

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOURTH DIVISION

EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 2, 1918

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

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

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

M. J. BUCKLEY,
General Superintendent.

FIRST DISTRICT—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		256		16	12	18	15				11	17	255	57	
	Freight		Freight		C. M. & St. P. Passenger	Spokane Passenger	C. M. & St. P. Passenger	C. M. & St. P. Passenger				Portland Passenger	C. M. & St. P. Passenger	Through Freight	Freight	
	Daily		Daily		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	
YFPW									0.0	NR AYER JUNCTION	C 264					
2600 P									4.3	4.3 CHEW	C 268	PM A 11.40			AM A 5.00	PM A 11.00
8000 P									9.9	5.6 JOSO	C 274		11.29		4.20	10.40
3000 P									16.0	6.1 PARK	C 280		11.15		3.45	10.20
2000 YWP									22.0	6.0 R HOOPER JCT.	C 286		11.01		3.05	9.55
8000 P									29.5	7.5 ANKENY	C 293	PM A 10.50		2.30	9.30 PM L	
8011 P									33.8	4.3 MACK	C 297		10.37		1.50	
8000 P									38.2	4.4 THAVIS	C 302		10.31		1.30	
8000 PFYW									43.0	4.8 DNR MARENGO	C 307		10.25		1.10	
3024 P									49.7	6.7 EMDEN	C 313	AM A 11.15	10.19	AM A 1.55	12.45	
3027 P									53.9	4.2 ASHBY	C 318		10.05	f 1.40	12.15 AM	
2990 P									59.1	5.2 PALM LAKE	C 323		10.50	f 1.31	11.55	
2989 P									65.6	6.5 WELLS	C 329		10.40	f 1.20	11.32	
2992 PW									69.7	4.1 CROSKEY	C 333		10.26	f 1.06	11.15	
2989 P									77.1	7.4 MASON	C 341		10.17	f 12.56	11.04	
2991 P									82.1	5.0 GEIB	C 346	f 10.02	9.27	f 12.42	10.46	
3063 PW									87.4	5.3 N CHENEY	C 351		9.54	9.19	f 12.34	10.34
3084 P									94.6	7.2 MARSHALL	C 358	s 9.46	s 9.11	s 12.26	10.18	
3000 P									98.9	4.3 SPRING	C 363		9.35	9.00	12.15	10.00
POWTF									104.1	5.2 DNR SPOKANE	C 368		9.27	8.52	12.07 AM	9.45
										104.1			9.15	8.40	11.55	9.30
										Time over District			AM L	PM L	PM L	PM L
										Average Speed per Hour			Daily	Daily	Daily	Daily
													2.00	3.00	2.00	7.30
													30.5	34.7	30.5	13.9
													14.7	14.7		

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

Trains occupying or using tracks between Monroe Street Bridge and Center Street, Spokane, will be governed by rules and regulations of Spokane Union Station.

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.

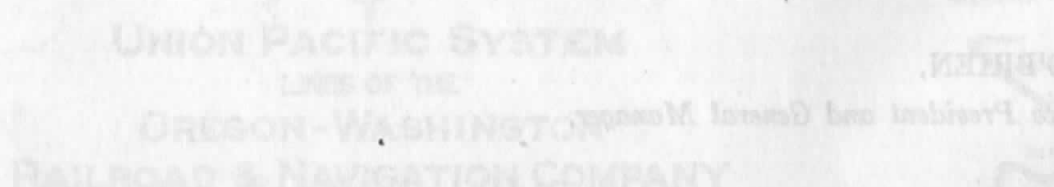
Yard limit, Spokane, extends to west end Spokane River-Latah Creek bridge.

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.

Maximum speed, Passenger trains 30 miles per hour; Freight trains 20 miles per hour, between Chew and Tunnel 6. All trains, 15 miles per hour on steel bridges: Over Snake River, between Chew and Joso; over Spokane River and Latah Creek and over Spokane River, Monroe St., between Spring and Spokane; 8 miles per hour over grade crossings at Cheney, and 6 miles per hour over slip switches at Spokane Union Station. Train and engine-men will keep a sharp lookout and be prepared to stop should emergency arise.



EASTWARD.

WESTWARD.

Length of passing tracks in to clear and location of seats, water, fuel and turning stations.	Second Class.					First Class.			DISTANCES FROM RIPARIA.	Time Table No. 18 June 2, 1918	STATIONS	STATION NUMBERS.	First Class.			Second Class.	
	58		56		8	4	6	7					3	5	55	57	
	Freight		Freight		Spokane Passenger	Motor	Local Passenger	Pendleton Passenger					Motor	Local Passenger	Freight	Freight	
	Daily		Daily		Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	
3321 P			PM L 11.30		PM L 12.45		AM L 4.30	0.0	DNR	RIPARIA (N.P. Crossing)	B 18	PM A 12.20	PM A 10.25	PM A 12.30			
2100			11.50		f 12.55		f 4.40	5.2		CANYON	B 22	f 12.10 PM	f 10.12	f 12.10 PM			
2220 W			AM 12.15		s 1.15		f 4.55	12.8		HAY	B 30	s 11.55	f 9.55	11.40			
2200			12.40		f 1.30		f 5.12	18.4		JERITA	B 36	f 11.43	f 9.44	11.15			
1146 FWFY			PM L 11.00	1.00	s 1.45		s 5.21	24.0	DNR	LA CROSSE	B 41	s 11.30	s 9.33	11.00	PM A 8.00		
2658			11.30	1.30	1.57		5.32	30.6		SUTTON	B 48	11.20	9.20	10.45	7.30		
2200 WY			11.59	2.00 AM A	s 2.06		s 5.40	34.6	Auto Block } DR	WINONA	B 52	s 11.10	s 9.12	10.15	7.00 PM L		
1472			AM 12.45		s 2.20		s 5.52	40.4	D	ENDICOTT	B 58	s 10.57	s 9.02	9.45			
692 W			1.30		f 2.35		f 6.06	47.3		THERA	B 65	f 10.45	f 8.47	9.15			
1280			2.00		s 2.44		s 6.14	51.1	D	DIAMOND	B 68	s 10.38	s 8.39	9.00			
1762			2.30		f 2.52		f 6.24	55.1		MOCKONEMA	B 72	f 10.29	f 8.31	8.40			
967 P			2.45		2.58		6.30	57.5	Automatic Block }	CREST	B 75	10.22	8.26	8.20			
1640 IWFY			3.00		s 3.05		6.36 6.41	60.0	D	COLFAX (S.&L.E. Crossing)	B 77	s 10.15	s 8.20	8.00			
766			3.45		f 3.20		f 6.51	66.1		GLENWOOD	B 83	f 10.00	f 8.05	7.30			
1545 W(East)			4.30		s 3.35		s 7.03	72.3	D	ELBERTON	B 90	s 9.50	s 7.50	7.03			
1918			5.00		s 3.50		s 7.15	77.7	D	GARFIELD	B 95	s 9.40	s 7.40	6.35			
								78.1		N. P. CROSSING							
					f		f	81.2		WALTERS	B 99	f	f				
								86.0		N. P. CROSSING							
1660 W			6.00		s 4.10		s 7.35	87.1	D	FARMINGTON	B 104	s 9.20	s 7.20	6.00			
1727 P			7.00	AM L 6.15	s 4.25	PM L 4.05	s 7.50	93.0	R	SELTICE	B 110	s 9.05	AM A 9.15	s 7.05	5.15	PM A 3.15	
1176 POYFWT			7.45	7.00 AM A	4.35	4.25 PM A	8.05 AM A	98.7	Auto Block } DNR	TEKOA	B 116	8.55 AM L	9.05 AM L	6.55 PM L	4.30 AM L	2.45 PM L	
			Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily		
			8.45	8.15	3.50	.20	3.85			Time over District		3.25	.10	3.30	8.00	1.30	
			8.5	12.4	25.7	17.1	27.5			Average Speed per Hour		28.9	34.2	28.2	12.3	10.9	

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

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.

Maximum speed of trains: Jerita to Hay, freight, 15 miles per hour; between Thera and Crest, passenger, 30 miles per hour, freight, 18 miles per hour; Crest to Colfax, passenger, 25, and freight, 12 miles per hour.

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

All westward freight trains will stop 5 minutes at Hay to permit wheels to cool off, during which time trainmen will inspect train for over-heated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.

Maximum speed over crossings at grade as follows: LaCrosse, Winona, Endicott, Diamond, Mockonema, Colfax, Garfield, Farmington and Tekoa, 6 miles per hour; Elberton, 15 miles per hour.

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 TEKO A
	58	48	538	8	534	14	10	6	532	
	Freight	C. M. & St. P. Freight	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	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
1175 POFWPT	AM L 12.45			PM L 4.40				AM L 8.15		0.0
1852	1.15			5.00				8.35		7.2
1875 W	1.45			5.20				8.55		15.6
1700	2.05			5.30				9.05		19.3
1282	2.20			5.40				9.12		22.3
				5.50		PM L 5.10	AM L 10.43	9.22		26.7
W	2.45	AM L 3.50	PM L 10.44	5.52		5.12	10.45	9.24	AM L 8.00	27.5
528										28.3
1691 P	3.00	4.02	10.52	5.59		5.18	10.52	9.32	8.08	30.7
1655	3.15	4.15	11.00	6.06		5.25	10.57	9.38	8.14	33.6
749	3.30	4.25	11.07	6.13		5.31	11.02	9.43	8.19	36.0
1362 P	3.50	4.40	11.15	6.21		5.37	11.08	9.49	8.26	39.6
1531 P	4.15	4.55	11.23	6.29	PM L 7.20	5.44	11.15	9.55	8.33	43.3
2162	4.45	5.10	11.31	6.36	7.31	5.51	11.21	10.01	8.39	46.3
P I	5.00 AM A	5.15 AM A	11.33	6.38	7.33	5.53	11.23	10.03	8.42	47.4

Time Table No. 18

June 2, 1918

STATIONS

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

STATION NUMBERS

STATION NUMBERS	First Class							Second Class	
	7	533	535	9	13	5	537	57	47
	Pendleton Passenger	C. M. & St. P. Passenger	C. M. & St. P. Passenger	Spokane-Wallace Limited	Spokane-Wallace Limited	Local Passenger	C. M. & St. P. Passenger	Freight	C. M. & St. P. Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
B 116	AM A 8.50					PM A 6.50		PM A 11.45	
B 123	8.35					6.35		11.00	
B 132	8.20					6.15		10.05	
B 135	8.10					6.06		9.45	
B 138	8.00					6.00		9.25	
B 143				AM A 9.22	PM A 3.52	5.50			
B 144	7.48	AM A 8.17		9.20	3.50	5.45	PM A 9.50	8.55	PM A 11.50
B 145									
B 147	f 7.40	8.08		9.12	3.42	5.32	9.43	8.35	11.35
B 150	s 7.35	8.01		9.07	3.37	5.25	9.36	8.15	11.20
B 152	7.30	7.55		9.02	3.32	5.18	9.30	8.00	11.07
B 156	f 7.21	7.48		8.56	3.26	5.11	9.22	7.40	10.35
B 159	7.15	7.38	AM A 8.33	8.50	3.20	5.05	9.15	7.20	10.15
B 162	7.09	7.30	8.24	8.44	3.14	4.59	9.09	7.05	10.00
	7.07	7.27	8.22	8.42	3.12	4.57	9.07	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.

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

PWTF0			11.40 PM A	6.45 PM A	7.40 PM A	6.00 PM A	11.30 AM A	10.10 AM A	8.55 AM A	49.3
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	4.15	1.25	.56	2.05	.20	.50	.47	1.55	.55	
	11.6	14.0	23.4	28.7	18.0	27.1	28.9	25.7	23.8	

DNR	SPOKANE	49.8	7.00 AM L	7.20 AM L	8.15 AM L	8.35 AM L	3.05 PM L	4.50 PM L	9.00 PM L	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1.50	.57	.18	.47	.47	2.00	.50	4.45	1.55	
	26.9	22.9	20.0	28.9	28.9	24.7	27.1	10.0	10.4	

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

Trains occupying or using tracks between Monroe Street Bridge and Center Street, Spokane, will be governed by rules and regulations of Spokane Union Station.

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

Fairfield passing track is located 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 stops to pick up, Train No. 8 stops to let off passengers at Dishman

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.

Maximum speed over crossings at grade as follows: Tekoa, Latah, Fairfield, Rockford, 6 miles per hour; Dishman, 20 miles per hour; Spokane, from City Limit (Havana Street), to N. P. crossing, 12 miles per hour; other crossings, 6 miles per hour; over slip switches at N. P. crossing and Spokane Union Station, 6 miles per hour.

Maximum speed of freight trains Mica to Chester, 15 miles per hour.

THIRD DISTRICT—Enaville and Paragon.

EASTWARD.		DISTANCES FROM ENAVILLE.	WESTWARD.	
Second Class			Second Class	
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.		32		
		Mixed		
		Mon. Wed. & Fri.		
			32.8	
	900 PWT		27.3	R
	1500		23.9	
	150		21.3	
	1000 PWY	PM L 12.35	19.3	
	1800	2.00	13.2	
	1000	2.15	9.5	
	2.30	4.0		
POY	3.00 PM A Mon. Wed. & Fri.	0.0	DR	
	2.25			
	8.0			
		Time Table No. 18 June 2, 1918		
		STATIONS		
		PARAGON 5.5	BI 33	
		MURRAY 8.4	BI 27	
		WAITE 2.6	BI 24	
		PRICHARD 2.0	BI 21	
		BEAVER 6.1	BI 19	AM A 10.00
		CARTER 3.7	BI 13	9.30
		STEAMBOAT 5.5	BI 10	9.15
		LINFOR 4.0	BI 4	8.35
		ENAVILLE 32.8	BH 62	8.10 AM L
		Time over District		Mon. Wed. & Fri. 1.50
		Average Speed per Hour		10.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Trains Nos. 31 and 32 stop on flag at Anderson, Cedar Creek, Smith and Haight. No clearance will be issued at Paragon and Beaver. Maximum speed of trains, Paragon to Murray, 10 miles per hour.

THIRD DISTRICT—Beaver and Jefferson.

EASTWARD.		DISTANCES FROM BEAVER.	WESTWARD.		
Second Class			Second Class		
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.					
	PWY		0.0		
	1800 P		8.8		
			Time Table No. 18 June 2, 1918		
			STATIONS		
			BEAVER 8.8	BI 19	
			JEFFERSON	BM 9	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
No clearance will be issued at Beaver and Jefferson.

THIRD DISTRICT—Bradley and Sierra Nevada Mine.

EASTWARD.		DISTANCES FROM BRADLEY.	WESTWARD.		
Second Class			Second Class		
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.					
	W		0.0		
			4.4		
			Time Table No. 18 June 2, 1918		
			STATIONS		
			BRADLEY 4.4	BH 67	
			SIERRA NEVADA MINE	BK 4	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
No clearance will be issued at Bradley and Sierra Nevada Mine. Maximum speed of trains, Sierra Nevada Mine to Bradley, 10 miles per hour.

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 COHLAN, 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. J. M. FINNEY, 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. S. D. BRAZEAU, 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
BELDING & SAXTON,	Portland
M. A. ROSE,	Colfax
GEO. F. COHRS,	Spokane
E. L. PETERSON	Wallace

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

MAIN LINE:	MOSCOW BRANCH:	MURRAY BRANCH:
TESKE ----- M. P. 310.6	RISBECK ----- M. P. 4.3	HALLSTROM ----- M. P. 5.0
TEKOA AND SPOKANE:	ARMSTRONG ----- M. P. 15.5	HAIGHT ----- M. P. 6.0
RAHM ----- M. P. 126.6	WHITLOW ----- M. P. 20.2	SMITH ----- M. P. 7.5
COEY ----- M. P. 142.3	HOLLAND ----- M. P. 21.2	ANDERSON ----- M. P. 16.0
ILSE ----- M. P. 158.6	WALLACE BRANCH:	CEDAR CREEK ----- M. P. 18.0
HILL ----- M. P. 161.3	TILMA ----- M. P. 2.1	JARVEY ----- M. P. 18.5
PLEASANT VALLEY DISTRICT:	OLMSTEAD ----- M. P. 10.5	MONARCH ----- M. P. 32.2
JUNO ----- M. P. 20.8	CLARK ----- M. P. 23.3	SIERRA NEVADA BRANCH:
HUNTLEY ----- M. P. 22.5	O'GARA ----- M. P. 26.1	BULLION ----- M. P. 0.3
COMAN ----- M. P. 33.8	SHINGLE ----- M. P. 27.0	SWEENEY ORE BINS ----- M. P. 0.4
WARNER ----- M. P. 45.2	LACON ----- M. P. 28.0	SMELTER ----- M. P. 0.7
CONNELL BRANCH:	BLACK LAKE ----- M. P. 37.9	SILVER KING MILL ----- M. P. 1.3
BENNER ----- M. P. 3.5	DOWNY'S SIDING ----- M. P. 46.6	JEFFERSON BRANCH:
WACOTA ----- M. P. 33.9	REID ----- M. P. 61.0	DELTA ----- M. P. 3.2
CURRY ----- M. P. 51.0	SWEENEY ----- M. P. 66.8	CARBONATE ----- M. P. 7.8
	SHONT ----- M. P. 72.6	

W. CONNOLLY, Superintendent	Spokane, Wash.
R. O. COWLING, Assistant Superintendent	" "
W. W. McFADZEN, Trainmaster	Wallace, Ida.
W. M. GLEASON, Chief Dispatcher	Spokane, Wash.
J. S. ELLISON, Night Chief Dispatcher	" "
B. G. KOST, Dispatcher	" "
J. A. GARRETT, Dispatcher	" "
J. A. WALSH, Dispatcher	" "

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, 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.

SPEED RESTRICTIONS

- No. 12. 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. 13. 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. 14. In any class of service, engines of the Consolidation and Mikado class will not exceed speed of 35 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. 15. Trains will not exceed a speed of 10 miles per hour over railroad crossings at grade, and must stop within 500 feet, unless crossing is protected by gate, interlocking device or signal man. Maximum speed of trains handling logs, 15 miles per hour.
- No. 16. 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. 17. Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.

AIR BRAKES

- No. 18. 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. 19. 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, Bell and Amwaco, Oakesdale and Sunset, Lovell and Chatcolet, Sierra Nevada Mine and Bradley, Burke and Wallace, Paragon and Murray, Jefferson and M. P. 6. On passenger trains descending grades between Jerita and Hay, Crest and Colfax, Mica and Chester, Lovell and Chatcolet, Burke and Wallace.
- No. 20. 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. 21. Eastward freight trains immediately before leaving Crest, Paragon and Jefferson, 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. 22. 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															Connell Branch	WINONA and TEKOA Via P. V. District				
		Eastward	Westward	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	Connell to La Crosse	Winona to Oakesdale	Oakesdale to Tekoa	Seltice to Willada
C-51	117	700 to 704	1060	1060	650	415	680	500	885	610	700	750	680	770	470	730	1060	715	250	760	705	515	750	715
C-51	137	705 to 706	1360	1360	830	530	870	640	1150	780	890	960	870	985	600	935	1360	910	320	970	900	660	960	910
C-55	149	707 to 709	1390	1390	850	540	890	650	1180	800	910	985	890	1010	615	960	1390	935	330	990	920	670	985	935
C-57	167	711 to 718	1440	1440	880	560	920	675	1220	830	945	1020	920	1040	635	990	1440	970	340	1130	950	695	1020	970
C-57	169	719, 720 & 722																						
C-57	169	721 & 723	1405	1405	860	550	900	660	1190	810	920	995	900	1020	620	970	1405	945	330	1005	930	680	995	945
C-57	167	710, 715 & 724																						
C-57	179	725 to 729	1665	1665	1020	650	1060	780	1410	960	1090	1180	1060	1210	735	1150	1665	1120	390	1190	1100	800	1180	1120
C-57	187	730 to 768	1800	1800	1100	700	1150	845	1525	1035	1180	1275	1150	1305	795	1240	1800	1210	425	1285	1190	870	1275	1210
T-55	71	1701 to 1708	670	670	410	260	430	315	570	390	440	475	430	490	300	460	670	450	160	480	445	325	475	450
T-63	92	1709 to 1714	730	730	445	280	465	340	620	420	480	515	465	530	320	500	730	490	170	520	480	350	515	490
T-63	113	1715 to 1726	940	940	575	365	600	440	800	540	620	665	600	680	415	650	940	630	220	670	620	455	665	630
T-64	139	1727 to 1732	1110	1110	680	430	710	520	940	640	730	790	710	805	490	765	1110	745	260	790	730	535	790	745
T-57	119	1733 to 1736	1160	1160	710	450	740	545	980	670	760	820	740	840	510	800	1160	780	270	830	770	560	820	780
T-57	126	1737 to 1741	1220	1220	750	480	780	575	1040	705	800	870	780	890	540	840	1220	820	290	875	810	590	870	820
T-69	159	1742 to 1754	1390	1390	850	540	885	650	1175	800	910	980	885	1010	610	955	1390	930	330	980	920	670	980	930
MK-57	205	2100 to 2140	1990	1990	1220	775	1270	935	1690	1145	1310	1410	1270	1445	880	1370	1990	1340	470	1420	1320	960	1410	1340
MK-57	206	2141 to 2165																						

RATING OF LOCOMOTIVES IN TONS OF 2000 LBS.

CLASSIFICATION	ENGINE NUMBERS	Moscow Branch	TEKOA and BURKE					ENAVILLE and PARAGON				Lake Creek Branch	Beaver to Jefferson	Sierra Nevada Branch	
			EASTWARD			Westward	WESTWARD				Westward				Eastward
			Colfax to Moscow	Lovell to Watt	Cataldo to Kellogg-Wardner	Kellogg-Wardner to Wallace	Wallace to Burke	Chatcolet to Watt	Enaville to Pritchard	Pritchard to Murray	Murray to Paragon				Eastward and Westward
C-51	117	700 to 704	715	490	1285	755	180	445	750	515	180	480	180	180	
C-51	137	705 to 706	910	625	1640	960	230	570	960	660	230	615	230	230	
C-55	149	707 to 709	935	640	1680	990	235	580	985	670	235	630	235	235	
C-57	167	711 to 718	970	660	1740	1025	245	605	1020	695	245	650	245	245	
C-57	169	719, 720 & 722													
C-57	169	721 & 723	945	650	1700	1000	240	590	995	680	240	635	240	240	
C-57	167	710, 715 & 724													
C-57	179	725 to 729	1120	770	2010	1180	280	700	1180	800	280	755	280	280	
C-57	187	730 to 768	1210	830	2175	1280	305	755	1275	870	305	815	305	305	
T-55	71	1701 to 1708	450	310	810	480	115	280	475	325	115	305	115	115	
T-63	92	1709 to 1714	490	335	880	520	125	305	515	350	125	330	125	125	
T-63	113	1715 to 1726	630	430	1140	670	160	395	665	455	160	425	160	160	
T-64	139	1727 to 1732	745	510	1340	790	190	465	790	535	190	500	190	190	
T-57	119	1733 to 1736	780	535	1400	825	195	485	820	560	195	525	195	195	
T-57	126	1737 to 1741	820	565	1480	870	205	510	870	590	205	555	205	205	
T-69	159	1742 to 1754	930	640	1670	985	235	580	980	670	235	630	235	235	
MK-57	205	2100 to 2140	1340	920	2410	1420	335	835	1410	960	335	900	335	335	
MK-57	206	2141 to 2165													

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.

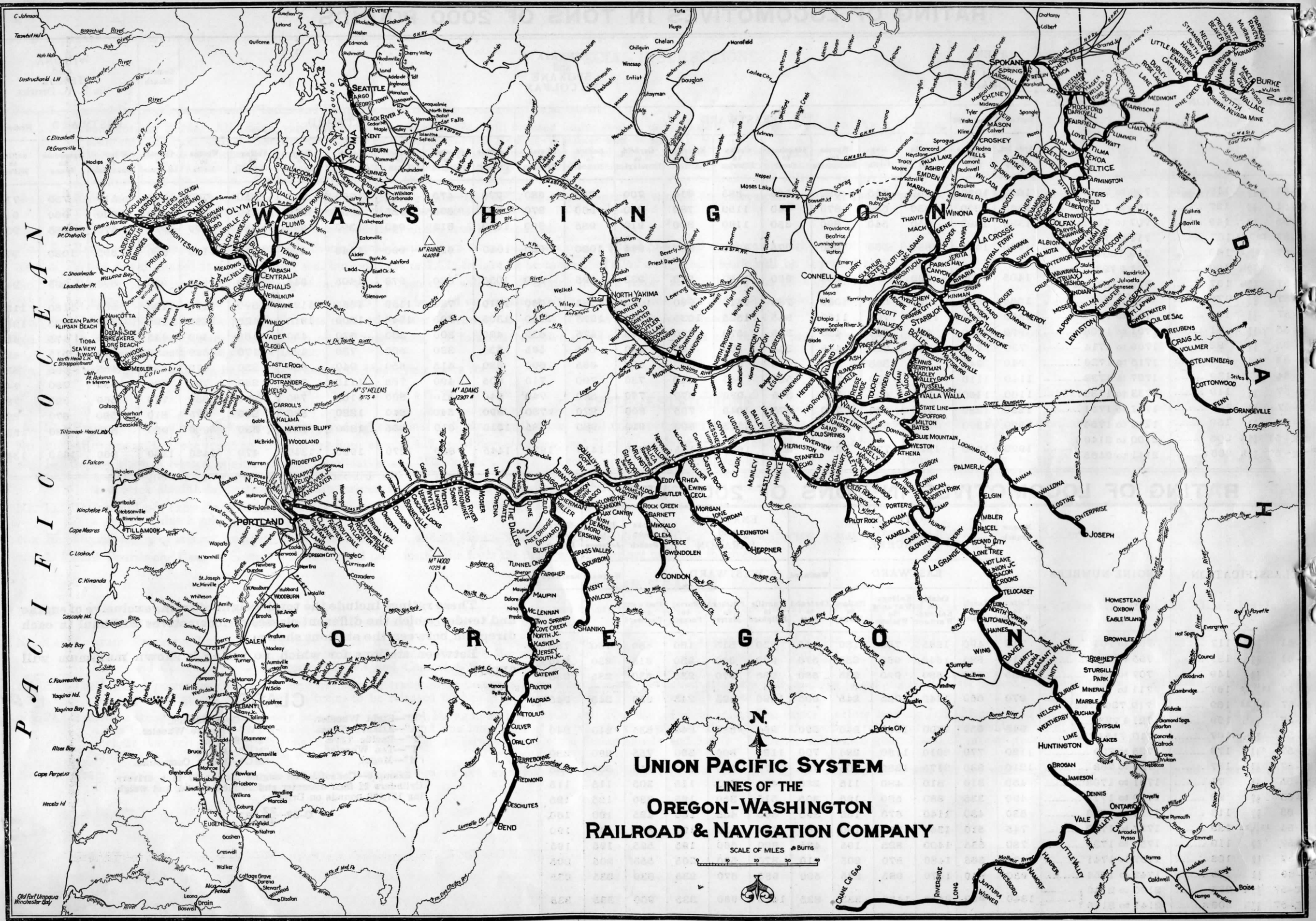
Between stations for which no rating is shown maximum will apply.

CLASS

- "E"—Eight Wheeler.
- "A"—Atlantic Type.
- "P"—Pacific Type.
- "T"—Ten Wheeler.
- "M"—Mogul.
- "C"—Consolidation.
- "TW"—Twelve Wheeler.
- "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— $\frac{22}{30}$ 187



UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

SCALE OF MILES \oplus BURNS

