

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 7, 1916

12:01 A. M. "Pacific Time."

For the Government and Information of Employes only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

J. P. O'BRIEN,
Vice President and General Manager.

M. J. BUCKLEY,
General Superintendent.



FIRST DISTRICT—Ayer Junction and 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 AYER JUNCTION	STATIONS	STATION NUMBERS.	First Class			Second Class		
	58	70	256	16	18	12				15	17	11	255	69	57
	Freight	C. M. & St. P. Freight	Freight	C. M. & St. P. Passenger	C. M. & St. P. Passenger	Spokane Passenger				C. M. & St. P. Passenger	C. M. & St. P. Passenger	Portland Passenger	Through Freight	C. M. & St. P. Freight	Freight
	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily
PW	PM L 9.30		PM L 6.40			AM L 3.15	0.0	NR AYER JUNCTION	B 264				AM A 5.00		AM A 1.15
2996 P	9.55		7.00			3.30	4.3	CHEW 4.8	C 268				4.40		12.50
3000 P	10.20		7.25			3.45	9.9	JOSO 5.6	C 274				4.20		12.25 AM
3000 P	10.45		7.50			3.58	16.0	PARK 6.1	C 280				3.58		11.55
PFYW	11.22 PM A		8.15			4.12	22.0	R HOOPER JCT. 6.0	C 286				3.15		11.22 PM L
3000 P			8.45			4.26	29.5	GENE 7.6	C 293				2.30		
3011 P			9.05			4.34	33.8	MACK 4.8	C 297				2.00		
3000 P			9.25			4.42	38.2	THAVIS 4.4	C 302				1.30		
3000 PFYW		AM L 2.00	9.50		PM L 7.05	AM L 5.05	43.0	DNR MARENGO 4.8	C 307	AM A 9.55	PM A 10.39	10.49	12.45	AM A 1.15	
3024 P		2.20	10.24 10.40		7.15	f 5.18	49.7	EMDEN 6.7	C 313	9.42	f 10.24	10.40	12.15 AM	12.46	
3027 P		2.33	11.05		7.21	f 5.26	53.9	ASHBY 4.2	C 318	9.34	f 10.16	10.32	11.55	12.33	
2990 P		2.50	11.32		7.30	f 5.36	59.1	PALM LAKE 5.2	C 323	9.26	f 10.08	10.24	11.32	12.20 AM	
2989 P		3.10	11.59		7.43	5.48	65.6	WELLS 6.5	C 329	9.15	9.59	10.14	11.15	11.59	
2992 PW		3.21	AM 12.20		7.51	f 5.56	69.7	CROSKY 4.1	C 333	9.08	f 9.52	10.07	11.04	11.46	
2989 P		3.43	12.50		8.04	f 6.08	77.1	MASON 7.4	C 341	f 8.56	f 9.40	9.57	10.47	11.28	
2991 P		3.58	1.20		8.14	f 6.16	82.1	GEIB 5.0	C 346	8.46	f 9.32	9.49	10.34	11.16	
3068 PW		4.14	1.45		s 8.25	s 6.26	87.4	N CHENEY 5.8	C 351	s 8.37	s 9.25	s 9.41	10.18	11.02	
3034 P		4.38	2.15		8.37	6.38	94.6	MARSHALL 7.2	C 358	8.25	9.14	9.30	10.00	10.41	
3000 P		4.51	2.45		8.45	6.45	98.9	SPRING 4.8	C 363	8.16	9.07	9.22	9.45	10.30	
PW		5.10 AM A	3.30 AM A		9.00 PM A	7.00 AM A	104.1	DNR SPOKANE 5.2	C 368	8.05 AM L	8.55 PM L	9.10 PM L	9.30 PM L	10.15 PM L	
	Daily	Daily	Daily		Daily	Daily		104.1		Daily	Daily	Daily	Daily	Daily	Daily
	1.52	3.10	8.50		1.55	1.55	3.35	Time over District		1.50	1.44	2.49	7.80	3 00	1.58
	11.8	19.3	11.8		31.9	31.9	29.1	Average Speed per Hour		33.3	35.2	37.0	13.9	20.7	11.7

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.

Trains Nos. 11 and 12 will not register at Hooper Junction.

Phone at Mason is located in shelter shed at east end of passing track.

M. J. BUCKLEY
General Superintendent

UNION PACIFIC SYSTEM
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

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.				
	58	56	8	4	6			3	7	5	55	57			
	Freight	Freight	Spokane Passenger	Motor	Local Passenger			Motor	Pendleton Passenger	Local Passenger	Freight	Freight			
Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily					
8321 WP		AM L 1.00		PM L 12.45		AM L 4.20	0.0	DNR	RIPARIA (N.P. Crossing)	B 281		PM A 12.20		PM A 1.20	
2100		1.25		f 12.55		f 4.30	5.2		CANYON	B 286		f 12.10 PM		f 10.32	
2220 W		2.00		s 1.15		f 4.47	12.8	D	HAY	B 294		s 11.55		f 10.16	
2200		2.35		f 1.30		f 5.02	18.4		JERITA	B 300		f 11.43		f 10.04	
1146 WY		AM L 12.30		s 1.45		s 5.14	24.0	DR	LA CROSSE	B 305		s 11.30		s 9.53	
2658		1.00		1.57		5.26	30.6		SUTTON	B 312		11.20		9.40	
2200 WYF		1.30	AM A 4.00	s 2.06		s 5.33	34.6	Auto Block DNR	WINONA	B 316		s 11.10		s 9.32	
1472		2.10		s 2.20		s 5.47	40.4	D	ENDICOTT	B 322		s 10.57		s 9.22	
692 W		3.00		f 2.35		f 6.02	47.3		THERA	B 328		f 10.45		f 9.07	
1230		3.25		s 2.44		s 6.13	51.1	D	DIAMOND	B 332		s 10.38		s 9.00	
1752		3.55		f 2.52		f 6.20	55.1		MOCKONEMA	B 336		f 10.30		f 8.52	
967 P		4.20		2.58		6.26	57.5	Auto Block DR	CREST	B 338		10.22		8.46	
1640 IWFYO		4.45		s 3.05		s 6.32	60.0		COLFAX (S.&L.E. Crossing)	B 341		s 10.15		s 8.40	
756		5.30		f 3.20		f 6.48	66.1		GLENWOOD	B 347		f 10.00		f 8.26	
1545 W(East)		6.15		s 3.35		s 7.02	72.3	D	ELBERTON	B 354		s 9.50		s 8.12	
1918		7.15		s 3.50		s 7.15	77.7	D	GARFIELD	B 359		s 9.40		s 8.00	
							78.1		N. P. CROSSING						
							81.2		WALTERS	B 362		f		f	
							86.0		N. P. CROSSING						
1650 W		8.15		s 4.10		s 7.35	87.1	D	FARMINGTON	B 368		s 9.20		s 7.40	
1727 PY		9.05	AM L 9.30	s 4.25	PM L 4.05	s 7.50	93.0	R	SELTICE	B 374	AM A 9.05	s 9.05		s 7.25	
1175 POYFWT		10.00	AM A 9.30	4.35	4.25	8.05	98.7	Auto Block DNR	TEKOA	B 380	AM L 8.40	AM L 8.55	PM L 7.15	AM L 4.30	PM L 5.00
		Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
		9.30	8.25	3.50	0.20	3.45			Time over District		0.25	3.25	3.30	8.50	1.23
		10.0	11.8	25.7	17.1	26.3			Average Speed per Hour		13.7	28.9	28.2	11.2	13.2

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

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

SECOND DISTRICT—Tekoa and 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 TEKOA	
	48	58	538	540	8	534	14	10	6	532		
	C. M. & St. P. Freight	Freight	C. M. & St. P. Passenger	C. M. & St. P. Passenger	Spokane Passenger	C. M. & St. P. Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	Local Passenger	C. M. & St. P. Passenger		
	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
1175 POVFWT		PM L 12.30			PM L 4.40				AM L 8.15		0.0	
1352		1.00			s 4.55				s 8.35		7.2	
1375 W		1.30			s 5.10				s 8.52		15.6	
1700		1.45			5.20				9.00		19.3	
1282		2.00			s 5.30				s 9.07		22.3	
							PM L 5.10	AM L 10.45			26.7	
	W	AM L 3.50	2.18		PM L 7.50	PM L 6.55	s 5.43		s 9.16	AM L 6.55	27.5	
523									9.20		28.3	
1091 P	4.02	2.30		7.57	7.02	s 5.52		5.17	10.52	s 9.25	7.02	30.7
1655	4.15	2.45		8.03	7.08	s 5.58		5.21	10.57	s 9.32	7.07	33.6
749	4.25	3.00		8.09	7.14	6.07		5.30	11.03	9.38	7.12	36.0
1302 P	4.40	3.23		8.15	7.22	f 6.17		5.37	11.10	f 9.45	7.20	39.6
1531 P	4.55	3.40		8.21	7.30	6.28	PM L 6.09	5.42	11.15	9.53	7.30	43.3
2102	5.10	3.55		8.26	7.36	6.36	6.16	5.51	11.20	10.01	7.41	46.3
P I	5.15 AM A	4.15 PM A		8.28	7.38	6.38	6.18	5.53	11.23	10.03	7.43	47.4

Time Table No. 14
May 7, 1916

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

STATION NUMBERS	First Class								Second Class	
	7	533	539	535	9	13	5	537	57	47
	Pendleton Passenger	C. M. & St. P. Passenger	C. M. & St. P. Passenger	C. M. & St. P. Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	Local Passenger	C. M. & St. P. Passenger	Freight	C. M. & St. P. Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily
B 380	AM A 8.50							PM A 7.10	PM A 11.45	
B 387	s 8.35							s 6.55	11.00	
B 395	s 8.20							s 6.38	10.15	
B 399	8.10							6.30	9.55	
B 402	s 8.00							s 6.22	9.35	
B 407					AM A 9.25	PM A 3.55				
B 408	s 7.48	AM A 8.00	AM A 8.25		s 9.22	s 3.52	s 6.11	PM A 10.00	9.05	PM A 11.50
B 409					9.20					
B 411	f 7.40	7.54	8.18		9.15	3.44	s 6.04	9.54	8.45	11.30
B 413	s 7.35	7.49	8.11		9.07	3.37	s 5.58	9.48	8.25	11.10
B 416	7.30	7.44	8.06		9.00	3.30	5.46	9.43	8.09	10.55
B 420	f 7.20	7.37	8.00		8.53	3.23	f 5.37	9.35	7.50	10.35
B 423	7.14	7.30	7.54	AM A 8.31	8.48	3.18	5.30	9.29	7.30	10.15
B 426	7.09	7.24	7.49	8.24	8.44	3.14	5.24	9.24	7.05	10.00
	7.07	7.22	7.47	8.22	8.42	3.12	5.22	9.22	7.00 PM L	9.55 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	Daily	Daily Ex. Sun.	8.35 PM A	7.45 PM A	6.45 PM A	6.25 PM A	6.00 PM A	11.30 AM A	10.10 AM A	7.50 AM A	49.3
	1.25	3.45	.45	.50	2.05	0.16	.50	.45	1.55	.55	
	14.0	12.6	20.1	26.0	23.7	22.5	27.1	30.1	25.7	23.8	

DNR SPOKANE	49.8
Time over District	
Average Speed per Hour	

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 AM L	7.15 AM L	7.40 AM L	8.15 AM L	8.35 AM L	3.05 PM L	5.15 PM L	9.15 PM L	Daily Ex. Sun.	Daily
	1.50	.45	.45	.16	.50	.50	1.55	.45	4.45	1.55
	26.9	29.1	29.1	22.5	27.1	27.1	25.7	29.1	9.6	10.4

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.
 Trains Nos. 7 and 539 stop to pick up, Trains Nos. 8 and 540 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.	WESTWARD.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATIONS	STATION NUMBERS	First Class		Second Class		
	56	4	3				57	3	57		
	Freight	Motor	Motor	Freight							
	Daily	Daily	Daily	Daily			Daily	Daily			
1440 WFY	AM L 4.00	PM L 2.06	0.0	DNR WINONA 4.2	B 316	AM A 11.10	PM A 9.00				
700		f 2.14	4.2	GRAVEL PIT 7.2	BF 4	f 10.55					
1438	4.45	s 2.27	11.4	WILLADA 6.8	BF 11	s 10.40	8.00				
1201 W	5.30	s 2.42	18.2	ST. JOHN 7.1	BF 18	s 10.25	7.30				
1522 P	6.15	s 3.02	25.3	SUNSET 5.2	BF 25	s 10.05	7.00				
			30.5	S. & I. E. CROSSING 0.5							
1910	7.00	s 3.18	31.0	THORNTON 8.2	BF 31	s 9.50	6.30				
1752 W	8.00	s 3.40	39.2	OAKESDALE 0.4	BF 39	s 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	9.05 AM A	4.05 PM A	47.9	SELTICE	B 374	9.05 AM L	5.30 PM L				
	Daily	Daily		47.9		Daily	Daily				
	5.05	1.59		Time over District		2.05	3.30				
	9.4	24.1		Average Speed per Hour		23.0	13.7				

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 and Juno.

THIRD 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		STATIONS	STATION NUMBERS	First Class		Second Class		
	86	84	82				81	83	85		
	Mixed	Motor	Motor	Motor							
	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.			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	PULLMAN 0.8	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 4.8	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.	WESTWARD.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class		STATIONS	STATION NUMBERS	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			
	PM L 4.10	AM L 9.30	AM A 10.25	PM A 5.05	HARRISON	BH 30	AM A 10.25	PM A 5.05			
					(Via Steamer "Harrison") 6.0						
300 T	PM L 4.35	AM L 10.05	AM A 10.00	PM A 4.30	DR AMWACO 7.1	BN 14	AM A 10.00	PM A 4.30			
1020	f 4.50	f 10.25	f 9.40	f 4.10	FORD 2.1	BN 7	f 9.40	f 4.10			
400	f	f	f	f	WELLER 2.1	BN 5	f	f			
640	f	f	f	f	HAGEN 2.8	BN 3	f	f			
200	5.10 PM A	10.45 AM A	9.25 AM L	3.55 PM L	BELL 20.1	B 407	9.25 AM L	3.55 PM L			
	Daily	Daily	Daily	Daily	20.1		Daily	Daily			
	.85	.40	.85	.85	Time over District		.85	.85			
	24.2	21.2	24.2	24.2	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.	WESTWARD.				
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class				STATIONS	STATION NUMBERS	Second Class		
	58	74	72				71	73	57
	Freight	Mixed	Mixed	Mixed					
	Daily	Mon. Wed. & Friday	Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.		
WFY		PM L 5.20		53.0	DR CONNELL 7.0	BE 53	PM A 5.00		
450	f 5.45			46.0	SULPHUR 3.6	BE 46	f 4.35		
438	f 6.00			42.4	ESTES 5.0	BE 42	f 4.20		
715	s 6.20			37.4	D KAHLLOTUS 8.0	BE 37	s 4.00		
600	f 6.45			29.4	McADAM 5.8	BE 29	f 3.35		
1832 W	7.10 PM A	PM L 7.10		23.6	DR WASHUCNA 7.7	BE 24	PM A 3.15	3.15 PM L	
WYF	PM L 11.22		s 7.35	15.9	NR HOOPER JCT. 1.0	C 286	s 2.45	PM A 11.22	
387 W (west)	11.30		s 7.45	14.9	HOOPER 10.8	BE 14	s 2.35	11.05	
808	AM 12.05		f 8.30	4.6	PAMPA 4.6	BE 5	f 2.05	10.15	
WY	12.30 AM A		8.45 PM A	0.0	DR LA CROSSE	B 305	1.50 PM L	9.53 PM L	
	Daily	Mon. Wed. & Friday	Daily Ex. Sun.		53.0	Daily Ex. Sun.	Mon. Wed. & Friday	Daily	
	1.08	1.50	1.50		Time over District	1.25	1.45	1.29	
	14.0	16.0	12.9		Average Speed per Hour	16.6	16.8	10.7	

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. Trains 71, 72, 73 and 74 stop on flag at Wacota and Curry.

THIRD DISTRICT—Tekoa and Burke.

EASTWARD.						WESTWARD.											
Second Class		First Class				DISTANCES FROM TEKOA.	Time Table No. 14 May 7, 1916						STATION NUMBERS.	First Class		Second Class	
94	28	26	24	22	21		23	25	93	27							
Freight	Mixed	Burke Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	Spokane-Wallace Limited		Spokane-Wallace Limited	Burke Passenger	Freight	Mixed							
Daily Ex. Sun.	Mon. Wed. & Fri.	Daily	Daily	Daily	Daily		Daily	Daily	Daily Ex. Sun.	Mon. Wed. & Fri.							
OWFTY	AM L 4.00			AM L 8.55	0.0	DNR	TEKOA	B 380	PM A 12.20			AM A 11.00					
1804	4.30			9.10	7.0		LOVELL	BH 7	11.55			9.10					
839	5.00			9.25	12.3		WATT	BH 12	11.40			7.45					
957	5.25			9.35	15.7	D	PLUMMER	BH 16	11.25			7.00					
1240 PFTW	6.00			9.55	22.5		CHATCOLET	BH 23	10.55			6.00					
1260 TW	6.45		PM L 5.05	10.25	30.4	Auto. Block	DR HARRISON	BH 30	10.25 9.30	PM A 4.10		5.25					
1272	7.10		5.30	10.45	33.8		SPRINGSTON	BH 34	9.15	3.55		5.10					
500	8.00		f 5.45	11.00	41.1		MEDIMONT	BH 41	f 9.00	f 3.40		4.45					
1092	8.50		5.55	11.10	45.0		LANE	BH 45	8.50	3.30		4.15					
859	9.25		6.05	11.20	49.0	D	ROSE LAKE	BH 49	8.40	3.20		3.55					
707	9.50		6.15	11.30	51.8		DUDLEY	BH 52	8.30	3.10		3.40					
1546 W(East)	10.30		6.25	11.40	57.3		CATALDO	BH 58	8.20	3.00		3.15					
1145 OY	11.50	PM L 6.00	6.35	11.50	62.3	DR	ENAVILLE	BH 62	8.10	2.50		2.50	AM A 11.50				
470		f	f		64.0		PINE CREEK	BH 64	f	f		f					
					67.2		SIERRA NEVADA JCT.	BH 67									
1080 W(West)	PM 12.40	6.20	6.50	12.15	68.9	D	KELLOGG WARDNER	BH 69	7.55	2.35		2.20	11.05				
1602	1.20	6.40	f 7.05	12.35	75.6		OSBORNE	BH 76	f 7.40	f 2.20		1.50	10.45				
					79.8		N. P. DEPOT										
1240 WFTO	2.10 PM A	7.05 PM A	PM L 1.00	7.25 PM A	80.0	DR	WALLACE	BH 80	7.30 AM L	2.10 PM L	PM A 2.00	1.30 AM L	10.30 AM L				
					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			1.30 PM A		86.7	DR	BURKE	BL 7		1.30 PM L							
	Daily Ex. Sun.	Mon. Wed. & Fri.	Daily	Daily	Daily		86.7		Daily	Daily	Daily	Daily Ex. Sun.	Mon. Wed. & Fri.				
	10.10	1.05	.80	2.20	4.05		Time over District		4.50	2.00	.80	9.30	1.20				
	7.9	16.3	13.4	21.8	19.6		Average Speed per Hour		16.6	24.8	13.4	8.4	13.3				

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 (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. 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. Maximum speed for freight trains, 20 miles per hour over light rail between Tekoa and Harrison.

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

EASTWARD.				WESTWARD.				
Second Class		DISTANCES FROM SIERRA NEVADA JCT.	Time Table No. 14 May 7, 1916				Second Class	
			STATIONS					
		0.0	SIERRA NEVADA JCT.				BH 67	
		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.

THIRD DISTRICT—Enaville and Paragon.

EASTWARD.				WESTWARD.				
Second Class		DISTANCES FROM ENAVILLE.	Time Table No. 14 May 7, 1916				Second Class	
			STATIONS					
		32.8	PARAGON				BI 33	
		32.2	MONARCH				BI 32	
		30.9	RAVEN				BI 31	
		27.3	MURRAY				BI 27	
		23.9	WAITE				BI 24	
		21.3	PRICHARD				BI 21	
		19.3	BEAVER				BI 19	
		13.2	NELSON				BI 13	
		9.5	STEAMBOAT				BI 10	
		7.5	SMITH				BI 8	
		6.0	HAIGHT				BI 6	
		4.0	LITTLE NORTH FORK				BI 4	
		0.0	DR ENAVILLE				BH 62	
			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.

Trains Nos. 27 and 28 stop on flag at Anderson, Cedar Creek, Idora, Heald and Bear Top.

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 at a blind siding 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. The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe.
- 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. All trains handling logs will not exceed speed of 15 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. Six miles per hour over slip switches at N. P. Crossing and Spokane Union Station.
- 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.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	AYER JUNCTION and SPOKANE		RIPARIA and SPOKANE Via COLFAX																La Crosse and Connell	WINONA and TEKOA Via P. V. District			Colfax and Moscow	
		Eastward	Westward	EASTWARD										WESTWARD						Eastward	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		Winona to Oakesdale	Oakesdale to Tekoa
		Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward		
E-57	43	50	535	535	320	190	290	215	390	255	300	325	285	335	210	320	550	305	110	325	285	215	325	305	305
E-63	49	54, 55	615	615	365	220	345	245	450	300	350	375	330	385	235	365	640	355	125	375	330	250	375	355	355
E-57	51	57 to 60, 62 to 64	550	550	330	200	300	220	400	250	320	345	300	350	210	330	570	320	115	340	300	225	345	320	320
E-63	54	65 to 70	600	600	360	215	325	240	435	270	340	370	320	375	230	360	620	345	120	370	320	245	370	345	345
E-63	55	71 to 73	800	800	480	285	440	325	585	390	450	485	430	500	300	485	820	465	165	490	430	325	485	465	465
E-64	68	80 to 87	875	875	525	310	480	350	635	425	490	530	470	545	325	530	900	500	180	535	470	350	530	500	500
T-55	71	112 to 119	900	900	540	320	490	360	655	415	505	550	480	560	340	540	930	520	185	550	480	360	550	520	520
E-62	62	78 to 79	880	880	530	310	480	350	640	410	490	530	480	545	335	525	900	510	175	530	480	360	530	510	510
M-57	91	103 to 111	1110	1110	660	390	600	445	800	540	640	675	600	690	400	660	1145	640	220	680	600	455	675	640	640
T-63	113	136 to 147	1290	1290	765	440	700	515	930	620	715	780	695	800	485	765	1325	740	260	785	695	530	780	740	740
C-51	117	160 to 164	1365	1365	810	450	740	545	985	670	760	825	770	845	515	810	1405	785	275	830	770	560	825	785	785
T-57	119	170 to 173	1425	1425	855	485	785	575	1040	715	800	870	810	890	540	855	1480	830	290	875	810	590	870	830	830
T-64	139	179 to 184	1460	1460	960	540	900	660	1180	800	910	990	920	1010	580	960	1680	940	330	995	930	675	990	940	950
T-57	125	174 to 178	1600	1600	1050	590	970	715	1290	875	1000	1075	1005	1100	670	1050	1835	1020	360	1085	950	735	1075	1020	965
P-77	123	190 to 193	1420	1420	930	525	860	635	1140	775	885	955	890	985	595	930	1635	910	320	965	895	650	955	910	910
P-77	138	194 to 197	1460	1460	960	540	900	660	1180	800	910	990	920	1010	580	960	1680	940	330	995	930	675	990	940	950
P-77	145	198 to 207	1540	1540	970	550	900	660	1200	810	925	1000	930	1020	620	970	1700	950	335	1000	930	680	1000	950	950
T-89	159	250 to 262	1720	1720	1080	610	1000	735	1325	900	1025	1110	1035	1135	690	1080	1890	1055	370	1115	1035	755	1110	1055	1055
T-83	160	300 to 305	1620	1620	1015	575	940	690	1240	845	965	1045	965	1070	650	1015	1775	990	350	1050	985	710	1045	990	990
C-50	137	325 to 326	1800	1800	1240	700	1150	845	1525	1035	1180	1275	1190	1305	795	1240	2175	1210	425	1285	1190	870	1275	1210	1210
C-55	143	327 to 329	1980	1980	1295	735	1205	885	1595	1085	1235	1335	1245	1365	830	1295	2275	1265	445	1345	1245	910	1335	1265	1265
C-57	163	344																							
C-57	176	330 to 338																							
C-57	169	339 to 343																							
P-77	170	208 to 209																							
P-77	167S	210 to 215																							
C-57	179	345 to 349																							
C-57	187	350 to 388																							
MK-57	205	500 to 540																							

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:

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

RATING OF LOCOMOTIVES IN TONS OF 2000 LBS.

CLASSIFICATION	ENGINE NUMBERS	TEKOA and BURKE				ENAVILLE and PARAGON			Lake Creek Branch		
		EASTWARD				Westward	WESTWARD				
		Lovell to Watts	Cataldo to Kellogg-Wardner	Kellogg-Wardner to Wallace	Wallace to Burke	Chateolet to Watts	Enaville to Pritchard	Pritchard to Murray		Murray to Paragon	
E-57	43	50									
E-63	49	54, 55									
E-57	51	57 to 60, 62, 64									
E-63	54	65 to 70									
E-63	55	71 to 73									
E-64	68	80 to 87									
T-55	71	112 to 119									
E-62	62	78 to 79									
M-57	91	103 to 111									
T-63	92	130 to 135									
A-81	106	88 to 102									
T-63	113	136 to 147									
C-51	117	160 to 164									
T-57	119	170 to 173									
T-64	139	179 to 184									
T-57	125	174 to 178									
P-77	123	190 to 193									
P-77	138	194 to 197									
P-77	145	198 to 207									
T-69	159	250 to 262									
T-63	160	300 to 305									
C-50	137	325 to 326									
C-55	143	327 to 329									
C-57	163	344									
C-57	176	330 to 338									
C-57	169	339 to 343									
P-77	170	208 to 209									
P-77	167s	210 to 215									
C-57	179	345 to 349									
C-57	187	350 to 388									
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.
- "MC"—Mallet Compound.

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

LIST OF SURGEONS

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

STANDARD CLOCKS

SPOKANE	Dispatcher's Office
TEKOA	Telegraph
WALLACE	Telegraph

LICENSED WATCH INSPECTORS

WEBB C. BALL, General Time Inspector	San Francisco
M. A. ROSE,	Colfax
GEO. F. COHRS,	Spokane
BELDING & SAXTON,	Portland

PASSENGER STOPS AND TRACKS. NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULES

TEKOA AND SPOKANE:	MOSCOW BRANCH:	MURRAY BRANCH:
RAHM ----- M. P. 390.2	RISBECK ----- M. P. 4.3	ANDERSON ----- M. P. 16.0
COEY ----- M. P. 406.0	ARMSTRONG ----- M. P. 15.5	CEDAR CREEK ----- M. P. 18.0
ILSE ----- M. P. 422.2	WHITLOW ----- M. P. 20.2	IDORA ----- M. P. 21.0
HILL ----- M. P. 423.7	HOLLAND ----- M. P. 21.2	HEALD ----- M. P. 21.6
PLEASANT VALLEY DISTRICT:	WALLACE BRANCH:	BEAR TOP ----- M. P. 23.2
JUNO ----- M. P. 20.8	TILMA ----- M. P. 2.1	
COMAN ----- M. P. 33.8	CLARK ----- M. P. 23.3	
WARNER ----- M. P. 45.2	O'GARA ----- M. P. 26.1	
	LACON ----- M. P. 28.0	
CONNELL BRANCH:	BLACK LAKE ----- M. P. 37.9	
WACOTA ----- M. P. 33.9	REID ----- M. P. 61.0	
CURRY ----- M. P. 51.0	SWEENEY ----- M. P. 66.8	
	SHONT ----- M. P. 72.6	

- W. CONNOLLY, Superintendent - - - - - Spokane, Wash.
- R. O. COWLING, Assistant Superintendent - - - - - " "
- W. M. GLEASON, Chief Dispatcher - - - - - " "
- J. S. ELLISON, Dispatcher - - - - - " "
- A. S. BIMROSE, " - - - - - " "
- B. G. KOST, " - - - - - " "

