

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

# 18 Third Division EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 18, 1922

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.

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

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

**THIRD DIVISION**

**A. G. KAMM,**  
Superintendent, WALLA WALLA, WASHINGTON.  
H. B. COBURN,  
ASSISTANT SUPERINTENDENT, Walla Walla, Washington.  
J. BECK,  
CHIEF DISPATCHER, Walla Walla, 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

# CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Huntington	Time Table No. 18 June 18, 1922		Distance from Portland	FIRST CLASS							SECOND CLASS			
			255 Time Freight	17 Passenger	1 Passenger	19 Passenger	11 Passenger	5 Mail	23 Passenger						2 Passenger	18 Passenger	4 Passenger	12 Passenger	6 Express	24 Passenger	256 Time Freight				
			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						
			12.15 AM	5.10 AM		6.10 PM		6.54 PM	3.25 PM	0.0	HUNTINGTON	389.3		12.11 AM	8.10 AM		11.45 AM	2.45 PM	6.54 PM						
			10.15 AM	9.00 AM		9.55 PM		9.50 PM	7.25 PM	99.4	LA GRANDE	289.9		8.05 PM	3.35 AM		7.27 AM	10.40 AM	9.30 AM						
				12.25 PM	9.05 AM	1.05 AM		12.25 AM	10.30 PM	173.7	PENDLETON	215.6	4.10 PM	5.00 PM	12.20 AM		4.32 AM	7.00 AM							
			8.30 PM							178.2	RIETH	211.1							8.00 PM						
					10.45 AM		2.35 AM		12.25 AM	215.8	UMATILLA	183.0	2.30 PM			12.50 AM	2.40 AM	5.10 AM							
			10.40 AM	4.35 PM	2.35 PM	5.30 AM	5.15 AM	4.20 AM	3.50 AM	304.9	THE DALLES	84.4	10.35 AM	11.45 AM	8.10 PM	10.10 PM	11.20 PM	1.40 AM	4.00 AM						
				7.30 PM	6.00 PM	8.30 AM	8.00 AM	7.00 AM	7.30 AM	389.3	PORTLAND	0.0	7.15 AM	9.00 AM	5.00 PM	7.30 PM	8.30 PM	11.00 PM							
			6.20 PM							394.1	ALBINA	1.6							10.00 PM						
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
			(42.05) 9.4	(14.20) 27.2	(8.55) 24.2	(14.20) 27.2	(5.25) 33.8	(12.06) 32.2	(16.05) 24.2		Time	(8.55) 24.2	(15.11) 25.6	(15.10) 25.7	(5.20) 34.3	(15.15) 25.5	(15.45) 24.7	(44.54) 8.7							
			Average Speed per Hour																						

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS					Distance from Seattle	Time Table No. 18 June 18, 1922		Distance from Portland	FIRST CLASS					SECOND CLASS			
			691 Time Freight				563 Passenger	561 Passenger						562 Passenger	564 Passenger				692 Time Freight		
			Leave Daily				Leave Daily	Leave Daily				Arrive Daily	Arrive Daily				Arrive Daily				
			7.00 PM				11.15 PM	3.30 PM	0.0	SEATTLE	183.2	10.40 PM	6.30 AM				6.45 AM				
			8.30 PM				12.40 AM	4.55 PM	38.1	ARGO	180.1	9.25 PM	5.00 AM				5.00 AM				
			12.05 AM				2.30 AM	6.50 PM	92.1	TACOMA	145.1	7.30 PM	2.40 AM				12.30 AM				
			7.35 AM						181.6	CENTRALIA	91.1						7.30 PM				
							6.15 AM	10.10 PM	183.2	ALBINA	1.6	4.00 PM	11.15 PM								
			Arrive Daily				Arrive Daily	Arrive Daily		PORTLAND	0.0	Leave Daily	Leave Daily				Leave Daily				
			(12.35) 14.2				(7.00) 26.2	(6.40) 27.5		Time	(6.40) 27.5	(7.15) 25.2				(11.15) 15.9					
			Average Speed per Hour																		

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS					Distance from Spokane	Time Table No. 18 June 18, 1922		Distance from Umatilla—Pendleton	FIRST CLASS					SECOND CLASS			
			253 Time Freight	11 Passenger	75 Passenger	77 Passenger	1 Passenger						12 Passenger	76 Passenger	78 Passenger	2 Passenger	254 Time Freight				
			Leave Daily				Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
			6.00 PM			9.15 PM	4.25 PM	7.05 AM	0.0	SPOKANE	251.4	7.15 AM	10.30 AM	6.35 PM		3.30 AM					
						10.25 PM	12.15 PM		147.8	RIPARIA	103.6		4.45 AM	12.45 PM		6.40 PM					
			1.30 AM			12.10 AM	11.05 PM		103.9	AYER JUNCTION	80.4	3.45 AM	3.55 AM		2.10 PM						
			6.00 AM			1.45 AM	12.55 AM	2.30 AM	157.2	WALLULA	27.3	1.55 AM	2.20 AM	12.15 AM		12.01 PM					
			8.00 AM			2.30 AM			184.5	UMATILLA	0.0	12.55 AM									
						12.35 PM	12.55 PM		156.5	STARBUCK	94.9			12.10 PM							
						4.00 AM	2.55 PM	7.00 AM	204.7	WALLA WALLA	46.7		11.00 PM	9.50 AM	7.00 PM						
							4.55 PM	9.00 AM	251.4	PENDLETON	0.0			8.00 AM	5.10 PM						
			Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily		
			(14.00) 13.2	(5.15) 35.1	(11.35) 21.6	(9.50) 25.6	(2.00) 23.4			Time	(6.20) 29.1	(11.30) 21.7	(10.35) 23.8	(1.50) 25.5	(15.29) 11.9						
			Average Speed per Hour																		

**WESTWARD—SEVENTH SUB-DIVISION—Riparia and Umatilla—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. 18 June 18, 1922		Distance from Portland	FIRST CLASS					SECOND CLASS	
	173 Mixed		253 Time Freight		51 Passenger	47 Passenger	77 Passenger	11 Passenger	75 Passenger	STATIONS		12 Passenger	76 Passenger		52 Passenger	48 Passenger	78 Passenger	174 Mixed	254 Time Freight		
	Leave Tue. Thur & Sat	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 Mon. Wed. & Fri.	Arrive Daily		
1963 WP	1.10PM							12.15PM	10.25PM	147.8	DN-R RIPARIA Ax	281.0	4.45AM		12.40PM	11.25AM					
604 YP	1.25							12.25	10.37	152.8	R GRANGE CITY JUNCTION	276.0	4.27		12.25	11.10					
004 YP	1.25							12.25		152.8	R GRANGE CITY JUNCTION	276.0			12.25	11.10					
840 WFTY	1.40PM							12.35PM		156.5	DN-R STARBUCK Sa	279.7			12.10PM	10.55AM					
604 YP									10.37	152.8	R GRANGE CITY JUNCTION	276.0	4.27								
2054										153.5	GRANGE CITY	275.3									
2747									f 10.55	162.5	AYER	266.3	f 4.03								
2823 WFYP	1.30AM								12.10AM	103.9	DN-R AYER JUNCTION Jd	263.6	3.45AM	s 3.55			6.10PM				
2689	1.55								12.20	110.3	RUXBY	257.2	3.30	f 3.42			5.00				
2614	2.25								12.30	117.8	SCOTT	249.7	3.17	f 3.28			4.40				
										124.1	D WALKER PIT Kr	243.4		f							
2717	3.02 3.14								12.42	126.6	SIMMONS	240.9	3.02	3.14			4.18				
2707 WP	3.40								12.53	134.3	DN PAGE Ms	233.2	2.48	f 3.02			4.00				
2719	4.15								1.03	141.8	ASH	225.7	2.35	f 2.51			3.40				
3700	4.35								1.11	147.8	HUMORIST	219.7	2.25	f 2.42			3.25				
1470 YP	5.00	11.35PM	1.00PM						1.20	154.6	ATTALIA	212.9	2.07	f 2.30	3.28AM	11.18AM	2.50				
										154.7	N. P. CROSSING	212.8									
										155.3	N. P. CROSSING	212.2									
2272 WFYP	6.00	11.45PM	1.10PM						1.30 1.45	157.2	DN-R WALLULA Jh	210.3	1.55 1.45	2.20AM	3.20AM	11.10AM	2.10				
3700	6.30								1.58	164.9	JUNIPER	202.6	1.30				1.15				
2571	6.50								2.06	171.0	SAND	196.5	1.20				12.55				
3700	7.20								2.16	176.9	RIVERVIEW	190.6	1.10				12.35				
WFTY	8.00AM								2.30AM	184.5	DN-R UMATILLA Cs	183.0	12.55AM				12.01PM				
	Arrive Tue. Thur & Sat	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.			

(0.30)	(6.30)	(0.10)	(0.10)	(0.20)	(2.20)	(2.30)	Time	(2.50)	(2.25)	(0.08)	(0.08)	(0.30)	(0.30)	(6.00)
17.8	12.4	15.6	15.6	26.7	34.5	28.3	Average Speed per Hour	23.4	29.3	19.5	19.5	17.8	17.8	13.0

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

Yakima Branch trains will obtain clearance card, Form 2643, at Wallula for eastward movement from Attalia on Yakima Branch. Other trains are not required to obtain clearance card, Form 2643, at Attalia as per Rule 83-(A). See Special Rule No. 2.—Movements in Yards.

**WESTWARD—STARBUCK-PENDLETON 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. 18 June 18, 1922	Distance from Pendleton	FIRST CLASS			SECOND CLASS	
	165		361		77	61	1				78	62	2	166	362
	Mixed	Freight	Passenger	Motor	Passenger	Passenger	Motor				Passenger	Motor	Passenger	Mixed	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
840 WFTY					12.55PM			156.5	DN-R <b>STARBUCK</b> Sa	94.9	11.50AM				
1170								162.0	5.5						
1418					f 1.25			167.8	RELIEF 5.8	89.4	11.35				
1075					f 1.40			175.3	ALTO 7.5	83.6	f 11.20				
1374 WTP		5.10PM			s 1.50	10.50AM		179.4	MENOKEN 4.1	76.1	f 11.00				
1357		s 5.50			s 2.02	s 11.00		184.1	R <b>BOLLES</b> 4.7	72.0	s 10.50	6.05PM		10.20AM	
600		f 6.15			f 2.14	f 11.15		189.9	D PRESCOTT Sy	67.3	s 10.35	s 5.50		s 9.50	
545		f			f 11.18			190.0	ENNIS 1.1	61.5	10.21	f 5.35		f 9.10	
1047		f 6.25			f 11.27			194.3	BERRYMAN 3.3	60.4	f 5.32			f	
1112		f 6.35			f 11.35			197.2	HADLEY 2.0	57.1	10.12	f 5.25		f 8.50	
873		f			f 11.39			199.0	VALLEY GROVE 1.8	54.2	f 5.19			f 8.40	
								203.6	RUSSELL 4.6	52.4	f 5.15			f 8.35	
								204.7	N. P. CROSSING 1.1	47.8					
OWFTYP		7.00PM	10.00AM		2.50	11.55AM	7.00AM	204.7	DN-R <b>WALLA WALLA</b> Dispr. Dx Bu	46.7	9.50	5.00PM	7.00PM	8.15AM	2.00PM
619			10.10		2.55		f	209.1	4.4	42.3	9.35		f 6.47		1.30
1290			10.15				f	211.0	STATE LINE 1.9	40.5			f		1.25
1157 W			10.45		s 3.15		s 7.18	214.7	D MILTON (W.V.V. Ry. Crossing) Co	36.7	s 9.21		s 6.35		1.15
626			11.00				f	217.7	3.0	33.7			f		1.00
757			11.15				f 7.30	220.6	BARRETT 2.9	30.8	f 9.09		f 6.17		12.50
2650			11.35				f 7.40	224.2	BADE 3.6	27.2	f 9.01		f 6.09		12.35
1082			11.55AM				f 7.49	227.4	BLUE MOUNTAIN 3.2	24.0	f 8.54		f 6.02		12.20
1250			12.10PM		s 3.55		s 7.55	229.9	D DOWNING 2.5	21.5	s 8.48		s 5.56		12.10PM
1032 W			12.30		s 4.05		s 8.04	233.6	WESTON 3.7	17.8	s 8.40		s 5.48		11.45AM
1832			12.55		s 4.15		s 8.15	238.2	D ATHENA Cn	13.2	s 8.30		s 5.38		11.00
870			1.15				f 8.24	240.9	ADAMS 2.7	10.5	f 8.24		f 5.32		10.50
662			1.35				f 8.33	243.9	BLAKELEY 3.0	7.5	f 8.18		f 5.27		10.40
1400			2.00				f 8.43	246.8	HAVANA 2.9	4.6	8.12		f 5.21		10.30
OWFTY			2.30PM		4.55PM		9.00AM	251.4	DN-R <b>PENDLETON</b> Fd	0.0	8.00AM		5.10PM		10.15AM
									(94.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
											Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.

(1.50)	(4.80)	(4.00)	(1.05)	(2.00)	Time	(3.50)	(1.05)	(1.50)	(2.05)	(3.45)
13.8	10.4	21.7	23.4	23.4	Average Speed per Hour	24.8	23.4	25.5	12.1	12.5

Westward trains are superior to trains of the same class in the opposite direction, except No. 78 is superior to No. 61, Walla Walla to Bolles.—See Rule 72.

Nos. 77 and 78 will register by register ticket at Dispatchers office, Walla Walla.

**WESTWARD—Yakima Branch—EASTWARD**

Length of passing tracks in feet and location of side water, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS						Distance from Yakima	Time Table No. 18		Distance from Attalia	FIRST CLASS						SECOND CLASS				
	261	369	367	55	51	59	57	47	53		June 18, 1922			52	54	58	48	60	56	368	370			
	Time Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		STATIONS	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight				
	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						
OWTFYP	11.00PM		6.00AM		7.00PM			8.20AM		0.0	D-R	<b>YAKIMA</b>	Ny	98.1	8.15AM			3.50PM		11.00AM				
2046	11.09		6.10	f	7.07			8.27		3.1		UNION GAP		95.0	f	8.05		f	3.40		10.45			
IP										6.6		N. P. CROSSING		91.5										
1600	11.20		6.25	f	7.17			8.37		7.3		PARKER		90.8	f	7.55		f	3.30		10.30			
										8.0		N. P. CROSSING		90.1										
1640 P	11.30		6.35	s	7.26			8.46		11.3	D	DONALD	Do	86.8	s	7.45		s	3.21		10.15			
1000	11.35		6.45	f	7.31			8.50		13.5		SAWYER		84.6	f	7.40		f	3.16		10.05			
2028 P	11.43PM		7.00	s	7.38			8.58		16.5		BUENA		81.6	s	7.33		s	3.09		9.55			
400				f	7.41			9.01		17.8		CUTLER		80.3	f	7.30		f	3.05					
1824 P	12.01AM		7.27	s	7.45			9.04		19.5	D-R	ZILLAH	Ah	78.6	s	7.27		s	3.02		9.40			
1000			7.35	f	7.50			9.09		21.8		BOONE		76.3	f	7.21		f	2.57		9.25			
2723 WP	12.15		7.50	s	7.56			9.16		24.7	D	GRANGER	G	73.4	s	7.16		s	2.51		9.16			
2675	12.30		8.15	f	8.10			9.30		30.9		EMERALD		67.2	f	7.03		f	2.38		8.45			
1872 YP	12.40		8.30		8.20			9.38		34.4	R	<b>MIDVALE</b>		63.7		6.55		9.58AM		2.30PM	8.40PM		9.00AM	
1500 P			8.40		8.29			9.47		37.2	D-R	SUNNYSIDE	Si	66.5		6.45		9.48AM		2.20PM	8.30PM		8.50AM	
1872 YP	12.40		9.00		8.40			9.58		34.4	R	<b>MIDVALE</b>		63.7		6.35				2.10			8.25	
2625 WFP	1.05		9.30	s	8.55			10.13		40.3	D	GRANDVIEW	Gw	57.8	s	6.20		s	1.55				8.00	
2296	1.25		10.00	s	9.12			10.28		47.3		NORTH PROSSER		50.8	s	6.04		s	1.39				7.20	
623			10.15	f	9.18			10.34		49.8		BIGGAM		48.3	f	5.58		f	1.33				7.05	
2708	1.45		10.45	f	9.30			10.45		55.0		GLEN		43.1	f	5.48		f	1.22				6.45	
300			11.05	f	9.40			10.53		58.8		CORRAL		39.3	f	5.39		f	1.14				6.30	
2179 WP	2.05		11.20	s	9.47			10.59		61.6	D	BENTON CITY	Cy	36.5	s	5.34		s	1.08				6.20	
2696	2.20		11.45AM	f	10.00			11.10		66.7		ACTON		31.4	f	5.23		f	12.57				6.00	
517				f				11.17		70.0		GROSSCUP		28.1	f	5.15		f	12.50					
2695	2.35		12.05PM	f	10.12			11.21		71.7		LEDREDER		26.4	f	5.12		f	12.47				5.45	
2728	2.50		12.35	f	10.26			11.33		77.3		LESLIE		20.8	f	5.00		f	12.35				5.25	
3552 WYFP	3.15AM		1.00PM	s	10.45			11.50AM 12.10PM		84.9	DN-R	KENNEWICK	Kn	13.2	s	4.45				12.20PM 11.59AM				5.00AM

**BETWEEN VILLARD AND KENNEWICK TRAINS WILL BE GOVERNED BY TIME TABLE AND RULES AND REGULATIONS OF NORTHERN PACIFIC AND S. P. AND S. RY.**

2300 P				f	11.15			f	12.40	91.1	R	VILLARD		7.0	f	3.43			f	11.33				
520				f	11.25			f	12.50	94.7		TWO RIVERS		3.4	f	3.35			f	11.25				
1470 P					11.35PM				1.00PM	98.1		<b>ATTALIA</b>		0.0		3.28AM				11.18AM				
												(98.1)												
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.15) 20.0	(0.10) 16.8	(7.00) 12.1	(0.09) 18.7	(4.35) 21.4	(0.09) 18.7	(0.09) 18.7	(4.40) 21.0	(0.09) 18.7	Time					(4.47) 20.5	(0.10) 16.8	(0.10) 16.8	(4.32) 21.6	(0.10) 16.8	(0.10) 16.8	(6.00) 14.2	(0.10) 16.8		

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

Yakima Branch trains will obtain clearance card, Form 2643, at Wallula for eastward movement from Attalia on Yakima Branch. Other trains are not required to obtain clearance card, Form 2643, at Attalia as per Rule 83-(A). See special Rule No. 2—Movements in Yards.  
Second class and extra trains will not register at Zillah.

Train arriving at Midvale as No. 47 will run as No. 57 Midvale to Sunnyside and as No. 58 Sunnyside to Midvale.  
Train arriving at Midvale as No. 48 will run as No. 59 Midvale to Sunnyside and as No. 60 Sunnyside to Midvale.  
Train arriving at Midvale as No. 51 will run as No. 55 Midvale to Sunnyside and as No. 56 Sunnyside to Midvale.  
Train arriving at Midvale as No. 52 will run as No. 53 Midvale to Sunnyside and as No. 54 Sunnyside to Midvale.  
Train arriving at Midvale as No. 367 will run as No. 369 Midvale to Sunnyside and as No. 370 Sunnyside to Midvale.

**WESTWARD—Wallula Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone, and turning stations.	SECOND CLASS			FIRST CLASS		Distance from Wallula	Time Table No. 18 June 18, 1922			Distance from Walla Walla	FIRST CLASS		SECOND CLASS	
	363 Freight	47 Passenger	75 Passenger	STATIONS	48 Passenger		76 Passenger	364 Freight	48		76			
									Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	
2272 WFYP	2.30PM	1.10PM	2.30AM	DN-R WALLULA 7.7 Jn	31.0	11.10AM	12.15AM	12.50PM						
730	2.50	f 1.27	f 2.50	REESE 2.5	23.3	f 10.45	f 11.55PM	12.20						
250	3.00	f 1.33	f 2.57	DIVIDE 5.0	20.8	f 10.40	f 11.49	12.10PM						
1509 WP	3.15	s 1.45	s 3.10	D TOUCHET 4.3 Ch	15.8	s 10.30	s 11.38	11.45AM						
686	3.30	s 1.56	s 3.22	LOWDEN 4.7	11.5	s 10.20	s 11.27	11.10						
618	3.45	f 2.08	f 3.35	WHITMAN 4.6	6.8	f 10.10	f 11.16	10.55						
				W. W. V. CROSSING 2.2	2.2									
OTWFYP	4.30PM	2.30PM	4.00AM	DN-R WALLA WALLA 2.2 Dispr. Dx Bu (31.0)	0.0	9.55AM	11.00PM	10.30AM						
	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily						
	(2.00) 15.5	(1.20) 23.3	(1.30) 20.7	Time	(1.15) 24.8	(1.15) 24.8	(2.20) 13.3	Average Speed per Hour						

Westward trains are superior to trains of the same class in the opposite direction, except No. 364 is superior to No. 363, Walla Walla to Wallula.—See Rule 72.

**WESTWARD—Pomeroy Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone, and turning stations.	SECOND CLASS		Distance from Pomeroy	Time Table No. 18 June 18, 1922			Distance from Starbuck	SECOND CLASS	
	155 Mixed	STATIONS		156 Mixed	156				
					Arrive Daily	Leave Daily			
1767 WT	10.00AM	D-R POMEROY 4.4 Py	28.9	3.00PM					
1326	f 10.14	ZUMWALT 5.4	24.5	f 2.40					
192	f 10.33	HOUSER 4.6	19.1	f 2.20					
1009 W	f 10.47	CHARD 3.2	14.5	f 2.00					
508	f 10.57	JACKSON 3.4	11.3	f 1.45					
1009	f 11.10	DELANEY 7.9	7.9	f 1.30					
WYFT	11.40AM	DN-R STARBUCK 28.9 Sn	0.0	1.00PM					
	Arrive Daily			Leave Daily					
	(1.40) 17.3	Time	(2.00) 14.5	Average Speed per Hour					

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

**WESTWARD—Dayton Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone, and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Turner	Time Table No. 18 June 18, 1922			Distance from Bolles	FIRST CLASS			SECOND CLASS	
	167 Mixed	165 Mixed	63 Passenger	61 Motor		STATIONS	64 Passenger	62 Motor		66 Motor	166 Mixed	168 Mixed		
													Arrive Wed. Only	Leave Daily Ex. Sun.
1502 T	3.30PM				0.0	TURNER 2.2								
1305					2.2	WHETSTONE 3.4								
1415					5.6	RONAN 6.3								
1355 WT	4.20PM	4.20PM	1.00PM	10.05AM	11.9	D-R DAYTON 3.4 Da	13.0	2.30PM	6.40PM	11.30AM	11.55AM	2.40PM		
752		f 4.30	f 1.09	f 10.14	15.3	LONG 0.9	9.6	f 2.21	f 6.31	f 11.21	f 11.35			
					16.2	N. P. CROSSING 2.7	8.7							
969		s 4.42	s 1.18	s 10.23	18.9	HUNTSVILLE 2.5	6.0	s 2.11	s 6.21	s 11.11	s 11.20			
1254		s 4.55	s 1.25	s 10.30	21.4	D WAITSBURG 3.5 Bg	3.5	s 2.04	s 6.14	s 11.04	s 11.05			
1374 WTP		5.10PM	1.35PM	10.40AM	24.9	R BOLLES 24.9	0.0	1.55PM	6.05PM	10.55AM	10.50AM			
	Arrive Wed. Only	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily Ex. Sun.	Leave Sun. Only	Leave Daily Ex. Sun.	Leave Wed. Only		
	(0.50) 14.3	(0.50) 15.6	(0.35) 22.3	(0.35) 22.3	Time	(0.35) 22.3	(0.35) 22.3	(0.35) 22.3	(1.05) 12.0	(0.50) 14.3	Average Speed per Hour			

Westward trains are superior to trains of the same class in the opposite direction, except No. 166 is superior to No. 63, Bolles to Dayton, and No. 168 is superior to No. 167, Dayton to Turner—See Rule 72.

# THIRD DIVISION

## SPECIAL RULES

(Superseding conflicting rules in "Rules and Instructions of Transportation Department".)

### PASSENGER TRAINS

- Nos. 1 and 2 will stop on flag at Langdon.  
Nos. 75 and 76 will stop on flag at Magallon, Mathew, Walker, Sheffler and Finch.  
No. 11 will stop to let off passengers from points north or east of Spokane.  
Nos. 51 and 52 will stop on flag at Mellis, Dunbro, Flint, Pana, Dalton, Baird, Morris, Waneta, Forsell, Shultz, Capp and McDougal.  
Nos. 47 and 48 will stop on flag at Boone for passengers to and from points west of Grandview only.  
Nos. 47 and 48 will stop on flag at Mellis, Dunbro, Flint, Dalton, Baird, Morris, Waneta, Forsell, Shultz, Capp, McDougal, Purdy, Reavis, and Finch.  
No. 165 will stop on flag at Dumas.

### FREIGHT TRAINS

- Nos. 253 and 254 will carry passengers between Wallula and Umatilla.  
Nos. 361 and 362 will carry passengers between Walla Walla and Pendleton.  
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 travelling on company business between stations at which trains stop. See Rule 720.
- Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions over Yakima River Bridge, one mile west of Parker, and between Wallula and Attalia, and within yards at Umatilla, Wallula-Attalia, Ayer Jct., Riparia, Starbuck, Walla Walla, Pendleton, Kennewick, Zillah, Yakima and Dayton. Under control means to be able to stop within 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.  
Yard limits at Wallula extend through and include Attalia.
  - Referring to Rule 83(A), trains are not required to obtain clearance card at Midvale, Sunnyside, Bolles and Turner.
  - Referring to Rule 221(A), all trains are required to obtain clearance card at Wallula, Ayer Jct., Walla Walla and Kennewick, and will not whistle for train order signal.
  - Referring to Rule 221(B), on branch lines train order signal lights will not be kept burning at night when operators are not on duty.
  - White indicator board displayed at a station will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
  - 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.
  - A Buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
  - Train registers will not be used as a means of identifying extra trains.
  - Helper engines on passenger trains will be coupled ahead of regular engine.
  - Yakima River Bridge, one mile west of Parker, is used jointly with Nor. Pac. Ry. by gauntlet track which is protected by automatic block signals and yard limit boards. See Special Rule 2.
  - Joint Operation, Zillah.** Tracks of O-W. R. R. & N. and N. P. Ry. within yard limits of Zillah are used jointly by both companies for switching purposes. All trains using joint N. P. tracks will be governed by Rule 93.
  - Engines will not be double-headed over Yakima River Bridge at Benton City, or over Yakima River Bridge between Parker and Donald.
  - All trains will stop before crossing drawbridge over Snake River at Riparia, and may then proceed if draw span is seen to be closed.
  - Referring to Rule 17 of "Rules and Instructions of Transportation Department": When rules require headlight to be displayed, electric headlights on engines will be dimmed:
    - In yards where yard engines are employed;
    - At meeting points;
    - Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers;
    - When standing;
    - On two or more tracks when approaching trains running in the opposite direction.
  - When home block signal displays stop indication due to switch being set to permit train to enter siding, such train may proceed into siding with caution without stopping for home block signal.

### DIVISION SPEED RESTRICTIONS

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

### SUB-DIVISION SPEED RESTRICTIONS AND TRAIN INSPECTION STATIONS

18. SEVENTH SUB-DIVISION		
A. Between Ayer Junction and Riparia.....	Passenger 40 miles	Freight 30 miles
Over Snake River Bridge at Riparia.....	5 miles	5 miles
19. STARBUCK-PENDLETON SUB-DIVISION		
A. Between Starbuck and Pendleton.....	Passenger 40 miles	Freight 30 miles
On descending grades, between Alto and Starbuck .....	30 miles	12 miles
On descending grades, between Mile Posts 22 and 32½ .....	30 miles	15 miles
Over street crossings at grade in Walla Walla, Athena and Pendleton.....	6 miles	6 miles
Over street crossings at grade in Milton.....	15 miles	15 miles
B. In addition to making inspection of trains as often as possible, as per Rule 824, eastbound freight and mixed trains will stop 5 minutes at Bade and Relief to permit wheels to cool, during which time train men will inspect train for overheated and cracked wheels, and before proceeding, recharge train line and auxiliaries fully.		
20. BRANCHES.		
Wallula Branch.....	Passenger 40 miles	Freight 30 miles
Yakima Branch .....	40 miles	30 miles
Over street crossings at grade in Kennewick.....	8 miles	8 miles
Over Yakima River Bridges at Benton City and Parker .....	10 miles	10 miles
Over street crossings at grade in Zillah and Yakima .....	10 miles	10 miles
Pomeroy Branch .....	25 miles	20 miles
Dayton Branch .....	25 miles	20 miles
Over street crossings at grade in Dayton.....	6 miles	6 miles

### AIR BRAKES

- 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. Trainmen must know that hand brakes are operative on freight cars which have air brake cut-out.
- All pressure retaining valves will be used on all freight trains descending grades Mile Post 22 to Mile Post 32½, Starbuck-Pendleton Sub-Division; Alto to Starbuck and Alto to Menoken; Turner to Whetstone and Mile Post 20½ to Dayton; on passenger trains descending grades Mile Post 22 to Bade and Alto to Relief.
- 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.
- On eastward freight trains immediately before leaving Alto, Rule 1017 Book of Rules and Instructions Governing Air Brakes, must be observed, and ten-pound reduction made by engineman to apply brakes.
- Air must not be applied while crossing Snake River Bridge at Riparia.

## 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.

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

## THIRD 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	RIPARIA AND UMATILLA					STARBUCK AND PENDLETON								WALLULA and WALLA WALLA		TURNER AND BOLLES				POMEROY and STARBUCK		YAKIMA and WALLULA				
		WESTWARD			EASTWARD		WESTWARD				EASTWARD				Westward	Eastward	WESTWARD		EASTWARD		Westward	Eastward	Westward	Eastward			
		Riparia to Starbuck	Grange City Jet. to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Riparia	Starbuck to Alto	Alto to Bolles	Bolles to Walla Walla	Walla Walla to Milton	Milton to Weston	Weston to Pendleton	Pendleton to Walla Walla	Walla Walla to Bolles			Bolles to Alto	Alto to Starbuck	Turner to Dayton	Dayton to Bolles					Bolles to Dayton	Dayton to Turner	
T. 55	18 71	1701 to 1708	620	1210	935	935	1275	165	440	470	560	255	935	445	365	315	935	470	935	600	1275	365	340	1275	470	935	935
M. 57	18 91	4200 to 4208	695	1360	1050	1050	1430	185	485	520	630	285	1050	495	410	350	1050	520	1050	670	1430	410	380	1430	520	1050	1050
T. 63	19 92	1709 to 1714	680	1330	1025	1025	1400	180	475	510	615	280	1025	485	400	340	1025	510	1025	655	1400	400	370	1400	510	1025	1025
A. 81	20 106	3500 to 3514																									
T. 63	20 113	1715 to 1726	760	1490	1150	1150	1570	200	555	625	690	315	1150	610	520	400	1150	625	1150	735	1570	520	460	1570	625	1150	1150
C. 51	20 117	700 to 704	890	1750	1345	1345	1835	240	650	725	810	370	1345	710	615	465	1345	725	1345	860	1835	615	540	1835	725	1345	1345
T. 57	20 119	1733 to 1736																									
T. 64	15 26 145	1727 to 1732	950	1850	1430	1430	1950	270	690	775	860	400	1430	755	650	495	1430	775	1430	915	1950	650	570	1950	775	1430	1430
T. 57	20 126	1737 to 1741	1000	1970	1520	1520	2070	280	735	820	910	425	1520	800	690	525	1520	820	1520	975	2070	690	610	2070	820	1520	1520
C. 51	20 137	705 to 706																									
C. 51	21 142	130 & 139	1080	2140	1650	1650	2250	290	795	895	990	440	1650	895	745	555	1650	895	1650	1055	2250	745	645	2250	895	1650	1650
P. 77	17-28 138	3200 to 3203																									
P. 77	22 135	3204 to 3207	1000	1970	1520	1520	2070	280	735	820	910	425	1520	800	690	525	1520	820	1520	975	2070	690	610	2070	820	1520	1520
P. 77	22 145	3208 to 3217																									
C. 55	19 149	707 to 709	1130	2200	1700	1700	2320	300	820	925	1020	465	1700	925	770	585	1700	925	1700	1090	2320	770	680	2320	925	1700	1700
T. 69	22 159	1742 to 1754	1090	2150	1660	1660	2265	290	800	900	995	450	1660	900	750	560	1660	900	1660	1060	2265	750	650	2265	900	2050	1660
T. 63	22 160	1755 to 1760	1210	2370	1830	1830	2500	340	885	995	1100	510	1830	1000	830	630	1830	995	1830	1180	2500	830	730	2500	995	2200	1830
C. 57	20 167	710, 715 & 724																									
C. 57	20 172	720, 721 & 723	1200	2330	1800	1800	2460	325	875	975	1080	500	1800	985	820	625	1800	975	1800	1150	2460	820	720	2460	975	1800	1800
C. 57	15 26 167	711 to 718																									
C. 57	15 26 172	719 & 722	1325	2590	2000	2000	2730	370	970	1080	1200	550	2000	1090	910	695	2000	1080	2000	1280	2730	910	800	2730	1080	2000	2000
P. 77	25 170	3218 to 3227																									
C. 57	22 179	725 to 729	1250	2435	1880	1880	2560	350	920	1010	1130	520	1880	1030	855	650	1880	1010	1880	1200	2560	855	750	2560	1010	1880	1880
C. 57	22 187	730 to 768	1475	2850	2200	2200	3000	425	1100	1210	1350	630	2200	1215	1040	785	2200	1210	2200	1425	3000	1040	900	3000	1210	3000	2200
MK. 57	23 205	2100 to 2165	1620	3175	2450	2450	3350	435	1180	1360	1470	680	2450	1350	1110	850	2450	1360	2450	1570	3350	1110	980	3350	1360	3350	2450

### 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.)
Umatilla to Riparia .....	6000	3000
Riparia to Umatilla .....	6000	3000
Starbuck to Pendleton .....	3000	.....
Pendleton to Starbuck .....	3000	.....
Wallula to Yakima .....	6000	3000
Yakima to Wallula .....	6000	3000
Walla Walla to Wallula .....	6000	3000
Wallula to Walla Walla .....	3000	.....
Turner to Bolles .....	3000	.....
Bolles to Turner .....	3000	.....
Pomerooy to Starbuck .....	.....	.....
Starbuck to Pomerooy .....	3000	.....

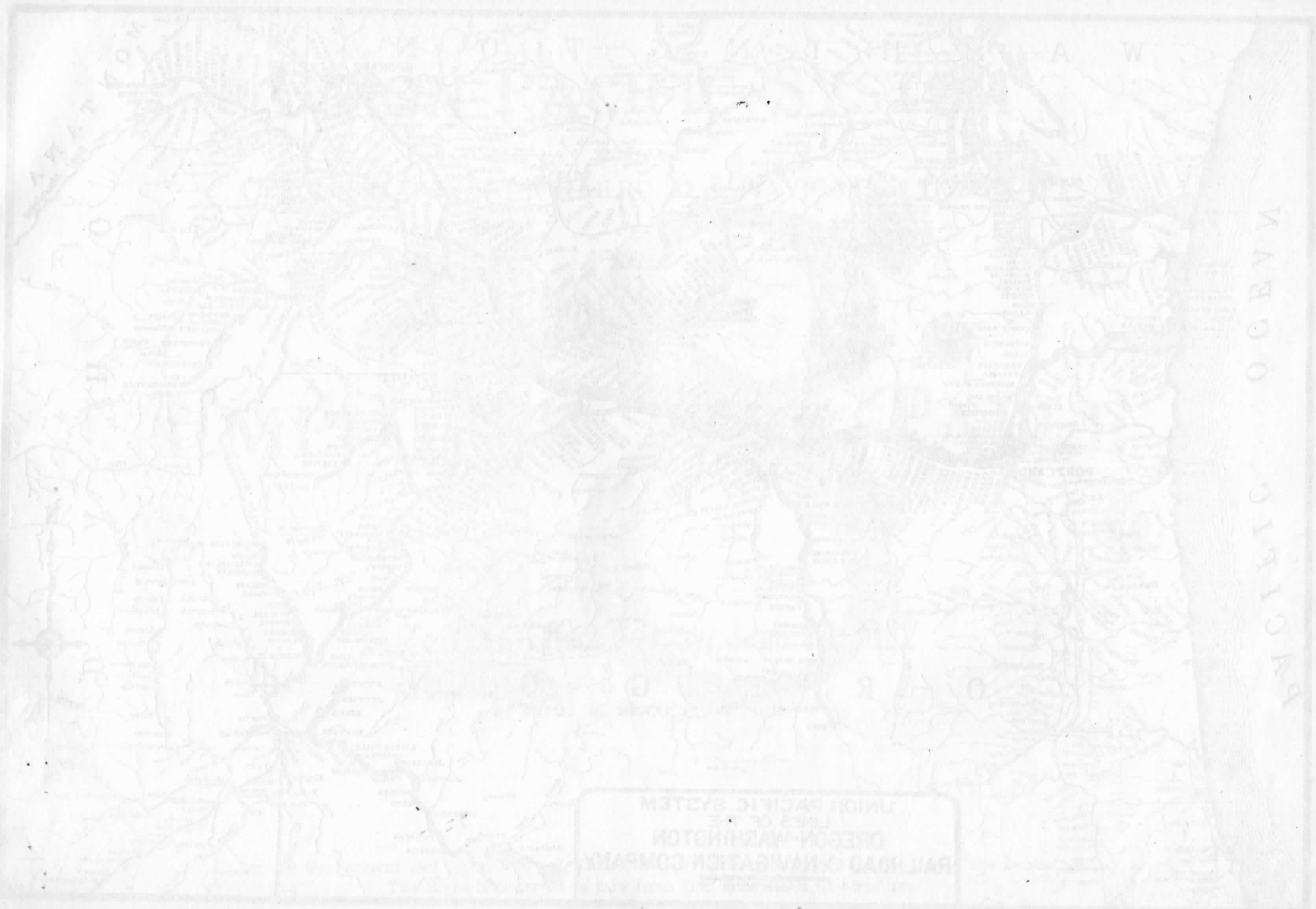
### CLASS

- |   |   |
|---|---|
| "E"—Eight Wheel<br>"A"—Atlantic<br>"P"—Pacific<br>"T"—Ten Wheel<br>"M"—Mogul<br>"C"—Consolidation | "TW"—Twelve Wheel<br>"S"—Switch.<br>"MK"—Mikado.<br>"TTT"—Two-Ten-Two.<br>"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





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

PACIFIC OCEAN

WASHINGTON

OREGON

IDaho

PORTLAND

SEASIDE

ASTORIA

EMERSON

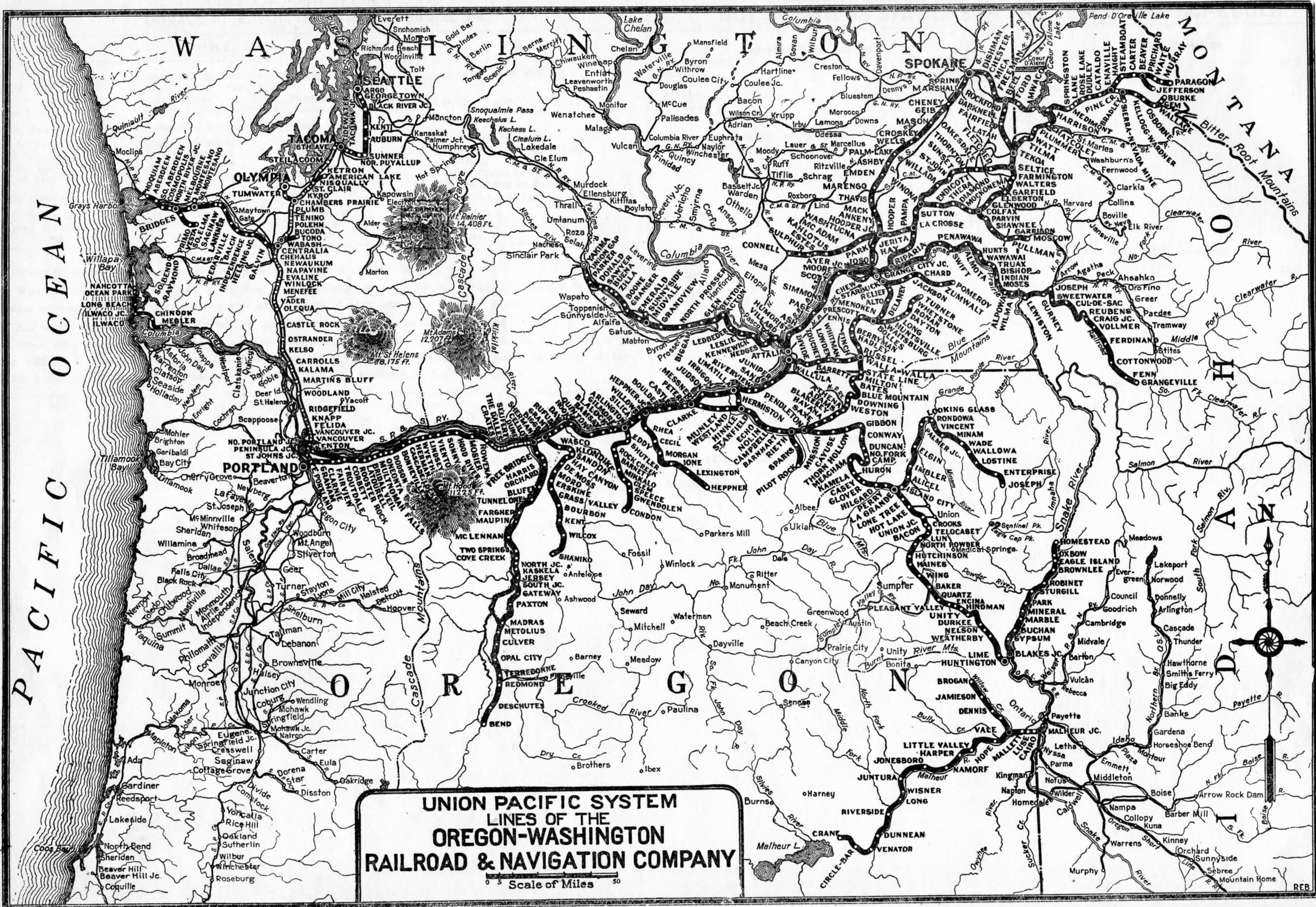
WASCO

WASCO

WASCO

WASCO

WASCO



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

Scale of Miles  
0 5 10 15 20 25 30 35 40 45 50