASTWARD.					DISTANCES FROM UMATILLA.	WESTWARD.					
Second Class		First Class				First Class		Second Class			
24	22	4	12	3		11	21	23			
Freight	Fast Freight	Walla Walla Passenger	See Spokane Portland	Portland Passenger	See Spokane Portland	Fast Freight	Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
WPTY	PM L 6.30	PM L 3.30	AM L 4.35	AM L 2.35	0.0	DNR UMATILLA	187	AM A 2.25	AM A 5.45	PM A 1.00	PM A 5.30
1996	f 7.00	4.10	4.50	2.50	7.6	RIVERVIEW	A195	2.10	5.25	12.15 PM	f 5.10
375 W 3/4 R					11.0	COLD SPRINGS	A198				
2814	f 7.30	4.45	5.10	3.10	19.6	JUNIPER	A207	1.45	5.10	11.25	f 4.45
2134 WY	8.00 PM A	5.30	5.25 AM A	s 3.25	27.1	WALLULA	A214	s 1.30 AM L	s 4.45	10.40	4.00 PM L
					29.1	N. P. CROSSING					
					29.7	W. & C. R. R. CROSSING					
				f 3.30		ATTALIA			f 4.35		
		6.30		f 3.38	38.7	HUMORIST	A224		f 4.25	10.10	
2719		7.00		f 3.45	42.6	SNAKE RIVER	A230		f 4.15	9.45	
2707 W		7.30		f 4.00	50.1	PAGE	A237		f 4.00	8.55	
2616		8.10		f 4.15	57.8	SIMMONS	A245		f 3.45	8.15	
315					60.8	WALKERS	A248				
2614		8.50		f 4.30	66.5	SCOTT	A253		f 3.30	7.30	
2689 PW		9.30		f 4.45	74.2	MOORE	A261		f 3.15	6.55	
2747		10.15		f 5.00	83.1	AYER	A270		f 3.00	6.00	
2054					92.1	GRANGE CITY	A279				
PY	11.15 PM A			s 5.25 AM A	92.8	GRANGE CITY JCT.	A280		2.40 AM L	5.25 AM L	
	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily
	1.30	7.45	0.50	2.50		Time over District		0.55	3.05	8.00	1.30
	18.1	21.8	28.0	32.7		Average Speed per Hour		28.0	30.1	11.6	18.1

EASTWARD.					DISTANCES FROM WALLULA.	WESTWARD.				
Second Class		First Class				First Class		Second Class		
24	60	4		3		59	23			
Freight	Motor	Walla Walla Passenger		Portland Passenger	Motor	Freight				
Daily	Daily	Daily		Daily	Daily	Daily				
2134 WY	PM L 8.00	PM L 12.45	AM L 5.25	0.0	DNR WALLULA	A214	AM A 1.25	PM A 12.15	PM A 3.20	
250		f 1.05	5.50	10.0	DIVIDE	N10	1.00	f 11.50		
1509 WP		8.45	s 1.20	s 6.05	14.9	TOUCHET	N15	s 12.50	s 11.40	2.35
500		9.15	s 1.35	s 6.20	19.1	LOWDENS	N19	s 12.40	s 11.25	2.10
606		9.30	1.50	f 6.30	24.0	WHITMAN	N24	f 12.30	s 11.05	1.50
WFTO	10.15 PM A	2.15 PM A	7.00 AM A	31.2	WALLA WALLA	B47	12.10 AM L	10.45 AM L	1.10 PM L	
	Daily	Daily	Daily				Daily	Daily	Daily	
	2.15	1.80	1.35		Time over District		1.55	1.30	2.10	
	18.9	20.8	18.0		Average Speed per Hour		16.3	20.8	14.4	

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.

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—Bolles and Turner.

EASTWARD.					DISTANCES FROM STARBUCK.	WESTWARD.				
Second Class		First Class				Second Class		Second Class		
64				63						
Mixed				Mixed						
Daily				Daily						
WFYT				PM L 1.00	0.0	DNR STARBUCK	B95	AM A 10.30		
978				f 1.30	7.8	DELANEY	DS	f 9.45		
508				f 1.45	11.3	JACKSONS	D11	f 9.30		
979 W				f 2.00	14.5	CHARD	D15	f 9.20		
1293				f 2.40	24.4	ZUMWALT	D25	f 8.50		
1767 WT				8.00 PM A	29.9	POMEROY	D30	8.30 AM L		
				Daily				Daily		
				2.00		Time over District		2.00		
				10.0		Average Speed per Hour		15.0		

EASTWARD.					DISTANCES FROM BOLLES.	WESTWARD.				
Second Class		First Class				First Class		Second Class		
62	58	60	52	51		59	57	61		
Mixed	Mixed	Motor	Passenger	Passenger	Motor	Mixed	Mixed			
Sun. & Wed.	Daily	Daily	Daily	Daily	Daily	Daily	Sun. & Wed.			
PWT		AM L 10.00	PM L 6.15	PM L 2.00	0.0	DR BOLLES	B72	PM A 1.35	AM A 9.20	PM A 5.15
1673		s 10.15	s 6.25	s 2.10	3.3	WAITSBURG	C3	s 1.20	s 9.05	s 5.00
909		f 10.35	s 6.35	s 2.25	6.1	HUNTSVILLE	C6	s 1.15	s 8.50	s 4.50
752		f 10.45	f 6.45	f 2.35	9.5	W. & C. R. CROSSING				
1355 WT	PM L 3.00	s 11.10	7.05 PM A	s 2.45	13.0	LONGS	C10	f 1.05	f 8.40	f 4.35
1502	3.40 PM A	AM A	PM A	PM A	24.6	DAYTON	C13	12.55 PM L	8.30 AM L	4.25 PM L
						TURNER	C25			3.50 PM L
	Mixed Sun. & Wed.	Daily	Daily	Daily				Daily	Daily	Daily
	.40	1.10	.50	.45		Time over District		.40	.50	.50
	17.4	11.1	15.6	17.3		Average Speed per Hour		19.5	15.6	15.6
										Mixed Sun. & Wed. .30

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.

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



SECOND DISTRICT—Winona and Seltice.

EASTWARD.				DISTANCES FROM WINONA.	STATIONS	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	28				Motor	27	Motor	21	Freight
Time Table No. 2 Jan. 8, 1911											
DNR WINONA											
1440 OWFY	A M L	4.30	P M L	12.55	0.0	A 320	A M A	11.10	A M A	12.15	
1438 W		5.25	s	1.25	11.4	G11	s	10.40		10.40	
1201 W		6.05	s	1.45	18.2	G18	s	10.25		10.00	
1522 PW		6.55	s	2.05	25.3	G25	s	10.10		9.15	
1910		7.55	s	2.25	31.0	G31	s	9.50		8.35	
1752 W		8.50	s	2.50	39.0	G40	s	9.30		7.35	
					39.6						
708		9.20			42.3	G42		9.20			
1727 PY	A M A	10.00	P M A	3.15	47.7	A378	A M L	9.05	P M L	7.00	
		Daily		Daily				Daily		Daily	
		5.30		2.20				2.05		5.15	
		8.7		20.4				22.9		9.8	
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.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				DISTANCES FROM LA CROSSE.	STATIONS	STATION NUMBERS.	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		72				Second Class		71		
			Mixed				Daily Ex. Sun.			Mixed	Daily Ex. Sun.
Time Table No. 2 Jan. 8, 1911											
DR LA CROSSE											
WY			P M L	12.45	0.0	A309	A M A	11.15			
808			f	1.05	4.6	E5	f	10.25			
387 W(West)			f	1.30	13.6	E14	f	9.50			
1832			s	2.15	23.6	E24	s	9.10			
600			f	2.45	29.5	E30	f	8.50			
715			s	3.15	37.4	E38	s	8.15			
438			f	3.45	42.4	E42	f	7.50			
450			f	4.10	46.0	E46	f	7.30			
WFY			P M A	4.45	53.0	E53	A M L	7.00			
			Daily Ex. Sun.					Daily Ex. Sun.			
			4.00					4.15			
			18.3					12.5			
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.

FOURTH DISTRICT—Bell and Lake Point.

EASTWARD.				DISTANCES FROM BELL.	STATIONS	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				18	17	19		
Time Table No. 2 Jan. 8, 1911											
DR BELL											
1020 W			P M L	3.30	7.0	A410	A M A	9.55	P M A	4.45	
300 T			P M A	4.00	14.2	T7	f				
			P M A	9.20		T14	A M L	9.25	P M L	4.15	
			Daily	4.35				Daily		Daily	
			Daily	9.45		L30	A M L	9.00	P M L	3.50	
			.80	.30				Daily		Daily	
			28.4	28.4				.30		.30	
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.  
No. 18 has right over No. 17, Bell to Lake Point.  
No. 20 has right over No. 19, Bell to Lake Point.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	STATIONS	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				82	81	83		
Time Table No. 2 Jan. 8, 1911											
DNR COLFAX											
WFTOY			A M L	10.45	0.0	A345	A M A	9.55	P M A	6.15	
505			f	11.15	7.6	F8	f	9.35	f	5.55	
1049 W			f	11.25	9.6	F10	f	9.30	f	5.45	
984 W(EAST)			s	11.40	12.7	F13	s	9.20	s	5.30	
1255			P M	12.05	18.6	F19	s	9.05	s	5.05	
					19.2						
660			f	12.25	23.8	F24	f	8.50	f	4.45	
WT			P M A	12.45	27.9	F28	A M L	8.40	P M L	4.30	
			Daily					Daily		Daily	
			2.00	1.15				1.15		1.45	
			14.0	22.3				22.3		15.9	
Time over District											
Average Speed over District											

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. Referring to Rule 83-B, Nos. 3 and 4 will not register at Seltice.
- 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 and Blalocks, 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-W. R. & N. track. O-W. 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 Black Lake M. P. 38, Medimont, Kingston, and Sweeney; 45 and 46 at Saxe; 71 and 72 at Palouse Falls; 83 and 84 at Armstrong. Nos. 3 and 4 will stop on flag at LaCrosse for P. V. Branch Passengers. No. 11 will stop at all stations to let off connecting line passengers. No. 12 will stop at all stations to let off passengers from Oregon Division. 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. All trains reduce speed to (15) fifteen miles per hour over crossings between Steel Bridge and Flour Mill (1-2) one-half mile east of Elberton Station.

## 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.,

M. P. 3 and 11, Lake Creek Branch.  
Burke and Wallace,  
Coman and Thornton (Pleasant Valley Branch)  
Mile Post 29 and Sunset " " "

On passenger trains between:

Downing and Bates,  
Menoken and Relief,

Crest and Colfax,  
Mica and Chester,  
Jerita and Hay.

Lovell and Chatcolet,  
Burke and Wallace.  
M. P. 3 and 11, Lake Creek Branch.

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 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.

# 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, Bell, 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 at N. P. Crossing to Spokane. In these limits are the N. P. Crossing, S. & I. E. Crossing, S. I. Jct., G. N. Crossing, S. I. Jct., and S. F. & N. Crossing. Interlocking Plants covers N. P., S. & I. E., 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-W. R. & N. Depot) Wallace, and over Howard St. (east of O-W. R. & N. Depot), Spokane. All trains reduce speed to 6 miles per hour over Madelia, Division and Washington Streets, Spokane.

All trains, yard engines, light engines, etc., will reduce speed to six (6) miles per hour over North Ninth St. at N. P. Crossing; West Pine St. at west end of freight yard, and over west Rose St., east of the passenger station at Walla Walla.

Yard engines and road crews switching over these crossings will flag same.

## LIST OF SURGEONS.

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

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

R. O. COWLING, Assistant Superintendent - - - - - Spokane, Wash.  
 T. H. YORKE, " " " " " " " " " " " "  
 J. J. LAWLOR, " " " " " " " " " " " "

J. BECK, Assistant Superintendent, - - - - - Starbuck, Wash.

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

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	EASTWARD		WESTWARD					
			Page to Wallula	Wallula to Umatilla	Lewiston Jct. to Hay	Hay to Jerita	Winona to Mockanema	Mockanema 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	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa
E-57	44	50	695	935	660	360	215	325	240	435	285	335	365	345	120	365	240	365	345	320	375	230	360	620
E-63	48	52, 54, 55	830	1115	790	425	255	390	285	520	340	400	435	415	145	435	290	435	415	380	445	270	425	740
E-57	51	57 to 60, 62, 64	750	1005	710	385	280	350	255	465	290	360	390	370	130	395	260	390	370	340	400	245	385	665
E-63	54	65 to 70	1000	1340	950	515	305	470	345	625	410	480	520	500	175	525	350	520	500	460	535	325	515	890
E-63	55	71 to 73	1050	1405	995	540	320	490	360	655	415	505	550	520	185	550	360	550	520	480	560	340	540	930
E-64	68	80 to 87	1090	1450	1030	560	330	510	375	680	435	525	570	540	190	570	385	565	540	510	580	355	560	965
T-55	71	112 to 119	1330	1770	1260	680	405	625	460	830	555	640	695	660	230	700	470	695	660	620	710	430	680	1180
M-57	91	103 to 111	1495	1980	1420	765	440	700	515	930	620	715	780	740	260	785	530	780	740	695	800	485	765	1325
T-63	92	130 to 135	1585	2100	1505	810	450	740	545	985	670	760	825	785	275	830	560	825	785	770	845	515	810	1405
T-63	113	136 to 147	1670	2215	1590	855	485	785	575	1040	715	800	870	830	290	875	590	870	830	810	890	540	855	1480
C-51	117	160 to 164	1760	2280	1760	980	560	920	675	1220	830	945	1020	965	340	1025	695	1025	965	950	1045	635	990	1740
T-57	119	170 to 173	1920	2550	1830	980	550	900	660	1195	825	920	1000	950	335	1005	675	1000	950	930	1025	625	980	1705
T-64	139	179 to 184	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1080	1890
T-57	125	174 to 178	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175
P-77	123	190 to 193																						
P-77	138	194 to 197																						
P-77	145	198 to 200																						
T-63	160	205 to 210																						
C-55	143	240 to 242																						
C-57	176	300 to 304, 306 to 309																						
C-57	163	305																						
C-57	169	310 to 314																						
C-57	181	340 to 344																						
C-57	187	350 to 388																						

Mex. Engs. 500 class take rating 174 to 178 class.  
 S. P. Engs. 1700 and 1800 class take rating 179 to 178 class.

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.

### CLASS.

- "E" — Eight Wheelers.
- "A" — Atlantic Type.
- "P" — Pacific Type.
- "T" — Ten Wheeler.
- "M" — Moguls.
- "C" — Consolidation Engines.
- "TW" — Twelve Wheelers.
- "S" — Switch.

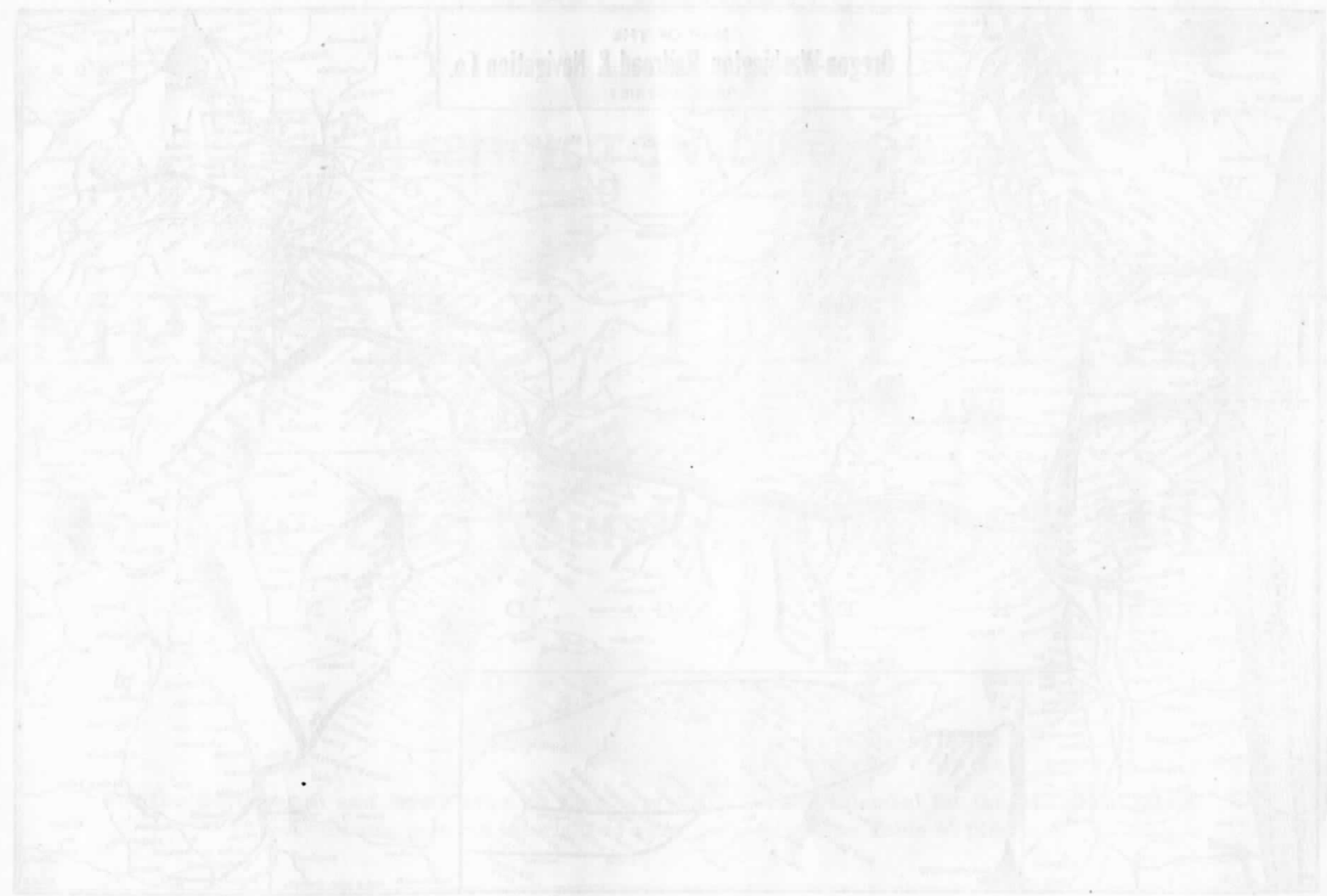
EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

$$C-57 \frac{22}{30} 187$$



# OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

1887



EMERSON

W. B. W.

For information and rates of fare, apply to the nearest agent of the Oregon-Washington Railroad & Navigation Company.

MAP OF THE  
**Oregon-Washington Railroad & Navigation Co.**  
(FIRST DISTRICT)

