

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Fourth Division

EMPLOYEES' TIME TABLE



To Take Effect Saturday, September 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 | Time Table No. 26 September 11, 1920 | Distance from Umatilla | FIRST CLASS | | | SECOND CLASS | | | |
|-----------------|--|--|--|--------------|---------------|--------------|--------------------------|---|---------------------------|--------------|--------------------|--------------|-----------------|--|--|--|
| 255 | | | | 5 | 7 | 11 | | | | 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 | SPOKANE | 184.5 | 7.15AM | 6.45PM | 10.30AM | 3.30AM | | | |
| | | | | 6.40 | 8.55AM | | 49.3 | TEKOA | 196.8 | | 4.40 | 8.15 | | | | |
| | | | | 10.15 | 12.20PM | | 148.0 | RIPARIA | 98.1 | | 12.45 | 4.30 | | | | |
| | | | | 10.30 | 12.30 | | 153.1 | GRANGE CITY JUNCTION | 93.0 | | 12.30 | 4.05 | | | | |
| | | | | | 12.40 1.00 | | 156.9 | STARBUCK | | | 12.15PM 11.55AM | | | | | |
| | | | | 11.00PM | | | 165.7 | AYER JUNCTION | 80.4 | | | 3.40 | | | | |
| 1.50AM | | | | | | 11.55PM | 104.1 | AYER JUNCTION | 80.4 | 3.30 | | | 6.40PM | | | |
| 6.45 | | | | | | 1.30AM | 157.2 | WALLULA | 27.3 | 1.40 | | | 2.10 | | | |
| | | | | | | | 218.8 | WALLULA | 27.3 | | | 1.50AM | | | | |
| | | | | | | 3.00 | 205.1 | WALLA WALLA | | | 9.45 | | | | | |
| | | | | | | 4.55PM | 251.8 | PENDLETON | | | 7.45AM | | | | | |
| 9.00AM | | | | | | 2.15AM | 184.5 | UMATILLA | 0.0 | 12.40AM | | | 12.01PM | | | |
| Arrive Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | | | | 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 |

UNION PACIFIC SYSTEM
LINES OF THE
OREGON-WASHINGTON

The Right is Reserved to vary from this Time Table at pleasure.
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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. 26 September 11, 1920 | Distance from Umatilla | FIRST CLASS | | | SECOND CLASS | |
|--|--------------|--------------|----------------------|--------------|----------------------|----------------------|----------------------|-----------------------|---|------------------------|--------------|----------------------|--------------|--------------|----|
| | 57 | | 255 | | 17 | 11 | 15 | | | | 18 | 12 | 16 | 256 | 58 |
| | Freight | Time Freight | C.M.&St.P. Passenger | 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 | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| OWFTP | | 6.00PM | 11.45PM | 9.00PM | 9.55AM | 0.0 | | DNR SPOKANE | 184.5 | 7.00AM | 7.15AM | 8.55PM | 3.30AM | | |
| 3000 P | | 6.20 | 11.57PM | 9.12 | 10.07 | 5.2 | | 5.2 SPRING | 179.3 | 6.45 | 7.00 | 8.35 | 2.45 | | |
| 3034 P | | 6.40 | 12.05AM | 9.20 | 10.15 | 9.5 | | 7.2 MARSHALL | 175.0 | 6.36 | 6.51 | 8.27 | 2.20 | | |
| 1833 WP | | 7.10 | 12.16 | 9.31 | 10.30 | 16.7 | | 7.2 N CHENEY | 167.8 | 6.24 | 6.37 | 8.12 | 1.35 | | |
| 2991 P | | 7.30 | 12.24 | 9.39 | 10.40 | 22.0 | | 5.3 GEIB | 162.5 | 6.14 | 6.28 | 8.02 | 12.59 | | |
| 2989 P | | 7.53 | 12.32 | 9.46 | 10.48 | 27.0 | | 5.0 MASON | 157.5 | 6.05 | 6.19 | 7.53 | 12.32AM | | |
| 2992 WP | | 8.15 | 12.46 | 9.57 | 11.00 | 34.4 | | 7.4 CROSKY | 150.1 | 5.52 | 6.05 | 7.40 | 11.59PM | | |
| 2959 P | | 8.30 | 12.56 | 10.02 | 11.07 | 38.5 | | 4.1 WELLS | 146.0 | 5.44 | 5.57 | 7.33 | 11.40 | | |
| 2990 P | | 8.50 | 1.10 | 10.10 | 11.17 | 45.0 | | 6.5 PALM LAKE | 139.5 | 5.33 | 5.45 | 7.22 | 11.10 | | |
| 3027 P | | 9.05 | 1.20 | 10.18 | 11.25 | 50.2 | | 5.2 ASHBY | 134.3 | 5.24 | 5.35 | 7.13 | 10.45 | | |
| 3024 P | | 9.20 | 1.30 | 10.24 | 11.32 | 54.4 | | 4.2 EMDEN | 130.1 | 5.16 | 5.28 | 7.06 | 10.24 | | |
| 3000 WFYP | | 9.45 | 1.45AM | 10.34 | 11.45AM | 61.1 | | 6.7 DNR MARENGO | 123.4 | 5.05AM | 5.15 | 6.55PM | 9.45 | | |
| 3000 P | | 10.05 | | 10.41 | | 65.9 | | 4.8 THAVIS | 118.6 | | 5.02 | | 9.25 | | |
| 3011 P | | 10.20 | | 10.47 | | 70.3 | | 4.4 MACK | 114.2 | | 4.52 | | 9.05 | | |
| 3000 P | | 10.37 | | 10.53 | | 74.6 | | 4.3 ANKENY | 109.9 | | 4.41 | | 8.45 | | |
| 2000 WYP | | 11.45PM | 11.05 | 11.05 | | 82.1 | | 7.5 R HOOPER JCT. | 102.4 | | 4.23 | | 8.15 | 9.15PM | |
| 3000 P | | 12.10AM | 11.35 | 11.16 | | 88.1 | | 6.0 PARK | 96.4 | | 4.09 | | 7.50 | 8.55 | |
| 3000 | | 12.30 | 11.55PM | 11.30 | | 94.2 | | 6.1 JOSO | 90.3 | | 3.54 | | 7.25 | 8.35 | |
| 2600 P | | 12.55 | 12.30AM | 11.44 | | 99.8 | | 5.6 CHEW | 84.7 | | 3.42 | | 7.00 | 8.15 | |
| WFYP | | 1.15AM | 1.00AM | 11.55PM | | 104.1 | | 4.3 DNR AYER JUNCTION | 80.4 | | 3.30AM | | 6.40PM | 8.00PM | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (104.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |

| | | | | | | | | | | |
|--------|--------|--------|--------|--------|------------------------|--------|--------|--------|--------|--------|
| (1.30) | (7.00) | (2.00) | (2.55) | (1.50) | Time over District | (1.55) | (3.45) | (2.00) | (8.50) | (1.15) |
| 14.7 | 14.9 | 30.5 | 35.7 | 33.3 | Average Speed per Hour | 31.9 | 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—SPOKANE-TEKOA DISTRICT—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. 26 September 11, 1920 | | Distance from Pendleton | FIRST CLASS | | | | | | | SECOND CLASS | | |
|---|-----------------------------------|----------------|--------------------------------------|----------------|-----------------|----------------|---------------------------------------|--------------------------------------|----------------|-------------------------|---|----------------|-------------------------|-----------------|-----------------|----------------|---------------------------------------|--------------------------------------|---------------|-----------------------------------|--------------|-------------|-------------|
| | 47 C.M.&St.P. Freight 66 | 57 Freight | 537 C.M.&St.P. Passenger 16 | 5 Passenger | 13 Passenger | 9 Passenger | 535 C.M.&St.P. Passenger 218 | 533 C.M.&St.P. Passenger 18 | 7 Passenger | | 532 C.M.&St.P. Passenger 15 | 6 Passenger | | 10 Passenger | 14 Passenger | 8 Passenger | 534 C.M.&St.P. Passenger 217 | 538 C.M.&St.P. Passenger 17 | 58 Freight | 48 C.M.&St.P. Freight 65 | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| OWFTP | | | 9.10PM | 4.35PM | 3.00PM | 8.15AM | 7.30AM | 7.20AM | 7.05AM | 0.0 | DNR | SPOKANE | 251.8 | 9.40AM | 10.30AM | 11.30AM | 6.05PM | 6.45PM | 7.10PM | 11.30PM | | | |
| BETWEEN SPOKANE AND N. P. CROSSING, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO. | | | | | | | | | | | BETWEEN SPOKANE AND N. P. CROSSING, TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO. | | | | | | | | | | | | |
| IP | 9.55PM | 7.40PM | 9.17PM | 4.42PM | 3.07PM | 8.22AM | 7.37AM | 7.27AM | 7.12AM | 1.9 | | N. P. CROSSING | 249.9 | 9.33AM | 10.20AM | 11.23AM | 5.58PM | 6.37PM | 7.03PM | 11.23PM | | 5.00AM | 9.20AM |
| 2162 | 10.00 | 7.45 | 9.20 | 4.45 | 3.10 | 8.25 | 7.40 | 7.30 | 7.15 | 3.0 | | EAST SPOKANE | 248.8 | 9.30 | 10.15 | 11.20 | 5.55 | 6.34 | 7.00 | 11.20 | | 4.45 | 9.15 |
| 1531 | P 10.15 | 8.00 | 9.29 | 4.50 | 3.15 | f 8.31 | 7.48AM | 7.36 | 7.20 | 6.0 | | D DISHMAN | 245.8 | 9.22 | 10.07 | 11.13 | 5.46 | 6.25 | 6.50PM | 11.10 | | 4.15 | 9.00 |
| 1362 | P 10.35 | 8.25 | 9.40 | f 4.56 | 3.21 | f 8.37 | | 7.44 | 7.25 | 9.7 | | CHESTER | 242.1 | 9.11 | f 9.58 | 11.08 | f 5.40 | 6.20 | | 11.00 | | 3.50 | 8.37 |
| 749 | 10.53 | 8.45 | 9.48 | 5.03 | 3.27 | 8.46 | | 7.54 | 7.33 | 13.3 | | REDLIN | 238.5 | 9.02 | 9.50 | 11.02 | 5.32 | 6.12 | | 10.53 | | 3.30 | 8.17 |
| 1655 | W 11.10 | 8.55 | 9.56 | s 5.10 | 3.32 | s 8.53 | | 7.59 | 7.38 | 15.7 | | MICA | 236.1 | 8.53 | s 9.43 | 10.57 | s 5.25 | 6.06 | | 10.48 | | 3.15 | 7.59 |
| 1691 | P 11.30 | 9.10 | 10.04 | s 5.20 | 3.37 | f 9.02 | | 8.09 | 7.43 | 18.6 | | FREEMAN | 233.2 | 8.48 | s 9.35 | 10.52 | f 5.20 | 5.59 | | 10.41 | | 3.00 | 7.43 |
| | 11.50PM | 9.25 | 10.12PM | s 5.28 | 3.46 | s 9.10 | | 8.22AM | 7.50 | 21.8 | | DNR MANITO | 230.0 | 8.40AM | s 9.25 | s 10.45 | s 5.15 | s 5.52 | | 10.34PM | | 2.45 | 7.20PM |
| | | | | | 3.48PM | 9.12AM | | | | 22.6 | | BELL | 229.2 | | | 10.43AM | 5.13PM | | | | | | |
| 1282 | | 9.50 | | s 5.40 | | | | | s 8.00 | 27.0 | | D ROCKFORD | 224.8 | | s 9.15 | | s 5.40 | | | | | 2.20 | |
| 1700 | | 10.05 | | 5.50 | | | | | 8.10 | 30.0 | | DARKNELL | 221.8 | | 9.05 | | 5.28 | | | | | 2.05 | |
| 1375 | W 10.20 | | | s 6.00 | | | | | s 8.20 | 33.7 | | D FAIRFIELD | 218.1 | | s 8.55 | | s 5.15 | | | | | 1.45 | |
| 1352 | | 11.00 | | s 6.18 | | | | | s 8.35 | 42.1 | | D LATAH | 209.7 | | s 8.35 | | s 4.58 | | | | | 1.15 | |
| OWFYTP | 11.45PM | | 6.35PM | | | | | | 8.50AM | 49.3 | | DNR TEKOA | 202.5 | | 8.15AM | | 4.40PM | | | | | 12.45AM | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (49.3) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (1.55) 10.4 | (4.05) 11.6 | (1.02) 21.1 | (2.00) 24.7 | (.48) 28.2 | (.57) 23.8 | (.18) 20.0 | (1.02) 21.1 | (1.45) 28.1 | Time over District..... | (1.00) 21.8 | (2.15) 21.9 | (.47) 28.9 | (.52) 26.1 | (2.05) 23.7 | (.20) 18.0 | (.56) 23.4 | (4.15) 11.6 | (2.00) 9.9 | Average speed per hour..... | | | |

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. & E. R. & P. Co. Crossing, C. M. & St. P. Junction and N. P. Crossing.

Interlocking plant at N. P. Crossing covers N. P. and S. & E. R. & P. Co. Crossings and C. M. & St. P. Junction. Interlocking Plant at G. N. Crossing covers G. N. Crossing.

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.

Train No. 10 stops 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; Spokane, from City Limit, 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.

No. 7 stops on flag Dishman, Chester, Mica and Freeman to receive passengers destined beyond Bell.

No. 8 will stop to discharge passengers at Freeman, Mica, Chester and Dishman.

Nos. 5 and 9 stop to receive, Nos. 6 and 14 stop to discharge passengers at Dishman.

WESTWARD-TEKOA-RIPARIA DISTRICT-EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel and turning stations. | SECOND CLASS | | | FIRST CLASS | | | Distance from Spokane | 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 | |
| | Leave Daily | Leave Tue. Thur. & Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Wed. & Fri. | Arrive Daily | |
| OWFYTP | 5.30PM | | 5.30AM | 6.40PM | 9.05AM | 8.55AM | 49.3 | DNR | TEKOA 5.7 | 202.5 | 8.05AM | 4.25PM | 4.35PM |
| 1727 P | 6.00PM | | 5.50 | s 6.50 | 9.15AM | s 9.05 | 55.0 | R | SELTICE 5.9 | 196.8 | s 7.55 | 4.05PM | s 4.25 |
| 1650 W | | | 6.15 | s 7.03 | | s 9.16 | 60.9 | D | FARMINGTON 1.1 | 190.9 | s 7.40 | | s 4.10 |
| | | | | f | | f | 62.0 | | N. P. CROSSING 4.8 | 189.9 | | | |
| | | | | | | | 66.8 | | WALTERS 3.1 | 185.0 | f | | f |
| | | | | | | | 69.9 | | N. P. CROSSING 0.4 | 181.9 | | | |
| 1918 | | | 6.45 | s 7.20 | | s 9.35 | 70.3 | D | GARFIELD 5.4 | 181.5 | s 7.24 | | s 3.50 |
| 1545 W (East) | | | 7.12 | 7.30 | | s 9.45 | 75.7 | D | ELBERTON 6.2 | 176.1 | s 7.12 | | s 3.35 |
| 756 | | | 7.30 | f 7.41 | | f 9.56 | 81.9 | | GLENWOOD 6.1 | 169.9 | f 7.00 | | f 3.20 |
| 1640 IWFY | | | 8.00 | s 7.55 | | s 10.10 | 88.0 | D | COLFAX I.E. Crossing 2.5 | 163.8 | s 6.50 | | s 3.05 |
| 37 P | | | 8.15 | 8.03 | | 10.18 | 90.5 | Automatic Back | CREST 2.4 | 161.3 | 6.35 | | 2.58 |
| 752 | | | 8.30 | f 8.09 | | f 10.23 | 92.9 | | MOCKONEMA 4.0 | 158.9 | f 6.30 | | f 2.52 |
| 1230 | | | 9.00 | s 8.17 | | s 10.32 | 96.9 | D | DIAMOND 3.8 | 154.9 | s 6.20 | | s 2.44 |
| 692 W | | | 9.25 | f 8.25 | | f 10.41 | 100.7 | | THERA 6.9 | 151.1 | f 6.12 | | f 2.35 |
| 1472 | | | 10.00 | s 8.40 | | s 10.57 | 107.6 | D | ENDICOTT 5.8 | 144.2 | s 5.58 | | s 2.20 |
| 2200 WY | 9.30PM | | 10.45AM | s 8.52 | | s 11.10 | 113.4 | Automatic Back | DNR WINONA 4.0 | 138.4 | s 5.45 | | s 2.06 |
| 2658 | 10.00 | | | 9.02 | | 11.20 | 117.4 | | SUTTON 6.6 | 134.4 | 5.35 | | 1.57 |
| 1146 WFY | 10.30PM | 11.45AM | | s 9.15 | | s 11.30 | 124.0 | DNR | LA CROSSE 5.6 | 127.8 | s 5.25 | | s 1.45 |
| 2200 | | f 12.05PM | | f 9.27 | | f 11.43 | 129.6 | | JERITA 5.6 | 122.2 | f 5.12 | | f 1.30 |
| 2220 W | | s 12.25 | | f 9.40 | | s 11.55AM | 135.2 | | HAY 7.6 | 116.6 | f 4.55 | | s 1.15 |
| 2100 | | f 12.55 | | f 9.57 | | f 12.10PM | 142.8 | | CANYON 5.2 | 109.0 | f 4.40 | | f 12.55 |
| 3321 P | | 1.15PM | | 10.10PM | | 12.20PM | 148.0 | DNR | RIPARIA N.P. Crossing | 103.8 | 4.30AM | | 12.45PM |
| | Arrive Daily | Arrive Tue. Thur. & Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (98.7) | | Leave Daily | Leave Daily | 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

Table with columns for Length of passing tracks, Second Class, First Class (13, 9), Distance from Bell, Time Table No. 26 (September 11, 1920), Stations (BELL, HAGEN, WELLER, FORD, AMWACO, HARRISON), Distance from Harrison, and arrival/departure times.

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

Table with columns for Length of passing tracks, Second Class, First Class (57, 3), Distance from Seltice, Time Table No. 26 (September 11, 1920), Stations (SELTICE, FLETCHER, OAKESDALE, THORNTON, I. E. CROSSING, SUNSET, ST. JOHN, WILLADA, GRAVEL PIT, WINONA), Distance from Winona, and arrival/departure times.

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

Table with columns for Length of passing tracks, Second Class, First Class (85, 83, 81), Distance from Moscow, Time Table No. 26 (September 11, 1920), Stations (MOSCOW, GARRISON, N. P. CROSSING, PULLMAN, ALBION, SHAWNEE, PARVIN, RISBECK, COLFAX), Distance from Colfax, and arrival/departure times.

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

Table with columns for Length of passing tracks, Second Class, Time Table No. 26 (September 11, 1920), Stations (LA CROSSE, PAMPA, HOOPER, HOOPER JCT., WASHTUCNA, McADAM, KAHLOTUS, ESTES, SULPHUR, CONNELL), Distance from Connell, and arrival/departure times.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Maximum speed for mixed trains between Hooper Jct. 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. 26 September 11, 1920 | | | | Distance from Tekoa | FIRST CLASS | | SECOND CLASS | |
|--|-----------------|----------------------|--------------|---------------|---------------------|---|------------------------|--------------|--------------|---------------------|-------------|---------|--------------|-----------|
| | 93 | 25 | 23 | 21 | | 22 | 24 | 94 | 22 | | 24 | 94 | 22 | 24 |
| | Freight | Passenger | Passenger | Passenger | | Passenger | Passenger | Freight | Passenger | | Passenger | Freight | Passenger | Passenger |
| | Leave Daily | Leave Daily Ex. Sun. | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| | STATIONS | | | | | | | | | | | | | |
| W | | | | | 0.0 | DR | BURKE 1.3 | 86.7 | | | | | | |
| | | | | | 1.3 | | MACE 0.6 | 85.4 | | | | | | |
| | | | | | 1.9 | | DORN 0.6 | 84.8 | | | | | | |
| | | | | | 2.5 | | FRISCO 0.3 | 84.2 | | | | | | |
| O | | | | | 2.8 | | GEM 3.7 | 83.9 | | | | | | |
| | | | | | 6.5 | | N. P. CROSSING 0.2 | 80.2 | | | | | | |
| 507 OWFT | 5.00AM | 4.00PM | 2.10PM | 7.30AM | 6.7 | DR | WALLACE 4.4 | 80.0 | 1.00PM | 7.25PM | 1.30PM | | | |
| 1602 | 5.10 | s 4.10 | s 2.20 | s 7.40 | 11.1 | | OSBORNE 6.7 | 75.6 | s 12.35 | s 7.05 | 1.00 | | | |
| 1080 | 5.30 | s 4.30 | s 2.35 | s 7.55 | 17.8 | D | KELLOGG-WARDNER 1.7 | 68.9 | s 12.15PM | s 6.45 | 12.15PM | | | |
| W | | f 4.38 | f | f | 19.5 | | BRADLEY 3.2 | 67.2 | f | f | | | | |
| 470 | | s 4.45 | f 2.48 | f 8.08 | 22.7 | | PINE CREEK 1.7 | 64.0 | f 11.55AM | f 6.30 | | | | |
| 1145 OY | 5.50 | 4.50PM | s 2.55 | s 8.15 | 24.4 | DR | ENAVILLE 5.0 | 62.3 | s 11.50 | s 6.25 | 11.00AM | | | |
| 1546 W (East) | 6.05 | | s 3.05 | s 8.25 | 29.4 | | CATALDO 5.5 | 57.3 | s 11.40 | s 6.15 | 10.15 | | | |
| 707 | 6.20 | | s 3.15 | s 8.35 | 34.9 | | DUDLEY 2.8 | 51.8 | s 11.30 | s 6.05 | 9.30 | | | |
| 1550 | 6.30 | | s 3.20 | s 8.40 | 37.7 | D | ROSE LAKE 4.0 | 49.0 | s 11.25 | s 6.00 | 9.15 | | | |
| 1092 | 6.45 | | s 3.30 | s 8.50 | 41.7 | | LANE 3.9 | 45.0 | s 11.15 | s 5.50 | 8.50 | | | |
| 500 | 7.00 | | s 3.37 | s 8.57 | 45.6 | | MEDIMONT 7.3 | 41.1 | s 11.05 | s 5.40 | 8.25 | | | |
| 1272 | 7.20 | | s 3.55 | s 9.15 | 52.9 | | SPRINGSTON 3.4 | 33.8 | s 10.50 | s 5.25 | 7.45 | | | |
| 1260 WT | 7.30 | | 4.05PM | 9.25 10.30 | 56.3 | DR | HARRISON 7.9 | 30.4 | s 10.30 | 5.05PM | 7.30 | | | |
| 1240 WFT | 8.30 | | | s 11.05 | 64.2 | | CHATCOLET 6.8 | 22.5 | s 10.00 | | 6.45 | | | |
| 957 P | 9.40 | | | s 11.30 | 71.0 | D | PLUMMER 3.4 | 15.7 | s 9.40 | | 6.15 | | | |
| 839 | 10.30 | | | s 11.45 | 74.4 | | WATT 5.3 | 12.3 | s 9.30 | | 6.00 | | | |
| 1304 | 11.59AM | | | 11.59AM | 79.7 | | LOVELL 7.0 | 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. Jpe 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

| Length of passing tracks in feet and location of scales, water, fuel and turning stations. | SECOND CLASS | | Distance from Enaville | Time Table No. 26 September 11, 1920 | | Distance from Paragon | SECOND CLASS | |
|--|-------------------------|-------------------------|------------------------|---|-------------------------|-----------------------|--------------|--|
| | 31 | 31 | | 32 | 32 | | | |
| | Mixed | Mixed | | Mixed | Mixed | | | |
| | Leave Mon. Wed. & Fri. | Leave Mon. Wed. & Fri. | | Arrive Mon. Wed. & Fri. | Arrive Mon. Wed. & Fri. | | | |
| | STATIONS | | | STATIONS | | | | |
| OYP | 8.15AM | 0.0 | DR | ENAVILLE 4.0 | 32.8 | 2.10PM | | |
| | s 8.35 | 4.0 | | LINFOR 5.5 | 28.8 | s 1.45 | | |
| 1000 | s 9.15 | 9.5 | | STEAMBOAT 3.7 | 23.3 | s 1.10 | | |
| 1300 W (West) | s 9.45 | 13.2 | | CARTER 6.1 | 19.6 | s 12.30 | | |
| 1000 WYP | s 10.20 | 19.3 | | BEAVER 2.0 | 13.5 | s 12.15PM | | |
| 150 | 10.35AM | 21.3 | | PRICHARD 2.6 | 11.5 | 11.15AM | | |
| 1500 | | 23.9 | | WAITE 3.4 | 8.9 | | | |
| 900 WT | | 27.3 | | MURRAY 5.5 | 5.5 | | | |
| | | 32.8 | | PARAGON (32.8) | 0.0 | | | |
| | Arrive Mon. Wed. & Fri. | Arrive Mon. Wed. & Fri. | | Arrive Mon. Wed. & Fri. | Arrive 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. 26 September 11, 1920 | | Distance from Beaver | SECOND CLASS | |
|--|------------------------|------------------------|-------------------------|---|-------------------------|----------------------|--------------|--|
| | 31 | 31 | | 32 | 32 | | | |
| | Mixed | Mixed | | Mixed | Mixed | | | |
| | Leave Mon. Wed. & Fri. | Leave Mon. Wed. & Fri. | | Arrive Mon. Wed. & Fri. | Arrive Mon. Wed. & Fri. | | | |
| | STATIONS | | | STATIONS | | | | |
| 1300 P | | 0.0 | | JEFFERSON 8.8 | 8.8 | | | |
| WYP | | 8.8 | | BEAVER (8.8) | 0.0 | | | |

..... 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. 26 September 11, 1920 | | Distance from Bradley | SECOND CLASS | |
|--|------------------------|------------------------|----------------------------------|---|-------------------------|-----------------------|--------------|--|
| | 31 | 31 | | 32 | 32 | | | |
| | Mixed | Mixed | | Mixed | Mixed | | | |
| | Leave Mon. Wed. & Fri. | Leave Mon. Wed. & Fri. | | Arrive Mon. Wed. & Fri. | Arrive Mon. Wed. & Fri. | | | |
| | STATIONS | | | STATIONS | | | | |
| W | | 0.0 | | SIERRA NEVADA MINE 4.4 | 4.4 | | | |
| | | 4.4 | | BRADLEY (4.4) | 0.0 | | | |

..... 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. Leshar | 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. |

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 |

**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
 WHITLÖW ----- 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

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 | 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 | 1030 | 950 | 695 | 1020 | 970 |
| C-57 | 169 | 719 & 722 | 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 | 720, 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 | 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 | 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 s | 2141 to 2165 | 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 | Chateolett 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 & 722 | 945 | 650 | 1700 | 1000 | 240 | 590 | 995 | 680 | 240 | 635 | 240 | 240 | |
| C-57 | 169 | 720, 721 & 723 | 945 | 650 | 1700 | 1000 | 240 | 590 | 995 | 680 | 240 | 635 | 240 | 240 | |
| C-57 | 167 | 710, 715 & 724 | 945 | 650 | 1700 | 1000 | 240 | 590 | 995 | 680 | 240 | 635 | 240 | 240 | |
| 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 s | 2141 to 2165 | 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—²²/₃₀ 187

SPECIAL INSTRUCTIONS

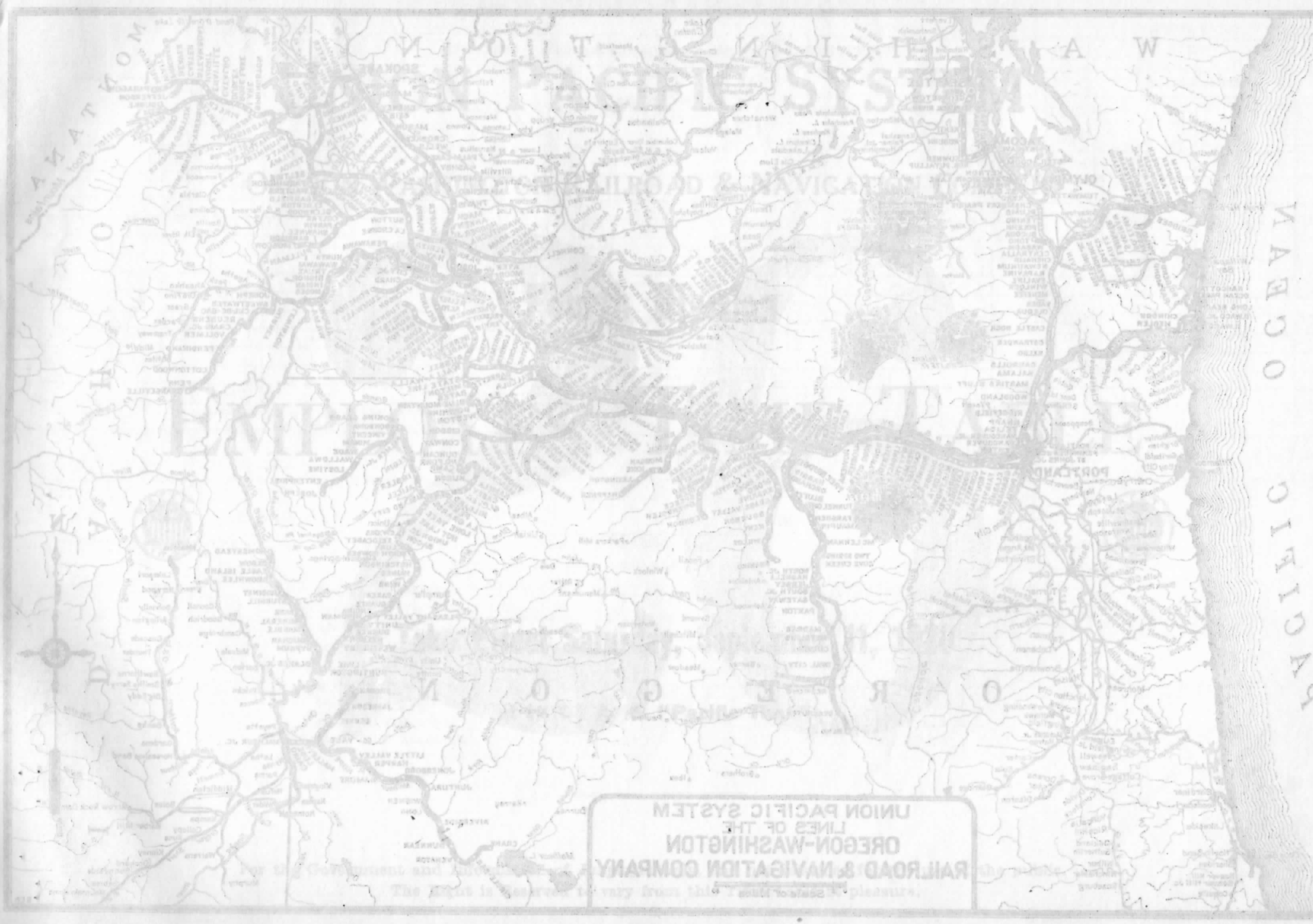
- No. 1. Special Instructions supersede "Rules and Regulations of the Transportation Department."
- No. 2. **Movements in Yards.** All trains, yard engines, light engines, etc., will proceed under control in both directions within yards at Ayer Junction, Marengo, Riparia, LaCrosse, Hooper, Winona, Colfax, 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.

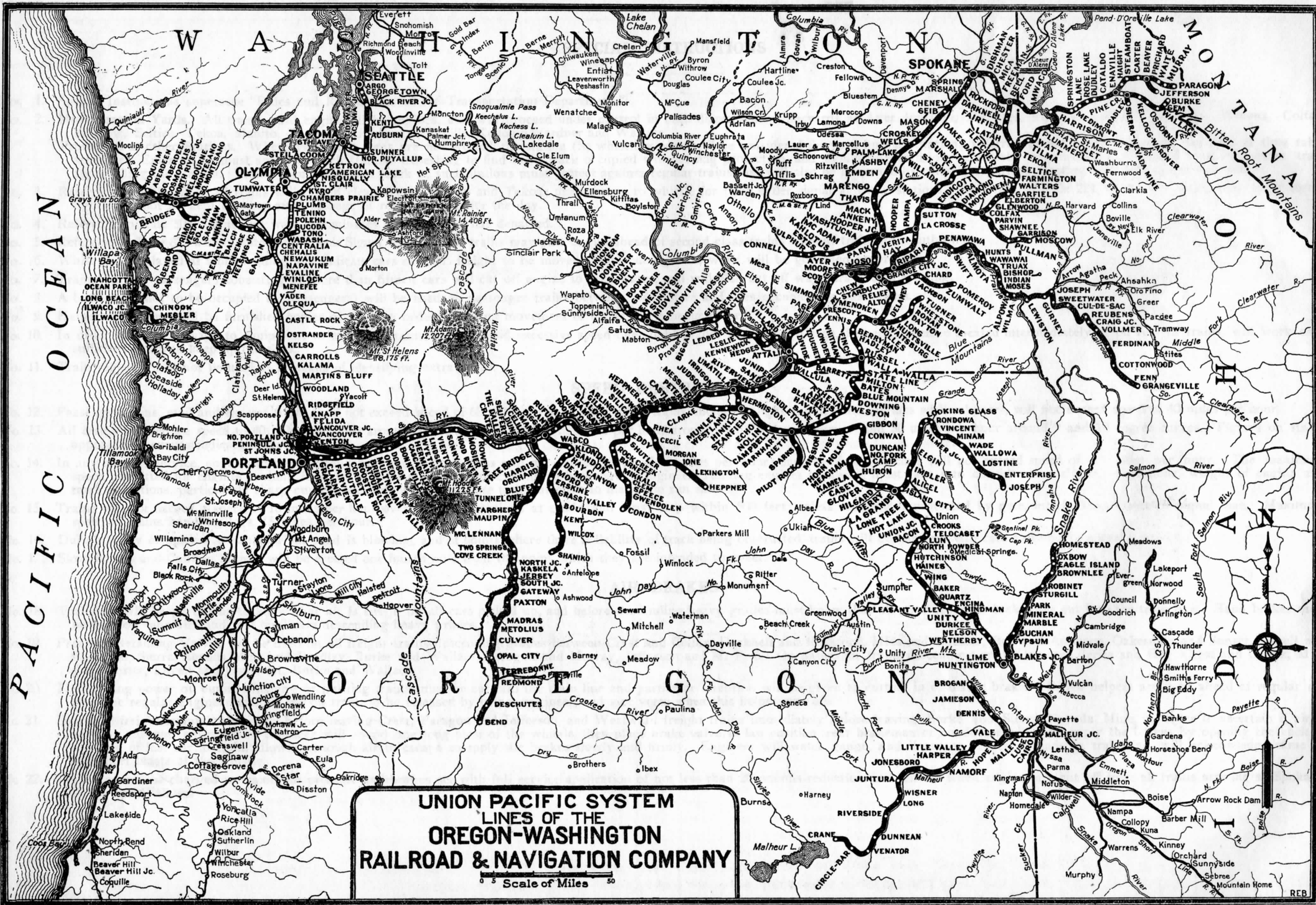
AIR BRAKES

- 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.



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Scale of Miles 50