

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, September 28, 1913

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,
Vice President and General Manager.

M. J. BUCKLEY,
General Superintendent.

EASTWARD.

WESTWARD.

Length of passing tracks in clear and location of water, water, fuel and turning stations.	EASTWARD.					DISTANCES FROM UMATILLA.	STATIONS	STATION NUMBERS.	WESTWARD.								
	Second Class		First Class						First Class			Second Class					
	56	34	32	46	12				45	11	33	31	55				
	Fast Freight	Yakima Passenger	Yakima Local	Walla Walla Passenger	Soo Spokane Portland		Portland Passenger	Soo Spokane Portland	Walla Walla Passenger	Walla Walla Local	Fast Freight						
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily						
WPTY	PM L 1.15			AM L 3.30	AM L 3.10	0.0	DNR UMATILLA 7.6	A 187	AM A 1.00	AM A 6.05			PM A 12.30				
1996	2.00			3.50	3.25	7.6	RIVERVIEW 8.4	B 195	12.40	5.40			11.45				
876 W 3/4 E						11.0	COLD SPRINGS 8.6	B 198									
2814	2.45			4.10	3.40	19.6	JUNIPER 7.5	B 207	12.20	5.20			11.00				
2184 WY	3.30	AM L 11.35	AM L 5.05	4.30 AM A	3.55	27.1	DNR WALLULA 2.0	B 214	12.01 AM L	s 5.05	PM A 1.10	PM A 11.45	9.45				
						29.1	N. P. CROSSING 0.6										
						29.7	N. P. CROSSING 0.1										
	3.45	11.45 AM A	5.15 AM A		f 4.00	29.8	ATTALIA 6.9	B 217		f 4.55	1.00 PM L	11.35 PM L	9.30				
2657	4.15				f 4.15	36.7	HUMORIST 5.9	B 224		f 4.40			8.45				
2719	4.45				f 4.25	42.6	ASH 7.5	B 230		f 4.25			8.15				
2707 W	5.30				f 4.45	50.1	DNR PAGE 7.7	B 237		f 4.05			7.45				
2616	6.00				f 5.00	57.8	SIMMONS 3.0	B 245		f 3.50			7.00				
816						60.8	WALKERS 5.7	B 248									
2614	6.45				f 5.15	66.5	SCOTT 7.7	B 253		f 3.35			6.15				
2689 PW	7.30				f 5.30	74.2	MOORE 8.9	B 261		f 3.20			5.30				
2747	8.30				f 5.50	83.1	AYER 9.0	B 270		f 3.05			4.45				
2664						92.1	GRANGE CITY 0.7	B 279									
PY	9.15 PM A				6.10 AM A	92.8	NR GRANGE CITY JCT. 0.7	B 280			2.45 AM L		4.15 AM L				
	Daily	Daily	Daily	Daily	Daily		92.8		Daily	Daily	Daily	Daily	Daily				
	8.00	0.10	0.10	1.00	3.00		Time over District		.59	3.20	0.10	0.10	8.15				
	11.6	16.2	16.2	27.1	30.9		Average Speed per Hour		27.6	27.8	16.2	16.2	11.2				

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

Junction Switches at Wallula and Grange City Jct. will be left set for Main Line (First District)

When Trains 31, 32, 33 and 34 are 30 minutes behind either their schedule arriving or leaving time at Wallula or Attalia they lose both right and schedule and can thereafter proceed only as authorized by train order.

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When Trains 31, 32, 33 and 34 are 30 minutes behind either their schedule arriving or leaving time at Wallula or Attalia they lose both right and schedule and can thereafter proceed only as authorized by train order.

Not to be used to obtain clearance at Wallula between 7 p.m. and 7 a.m.

ERLANGER BOND

STRAIGHT

SECOND DISTRICT—Grange City Jct. and Tekoa.

EASTWARD.

WESTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class.				First Class.				DISTANCES FROM GRANGE CITY JUNCTION.	Time Table No. 2 September 28, 1913	STATION NUMBERS.	First Class.				Second Class.											
	58		56		8		10					12		6		9		7		5		11		57		55	
	Way Freight		Fast Freight		Spokane Passenger		Motor					Soo Spokane Portland		Spokane Local		Motor		Pendleton Passenger		Pendleton Local		Soo Spokane Portland		Way Freight		Fast Freight	
	Daily		Daily		Daily		Daily					Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
604 PY	AM L 5.00	AM L 12.05			PM L 12.30				AM L 6.10	AM L 1.00	0.0	NR GRANGE CITY JCT. 1.0	B 280		PM A 12.30	AM A 12.05 AM	AM A 2.45			PM A 3.00	AM A 4.15						
8321 WP	5.30	12.30			s12.40			s 6.20	s 1.15	4.6	Automatic Block KINMAN 3.0	B 281															
2100	6.05	1.00			f12.50			f 6.35	f 1.30	9.6	DNR RIPARIA (N.P. Crossing) 5.0	B 285	s12.20	s11.50	s 2.30				2.20	3.45							
2230 W	6.55	2.00			s 1.05			f 6.55	f 2.00	17.6	CANYON 3.0	B 290	f12.10 PM	f11.35	2.15			1.45	2.45								
2200	7.30	2.40			f 1.25			7.10	2.25	23.5	D HAY 5.0	B 298	f11.55	f11.20	2.00			1.05	2.00								
1146 WY	8.00	3.00			s 1.35			f 7.25	f 2.40	29.1	JERITA 5.0	B 304	f11.43	f11.05	1.45			12.30	1.25								
2658	8.25	3.20			1.45			7.35	2.50	35.6	D LA CROSSE 6.5	B 309	s11.30	s10.50	f 1.30			12.10 PM	1.00								
2200 WYF	8.50	3.45 AM A			s 1.55			s 7.45	s 3.00	39.7	Automatic Block DNR WINONA 4.1	B 316	s11.10	s10.30	s 1.10			11.45	12.45 AM								
1472	9.15				s 2.10			s 8.00	f 3.15	45.5	D ENDICOTT 7.0	B 326	s10.57	s10.20	f 1.00			10.15	11.50 PM L								
692 W	9.45				f 2.25			8.15	f 3.35	52.5	THERA 3.6	B 333	f10.45	f10.05	12.45			9.45									
1230	10.00				s 2.35			f 8.25	f 3.45	56.1	D DIAMONDS 4.0	B 336	s10.38	f 9.55	12.35			9.15									
1752	10 30				f 2.45			8.35	f 3.55	60.1	MOCKONEMA 2.4	B 340	f10.30	f 9.45	12.25			9.00									
957 P	10.50				2.55			8.42	4.05	62.5	Automatic Block CREST 2.5	B 343	10.25	9.40	12.20			8.42									
1640 IWFYO	11.05				s 3.05			s 8.50	s 4.15	65.0	D COLFAX (S.&I.E. Crossing) 6.1	B 345	s10.15	s 9.30	s12.10 AM			8.10									
756	11.45				f 3.20			9.05	f 4.30	71.1	GLENWOOD 6.2	B 351	f10.00	f 9.15	11.55			7.40									
1545 W(East)	PM 12.15				s 3.35			f 9.20	f 4.45	77.3	D ELBERTON 3.4	B 357	s 9.50	s 9.00	f11.45			7.15									
1918	12.55				s 3.50			s 9.40	f 5.00	82.7	D GARFIELD 3.4	B 363	s 9.40	s 8.50	s11.35			6.45									
										83.1	N. P. CROSSING 3.2																
										86.5	WALTERS 4.8	B 367	f	f													
										91.1	N. P. CROSSING 1.1																
1650 W	1.40				s 4.15			f10.00	f 5.25	92.2	D FARMINGTON 5.9	B 373	s 9.20	s 8.30	f11.15			6.00									
1727 PY	2.15	AM L 9.05			s 4.30	PM L 4.15		s10.15	s 5.40	98.1	R SELTICE 5.7	B 378	AM A 8.55	s 9.05	s 8.15	s11.00			5.40	PM A 7.00							
1175 POYFWT	3.00	AM A 9.35			4.45	4.30		10.30	5.55	103.8	Automatic Block DNR TEKOA 103.8	B 384	AM L 8.40	AM L 8.50	PM L 8.00	PM L 10.45			4.45	6.30 PM L							
	Daily	Daily			Daily	Daily		Daily	Daily			Daily	Daily	Daily	Daily			Daily	Daily								
	10.00	4.10			4.15	.15		4.20	4.55		Time over District		.15	3.40	4.05	4.00			10.15	4.55							
	10.4	10.9			24.4	22.8		23.9	21.1		Average Speed per Hour		22.8	28.3	25.4	25.9			10.1	9.2							

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

Junction Switches at Winona and Seltice will be left set and locked for Main Line Via Colfax.

Junction Switch at Grange City Jct. will be left set for Main Line, First District.

Derailler on Incline Track to Dock at Riparia will be left set for ground when not in use.

Nos. 5, 6 and 11 not required to obtain clearance at Colfax between 7 p. m. and 7 a. m.

SECOND DISTRICT—Tekoa and Spokane.

EASTWARD.											WESTWARD.													
Second Class					First Class						DISTANCES FROM TEKOA	STATIONS	STATION NUMBERS	First Class						Second Class				
56	58	48	38	8	16	12	14	6	36		7	35	13	15	5	37	11	47	55	57				
Fast Freight	Way Freight	C. M. & St. P. Freight	C. M. & St. P. Passenger	Spokane Passenger	Spokane-Wallace Limited	Soo Spokane Portland	Spokane-Wallace Limited	Spokane Local	C. M. & St. P. Passenger		Pendleton Passenger	C. M. & St. P. Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	Pendleton Local	C. M. & St. P. Passenger	Soo Spokane Portland	C. M. & St. P. Freight	Fast Freight	Way Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
PM L 12.30	AM L 6.30			PM L 4.45		AM L 10.30		AM L 5.55		0.0	AM A 8.50				PM A 8.00		PM A 10.45		PM A 5.30	AM A 12.30				
1.00	7.00			s 5.00		f 10.50		s 6.15		7.2	s 8.35			s 7.40			10.30		5.00	11.45				
1.30	7.40			s 5.20		f 11.10		s 6.35		15.9	s 8.20			s 7.25			10.15		4.25	11.00				
1.45	8.10			s 5.30		f 11.20		s 6.45		19.4	8.10			s 7.15			10.08		4.00	10.25				
2.00	8.35			s 5.40		f 11.30		s 7.00		22.6	s 8.00			s 7.05			10.00		3.35	10.00				
2.15	9.25			s 5.50	PM L 5.10	f 11.40	AM L 10.40	s 7.14		27.0	f 7.50	AM A 9.25	PM A 3.55	s 6.55			9.50		3.16	9.15				
2.17	9.30	AM L 9.22	PM L 10.10	s 5.51	s 5.11	f 11.41	AM L 10.41	s 7.15	AM L 7.05	27.8	7.48	AM A 8.00	9.22	f 3.52	f 6.53	PM A 9.15	9.48	AM A 2.10	3.14	9.10				
2.30	9.45	9.33	10.16	s 6.00	s 5.18	f 11.50	10.48	s 7.25	7.13	31.0	f 7.40	7.55	9.15	f 3.45	f 6.45	9.06	9.40	1.50	3.00	8.55				
2.45	10.00	9.42	10.22	s 6.05	s 5.23	f 11.56	10.53	s 7.35	7.20	33.9	s 7.35	7.50	9.09	f 3.40	s 6.35	9.00	9.35	1.30	2.45	8.45				
3.00	10.15	9.53	10.28	s 6.10	s 5.28	f 12.02	10.58	s 7.45	7.30	36.5	7.30	7.45	9.04	f 3.34	f 6.30	8.54	9.30	1.15	2.25	8.35				
3.27	10.35	10.08	10.35	f 6.20	s 5.34	f 12.10	11.04	f 7.53	7.38	40.0	f 7.20	7.38	8.57	f 3.27	f 6.20	8.47	9.20	12.55	2.05	8.15				
3.40	10.50	10.20	10.41	s 6.27	s 5.39	f 12.20	11.09	s 8.00	7.46	43.6	7.14	7.28	8.52	f 3.22	f 6.15	8.42	9.15	12.30	1.55	8.00				
4.00	11.14	10.55	10.46	s 6.34	s 5.44	f 12.25	11.14	s 8.05	7.55	46.6	7.10	7.22	8.48	f 3.18	f 6.10	8.37	9.10	12.15	1.45	7.45				
4.05	11.30	11.00 AM A	10.50 PM A	s 6.36	s 5.46	f 12.27	11.16	s 8.07	8.00 AM A	47.7	7.08	7.20 AM L	8.46	f 3.16	f 6.08	8.35 PM L	9.08	12.10 AM L	1.40	7.40				
4.30 PM A	11.40 AM A			s 6.45 PM A	s 5.55 PM A	f 12.40 PM A	11.25 AM A	s 8.15 AM A		49.5	7.00 AM L		8.40 AM L	f 3.10 PM L	f 6.00 PM L	9.00 PM L			1.30 PM L	7.30 PM L				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
4.00	5.10	1.38	.40	2.00	.45	2.10	.45	2.20	.55		1.50	.40	.45	.45	2.00	.40	1.45	2.00	4.00	5.00				
12.4	9.6	12.2	29.8	24.8	30.0	22.8	30.0	21.2	21.7		27.0	29.8	30.0	30.0	24.8	29.8	28.3	10.0	12.4	9.9				
											Time over District													
											Average Speed per Hour													

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

Trains 14 and 16 will stop to discharge passengers from Wallace and Lake Creek branches.

THIRD DISTRICT—Bolles and Turner.

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.					DISTANCES FROM BOLLES	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		First Class			STATIONS	First Class		Second Class	
	68	66	62	64			61	63	65	67
	Mixed	Mixed	Motor	Passenger			Motor	Passenger	Mixed	Mixed
	Sun, Wed. and Fri.	Daily	Daily	Daily		Daily	Daily	Daily	Sun, Wed. and Fri.	
PWT		AM L 10.55	PM L 5.50	PM L 2.00	0.0	R BOLLES	BB 72	AM A 9.20	PM A 1.30	PM A 5.10
1573		s 11.10	s 6.00	s 2.10	3.3	D WAITSBURG	BC 3	s 9.10	s 1.15	s 4.55
969		s 11.25	s 6.10	s 2.25	6.1	HUNTSVILLE	BC 6	s 9.00	s 1.05	s 4.45
					8.7	N. P. CROSSING				
752		f 11.40	f 6.20	f 2.35	9.5	LONGS	BC 10	f 8.50	f 12.55	f 4.30
1355 WT	PM L 2.50	PM A 12.05	PM A 6.30	PM A 2.45	13.0	DR DAYTON	BC 13	AM L 8.40	PM L 12.45	PM L 4.20
1502 T	PM A 3.20				24.6	TURNER	BC 25			PM A 4.00
										PM L 3.30
	Sun, Wed. and Fri.	Daily	Daily	Daily						
		.30	1.10	.40						
		23.2	11.1	19.5						23.2
						24.6				
						Time over District		.40	.45	.50
						Average Speed per Hour		19.5	17.3	15.6

EASTWARD.					DISTANCES FROM STARBUCK	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		Second Class			STATIONS	Second Class		Second Class	
	76	76	76	75			75	75	75	
	Mixed	Mixed	Mixed	Mixed			Mixed	Mixed	Mixed	
	Sun, Wed. and Fri.	Daily	Daily	Daily		Daily	Daily	Daily	Sun, Wed. and Fri.	
WPYT		PM L 1.00			0.0	DNR STARBUCK	BB 95	AM A 11.30		
978		f 1.15			8.0	DELANEY	BD 8	f 10.45		
508		f 1.25			11.4	JACKSONS	BD 11	f 10.30		
979 W		f 1.40			14.6	CHARD	BD 15	f 10.20		
1298		f 2.15			24.5	ZUMWALT	BD 25	f 9.50		
1767 WT		PM A 3.00			29.9	DR POMEROY	BD 30	AM L 9.30		
		PM A 2.00						AM L 2.00		
		Daily						Daily		
		15.0						15.0		
						Time over District				
						Average Speed per Hour				

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No. 66 has right over No. 63, Bolles to Dayton. No. 68 has right over No. 67, Dayton to Turner. No. 67 not required to obtain clearance at Turner.

THIRD DISTRICT—Wallula and Walla Walla.

EASTWARD.					DISTANCES FROM WALLULA	WESTWARD.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class			STATIONS	First Class		Second Class		
	54	42	46	41			45	53	41	45	53
	Freight	Walla Walla Passenger	Walla Walla Passenger	Yakima Passenger			Portland Passenger	Freight	Freight	Freight	Freight
	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily		
2184 WY	PM L 4.15	PM L 1.10	AM L 5.15		0.0	DNR WALLULA	B 214	AM A 11.35	PM A 11.59	PM A 2.15	
150		f 1.25	f 5.30		7.4	REESE	BA 7	f 11.10	f 11.35		
250	4.50	f 1.30	f 5.40		10.0	DIVIDE	BA 10	f 11.00	f 11.25	1.30	
1509 WP	5.10	s 1.40	s 5.55		14.9	TOUCHET	BA 15	s 10.50	s 11.10	1.00	
500	5.30	s 1.50	s 6.05		19.1	LOWDENS	BA 19	s 10.40	s 11.00	12.35	
606	6.00	f 2.05	f 6.20		24.0	WHITMAN	BA 24	f 10.30	f 10.50	12.15 PM	
850		f	f		28.8	BLALOCK (W.W.V.Ry. Crossing)	BA 29	f	f		
WFTYO	PM A 6.30	PM A 2.30	AM A 6.45		31.2	DNR WALLA WALLA	BB 47	AM L 10.15	PM L 10.30	AM L 11.45	
	Daily	Daily	Daily					Daily	Daily	Daily	
	2.15	1.20	1.80					1.20	1.29	2.80	
	18.9	28.4	20.8					28.4	21.0	12.5	
						31.2					
						Time over District					
						Average Speed per Hour					

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

SECOND DISTRICT—Pleasant Valley District.

EASTWARD.				WESTWARD.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		DISTANCES FROM WINONA.	Time Table No. 2 September 28, 1913				
	56		10			STATIONS	9		55	
	Fast Freight		Motor				Motor		Fast Freight	
	Daily		Daily			Daily		Daily		
1440 WFY	AM L 4.00		PM L 2.00	0.0	DNR WINONA 11.4	B 320 AM A 11.10		PM A 11.50		
1438	5.00		s 2.20	11.4	WILLADA 6.8	BF 11 s 10.40		10.50		
1201 W	5.55		s 2.40	18.2	D ST. JOHN 7.1	BF 18 s 10.25		10.00		
1522 P	6.45		s 3.00	25.3	SUNSET 5.2	BF 25 s 10.10		9.15		
				30.5	S. & I. E. CROSSING 0.5					
1910	7.30		s 3.20	31.0	D THORNTON 8.0	BF 31 s 9.50		8.30		
1752 W	8.15		s 3.45	39.0	D OAKESDALE 0.6	BF 40 s 9.30		7.45		
				39.6	N. P.—S. & I. E. CROSSINGS 2.7					
703			f	42.3	FLETCHER 5.4	BF 42 f				
1727 PY	9.05 AM A		4.15 PM A	47.7	R SELTICE 47.7	B 378 9.05 AM L		7.00 PM L		
	Daily		Daily			Daily		Daily		
	5.05		2.15			2.05		4.50		
	9.4		21.2			22.9		9.9		
					Time over District					
					Average Speed per Hour					

Westward trains are superior to trains of the same class in the opposite direction—
See Rule 72.
Trains 9 and 10 stop on flag at Warner, Coman, Juno and Gravel Pit.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				WESTWARD.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		DISTANCES FROM LA CROSSE.	Time Table No. 2 September 28, 1913				
	72		71			STATIONS	71		72	
	Mixed		Motor				Mixed		Motor	
	Daily Ex. Sun.		Daily Ex. Sun.			Daily Ex. Sun.		Daily Ex. Sun.		
WY	PM L 1.45		PM L 1.45	0.0	DR LA CROSSE 4.6	B 309 AM A 11.00				
808	f 2.00		f 2.00	4.6	PAMPA 9.0	BE 5 f 9.30				
387 W (west)	f 2.30		f 2.30	13.6	HOOPER 10.0	BE 14 f 9.00				
1832 W	s 3.00		s 3.00	23.6	D WASHUCNA 5.9	BE 24 s 8.30				
600	f 3.20		f 3.20	29.5	McADAMS 7.9	BE 30 f 8.15				
715	s 3.50		s 3.50	37.4	D KAHLOTUS 5.0	BE 38 s 7.50				
438	f 4.10		f 4.10	42.4	ESTES 3.6	BE 42 f 7.30				
450	f 4.35		f 4.35	46.0	SULPHUR 7.0	BE 46 f 7.20				
WY	5.15 PM A		5.15 PM A	53.0	DR CONNELL 53.0	BE 53 7.00 AM L				
	Daily Ex. Sun.		Daily Ex. Sun.			Daily Ex. Sun.		Daily Ex. Sun.		
	3.80		3.80			4.00		4.00		
	15.1		15.1			13.3		13.3		
					Time over District					
					Average Speed per Hour					

Westward trains are superior to trains of the same class in the opposite direction—
See Rule 72.
Trains 71 and 72 stop on flag at Palouse Falls.

FOURTH DISTRICT—Bell and Amwaco.

EASTWARD.				WESTWARD.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		DISTANCES FROM BELL.	Time Table No. 2 September 28, 1913				
	20		18			STATIONS	17		19	
	Spokane-Wallace Limited		Spokane-Wallace Limited				Spokane-Wallace Limited		Spokane-Wallace Limited	
	Daily		Daily			Daily		Daily		
	PM L 3.55		AM L 9.25	0.0	DR BELL 7.0	B 410 AM A 10.40		PM A 5.10		
1020	s 4.10		s 9.40	7.0	FORD 7.2	BN 7 s 10.20		s 4.55		
300 WT	4.30 PM A		10.00 AM A	14.2	DR AMWACO 6.0	BN 14 10.05 AM L		4.35 PM L		
				20.2	(Via Steamer "Harrison")					
	5.05 PM A		10.25 AM A		HARRISON 20.2	BH 30 9.30 AM L		4.10 PM L		
	Daily		Daily			Daily		Daily		
	.85		.85		Time over District	.85		.85		
	24.3		24.3		Average Speed per Hour	24.3		24.3		

Westward trains are superior to trains of the same class in the opposite direction—
See Rule 72.
Trains Nos. 17, 18, 19 and 20 will stop on flag at Hagen.
No. 18 has right over No. 17, Bell to Amwaco.
No. 20 has right over No. 19, Bell to Amwaco.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				WESTWARD.					
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		DISTANCES FROM COLFAX.	Time Table No. 2 September 28, 1913			
	86		84			81		83	
	Mixed		Motor			Motor		Mixed	
	Daily		Daily			Daily		Daily	
WFOY	AM L 11.00		PM L 3.30	0.0	DR COLFAX 7.6	B 345 AM A 8.40		PM A 2.55	PM A 9.00
505	f 11.20		f 3.50	7.6	PARVIN 2.0	BG 8 f 8.10		f 2.25	f 8.10
1049 W	f 11.30		f 3.55	9.6	SHAWNEE 3.1	BG 10 f 8.00		f 2.20	f 7.50
984 W (East)	s 11.45		s 4.05	12.7	D GUY 5.9	BG 13 s 7.50		s 2.10	s 7.30
1255	PM 12.10		s 4.25	18.6	PULLMAN 0.6	BG 19 s 7.35		s 1.50	s 7.00
				19.2	N. P. CROSSING 4.6				
660	f 12.30		f 4.40	23.8	GARRISON 4.1	BG 24 f 7.20		f 1.35	f 6.25
WT	1.00 PM A		5.00 PM A	27.9	DR MOSCOW 4.1	BG 28 7.10 AM L		1.25 PM L	6.15 PM L
	Daily		Daily			Daily		Daily	
	2.00		1.30	1.80	Time over District	1.80		1.30	2.00
	13.9		18.6	18.6	Average Speed per Hour	18.6		18.6	13.9

Westward trains are superior to trains of the same class in the opposite direction—
See Rule 72.
Trains 81, 82, 83 and 84 stop on flag at Risbeck, Armstrong, Whitlow and Holland.
No. 82 has right over No. 83, and No. 86 has right over No. 85, Colfax to Moscow.

FOURTH DISTRICT—Tekoa and Burke.

EASTWARD.				WESTWARD.				
Second Class				First Class				
94		24		26		18		22
Freight	Mixed	Burke Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	STATIONS			
Daily	Daily	Daily	Daily	Daily	STATIONS			
OWFTY	AM L 6.00			AM L 8.55	0.0	DNR	TEKOA	B 384
1304	6.30			f 9.10	7.0		LOVELL	BH 7
830	7.00			f 9.25	12.3		WATTS	BH 12
957	7.30			s 9.35	15.7	D	PLUMMER	BH 16
1240 PFTW	8.15			s 9.55	22.5		CHATCOLET	BH 22
1200 TW	9.30		PM L 5.05	s 10.25	30.6	Auto. Block	DR HARRISON	BH 30
1272	10.45		f 5.30	f 10.45	33.7		SPRINGSTON	BH 34
1092	11.40		s 5.55	s 11.10	45.0		LANE	BH 45
859	PM 12.05		s 6.05	s 11.20	49.1		ROSE LAKE	BH 49
707	12.25		s 6.15	s 11.25	51.5		DUDLEY	BH 52
1510 W(East)	12.55		s 6.25	s 11.35	57.1		CATALDO	BH 57
1145 OY	1.30	AM L 8.10	s 6.35	s 11.45	61.8	DR	ENAVILLE	BH 62
					67.3		SIERRA NEVADA JCT.	BH 67
1080 W(West)	2.35	s 8.35	s 6.50	s 11.59	68.7	Auto. Block	DR WARDNER	BH 69
1002	3.15	s 8.55	f 7.05	f 12.25	75.4		OSBORNE	BH 76
							N. P. DEPOT	
1240 WFTO	4.00	9.15	PM L 12.50	7.25	79.7	Auto. Block	DR WALLACE	BH 80
	PM A	AM A	PM A	PM A	79.9		N. P. CROSSING	
567			f		83.6		GEM	BL 4
417			f		83.9		FRISCO	BL 4
			f		84.6		DORN	BL 5
			f		85.1		MACE	BL 6
552 W			1.20		86.4	DR	BURKE	BL 7
			PM A					
	Daily	Daily	Daily	Daily	Daily			
	10.00	1.05	.80	2.20	3.55			
	8.0	16.5	13.4	21.0	20.3			
							Time over District	
							Average Speed per Hour	

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

No. 94 has right over No. 93, Tekoa to Harrison. No. 22 has right over No. 21, Tekoa to Harrison. No. 26 has right over No. 25, Wallace to Burke.

Standard High Line switch, between Wallace and Gem, must be left set and locked for the high line.

Trains 17, 18, 21 and 22 stop on flag at Sweeney, Pine Creek, Kingston, Medimont and Black Lake.

Trains 21 and 22 stop on flag at Clark's, (Chatcolet Bridge) and O'Gara.

Trains 23 and 24 stop on flag at Pine Creek and Sweeney.

East switch Burke passing track must be left set and locked for siding to act as derail.

FOURTH DISTRICT—Sierra Nevada Jct. and Sierra Nevada Mine.

EASTWARD.		WESTWARD.	
Second Class		Second Class	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.		DISTANCES FROM SIERRA NEVADA JCT.	
		0.0	SIERRA NEVADA JCT.
		0.4	SWEENEY ORE BIN
		0.8	LOWER TUNNEL
		1.3	SILVER KING MILL
		1.5	CROWN POINT
		1.8	SILVER KING MINE
		4.0	SIERRA NEVADA
		4.4	SIERRA NEVADA MINE
			4.4
			Time over District
			Average Speed per Hour

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

FOURTH DISTRICT—Enaville and Paragon.

EASTWARD.		WESTWARD.	
Second Class		Second Class	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.		DISTANCES FROM ENAVILLE.	
	98		97
	Mixed		Mixed
	Daily		Daily
POYW	PM L 1.05	0.0	DR ENAVILLE
	f	3.5	LITTLE NORTH FORK
	f	6.0	HAIGHTS
	f	7.5	SMITH'S SPUR
1000	f 1.35	9.5	STEAMBOAT
1800	s 1.50	13.0	NELSON
1000	s 2.10	19.2	BEAVER
1500	s 2.30	23.8	WAITE
900 PW	s 2.50	27.8	R MURRAY
Y	f	31.8	RAVEN
P	3.20	32.2	MONARCH
	PM A		PARAGON
	Daily	33.0	
	2.15		Time over District
	14.3		Average Speed per Hour

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

No. 97 not required to obtain clearance at Monarch.

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, Enaville, Colfax, Winona, Walla Walla, Starbuck, Riparia and Wallula and obtain clearance card before proceeding. 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. Trains, holding orders giving extra trains a meet or right of track over them to a given point, must identify the train by seeing it, unless other means provided by the dispatcher. Train registers must not be relied upon for the identification of arrival of extra trains.
- No. 4. White flag displayed will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 5. 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. 6. A buffer car (not to be occupied by passengers) must be used on all passenger trains between the locomotive and cars occupied by passengers.
- No. 7. Helper engineers must be furnished copies of all train orders affecting movements of train while being helped.
- No. 8. 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. 9. Cars must not be left on main line at Crest without engine attached. When necessary to pick up, rear end of train must be placed on spur track.
- No. 10. In Washington and Oregon trains must come to a full stop within 500 feet before crossing railroad crossings at grade, except those protected by gates, interlocking devices, or signalmen. Trains will not exceed a speed of 10 miles per hour over crossings protected by gates or signalmen.
- No. 11. Referring to Rule 98. All trains must stop before crossing drawbridges located over Snake River at Riparia and over St. Joe River, one-half mile east of Chatcolet.

SPEED RESTRICTIONS.

- No. 12. Trains must not exceed a speed of 35 miles per hour around curves 7 to 9 degrees, inclusive, and 30 miles per hour around 10 degree curves. Engines of the 160 class will not exceed a speed of 25 miles per hour. Consolidation engines in passenger service must not exceed a speed of 40 miles per hour and in all other service 25 miles per hour.
- No. 13. 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 slides.
- No. 14. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 15. Maximum speed in miles per hour for trains will be as follows: Entire division: Passenger, 50; freight, 25. Maximum speed on descending grades between Jerita and Hay, Mica and Chester, Chatcolet and Lovell, and Lake Creek Line, passenger 35, freight 15. Maximum speed on descending grades between Downing and Blue Mountain, Ronans and Dayton, passenger 30, freight 15. Maximum speed on descending grades between Alto and Relief, Crest and Colfax, passenger 25, freight 12. Maximum speed on descending grades between Paragon and Raven, Burke and Sierra Nevada Branches, passenger 20, freight 10. West bound trains must be reduced in speed to 15 miles per hour at the east approach of bridge 321 (Alto Trestle), and air brakes fully released while crossing the bridge. All trains reduce speed to 15 miles per hour over street crossings between steel bridge and flour mill, one-half mile east of Elberton Station. Six miles per hour over street crossings at grade in the following towns. Pendleton, Athena, Walla Walla, Colfax, Farmington, Tekoa, Spokane, Dayton, St. John, Moscow and Wallace; also DeSmet avenue, Spokane, from Pearl to Ruby streets, just east of S. F. & N. crossing. Trains handling steel wrecker must not exceed a speed of 25 miles per hour.

AIR BRAKES.

- No. 16. 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 engines are 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 will watch gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle. All westward freight trains will stop five (5) minutes at Hay to permit wheels to cool; during which time trainmen must inspect train. Trainmen must provide themselves with a supply of Defective Air Brake Cards and Air Brake Cut Out Cards, Form No. 2399, 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 freight trains descending grades between:

Downing and Mile Post 32½,
Bolles and Starbuck,
Jerita and Canyon,
Crest and Colfax,

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

M. P. 3 and 11, Lake Creek Branch,
Burke and Wallace,
M. P. 35½ and Thornton (Pleasant Valley District)
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,

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 engines 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. 17. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control within yards at Pendleton, Walla Walla, Dayton, Umatilla, Wallula, Attalia, Starbuck, Grange City, Grange City Junction, Riparia, LaCrosse, Winona, Colfax, Moscow, 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, C., M. & St. P. Jct., S. & I. E. Crossing, S. I. Jct., G. N. Crossing, S. I. Jct., and S. F. & N. Crossing. Interlocking Plants cover N. P., S. & I. E., and G. N. Crossings. 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.

Yard and road crews while switching will flag all street crossings at grade, unless such crossings are protected by regular flagmen.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND	O.-W. R. & N. System	DR. R. W. ARMSTRONG, District Surgeon.	WINONA.	LaCrosse and Tekoa.
" F. M. TAYLOR, Asst. Surgeon.	"	O.-W. R. & N. System	DR. FRANK ST. SURE, District Surgeon.	COLFAX	Tekoa, Starbuck and Moscow.
" DONALD H. JESSOP, Asst. Surgeon.	"	O.-W. R. & N. System	DR. C. L. GRITMAN, District Surgeon.	MOSCOW	Moscow and Colfax.
" GEO. AINSLEE, Chief Occulist.	"	O.-W. R. & N. System	" A. J. NELSON, " " "	TEKOA	Colfax and Spokane.
DRS. DICKSON AND COGLAN, Disease Nose and Throat.	"	O.-W. R. & N. System	" E. L. REGER, " " "	HARRISON.	Tekoa and Burke.
DR. C. O. WAINSCOTT	HERMISTON	Umatilla	" GEO. B. LESHER " " "	KELLOGG	Wallace to Harrison, including Enaville Branch.
DRS. SHAW & BLALOCK, District Surgeon.	WALLA WALLA	{ Umatilla and Starbuck	" CHAS. MOWERY, " " "	WALLACE	Tekoa and Burke.
DR. E. H. VAN PATTEN, " " "	DAYTON	{ Pendleton and Walla Walla.	" H. B. LUHN, Division Surgeon.	SPokane	Tekoa and Spokane.
" J. HUNTINGTON, " " "	STARBUCK	Walla Walla and Dayton.	" C. M. DOLAND, Asst. Surgeon.	"	Tekoa and Spokane.
" C. J. SIMONSON, " " "	LaCROSSE	Walla Walla and Pomeroy.	" S. B. HOPKINS, Oculist and Aurist.	"	Tekoa and Spokane.
		LaCrosse and Connell.			

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
GEO. E. HEDGER, " " " " - - - - -	WALLA WALLA
M. A. ROSE, " " " " - - - - -	COLFAX
SCHOLER & COHRS, " " " " - - - - -	SPokane

W. CONNOLLY, Superintendent.

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

Spokane, Wash.

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

J. S. ELLISON, Dispatcher - - - - -	Spokane, Wash.
A. S. BIMROSE, " " " " - - - - -	" " " " - - - - -
B. G. KOST, " " " " - - - - -	" " " " - - - - -

G. M. HUDSON, Dispatcher, - - - - -	Starbuck, Wash.
J. A. WALSH, " " " " - - - - -	" " " " - - - - -
M. E. WALSH, " " " " - - - - -	" " " " - - - - -

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. District			TEKOA and SPOKANE							
		Eastward	WESTWARD		EASTWARD									WESTWARD		EASTWARD		Westward	WESTWARD					
			Page to Wallula	Wallula to Umatilla	Riparia to Hay	Hay to Jerita	Winona to Mockonema	Mockonema to Crest	Colfax to Elberton	Elberton to Garfield	Garfield to Farmington	Sellice 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	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	230	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	1700	2200	1700	960	540	900	660	1180	800	910	990	940	330	995	675	990	940	920	1010	580	960	1680
T-57	119	170 to 173	1860	2410	1860	1050	590	970	715	1290	875	1000	1075	1020	360	1085	735	1075	1020	1005	1100	670	1050	1835
T-64	139	179 to 184	1650	2135	1650	930	525	860	635	1140	775	885	955	910	320	965	650	955	910	890	985	595	930	1635
T-57	125	174 to 178	1700	2200	1700	960	540	900	660	1180	800	910	990	940	330	995	675	990	940	920	1010	580	960	1680
P-77	123	190 to 193	2000	2600	2000	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	755	1110	1055	1035	1135	690	1080	1890
P-77	138	194 to 197	2200	2850	2200	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	870	1275	1210	1190	1305	795	1240	2175
P-77	145	198 to 200	2300	2980	2300	1295	735	1205	885	1595	1085	1235	1335	1265	445	1345	910	1335	1265	1245	1365	830	1295	2275
T-69	159	250 to 262																						
T-63	160	300 to 305																						
C-50	137	325 to 326																						
C-55	143	327 to 329																						
C-57	176	330 to 338																						
C-57	163	344																						
C-57	169	339 to 343																						
C-57	181	345 to 349																						
C-57	187	350 to 388																						
MK-57	205	500 to 540																						

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.
- "MK"—Mikado.

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

C-57-²²/₃₀187

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS			PENDLETON and STARBUCK									WALLULA and WALLA WALLA		BOLLES and TURNER			Starbuck and Pomeroy	La Crosse and Connell	Colfax and Moscow	TEKOA and WALLACE				Sierra Nevada Jct. and Sierra Nevada Mine	Wallace and Burke	Lake Creek Branch	
				EASTWARD			WESTWARD						Eastward	Westward	EASTWARD		Westward											
				Pendleton to Weston	Bates to Milton	Walla Walla to Bolles	Bolles to Alto	Starbuck to Alto	Menoken to Bolles	Prescott to Ennis	Valley Grove to Walla Walla	Milton to Weston			Bolles to Dayton	Dayton to Turner					Whetstone to Ronan	Eastward	Westward	Eastward				Westward
E-57	1 ¹ / ₂	44	50	345	330	270	235	120	325	355	355	165	345	675	345	270	470	345	320	345	255	620	365	215			235	
E-63	1 ¹ / ₂	48	54, 55	415	395	320	280	145	390	430	430	200	415	810	415	320	560	415	380	415	300	740	435	255			280	
E-57	1 ¹ / ₂	51	57 to 60, 62 to 64	370	355	290	250	130	350	385	385	180	370	730	370	290	485	370	340	370	275	665	390	230			250	
E-63	1 ¹ / ₂	54	65 to 70	500	475	385	335	175	470	515	515	240	500	975	500	385	680	500	460	500	365	890	520	310			335	
E-63	1 ¹ / ₂	55	71 to 73	520	500	405	350	185	490	540	540	250	520	1020	520	405	685	520	480	520	380	930	550	325			350	
E-64	1 ¹ / ₂	68	80 to 87	540	515	420	365	190	510	560	560	260	540	1060	540	420	710	540	510	540	395	965	570	335			365	
T-55	1 ¹ / ₂	71	112 to 119	660	630	510	445	230	625	685	685	315	660	1295	660	510	900	660	620	660	480	1180	695	410			445	
M-57	1 ¹ / ₂	91	103 to 111	740	710	575	500	260	700	770	770	350	740	1455	740	575	1000	740	695	740	540	1325	780	460	180	180	500	
T-63	1 ¹ / ₂	92	130 to 135	785	750	610	530	275	740	810	810	370	785	1540	785	610	1090	785	770	785	570	1405	825	485			530	
T-63	1 ¹ / ₂	113	136 to 147	830	790	640	565	290	783	860	860	390	830	1625	830	640	1155	830	810	830	605	1480	870	515			555	
C-51	1 ¹ / ₂	117	160 to 164	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590			640	
T-57	1 ¹ / ₂	119	170 to 173	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	950	965	705	1740	1025	585			650	
T-64	1 ¹ / ₂	139	179 to 184	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	895	910	665	1635	960	555			615	
T-57	1 ¹ / ₂	125	174 to 178	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590	200	200	640	
P-77	1 ¹ / ₂	123	190 to 193	1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	1035	1055	770	1890	1110	655			710	
P-77	1 ¹ / ₂	138	194 to 197	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	1190	1210	885	2175	1275	735			815	
P-77	1 ¹ / ₂	145	198 to 200	1265	1215	990	870	445	1205	1325	1325	585	1265	2510	1265	990	1615	1265	1245	1265	925	2275	1335	770			855	
T-69	1 ¹ / ₂	159	250 to 262																									
T-63	1 ¹ / ₂	160	300 to 305																									
C-50	1 ¹ / ₂	137	325 to 326																									
C-55	1 ¹ / ₂	143	327 to 329																									
C-57	1 ¹ / ₂	176	330 to 338																									
C-57	1 ¹ / ₂	163	344																									
C-57	1 ¹ / ₂	169	339 to 343																									
C-57	1 ¹ / ₂	181	345 to 349																									
C-57	1 ¹ / ₂	187	350 to 388																									
MK-57	1 ¹ / ₂	205	500 to 540																									

CLASS

ENAVILLE BRANCH RATING.

Enaville to Prichard apply Oakesdale to Tekoa
 Prichard to Murray " Winona to Oakesdale
 Murray to Paragon " Wallace to Burke
 Paragon to Enaville " Maximum

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.

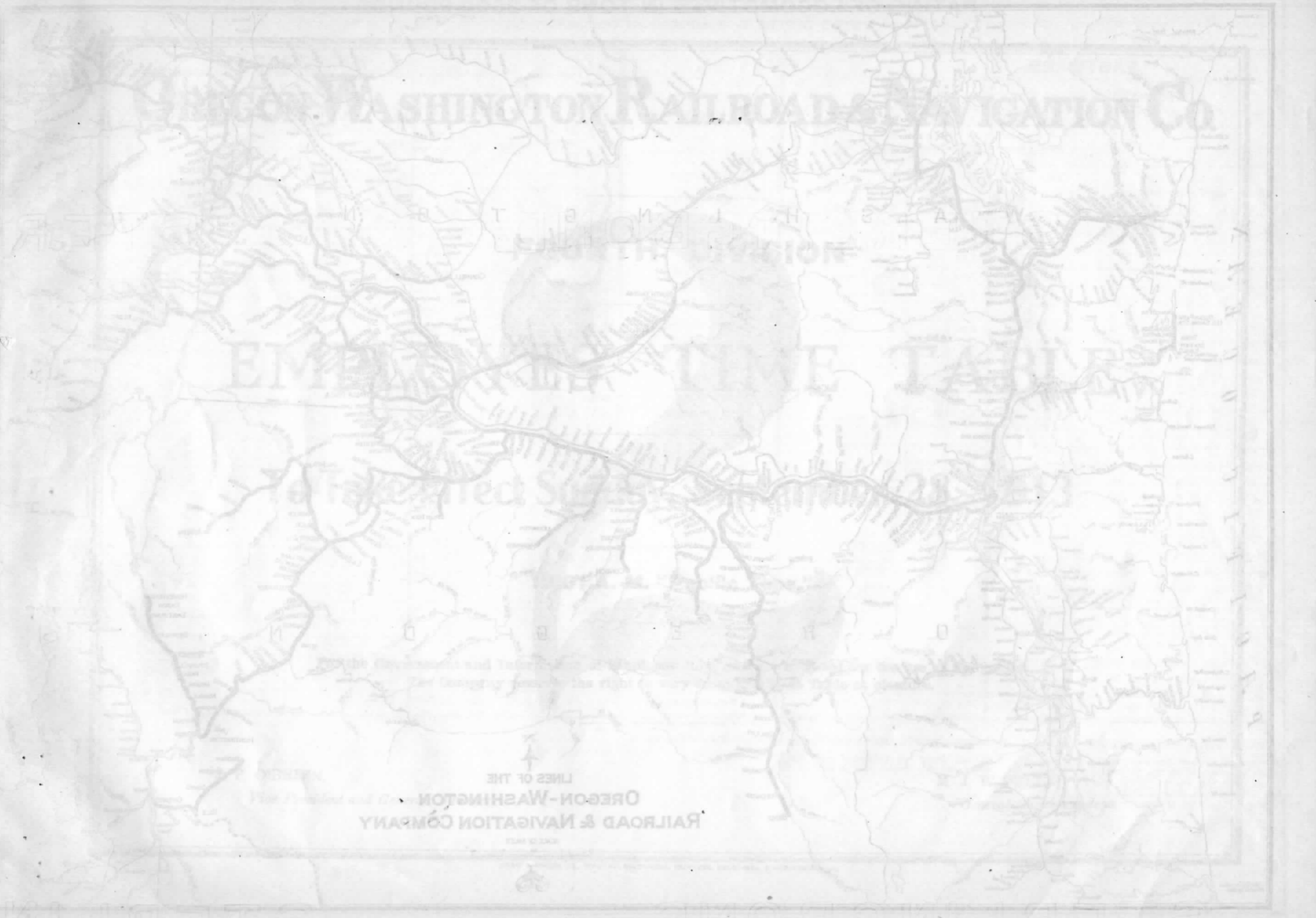
CLASS

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

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.



RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE

SCALE



