

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

OREGON-WASHINGTON RAILROAD & NAVIGATION LINES

FOURTH DIVISION

EMPLOYEES' TIME TABLE



To Take Effect Sunday, September 15, 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,
Federal 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. | EASTWARD. | | | | | DISTANCES FROM AYER JUNCTION | WESTWARD. | | | | | |
|--|--------------|-----------|-------------|--------------------------|-------------------|------------------------------|--------------------------|--------------------------|--------------------------|--------------------|-----------------|---------|
| | Second Class | | First Class | | | | First Class | | | Second Class | | |
| | | 58 | 256 | 16 | 12 | | 18 | 17 | 15 | 11 | 255 | 57 |
| | | Freight | Freight | C. M. & St. P. Passenger | Spokane Passenger | | C. M. & St. P. Passenger | C. M. & St. P. Passenger | C. M. & St. P. Passenger | Portland Passenger | Through Freight | Freight |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| YFPW | | PM L 8.00 | PM L 6.40 | | AM L 3.15 | | | | | | 0.0 | |
| 2600 P | | 8.20 | 7.00 | | 3.30 | | | | | | 4.3 | |
| 8000 P | | 8.45 | 7.25 | | 3.45 | | | | | | 9.9 | |
| 8000 P | | 9.10 | 7.50 | | 4.02 | | | | | | 16.0 | |
| 2000 YWP | | 9.30 PM A | 8.15 | | 4.18 | | | | | | 22.0 | |
| 8000 P | | | 8.55 | | 4.38 | | | | | | 29.5 | |
| 8011 P | | | 9.20 | | 4.49 | | | | | | 33.8 | |
| 8000 P | | | 9.45 | | 5.00 | | | | | | 38.2 | |
| 8000 PFYW | | | 10.19 | | PM L 7.05 | 5.15 | AM L 5.05 | | | | 43.0 | |
| 8024 P | | | 10.45 | | 7.17 | 5.27 | f 5.17 | | | | 49.7 | |
| 8027 P | | | 11.05 | | 7.25 | 5.35 | f 5.25 | | | | 53.9 | |
| 2990 P | | | 11.32 | | 7.35 | 5.45 | f 5.35 | | | | 59.1 | |
| 2989 P | | | 11.59 | | 7.47 | 5.57 | f 5.47 | | | | 65.6 | |
| 2992 PW | | | AM 12.15 | | 7.55 | 6.05 | f 5.55 | | | | 69.7 | |
| 2989 P | | | 1.07 | | 8.09 | 6.19 | f 6.09 | | | | 77.1 | |
| 2991 P | | | 1.30 | | 8.18 | 6.28 | f 6.18 | | | | 82.1 | |
| 1888 PW | | | 1.50 | | 8.28 | 6.38 | s 6.28 | | | | 87.4 | |
| 8084 P | | | 2.20 | | 8.41 | 6.51 | 6.41 | | | | 94.6 | |
| 8000 P | | | 2.45 | | 8.52 | 7.00 | 6.50 | | | | 98.9 | |
| POWTF | | | 3.30 AM A | | 9.05 PM A | 7.15 AM A | 7.05 AM A | | | | 104.1 | |
| | | Daily | Daily | | Daily | Daily | Daily | | | | | |
| | | 1.80 | 8.50 | | 2.00 | 4.00 | 2.00 | | | | | |
| | | 14.7 | 11.8 | | 80.5 | 26.0 | 80.5 | | | | | |

| Time Table No. 19* | | STATION NUMBERS. | |
|--------------------|------------------------|------------------|--|
| September 15, 1918 | | | |
| STATIONS | | | |
| NR | AYER JUNCTION | C 264 | |
| | 4.3 | | |
| | CHEW | C 268 | |
| | 5.6 | | |
| | JOSO | C 274 | |
| | 6.1 | | |
| | PARK | C 280 | |
| | 6.0 | | |
| R | HOOPER JCT. | C 286 | |
| | 7.5 | | |
| | ANKENY | C 293 | |
| | 4.3 | | |
| | MACK | C 297 | |
| | 4.4 | | |
| | THAVIS | C 302 | |
| | 4.8 | | |
| DNR | MARENGO | C 307 | AM A 2.20 AM A 11.40 |
| | 6.7 | | |
| | EMDEN | C 313 | f 2.05 11.25 10.05 |
| | 4.2 | | |
| | ASHBY | C 318 | f 1.55 11.15 9.59 |
| | 5.2 | | |
| | PALM LAKE | C 323 | f 1.45 11.05 9.52 |
| | 6.5 | | |
| | WELLS | C 329 | f 1.31 10.51 9.43 |
| | 4.1 | | |
| | CROSKY | C 333 | f 1.21 10.42 9.37 |
| | 7.4 | | |
| | MASON | C 341 | f 1.07 f10.27 9.27 |
| | 5.0 | | |
| | GEIB | C 346 | f12.59 10.19 9.19 |
| | 5.3 | | |
| N | CHENEY | C 351 | s12.51 s10.11 s 9.11 |
| | 7.2 | | |
| | MARSHALL | C 358 | 12.40 10.00 9.00 |
| | 4.3 | | |
| | SPRING | C 363 | 12.32 9.52 8.52 |
| | 5.2 | | |
| DNR | SPokane | C 368 | 12.20 AM L 9.40 AM L 8.40 PM L 9.30 PM L |
| | 104.1 | | |
| | Time over District | | 2.00 2.00 3.00 7.80 1.80 |
| | Average Speed per Hour | | 30.5 80.5 84.7 18.9 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.

SECOND DISTRICT—Tekoa and Spokane.

EASTWARD.

| 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 | 534 | 8 | 14 | 10 | 6 | 532 | | | |
| | C. M. & St. P. Freight | Freight | C. M. & St. P. Passenger | C. M. & St. P. Passenger | Spokane Passenger | Spokane-Wallace Limited | Spokane-Wallace Limited | Local Passenger | C. M. & St. P. Passenger | | | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| 1175 POFWT | | AM L 12.45 | | | PM L 4.40 | | | AM L 8.15 | | 0.0 | | |
| 1352 | | 1.15 | | | 5.00 | | | 8.35 | | 7.2 | | |
| 1375 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 | PM L 6.00 | 2.45 | PM L 10.54 | | 5.52 | 5.12 | 10.45 | 9.24 | AM L 8.30 | 27.5 | | |
| 523 | | | | | | | | | | 28.3 | | |
| 1691 P | 6.17 | 3.00 | 11.04 | | 5.59 | 5.18 | 10.52 | 9.32 | 8.36 | 30.7 | | |
| 1655 | 6.32 | 3.15 | 11.12 | | 6.06 | 5.25 | 10.57 | 9.38 | 8.42 | 33.6 | | |
| 749 | 6.45 | 3.30 | 11.19 | | 6.13 | 5.31 | 11.02 | 9.43 | 8.46 | 36.0 | | |
| 1382 P | 7.00 | 3.50 | 11.28 | | 6.21 | 5.37 | 11.08 | 9.49 | 8.56 | 39.6 | | |
| 1531 P | 7.15 | 4.15 | 11.39 | PM L 7.40 | 6.29 | 5.44 | 11.15 | 9.55 | 9.06 | 43.3 | | |
| 2162 | 7.25 | 4.45 | 11.47 | 7.51 | 6.36 | 5.51 | 11.21 | 10.01 | 9.15 | 46.3 | | |
| P I | 7.30 PM A | 5.00 AM A | 11.52 | 7.53 | 6.38 | 5.53 | 11.23 | 10.03 | 9.18 | 47.4 | | |
| BETWEEN N. P. CROSSING AND SPOKANE, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RAILROAD | | | | | | | | | | | | |
| PWTF0 | | | | | AM 12.05 | 8.00 | 6.45 | 6.00 | 11.30 | 10.10 | 9.25 | 49.3 |
| | | | | | AM A | PM A | PM A | PM A | AM A | AM A | AM A | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| | 1.30 | 4.15 | 1.11 | .20 | 2.05 | .50 | .47 | 1.55 | .55 | | | |
| | 13.8 | 11.6 | 17.0 | 18.0 | 23.7 | 27.1 | 28.9 | 25.7 | 23.8 | | | |

WESTWARD.

| Time Table No. 19 September 15, 1918 | | First Class | | | | | | | | Second Class | |
|--|------------------------|---------------------|--------------------------|--------------------------|-------------------------|-------------------------|-----------------|--------------------------|---------------|------------------------|-------|
| STATION NUMBERS | STATIONS | 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 | DNR TEKOA 7.2 | AM A 8.50 | | | | | | PM A 6.50 | PM A 11.45 | | |
| B 123 | D LATAH 8.4 | 8.35 | | | | | 6.35 | 11.00 | | | |
| B 132 | D FAIRFIELD 8.7 | 8.20 | | | | | 6.15 | 10.05 | | | |
| B 135 | DARKNELL 8.0 | 8.10 | | | | | 6.06 | 9.45 | | | |
| B 138 | D ROCKFORD 4.4 | 8.00 | | | | | 6.00 | 9.25 | | | |
| B 143 | BELL 0.8 | | | AM A 9.22 | PM A 3.52 | | 5.50 | | | | |
| B 144 | DNR MANITO 0.8 | 7.48 | AM A 8.25 | 9.20 | 3.50 | 5.45 | PM A 10.10 | 8.55 | PM A 11.50 | | |
| B 145 | LOCKWOOD 2.4 | | | | | | | | | | |
| B 147 | FREEMAN 2.9 | 7.40 | 8.16 | 9.12 | 3.42 | 5.32 | 10.00 | 8.35 | 11.35 | | |
| B 150 | D MICA 2.4 | 7.35 | 8.08 | 9.07 | 3.37 | 5.25 | 9.56 | 8.15 | 11.12 | | |
| B 152 | REDLIN 3.0 | 7.30 | 8.01 | 9.02 | 3.32 | 5.18 | 9.48 | 8.00 | 10.55 | | |
| B 156 | CHESTER 3.7 | 7.21 | 7.50 | 8.56 | 3.26 | 5.11 | 9.40 | 7.40 | 10.35 | | |
| B 159 | D DISHMAN 3.0 | 7.15 | 7.42 | AM A 8.33 | 8.50 | 3.20 | 5.05 | 9.32 | 7.15 | 10.15 | |
| B 162 | EAST SPOKANE 1.1 | 7.09 | 7.35 | 8.24 | 8.44 | 3.14 | 4.59 | 9.25 | 7.05 | 10.00 | |
| | N. P. CROSSING 1.9 | 7.07 | 7.32 | 8.22 | 8.42 | 3.12 | 4.57 | 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 RAILROAD | | | | | | | | | | | |
| | DNR SPOKANE | C 368 | 7.00 AM L | 7.25 AM L | 8.15 AM L | 8.35 AM L | 3.05 PM L | 4.50 PM L | 9.15 PM L | | |
| | 49.8 | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | Time over District | | 1.50 | 1.00 | .18 | .47 | .47 | 2.00 | .55 | 4.45 | 1.55 |
| | Average Speed per Hour | | 26.9 | 21.8 | 20.0 | 28.9 | 28.9 | 24.7 | 28.8 | 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.

| | | |
|--|------------------|-------|
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | Second Class | |
| | 32 | Mixed |
| | Mon. Wed. & Fri. | |
| 900 PWT | | |
| 1500 | | |
| 150 | | |
| 1000 PWY | PM L 12.35 | |
| 1800 | s 2.00 | |
| 1000 | s 2.15 | |
| | s 2.30 | |
| POY | 3.00 PM A | |
| | Mon. Wed. & Fri. | |
| | 2.25 | |
| | 8.0 | |

| | |
|--------------------------|------|
| DISTANCES FROM ENAVILLE. | |
| | 32.8 |
| | 27.3 |
| | 23.9 |
| | 21.3 |
| | 19.3 |
| | 13.2 |
| | 9.5 |
| | 4.0 |
| | 0.0 |

Time Table No. 19
September 15, 1918

| | |
|------------------------|------------------|
| STATIONS | |
| R | PARAGON 5.5 |
| | MURRAY 3.4 |
| | WAITE 2.6 |
| | PRICHARD 2.0 |
| | BEAVER 6.1 |
| | CARTER 3.7 |
| | STEAMBOAT 5.5 |
| | LINFOR 4.0 |
| DR | ENAVILLE 32.8 |
| Time over District | |
| Average Speed per Hour | |

WESTWARD.

| | | |
|------------------|------------------|-------|
| STATION NUMBERS. | Second Class | |
| | 31 | Mixed |
| | Mon. Wed. & Fri. | |
| BI 33 | | |
| BI 27 | | |
| BI 24 | | |
| BI 21 | | |
| BI 19 | AM A 10.00 | |
| BI 13 | s 9.30 | |
| BI 10 | s 9.15 | |
| BI 4 | s 8.35 | |
| BH 62 | 8.10 AM L | |
| | Mon. Wed. & Fri. | |
| | 1.50 | |
| | 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.

| | | |
|--|--------------|--|
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | Second Class | |
| | | |
| | | |
| PWY | | |
| 1800 P | | |

| | |
|------------------------|-----|
| DISTANCES FROM BEAVER. | |
| | 0.0 |
| | 8.8 |

Time Table No. 19
September 15, 1918

| | |
|-----------------|---------------|
| STATIONS | |
| | BEAVER 8.8 |
| | JEFFERSON |

WESTWARD.

| | | |
|------------------|--------------|--|
| STATION NUMBERS. | Second Class | |
| | | |
| | | |
| BI 19 | | |
| 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.

| | | |
|--|--------------|--|
| Length of passing tracks in to clear and location of scales, water, fuel and turning stations. | Second Class | |
| | | |
| | | |
| W | | |

| | |
|-------------------------|-----|
| DISTANCES FROM BRADLEY. | |
| | 0.0 |
| | 4.4 |

Time Table No. 19
September 15, 1918

| | |
|-----------------|--------------------|
| STATIONS | |
| | BRADLEY 4.4 |
| | SIERRA NEVADA MINE |

WESTWARD.

| | | |
|------------------|--------------|--|
| STATION NUMBERS. | Second Class | |
| | | |
| | | |
| BH 67 | | |
| 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. Lines |
| DR. F. M. TAYLOR, Asst. Surgeon. | PORTLAND | O.-W. R. & N. Lines |
| DR. DONALD H. JESSOP, Asst. Surgeon. | PORTLAND | O.-W. R. & N. Lines |
| DR. GEO. AINSLEE, Chief Oculist. | PORTLAND | O.-W. R. & N. Lines |
| DRS. DICKSON AND COHLAN, Disease Nose and Throat. | PORTLAND | O.-W. R. & N. Lines |
| 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: TESKE M. P. 310.6 | MOSCOW BRANCH: RISBECK M. P. 4.3 ARMSTRONG M. P. 15.5 WHITLOW M. P. 20.2 HOLLAND M. P. 21.2 | MURRAY BRANCH: HALLSTROM M. P. 5.0 HAIGHT M. P. 6.0 SMITH M. P. 7.5 ANDERSON M. P. 16.0 CEDAR CREEK M. P. 18.0 JARVEY M. P. 18.5 MONARCH M. P. 32.2 |
| TEKOA AND SPOKANE: RAHM M. P. 126.6 COEY M. P. 142.3 ILSE M. P. 158.6 HILL M. P. 161.3 | WALLACE BRANCH: TILMA M. P. 2.1 OLMSTEAD M. P. 10.5 CLARK M. P. 23.3 O'GARA M. P. 26.1 SHINGLE M. P. 27.0 LACON M. P. 28.0 BLACK LAKE M. P. 37.9 DOWNEY'S SIDING M. P. 46.6 REID M. P. 61.0 SWEENEY M. P. 66.8 SHORT M. P. 72.6 | SIERRA NEVADA BRANCH: BULLION M. P. 0.3 SWEENEY ORE BINS M. P. 0.4 SMELTER M. P. 0.7 SILVER KING MILL M. P. 1.3 |
| PLEASANT VALLEY DISTRICT: JUNO M. P. 20.8 HUNTLEY M. P. 22.5 COMAN M. P. 33.8 WARNER M. P. 45.2 | CONNELL BRANCH: BENNER M. P. 3.5 WACOTA M. P. 33.9 CURRY M. P. 51.0 | JEFFERSON BRANCH: DELTA M. P. 3.2 CARBONATE M. P. 7.8 |

| | |
|---|----------------|
| 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| C-51 | 117 | 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 | 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 | 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 | 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 | 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 | 1405 | 1405 | 860 | 550 | 900 | 660 | 1190 | 810 | 920 | 995 | 900 | 1020 | 620 | 970 | 1405 | 945 | 330 | 1005 | 930 | 680 | 995 | 945 | |
| C-57 | 179 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 s | 1990 | 1990 | 1220 | 775 | 1270 | 935 | 1690 | 1145 | 1310 | 1410 | 1270 | 1445 | 880 | 1370 | 1990 | 1340 | 470 | 1420 | 1320 | 960 | 1410 | 1340 | |

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 | Lowell to Watt | Cataldo to Kellogg-Wardner | Kellogg-Wardner to Wallace | Wallace to Burke | Chateolet to Watt | Enaville to Pritchard | Pritchard to Murray | Murray to Paragon | Eastward and Westward | | |
| | | | | | | | | | | | | | | |
| C-51 | 117 | 715 | 490 | 1285 | 755 | 180 | 445 | 750 | 515 | 180 | 480 | 180 | 180 | |
| C-51 | 137 | 910 | 625 | 1640 | 960 | 230 | 570 | 960 | 660 | 230 | 615 | 230 | 230 | |
| C-55 | 149 | 935 | 640 | 1680 | 990 | 235 | 580 | 985 | 670 | 235 | 630 | 235 | 235 | |
| C-57 | 167 | 970 | 660 | 1740 | 1025 | 245 | 605 | 1020 | 695 | 245 | 650 | 245 | 245 | |
| C-57 | 169 | 945 | 650 | 1700 | 1000 | 240 | 590 | 995 | 680 | 240 | 635 | 240 | 240 | |
| C-57 | 167 | 945 | 650 | 1700 | 1000 | 240 | 590 | 995 | 680 | 240 | 635 | 240 | 240 | |
| C-57 | 179 | 1120 | 770 | 2010 | 1180 | 280 | 700 | 1180 | 800 | 280 | 755 | 280 | 280 | |
| C-57 | 187 | 1210 | 830 | 2175 | 1280 | 305 | 755 | 1275 | 870 | 305 | 815 | 305 | 305 | |
| T-55 | 71 | 450 | 310 | 810 | 480 | 115 | 280 | 475 | 325 | 115 | 305 | 115 | 115 | |
| T-63 | 92 | 490 | 335 | 880 | 520 | 125 | 305 | 515 | 350 | 125 | 330 | 125 | 125 | |
| T-63 | 113 | 630 | 430 | 1140 | 670 | 160 | 395 | 665 | 455 | 160 | 425 | 160 | 160 | |
| T-64 | 139 | 745 | 510 | 1340 | 790 | 190 | 465 | 790 | 535 | 190 | 500 | 190 | 190 | |
| T-57 | 119 | 780 | 535 | 1400 | 825 | 195 | 485 | 820 | 560 | 195 | 525 | 195 | 195 | |
| T-57 | 126 | 820 | 565 | 1480 | 870 | 205 | 510 | 870 | 590 | 205 | 555 | 205 | 205 | |
| T-69 | 159 | 930 | 640 | 1670 | 985 | 235 | 580 | 980 | 670 | 235 | 630 | 235 | 235 | |
| MK-57 | 205 | 1340 | 920 | 2410 | 1420 | 335 | 835 | 1410 | 960 | 335 | 900 | 335 | 335 | |
| MK-57 | 206 s | 1340 | 920 | 2410 | 1420 | 335 | 835 | 1410 | 960 | 335 | 900 | 335 | 335 | |

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.

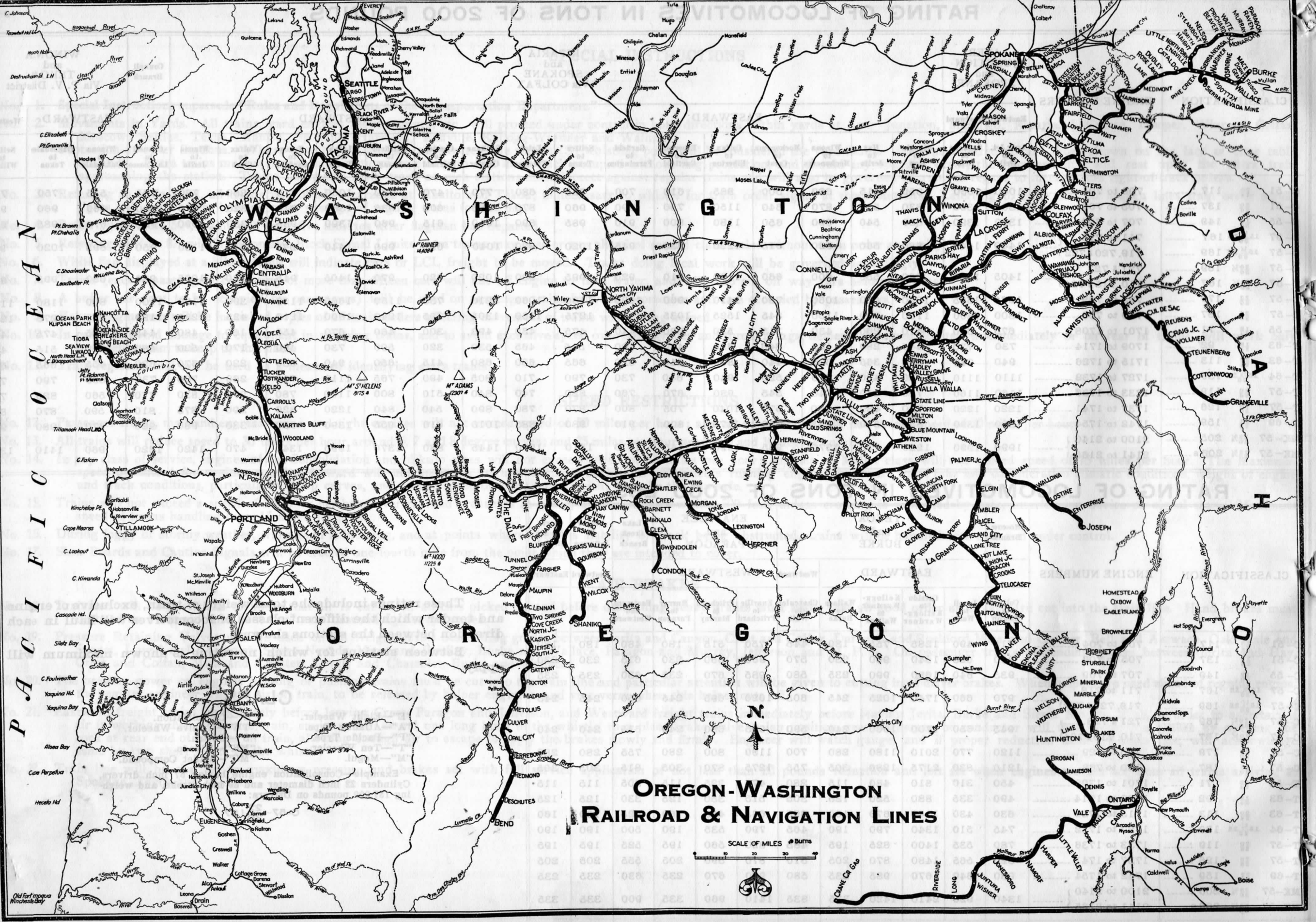
Between stations for which no rating is shown maximum will apply.

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



OREGON-WASHINGTON RAILROAD & NAVIGATION LINES

SCALE OF MILES
0 10 20 30

