

# OREGON-WASHINGTON RAILROAD & NAVIGATION Co.



**FOURTH DIVISION**

## EMPLOYEES' TIME TABLE

**To Take Effect Sunday, April 18, 1915**

**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*



**EASTWARD.**

**WESTWARD.**

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	EASTWARD.						DISTANCES FROM RIPARIA.	WESTWARD.								
	Second Class.			First Class.				First Class.			Second Class.					
	76	58	56	8	4	6		3	7	5	55	57	75			
	Freight	Freight	Freight	Spokane Passenger	Motor	Local Passenger		Motor	Pendleton Passenger	Local Passenger	Freight	Freight	Freight			
Tuesday Thurs. & Saturday	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thurs. & Saturday					
3321 WP				PM L 12.40		AM L 3.35	0.0	DNR	RIPARIA (N.P. Crossing) 5.2	B 281	PM A 12.20	PM A 10.15				
2100	AM L 11.15			f 12.55		f 3.50	5.2		CANYON 7.6	B 286	f 12.10 PM	f 10.00			AM A 11.10	
2220 W	11.55			s 1.15		f 4.10	12.8	D	HAY 5.6	B 294	s 11.55	f 9.45			10.45	
2200	PM 12.15			f 1.30		f 4.30	18.4		JERITA 5.6	B 300	f 11.43	f 9.32			10.20	
1146 WY	12.30 PM A	PM L 10.15		s 1.45		s 4.42	24.0	D	LA CROSSE 6.6	B 305	s 11.30	s 9.20		PM A 10.15	10.00 AM L	
2858		10.45		- 1.57		4.55	30.6		SUTTON 4.0	B 312	11.20	9.10			9.45	
2200 WYF		11.10		s 2.06		s 5.05	34.6	Auto Block	DNR WINONA 5.8	B 316	s 11.10	s 9.00	AM A 9.30		9.00 PM L	
1472		11.40		s 2.20		s 5.20	40.4	D	ENDICOTT 6.9	B 322	s 10.57	s 8.45	9.10			
892 W		AM 12.05		f 2.35		f 5.35	47.3		THERA 3.8	B 328	f 10.45	f 8.30	8.45			
1230		12.30		s 2.44		s 5.44	51.1	D	DIAMONDS 4.0	B 332	s 10.38	s 8.22	8.30			
1752		12.50		f 2.52		f 5.56	55.1		MOCKONEMA 2.4	B 336	f 10.30	f 8.15	8.10			
957 P		1.05		2.58		6.03	57.5	Automatic Block	CREST 2.5	B 338	10.22	8.08	8.00			
1640 IWFYO		1.25		s 3.05		s 6.10	60.0		DR COLFAX (S.&L.E. Crossing) 6.1	B 341	s 10.15	s 8.00	7.45			
758		2.00		f 3.20		f 6.22	66.1		GLENWOOD 6.2	B 347	f 10.00	f 7.45	7.15			
1545 W(East)		2.45		s 3.35		s 6.35	72.3	D	ELBERTON 5.4	B 354	s 9.50	s 7.30	6.35			
1918		3.15		s 3.50		s 6.50	77.7	D	GARFIELD 0.4	B 359	s 9.40	s 7.20	6.15			
							78.1		N. P. CROSSING 3.1							
				f		f	81.2		WALTERS 4.8	B 362	f	f				
							86.0		N. P. CROSSING 1.1							
1650 W		4.15		s 4.10		s 7.10	87.1	D	FARMINGTON 5.9	B 368	s 9.20	s 7.00	5.35			
1727 PY		5.10	PM L 2.00	s 4.25	PM L 4.10	s 7.25	92.0	R	SELTICE 5.7	B 374	AM A 9.05	s 9.05	s 6.45	5.10	PM A 5.30	
1175 POYFWT	6.00 AM A	2.30 PM A		4.35 PM A	4.25 PM A	7.35 AM A	98.7	Auto Block	DNR TEKOA 98.7	B 380	AM L 8.40	AM L 8.55	PM L 6.30	4.30 AM L	5.00 PM L	
	Tuesday Thurs. & Saturday	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thurs. & Saturday
	1.15	7.45	0.30	3.55	0.15	4.00					0.25	3.25	3.45	5.00	5.15	1.10
	15.0	9.1	11.4	25.2	22.8	24.7					13.7	28.9	26.3	12.8	14.2	16.1
									Time over District							
									Average Speed per Hour							

Via Pleasant Valley District.

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 Line Via Colfax.

SECOND DISTRICT—Tekoa and Spokane.

**EASTWARD.**

**WESTWARD.**

Length of passing tracks in to clear and of switches, water, fuel and turning stations	EASTWARD.										DISTANCES FROM TEKO	WESTWARD.									
	Second Class		First Class									First Class							Second Class		
	48 C. M. & St. P. Freight	58 Freight	538 C. M. & St. P. Passenger	8 Spokane Passenger	534 C. M. & St. P. Passenger	14 Spokane-Wallace Limited	10 Spokane-Wallace Limited	6 Local Passenger	532 C. M. & St. P. Passenger	7 Pendleton Passenger		533 C. M. & St. P. Passenger	535 C. M. & St. P. Passenger	9 Spokane-Wallace Limited	13 Spokane-Wallace Limited	5 Local Passenger	537 C. M. & St. P. Passenger	57 Freight	47 C. M. & St. P. Freight		
Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily				
1175 POYFWT		PM L 12.30		PM L 4.40				AM L 8.10		0.0					PM A 6.25		PM A 11.45				
1352		1.00		4.55				8.35		7.2					6.05		11.00				
1375 W		1.30		5.10				8.52		15.6					5.47		10.15				
1700		1.45		5.20				9.00		19.3					5.40		9.55				
1282		2.00		5.30				9.07		22.3					5.30		9.35				
						PM L 5.10	AM L 10.45			26.7			AM A 9.25	PM A 3.55							
	AM L 3.50	2.18	PM L 9.45	5.45	5.12	10.47	9.16	7.05		27.5			7.48	AM A 8.45	9.22	3.52	5.17	PM A 10.15			
523					5.14		9.20			28.3			9.20		5.14						
1091	4.02	2.30	9.55	5.52	5.21	10.52	9.25	7.15		30.7			9.15	3.44	5.07	10.09	8.45	12.05 AM			
1655 W	4.15	2.45	10.04	6.02	5.27	10.57	9.32	7.22		33.6			9.07	3.37	5.00	10.04	8.25	11.45			
749	4.25	3.00	10.11	6.10	5.32	11.03	9.39	7.30		36.0			9.00	3.30	4.55	9.59	8.10	11.30			
1302	4.40	3.23	10.18	6.20	5.37	11.10	9.47	7.37		39.6			8.53	3.23	4.49	9.52	7.45	11.10			
1531	4.55	3.40	10.26	6.28	PM L 6.09	5.42	11.15	9.54	7.45	43.3			8.48	3.18	4.44	9.45	7.25	10.45			
2102	5.10	3.55	10.31	6.36	6.16	5.51	11.20	10.01	7.51	46.3			8.24	3.14	4.39	9.39	7.05	10.31			
I	5.15 AM A	4.15 PM A	10.33	6.38	6.18	5.53	11.23	10.03	7.53	47.4			8.22	3.12	4.37	9.37	7.00 PM L	10.20 PM L			
BETWEEN N. P. CROSSING AND SPOKANE, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY. CO.																					
PWTFO			10.40 PM A	6.45 PM A	6.25 PM A	6.00 PM A	11.30 AM A	10.10 AM A	8.00 AM A	49.3											
	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily								Daily Ex. Sun.	Daily			
	1.25	3.45	.55	2.05	0.16	.50	.45	2.00	.55								4.45	2.10			
	14.0	12.6	23.8	23.7	22.5	27.1	30.1	24.7	23.8								9.6	9.2			

Time Table No. 11  
April 18, 1915

**STATIONS**

Auto Block  
DNR TEKO 7.2  
D LATAH 8.4  
D FAIRFIELD 3.7  
DARKNELL 3.0  
D ROCKFORD 4.4  
BELL 0.8  
DNR MANITO 0.8  
LOCKWOOD 2.4  
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

Automatic Block

DNR SPOKANE 49.3

Time over District

Average Speed per Hour

**STATION NUMBERS**

B 380 AM A 8.50  
B 387 8.35  
B 395 8.20  
B 399 8.10  
B 402 8.00  
B 407  
B 408 7.48 AM A 8.45  
B 409  
B 411 7.40 8.39  
B 413 7.35 8.34  
B 416 7.30 8.29  
B 420 7.20 8.22  
B 423 7.14 8.15 AM A 8.31  
B 426 7.09 8.09 8.24  
7.07 8.07 8.22 8.42 3.12 4.37 9.37

AM A 9.25  
PM A 3.55  
9.22 3.52 5.17  
9.20 5.14  
9.15 3.44 5.07 10.09  
9.07 3.37 5.00 10.04  
9.00 3.30 4.55 9.59  
8.53 3.23 4.49 9.52  
8.48 3.18 4.44 9.45  
8.44 3.14 4.39 9.39  
8.42 3.12 4.37 9.37

AM A 12.30  
12.05 AM  
11.45  
11.30  
11.10  
10.45  
10.31  
10.20 PM L

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

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—Pleasant Valley District.

EASTWARD.				DISTANCES FROM WINONA.	STATIONS	STATION NUMBERS	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class		Second Class		
	56	4	3				57	Motor	Freight	Motor	Freight
	Freight	Motor									
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.			
1440 WFY	AM L 10.00	PM L 2.06	0.0	DNR WINONA 11.4	B 316	AM A 11.10	PM A 9.00				
1433	10.40	2.27	11.4	WILLADA 6.8	BF 11	10.40	8.00				
1201 W	11.15	2.42	18.2	D ST. JOHN 7.1	BF 18	10.25	7.30				
1522 P	11.45	3.02	25.3	SUNSET 5.2	BF 25	10.10	7.00				
			30.5	S. & I. E. CROSSING 0.5							
1910	PM 12.15	3.20	31.0	D THORNTON 8.2	BF 31	9.50	6.30				
1752 W	1.05	3.45	39.2	D OAKESDALE 0.4	BF 39	9.30	6.00				
			39.6	N. P.—S. & I. E. CROSSINGS 2.7							
708		f	42.3	FLETCHER 5.6	BF 42	f					
1727 PY	2.00 PM A	4.10 PM A	47.9	R SELTICE	B 374	9.05 AM L	5.30 PM L				
	Daily Ex. Sun.	Daily		47.9		Daily	Daily Ex. Sun.				
	4.00	2.04		Time over District		2.05	3.30				
	12.0	28.2		Average Speed per Hour		28.0	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 Pit.

THIRD DISTRICT—Colfax and Moscow.

EASTWARD.				DISTANCES FROM COLFAX.	STATIONS	STATION NUMBERS	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class		Second Class		
	86	84	82				81	83	85	Motor	Motor
	Mixed	Motor	Motor								
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.			
WFOY	AM L 11.00	PM L 3.30	AM L 9.00	0.0	DR COLFAX 7.8	B 341	AM A 8.45	PM A 2.55	PM A 7.30		
505	f 11.20	f 3.50	f 9.25	7.8	PARVIN 1.9	BG 8	f 8.25	f 2.27	f 6.25		
1049 W	f 11.30	f 3.57	f 9.32	9.7	SHAWNEE 3.0	BG 10	f 8.20	f 2.20	f 6.10		
984 W (East)	s 11.45	s 4.08	s 9.43	12.7	ALBION 6.0	BG 13	s 8.13	s 2.10	s 5.55		
1255	PM 12.10	s 4.30	s 10.00	18.7	D PULLMAN 0.6	BG 19	s 7.55	s 1.50	s 5.30		
				19.3	N. P. CROSSING 4.5						
660	f 12.40	f 4.50	f 10.15	23.8	GARRISON 4.3	BG 24	f 7.40	f 1.35	f 5.10		
WT	1.00 PM A	5.00 PM A	10.30 AM A	28.1	DR MOSCOW	BG 28	7.30 AM L	1.25 PM L	5.00 PM L		
	Daily Ex. Sun.	Daily	Daily		28.1		Daily	Daily	Daily Ex. Sun.		
	2.00	1.30	1.30	Time over District		1.15	1.30	2.30			
	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.  
Maximum speed, mixed trains, 25 miles per hour.

THIRD DISTRICT—Bell and Amwaco.

EASTWARD.				DISTANCES FROM BELL.	STATIONS	STATION NUMBERS	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				First Class		Second Class		
	14	10	9				13	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
200		PM A 5.10	AM A 10.45	0.0	BELL 2.8	B 407	AM L 9.25	PM L 3.55			
640	f	f	f	2.8	HAGEN 2.1	BN 3	f	f			
400	f	f	f	4.9	WELLER 2.1	BN 5	f	f			
1020	f 4.50	f 10.25	f 7.00	7.0	FORD 7.1	BN 7	f 9.40	f 4.10			
300 T		4.35 PM L	10.05 AM L	14.1	DR AMWACO 6.0	BN 14	10.00 AM A	4.30 PM A			
					(Via Steamer "Harrison")						
		4.10 PM L	9.30 AM L	20.1	HARRISON	BH 30	10.25 AM A	5.05 PM A			
		Daily	Daily		20.1		Daily	Daily			
		.85	.40		Time over District		.85	.85			
		24.2	21.2		Average Speed per Hour		24.2	24.2			

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

THIRD DISTRICT—La Crosse and Connell.

EASTWARD.				DISTANCES FROM LA CROSSE.	STATIONS	STATION NUMBERS	WESTWARD.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class						Second Class			
	58	74	72				71	73	57	Mixed
	Freight	Mixed	Mixed							
	Daily Ex. Sun.	Mon. Wed. & Friday	Daily Ex. Sun.	Daily Ex. Sun.	Mon. Wed. & Friday	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
WY	PM A 10.15		PM A 9.00	0.0	DR LA CROSSE 4.6	B 305	PM L 1.50	PM L 10.15		
808	9.45		f 8.30	4.6	PAMPA 10.8	BE 5	f 2.05	10.40		
387 W (west)	9.10		s 7.45	14.9	HOOPER 1.0	BE 14	s 2.35	11.30		
WYF	9.00 PM L		s 7.35	15.9	NR HOOPER JCT. 7.7	C 286	s 2.45	11.40 PM A		
1882 W		PM A 7.10	PM L 7.10	23.6	DR WASHTUCNA 5.8	BE 24	3.15 PM A	PM L 3.15		
600		f 6.45		29.4	McADAM 8.0	BE 29		f 3.35		
715		s 6.20		37.4	D KAHLTUS 5.0	BE 37		s 4.00		
438		f 6.00		42.4	ESTES 3.6	BE 42		f 4.20		
450		f 5.45		46.0	SULPHUR 7.0	BE 46		f 4.35		
WYF		5.20 PM L		53.0	DR CONNELL	BE 53		5.00 PM A		
	Daily Ex. Sun.	Mon. Wed. & Friday	Daily Ex. Sun.		53.0		Daily Ex. Sun.	Mon. Wed. & Friday	Daily Ex. Sun.	
	1.15	1.50	1.50	Time over District		1.25	1.45	1.25		
	12.9	16.0	12.9	Average Speed per Hour		16.6	16.8	11.2		

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.  
Maximum speed between LaCrosse and Hooper Jct., freight trains, 15 miles per hour; maximum speed, mixed trains, LaCrosse and Washtucna, 25 miles per hour, and between Washtucna and Connell, 20 miles per hour.

THIRD DISTRICT—Tekoa and Burke.

EASTWARD.

Table with columns for Second Class (94, 28) and First Class (26, 24, 22). Includes station numbers and times for various routes like OWFTY, PFTW, TW, OY, WFTO, W, and W.

DISTANCES FROM TEKOA.

Time Table No. 11 April 18, 1915

STATION NUMBERS.

WESTWARD.

Table with columns for First Class (21, 23, 25) and Second Class (93, 27). Includes station numbers and times for routes like DNR, DR, and DR.

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

EASTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.

Second Class

DISTANCES FROM SIERRA NEVADA JCT.

Time Table No. 11 April 18, 1915

STATIONS

Table listing stations: SIERRA NEVADA JCT., SWEENEY ORE BIN, LOWER TUNNEL, SILVER KING MILL, ONTARIO, SIERRA NEVADA, SIERRA NEVADA MINE with distances and times.

WESTWARD.

Second Class

STATION NUMBERS.

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

THIRD DISTRICT—Enaville and Paragon.

EASTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.

Second Class

DISTANCES FROM ENAVILLE.

Time Table No. 11 April 18, 1915

STATIONS

Table listing stations: ENAVILLE, LITTLE NORTH FORK, HAIGHT, SMITH, STEAMBOAT, NELSON, BEAVER, PRICHARD, WAITE, MURRAY, RAVEN, MONARCH, PARAGON with distances and times.

WESTWARD.

Second Class

STATION NUMBERS.

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 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.

## SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., will proceed under control in both directions within yards at Ayer Junction, Marengo, Riparia, LaCrosse, Hooper, 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.
- No. 3. Referring to Rule 221A, all trains will obtain clearance at Manito and Tekoa; 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. 4. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 5. Referring to Rule 87, within Automatic Block Signal Limits extra trains may pass or run ahead of second class trains without train order authority.
- No. 6. White flag displayed will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 7. Trains (except passenger) consisting of more than fifteen cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 8. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
- No. 9. Helper enginemen will be furnished copies of all train orders affecting movement of trains while being helped.
- No. 10. In order to avoid damage to equipment in stopping trains, and to avoid excessive speed over light grades and through sags, helper enginemen located intermediately or on rear of trains, will work only sufficient steam to keep up the slack.
- No. 11. Train registers will not be used as a means of identifying extra trains.
- No. 12. Cars will not be left on main line at Crest without engine attached. When necessary to pick up cars, rear end of train will be placed on spur track.
- No. 13. Referring to Rule 83A, trains are not required to secure clearance cards at Seltice and Raven, and at Winona and LaCrosse when offices are closed.

## SPEED RESTRICTIONS

- No. 14. Passenger trains, mail and express trains, and light engines will not exceed speed of 50 miles per hour; and all other trains will not exceed speed of 30 miles per hour.
- No. 15. All trains will 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. 16. In any class of service, engines of the Consolidation and Mikado class will not exceed speed of 30 miles per hour; engines of Mallet class will not exceed speed of 15 miles per hour.
- No. 17. Maximum speed on descending grades, Jerita to Hay, Mica to Chester, Watt to Chatcolet, Watt to Lovell, and Lake Creek Line, passenger trains 35 miles per hour; freight trains 15 miles per hour. 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. 18. Maximum speed ascending Standard Mill High Line (Wallace Yard) and Gem High Line, 15 miles per hour.
- No. 19. Trains will 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 speed of 10 miles per hour over crossings protected by gates or signalmen.
- No. 20. Referring to Rule 98, all trains will stop before crossing drawbridge over St. Joe River, one-half mile east of Chatcolet.
- No. 21. During foggy or stormy weather, when sand is blowing, and at points where there is liability of track being obstructed, trains will be handled with care and under control.
- No. 22. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.
- No. 23. All trains will 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: Colfax, Farmington, Tekoa, Spokane, St. John, Oakesdale, Moscow and Wallace; also DeSmet 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. 24. All trains will 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; twenty-five miles per hour over wooden trestle one mile east of Spring. Train and Enginemen will keep sharp lookout and be prepared to stop should an emergency arise.

## AIR BRAKES

- No. 25. Trainmen will 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 will be used on all freight trains descending grades between 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 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 will 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 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 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.
- No. 29. All westward freight trains will stop five minutes at Hay to permit wheels to cool off, during which time trainmen will inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.
- No. 30. Train line will 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 Wallace.

**LIST OF SURGEONS.**

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND	O.-W. R. & N. System	DR. A. J. NELSON, District Surgeon	TEKOA	Colfax and Spokane.
" F. M. TAYLOR, Asst. Surgeon.	"	O.-W. R. & N. System	" E. L. REGER, " "	HARRISON.	Tekoa and Burke.
" DONALD H. JESSOP, Asst. Surgeon.	"	O.-W. R. & N. System	" GEO. B. LESHER " "	KELLOGG	Wallace to Harrison, including
" GEO. AINSLEE, Chief Occulist.	"	O.-W. R. & N. System	" CHAS. MOWERY, " "	WALLACE	Enaville Branch.
DRS. DICKSON AND COGHLAN, Disease Nose and Throat.	"	O.-W. R. & N. System	" H. B. LUHN, Division Surgeon.	SPOKANE	Tekoa and Burke.
DR. C. J. SIMONSON,	LA CROSSE	LaCrosse and Connell.	" C. M. DOLAND, Asst. Surgeon.	"	Tekoa and Spokane.
DR. MELL A. WEST, District Surgeon.	WINONA.	LaCrosse and Tekoa.	" W. S. FROST, Oculist and Aurist.	"	Tekoa and Spokane.
DR. FRANK ST. SURE, District Surgeon.	COLFAX	Tekoa, Starbuck and Moscow.			
DR. C. L. GRITMAN, District Surgeon.	MOSCOW	Moscow and Colfax.			

**STANDARD CLOCKS.**

SPOKANE, - - - - -	DISPATCHER'S OFFICE.
TEKOA, - - - - -	TELEGRAPH "

**LICENSED WATCH INSPECTORS.**

WEBB C. BALL, General Time Inspector, - - - - -	PORTLAND
M. A. ROSE, " " " - - - - -	COLFAX
SCHOLER & COHRS, " " " - - - - -	SPOKANE

W. CONNOLLY, Superintendent, - - - - - Spokane, Wash.  
 W. M. GLEASON, Assistant Superintendent, - - - - - " "  
 R. O. COWLING, " " - - - - - " "

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

**AIR BRARES**

# RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	AYER JUNCTION and SPOKANE		RIPARIA and SPOKANE Via COLFAX																
		Eastward	Westward	EASTWARD										WESTWARD						
		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	Latah to Freeman	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Jerita	
E-57	16 43	50																		
E-63	16 49	54, 55	535	535	320	190	290	215	390	255	300	325	285	335	210	320	550	305	110	325
E-57	17 51	57 to 60, 62 to 64	615	615	365	220	345	245	450	300	350	375	330	385	235	365	640	355	125	375
E-63	17 54	65 to 70	550	550	330	200	300	220	400	250	320	345	300	350	210	330	570	320	115	340
E-63	17 55	71 to 73	600	600	360	215	325	240	435	270	340	370	320	375	230	360	620	345	120	370
E-64	18 68	80 to 87																		
T-55	18 71	112 to 119	800	800	480	285	440	325	585	390	450	485	430	500	300	485	820	465	165	490
E-62	18 62	78 to 79	875	875	525	310	480	350	635	425	490	530	470	545	325	530	900	500	180	535
M-57	18 91	103 to 111	900	900	540	320	490	360	655	415	505	550	480	560	340	540	930	520	185	550
T-63	19 92	130 to 135	880	880	530	310	480	350	640	410	490	530	480	545	335	525	900	510	175	530
A-81	20 106	88 to 102																		
T-63	20 113	136 to 147	1110	1110	660	390	600	445	800	540	640	675	600	690	400	660	1145	640	220	680
C-51	20 117	160 to 164	1290	1290	765	440	700	515	930	620	715	780	695	800	485	765	1325	740	260	785
T-57	20 119	170 to 173																		
T-64	15 139	179 to 184	1365	1365	810	450	740	545	985	670	760	825	770	845	515	810	1405	785	275	830
T-57	20 125	174 to 178																		
P-77	22 123	190 to 193																		
P-77	17 138	194 to 197	1425	1425	855	485	785	575	1040	715	800	870	810	890	540	855	1480	830	290	875
P-77	22 145	198 to 207																		
T-69	22 159	250 to 262	1460	1460	960	540	900	660	1180	800	910	990	920	1010	580	960	1680	940	330	995
T-63	22 160	300 to 305	1600	1600	1050	590	970	715	1290	875	1000	1075	1005	1100	670	1050	1835	1020	360	1085
C-50	22 137	325 to 326	1420	1420	930	525	860	635	1140	775	885	955	890	985	595	930	1635	910	320	965
C-55	18 143	327 to 329	1460	1460	960	540	900	660	1180	800	910	990	920	1010	580	960	1680	940	330	995
C-57	21 163	344	1540	1540	970	550	900	660	1200	810	925	1000	930	1020	620	970	1700	950	335	1000
C-57	15 176	330 to 338																		
C-57	15 169	339 to 343	1720	1720	1080	610	1000	735	1325	900	1025	1110	1035	1135	690	1080	1890	1055	370	1115
P-77	22 170	208 to 209																		
P-77	22 1678	210 to 215	1620	1620	1015	575	940	690	1240	845	965	1045	965	1070	650	1015	1775	990	350	1050
C-57	22 179	345 to 349																		
C-57	22 187	350 to 388	1800	1800	1240	700	1150	845	1525	1035	1180	1275	1190	1305	795	1240	2175	1210	425	1285
MK-57	22 205	500 to 540	1980	1980	1295	735	1205	885	1595	1085	1235	1335	1245	1365	830	1295	2275	1265	445	1345

## 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.

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.

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

## RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	La Crosse and Connell	WINONA and TEKOA Via P. V. District			Colfax and Moscow	TEKOA and BURKE					ENAVILLE and PARAGON			Lake Creek Branch			
			EASTWARD		Westward		EASTWARD		Westward	EASTWARD			Eastward and Westward					
			Westward	Winona to Oakesdale	Oakesdale to Tekoa		Seltice to Willada	Eastward	Novell to Watts	Cataldo to Wardner	Wardner to Wallace	Wallace to Burke		Chateolet to Watts		Enaville to Pritchard	Pritchard to Murray	Murray to Paragon
				285	215		325		305	305	230	550		325		-----	190	325
E-63	<sup>19</sup> / <sub>24</sub> 49	54, 55	-----	285	215	325	305	305	230	550	325	-----	190	325	215	-----	210	
E-57	<sup>17</sup> / <sub>24</sub> 51	57 to 60, 62, 64	-----	330	250	375	355	355	260	640	375	-----	220	375	250	-----	240	
E-63	<sup>17</sup> / <sub>24</sub> 54	65 to 70	-----	300	225	345	320	320	235	555	345	-----	200	345	225	-----	215	
E-63	<sup>17</sup> / <sub>24</sub> 55	71 to 73	-----	320	245	370	345	345	255	610	370	-----	215	370	245	-----	235	
E-64	<sup>18</sup> / <sub>28</sub> 68	80 to 87	-----	430	325	485	465	465	345	830	485	-----	290	485	325	-----	315	
T-55	<sup>19</sup> / <sub>24</sub> 71	112 to 119	-----	470	350	530	500	500	375	900	530	-----	315	530	350	-----	340	
E-62	<sup>18</sup> / <sub>28</sub> 62	78 to 79	-----	480	360	550	520	520	380	930	550	-----	325	550	360	-----	350	
M-57	<sup>19</sup> / <sub>24</sub> 91	103 to 111	-----	480	360	530	510	510	370	900	530	-----	315	530	360	-----	345	
T-63	<sup>19</sup> / <sub>24</sub> 92	130 to 135	-----	600	455	675	640	640	465	1145	675	-----	400	675	455	-----	430	
A-81	<sup>20</sup> / <sub>28</sub> 106	88 to 102	-----	695	530	780	740	740	540	1325	780	180	460	780	530	180	500	
T-63	<sup>20</sup> / <sub>28</sub> 113	136 to 147	-----	770	560	825	785	785	570	1405	825	-----	485	825	560	-----	530	
C-51	<sup>20</sup> / <sub>28</sub> 117	160 to 164	-----	810	590	870	830	830	605	1480	870	-----	515	870	590	-----	555	
T-57	<sup>20</sup> / <sub>28</sub> 119	170 to 173	-----	930	675	990	940	950	695	1705	1000	-----	590	990	675	-----	640	
T-64	<sup>15 1/2</sup> / <sub>28</sub> 139	179 to 184	-----	950	735	1075	1020	965	705	1740	1025	-----	585	1075	735	-----	650	
T-57	<sup>20</sup> / <sub>28</sub> 125	174 to 178	-----	895	650	955	910	910	665	1635	960	200	555	955	650	200	615	
P-77	<sup>22</sup> / <sub>28</sub> 123	190 to 193	-----	930	675	990	940	950	695	1705	1000	-----	590	990	675	-----	640	
P-77	<sup>17 3/8</sup> / <sub>28</sub> 138	194 to 197	-----	930	680	1000	950	950	695	1700	1000	-----	590	1000	680	-----	640	
P-77	<sup>22</sup> / <sub>28</sub> 145	198 to 207	-----	1035	755	1110	1055	1055	770	1890	1110	-----	655	1110	755	-----	710	
T-69	<sup>22</sup> / <sub>28</sub> 159	250 to 262	-----	985	710	1045	990	990	725	1775	1045	-----	615	1045	710	-----	670	
T-63	<sup>22</sup> / <sub>28</sub> 160	300 to 305	-----	1190	870	1275	1210	1210	885	2175	1275	-----	735	1275	870	-----	815	
C-50	<sup>20</sup> / <sub>28</sub> 137	325 to 326	-----	1245	910	1335	1265	1265	925	2275	1335	-----	770	1335	910	-----	855	
C-55	<sup>19</sup> / <sub>28</sub> 143	327 to 329	-----															
C-57	<sup>21</sup> / <sub>30</sub> 163	344	-----															
C-57	<sup>15 1/2</sup> / <sub>30</sub> 176	330 to 338	-----															
C-57	<sup>15 1/2</sup> / <sub>30</sub> 169	339 to 343	-----															
P-77	<sup>25</sup> / <sub>28</sub> 170	208 to 209	-----															
P-77	<sup>25</sup> / <sub>28</sub> 167 S	210 to 215	-----															
C-57	<sup>22</sup> / <sub>30</sub> 179	345 to 349	-----															
C-57	<sup>22</sup> / <sub>30</sub> 187	350 to 388	-----															
MK-57	<sup>23 3/4</sup> / <sub>30</sub> 205	500 to 540	-----															

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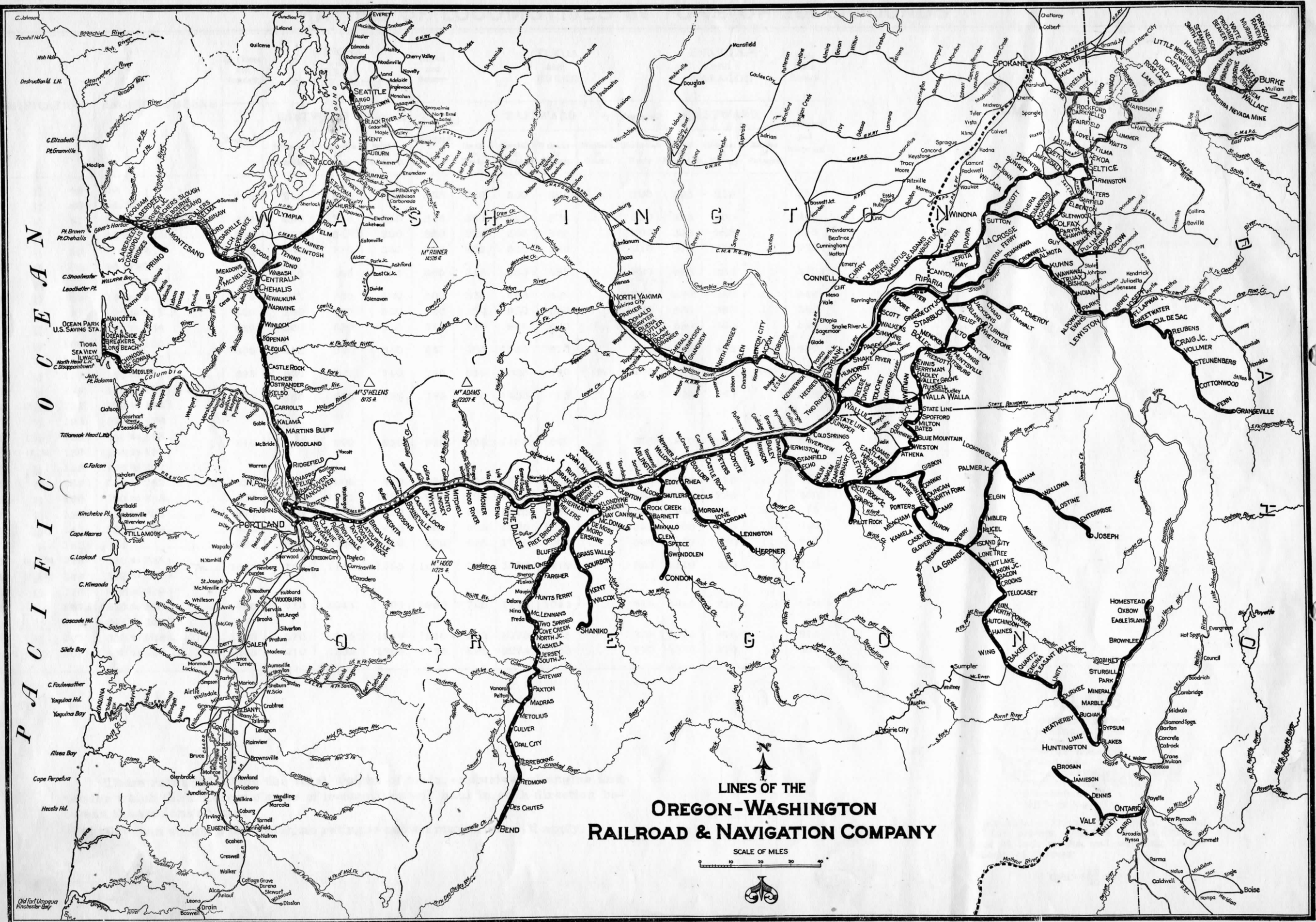
C-57 <sup>22</sup>/<sub>30</sub> 187



WASHINGTON RAILROAD & NAVIGATION COMPANY

EMERALD

RAILROAD & NAVIGATION COMPANY  
OREGON-WASHINGTON  
LINES OF THE



PACIFIC

# LINES OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

