

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Fourth Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, July 11, 1920

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

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

CONDENSED TIME TABLE

WESTWARD—Spokane, Umatilla and Pendleton—EASTWARD

SECOND CLASS					FIRST CLASS				Distance from Spokane	FIRST CLASS				SECOND CLASS				
255					5 7 11					Distance from Umatilla	12 8 6				256			
Time Freight					Passenger Passenger Passenger				Passenger Passenger Passenger				Time Freight					
Leave Daily					Leave Daily Leave Daily Leave Daily				Arrive Daily Arrive Daily Arrive Daily				Arrive Daily					
6.00PM					4.35PM 7.05AM 9.00PM				0.0	7.15AM 6.45PM 10.30AM				3.30AM				
					6.40 8.55AM				49.3	4.40 8.15								
					10.15 12.20PM				148.0	12.45 4.30								
					10.30 12.30				153.1	12.30 4.05								
					12.40 1.00				156.9	12.15PM 11.55AM								
					11.00PM				165.7	3.40								
1.50AM					11.55PM				104.1	3.30				6.40PM				
6.45					1.30AM				157.2	1.40				2.10				
					12.45AM				218.8	1.50AM								
					3.00				205.1	9.45								
					4.55PM				251.8	7.45AM								
9.00AM					2.15AM				184.5	12.40AM				12.01PM				
Arrive Daily					Arrive Daily Arrive Daily Arrive Daily				(184.5)	Leave Daily Leave Daily Leave Daily				Leave Daily				

(15.00) 12.3	(8.10) 26.8	(9.50) 25.6	(5.15) 35.1 Time over District.....	(6.35) 28.0	(11.00) 22.9	(8.40) 25.2	(15.29) 11.9
			 Average Speed per Hour.....				

J. P. O'BRIEN,
General Manager

M. J. BUCKLEY,
General Superintendent

F. N. FINCH,
Assistant General Superintendent

- | | |
|--|----------------------------|
| W. CONNOLLY, Superintendent | Spokane, Washington |
| R. O. COWLING, Assistant Superintendent..... | SPOKANE, WASHINGTON |
| C. M. MALONEY, Trainmaster..... | SPOKANE, WASHINGTON |
| W. M. GLEASON, Chief Dispatcher..... | SPOKANE, WASHINGTON |
| J. S. ELLISON, Night Chief Dispatcher..... | SPOKANE, WASHINGTON |
| J. A. GARRETT, Dispatcher..... | SPOKANE, WASHINGTON |
| J. A. WALSH, Dispatcher..... | SPOKANE, WASHINGTON |
| F. R. BROOKS, Dispatcher..... | SPOKANE, WASHINGTON |
| L. L. GRAUL, Dispatcher..... | SPOKANE, WASHINGTON |

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WESTWARD—ELEVENTH DISTRICT—Spokane and Ayer Junction—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS			Distance from Spokane	Time Table No. 25 July 11, 1920	Distance from Unatilla	FIRST CLASS			SECOND CLASS	
	57	255	11	15	17				18	12	16	256	58
	Freight	Time Freight	Passenger	C.M. & St. P. Passenger	C.M. & St. P. Passenger				C.M. & St. P. Passenger	Passenger	C.M. & St. P. Passenger	Time Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
OWFTP		6.00PM	9.00PM	9.55AM	12.20AM	0.0	DNR SPokane 5.2	184.5	7.00AM	7.15AM	8.55PM	3.30AM	
3000 P		6.20	9.12	10.07	12.32	5.2	SPRING 4.3	179.3	6.40	7.00	8.35	2.45	
3034 P		6.40	9.20	10.15	12.40	9.5	MARSHALL 7.2	175.0	6.32	6.51	8.27	2.20	
1833 WP		7.10	9.31	10.30	12.51	16.7	N CHENEY 5.3	167.8	6.17	6.37	8.12	1.35	
2991 P		7.30	9.39	10.40	12.59	22.0	GEIB 5.0	162.5	6.07	6.28	8.02	12.59	
2989 P		7.53	9.46	10.48	1.07	27.0	MASON 7.4	157.5	5.58	6.19	7.53	12.30AM	
2992 WP		8.15	9.57	11.00	1.21	34.4	CROSKY 4.1	150.1	5.45	6.05	7.40	11.59PM	
2980 P		8.30	10.02	11.07	1.31	38.5	WELLS 6.5	146.0	5.38	5.57	7.33	11.40	
2990 P		8.50	10.10	11.17	1.45	45.0	PALM LAKE 5.2	139.5	5.27	5.45	7.22	11.10	
3027 P		9.05	10.18	11.25	1.55	50.2	ASHBY 4.2	134.3	5.18	5.35	7.13	10.45	
3024 P		9.20	10.24	11.32	2.05	54.4	EMDEN 6.7	130.1	5.11	5.28	7.06	10.24	
3000 WFYP		9.45	10.34	11.45AM	2.20AM	61.1	DNR MARENGO 4.8	123.4	5.00AM	5.15	6.55PM	9.45	
3000 P		10.05	10.41			65.9	THAVIS 4.4	118.6		5.02		9.25	
3011 P		10.20	10.47			70.3	MACK 4.3	114.2		4.52		9.05	
3000 P		10.37	10.53			74.6	ANKENY 7.5	109.9		4.41		8.45	
2000 WYP		11.45PM	11.05	11.05		82.1	R HOOPER JCT. 6.0	102.4		4.23		8.15	9.15PM
3000 P		12.10AM	11.35	11.16		88.1	PARK 6.1	96.4		4.09		7.50	8.55
3000		12.30	11.55PM	11.30		94.2	JOSO 5.6	90.3		3.54		7.25	8.35
2000 P		12.55	12.30AM	11.44		99.8	CHEW 4.3	84.7		3.42		7.00	8.15
WFYP		1.15AM	1.00AM	11.55PM		104.1	DNR AYER JUNCTION	80.4		3.30AM		6.40PM	8.00PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(104.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(1.30)	(7.00)	(2.55)	(1.50)	(2.00)	Time over District	(2.00)	(3.45)	(2.00)	(8.50)	(1.15)
14.7	14.9	35.7	33.3	30.5	Average Speed per Hour	30.5	27.8	30.5	11.8	17.6

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 limits, Spokane, extend from east end of Monroe Street bridge to west end Spokane River-Latah Creek bridge.

Nos. 255 and 256 will carry passengers.

Referring to Rule 511, switch indicators are located protecting the roundhouse cross-over, Spokane, and covers the territory between block signal 3658, located at east end of Spokane River-Latah Creek Bridge, and block signal 3666, located at Oak Street. A push button on the face of the indicator box operates the indicator. When button is pressed, and if track is not occupied, indicator will indicate clear; if occupied, indicator will indicate stop.

Trains 11 and 12 will register by card at Hooper Junction.

Phone at Mason is located in shelter shed at east end of passing track.
 Phone is located at east end of Snake River Bridge.
 Maximum speed: Passenger trains 40 miles per hour, freight trains 25 miles per hour between Chew and Tunnel No. 6.
 Trains will not exceed a speed of 15 miles per hour on steel bridges over Snake River, Spokane River and Latah Creek, and Spokane River and Monroe Street. Train and enginemen will keep sharp lookout and be prepared to stop should an emergency arise.
 Maximum speed over crossings at grade within Cheney city limits 8 miles per hour.
 Maximum speed over slip switches at Spokane Union Station, 6 miles per hour.
 Going toward Ayer Junction, sidewalks are located on left hand side of bridge over Spokane River and Latah Creek between Spokane and Spring and on right hand side of bridge over Snake River between Joso and Chew.

WESTWARD—TEKOA-RIPARIA DISTRICT—EASTWARD

Length of passing tracks in feet and location of gates, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Spokane	Time Table No. 25 July 11, 1920	Distance from Pendleton	FIRST CLASS			SECOND CLASS	
	57	73	55	5	3	7				6	4	8	74	58
	Freight	Mixed	Freight	Passenger	Motor	Passenger				Passenger	Motor	Passenger	Mixed	Freight
OWFYTP	5.30PM		5.30AM	6.40PM	9.05AM	8.55AM	49.3	DNR	202.5	8.05AM	4.25PM	4.35PM		
1727 P	6.00PM		5.50	6.50	9.15AM	9.05	55.0	R	196.8	7.55	4.05PM	4.25		5.30AM
1650 W			6.15	7.03		9.16	60.9	D	190.9	7.40		4.10		4.45
							62.0		189.9					4.00
							66.8		185.0	f		f		
							69.9		181.9					
1918			6.45	7.20		9.35	70.3	D	181.5	7.24		3.50		3.15
1545 W (East)			7.12	7.30		9.45	75.7	D	176.1	7.12		3.35		2.40
756			7.30	f 7.41		f 9.56	81.9		169.9	f 7.00		f 3.20		2.00
1640 IWFY			8.00	s 7.55		s 10.10	88.0		163.8	s 6.50		s 3.05		1.15
957 P			8.15	f 8.09		f 10.23	92.9		161.3	6.35		2.58		1.05
1752			8.30	s 8.17		s 10.32	96.9		158.9	f 6.30		f 2.52		12.55
1230			9.00	f 8.25		f 10.41	100.7		154.9	s 6.20		s 2.44		12.40
692 W			9.25	s 8.40		s 10.57	107.6		151.1	f 6.12		f 2.35		12.25AM
1472			10.00	s 8.52		s 11.10	113.4		144.2	s 5.58		s 2.20		11.59PM
2200 WY	9.30PM		10.45AM	f 9.27		f 11.43	129.6		138.4	s 5.45		s 2.06		11.20
2658	10.00			s 9.15		s 11.30	124.0		134.4	5.35		1.57		11.00
1146 WFY	10.30PM	11.45AM		f 9.27		f 11.43	129.6		127.8	s 5.25		s 1.45	1.15PM	10.30PM
2200		f 12.05PM		f 9.40		s 11.55AM	135.2		122.2	f 5.12		f 1.30	f 12.50	
2220 W		s 12.25		f 9.57		f 12.10PM	142.8		116.6	f 4.55		s 1.15	s 12.30	
2100		f 12.55		10.10PM		12.20PM	148.0		109.0	f 4.40		f 12.55	f 12.10PM	
3321 P		1.15PM		Arrive Daily	Arrive Tue. Thur. & Sat.	Arrive Daily			103.8	4.30AM		12.45PM	11.45AM	
	Arrive Daily	Arrive Tue. Thur. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(98.7)	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily

(1.30)	(1.30)	(5.15)	(3.30)	(.10)	(3.25)	Time over District	(3.35)	(.20)	(3.50)	(1.30)	(7.0)
10.9	16.0	12.2	28.5	34.2	28.9	Average Speed per Hour	27.5	17.1	25.7	16.0	10.7

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: Between Thera and Crest, passenger, 40 miles per hour, freight, 25 miles per hour; Crest to Colfax, passenger, 25, and freight, 12 miles per hour.

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

WESTWARD—AMWACO BRANCH—Bell and Amwaco—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Bell	Time Table No. 25 July 11, 1920		Distance from Harrison	FIRST CLASS		SECOND CLASS	
	13 Passenger	9 Passenger	STATIONS	10 Passenger		14 Passenger	STATIONS		10 Passenger	14 Passenger		
											Leave Daily	Leave Daily
200		3.48 PM	9.12 AM	0.0	BELL	20.1	10.43 AM	5.13 PM				
640	f		f	2.8	HAGEN	17.3	f	f				
400	f		f	4.9	WELLER	15.2	f	f				
1020	f	4.03	9.27	7.0	FORD	13.1	f 10.20	f 4.50				
300	T	4.26 PM	9.50 AM	14.1	AMWACO	6.0	10.05 AM	4.35 PM				
					(VIA STEAMER HARRISON)							
		5.05 PM	10.30 AM	20.1	HARRISON	0.0	9.25 AM	4.05 PM				
		Arrive Daily	Arrive Daily		(14.1)		Leave Daily	Leave Daily				

(.38) (38) Time over District (.38) (38)
22.3 22.3 Average Speed per Hour 22.3 22.3

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Maximum speed of trains on descending grades: Passenger, 35, and freight, 15 miles per hour.

WESTWARD—PLEASANT VALLEY BRANCH—Seltice and Winona—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Seltice	Time Table No. 25 July 11, 1920		Distance from Winona	FIRST CLASS		SECOND CLASS	
	57 Freight	3 Motor	STATIONS	4 Motor		STATIONS	4 Motor		STATIONS			
										Leave Daily	Leave Daily	Arrive Daily
1727	P	6.00 PM	9.15 AM	0.0	SELTICE	47.9	4.05 PM					
703			f	5.6	FLETCHER	42.3	f					
				8.3	N. P.—I. E. CROSSINGS	39.6						
1752	W	6.30	s 9.35	8.7	OAKESDALE	39.2	s 3.40					
1910		7.15	s 9.55	16.9	THORNTON	31.0	s 3.18					
				17.4	I. E. CROSSING	30.5						
1522	P	7.45	s 10.10	22.6	SUNSET	25.3	s 3.02					
1201	W	8.15	s 10.25	29.7	ST. JOHN	18.2	s 2.42					
1433	P	8.45	s 10.40	36.5	WILLADA	11.4	s 2.27					
700			f 10.55	43.7	GRAVEL PIT	4.2	f 2.14					
1440	WY	9.30 PM	11.10 AM	47.9	WINONA	0.0	2.06 PM					
		Arrive Daily	Arrive Daily		(47.9)		Leave Daily					

(3.30) (1.55) Time over District (1.59)
13.7 25.0 Average Speed per Hour 24.1

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, Huntley and Juno.
No clearance will be issued at Seltice. Maximum speed over crossings at grade as follows: Oakesdale, Thornton, Sunset and St. John, 6 miles per hour.

WESTWARD—MOSCOW BRANCH—Moscow and Colfax—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Moscow	Time Table No. 25 July 11, 1920			Distance from Colfax	FIRST CLASS			SECOND CLASS		
	85 Mixed	83 Motor	81 Motor	STATIONS	82 Motor	84 Motor		86 Mixed	STATIONS	82 Motor		84 Motor	86 Mixed				
														Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Arrive Daily Ex. Sun.
WT	4.30 PM	1.30 PM	8.45 AM	0.0	MOSCOW	28.1	11.55 AM	5.00 PM	2.30 PM								
660	f 4.50	f 1.37	f 8.52	4.3	GARRISON	23.8	f 11.45	f 4.50	f 2.15								
				8.8	N. P. CROSSING	19.3											
1255	s 5.10	s 1.55	s 9.08	9.4	PULLMAN	18.7	s 11.25	s 4.30	s 1.55								
984 W (East)	s 5.35	s 2.10	s 9.20	15.4	ALBION	12.7	s 11.08	s 4.07	s 1.25								
1049	f 5.50	f 2.17	f 9.26	18.4	SHAWNEE	9.7	f 10.57	f 4.00	f 1.10								
505	f 5.57	f 2.22	f 9.30	20.3	PARVIN	7.8	f 10.50	f 3.55	f 1.00								
	f	f 2.30	f 9.35	23.8	RISBECK	4.3	f 10.40	f 3.45	f								
WFY	6.45 PM	2.50 PM	10.00 AM	28.1	COLFAX	0.0	10.25 AM	3.30 PM	12.30 PM								
	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily		(28.1)		Leave Daily	Leave Daily	Leave Daily Ex. Sun.								

(2.15) (1.20) (1.15) Time over District (1.30) (1.30) (2.00)
12.4 21.1 22.5 Average Speed per Hour 18.7 18.7 14.0

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 Henry's Crossing, 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.
Maximum speed over crossings at grade as follows: Colfax, Albion, Pullman and Moscow, 6 miles per hour.

WESTWARD—CONNELL BRANCH—La Crosse and Connell—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			Distance from La Crosse	Time Table No. 25 July 11, 1920			Distance from Connell	SECOND CLASS		
	57 Freight	71 Mixed	STATIONS		72 Mixed	58 Freight	STATIONS				
									Leave Daily	Leave Mon. Wed. & Fri.	Arrive Tue. Thur. & Sat.
WFYP	10.30 PM	2.00 PM	0.0	LA CROSSE	53.0	11.00 AM	10.30 PM				
808	10.55	f 2.20	4.6	PAMPA	48.4	f 10.00	10.05				
387		s 3.00	14.9	HOOPER	38.1	s 9.15					
1750	WY	11.45 PM	s 3.10	15.9	HOOPER JCT.	37.1	s 9.00	9.15 PM			
1832	W		s 3.45	23.6	WASHTUCNA	29.4	s 8.30				
600		f 4.15	29.4	McADAM	23.6	f 8.11					
715		s 4.45	37.4	KAHLOTUS	15.6	s 7.47					
438		f 5.10	42.4	ESTES	10.6	f 7.32					
450		f 5.25	46.0	SULPHUR	7.0	f 7.21					
WY		6.00 PM	53.0	CONNELL	0.0	7.00 AM					
	Arrive Daily	Arrive Mon. Wed. & Fri.		(53.0)		Leave Tue. Thur. & Sat.	Leave Daily				

(1.15) (4.00) Time over District (4.00) (1.15)
12.7 13.3 Average Speed per Hour 13.3 12.7

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Maximum speed for mixed trains between Hooper Jet. and Washtucna, 25 miles per hour; Washtucna and Connell, 20 miles per hour.
Trains 71 and 72 stop on flag at Wacota and Curry.
Maximum speed over crossings at grade as follows: Connell, Kahlotus, Washtucna and La Crosse, 6 miles per hour, and over steel bridge between Hooper and Hooper Junction, 8 miles per hour.

WESTWARD—WALLACE BRANCH—Burke and Tekoa—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	FIRST CLASS				Distance from Burke	Time Table No. 25 July 11, 1920				Distance from Tekoa	FIRST CLASS		SECOND CLASS	
	93	25	23	21		22	24	94						
	Freight	Passenger	Passenger	Passenger		Passenger	Passenger	Freight						
	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily				
W					0.0	DR BURKE	86.7							
					1.3	MACE	85.4							
					1.9	DORN	84.8							
					2.5	FRISCO	84.2							
O					2.8	GEM	83.9							
					6.5	N. P. CROSSING	80.2							
567 OWFI	5.00AM	4.00PM	2.10PM	7.30AM	6.7	DR WALLACE	80.0	1.00PM	7.25PM	1.30PM				
1602	5.10	s 4.10	s 2.20	s 7.40	11.1	OSBORNE	75.6	s 12.35	s 7.05	1.00				
	5.30	s 4.30	s 2.35	s 7.55	17.8	D KELLOGG-WARDNER	68.9	s 12.15PM	s 6.45	12.15PM				
W		f 4.38	f	f	19.5	BRADLEY	67.2	f	f					
470		s 4.45	f 2.48	f 8.08	22.7	PINE CREEK	64.0	f 11.55AM	f 6.30					
1145 OY	5.50	4.50PM	s 2.55	s 8.15	24.4	DR ENAVILLE	62.3	s 11.50	s 6.25	11.00AM				
1546 W (East)	6.05		s 3.05	s 8.25	29.4	CATALDO	57.3	s 11.40	s 6.15	10.15				
707	6.20		s 3.15	s 8.35	34.9	DUDLEY	51.8	s 11.30	s 6.05	9.30				
1550	6.30		s 3.20	s 8.40	37.7	D ROSE LAKE	49.0	s 11.25	s 6.00	9.15				
1092	6.45		s 3.30	s 8.50	41.7	LANE	45.0	s 11.15	s 5.50	8.50				
500	7.00		s 3.37	s 8.57	45.6	MEDIMONT	41.1	s 11.05	s 5.40	8.25				
1272	7.20		s 3.55	s 9.15	52.9	SPRINGSTON	33.8	s 10.50	s 5.25	7.45				
1260 WT	7.30		4.05PM	9.25 10.30	56.3	DR HARRISON	30.4	s 10.30	5.05PM	7.30				
1240 WFI	8.30			s 11.05	64.2	CHATCOLET	22.5	s 10.00		6.45				
957 P	9.40			s 11.30	71.0	D PLUMMER	15.7	s 9.40		6.15				
839	10.30			s 11.45	74.4	WATT	12.3	s 9.30		6.00				
1304	11.59AM			11.59AM	79.7	LOVELL	7.0	s 9.15		5.30				
OWFTYP	1.00PM			12.30PM	86.7	DNR TEKOA	0.0	9.00AM		5.00AM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(86.7)		Leave Daily	Leave Daily	Leave Daily				

(8.00) (5.00) (1.55) (5.00) Time over District (4.00) (2.20) (8.30)
10.0 21.2 25.9 16.0 Average Speed per Hour 20.0 21.3 9.4

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. Standard High Line Switch, between Wallace and Gem, must be left set and locked for the high line. Trains 21, 22, 23 and 24 stop at Black Lake. Trains 21 and 22 stop on flag at Clark and O'Gara, 21, 22, 23, 24 and 25 at Shont. 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 of trains: Burke to Wallace, passenger, 20, and freight, 10 miles per hour; on descending grades between Chatcolet and Lovell, freight trains, 15 miles per hour; ascending Standard and Gem high line mill tracks, 15 miles per hour. All trains will stop before crossing drawbridge over St. Joe River, one-half mile east of Chatcolet. Maximum speed over crossings at grade as follows: Tekoa, Plummer, Harrison, Rose Lake, Cataldo, Kellogg, Wallace and Burke, 6 miles per hour, over Chatcolet drawbridge, 10 miles per hour. Rutledge Lumber Co. R. R. Crossing is located at Shingle.

WESTWARD—ENAVILLE BRANCH—Enaville and Paragon—EASTWARD 7

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		Distance from Enaville	Time Table No. 25 July 11, 1920		Distance from Paragon	SECOND CLASS	
	31			32				
	Mixed			Mixed				
	Leave Mon. Wed. & Fri.			Arrive Mon. Wed. & Fri.				
OYP	8.15AM	0.0	DR ENAVILLE	32.8	2.10PM			
	s 8.35	4.0	LINFOR	28.8	s 1.45			
1000	s 9.15	9.5	STEAMBOAT	23.3	s 1.10			
1300 W (West)	s 9.45	13.2	CARTER	19.6	s 12.30			
1000 WYP	s 10.20	19.3	BEAVER	13.5	s 12.15PM			
150	10.35AM	21.3	PRICHARD	11.5	11.15AM			
1500		23.9	WAITE	8.9				
900 WT		27.3	MURRAY	5.5				
		32.8	PARAGON	0.0				
	Arrive Mon. Wed. & Fri.		(32.8)		Leave Mon. Wed. & Fri.			

(2.20) Time over District (2.55)
9.1 Average Speed per Hour 7.3

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, Beaver and Prichard. Maximum speed of trains, Paragon to Murray, 10 miles per hour.

WESTWARD—JEFFERSON BRANCH—Jefferson and Beaver—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		Distance from Jefferson	Time Table No. 25 July 11, 1920		Distance from Beaver	SECOND CLASS	
1300 P		0.0	JEFFERSON	8.8				
WYP		8.8	BEAVER	0.0				
			(8.8)					

..... Time over District
..... Average Speed per Hour
.....

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

No clearance will be issued at Beaver and Jefferson.

WESTWARD—SIERRA NEVADA BRANCH—Sierra Nevada Mine and Bradley—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		Distance from Sierra Nevada Mine	Time Table No. 25 July 11, 1920		Distance from Bradley	SECOND CLASS	
W		0.0	SIERRA NEVADA MINE	4.4				
		4.4	BRADLEY	0.0				
			(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.

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	TITLE	PLACE	DISTRICT
Dr. Donald H. Jessop	Chief Surgeon	Portland	Portland.
Dr. M. K. Hall	Assistant Surgeon	Portland	Portland.
Dr. C. M. Pearce	Chief Oculist, Ear, Nose, and Throat	Portland	Portland.
Dr. Henry C. Viereck	Eye, Ear, Nose, and Throat.	Portland	Portland.
Dr. H. B. Luhn	District Surgeon	Spokane	Spokane to Tekoa.
Dr. James B. Munly	District Surgeon	Spokane	Spokane to Tekoa.
Dr. W. S. Frost	Oculist and Aurist	Spokane	Spokane
Dr. R. G. Andres	District Surgeon	Cheney	Spokane to Ayer Junction.
Dr. A. J. Nelson	District Surgeon	Tekoa	Spokane to Colfax.
Dr. W. A. Mitchell	District Surgeon	Colfax	Tekoa to Starbuck and Moscow Branch.
Dr. Mell A. West	District Surgeon	Winona	Tekoa to LaCrosse.
Dr. Leonard E. Hanson	District Surgeon	Wallace	Burke to Tekoa.
Dr. Chas. Mowery	District Surgeon	Wallace	Burke to Tekoa.
Dr. Geo. B. Leshner	District Surgeon	Kellogg	Wallace to Harrison.
Dr. J. M. Finney	District Surgeon	Harrison	Burke to Tekoa.
Dr. J. L. Gilleland	District Surgeon	Pullman	Moscow to Colfax.
Dr. C. L. Gritman	District Surgeon	Moscow	Moscow to Colfax.
Dr. J. F. Harris	District Surgeon	La Crosse	La Crosse to Connell.

**PASSENGER STOPS ("S" AND "F") AND TRACKS.
NOT SHOWN AS STATIONS IN THE TIME TABLE SCHEDULE**

MAIN LINE:

TESKE ----- M. P. 310.6

TEKOA AND SPOKANE:

RAHM ----- M. P. 126.6
COEY ----- M. P. 142.3
LOCKWOOD ----- M. P. 144.3
ILSE ----- M. P. 158.6
HILL ----- M. P. 161.3

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

MOSCOW BRANCH:

HENRY'S CROSSING ----- M. P. 14.4
ARMSTRONG ----- M. P. 15.5
WHITLOW ----- M. P. 20.2
HOLLAND ----- M. P. 21.2

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
BLACK LAKE ----- M. P. 37.9
MOE ----- M. P. 46.6
SHONT ----- M. P. 72.6

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

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

JEFFERSON BRANCH:

DELTA ----- M. P. 3.2
CARBONATE ----- M. P. 7.8

STANDARD CLOCKS

SPOKANE	Dispatcher's Office
TEKOA	Telegraph "
WALLACE	Telegraph "

LICENSED WATCH INSPECTORS

WEBB C. BALL, General Time Inspector	San Francisco
O. M. JOHNSON	Colfax
GEO. F. COHRS	Spokane
H. E. HEUMANN	Wallace

SPEED TABLE

RUNNING												EQUALS
2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12		15		18		21		24		30		10 miles per hour
6		7	30	9		10	30	12		15		20 miles per hour
4		5		6		7		8		10		30 miles per hour
3		3	45	4	30	5	15	6		7	30	40 miles per hour
2	40	3	20	4		4	40	5	20	6	40	45 miles per hour
2	24	3		3	36	4	12	4	48	6		50 miles per hour
2	10	2	43	3	15	3	48	4	20	5	25	55 miles per hour
2		2	30	3		3	30	4		5		60 miles per hour
1	50	2	18	2	45	3	13	3	40	4	35	65 miles per hour
1	42	2	8	2	33	2	59	3	24	4	15	70 miles per hour

SPEED TABLE

TIME Going 1 Mile		Miles per Hour	TIME Going 1 Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
12		5	1	30	40
6		10	1	20	45
4		15	1	12	50
3		20	1	5	55
2	24	25	1		60
2		30		55	65
1	43	35		51	70

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
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	1030	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	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	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	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

SPECIAL INSTRUCTIONS

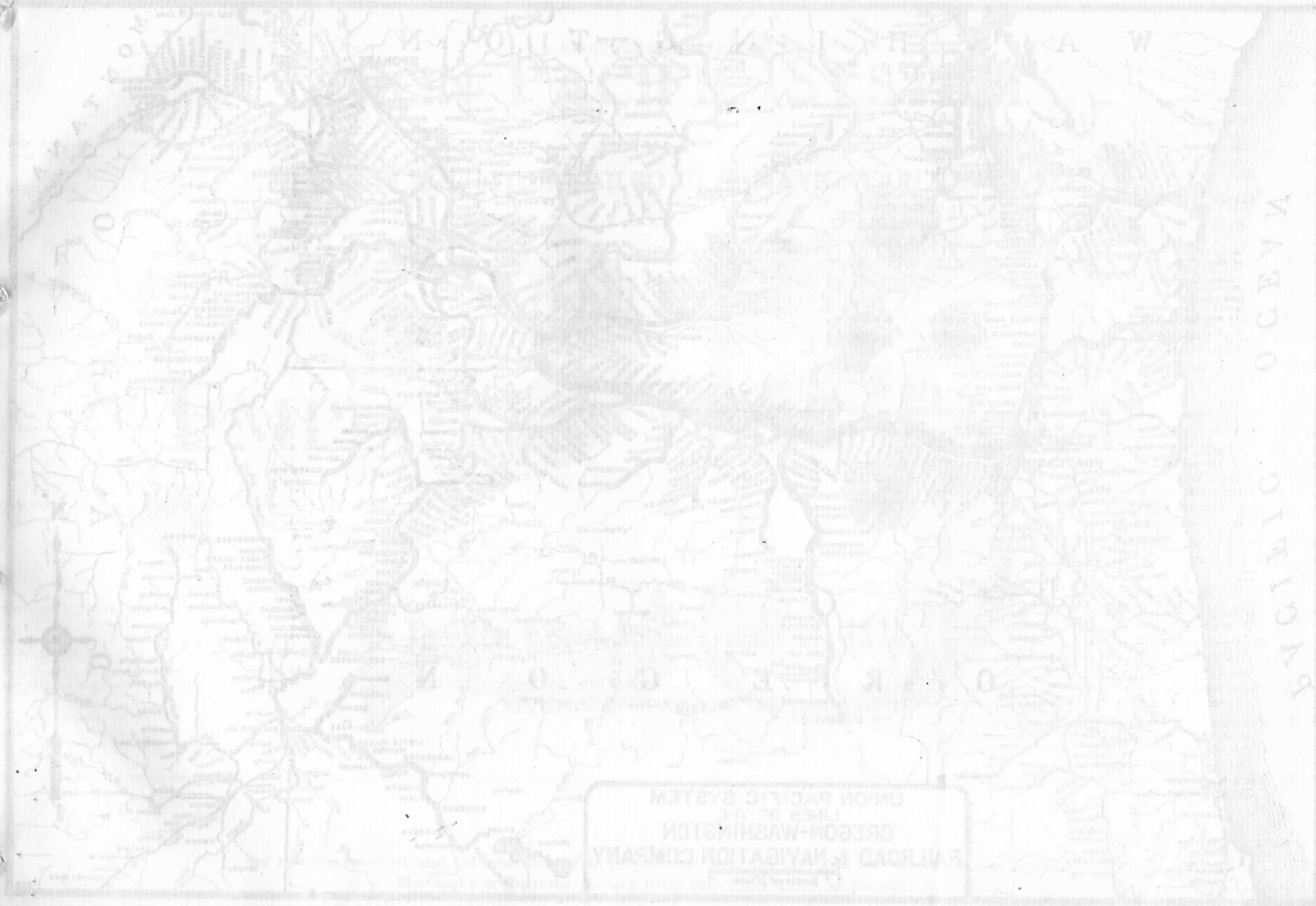
- No. 1. Special Instructions supersede "Rules and Regulations of the Transportation Department."
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., will proceed under control in both directions within yards at Ayer Junction, Marengo, Riparia, LaCrosse, Hooper, Winona, Colfax, 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, will not exceed speed of 60 miles per hour; and other trains, including light engines and engines with cabooses, will not exceed speed of 40 miles per hour.
- No. 13. All trains will reduce speed to 40 miles per hour around 5 and 6 degree curves, 35 miles per hour around 7 and 8 degree curves, and 30 miles per hour around 9 and 10 degree curves. Figures on stakes approaching curves indicate degree of curve.
- No. 14. In any class of service, engines of the Consolidation and Mikado class will not exceed speed of 40 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.

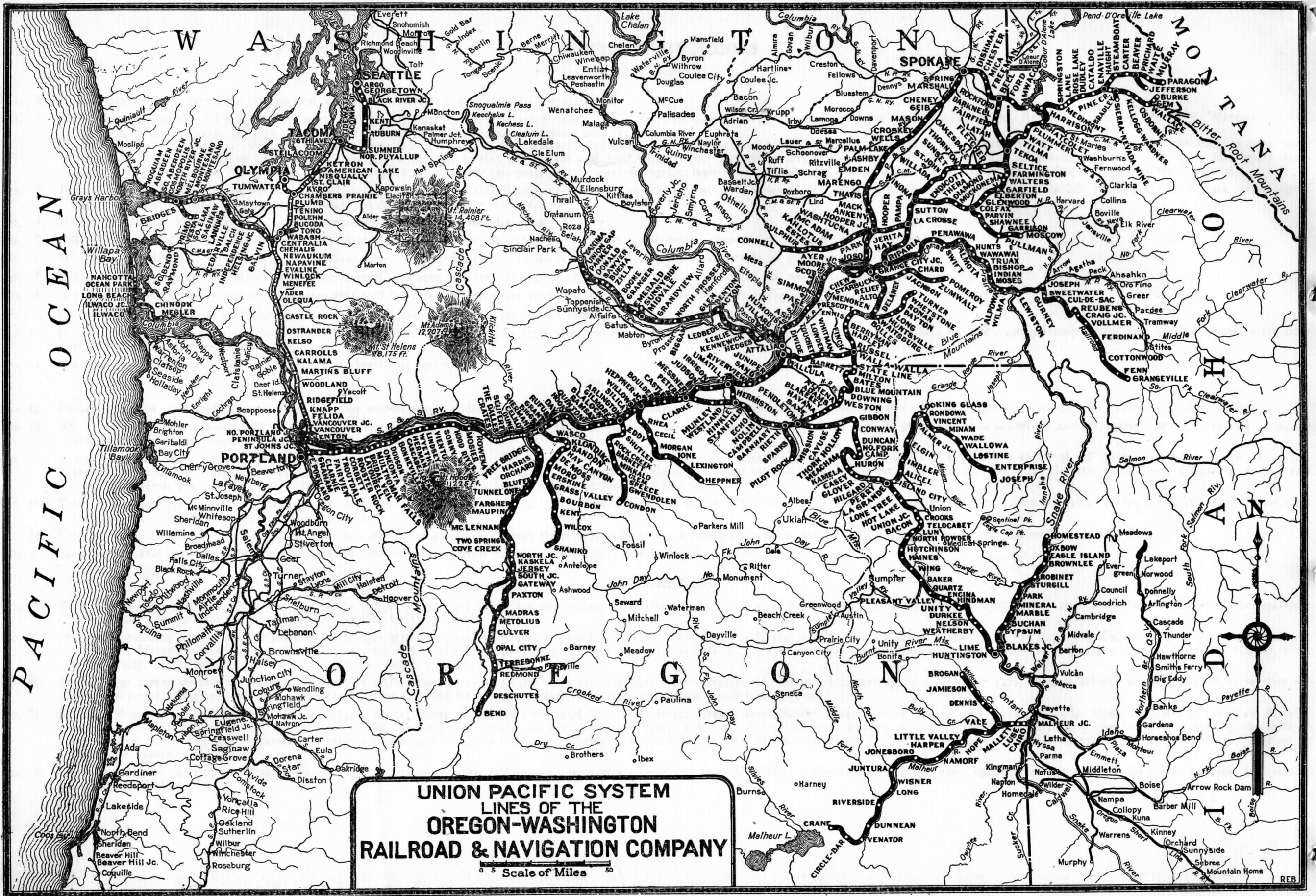
AIR BRAKES

- 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 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 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.



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

PACIFIC OCEAN



PACIFIC OCEAN

WASHINGTON

OREGON

MONTANA

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

Scale of Miles 0 5 10 20 30 40 50



REB