

CONDENSED TIME TABLE

# UNION PACIFIC SYSTEM

## OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

### Fourth Division

# EMPLOYEES' TIME TABLE

### To Take Effect Sunday, November 14, 1920

at 12:05 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.

de by

**J. P. O'BRIEN,**  
GENERAL MANAGER.

**M. J. BUCKLEY,**  
GENERAL SUPERINTENDENT.

**F. N. FINCH,**  
ASSISTANT GENERAL SUPERINTENDENT.

**FOURTH DIVISION**

**W. CONNOLLY,**  
Superintendent, SPOKANE, WASHINGTON.

R. O. COWLING,  
ASSISTANT SUPERINTENDENT, Spokane, Washington.

C. M. MALONEY,  
TRAINMASTER, Tekoa, Washington.

J. S. ELLISON,  
CHIEF DISPATCHER, Spokane, Washington.

**MILEAGE**

<b>FIRST DIVISION</b> .....	Main Line.....	384.40		
	Branches .....		413.80	
	Total .....			798.20
<b>SECOND DIVISION</b> .....	Main Line.....	233.18		
	Branches .....		97.80	
	Total .....			330.98
<b>THIRD DIVISION</b> .....	Main Line.....	79.61		
	Branches .....		302.56	
	Total .....			382.17
<b>FOURTH DIVISION</b> .....	Main Line.....	104.03		
	Branches .....		426.14	
	Total .....			530.17
	Total Main Line .....	801.22		
	Total Branches .....		1 240.30	
	Total .....			2 041.52

Time per Mile	Miles per Hour
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1'10"	51.4
1'12"	50
1'15"	48
1'20"	45
1'25"	42.3
1'30"	40
1'40"	36
1'45"	34.3
1'50"	32.7
2'	30
2'10"	27.6
2'15"	26.6
2'20"	25.7
2'30"	24
2'40"	22.5
2'45"	21.8
2'50"	21.2
3'	20
3' 9"	19
3'20"	18
3'31"	17
3'45"	16
4'	15
5'	12
6'	10
7'30"	8
10'	6



**WESTWARD—ELEVENTH SUB-DIVISION—Spokane and Ayer Junction—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS				FIRST CLASS			Distance from Spokane	Time Table No. 27 November 14, 1920	Distance from Umatilla	FIRST CLASS			SECOND CLASS			
	255		57		17	11	15				18	12	16	256	58		
	Time Freight	Freight	Time Freight	Freight	C.M.&St.P. Passenger	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		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
OWFTP		6.00PM			11.45PM	9.15PM	9.55AM	0.0	DN-R SPOKANE 5.2	184.5	7.00AM	7.15AM	8.55PM	3.30AM			
3000 P		6.20			11.57PM	9.27	10.07	5.2	SPRING 4.3	179.3	6.45	7.00	8.35	2.45			
3034 P		6.40			12.05AM	9.35	10.15	9.5	MARSHALL 7.2	175.0	6.36	6.51	8.27	2.20			
1833 WP		7.10			12.16	9.46	10.30	16.7	N CHENEY 5.3	167.8	6.24	6.38	8.12	1.35			
2991 P		7.30			12.24	9.54	10.40	22.0	GEIB 5.0	162.5	6.14	6.29	8.02	12.59			
2989 P		7.53			12.32	10.01	10.48	27.0	MASON 7.4	157.5	6.05	6.20	7.53	12.32AM			
2992 WP		8.15			12.46	10.12	11.00	34.4	CROSKEY 4.1	150.1	5.52	6.07	7.40	11.59PM			
2989 P		8.30			12.56	10.17	11.07	38.5	WELLS 6.5	146.0	5.44	6.00	7.33	11.40			
2990 P		8.50			1.10	10.25	11.17	45.0	PALM LAKE 5.2	139.5	5.33	5.49	7.22	11.00			
3027 P		9.05			1.20	10.33	11.25	50.2	ASHBY 4.2	134.3	5.24	5.40	7.13	10.33			
3024 P		9.20			1.30	10.39	11.32	54.4	EMDEN 6.7	130.1	5.16	5.33	7.06	10.15			
3000 WFYP		9.45			1.45AM	10.50	11.45AM	61.1	DN-R MARENGO 4.8	123.4	5.05AM	5.20	6.55PM	9.45			
3000 P		10.05				10.57		65.9	THAVIS 4.4	118.6		5.07		9.25			
3011 P		10.20				11.03		70.3	MACK 4.3	114.2		4.58		9.05			
3000 P		10.37				11.09		74.6	ANKENY 7.5	109.9		4.49		8.45			
2000 WYP		11.05	9.15PM			11.20		82.1	R HOOPER JCT. 6.0	102.4		4.33		8.15 9.15PM			
3000 P		11.31	9.40			11.31		88.1	PARK 6.1	96.4		4.20		7.50 8.55			
3000		11.55PM	10.00			11.45		94.2	JOSO 5.6	90.3		4.07		7.25 8.35			
2600 P		12.30AM	10.25			11.59PM		99.8	CHEW 4.3	84.7		3.55		7.00 8.15			
WFYP		1.00AM	10.45PM			12.10AM		104.1	DN-R AYER JUNCTION	80.4		3.45AM		6.40PM 8.00PM			
		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily		(104.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(7.00)	(1.30)	(2.00)	(2.55)	(1.50)	(1.55)	(3.30)	(2.00)	(8.50)	(1.15)
14.9	14.7	30.5	35.7	33.3	31.9	29.7	30.5	11.8	17.6

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

WESTWARD-SPOKANE-TEKOA SUB-DIVISION-EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS							Distance from Spokane	Time Table No. 27 November 14, 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	534 C.M.&St.P. Passenger 217	8 Passenger	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			
OWFTTP			9.10PM	4.30PM	3.00PM	8.15AM	7.30AM	7.20AM	6.30AM	0.0	DN-R	SPOKANE	Dispr.Ds Au	251.8	9.40AM	11.15AM	11.30AM	6.05PM	7.10PM	7.15PM	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.

IP	9.55PM	7.40PM		9.17PM	4.37PM	3.07PM	8.22AM	7.37AM	7.27AM	6.37AM	1.9	N. P. CROSSING	249.9	9.33AM	11.08AM	11.23AM	5.58PM	7.03PM	7.08PM	11.23PM	5.00AM	9.20AM
2162	10.00	7.45		9.20	4.40	3.10	8.25	7.40	7.30	6.40	3.0	EAST SPOKANE	248.8	9.30	11.05	11.20	5.55	7.00	7.05	11.20	4.45	9.15
1531	P 10.15	8.00		9.29	4.45	3.15	f 8.31	7.48AM	7.36	6.45	6.0	D DISHMAN Sp	245.8	9.22	10.57	11.13	5.46	6.50PM	6.55	11.10	4.15	9.00
1302	P 10.35	8.25		9.40	f 4.51	3.20	f 8.37		7.44	6.50	9.7	CHESTER	242.1	9.11	f 10.50	11.08	f 5.40		6.45	11.00	3.50	8.37
749	10.53	8.45		9.48	5.00	3.26	8.46		7.54	6.58	13.3	REDLIN	238.5	9.02	10.41	11.02	5.32		6.35	10.53	3.30	8.17
1655	W 11.10	8.55		9.56	s 5.08	3.32	s 8.53		7.59	7.03	15.7	D MICA Ma	236.1	8.53	s 10.35	10.57	s 5.25		6.30	10.48	3.15	7.59
1391	P 11.30	9.10		10.04	s 5.20	3.37	f 9.02		8.09	7.08	18.6	FREEMAN	233.2	8.48	s 10.30	10.52	f 5.20		6.22	10.41	3.00	7.43
	11.50PM	9.25		10.12PM	s 5.28	s 3.46	s 9.10		8.22AM	s 7.15	21.8	DN-R MANITO Mu	230.0	8.40AM	s 10.22	s 10.45	s 5.15		s 6.15	10.34PM	2.45	7.20AM
						3.48PM	9.12AM				22.6	BELL	229.2			10.43AM	5.13PM					
1282		9.50			s 5.40					s 7.25	27.0	D ROCKFORD Rd	224.8		s 10.05				s 6.00		2.20	
1700		10.05			5.50					7.35	30.0	DARKNELL	221.8		9.55				5.50		2.05	
1375	W	10.20			s 6.00					s 7.45	33.7	D FAIRFIELD G	218.1		s 9.45				s 5.40		1.45	
1352		11.00			s 6.18					s 8.00	42.1	D LATAH Na	209.7		s 9.28				s 5.25		1.15	
OWFYTP	11.45PM				6.35PM					8.15AM	49.3	DN-R TEKOA K	202.5		9.10AM				5.10PM		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
	(1.55) 10.4	(4.05) 11.6		(1.02) 21.1	(2.05) 23.7	(.48) 28.2	(.57) 23.8	(.18) 20.0	(1.02) 21.1	(1.45) 28.1	Time		(1.00) 21.8	(2.05) 23.7	(.47) 28.9	(.52) 26.1	(.20) 18.0	(2.05) 23.7	(.56) 23.4	(4.15) 11.6	(2.00) 9.9	
											Average speed per hour											

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WESTWARD—TEKOA-RIPARIA SUB-DIVISION—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Spokane	Time Table No. 27 November 14, 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
	Leave Daily	Leave Tue. Thur. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily
OWFYTP	3:00 PM		5:30 AM	6:40 PM	8:30 AM	8:20 AM	49.3	DN-R TEKOA K	202.5	9:05 AM	4:45 PM	5:05 PM		5:30 AM
1727 P	3:20 PM		5:50	s 6:52	8:40 AM	s 8:30	55.0	R SELTICE	196.8	s 8:50	4:30 PM	s 4:50		4:45
1650 W			6:15	s 7:05		s 8:40	60.9	D FARMINGTON Fm	190.9	s 8:40		s 4:35		4:00
							62.0	N. P. CROSSING	189.9					
				f		f	66.8	WALTERS	185.0	f		f		
							69.9	N. P. CROSSING	181.9					
1918			6:45	s 7:23		s 9:00	70.3	D GARFIELD Gr	181.5	s 8:15		s 4:15		3:15
1545 W (East)			7:10	s 7:33		s 9:10	75.7	D ELBERTON De	176.1	s 8:02		s 4:00		2:40
756			7:50	f 7:45		f 9:20	81.9	GLENWOOD	169.9	f 7:50		f 3:45		2:00
1640 IWFY			8:20	s 8:00		s 9:35	88.0	D COLFAX I.E. Crossing Ca	163.8	s 7:35		s 3:30		1:15
957 P			8:30	8:08		9:43	90.5	CREST	161.3	7:22		3:22		1:05
1752			8:40	f 8:15		f 9:48	92.9	MOCKONEMA	158.9	f 7:15		f 3:16		12:55
1230			9:00	s 8:25		s 9:58	96.9	D DIAMOND Xd	154.9	s 7:05		s 3:08		12:40
692 W			9:25	f 8:33		f 10:06	100.7	THERA	151.1	f 6:55		f 3:00		12:25 AM
1472			10:00	s 8:48		s 10:22	107.6	D ENDICOTT Di	144.2	s 6:35		s 2:45		11:59 PM
2200 WY	7:00 PM		10:30 AM	s 9:02		s 10:35	113.4	DN-R WINONA Wa	138.4	s 6:20		s 2:30		11:20
2658	7:30			9:12		10:45	117.4	SUTTON	134.4	6:10		2:20		11:00
1146 WFY	8:00 PM	11:10 AM		s 9:25		s 10:55	124.0	DN-R LA CROSSE Wn	127.8	s 6:00		s 2:10	1:40 PM	10:30 PM
2200		f 11:30		f 9:36		f 11:07	129.6	JERITA	122.2	f 5:45		f 1:55	f 1:15	
2220 W		s 11:55 AM		f 9:50		s 11:20	135.2	HAY	116.6	f 5:30		s 1:38	s 12:55	
2100		f 12:15 PM		f 10:06		f 11:35	142.8	CANYON	109.0	f 5:15		f 1:20	f 12:30	
3321 P		12:35 PM		10:20 PM		11:45 AM	148.0	DN-R RIPARIA N.P. Crossing Ax	103.8	5:05 AM		1:10 PM	12:15 PM	
	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)	(1.25)	(5.00)	(3.40)	(.10)	(3.25)	Time	(4.00)	(.15)	(3.55)	(1.25)	(7.0)
10.9	16.9	12.8	26.9	34.2	28.9	Average Speed per Hour	24.7	22.8	25.2	16.9	10.7

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

**WESTWARD—AMWACO BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele-phone and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Bell	Time Table No. 27 November 14, 1920		Distance from Harrison	FIRST CLASS		SECOND CLASS	
	13 Passenger	9 Passenger	10 Passenger	14 Passenger		STATIONS			10 Passenger	14 Passenger		
						Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
200	3.48PM	9.12AM	0.0	BELL	20.1	10.43AM	5.13PM					
640	f	f	2.8	HAGEN	17.3	f	f					
400	f	f	4.9	WELLER	15.2	f	f					
1020	f 4.03	f 9.27	7.0	FORD	13.1	f 10.20	f 4.50					
300 T	4.26PM	9.50AM	14.1	D-R AMWACO Ak	6.0	10.05AM	4.35PM					
				(VIA STEAMER HARRISON)								
	5.05PM	10.30AM	20.1	HARRISON Rn	0.0	9.25AM	4.05PM					
	Arrive Daily	Arrive Daily		(14.1)		Leave Daily	Leave Daily					
	(.38) 22.3	(.38) 22.3		Time		(.38) 22.3	(.38) 22.3					
				Average Speed per Hour								

**WESTWARD—PLEASANT VALLEY BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele-phone and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Seltice	Time Table No. 27 November 14, 1920		Distance from Winona	FIRST CLASS		SECOND CLASS	
	57 Freight	3 Motor	4 Motor	4 Motor		STATIONS			4 Motor	4 Motor		
						Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
1727 P	3.20PM	8.40AM	0.0	SELTICE	47.9	4.30PM						
703		f	5.6	FLETCHER	42.3	f						
			8.3	N. P.—I. E. CROSSINGS	39.6							
1752 W	4.05	s 9.00	8.7	OAKESDALE On	39.2	s 4.05						
1910	4.45	s 9.20	16.9	THORNTON Ko	31.0	s 3.42						
			17.4	I. E. CROSSING	30.5							
1522 P	5.10	s 9.35	22.6	SUNSET	25.3	s 3.26						
1201 W	5.40	s 9.50	29.7	ST. JOHN Sj	18.2	s 3.06						
1433 P	6.10	s 10.05	36.5	WILLADA	11.4	s 2.51						
700		f 10.20	43.7	GRAVEL PIT	4.2	f 2.38						
1440 WY	7.00PM	10.35AM	47.9	DN-R WINONA Wa	0.0	2.30PM						
	Arrive Daily	Arrive Daily		(47.9)		Leave Daily						
	(3.40) 13.1	(1.55) 25.0		Time		(2.00) 24.0						
				Average Speed per Hour								

**WESTWARD—MOSCOW BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele-phone and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Moscow	Time Table No. 27 November 14, 1920		Distance from Colfax	FIRST CLASS			SECOND CLASS		
	85 Mixed	83 Motor	81 Motor	82 Motor	84 Motor	86 Mixed		STATIONS			82 Motor	84 Motor	86 Mixed			
								Leave Daily	Leave Daily					Leave Daily	Arrive Daily	Arrive Daily
WT	4.45PM	1.55PM	8.05AM	0.0	D-R MOSCOW Mo	28.1	11.20AM	5.15PM	2.45PM							
660	f 5.05	f 2.02	f 8.12	4.3	GARRISON	23.8	f 11.10	f 5.05	f							
				8.8	N. P. CROSSING	19.3										
1255	s 5.25	s 2.18	s 8.28	9.4	D PULLMAN Xn	18.7	s 10.50	s 4.45	s 2.18							
984 W(East)	s 5.50	s 2.30	s 8.40	15.4	ALBION Gy	12.7	s 10.27	s 4.22	s 1.40							
1049 W	f 6.02	f 2.36	f 8.46	18.4	SHAWNEE	9.7	f 10.20	f 4.15	f 1.25							
505	f 6.10	f 2.40	f 8.50	20.3	PARVIN	7.8	f 10.15	f 4.10	f 1.15							
	f	f 2.47	f 8.57	23.8	RISBECK	4.3	f 10.05	f 4.00	f							
WFY	7.00PM	3.15PM	9.25AM	28.1	D-R COLFAX Ca	0.0	9.50AM	3.45PM	12.45PM							
	Arrive Daily	Arrive Daily	Arrive Daily		(28.1)		Leave Daily	Leave Daily	Leave Daily							
	(2.15) 12.4	(1.20) 21.1	(1.20) 21.1		Time		(1.30) 18.7	(1.30) 18.7	(2.00) 14.0							
					Average Speed per Hour											

**WESTWARD—CONNELL BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, tele-phone and turning stations.	SECOND CLASS			Distance from La Crosse	Time Table No. 27 November 14, 1920		Distance from Connell	SECOND CLASS		
	57 Freight	71 Mixed	72 Mixed		58 Freight	STATIONS		72 Mixed	58 Freight	
						Leave Daily				Leave Mon. Wed. & Fri.
WFYP	8.00PM	2.25PM	0.0	D-R LA CROSSE Wn	53.0	10.25AM	10.30PM			
808	8.25	f 2.45	4.6	PAMPA	48.4	f 9.25	10.05			
387	s 3.25	14.9		HOOPER	38.1	s 8.40				
1750 WY	9.15PM	s 3.35	15.9	N-R HOOPER JCT. Hr	37.1	s 8.25	9.15PM			
1832 W		s 4.10	23.6	D WASHTUCNA Fn	29.4	s 7.55				
600		f 4.40	29.4	McADAM	23.6	f 7.36				
715		s 5.10	37.4	D KAHLOTUS Ho	15.6	s 7.12				
438		f 5.35	42.4	ESTES	10.6	f 6.57				
450		f 5.50	46.0	SULPHUR	7.0	f 6.46				
WY		6.25PM	53.0	D-R CONNELL N	0.0	6.25AM				
	Arrive Daily	Arrive Mon. Wed. & Fri.		(53.0)		Leave Tue. Thur. & Sat.	Leave Daily			
	(1.15) 12.7	(4.00) 13.3		Time		(4.00) 13.3	(1.15) 12.7			
				Average Speed per Hour						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 No. 82 has right over No. 83, Colfax to Moscow.  
 No. 86 has right over No. 85, Colfax to Moscow.

**WESTWARD—WALLACE BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone, and turning stations.	SECOND CLASS				FIRST CLASS				Distance from Burke	Time Table No. 27 November 14, 1920			Distance from Tekoa	FIRST CLASS		SECOND CLASS	
	93		25		23		21			STATIONS	22	24		94	Arrive Daily	Arrive Daily	Arrive Daily
	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Freight					
	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily													
W					0.0	D-R	<b>BURKE</b>	B	86.7								
					1.3		MACE		85.4								
					1.9		DORN		84.8								
					2.5		FRISCO		84.2								
					2.8		GEM		83.9								
					6.5		N. P. CROSSING		80.2								
567 OWFT	5.00AM	4.00PM	2.10PM	7.30AM	6.7	D-R	<b>WALLACE</b>	Wc	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					
1080	5.30	s 4.30	s 2.35	s 7.55	17.8	D	KELLOGG-WARDNER	Dn	68.9	s 12.15PM	s 6.45	12.15PM					
W		f 4.38	f	f	19.5		<b>BRADLEY</b>		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	D-R	<b>ENAVILLE</b>	Vi	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	Ro	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	D-R	<b>HARRISON</b>	Rn	30.4	s 10.30	5.05PM	7.30					
1240 WFT	8.30			s 11.05	64.2		CHATCOLET		22.5	s 10.00		6.45					
957 P	9.45			s 11.30	71.0	D	<b>PLUMMER</b>	Pr	15.7	s 9.45		6.15					
839	10.30			s 11.45	74.4		WATT		12.3	s 9.37		6.00					
1304	11.59AM			11.59AM	79.7		LOVELL		7.0	s 9.25		5.30					
OWFTYP	1.00PM			12.30PM	86.7	DN-R	<b>TEKOA</b>	K	0.0	9.10AM		5.00AM					
	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily			(86.7)			Leave Daily	Leave Daily	Leave Daily					
	(8.00)	(.50)	(1.55)	(5.00)			Time		(3.50)	(2.20)	(8.30)						
	10.0	21.2	25.9	16.0			Average Speed per Hour		20.9	21.3	9.4						

**WESTWARD—ENAVILLE BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Enaville	Time Table No. 27 November 14, 1920			Distance from Paragon	SECOND CLASS	
	31			STATIONS	32				
	Mixed	Leave Mon. Wed. & Fri.			Mixed	Arrive Mon. Wed. & Fri.			
OYP	8.15AM	0.0	D-R	<b>ENAVILLE</b>	Vi	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		<b>BEAVER</b>		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		<b>PARAGON</b>		0.0			
	Arrive Mon. Wed. & Fri.			(32.8)			Leave Mon. Wed. & Fri.		
	(2.20)			Time		(2.55)			
	9.1			Average Speed per Hour		7.3			

**WESTWARD—JEFFERSON BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Jefferson	Time Table No. 27 November 14, 1920			Distance from Beaver	SECOND CLASS	
	JEFFERSON			STATIONS	BEAVER				
		Leave Mon. Wed. & Fri.				Arrive Mon. Wed. & Fri.			
1300 P		0.0		<b>JEFFERSON</b>		8.8			
WYP		8.8		<b>BEAVER</b>		0.0			
				(8.8)					
				Time					
				Average Speed per Hour					

**WESTWARD—SIERRA NEVADA BRANCH—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Sierra Nevada Mine	Time Table No. 27 November 14, 1920			Distance from Bradley	SECOND CLASS	
	SIERRA NEVADA MINE			STATIONS	BRADLEY				
		Leave Mon. Wed. & Fri.				Arrive Mon. Wed. & Fri.			
W		0.0		<b>SIERRA NEVADA MINE</b>		4.4			
		4.4		<b>BRADLEY</b>		0.0			
				(4.4)					
				Time					
				Average Speed per Hour					

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

No. 22 has right over No. 21, Tekoa to Harrison.

No. 94 has right over No. 93, Tekoa to Harrison.

# FOURTH DIVISION

## SPECIAL RULES

### PASSENGER TRAINS

1. Nos. 3 and 4 will stop on flag at Warner, Coman, Huntley and Juno.  
No. 5 will stop to pick up passengers at Dishman.  
No. 6 will stop to let off passengers at Dishman.  
No. 7 will stop on flag at Dishman, Chester, Mica and Freeman to pick up passengers destined beyond Bell.  
No. 8 will stop to let off passengers at Freeman, Mica, Chester and Dishman.  
No. 9 will stop to pick up passengers at Dishman.  
No. 10 will stop to let off passengers from Wallace and Amwaco Branches.  
No. 14 will stop to let off passengers at Dishman.  
Nos. 21, 22, 23 and 24 will stop at Black Lake.  
Nos. 21 and 22 will stop on flag at Clark, O'Gara and Shont.  
Nos. 23, 24 and 25 will stop on flag at Shont.  
Nos. 31 and 32 will stop on flag at Anderson, Cedar Creek, Smith and Haight.  
Nos. 71 and 72 will stop on flag at Wacota and Curry.  
Nos. 81, 82, 83 and 84 will stop on flag at Henry's Crossing, Armstrong, Whitlow and Holland.

### FREIGHT TRAINS

Nos. 255 and 256 will carry passengers.

Passengers will not be carried on other freight trains, except persons in charge of special freight, employes with annual passes or employes on trip passes when traveling on company business between stations at which trains stop. See Rule 720.

2. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions within yards at Spokane, Marengo, Ayer Junction, Manito, Tekoa, Seltice, Colfax, Winona, LaCrosse, Riparia, Wallace, Kellogg-Wardner, Enaville, Harrison, Moscow and Hooper. Under control means to be able to stop within the distance track is seen to be clear.

**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.

3. All trains will obtain clearance at Manito and Tekoa; unnecessary to whistle for train order signal at these stations. On branch lines train order signal lights will not be kept burning after passage of regular trains for the day.  
Trains are not required to obtain clearance cards at Seltice, Paragon, Beaver, Pritchard, Jefferson, Bradley and Sierra Nevada Mine.
4. White flag or indicator board displayed at a blind siding will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
5. Trains (except passenger) consisting of more than twenty-five cars will cut off engine to take water or fuel and will also cut off way cars before spotting.
6. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
7. Train registers will not be used as a means of identifying extra trains.
8. Trains occupying or using tracks between Monroe Street Bridge and Center Street, Spokane, will be governed by rules and regulations of Spokane Union Station.
9. Trains 11 and 12 will register by card at Hooper Junction.
10. At Mica, Oudin Spur track switch must be set to act as derailer for house track.
11. 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.
12. Standard High Line Switch, between Wallace and Gem, must be left set and locked for the high line, and East switch Burke passing track must be left set and locked for siding, to act as derail.
13. Before using Standard Mill and Gem High lines, trains must ascertain if tracks are clear.
14. 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.
15. All trains will stop before crossing drawbridge over St. Joe River, one-half mile east of Chatcolet.

### DIVISION SPEED RESTRICTIONS

16. Passenger, mail or express trains, will not exceed a speed of 60 miles per hour and other trains, including light engines and engines with cabooses, will not exceed a speed of 35 miles per hour.

Passenger, mail or express trains will not exceed a speed of 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; and other trains will not exceed 30 miles per hour around 5 and 6 degree curves, 25 miles per hour around 7 and 8 degree curves, and 20 miles per hour around 9 and 10 degree curves. Figures on stakes at beginning of curves indicate degree of curvature.

In any class of service, engines of Consolidation and Mikado class will not exceed speed of 35 miles per hour, except Mikado class engines with drivers 63 inches or over handling passenger trains will not exceed speed of 50 miles per hour. Mallet class engines of 3800 series will not exceed a speed of 15 miles per hour and of 3600 series 20 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.

Trains will be handled with care and under control, when sand is blowing, when weather is foggy or stormy and at points where there is liability of track being obstructed.

Slow Boards and Caution Signals will be erected one-fourth mile from the point which they are intended to cover.

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.

Trains will not exceed a speed of 6 miles per hour over slip switches at Spokane Union Station and N. P. Crossing.

Where "City Limit" signs are erected trains will not exceed a speed of 6 miles per hour over grade crossings within these limits.

Trains handling logs will not exceed a speed of 15 miles per hour.

### SUB-DIVISION SPEED RESTRICTIONS

#### 17. ELEVENTH SUB-DIVISION.

- A. All trains will not exceed a speed of 15 miles per hour over steel bridges crossing: Spokane River and Monroe Street, Spokane; Spokane River and Latah Creek, between Spokane and Spring, and Snake River, between Joso and Chew. Trainmen and enginemen will keep sharp lookout and be prepared to stop should an emergency arise.

	<b>Passenger</b>	<b>Freight</b>
B. Through tunnels .....	35 miles	35 miles

#### 18. SPOKANE-TEKOA SUB-DIVISION.

	<b>Passenger</b>	<b>Freight</b>
Over street crossings at grade between N. P. crossing and city limit, Spokane.....	12 miles	12 miles
On descending grade between Chester and Mica.....	12 miles	15 miles

#### 19. TEKOA-RIPARIA SUB-DIVISION.

	<b>Passenger</b>	<b>Freight</b>
On descending grade between Colfax and Crest.....	25 miles	12 miles
Between Crest and Thera.....	40 miles	25 miles

#### 20. BRANCHES.

	<b>Passenger</b>	<b>Freight</b>
Amwaco Branch .....	35 miles	15 miles
Between Burke and Wallace.....	20 miles	10 miles
Ascending Standard and Gem High Lines.....	15 miles	15 miles
Between Wallace and Tekoa.....	50 miles	35 miles
Between Sierra Nevada Mine and Bradley.....	10 miles	10 miles
Between Beaver and M. P. 6.....	20 miles	20 miles
Between M. P. 6 and Jefferson.....	10 miles	10 miles
Sierra Nevada Branch.....	10 miles	10 miles
Murray Branch .....	20 miles	20 miles
Over Chatcolet Trestle and Drawbridge.....	10 miles	10 miles
On descending grades between Chatcolet and Lovell .....	15 miles	15 miles
On 13 degree curve just east of Watt.....	20 miles	20 miles
Pleasant Valley Branch.....	50 miles	35 miles
Moscow Branch .....	35 miles	25 miles
Between LaCrosse and Hooper Jct.....	30 miles	25 miles
Over steel bridge between Hooper and Hooper Jct. ....	8 miles	8 miles
Between Hooper Jct. and Washtucna.....	25 miles	25 miles
Between Washtucna and Connell.....	20 miles	20 miles

**SPECIAL RULES—Continued**

**AIR BRAKES**

21. 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.
22. All pressure retaining valves will be used: On all passenger trains descending grades between Chester and Mica, Colfax and Crest, Jerita and Hay, Burke and Wallace, and Chatcolet and Lovell. On all freight trains descending grades between Chester and Mica, Rockford and Darknell, Colfax and Crest, Jerita and Hay, Bell and Amwaco, Burke and Wallace, Sierra Nevada Mine and Bradley, Murray and Paragon, Jefferson and M. P. 6, Chatcolet and Lovell, and Oakesdale and Sunset.
23. The braking power on engines helping or pushing trains will be cut into the train line and particular attention will be given to cutting in of driver brakes. When helper is 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.
24. On 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 is made in train line, will acknowledge same by two short blasts of the whistle.

25. 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.

**INTERLOCKING PLANT SIGNALS**

26. The following whistle signals will be used for movements through interlocking plants.
- N. P. CROSSING**  
 To Spokane Union Station-----Three short—o o o  
 To Spokane Freight Yard-----Four short—o o o o
- COLFAX**  
 To Crest -----Four short—o o o o  
 To Moscow -----Three short—o o o

**RAILWAY CROSSINGS**

See General Rule 98:

The following is the law in Washington:

**Trains Shall Stop at Railroad Crossings.**—All railroads and street

railroads, operating in this state shall cause their trains and cars to come to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade,

excepting at crossings where there are established signal towers and signal men, interlocking plants or gates.

**LIST OF SURGEONS**  
 DONALD H. JESSOP, Chief Surgeon, Portland, Ore.

NAME	TITLE	PLACE	DISTRICT
M. K. HALL C. M. PEARCE	Assistant Surgeon Chief Oculist, Ear, Nose and Throat	Portland	Portland
HENRY C. VIERECK H. B. LUHN JAMES B. MUNLY F. C. HARVEY R. G. ANDRES A. J. NELSON W. A. MITCHELL	Eye, Ear, Nose and Throat District Surgeon District Surgeon Oculist and Aurist District Surgeon District Surgeon District Surgeon	Portland Portland Spokane Spokane Spokane Cheney Tekoa Colfax	Portland Portland Spokane to Teko Spokane to Tekoa Spokane Spokane to Ayer Junction Spokane to Colfax Tekoa to Starbuck and Moscow Branch
MELL A. WEST LEONARD E. HANSON CHAS. MOWERY GEO. B. LESHER J. M. FINNEY J. L. GILLELAND C. L. GRITMAN J. F. HARRIS	District Surgeon District Surgeon District Surgeon District Surgeon District Surgeon District Surgeon District Surgeon District Surgeon	Winona Wallace Wallace Kellogg Harrison Pullman Moscow La Crosse	Tekoa to LaCrosse Burke to Tekoa Burke to Tekoa Wallace to Harrison Burke to Tekoa Moscow to Colfax Moscow to Colfax La Crosse to Connell

When employes, passengers or others are injured, call the nearest Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of Railroad Surgeon.

Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

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

ELEVENTH SUB-DIVISION		WALLACE BRANCH	
Teske . . . . .	M. P. 310.6	Tilma . . . . .	M. P. 21
		Olmstead . . . . .	" 10.5
		Clark . . . . .	" 23.3
		O'Gara . . . . .	" 26.1
		Shingle . . . . .	" 27.0
		Black Lake . . . . .	" 37.9
		Moe . . . . .	" 46.6
		Shont . . . . .	" 72.6
SPOKANE-TEKOA SUB-DIVISION		MURRAY BRANCH	
Rahm . . . . .	M. P. 126.6	Hallstrom . . . . .	M. P. 5.0
Coey . . . . .	" 142.3	Haight . . . . .	" 6.0
Lockwood . . . . .	" 144.3	Smith . . . . .	" 7.5
Iise . . . . .	" 158.6	Anderson . . . . .	" 16.0
Hill . . . . .	" 161.3	Cedar Creek . . . . .	" 18.0
		Jarvey . . . . .	" 18.5
		Monarch . . . . .	" 32.2
PLEASANT VALLEY BRANCH		SIERRA NEVADA BRANCH	
Juno . . . . .	M. P. 20.8	Bullion . . . . .	M. P. 0.3
Huntley . . . . .	" 22.5	Sweeney Ore Bins . . . . .	" 0.4
Coman . . . . .	" 33.8	Smelter . . . . .	" 0.7
Warner . . . . .	" 45.2	Silver King Mill . . . . .	" 1.3
CONNELL BRANCH		JEFFERSON BRANCH	
Benner . . . . .	M. P. 3.5	Delta . . . . .	M. P. 3.2
Wacota . . . . .	" 33.9	Carbonate . . . . .	" 7.8
Curry . . . . .	" 51.0		
MOSCOW BRANCH			
Henry's Crossing . . . . .	M. P. 14.4		
Armstrong . . . . .	" 15.5		
Whitlow . . . . .	" 20.2		
Holland . . . . .	" 21.2		

**LOCATION STANDARD CLOCKS**

Spokane	-----	Dispatcher's Office
Tekoa	-----	Telegraph Office
Wallace	-----	Telegraph Office

**GENERAL TIME INSPECTORS**

Webb C. Ball, General Time Inspector, San Francisco

**LOCATION TIME SERVICE INSPECTORS**

Geo. F. Cohrs	-----	Spokane, Wn.
O. M. Johnson	-----	Colfax
H. E. Heumann	-----	Wallace

# RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

## FOURTH DIVISION

Total weight of train exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown, under favorable weather conditions; (A deduction of ten (10) per cent may be made for time freight trains.) Between stations for which no rating is shown maximum will apply.

CLASSIFICATION	ENGINE NUMBERS	AYER JUNCTION and SPOKANE		RIPARIA AND SPOKANE VIA COLFAX																
		Westward	Eastward	WESTWARD								EASTWARD								
		Spokane to Ayer Jct.	Ayer Jct. to Spokane	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	Tekoa to Garfield	Colfax to Crest	Winona to Jerita	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	
T. 63 19 92	1709 to 1714	730	730	530	320	500	730	490	170	520	445	280	465	340	620	420	480	515	465	
T. 63 20 113	1715 to 1726	940	940	680	415	650	940	630	220	670	575	365	600	440	800	540	620	665	600	
C. 51 20 117	700 to 704	1060	1060	770	470	730	1060	715	250	760	650	415	680	500	885	610	700	750	680	
T. 64 15 1/2-26 139	1727 to 1732	1110	1110	805	490	765	1110	745	260	790	680	430	710	520	940	640	730	790	710	
T. 57 20 119	1733 to 1736	1160	1160	840	510	800	1160	780	270	830	710	450	740	545	980	670	760	820	740	
T. 57 20 126	1737 to 1741	1220	1220	890	540	840	1220	820	290	875	750	480	780	575	1040	705	800	870	780	
C. 51 20 137	705 & 706	1360	1360	985	600	935	1360	910	320	970	830	530	870	640	1150	780	890	960	870	
T. 69 22 159	1742 to 1754	1390	1390	1010	610	955	1390	930	330	980	850	540	885	650	1175	800	910	980	885	
C. 57 20 1/2 167	710, 715 & 724	1405	1405	1020	620	970	1405	945	330	1005	860	550	900	660	1190	810	920	995	900	
C. 57 20 1/2 169	720, 721 & 723	1405	1405	1020	620	970	1405	945	330	1005	860	550	900	660	1190	810	920	995	900	
C. 57 15 1/2-26 167	711 to 718	1440	1440	1040	635	990	1440	970	340	1030	880	560	920	675	1220	830	945	1020	920	
C. 57 15 1/2-26 169	719 & 722	1440	1440	1040	635	990	1440	970	340	1030	880	560	920	675	1220	830	945	1020	920	
C. 57 22 179	725 to 729	1665	1665	1210	735	1150	1665	1120	390	1190	1020	650	1060	780	1410	960	1090	1180	1060	
C. 57 22 187	730 to 768	2000	2000	1305	795	1240	1800	1210	425	1285	1100	700	1150	845	1525	1035	1180	1275	1150	
MK. 57 23 1/2 205	2100 to 2165	2400	2400	1445	880	1370	1990	1340	470	1420	1220	775	1270	935	1690	1145	1310	1410	1270	

### CLASS

- "E"—Eight Wheel
- "A"—Atlantic
- "P"—Pacific
- "T"—Ten Wheel
- "M"—Mogul
- "C"—Consolidation
- "TW"—Twelve Wheel
- "S"—Switch.
- "MK"—Mikado.
- "TTT"—Two-Ten-Two.
- "MC"—Mallet Compound.

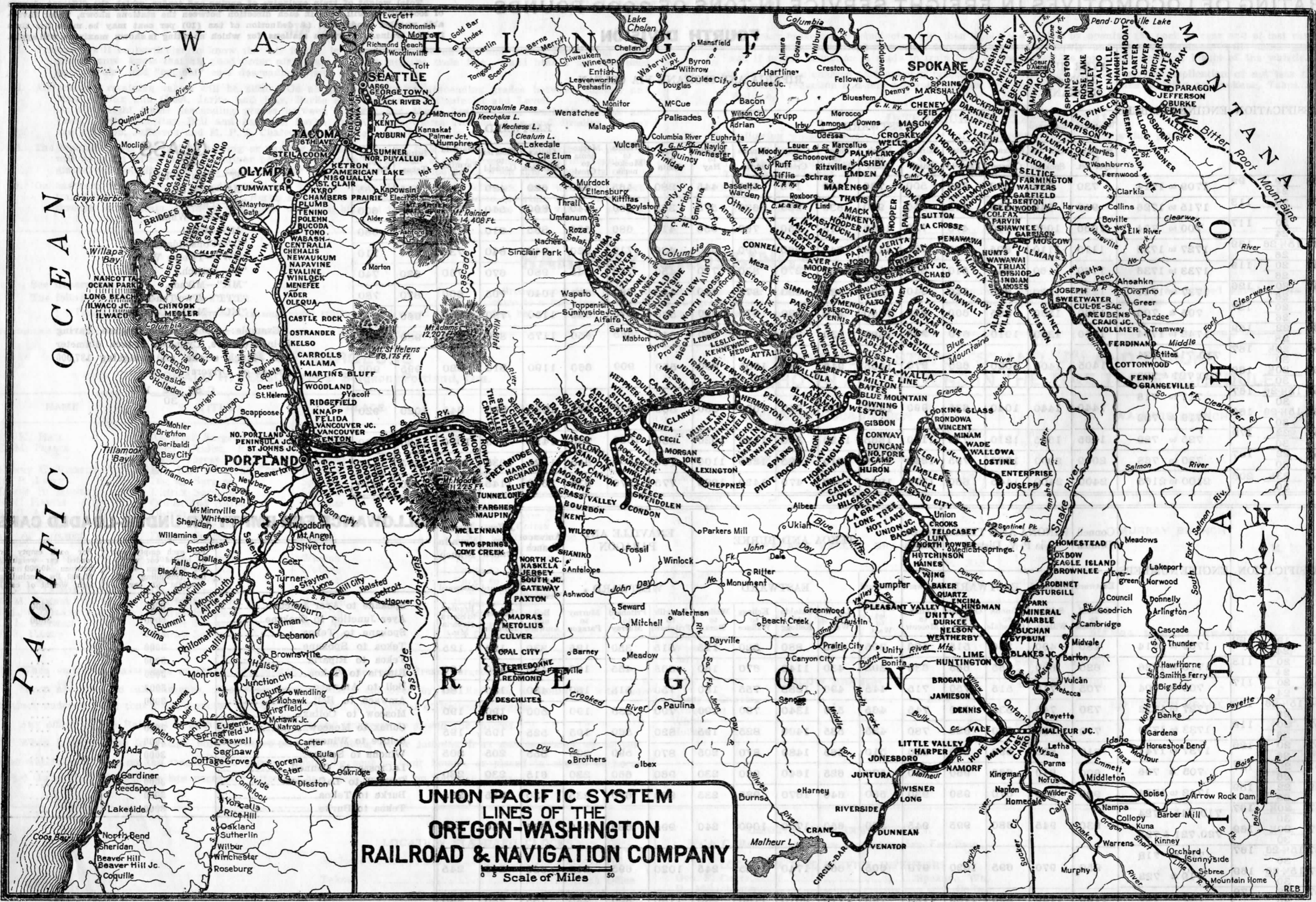
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

C. 57 22 187  
30

CLASSIFICATION	ENGINE NUMBERS	Connell Branch	WINONA AND TEKOA Via P. V. District				Moscow Branch	TEKOA AND BURKE					ENAVILLE AND PARAGON			Amwaco Branch	Jefferson Branch	Sierra Nevada Branch
			Eastward	Westward	EASTWARD			Eastward	Westward	EASTWARD			WESTWARD					
			Connell to LaCrosse	Saltice to Willada	Winona to Oaksdale	Oaksdale to Tekoa		Colfax to Moscow	Chatcolet to Watt	Lovell to Watt	Cataldo to Kellogg	Kellogg to Wallace	Wallace to Burke	Enaville to Pritchard	Pritchard to Murray			
T. 63 19 92	1709 to 1714	480	490	350	515	490	305	335	880	520	125	515	350	125	330	125	125	
T. 63 20 113	1715 to 1726	620	630	455	665	630	395	430	1140	670	160	665	455	160	425	160	160	
C. 51 20 117	700 to 704	705	715	515	750	715	445	490	1285	755	180	750	515	180	480	180	180	
T. 64 15 1/2-26 139	1727 to 1732	730	745	535	790	745	465	510	1340	790	190	790	535	190	500	190	190	
T. 57 20 119	1733 to 1736	770	780	560	820	780	485	535	1400	825	195	820	560	195	525	195	195	
T. 57 20 126	1737 to 1741	810	820	590	870	820	510	565	1480	870	205	870	590	205	555	205	205	
C. 51 20 137	705 & 706	900	910	660	960	910	570	625	1640	960	230	960	660	230	615	230	230	
T. 69 22 159	1742 to 1754	920	930	670	980	930	580	640	1670	985	235	980	670	235	630	235	235	
C. 57 20 1/2 167	710, 715 & 724	930	945	680	995	945	590	650	1700	1000	240	995	680	240	635	240	240	
C. 57 20 1/2 169	720, 721 & 723	930	945	680	995	945	590	650	1700	1000	240	995	680	240	635	240	240	
C. 57 15 1/2-26 167	711 to 718	950	970	695	1020	970	605	660	1740	1025	245	1020	695	245	650	245	245	
C. 57 15 1/2-26 169	719 & 722	950	970	695	1020	970	605	660	1740	1025	245	1020	695	245	650	245	245	
C. 57 22 179	725 to 729	1100	1120	800	1180	1120	700	770	2010	1180	280	1180	800	280	755	280	280	
C. 57 22 187	730 to 768	1190	1210	870	1275	1210	755	830	2175	1280	305	1275	870	305	815	305	305	

### ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	For each empty car or loaded car weighing less than 40,000 lbs. (including light weight of car.)	For each empty or loaded car weighing between 40,000 and 50,000 lbs (including light weight of car.)
Spokane to Ayer Junction	6000	3000
Ayer Junction to Spokane	6000	3000
Spokane to Tekoa	3000	....
Tekoa to Spokane	3000	....
Tekoa to Riparia	3000	....
Riparia to Tekoa	3000	....
Bell to Amwaco	3000	....
Amwaco to Bell	3000	....
Moscow to Colfax	....	....
Colfax to Moscow	3000	....
Seltice to Winona	3000	....
Winona to Seltice	3000	....
LaCrosse to Connell	....	....
Connell to LaCrosse	3000	....
Burke to Tekoa	3000	....
Tekoa to Burke	3000	....



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

Scale of Miles 0 50