

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, January 25, 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.

THIRD DISTRICT—Bolles and Turner.

EASTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		First Class		DISTANCES FROM BOLLES
	68	66	62	64	
	Mixed	Mixed	Motor	Passenger	
	Sun, Wed. and Fri.	Daily	Daily	Daily	
PWT		AM L 10.55	PM L 5.50	PM L 2.00	0.0
1673		s 11.10	s 6.00	s 2.10	3.3
969		s 11.25	s 6.10	s 2.25	6.1
					8.7
752		f 11.40	f 6.20	f 2.35	9.5
1856 WT	PM L 2.50	PM A 12.05	PM A 6.30	PM A 2.45	13.0
					19.3
					22.7
1502 T	3.20 PM A				24.9
	Sun, Wed. and Fri.	Daily	Daily	Daily	
	.30	1.10	.40	.45	
	23.2	11.1	10.5	17.3	

Time Table No. 3
January 25, 1914

STATIONS		STATION NUMBERS
R	BOLLES 3.3		BB 72
D	WAITSBURG 2.8	BC 3
	HUNTSVILLE 2.6	BC 6
	N. P. CROSSING 0.8	
	LONGS 3.5	BC 10
DR	DAYTON 0.3	BC 13
	RONAN 3.4	BC 19
	WHESTONE 2.2	BC 23
	TURNER	BC 25
	24.9	
	Time over District	
	Average Speed per Hour	

WESTWARD.

First Class		Second Class	
61	63	65	67
Motor	Passenger	Mixed	Mixed
Daily	Daily	Daily	Sun, Wed. and Fri.
AM A 9.20	PM A 1.30	PM A 5.10	
s 9.10	s 1.15	s 4.55	
s 9.00	s 1.05	s 4.45	
f 8.50	f 12.55	f 4.30	
8.40 AM L	12.45 PM L	4.20 PM L	PM A 4.00
			3.30 PM L
Daily	Daily	Daily	Sun, Wed. and Fri.
.40	.45	.50	.80
19.5	17.3	15.6	23.2

THIRD DISTRICT—Starbuck and Pomeroy.

EASTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		DISTANCES FROM STARBUCK
	76		
	Mixed		
	Daily		
WFYT		PM L 1.00	0.0
978		f 1.15	8.0
508		f 1.25	11.4
979 W		f 1.40	14.6
1298		f 2.15	24.5
1767 WT		3.00 PM A	29.9
		Daily	
		2.00	
		15.0	

Time Table No. 3
January 25, 1914

STATIONS		STATION NUMBERS
DNR	STARBUCK 8.0		BB 95
	DELANEY 3.4	BD 8
	JACKSONS 3.2	BD 11
	CHARD 9.9	BD 15
	ZUMWALT 5.4	BD 25
DR	POMEROY	BD 30
	29.9	
	Time over District	
	Average Speed per Hour	

WESTWARD.

Second Class	
75	
Mixed	
Daily	
AM A 11.30	
f 10.45	
f 10.30	
f 10.20	
f 9.50	
9.30 AM L	
Daily	
2.00	
15.0	

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

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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.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		DISTANCES FROM WALLULA
	54	42	46		
	Freight	Walla Walla Passenger	Walla Walla Passenger		
	Daily	Daily	Daily		
2184 WY	PM L 4.15	PM L 1.10	AM L 5.15		0.0
150		f 1.25	f 5.30		7.4
250	4.50	f 1.30	f 5.40		10.0
1509 WP	5.10	s 1.40	s 5.55		14.9
500	5.30	s 1.50	s 6.05		19.1
606	6.00	f 2.05	f 6.20		24.0
850		f	f		28.8
WPTYO	6.30 PM A	2.30 PM A	6.45 AM A		31.2
	Daily	Daily	Daily		
	2.15	1.20	1.30		
	18.9	23.4	20.8		

Time Table No. 3
January 25, 1914

STATIONS		STATION NUMBERS
DNR	WALLULA 7.4		B 214
	REESE 2.6	BA 7
	DIVIDE 4.9	BA 10
D	TOUCHET 4.2	BA 15
	LOWDENS 4.9	BA 19
	WHITMAN 4.8	BA 24
	BLALOCK (W.W.V.Ry. Crossing) 2.4	BA 29
DNR	WALLA WALLA	BB 47
	31.2	
	Time over District	
	Average Speed per Hour	

WESTWARD.

First Class		Second Class	
41	45	53	
Yakima Passenger	Portland Passenger	Freight	
Daily	Daily	Daily	
AM A 11.35	AM A 12.01 AM	PM A 2.15	
f 11.10	f 11.35		
f 11.00	f 11.25	1.30	
s 10.50	s 11.10	1.00	
s 10.40	s 11.00	12.35	
f 10.30	f 10.50	12.15 PM	
f	f		
10.15 AM L	10.30 PM L	11.45 AM L	
Daily	Daily	Daily	
1.20	1.31	2.30	
23.4	20.6	12.5	

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

SECOND DISTRICT—Pleasant Valley District.

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
56		10		9		11 55	
Fast Freight		Motor		Motor		Fast Freight	
Daily		Daily Ex. Sun.		Daily Ex. Sun.		Daily	
1440	WPY	AM L 3.45	PM L 2.00	0.0	DNR	WINONA	B 320
1400		5.00	s 2.20	11.4		WILLADA	BF 11
1201	W	5.55	s 2.40	18.2	D	ST. JOHN	BF 18
1622	P	6.45	s 3.00	25.3		SUNSET	BF 25
				30.5		S. & I. E. CROSSING	
1010		7.30	s 3.20	31.0	D	THORNTON	BF 31
1762	W	8.15	s 3.45	39.0	D	OAKESDALE	BF 40
				39.6		N. P.—S. & I. E. CROSSINGS	
			f	42.3		FLETCHER	BF 42
1727	PY	9.05 AM A	4.15 PM A	47.7	R	SELTICE	B 378
		Daily	Daily Ex. Sun.				
		5.20	2.15			Time over District	
		8.9	21.2			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.			
Second Class		72		Second Class		71	
Mixed		Daily Ex. Sun.		Mixed		Daily Ex. Sun.	
WY		PM L 1.45	0.0	DR	LA CROSSE	B 309	AM A 11.00
808		f 2.00	4.6		PAMPA	BE 5	f 9.30
387 W (west)		f 2.30	13.6		HOOPER	BE 14	f 9.00
1822 W		s 3.00	23.6	D	WASHTUCNA	BE 24	s 8.30
600		f 3.20	29.5		McADAMS	BE 30	f 8.15
716		s 3.50	37.4	D	KAHLOTUS	BE 38	s 7.50
438		f 4.10	42.4		ESTES	BE 42	f 7.30
460		f 4.35	46.0		SULPHUR	BE 46	f 7.20
WPY		5.15 PM A	53.0	DR	CONNELL	BE 53	7.00 AM L
		Daily Ex. Sun.					Daily Ex. Sun.
		8.80			Time over District		4.00
		15.1			Average Speed per Hour		13.3

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.			
Second Class		First Class		First Class		Second Class	
20		18		17		19	
Spokane-Wallace Limited		Spokane-Wallace Limited		Spokane-Wallace Limited		Spokane-Wallace Limited	
Daily		Daily		Daily		Daily	
200		PM L 3.55	AM L 9.25	0.0	DR	BELL	B 410
700				1.9		TELLISON	BN 2
640		f	f	2.8		HAGEN	BN 3
400		f	f	4.9		WELLER	BN 5
1020		f 4.10	f 9.40	7.0		FORD	BN 7
300 WT		4.30 PM A	10.00 AM A	14.2	DR	AMWACO	BN 14
		5.05 PM A	10.25 AM A	20.2		HARRISON	BH 30
		Daily	Daily				
		.85	.85			Time over District	
		24.3	24.3			Average Speed per Hour	

Westward 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 Amwaco.
No. 20 has right over No. 19, Bell to Amwaco.

FOURTH DISTRICT—Colfax and Moscow.

EASTWARD.				WESTWARD.			
Second Class		First Class		First Class		Second Class	
86		84		81		83	
Mixed		Motor		Motor		Motor	
Daily Ex. Sun.		Daily		Daily		Daily Ex. Sun.	
WFOY		AM L 11.00	PM L 3.30	0.0	DR	COLFAX	B 345
505		f 11.20	f 3.50	7.6		PARVIN	BG 8
1049 W		f 11.30	f 3.55	9.6		SHAWNEE	BG 10
984 W (East)		s 11.45	s 4.05	12.7	D	GUY	BG 13
1255		PM s 12.10	s 4.25	18.6		PULLMAN	BG 19
				19.2		N. P. CROSSING	
660		f 12.30	f 4.40	23.8		GARRISON	BG 24
WT		1.00 PM A	5.00 PM A	27.9	DR	MOSCOW	BG 28
		Daily Ex. Sun.	Daily				
		2.00	1.30			Time over District	
		13.9	18.6			Average Speed per Hour	

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.

Table with columns for Second Class (94, 24) and First Class (26, 18, 22). Includes station numbers and distances from Tekoa.

DISTANCES FROM TEKOA.

Time Table No. 3 January 25 1914

Table with columns for STATIONS (DNR, DR, etc.) and STATION NUMBERS (B 384, BH 7, etc.).

WESTWARD.

Table with columns for First Class (21, 17, 25) and Second Class (93, 23). Includes station numbers and distances from Tekoa.

STATION NUMBERS.

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

EASTWARD.

Table with columns for Second Class and STATIONS (SIERRA NEVADA JCT., SWEENEY ORE BIN, etc.).

DISTANCES FROM SIERRA NEVADA JCT.

Time Table No. 3 January 25, 1914

Table with columns for STATIONS and STATION NUMBERS (BH 69, BK 1, etc.).

WESTWARD.

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

FOURTH DISTRICT—Enaville and Paragon.

EASTWARD.

Table with columns for Second Class (98) and STATIONS (POYW, ENAVILLE, etc.).

DISTANCES FROM ENAVILLE.

Time Table No. 3 January 25, 191

Table with columns for STATIONS and STATION NUMBERS (BH 62, BI 4, etc.).

WESTWARD.

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

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, Kingston 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 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.

No. 97 not required to obtain clearance at Raven. No. 98 has right over 97, Enaville to Raven.

SPECIAL INSTRUCTIONS

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- 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 Tekoa, Riparia, 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.
- 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.

SPEED RESTRICTIONS.

- No. 10. 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. 11. All trains must not exceed speed of 30 miles per hour around 6, 7 and 8 degree curves; and 25 miles per hour around 9 and 10 degree curves.
- No. 12. In any class of service, engines of the Consolidation and Mikado class must not exceed speed of 30 miles per hour.
- No. 13. 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. 14. 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. 15. 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. 16. 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. 17. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 18. All trains must be reduced in speed to 10 miles per hour over Bridge 321 (Alto Trestle).
- No. 19. 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.
- No. 20. Trains handling steel wrecker must not exceed a speed of 25 miles per hour.

AIR BRAKES.

- No. 21. 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 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. 22. 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. 23. 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. 24. 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. 25. 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. 26. 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. 27. 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. 28. **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, 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.

No. 29. 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 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, " " - - - - - " "

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

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

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	PENDLETON and STARBUCK										WALLULA and WALLAWALLA		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	Eastward	Westward	Eastward	Westward	Eastward	Eastward	Eastward and 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	Wheststone to Ronan									Eastward	Westward	Eastward	Westward
E-57	$\frac{18}{24}$ 43	50	290	300	240	210	110	290	315	315	150	305	600	305	240	420	305	285	305	230	550	325	190	.....	.....	210
E-63	$\frac{18}{24}$ 49	54, 55	355	340	275	240	125	345	370	370	170	355	700	355	275	480	355	330	355	260	640	375	220	.....	.....	240
E-57	$\frac{17}{24}$ 51	57 to 60, 62 to 64	320	300	250	215	110	300	330	330	155	320	630	320	250	415	320	300	320	235	555	345	200	.....	.....	215
E-63	$\frac{17}{24}$ 54	65 to 70	345	330	270	235	120	325	360	360	170	355	680	345	270	470	345	320	345	255	610	370	215	.....	.....	235
E-63	$\frac{17}{24}$ 55	71 to 73	470	445	365	315	165	440	480	480	225	465	910	465	365	635	465	430	465	345	830	485	290	.....	.....	315
T-55	$\frac{18}{24}$ 71	112 to 119	510	485	400	340	180	510	525	525	245	500	990	500	400	690	500	470	500	375	900	530	315	.....	.....	340
E-62	$\frac{18}{24}$ 62	78 to 79	520	500	405	350	185	490	540	540	250	520	1020	520	405	685	520	480	520	380	930	550	325	.....	.....	350
M-57	$\frac{18}{24}$ 91	103 to 111	510	480	400	335	180	480	525	525	245	510	1000	510	400	670	510	480	510	370	900	530	315	.....	.....	345
T-63	$\frac{18}{24}$ 92	130 to 135	640	610	500	430	220	600	665	665	300	640	1255	640	500	875	640	600	640	465	1145	675	400	.....	.....	430
A-81	$\frac{20}{28}$ 106	88 to 102	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	$\frac{20}{28}$ 113	136 to 147	785	750	610	530	275	740	810	810	370	785	1540	785	610	1090	785	770	785	570	1405	825	485	.....	.....	530
C-51	$\frac{20}{28}$ 117	170 to 173	830	790	640	565	290	783	860	860	390	830	1625	830	640	1155	830	810	830	605	1480	870	515	.....	.....	555
T-57	$\frac{20}{28}$ 119	174 to 178	950	910	740	675	335	900	990	990	450	950	1880	950	740	1325	950	930	950	695	1705	1000	590	.....	.....	640
T-64	$\frac{15\frac{1}{2}}{26}$ 139	190 to 193	965	925	755	670	340	920	1010	1010	445	965	1920	965	755	1235	975	950	965	705	1740	1025	585	.....	.....	650
T-57	$\frac{20}{28}$ 125	194 to 197	910	870	720	630	320	865	950	950	420	910	1800	910	710	1160	910	895	910	665	1635	960	555	.....	.....	615
P-77	$\frac{22}{28}$ 123	198 to 207	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	$\frac{22}{28}$ 145	208 to 209	950	910	740	655	335	900	990	990	450	950	1875	950	740	1210	950	930	950	695	1700	1000	590	.....	.....	640
P-77	$\frac{25}{28}$ 170	210 to 215	1055	1010	820	725	370	1000	1100	1100	500	1055	2085	1055	820	1345	1055	1035	1055	770	1890	1110	655	.....	.....	710
T-69	$\frac{22}{28}$ 159	330 to 338	990	950	770	680	350	940	1045	1045	470	990	1960	990	770	1265	990	985	990	725	1775	1045	615	.....	.....	670
T-63	$\frac{22}{28}$ 160	339 to 343	1210	1160	945	835	425	1150	1265	1265	560	1210	2400	1210	945	1545	1210	1190	1210	885	2175	1275	735	.....	.....	815
C-50	$\frac{20}{28}$ 137	345 to 349	1265	1215	990	870	445	1205	1325	1325	585	1265	2510	1265	990	1615	1265	1245	1265	925	2275	1335	770	.....	.....	855
C-55	$\frac{18}{26}$ 143	500 to 540																									
C-57	$\frac{20}{26}$ 163																										
C-57	$\frac{15\frac{1}{2}}{30}$ 176																										
C-57	$\frac{15\frac{1}{2}}{30}$ 169																										
C-57	$\frac{22}{30}$ 179																										
C-57	$\frac{22}{30}$ 187																										
MK-57	$\frac{23\frac{1}{2}}{30}$ 205																										

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



WASHINGTON

RAILROAD & NAVIGATION CO

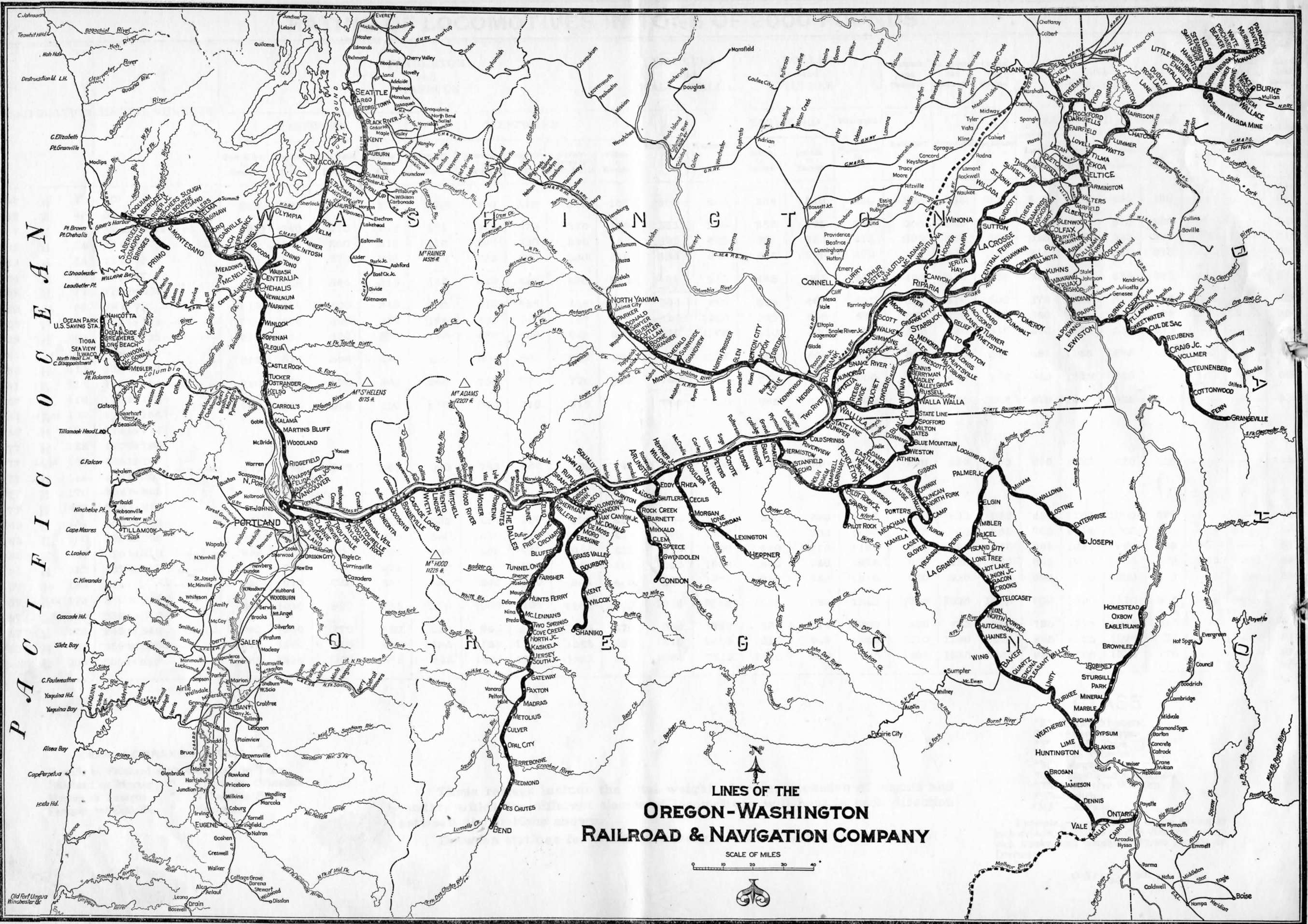
PORTLAND

EMERSON

TACOMA

RAILROAD & NAVIGATION COMPANY
OREGON-WASHINGTON

USE OF THE



LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

SCALE OF MILES
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