

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Tuesday, December 8, 1914

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,
General Superintendent

FIRST DISTRICT—Umatilla and Spokane

EASTWARD.

WESTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	EASTWARD.					DISTANCES FROM UMATILLA.	WESTWARD.								
	Second Class		First Class				Time Table No. 10 December 8, 1914								
	70 C. M. & St. P. Freight	256 Through Freight	104 Yakima Passenger	102 Yakima Local	16 C. M. & St. P. Passenger		12 Spokane Passenger	18 C. M. & St. P. Passenger	STATIONS	15 C. M. & St. P. Passenger	11 Portland Passenger	17 C. M. & St. P. Passenger	103 Walla Walla Passenger	101 Walla Walla Local	69 C. M. & St. P. Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WFTY		AM L 11.45					0.0	DNR UMATILLA 7.6	A 183						AM A 11.45
1996		PM 12.25					7.6	RIVERVIEW 5.9	B 191						11.00
2850 W1½E		1.00					13.5	SAND 6.1	B 197	f 1.30					10.30
2814		1.30					19.6	JUNIPER 7.7	B 203	f 1.20					10.00
2184 WY		2.10		AM L 11.30	AM L 5.40		27.3	DNR WALLULA 1.9	B 211	1.00 12.55		PM A 1.10	PM A 10.55		9.30
							29.2	N. P. CROSSING 0.6							
							29.8	N. P. CROSSING 0.1							
		2.30		11.40 AM A	5.50 AM A		29.9	ATTALIA 6.8	B 213		12.48	1.00 PM L	10.45 PM L		9.10
2657		3.00					36.7	HUMORIST 6.0	B 220	f 12.38					8.40
2719		3.30					42.7	ASH 7.5	B 226	f 12.28					8.10
2707 PW		4.10					50.2	N PAGE 7.7	B 234	f 12.16					7.30
2616		4.50					57.9	SIMMONS 8.8	B 241	f 12.04 AM					6.50
2614		5.35					66.7	SCOTT 7.5	B 250	f 11.52					6.05
2689 P		6.15					74.2	MOORE 6.2	B 258	f 11.40					5.30
		6.40					80.4	DNR AYER JUNCTION 4.8	B 264	11.30 11.25					5.00
2996 P		7.00					84.7	CHEW 5.6	C 268	11.18					4.10
8000 P		7.25					90.3	JOSE 6.1	C 274	11.07					3.45
3000 P		7.50					96.4	PARKS 6.0	C 280	10.53					3.20
		8.20					102.4	HOOPER 7.5	C 286	f 10.43					2.55
3000 P		8.50					109.9	GENE 4.8	C 293	10.32					2.30
3011 P		9.15					114.2	MACK 4.4	C 297	10.26					2.10
8000 P		9.35					118.6	THAVIS 4.8	C 302	10.20					1.50
8000 PYW	AM L 1.25	10.13					123.4	DNR MARENGO 6.7	C 307	AM A 10.15	10.13	AM A 12.50			AM A 12.15
3024 P	1.50	10.45					130.1	PATTERSON 4.2	C 313	10.03	10.02	12.35			AM 12.35
3027 P	2.05	11.15					134.3	ASHBY 5.2	C 318	9.55	9.55	12.24			AM 11.45
2990 P	2.25	11.35					139.5	PALM LAKE 6.5	C 323	9.45	9.47	12.10 AM			11.15
2989 P	2.45	11.57					146.0	WELLS 4.1	C 329	9.33	9.36	11.57			11.00
2992 PW	3.00	AM 12.25					150.1	CROSKY 7.4	C 333	9.22	9.29	11.49			10.40
2989 P	3.25	1.15					157.5	MASON 5.0	C 341	f 9.12	9.17	f 11.37			10.28
2991 P	3.40	1.45					162.5	GEIB 5.8	C 346	9.00	9.08	11.28			10.04
8008 PW	4.00	2.20					167.8	DN CHENEY 7.2	C 351	s 8.50	s 9.00	s 11.20			10.04
8014 P	4.25	3.15					175.0	MARSHALL 4.8	C 358	f 8.35	8.48	f 11.08			10.28
8000 P	4.40	3.45					179.3	SPRING 5.2	C 363	8.25	8.38	11.00			10.04
	5.00 AM A	4.30 AM A					184.5	DNR SPOKANE } Double Track	C 368	8.15 AM L	8.30 PM L	10.50 PM L			10.04
	Daily	Daily						184.5		Daily	Daily	Daily	Daily	Daily	10.04
	8.35	16.45						Time over District		2.00	5.30	2.00	.10	.10	9.50
	17.0	11.5						Average Speed per Hour		80.6	83.4	80.6	16.2	16.2	9.35
															10.10
															10.25
															9.35
															9.50
															9.16
															9.02
															8.40 PM L
															9.15 PM L
															Daily
															Daily
															3.85
															14.80
															17.0
															12.7

Westward trains are superior to trains of the same class in the opposite direction—
See Rule 72
Double track extends from east end Spokane River-Latah Creek bridge to Spokane. All trains will use right-hand track in direction they are moving. Switch to double track, east end Spokane River-Latah Creek bridge, will be left set for westward trains.

Yard limit, Spokane, extends to west end Spokane River-Latah Creek bridge.
Nos. 255 and 256 will carry passengers.
Walla yard limit extends through and includes Attalia.
Trains 11 and 12 stop on flag at Mathews and Cold Springs.
Automatic block does not cover double track in Spokane.

EASTWARD.										WESTWARD.											
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class					First Class					DISTANCES FROM PENDELTON.	Time Table No. 10 December 8 1914									
	52		66		2		62		8			First Class			Second Class						
	Mixed	Mixed	Passenger	Motor	Spokane Passenger	Passenger	Motor	Passenger	Motor	Pendleton Passenger		1	61	7	51	65					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
	AM L	AM L	PM L	PM L	AM L	PM L	PM L	AM L	PM A	AM A	AM A	PM A	PM A	PM A							
WFTYO	10.30		5.45		8.00			0.0	DNR	PENDELTON	A 225	8.30		4.55		2.00					
550	f		f		8.15			4.6		SAXE	BB 4	f 8.15			f 1.30						
662	f 11.00		f 6.05		8.20			7.6		HAVANA	BB 7	f 8.09		4.30	f 1.15						
810	f 11.15		f 6.12		8.27			10.5		EASTLAND	BB 10	f 8.03		4.25	f 1.00						
1618	s 11.30		s 6.20		8.35			13.3	D	ADAMS	BB 13	s 7.57		4.17	s 12.50						
1535 W	s 11.45		s 6.30		8.45			17.8	D	ATHENA	BB 17	s 7.50		4.05	s 12.25						
1250	PM s 12.05		s 6.40		8.55			21.5	D	WESTON	BB 21	s 7.40		3.55	s 12.05 PM						
1082	f 12.25		f 6.45		9.02			24.0		DOWNING	BB 23	f 7.30		3.45	f 11.55						
2650	f 12.45		f 6.53		9.09			27.2		BLUE MOUNTAIN	BB 27	f 7.20		3.35	f 11.35						
741	f 1.00		f 7.00		9.20			30.8		BATES	BB 30	f 7.10		3.25	f 11.15						
450								33.0		BARRETT	BB 33										
1157 W	s 1.30		s 7.15		9.34			36.7	D	MILTON (W.W.V.Ry. Crossing)	BB 36	s 7.00		3.10	s 10.45						
958	f		f					40.4		SPOFFORD	BB 40	f			f						
619	f		f					42.3		STATE LINE	BB 42	f			f						
PWFTYO	2.30 PM A	AM L 8.15	7.45 PM A	PM L 4.30	9.55 10.00			46.7	DNR	WALLA WALLA	BB 47	6.45 AM L	AM A 10.00	2.50 2.45	10.00 AM L	PM A 7.00					
								47.8		N. P. CROSSING											
973		f 8.35		f	10.15			52.6		RUSSELL	BB 52		f 9.30		f						
1112		f 8.40		f 4.50	10.20			54.2		VALLEY GROVE	BB 54		f 9.25		f 6.15						
1047		f 8.50		f	10.25			57.1		HADLEY	BB 56		f 9.20	2.20	f 6.05						
545		f 9.10		f 5.05				60.4		BERRYMAN	BB 60		f 9.10		f 5.55						
600		f		f				61.5		ENNIS	BB 61		f		f						
1357		s 9.50		s 5.30	10.45			67.3	D	PRESCOTT	BB 67	s 8.50	s 2.00		s 5.30						
1374 PWT		10.20 AM A		5.50 PM A	11.00			72.0	R	BOLLES	BB 71	8.40 AM L	s 1.50		5.10 PM L						
975					11.10			76.1		MENOKEN	BB 75		1.40								
1418					11.40			83.7		ALTO	BB 83		s 1.20								
1170								89.4		RELIEF	BB 89										
PWFTY					PM 12.10 12.15			94.9	DNR	STARBUCK	BB 94			12.45 12.40							
PY					12.30 PM A			98.7	NR	GRANGE CITY JCT.	B 276			12.30 PM L							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily						
	4.00	2.05	2.00	1.20	4.30					Time over District		1.45	1.20	4.25	4.00	1.50					
	11.7	12.1	23.8	19.0	21.9					Average Speed per Hour		26.7	19.0	22.3	11.7	13.8					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
No. 8 has right over No. 61, Walla Walla to Bolles.

EASTWARD.

WESTWARD.

Time Table No. 10

December 8, 1914

STATIONS

Auto Block	DNR	TEKOA	7.2
Auto Block	D	LATAH	8.4
Auto Block	D	FAIRFIELD	8.7
		DARKNELL	8.0
	D	ROCKFORD	4.4
		BELL	0.8
Automatic Block	DNR	MANITO	3.2
		FREEMAN	2.9
	D	MICA	2.4
		REDLIN	3.6
		CHESTER	3.7
		DISHMAN	3.0
		EAST SPOKANE	1.1
		N. P. CROSSING	1.9

DNR SPOKANE

49.8

Time over District

Average Speed per Hour

DISTANCES FROM TEKOA

STATION NUMBERS

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class			First Class								DISTANCES FROM TEKOA
	48	58	50	538	8	534	14	6	10	532		
	C. M. & St. P. Freight	Freight	C. M. & St. P. Freight	C. M. & St. P. Passenger	Spokane Passenger	C. M. & St. P. Passenger	Spokane-Wallace Limited	Local Passenger	Spokane-Wallace Limited	C. M. & St. P. Passenger		
1175		PM L 12.30			PM L 4.40			AM L 9.50			0.0	
1362		1.00			4.55			10.05			7.2	
1375	W	1.30			5.12			10.25			15.6	
1700		1.45			5.22			10.33			19.3	
1282		2.00			5.35			10.45			22.3	
											26.7	
		AM L 3.50	2.18		PM L 9.45	5.45	5.12	10.57	10.46	AM L 7.05	27.5	
1691		4.02	2.30		9.55	5.52	5.17	11.05	10.52	7.15	30.7	
1655	W	4.15	2.45		10.04	6.02	5.23	11.12	10.57	7.22	33.6	
749		4.25	3.00		10.11	6.10	5.30	11.20	11.03	7.30	36.0	
1362		4.40	3.23		10.18	6.20	5.37	11.28	11.10	7.37	39.6	
1531		4.55	3.40	AM L 9.10	10.26	6.28	PM L 6.09	5.42	11.33	11.15	43.3	
2162		5.10	3.55	9.30	10.31	6.36	6.16	5.51	11.40	11.20	46.3	
	I	5.15	4.15	9.33	10.33	6.38	6.18	5.53	11.43	11.23	47.4	

BETWEEN N. P. CROSSING AND SPOKANE, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

PWTFO	48	58	50	538	8	534	14	6	10	532	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	49.3
	1.25	3.45	0.23	.55	2.05	0.16	.50	2.00	.45	.55	
	14.0	12.6	10.7	23.8	23.7	22.5	27.1	24.7	30.1	23.8	

STATION NUMBERS	First Class							Second Class		
	7	533	535	9	13	5	537	49	57	47
	Pendleton Passenger	C. M. & St. P. Passenger	C. M. & St. P. Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	Local Passenger	C. M. & St. P. Passenger	C. M. & St. P. Freight	Freight	C. M. & St. P. Freight
B 380	AM A 8.50					PM A 6.25				AM A 12.30
B 387	8.35					6.05				11.45
B 395	8.20					5.50				11.00
B 399	8.10					5.43				10.25
B 402	8.00					5.35				9.45
B 407				AM A 9.25	PM A 3.55					X
B 408	7.48	AM A 8.45		9.22	3.52	5.25	PM A 10.15			9.20
B 411	7.40	8.39		9.15	3.44	5.17	10.09			9.05
B 413	7.35	8.34		9.07	3.37	5.07	10.04			8.55
B 416	7.30	8.29		9.00	3.30	5.00	9.59			8.35
B 420	7.20	8.22		8.53	3.23	4.50	9.52			8.15
B 423	7.14	8.15	AM A 8.31	8.48	3.18	4.43	9.45			8.00
B 426	7.09	8.09	8.24	8.44	3.14	4.39	9.39			7.45
	7.07	8.07	8.22	8.42	3.12	4.37	9.37			7.30

BETWEEN N. P. CROSSING AND SPOKANE, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

C 368	7.00	8.00	8.15	8.35	3.05	4.30	9.30			
	AM L	AM L	AM L	AM L	PM L	PM L	PM L			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	1.50	.45	.16	.50	.50	1.55	.45			
	26.9	29.1	22.5	27.1	27.1	25.7	29.1			

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

At Mica, Oudin Spur track switch must be set to act as derailer for house track.

Fairfield passing track (old Waverly branch main line) is located between M. P. 395 and 1000 feet West of depot.

Yard limit, Spokane Freight Yard, extends to and includes East Spokane; in this limit are S. F. & N. Crossing, S. I. Junction, G. N. Crossing, S. I. Junction, S. & I. E. Crossing, C. M. & St. P. Junction and N. P. Crossing.

Interlocking plant at N. P. Crossing covers N. P. and S. & I. E. Crossings and C. M. & St. P. Junction. Interlocking Plant at G. N. Crossing covers G. N. Crossing.

Train No. 7 stop to pick up, Train No. 8 stop to let off passengers at Dishman's Crossing, just West of Dishman.

Yard limit, Manito, extends from 1200 feet east of junction switch at Manito to 800 feet west of junction switch at Bell.

At interlocking plant, N. P. Crossing, Spokane, Engineers will sound three short blasts of whistle for track to Union Station, four short blasts for track to Spokane Freight Yard.

Trains Nos. 10 and 14 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			STATION NUMBERS	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 11.00	PM L 5.50	PM L 2.00	0.0	R	BOLLES				BB 71	AM A 8.40	PM A 1.30	PM A 5.10	
1873		s 11.15	s 6.00	s 2.10	3.5	D	WAITSBURG				BC 3	s 8.30	s 1.15	s 4.55	
969		s 11.30	s 6.10	s 2.25	6.0		HUNTSVILLE				BC 6	s 8.20	s 1.05	s 4.45	
					8.7		N. P. CROSSING								
752		f 11.45	f 6.20	f 2.35	9.6		LONGS				BC 10	f 8.10	f 12.55	f 4.30	
1855 WT	PM L 2.50	PM 12.05	PM A 6.30	PM A 2.45	13.0	DR	DAYTON				BC 13	AM L 8.00	PM L 12.45	PM L 4.20	
P					19.3		RONAN				BC 19				
P					22.7		WHESTONE				BC 23				
1502 PT	3.30 PM A				24.9		TURNER				BC 25			3.40 PM L	
	Sun, Wed. and Fri.	Daily	Daily	Daily			24.9					Daily	Daily	Daily	Sun, Wed. and Fri.
	.40	1.05	.40	.45			Time over District					.40	.45	.50	.40
	18.0	12.0	19.5	17.3			Average Speed per Hour					19.5	17.3	15.6	18.0

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			STATION NUMBERS	Second Class		Second Class			
	106	106	105	105			105	105				
	Mixed	Mixed	Mixed	Mixed			Mixed	Mixed				
	Daily	Daily	Daily	Daily	Daily		Daily					
WFYT		PM L 1.00			0.0	DNR	STARBUCK				BB 94	AM A 11.30
978		f 1.30			7.8		DELANEY				BD 8	f 10.55
508		f 1.45			11.4		JACKSONS				BD 11	f 10.40
979 W		f 2.00			14.6		CHARD				BD 14	f 10.25
300		2.20			19.0		HOUSER				BD 19	10.05
1293		f 2.40			24.4		ZUMWALT				BD 25	f 9.50
1787 WT		3.00 PM A			29.9	DR	POMEROY				BD 30	9.30 AM L
		Daily					29.9					Daily
		2.00					Time over District					2.00
		15.0					Average Speed per Hour					15.0

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No. 66 has right over No. 62, Bolles to Dayton. No. 68 has right over No. 67, Dayton to Turner.

THIRD DISTRICT—Walla Walla 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			STATION NUMBERS	First Class		Second Class					
	54	42	46	53			41	45	53					
	Freight	Walla Walla Passenger	Walla Walla Passenger	Freight			Yakima Passenger	Portland Passenger	Freight					
	Daily	Daily	Daily	Daily	Daily		Daily	Daily						
2184 WY	PM L 5.00	PM L 1.10	AM L 4.45		0.0	DNR	WALLULA				B 210	AM A 11.30	PM A 11.30	PM A 2.00
150	5.30	f 1.25	f 5.05		7.6		REESE				BA 8	f 11.05	f 11.10	1.25
250	5.45	f 1.30	f 5.15		10.2		DIVIDE				BA 10	f 10.55	f 11.00	1.00
1509 WP	6.10	s 1.40	s 5.30		15.1	D	TOUCHET				BA 15	s 10.45	s 10.45	12.30 PM
500	6.30	s 1.50	s 5.45		19.5		LOWDENS				BA 20	s 10.35	s 10.30	11.55
606	6.50	f 2.05	f 6.00		24.2		WHITMAN				BA 24	f 10.25	f 10.20	11.30
850		f	f		28.8		W. W. V. RY. CROSSING				BA 29	f	f	
WFTYO	7.30 PM A	2.30 PM A	6.30 AM A		31.0	DNR	WALLA WALLA				BB 47	10.10 AM L	10.00 PM L	11.00 AM L
	Daily	Daily	Daily				81.0					Daily	Daily	Daily
	2.30	1.20	1.45				Time over District					1.20	1.30	3.00
	12.4	23.3	17.7				Average Speed per Hour					23.3	20.7	10.3

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72
Trains 41, 42, 45 and 46 stop on flag at Reavis.

SECOND DISTRICT—Pleasant Valley District.

EASTWARD.				DISTANCES FROM WINONA.	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	
	56	4	STATIONS		3	55	STATION NUMBERS	
	Freight	Motor		Motor	Freight			
	Daily	Daily		Daily	Daily			
1440 WFY	AM L 3.45	PM L 2.00	DNR WINONA 11.4	AM A 11.10	PM A 9.00	B 316		
1488	4.45	s 2.25	WILLADA 6.8	s 10.40	8.00	BF 11		
1201 W	5.30	s 2.40	ST. JOHN 7.1	s 10.25	7.30	BF 18		
1522 P	6.00	s 3.00	SUNSET 5.2	s 10.10	7.00	BF 25		
			S. & I. E. CROSSING 0.5					
1910	6.45	s 3.20	D THORNTON 8.2	s 9.50	6.30	BF 31		
1752 W	7.30	s 3.45	D OAKESDALE 0.4	s 9.30	6.00	BF 39		
			N. P.—S. & I. E. CROSSINGS 2.7					
708		f	FLETCHER 5.6	f		BF 42		
1727 PY	8.00 AM A	4.10 PM A	R SELTICE 47.9	9.05 AM L	5.30 PM L	B 374		
	Daily	Daily		Daily	Daily			
	4.15	2.10						
	11.3	22.1						
			Time over District	2.05	3.30			
			Average Speed per Hour	23.0	13.4			

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Trains 3 and 4 stop on flag at Warner, Coman, Juno and Gravel Pt.

FOURTH DISTRICT—Bell and Amwaco.

EASTWARD.				DISTANCES FROM BELL.	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	
	76	74	STATIONS		73	75	STATION NUMBERS	
	Spokane-Wallace Limited	Spokane-Wallace Limited		Spokane-Wallace Limited	Spokane-Wallace Limited			
	Daily	Daily		Daily	Daily			
200		PM L 3.55	BELL 1.9	AM A 10.45	PM A 5.10	B 407		
700			TELLISON 0.9			BN 2		
640		f	HAGEN 2.1	f	f	BN 3		
400		f	WELLER 2.1	f	f	BN 5		
1020		f 4.10	FORD 7.1	f 10.25	f 4.50	BN 7		
300 WT		PM A 4.30	DR AMWACO 6.0	AM L 10.05	PM L 4.35	BN 14		
		5.05 PM A	(Via Steamer "Harrison")					
		10.25 AM A	HARRISON 20.1	9.30 AM L	4.10 PM L	BH 31		
		Daily		Daily	Daily			
		.35	Time over District	.40	.35			
		24.2	Average Speed per Hour	21.2	24.2			

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
No. 74 has right over No. 73 Bell to Amwaco.
No. 76 has right over No. 75 Bell to Amwaco.

FOURTH DISTRICT—La Crosse and Connell.

EASTWARD.				DISTANCES FROM LA CROSSE.	WESTWARD.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		Second Class		Second Class	
	78	72	STATIONS		71	77	STATION NUMBERS	
	Mixed	Mixed		Mixed	Mixed			
	Mon. Wed. & Friday	Daily Ex. Sun.		Daily Ex. Sun.	Mon. Wed. & Friday			
WY		PM L 1.45	DR LA CROSSE 4.6	PM A 8.45		B 305		
808		f 2.00	PAMPA 10.3	f 8.00		BE 5		
387 W (west)		s 2.30	D HOOPER 8.7	s 7.10		BE 14		
1882 W	PM L 3.00	PM A 3.00	DR WASHUCNA 5.8	6.25 PM L	PM A 6.25	BE 24		
600	f 3.20		McADAMS 8.0		f 6.05	BE 29		
715	s 3.45		D KAHLOTUS 5.0		s 5.40	BE 37		
438	f 4.00		ESTES 3.6		f 5.25	BE 42		
450	f 4.15		SULPHUR 7.0		f 5.10	BE 46		
WFY	4.35 PM A		DR CONNELL 53.0		4.45 PM L	BE 53		
	Mon. Wed. & Friday	Daily Ex. Sun.		Daily Ex. Sun.	Mon. Wed. & Friday			
	1.35	1.15		2.20	1.40			
	18.6	18.9	Time over District	10.1	17.6			
			Average Speed per Hour					

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
No. 72 has right over No. 71, LaCrosse to Washucna.
No. 78 has right over No. 77, Washucna to Connell.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	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	
	86	84	82		STATIONS	81	83	85
	Mixed	Motor	Motor		Motor	Motor	Mixed	
	Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily Ex. Sun.	
WFOY	AM L 11.00	PM L 3.30	AM L 8.30	DR COLFAX 7.8	AM A 8.15	PM A 2.55	PM A 7.30	
505	f 11.20	f 3.50	f 8.55	PARVIN 1.9	f 7.50	f 2.27	f 6.25	
1049 W	f 11.30	f 3.57	f 9.02	SHAWNEE 3.0	f 7.45	f 2.20	f 6.10	
984 W (East)	s 11.45	s 4.08	s 9.12	D ALBION 6.0	s 7.38	s 2.10	s 5.55	
1255	PM 12.10	s 4.30	s 9.30	D PULLMAN 0.6	s 7.25	s 1.50	s 5.30	
				N. P. CROSSING 4.5				
660	f 12.40	f 4.50	f 9.45	GARRISON 4.3	f 7.10	f 1.35	f 5.10	
WT	1.00 PM A	5.00 PM A	10.00 AM A	DR MOSCOW 28.1	7.00 AM L	1.25 PM L	5.00 PM L	
	Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily Ex. Sun.	
	2.00	1.30	1.30	Time over District	1.15	1.30	2.80	
	14.1	18.7	18.7	Average Speed per Hour	22.5	18.7	11.2	

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									
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	94	28	26			24			22						
	Freight	Mixed	Burke Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited	Burke Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited					
	Daily	Mon. Wed. & Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
OWFTY	AM L 4.00				AM L 8.55	0.0	DNR	TEKOA	B 380	PM A 12.05 PM					
1804	4.30				9.10	7.0		LOVELL	BH 7	11.45					
839	5.00				9.25	12.3		WATTS	BH 12	11.30					
957	5.25				9.35	15.7		D PLUMMER	BH 16	11.15					
1240 PFTW	5.55				9.55	22.5		CHATCOLET	BH 23	10.50					
1260 TW	6.30			PM L 5.05	10.25	30.4		Auto. Block DR HARRISON	BH 30	10.25 9.30	PM A 4.10				
1272	8.00			5.30	10.45	33.8		SPRINGSTON	BH 34	9.15	3.55				
500	8.20			f 5.45	11.00	41.1		MEDIMONT	BH 41	9.00	3.40				
1092	8.50			5.55	11.10	45.0		LANE	BH 45	8.50	3.30				
859	9.25			6.05	11.20	49.0		D ROSE LAKE	BH 49	8.40	3.20				
707	9.50			6.15	11.30	51.8		DUDLEY	BH 52	8.30	3.10				
1546 W(East)	10.30			6.25	11.40	57.3		CATALDO	BH 58	8.20	3.00				
1145 OY	11.50	PM L 4.50		6.35	11.50	62.3		DR ENAVILLE	BH 62	8.10	2.50				
470		f				64.0		PINE CREEK	BH 64	f	f				
						67.2		SIERRA NEVADA JCT.	BH 67						
1080 W(West)	PM 12.40	5.15		6.50	12.05	68.9		Auto. Block DR KELLOGG-WARDNER	BH 69	7.55	2.35				
1602	1.20	5.40		f 7.05	12.25	75.6		OSBORNE	BH 76	f 7.40	f 2.20				
						79.8		N. P. DEPOT							
1240 WFTO	2.10 PM A	6.00 PM A		PM L 12.50	7.25 PM A	12.50 PM A	80.0	DR WALLACE	BH 80	7.30 AM L	2.10 PM L	PM A 1.55			
						80.2		N. P. CROSSING							
567				f		83.9		GEM	BL 4		f				
417				f		84.2		FRISCO	BL 4		f				
				f		84.8		DORN	BL 5		f				
				f		85.4		MACE	BL 5		f				
552 W				1.20 PM A		86.7		DR BURKE	BL 7		1.25 PM L				
	Daily	Mon. Wed. & Fri.		Daily	Daily	Daily		86.7		Daily	Daily	Daily			
	10.10	1.10		.80	2.20	3.55		Time over District		4.85	2.00	.80			
	7.9	15.2		18.4	21.8	20.4		Average Speed per Hour		17.5	24.8	13.4			

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 23, 24, 21, and 22 stop on flag at Sweeney and Black Lake. Trains 21 and 22 stop on flag at Clark's, (Chatcolet Bridge) and O'Gara. Trains 27 and 28 stop on flag at Sweeney. East switch Burke passing track must be left set and locked for siding to act as derail. Automatic Block west of Wallace extends from Mile Post 79.2 to 78.1. Before using Standard Mill and Gem High lines, trains must ascertain if tracks are clear. All trains and engines flag over Sixth Street at N. P. Depot and over Bank Street, east of O-W. R. & N. Depot at Wallace.

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.	Time Table No. 10 December 8, 1914	STATIONS	STATION NUMBERS.	Time Table No. 10 December 8, 1914	
		0.0			SIERRA NEVADA JCT.	BH 69
		0.4			SWEENEY ORE BIN	
		0.8			LOWER TUNNEL	BK 1
		1.3			SILVER KING MILL	BK 1
		1.9			ONTARIO	
		4.0			SIERRA NEVADA	BK 4
		4.4			SIERRA NEVADA MINE	BK 4
					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.	Time Table No. 10 December 8, 1914	STATIONS	STATION NUMBERS.	Time Table No. 10 December 8, 1914	
		0.0			DR ENAVILLE	BH 62
		4.0			LITTLE NORTH FORK	BI 4
		6.0			HAIGHTS	BI 6
		7.5			SMITH'S SPUR	BI 8
		9.5			STEAMBOAT	BI 10
		13.2			NELSON	BI 13
		19.3			BEAVER	BI 19
		21.3			PRICHARD	BI 21
		23.9			WAITE	BI 24
27.3	MURRAY	BI 27				
30.9	RAVEN	BI 31				
32.2	MONARCH	BI 32				
32.8	PARAGON	BI 33				
	32.8					
	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. 98 has right over 97, Enaville to Raven.

SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221A, all trains must obtain clearance card at Manito, Tekoa, Riparia, Ayer Junction, Starbuck and Walla Walla; unnecessary to whistle for train order signal at these stations. Referring to Rule 221, on branch lines train order signal lights will not be kept burning after passage of regular trains for the day. Trains must not whistle for train order signal at Colfax, but must be governed by the position of signal.
- No. 3. Referring to Rule 504, trains wait five minutes after flagman has departed.
- No. 4. White flag displayed will indicate cars or LCL freight to be moved. Trains doing local work must be governed accordingly.
- No. 5. Trains (except passenger) consisting of more than 15 cars must cut off engine to take water, and must 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. Conductors must be governed accordingly.
- 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 cars, rear end of train must be placed on spur track.
- No. 10. Referring to Rule 83-A, trains are not required to secure clearance cards at Bolles, Turner, Seltice and Raven, and at Colfax, Winona, La Crosse and Grange City Junction when offices are closed.
- No. 11. Train registers must not be used as a means of identifying extra trains.

SPEED RESTRICTIONS.

- No. 12. Passenger trains, mail and express trains, and light engines must not exceed speed of 50 miles per hour; and all other trains must not exceed speed of 30 miles per hour.
- No. 13. All trains must reduce speed to 30 miles per hour around 6, 7 and 8 degree curves; and 25 miles per hour around 9 and 10 degree curves.
- No. 14. In any class of service, engines of the Consolidation and Mikado class must not exceed speed of 30 miles per hour. Trains handling steel wrecker must not exceed a speed of 25 miles per hour.
- No. 15. Maximum speed on descending grades, Jerita to Hay, Mica to Chester, Watts to Chatcolet, Watts to Lovell, and Lake Creek Line, passenger trains 35 miles per hour; freight trains 15 miles per hour. Downing to Blue Mountain, Ronans to Dayton, passenger trains 30 miles per hour; freight trains 15 miles per hour. Alto to Relief, Crest to Colfax, passenger trains 25 miles per hour; freight trains 12 miles per hour. Paragon to Raven, Burke and Sierra Nevada Branches, passenger trains 20 miles per hour; freight trains 10 miles per hour.
- No. 16. Maximum speed ascending Standard Mill High Line (Wallace Yard) and Gem High Line, 15 miles per hour.
- No. 17. 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 must not exceed a speed of 10 miles per hour over crossings protected by gates or signalmen.
- No. 18. 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.
- No. 19. During foggy or stormy weather, when sand is blowing, and at points where there is liability of track being obstructed by falling rocks or slides, engineers must run with great care and under control.
- No. 20. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 21. All trains must reduce speed to 10 miles per hour over Bridge 321 (Alto Trestle).
- No. 22. All trains must 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, Oakesdale, Moscow and Wallace; also De Smet avenue, Spokane, from Pearl to Ruby streets, just east of S. F. & N. crossing. Twenty miles per hour over public crossing just west of Dishman.
- No. 23. All trains must reduce speed to fifteen miles per hour while crossing steel bridge between Chew and Joso over Snake River; also over steel bridges between Spring and Spokane crossing Spokane River and Latah Creek and steel bridge over Spokane River at Monroe street; ten miles per hour over wooden trestle one mile east of Spring. Train and Enginemen keep sharp lookout for derailments, etc., and be prepared to stop should an emergency arise.

AIR BRAKES.

- No. 24. Trainmen must provide themselves with a supply of Defective Air Brake, 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 the nature of the 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.
- No. 25. 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.
- No. 26. Pressure Retaining Valves must be used on all freight trains descending grades between Downing and M. P. 32½, Bolles and Starbuck, Jerita and Canyon, Crest and Colfax, Darknell and Rockford, Mica and Chester, Lake Creek Branch, M. P. 35½, and Thornton, M. P. 29, and Sunset (Pleasant Valley District), Lovell and Chatcolet, Sierra Nevada Mine and Sierra Nevada Junction, Burke and Wallace, Paragon and Murray.
On passenger trains descending grades between: Downing and Bates, Menoken and Relief, Jerita and Hay, Crest and Colfax, Mica and Chester, Lovell and Chatcolet, Burke and Wallace.
- No. 27. 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.
- No. 28. Eastward freight trains immediately before leaving Alto and Crest, and westward freight trains immediately before leaving Jerita, Burke and Sierra Nevada Mine, in order to ascertain if air is working through entire train, engineer must sound one long blast of the whistle, then place brake valve in lap position, rear brakeman or conductor must 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.
- No. 29. All westward freight trains must stop five minutes at Hay; all eastward freight trains must stop five minutes at Relief and Bates; to permit wheels to cool off, during which time trainmen must inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.
- No. 30. 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.

SPECIAL INSTRUCTIONS—Continued

YARDS.

No. 31. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions within yards at Pendleton, Walla Walla, Dayton, Umatilla, Wallula, Attalia, Ayer Junction, Marengo, Starbuck, Grange City, Grange City Junction, Riparia, LaCrosse, Hooper (on Connell Branch), Winona, Colfax, Moscow, Seltice, Tekoa, Bell, Manito, Spokane, Harrison, Enaville, Kellogg-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.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND	O.-W. R. & N. System	DR. MELL A. WEST, 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 COGHLAN, 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, - - - - - Spokane, Wash.
 W. M. GLEASON, Assistant Superintendent, - - - - - " "
 R. O. COWLING, " " - - - - - " "
 H. B. COBURN, Trainmaster, - - - - - " "

J. S. ELLISON, Chief Dispatcher, - - - - - Spokane, Wash.	J. BECK, Chief Dispatcher, - - - - - Starbuck, Wash.
A. S. BIMROSE, Dispatcher - - - - - " "	G. M. HUDSON, Dispatcher, - - - - - " "
J. A. WALSH, " - - - - - " "	M. E. WALSH, " - - - - - " "
B. G. KOST, " - - - - - " "	R. S. THOMPSON, " - - - - - " "

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	UMATILLA and STARBUCK			AYER JUNCTION and SPOKANE		STARBUCK and TEKOA Via COLFAX										TEKOA and SPOKANE					Lake Creek Branch			
		Eastward	WESTWARD		Eastward	Westward	EASTWARD					WESTWARD					Eastward	WESTWARD				Eastward and Westward			
			Page to Wallula	Wallula to Umatilla	Ayer Jct. to Gelb	Spokane to Gelb	Riparia 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	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah		Latah to Tekoa		
E-57	43	50	}	620	830	590	535	535	320	190	290	215	390	255	300	325	305	110	325	285	335	210	320	550	210
E-63	49	54, 55																							
E-57	51	57 to 60, 62, 64		715	960	680	615	615	365	220	345	245	450	300	350	375	355	125	375	330	385	235	365	640	240
E-63	54	65 to 70		645	865	610	550	550	330	200	300	220	400	250	320	345	320	115	340	300	350	210	330	570	215
E-63	55	71 to 73		700	945	650	600	600	360	215	325	240	435	270	340	370	345	120	370	320	375	230	360	620	235
E-64	68	80 to 87		935	1255	885	800	800	480	285	440	325	585	390	450	485	465	165	490	430	500	300	485	820	315
T-55	71	112 to 119		1020	1365	975	875	875	525	310	480	350	635	425	490	530	500	180	535	470	545	325	530	900	340
E-62	62	78 to 79		1050	1405	995	900	900	540	320	490	360	655	415	505	550	520	185	550	480	560	340	540	930	350
M-57	91	103 to 111		1025	1365	970	880	880	530	310	480	350	640	410	490	530	510	175	530	480	545	335	525	900	345
T-63	92	130 to 135																							
A-81	106	88 to 102		1290	1715	1220	1110	1110	660	390	600	445	800	540	640	675	640	220	680	600	690	400	660	1145	430
T-63	113	136 to 147		1495	1980	1420	1290	1290	765	440	700	515	930	620	715	780	740	260	785	695	800	485	765	1325	500
C-51	117	160 to 164																							
T-57	119	170 to 173		1585	2100	1505	1365	1365	810	450	740	545	985	670	760	825	785	275	830	770	845	515	810	1405	530
T-64	139	179 to 184																							
T-57	125	174 to 178		1670	2215	1590	1425	1425	855	485	785	575	1040	715	800	870	830	290	875	810	890	540	855	1480	555
P-77	123	190 to 193																							
P-77	138	194 to 197																							
P-77	145	198 to 207																							
T-69	159	250 to 262		1700	2200	1700	1460	1460	960	540	900	660	1180	800	910	990	940	330	995	920	1010	580	960	1680	640
T-63	160	300 to 305		1860	2410	1860	1600	1600	1050	590	970	715	1290	875	1000	1075	1020	360	1085	1005	1100	670	1050	1835	650
C-50	137	325 to 326		1650	2135	1650	1420	1420	930	525	860	635	1140	775	885	955	910	320	965	890	985	595	930	1635	615
C-55	143	327 to 329		1700	2200	1700	1460	1460	960	540	900	660	1180	800	910	990	940	330	995	920	1010	580	960	1680	640
C-57	163	344		1800	2340	1800	1540	1540	970	550	900	660	1200	810	925	1000	950	335	1000	930	1020	620	970	1700	640
C-57	176	330 to 338		2000	2600	2000	1720	1720	1080	610	1000	735	1325	900	1025	1110	1055	370	1115	1035	1135	690	1080	1890	710
C-57	169	339 to 343																							
P-77	170	208 to 209		1880	2445	1880	1620	1620	1015	575	940	690	1240	845	965	1045	990	350	1050	965	1070	650	1015	1775	670
P-77	167	210 to 215																							
C-57	179	345 to 349		2200	2850	2200	1800	1800	1240	700	1150	845	1525	1035	1180	1275	1210	425	1285	1190	1305	795	1240	2175	815
C-57	187	350 to 388		2300	2980	2300	1980	1980	1295	735	1205	885	1595	1085	1235	1335	1265	445	1345	1245	1365	830	1295	2275	855
MK-57	205	500 to 540																							

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

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	WINONA and TEKOA Via P. V. District			TEKOA and WALLACE					
		EASTWARD					WESTWARD					Eastward	Westward	EASTWARD		Westward	Eastward	Westward	Eastward	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					Winona to Oakesdale	Oakesdale to Tekoa		Seltice to Willada	Lovell to Watts	Cataldo to Wardner		Wardner to Wallace	Chatelet to Watts
E-57	1 1/2	43	50	}	290	300	240	210	110	290	315	315	150	305	600	305	240	420	305	285	305	215	325	305	230	550	325	190
E-63	1 1/2	49	54, 55		355	340	275	240	125	345	370	370	170	355	700	355	275	480	355	330	355	250	375	355	260	640	375	220
E-57	1 1/4	51	57 to 60, 62 to 64	320	300	250	215	110	300	330	330	155	320	630	320	250	415	320	300	320	225	345	320	235	555	345	200	
E-63	1 1/4	54	65 to 70	345	330	270	235	120	325	360	360	170	355	680	345	270	470	345	320	345	245	370	345	255	610	370	215	
E-63	1 1/4	55	71 to 73	470	445	365	315	165	440	480	480	225	465	910	465	365	635	465	430	465	325	485	465	345	830	485	290	
E-64	1 1/2	68	80 to 87	510	485	400	340	180	510	525	525	245	500	990	500	400	690	500	470	500	350	530	500	375	900	530	315	
T-55	1 1/4	71	112 to 119	520	500	405	350	185	490	540	540	250	520	1020	520	405	685	520	480	520	360	550	520	380	930	550	325	
E-62	1 1/2	62	78 to 79	510	480	400	335	180	480	525	525	245	510	1000	510	400	670	510	480	510	360	530	510	370	900	530	315	
M-57	1 1/4	91	103 to 111	640	610	500	430	220	600	665	665	300	640	1255	640	500	875	640	600	640	455	675	640	465	1145	675	400	
T-63	1 1/4	92	130 to 135	740	710	575	500	260	700	770	770	350	740	1455	740	575	1000	740	695	740	530	780	740	540	1325	780	480	
A-81	2 1/2	106	88 to 102	785	750	610	530	275	740	810	810	370	785	1540	785	610	1090	785	770	785	560	825	785	570	1405	825	485	
T-63	2 1/4	113	136 to 147	830	790	640	565	290	783	860	860	390	830	1625	830	640	1155	830	810	830	590	870	830	605	1480	870	515	
C-51	2 1/4	117	160 to 164	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	675	990	940	695	1705	1000	590	
T-57	2 1/2	119	170 to 173	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	950	965	735	1075	1020	705	1740	1025	585	
T-64	15 1/2	139	179 to 184	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	895	910	650	955	910	665	1635	960	555	
T-57	2 1/2	125	174 to 178	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	675	990	940	695	1705	1000	590	
P-77	2 1/2	123	190 to 193	950	910	740	655	335	900	990	990	450	950	1875	950	740	1210	950	930	950	680	1000	950	695	1700	1000	590	
P-77	17 1/2	138	194 to 197	1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	1035	1055	755	1110	1055	770	1890	1110	655	
P-77	2 1/2	145	198 to 207	990	950	770	680	350	940	1045	1045	470	990	1960	990	770	1265	990	985	990	710	1045	990	725	1775	1045	615	
T-69	2 1/2	159	250 to 262	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	1190	1210	870	1275	1210	885	2175	1275	735	
T-63	2 1/2	160	300 to 305	1265	1215	990	870	445	1205	1325	1325	585	1265	2510	1265	990	1615	1265	1245	1265	910	1335	1265	925	2275	1335	770	
C-50	2 1/2	137	325 to 326																									
C-55	1 1/2	143	327 to 329																									
C-57	2 1/2	163	344																									
C-57	15 1/2	176	330 to 338																									
C-57	15 1/2	169	339 to 343																									
P-77	2 1/2	170	208 to 209																									
P-77	2 1/2	167S	210 to 215																									
C-57	2 1/2	179	345 to 349																									
C-57	2 1/2	187	350 to 388																									
MK-57	2 1/2	205	500 to 540																									

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

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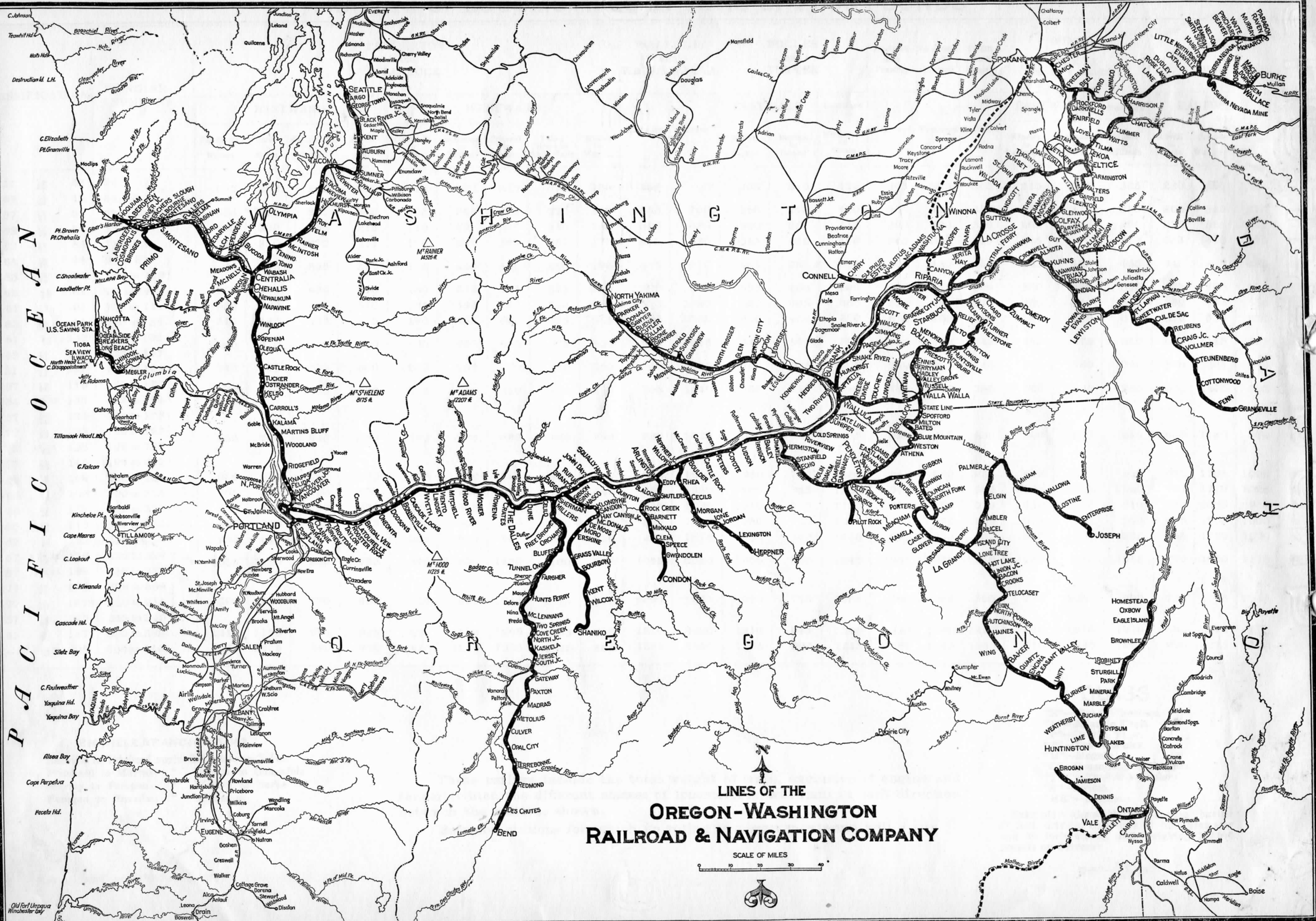
Example:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

C-57—²²/₃₀ 187

RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON
LINES OF THE

MILES





PACIFIC

LINES OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

SCALE OF MILES

