

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Fourth Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, May 21, 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.

FOURTH DIVISION

W. CONNOLLY,
Superintendent, SPOKANE, WASHINGTON.

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

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

MILEAGE

| | | | | |
|------------------------------|-----------------------|--------|----------|----------|
| FIRST DIVISION | Main Line | 384.40 | | |
| | Branches | | 413.80 | |
| | Total | | | 798.20 |
| SECOND DIVISION | Main Line | 233.18 | | |
| | Branches | | 97.80 | |
| | Total | | | 330.98 |
| THIRD DIVISION | Main Line | 79.61 | | |
| | Branches | | 302.56 | |
| | Total | | | 382.17 |
| FOURTH DIVISION | 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. 30 May 21, 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 | | 7.29 PM | 3.25 PM | 0.0 | HUNTINGTON | 389.3 | | 12.11 AM | 8.10 AM | | 11.45 AM | 2.45 PM | 7.00 PM | | | | | | | | |
| | 10.15 AM | 9.00 AM | | 9.55 PM | | 10.35 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 | 1.28 AM | | 1.23 AM | 10.30 PM | 173.7 | PENDLETON | 515.6 | 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 | 5.00 AM | 3.50 AM | 304.9 | THE DALLES | 84.4 | 10.35 PM | 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 | 7.45 AM | 7.30 AM | 389.3 | PORTLAND | 0.0 | 7.15 PM | 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 | | | | | | | | |
| | (5.30) 16.2 | (42.05) 9.0 | (14.20) 27.2 | (8.55) 24.2 | (14.20) 27.2 | (5.25) 32.8 | (12.16) 31.7 | (16.05) 24.2 | Time | | (8.55) 24.2 | (15.11) 25.6 | (15.10) 25.6 | (5.20) 34.2 | (15.15) 25.5 | (15.45) 24.7 | (45.00) 8.6 | | | | | | | | |
| | | | | | | | | | Average Speed per Hour | | | | | | | | | | | | | | | | |

WESTWARD—Seattle and Portland—EASTWARD

| SECOND CLASS | | | | FIRST CLASS | | | | Distance from Seattle | Time Table No. 30 May 21, 1922 | | Distance from Portland | FIRST CLASS | | | | SECOND CLASS | |
|--------------|------------------------|--|--|-------------|--|--|--|--------------------------|-----------------------------------|-------|---------------------------|----------------|------------------|------------------|-----------------|--------------|------------------------|
| | 691 Time Freight | | | | | | | | | | | | 562 Passenger | 564 Passenger | | | 692 Time Freight |
| | Leave Daily | | | | | | | | | | Arrive Daily | Arrive Daily | | | Arrive Daily | | |
| | 7.00 PM | | | | | | | 0.0 | SEATTLE | 183.2 | 10.40 PM | 6.30 AM | | | 6.45 AM | | |
| | 8.30 PM | | | | | | | 3.1 | ARGO | 180.1 | | | | | 5.00 AM | | |
| | 12.05 AM | | | | | | | 38.1 | TACOMA | 145.1 | 9.25 PM | 5.00 AM | | | 12.30 AM | | |
| | 7.35 AM | | | | | | | 92.1 | CENTRALIA | 91.1 | 7.30 PM | 2.40 AM | | | 7.30 PM | | |
| | | | | | | | | 181.6 | ALBINA | 1.6 | | | | | | | |
| | | | | | | | | 183.2 | PORTLAND | 0.0 | 4.00 PM | 11.15 PM | | | | | |
| | Arrive Daily | | | | | | | | (183.2) | | Leave Daily | Leave Daily | | | Leave Daily | | |
| | (12.35) 14.2 | | | | | | | (7.00) 26.2 | Time | | (6.40) 27.7 | (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. 30 May 21, 1922 | | Distance from Pendleton— Umatilla | FIRST CLASS | | | | SECOND CLASS | |
|--------------|------------------------|--|--|-----------------|-----------------|----------------|----------------|--------------------------|-----------------------------------|-------|---|-----------------|-----------------|----------------|-----------------|----------------|------------------------|
| | 253 Time Freight | | | 11 Passenger | 5 Passenger | 7 Passenger | 1 Passenger | | | | | | 12 Passenger | 6 Passenger | 8 Passenger | 2 Passenger | 254 Time Freight |
| | Leave Daily | | | Leave Daily | Leave Daily | 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 PM | | |
| | | | | | 10.25 PM | 12.15 PM | | 147.8 | RIPARIA | 103.6 | | 4.45 AM | 12.45 PM | | | | |
| | 1.30 AM | | | 12.10 AM | 11.05 PM | | | 103.9 | AYER JUNCTION | 80.4 | 3.45 AM | 4.00 AM | | | 6.40 PM | | |
| | 6.00 AM | | | 1.45 AM | 12.55 AM | | | 157.2 | WALLULA | 27.3 | 1.55 AM | 2.20 AM | | | 2.10 PM | | |
| | 8.00 AM | | | 2.30 AM | 2.30 AM | | | 184.5 | UMATILLA | 0.0 | 12.55 AM | | | | 12.01 PM | | |
| | | | | | | 12.35 PM | | 156.5 | STARBUCK | 94.4 | | | 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 | Arrive Daily | | (251.4) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| | (14.00) 18.2 | | | (5.15) 35.1 | (11.35) 21.6 | (9.50) 25.6 | (2.00) 23.4 | | Time | | (6.20) 29.1 | (11.00) 21.7 | (10.35) 23.8 | (1.50) 25.5 | (15.20) 11.9 | | |
| | | | | | | | | | Average Speed per Hour | | | | | | | | |

WESTWARD—EIGHTH 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. 30 May 21, 1922 | Distance from Portland | FIRST CLASS | | | SECOND CLASS | | | | |
|---|-----------------------------|----------------|----------------|----------------|----------------------------|-----------------|----------------------------|-----------------------|---|------------------------|----------------------------|-----------------|----------------------------|---------------------|--------------|--------------|--------------|--------------|
| | 253 Time Freight | | | | 17 C.M.&St.P. Passenger | 11 Passenger | 15 C.M.&St.P. Passenger | | | | 18 C.M.&St.P. Passenger | 12 Passenger | 16 C.M.&St.P. Passenger | 254 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 | Arrive Daily |
| OWFTP | | | | | | | | 0.0 | STATIONS | | | | | | | | | |
| 2690 P | | | | | | | | 5.2 | DN-R SPOKANE ^{5.2} _{5.2} ^{Dispr. Dist. Au. Id. D.M.} | 367.5 | 7.00AM | 7.15AM | 8.40PM | | | | | 3.30AM |
| 2720 P | | | | | | | | 9.6 | COWLES ^{4.4} | 362.3 | 6.45 | 7.00 | 8.20 | | | | | 2.45 |
| 1823 WP | | | | | | | | 16.7 | MARSHALL ^{7.1} | 357.9 | 6.36 | 6.51 | 8.12 | | | | | 2.20 |
| 2683 P | | | | | | | | 22.1 | DN CHENEY ^{5.4} _{5.4} ^{Cy} | 350.8 | s 6.24 | s 6.38 | s 7.57 | | | | | 1.35 |
| 2680 P | | | | | | | | 27.0 | GEIB ^{4.9} | 345.4 | 6.14 | 6.29 | 7.47 | | | | | 12.59 |
| 2755 WP | | | | | | | | 34.4 | MASON ^{7.4} | 340.5 | 6.05 | 6.20 | 7.38 | | | | | 12.32AM |
| 2682 P | | | | | | | | 38.2 | CROSKY ^{3.8} | 333.1 | 5.52 | 6.07 | 7.25 | | | | | 11.59PM |
| 2683 P | | | | | | | | 45.0 | WELLS ^{6.8} | 329.3 | 5.44 | 6.00 | 7.18 | | | | | 11.40 |
| 2310 P | | | | | | | | 50.2 | PALM LAKE ^{5.2} | 322.5 | 5.33 | 5.49 | 7.07 | | | | | 11.00 |
| 2716 P | | | | | | | | 54.4 | ASHBY ^{4.2} | 317.3 | 5.24 | 5.40 | 6.58 | | | | | 10.33 |
| 2335 WFYP | | | | | | | | 61.1 | EMDEN ^{6.7} | 313.1 | 5.16 | 5.33 | 6.51 | | | | | 10.10 |
| 2683 P | | | | | | | | 65.9 | DN-R MARENGO ^{4.8} _{4.8} ^{Ra} | 306.4 | 5.05AM | s 5.20 | 6.40PM | | | | | 9.30 |
| 2247 P | | | | | | | | 70.3 | THAVIS ^{4.4} | 301.6 | | 5.07 | | | | | | 9.00 |
| 2682 P | | | | | | | | 74.5 | MACK ^{4.2} | 297.2 | | 4.58 | | | | | | 8.45 |
| 2070 WYP | | | | | | | | 82.1 | ANKENY ^{7.6} | 293.0 | | 4.49 | | | | | | 8.30 |
| 2780 P | | | | | | | | 88.0 | N-R HOOPER JCT. ^{5.9} _{5.9} ^{Hr} | 285.4 | | f 4.33 | | | | | | 8.05 |
| 2683 P | | | | | | | | 94.2 | PARK ^{6.2} | 279.5 | | 4.20 | | | | | | 7.40 |
| 2200 P | | | | | | | | 99.8 | JOSO ^{5.6} | 273.3 | | 4.07 | | | | | | 7.15 |
| WFYP | | | | | | | | 103.9 | CHEW ^{4.1} | 267.7 | | 3.55 | | | | | | 6.55 |
| | | | | | | | | | DN-R AYER JUNCTION ^{4.1} _{4.1} ^{Jd} | 263.6 | | 3.45AM | | | | | | 6.40PM |
| | | | | | | | | | (103 9) | | Leave Daily | Leave Daily | Leave Daily | | | | | Leave Daily |
| | (7.00) 14.9 | (2.00) 30.5 | (2.55) 35.7 | (1.50) 33.3 | Time | | | | (1.55) 31.9 | (3.30) 29.7 | (2.00) 30.5 | (8.50) 11.8 | | | | | | |
| | Average Speed per Hour..... | | | | | | | | | | | | | | | | | |

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

Referring to Rule 83.—Conductors and engineers of westward trains from Spokane before going onto single track, must carefully check the register at Spokane and must fully identify trains between Spokane and west end of double track.

When operator is on duty at Hooper Junction, trains 11 and 12 may register at that station by registering ticket (Form 2642.)

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. 30 May 21, 1922 | | | Distance from Ayer Junction | FIRST CLASS | | | SECOND CLASS | | |
|---|-------------------------|--------------------------|--------------------------|--------------|----------------|--------------|----------------|-----------------------|--|---------------|----------------|-----------------------------|-------------------------|-------------------------|------------------------|------------------------|--|--|
| | 73 Mixed | | 55 Freight | | 5 Passenger | 3 Motor | 7 Passenger | | 6 Passenger | 4 Motor | 8 Passenger | | 56 Freight | 74 Mixed | | | | |
| | Leave Tue. Thur. & Sat. | Leave Tue. Thur. & Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Sun. Wed. & Fri. | Arrive Mon. Wed. & Fri. | | | | |
| OWFYTP | | 5.30AM | | 6.30PM | 9.00AM | 8.50AM | 49.4 | DN-R | TEKOA | K | 115.8 | 8.15AM | 4.20PM | 4.30PM | 1.00PM | | | |
| 1614 P | | 5.50 | | s 6.42 | s 9.10AM | f 9.00 | 55.0 | R | SELTICE | | 110.2 | s 8.00 | s 4.05PM | s 4.18 | 12.20PM | | | |
| 1645 W | | 6.15 | | s 6.55 | | s 9.10 | 60.9 | D | FARMINGTON | Fm | 104.3 | s 7.45 | | s 4.03 | 11.50AM | | | |
| | | | | | | | 62.0 | | N. P. CROSSING | | 103.2 | | | | | | | |
| 628 | | 6.30 | | f 7.07 | | f 9.22 | 66.8 | | WALTERS | | 98.4 | f 7.32 | | f 3.47 | 11.20 | | | |
| | | | | | | | 70.0 | | N. P. CROSSING | | 95.2 | | | | | | | |
| 1918 | | 6.45 | | s 7.15 | | s 9.30 | 70.4 | D | GARFIELD | Gr | 94.8 | s 7.23 | | s 3.40 | 11.00 | | | |
| 942 W (East) | | 7.10 | | s 7.27 | | s 9.40 | 75.8 | D | ELBERTON | De | 89.4 | s 7.10 | | s 3.27 | 10.30 | | | |
| 756 | | 7.40 | | f 7.40 | | f 9.50 | 81.9 | | GLENWOOD | | 83.3 | f 6.55 | | f 3.15 | 9.50 | | | |
| 1640 IWFYP | | 8.00 | | s 7.55 | | s 10.05 | 88.1 | | COLFAX | I.E. Crossing | 77.1 | s 6.40 | | s 3.00 | 9.05 | | | |
| 1030 P | | 8.15 | | 8.04 | | 10.13 | 90.5 | | CREST | | 74.7 | 6.32 | | 2.50 | 8.45 | | | |
| 1740 | | 8.30 | | f 8.09 | | f 10.18 | 92.9 | | MOCKONEMA | | 72.3 | f 6.27 | | f 2.44 | 8.30 | | | |
| 1518 | | 8.50 | | s 8.18 | | s 10.28 | 97.0 | D | DIAMOND | D | 68.2 | s 6.20 | | s 2.34 | 8.00 | | | |
| 844 W | | 9.10 | | f 8.26 | | f 10.36 | 100.6 | | THERA | | 64.6 | f 6.12 | | f 2.27 | 7.30 | | | |
| 1470 | | 9.45AM | | s 8.42PM | | s 10.52AM | 107.6 | D | ENDICOTT | Di | 57.6 | s 6.00AM | | s 2.15PM | 7.00AM | | | |
| 693 | | | | | | f 9.22AM | 60.6 | | FLETCHER | | 94.2 | | f 3.50PM | | | | | |
| | | | | | | | 63.4 | | N. P.—I. E. CROSSINGS | | 91.4 | | | | | | | |
| 1743 W | | | | | | s 9.30 | 63.8 | D | OAKESDALE | On | 91.0 | | s 3.40 | | | | | |
| 1180 | | | | | | s 9.50 | 71.7 | D | THORNTON | Ko | 83.1 | | s 3.15 | | | | | |
| | | | | | | | 72.4 | | I. E. CROSSING | | 82.4 | | | | | | | |
| 1482 P | | | | | | s 10.05 | 77.6 | | SUNSET | | 77.2 | | s 3.00 | | | | | |
| 1497 W | | | | | | s 10.20 | 84.7 | D | ST. JOHN | Sj | 70.1 | | s 2.40 | | | | | |
| 1420 P | | | | | | s 10.35 | 91.4 | | WILLADA | | 63.4 | | s 2.21 | | | | | |
| 841 | | | | | | f 10.50 | 98.7 | | GRAVEL PIT | | 56.1 | | f 2.08 | | | | | |
| 1323 WY | | 10.15AM | | s 8.55PM | 11.05AM | s 11.05AM | 113.3 | | WINONA | Wa | 51.9 | s 5.48AM | 2.00PM | s 2.00PM | 6.35AM | | | |
| 2357 | | 10.40 | | 9.05 | | 11.15 | 117.4 | | SUTTON | | 47.8 | 5.40 | | 1.50 | 6.15 | | | |
| 1382 WFYP | | 11.40AM | 11.15AM | s 9.20 | | s 11.25 | 123.9 | DN-R | LACROSSE | Ja | 41.3 | s 5.30 | | s 1.40 | 5.45AM | 1.10PM | | |
| 2179 | | f 11.55AM | | f 9.30 | | f 11.37 | 129.5 | | JERITA | | 35.7 | f 5.18 | | f 1.25 | | f 12.45 | | |
| 2220 W | | s 12.20PM | | f 9.45 | | s 11.50AM | 135.2 | | HAY | H | 30.0 | f 5.08 | | s 1.10 | | s 12.30 | | |
| 2180 | | f 12.55 | | f 10.05 | | f 12.05PM | 143.3 | | CANYON | | 21.9 | f 4.55 | | f 12.55 | | f 12.05PM | | |
| | | 1.10PM | | 10.20PM | | 12.15PM | 147.8 | DN-R | RIPARIA | N.P. Crossing | 17.4 | 4.45AM | | 12.45PM | | 11.45AM | | |
| | | Arrive Tue. Thur. & Sat. | Arrive Tue. Thur. & Sat. | Arrive Daily | Arrive Daily | Arrive Daily | | | (98.4) Via Colfax (88.0) Via Thornton | | | Leave Daily | Leave Daily | Leave Daily | Leave Sun. Wed. & Fri. | Leave Mon. Wed. & Fri. | | |

| | | | | | | | | | | |
|--------|--------|--------|--------|--------|------------------------|--------|--------|--------|--------|--------|
| (1.80) | (5.45) | (3.50) | (2.05) | (3.25) | Time | (3.30) | (2.20) | (3.45) | (7.15) | (1.25) |
| 15.9 | 13.0 | 25.7 | 25.7 | 28.8 | Average Speed per Hour | 28.1 | 22.9 | 26.2 | 11.7 | 11.7 |

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

WESTWARD—SPOKANE-TEKOA SUB-DIVISION

| 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. 30 May 21, 1922 | | |
|---|-------------------------------------|------------------------------|----------------------------|--|----------------|-----------------|----------------|---|--|--|----------------|-----------------------|-----------------------------------|-----------|--------------------------------|
| | 47 C.M.&St.P. Freight (66) | 291 C.M.&St.P. Freight | 57 Freight | 537 C.M.&St.P. Passenger (16) | 5 Passenger | 13 Passenger | 9 Passenger | 535 C.M.&St.P. Passenger (218) | 401 Spokane Internat'l Passenger (2) | 533 C.M.&St.P. Passenger (18) | 7 Passenger | | STATIONS | DN-R | Track |
| | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| OWFTP | 9.45 PM | 9.10 PM | 7.30 PM | 8.55 PM | 4.25 PM | 2.45 PM | 8.40 AM | 7.32 AM | 7.30 AM | 7.20 AM | 7.05 AM | 0.0 | SPOKANE | | |
| IP | 9.55 | 9.20 | 7.40 | 9.02 | 4.32 | 2.52 | 8.47 | 7.39 | 7.37 AM | 7.27 | 7.12 | 1.8 | N. P. CROSSING | | |
| 2088 | 10.00 | 9.25 | 7.45 | 9.05 | 4.35 | 2.55 | 8.50 | 7.42 | | 7.30 | 7.15 | 3.0 | EAST SPOKANE | | |
| 1072 | 10.15 | 9.40 PM | 8.00 | 9.12 | 4.40 | 3.00 | 8.55 | 7.48 AM | | 7.36 | 7.20 | 6.5 | DN | DISHMAN | |
| 1797 | 10.30 | | 8.25 | 9.22 | 4.45 | 3.05 | 9.00 | | | 7.41 | 7.25 | 9.7 | CHESTER | | |
| 940 | 10.50 | | 8.45 | 9.30 | 4.52 | 3.12 | 9.08 | | | 7.52 | 7.34 | 13.2 | REDLIN | | |
| 1009 | 11.10 | | 8.55 | 9.37 | 4.57 | 3.19 | 9.14 | | | 7.59 | 7.40 | 15.7 | D | MICA | |
| 1984 | 11.30 | | 9.10 | 9.45 | 5.03 | 3.25 | 9.20 | | | 8.09 | 7.45 | 18.6 | FREEMAN | | |
| | 11.50 PM | | 9.25 | 9.57 PM | 5.10 | 3.35 PM | 9.30 AM | | | 8.22 AM | 7.50 | 21.8 | DN-R | MANITO | |
| | | | | | | | | | | | | 22.6 | BELL | | |
| 1274 | | | 9.50 | | 5.25 | | | | | | 8.00 | 27.1 | D | ROCKFORD | |
| 2172 | | | 10.05 | | 5.35 | | | | | | 8.07 | 30.2 | DARKNELL | | |
| 1646 | | | 10.20 | | 5.45 | | | | | | 8.15 | 33.7 | Block Sigs. } D | FAIRFIELD | |
| 1289 | | | 11.00 | | 6.05 | | | | | | 8.30 | 42.2 | Block Sigs. } D | LATAH | |
| OWFYTP | | | 11.45 PM | | 6.25 PM | | | | | | 8.45 AM | 49.4 | DN-R | TEKOA | |
| | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| | (2.05) 10.5 | (.30) 13.0 | (4.15) 11. | (1.02) 21.1 | (2.00) 24.7 | (.48) 28.3 | (.57) 23.8 | (.16) 24.4 | (.07) 15.4 | (1.02) 21.1 | (1.40) 29.6 | | | | Time Average Speed per Hour |

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

Referring to Rule 83.—Conductors and engineers of westward trains from Spokane before going onto single track at N. P. Crossing, must carefully check the register at Spokane and must fully identify trains between Spokane and end of double track.

No. 7 may register by registering ticket (Form 2642) at Manito.

Register at Manito will also serve as register for Bell.—See Special Rule 2, "Movements in Yards."

SPOKANE-TEKOA SUB-DIVISION—EASTWARD

Time Table No. 30
May 21, 1922

| STATIONS | Distance from Ayer Junction | FIRST CLASS | | | | | | | | | SECOND CLASS | | |
|---|-----------------------------|--|----------------|-----------------|----------------|-----------------|---|--|--|-------------------------------------|------------------------------|---------------|--|
| | | 532 C.M.&St.P. Passenger (15) | 6 Passenger | 10 Passenger | 8 Passenger | 14 Passenger | 534 C.M.&St.P. Passenger (217) | 402 Spokane Internat'l Passenger (1) | 538 C.M.&St.P. Passenger (17) | 48 C.M.&St.P. Freight (65) | 292 C.M.&St.P. Freight | 58 Freight | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| DN-R SPOKANE ^{Ds} _{Au} Double Track | 165.2 | 8.55AM | 10.30AM | 12.20PM | 6.35PM | 6.50PM | 7.10PM | 8.35PM | 11.30PM | | | | |
| 1.8 N. P. CROSSING | 163.4 | 8.47 | 10.23 | 12.13 | 6.28 | 6.43 | 7.03 | 8.28PM | 11.23 | | | | |
| 1.2 EAST SPOKANE | 162.2 | 8.44 | 10.20 | 12.10 | 6.25 | 6.40 | 7.00 | | 11.20 | | | | |
| 3.5 DN DISHMAN ^{Sp} | 158.7 | 8.38 | 10.12 | 12.03PM | 6.18 | 6.33 | 6.50PM | | 11.11 | | | | |
| 3.2 CHESTER | 155.5 | 8.30 | 10.02 | 11.55AM | 6.08 | 6.25 | | | 10.59 | | | | |
| 3.5 REDLIN | 152.0 | 8.22 | 9.52 | 11.48 | 6.00 | 6.18 | | | 10.50 | | | | |
| 2.5 D MICA ^{Ma} | 149.5 | 8.16 | 9.45 | 11.43 | 5.54 | 6.13 | | | 10.42 | | | | |
| 2.9 FREEMAN | 146.6 | 8.09 | 9.38 | 11.37 | 5.47 | 6.07 | | | 10.34 | | | | |
| 3.2 DN-R MANITO ^{Mu} | 143.4 | 8.00AM | 9.30 9.25 | 11.30AM | 5.38 | 6.00PM | | | 10.25PM | | | | |
| 0.8 BELL | 142.6 | | | | | | | | | | | | |
| 4.5 D ROCKFORD Rd | 138.1 | | 9.12 | | 5.25 | | | | | | | 2.20 | |
| 3.1 DARKNELL | 135.0 | | 9.05 | | 5.15 | | | | | | | 2.05 | |
| 3.5 D FAIRFIELD ^G | 131.5 | | 8.55 | | 5.05 | | | | | | | 1.45 | |
| 8.5 D LATAH ^{Na} | 123.0 | | 8.30 | | 4.50 | | | | | | | 1.15 | |
| 7.2 DN-R TEKOA ^K | 115.8 | | 8.15AM | | 4.35PM | | | | | | | 12.45AM | |
| (49.4) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |

| | | | | | | | | | | | | |
|------------------------|-------|--------|-------|--------|-------|-------|-------|--------|--------|-------|--------|------|
| Time | (.55) | (2.15) | (.50) | (2.00) | (.50) | (.20) | (.07) | (1.05) | | | | |
| Average speed per hour | 23.8 | 22.0 | 26.2 | 24.7 | 26.1 | 19.5 | 15.4 | 20.1 | (2.00) | (.40) | (4.25) | 10.9 |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Register at Manito will also serve as register for Bell.—See Special Rule 2, "Movement in Yards."

WESTWARD—AMWACO BRANCH—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | FIRST CLASS | Distance from Bell | Time Table No. 30 May 21, 1922 | Distance from Amwaco | FIRST CLASS | SECOND CLASS |
|---|----------------|-------------|--------------------|-----------------------------------|----------------------|-------------|--------------------------|
| | 181 Mixed | | | | | | 182 Mixed |
| | Leave Saturday | | | | | | Arrive Saturday |
| 200 | 8:00AM | | 0.0 | BELL 2.8 | 14.1 | | 11:00AM |
| 640 | 8:10 | | 2.8 | HAGEN 2.1 | 11.3 | | 10:30 |
| 400 | 8:20 | | 4.9 | WELLER 2.1 | 9.2 | | 10:15 |
| 1020 | 8:30 | | 7.0 | FORD 7.1 | 7.1 | | 10:00 |
| 2055 T | 9:15AM | | 14.1 | AMWACO (14.1) | 0.0 | | 9:30AM Leave Saturday |

(1.15) Time (1.30)
11.3 Average Speed per Hour 9.4

WESTWARD—CONNELL BRANCH—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | Distance from La Crosse | Time Table No. 30 May 21, 1922 | Distance from Connell | SECOND CLASS | |
|---|--------------|------------------------|-------------------------|-----------------------------------|-----------------------|--------------|-----------------------------------|
| | | 71 Mixed | | | | | 72 Mixed |
| | | Leave Mon. Wed. & Fri. | | | | | Arrive Tue. Thur. & Sat. |
| WFYP | | 2:00PM | 0.0 | D-R LA CROSSE 4.6 | 53.0 | | 11:00AM |
| 840 | f | 2:20 | 4.6 | PAMPA 10.1 | 48.4 | f | 10:00 |
| 671 | s | 3:00 | 14.7 | HOOPER 1.0 | 38.3 | s | 9:15 |
| 1627 PWY | s | 3:10 | 15.7 | N-R HOOPER JCT. 7.8 | 37.3 | s | 9:00 |
| 1738 W | s | 3:45 | 23.5 | D WASHTUCNA 5.8 | 29.5 | s | 8:30 |
| 295 | f | 4:15 | 29.3 | McADAM 8.1 | 23.7 | f | 8:10 |
| 1127 | s | 4:45 | 37.4 | D KAHLOTUS 4.9 | 15.6 | s | 7:45 |
| 483 | f | 5:10 | 42.3 | ESTES 3.7 | 10.7 | f | 7:30 |
| 550 | f | 5:25 | 46.0 | SULPHUR 7.0 | 7.0 | f | 7:20 |
| 1021 WY | | 6:00PM | 53.0 | D-R CONNELL (53.0) | 0.0 | | 7:00AM Leave Tue. Thur. & Sat. |

(4.00) Time (4.00)
13.3 Average Speed per Hour 13.3

WESTWARD—MOSCOW BRANCH—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | FIRST CLASS | | Distance from Moscow | Time Table No. 30 May 21, 1922 | Distance from Colfax | FIRST CLASS | | SECOND CLASS | |
|---|--------------|----------------------|-------------|-------------|----------------------|-----------------------------------|----------------------|--------------|--------------|-----------------------|--|
| | | 85 Mixed | 83 Motor | 81 Motor | | | | 82 Motor | 84 Motor | 86 Mixed | |
| | | Leave Daily Ex. Sun. | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. | |
| 1809 WTP | | 4:45PM | 1:25PM | 8:35AM | 0.0 | D-R MOSCOW 4.0 | 28.1 | 11:50AM | 4:45PM | 2:45PM | |
| 648 | f | | f 1:32 | f 8:42 | 4.0 | GARRISON 4.8 | 24.1 | f 11:40 | f 4:30 | f | |
| | | | | | 8.8 | N. P. CROSSING 0.6 | 19.3 | | | | |
| 1245 P | s | 5:25 | s 1:48 | s 8:58 | 9.4 | D PULLMAN 3.0 | 18.7 | s 11:20 | s 4:15 | s 1:48 | |
| 302 | f | 5:35 | f 1:54 | f 9:04 | 12.4 | ARMSTRONG 3.0 | 15.7 | f 11:07 | f 4:02 | f 1:35 | |
| 988 W(East) | s | 5:50 | s 2:00 | s 9:10 | 15.4 | ALBION 3.0 | 12.7 | s 10:57 | s 3:52 | s 1:25 | |
| 1039 | f | 6:02 | f 2:05 | f 9:16 | 18.4 | SHAWNEE 1.9 | 9.7 | f 10:50 | f 3:45 | f 1:15 | |
| 498 | f | 6:10 | f 2:10 | f 9:20 | 20.3 | PARVIN 3.3 | 7.8 | f 10:45 | f 3:40 | f 1:10 | |
| 409 | f | | f 2:17 | f 9:27 | 23.6 | RISBECK 4.5 | 4.5 | f 10:35 | f 3:30 | f | |
| WFY P | | 7:00PM | 2:45PM | 9:55AM | 28.1 | D-R COLFAX (28.1) | 0.0 | 10:20AM | 3:15PM | 12:45PM | |

(2.15) Time (1.30) (1.30) (2.00)
12.5 Average Speed per Hour 18.7 18.7 14.0

Westward trains are superior to trains of the same class in the opposite direction, except that No. 82 is superior to No. 83, Colfax to Moscow and No. 86 is superior to No. 85, Colfax to Moscow.—(See Rule 72.)

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 Tekoa | Time Table No. 30 May 21, 1922 | | | Distance from Wallace | FIRST CLASS | | | SECOND CLASS | | |
|---|----------------|--|----------------|----------------|-----------|-----------|---------------------|-----------------------------------|-----------------|-----------------------|-----------------------|----------------|----------------|----------------------|---------------|--------------|--------------|
| | 93 | | | 13 | | 9 | | 10 | | | | 14 | 26 | 94 | | Arrive Daily | Arrive Daily |
| | Freight | | | Passenger | Passenger | Passenger | | Passenger | Passenger | Mixed | | Freight | | | | | |
| | Leave Daily | | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. | Arrive Daily | | | | | | |
| OWFTY | 8 45 AM | | | | | | 0.0 | DN-R | TEKOA | K | 80.3 | | | | 6 30 PM | | |
| 1297 | f 9 15 | | | | | | 7.0 | | LOVELL | | 73.3 | | | | f 5 50 | | |
| 980 | f 9 45 | | | | | | 12.2 | | WATT | | 68.1 | | | | f 5 25 | | |
| 957 P | s 10 25 | | 4 30 PM | 10 25 AM | | | 15.4 | D-R | PLUMMER | Pr | 64.9 | s 10 25 AM | 5 05 PM | | 5 05 PM | 2 30 PM | |
| 1240 WFT | 11 20 AM | | f 4 45 | f 10 40 | | | 22.9 | | CHATCOLET | | 57.4 | f 10 10 | f 4 45 | | | 2 00 | |
| 2081 WT | 12 20 PM | | s 5 05 | s 11 00 | | | 30.6 | Back SWS. } D | HARRISON | Rn | 49.7 | s 9 50 | s 4 20 | | | 1 10 | |
| 1272 | 12 45 | | s 5 15 | s 11 10 | | | 34.0 | | SPRINGSTON | | 46.3 | s 9 40 | s 4 10 | | | 12 45 PM | |
| 500 | 1 20 | | s 5 30 | s 11 25 | | | 41.3 | | MEDIMONT | | 39.0 | s 9 22 | s 3 52 | | | 11 59 AM | |
| 2160 | 1 40 | | s 5 40 | s 11 35 | | | 45.4 | | LANE | | 34.9 | s 9 14 | s 3 44 | | | 11 35 | |
| 1464 | 2 00 | | s 5 48 | s 11 45 | | | 49.2 | D | ROSE LAKE | Ro | 31.1 | s 9 06 | s 3 36 | | | 11 10 | |
| 707 | 2 15 | | s 5 55 | s 11 50 AM | | | 52.1 | | DUDLEY | | 28.2 | s 9 00 | s 3 30 | | | 10 55 | |
| 1551 W (West) | 2 45 | | s 6 05 | s 12 01 PM | | | 57.8 | | CATALDO | | 22.5 | s 8 50 | s 3 20 | | | 10 25 | |
| 666 OY | 3 10 | | s 6 15 | s 12 10 | | | 62.6 | D-R | ENAVILLE | Vi | 17.7 | s 8 40 | s 3 10 | 4 50 PM | | 10 05 | |
| 459 | 3 20 | | f 6 20 | s 12 15 | | | 64.2 | | PINE CREEK | | 16.1 | f 8 35 | f 3 05 | s 4 45 | | 9 55 | |
| W | | | f | f | | | 67.3 | | BRADLEY | | 13.0 | f | f | f 4 38 | | | |
| 1339 | 3 40 | | s 6 30 | s 12 25 PM | | | 69.3 | D | KELLOGG-WARDNER | Dn | 11.0 | s 8 25 | s 2 55 | s 4 30 | | 9 40 | |
| 1602 | 4 10 | | s 6 50 | s 12 45 | | | 75.9 | | OSBORNE | | 4.4 | s 8 10 | s 2 40 | s 4 10 | | 9 15 | |
| OWFT | 4 45 PM | | 7 05 PM | 1 00 PM | | | 80.3 | D-R | WALLACE | We | 0.0 | 8 00 AM | 2 30 PM | 4 00 PM | | 9 00 AM | |
| | Arrive Daily | | Arrive Daily | Arrive Daily | | | | | (79.9) | | | Leave Daily | Leave Daily | Leave Daily Ex. Sun. | Leave Daily | | |
| | (8 00) 10.0 | | (2 35) 25.1 | (2 35) 25.1 | | | | | | | | (2 25) 26.9 | (2 25) 25.1 | (.50) 21.2 | (8 30) 8 5 | | |
| | | | | | | | | | | | | | | | | | |

WESTWARD—ENAVILLE BRANCH—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | Distance from Paragon | Time Table No. 30 May 21, 1922 | | Distance from Enaville | CLASS SECOND | |
|---|---------------------------|--|-----------------------|-----------------------------------|--|------------------------|--------------------------|--|
| | 31 | | | 32 | | | | |
| | Mixed | | | Mixed | | | | |
| | Leave Mon, Wed. and Fri. | | | Arrive Mon, Wed. and Fri. | | | | |
| | | | 0.0 | | | 32.8 | | |
| | 11 45 AM | | 11.3 | | | 21.5 | 11 00 AM | |
| 1254 WYP | 12 10 PM | | 13.5 | | | 19.3 | s 10 40 AM | |
| 1300 P | | | 22.3 | | | 28.0 | | |
| 1254 WYP | | | 13.5 | | | 19.3 | | |
| 585 | s 12 40 PM | | 16.8 | | | 16.0 | s 10 20 AM | |
| | s 12 50 | | 17.7 | | | 15.1 | s 10 10 | |
| 1172 W (East) | s 1 05 | | 19.6 | | | 13.2 | s 10 00 | |
| 1000 | s 1 30 | | 23.3 | | | 9.5 | s 9 40 | |
| 515 | s 2 00 | | 29.0 | | | 3.8 | s 9 00 | |
| OYP | 2 30 PM | | 32.8 | | | 0.0 | 8 40 AM | |
| | Arrive Mon, Wed. and Fri. | | | | | | Leave Mon, Wed. and Fri. | |
| | (2 45) 7 8 | | | | | | (2 20) 9 2 | |
| | | | | | | | | |

WESTWARD—BURKE BRANCH—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | Distance from Wallace | Time Table No. 30 May 21, 1922 | | Distance from Burke | SECOND CLASS | |
|---|--------------------------|--|-----------------------|-----------------------------------|--|---------------------|--------------|--|
| | 31 | | | 32 | | | | |
| | Mixed | | | Mixed | | | | |
| | Leave Mon, Wed. and Fri. | | | Arrive Mon, Wed. and Fri. | | | | |
| | | | 0.0 | | | 6.7 | | |
| | | | 0.2 | | | 6.5 | | |
| O | | | 3.8 | | | 2.9 | | |
| | | | 4.2 | | | 2.5 | | |
| | | | 4.9 | | | 1.8 | | |
| | | | 5.6 | | | 1.1 | | |
| W | | | 6.7 | | | 0.0 | | |
| | | | | | | | | |

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 Bradley | Time Table No. 30 May 21, 1922 | | | Distance from Sierra Nevada Mine | SECOND CLASS | | |
|---|--------------|--|-------------|-----------------------|-----------------------------------|--|-----|----------------------------------|--------------|--------------|--|
| | 93 | | | | 94 | | | | | | |
| | Freight | | | | Freight | | | | | | |
| | Leave Daily | | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | |
| W | | | | 0.0 | | | 4.4 | | | | |
| | | | | 4.4 | | | 0.0 | | | | |
| | | | | | | | | | | | |

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

Westward trains are superior to trains of the same class in the opposite direction, except that No. 94 is superior to No. 93, Wallace to Harrison and No. 32 is superior to No. 31, Enaville to Prichard.—See Rule 72.

FOURTH DIVISION

SPECIAL RULES

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

PASSENGER TRAINS

1. Nos. 3 and 4 will stop on signal at Warner, Coman, Huntley and Juno.
Nos. 5, 9 and 13 will stop on signal to receive passengers at Dishman.
Nos. 6, 10 and 14 will stop to discharge passengers at Dishman.
No. 7 will stop on signal at Dishman, Chester, Mica, Freeman and Manito to receive passengers destined to Rockford and beyond.
No. 8 will stop at Freeman, Mica, Chester and Dishman to discharge passengers from Rockford and beyond.
Nos. 9, 10, 13 and 14 will stop at Black Lake.
Nos. 9, 10, 13, 14 and 26 will stop on signal at Shont.
Nos. 9, 10, 13 and 14 will stop on signal at Clark and O'Gara.
Nos. 31 and 32 will stop on signal at Cedar Creek, Smith and Haight.
Nos. 71 and 72 will stop on signal at Wacota and Curry.
Nos. 81, 82, 83 and 84 will stop on signal at Mile Post 6, Henry's Crossing, Whitlow and Holland.
Nos. 85 and 86 will stop on signal at Whitlow and Holland.

FREIGHT TRAINS

Passengers will be carried on freight trains as follows:

- Nos. 253 and 254 between Spokane and Ayer Junction
- Nos. 93 and 94, between Tekoa and Plummer
- Log train extras, between Spokane and Amwaco

Passengers will not be carried on other freight trains except persons in charge of special freight, employes with annual passes or employes with 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 between Bell and Manito, between Bradley and Kellogg-Wardner and within yards at Spokane, Marengo, Ayer Junction, Riparia, LaCrosse, Winona, Colfax, Seltice, Tekoa, Manito-Bell, Wallace, Bradley-Kellogg-Wardner, Plummer 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.

Limits of Spokane Yard extend from East Spokane to Union Station, and from Union Station to west end of bridge over Spokane River and Latah Creek, and from N. P. Crossing to and including old yard. See Special Rule 11, covering movements on double track between N. P. Crossing and Union Station. While in Union Station yard, trains and engines will be governed by special instructions of Union Station Company.

Limits of Manito-Bell yard extend from 100 feet west of Bell station building to 197 feet east of Manito junction switch.

Limits of Kellogg-Wardner-Bradley yard extend from 3500 feet east of Bradley station to 2600 feet west of Kellogg-Wardner station and include Sierra Nevada Mine Spur.

3. Referring to Rule 83 (A):
 - (a) When no operator on duty at Hooper Junction trains will not be required to obtain clearance card at that station.
 - (b) When no operator on duty at LaCrosse trains will not be required to obtain clearance card at that station.
 - (c) Trains to and from Amwaco Branch will obtain clearance card at Manito instead of at Bell. See Special Rule 2, "Movements in Yards."
 - (d) Trains will not be required to obtain clearance card at Prichard or Amwaco.
 - (e) No. 402 is not required to obtain clearance card at N. P. Crossing. See Special Rule 2, "Movements in Yards."

4. Referring to Rule 221 (A), all trains are required to obtain clearance card at Tekoa 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.

5. Train registers will not be used as a means of identifying extra trains.
6. All trains and engines will stop at established stop boards before crossing draw bridge over St. Joe River one-half mile west of Chatcolet and will not proceed until they have called for, received and acknowledged proceed signal from bridge tender. After a stop of five minutes, if proceed signal is not received, flagman will be sent forward, and if draw span is found closed and locked proceed signal will be given by flagman and acknowledged, and train may then proceed.
7. White indicator board displayed at a station will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
8. 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.
9. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
10. All trains must get a signal from switch tender before entering or leaving Spokane Union Station.
11. Between Union Station and N. P. Crossing, Spokane, trains and engines will use right-hand track in direction they are moving.

Three-position signals are maintained between Union Station and N. P. Crossing, Spokane. Indications as follows:

| | |
|-------------------------|---------|
| Vertical | Clear |
| Diagonally upward | Caution |
| Horizontal | Stop |

12. Sand must not be used on draw bridges.
13. 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:
 - (a) In yards where yard engines are employed;
 - (b) At meeting points;
 - (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers;
 - (d) When standing;
 - (e) On two or more tracks when approaching trains running in the opposite direction.
14. At Mica, Oudin Spur track switch must be set to act as derailer for house track.
15. 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.
16. Before using Standard Mill and Gem High lines, trains must ascertain if tracks are clear.
17. Cars will not be left on main track at Crest without engine attached. When necessary to pick up cars, rear end of train will be placed on spur.
18. Engines must not be placed on or operated over trestle approaches or structures, as follows:
 - Sweeney High Line Ore Bin
 - Hecla High Line Ore Bin
 - O. W. R. R. & N. coal chutes, or private coal chutes.
 Engines 150,000 lbs. or more on drivers will not be allowed on Gem Ore Bin. When necessary to place cars on such tracks, a sufficient number of cars should be handled between engine and cars to be placed without necessity of engine going on structures.
19. Between Lovell and Chatcolet and between Colfax and Crest, engines helping freight trains may be cut in rear of trains ahead of cabooses, outfit cars and other weak equipment. At all other places engines helping freight trains will be coupled at head end.

DIVISION SPEED RESTRICTIONS

20. 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, 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. 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. 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

21. **EIGHTH 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 Cowles, and Snake River, between Joso and Chew. Trainmen and enginemen will keep sharp lookout and be prepared to stop should an emergency arise.

| | Passenger | Freight |
|---|-----------|----------|
| B. Through Spokane Union Station yard and over slip switches..... | 6 miles | 6 miles |
| Through tunnels | 35 miles | 25 miles |

22. **SPOKANE-TEKOA SUB-DIVISION.**

| | Passenger | Freight |
|---|-----------|----------|
| Through Spokane Union Station yard and over slip switches | 6 miles | 6 miles |
| Over street crossings at grade between N. P. Crossing and city limits, Spokane..... | 12 miles | 12 miles |
| Through tunnel between N. P. Crossing and Spokane | 10 miles | 10 miles |
| On 10-degree curve opposite turn table between N. P. Crossing and Spokane..... | 10 miles | 10 miles |
| Between N. P. Crossing and Spokane..... | Schedule | Schedule |
| | Time | Time |
| On descending grade between Chester and Mica..... | | 15 miles |

23. **TEKOA-RIPARIA SUB-DIVISION.**

| | Passenger | Freight |
|--|-----------|----------|
| On descending grade between Colfax and Crest..... | 25 miles | 12 miles |
| Between Crest and Thera..... | 40 miles | 25 miles |
| Between Seltice and Winona via Thornton..... | 50 miles | 35 miles |
| Over steel bridge 1.51 over Palouse River between Winona and Gravel Pit..... | 12 miles | 12 miles |

SPECIAL RULES—Continued

24. BRANCHES.

| | Passenger | Freight |
|--|------------------|----------------|
| 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 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 |
| Enaville Branch | 25 miles | 25 miles |
| Over Chatcolet Trestle and Drawbridge..... | 15 miles | 15 miles |
| On descending grades between Chatcolet and Lovell | 15 miles | 15 miles |
| Moscow Branch | 35 miles | 25 miles |
| Connell Branch | 30 miles | 20 miles |
| Over steel bridge between Hooper and Hooper Junction | 8 miles | 8 miles |

AIR BRAKES

25. 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 brakes cut-out.
26. Pressure Retaining Valves will be used on descending grades as per Rule 1053 "Rules and Instructions Governing Air Brakes," as follows:

On Passenger and Freight Trains: Between Chester and Mica, Colfax and Crest, Jerita and Hay, Burke and Wallace, Chatcolet and Lovell, Sierra Nevada Mine and Bradley, Jefferson and Mile Post 6, and on Freight Trains: Between Rockford and Darknell, Bell and Amwaco and Oakesdale and Sunset.

27. 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.
28. On eastward freight trains immediately before leaving Crest, Paragon and Jefferson and westward freight trains immediately before leaving Burke and Sierra Nevada Mine, Rule 1017 "Book of Rules and Instructions Governing Air Brakes," must be observed, and ten-pound reduction made by engineman to apply brakes.
29. At Spokane Union Station passenger trains will make running air test only after leaving the elevated structure and avoid making heavy application of air in making stops.

INTERLOCKING PLANT SIGNALS

30. 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 Old Yard..... | Four Short | o o o o |
| To East Spokane..... | Four Short | o o o o |
| To N. P. Transfer..... | Three Short | o o o |
| To S. & E. R. & P. Co. Transfer..... | Two Long | — — |

COLFAX:

| | | |
|--------------------------------|-------------|-------|
| To and From Crest..... | Two Long | — — |
| To and From Moscow Branch..... | 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 | Assistant Chief Surgeon | Portland | Portland |
| C. M. PEARCE | Chief Oculist, Ear, Nose and Throat | Portland | Portland |
| JOHN McCOLLOM | Eye, Ear, Nose and Throat | Portland | Portland |
| H. B. LUHN | District Surgeon | Spokane | Spokane to Tekoa |
| JAMES B. MUNLY | District Surgeon | Spokane | Spokane to Tekoa |
| F. C. HARVEY | Oculist and Aurist | Spokane | Spokane |
| R. G. ANDRES | District Surgeon | Cheney | Spokane to Ayer Junction |
| A. J. NELSON | District Surgeon | Tekoa | Spokane to Colfax |
| W. A. MITCHELL | District Surgeon | Colfax | Tekoa to Starbuck and Moscow Branch |
| DOUGLAS McINTYRE | District Surgeon | St. John | Tekoa to Winona |
| MELL A. WEST | District Surgeon | Winona | Tekoa to LaCrosse |
| LEONARD E. HANSON | District Surgeon | Wallace | Burke to Tekoa |
| CHAS. MOWERY | District Surgeon | Wallace | Wallace to Harrison |
| GEO. B. LESHNER | District Surgeon | Kellogg | Burke to Tekoa |
| J. M. FINNEY | District Surgeon | Harrison | Moscow to Colfax |
| J. L. GILLELAND | District Surgeon | Pullman | Moscow to Colfax |
| C. L. GRITMAN | District Surgeon | Moscow | Moscow to Colfax |
| A. T. LUKINS | District Surgeon | La Crosse | 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.

LOCATION STANDARD CLOCKS

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

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

| EIGHTH SUB-DIVISION | | WALLACE BRANCH | |
|-----------------------------------|-------------|----------------------------------|-----------|
| Teske | M. P. 310.6 | Tilma | M. P. 2.1 |
| SPOKANE-TEKOA SUB-DIVISION | | Olmstead | " 10.5 |
| Hill | M. P. 161.3 | Clark | " 23.3 |
| Iise | " 158.6 | O'Gara | " 26.1 |
| Lockwood | " 144.3 | Lacon | " 28.0 |
| Coey | " 142.3 | Black Lake | " 37.9 |
| Rahm | " 126.6 | Shont | " 72.6 |
| TEKOA-RIPARIA SUB-DIVISION | | ENAVILLE BRANCH | |
| Juno | M. P. 20.8 | Hallstrom | M. P. 5.0 |
| Huntley | " 22.5 | Haight | " 6.0 |
| Coman | " 33.8 | Smith | " 7.5 |
| Warner | " 45.2 | Joki | " 10.3 |
| CONNELL BRANCH | | Cedar Creek | " 18.0 |
| Benner | M. P. 3.5 | Jarvey | " 18.5 |
| Wacota | " 33.9 | Monarch | " 32.2 |
| Curry | " 51.0 | Delta (Jefferson Spur) | " 3.2 |
| MOSCOW BRANCH | | Carbonate " | " 7.8 |
| Henry's Crossing | M. P. 14.4 | SIERRA NEVADA BRANCH | |
| Whitlow | " 20.2 | Bullion | M. P. 0.3 |
| Holland | " 21.2 | Sweeney Ore Bins | " 0.4 |
| | | Smelter | " 0.7 |
| | | Silver King Mill | " 1.3 |

GENERAL TIME INSPECTORS

W. F. Hayes, General Time Inspector, San Francisco
LOCATION TIME SERVICE INSPECTORS
 Geo. F. Cohrs -----Spokane
 M. M. Heacock & Co.-----Tekoa
 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 Jet. | Ayer Jet. 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 24 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 24 113 | 1715 to 1726 | 940 | 940 | 680 | 415 | 650 | 940 | 630 | 220 | 670 | 575 | 365 | 600 | 440 | 800 | 540 | 620 | 665 | 600 | |
| C. 51 | 20 24 117 | 700 to 704 | 1060 | 1060 | 770 | 470 | 730 | 1060 | 715 | 250 | 760 | 650 | 415 | 680 | 500 | 885 | 610 | 700 | 750 | 680 | |
| T. 64 | 15 26 145 | 1727 to 1732 | 1110 | 1110 | 805 | 490 | 765 | 1110 | 745 | 260 | 790 | 680 | 430 | 710 | 520 | 940 | 640 | 730 | 790 | 710 | |
| T. 57 | 20 26 119 | 1733 to 1736 | 1160 | 1160 | 840 | 510 | 800 | 1160 | 780 | 270 | 830 | 710 | 450 | 740 | 545 | 980 | 670 | 760 | 820 | 740 | |
| T. 57 | 20 26 126 | 1737 to 1741 | 1220 | 1220 | 890 | 540 | 840 | 1220 | 820 | 290 | 875 | 750 | 480 | 780 | 575 | 1040 | 705 | 800 | 870 | 780 | |
| C. 51 | 20 26 137 | 705 & 706 | 1360 | 1360 | 985 | 600 | 935 | 1360 | 910 | 320 | 970 | 830 | 530 | 870 | 640 | 1150 | 780 | 890 | 960 | 870 | |
| T. 69 | 22 28 159 | 1742 to 1754 | 1390 | 1390 | 1010 | 610 | 955 | 1390 | 930 | 330 | 980 | 850 | 540 | 885 | 650 | 1175 | 800 | 910 | 980 | 885 | |
| C. 57 | 20 30 167 | 710, 715 & 724 | 1405 | 1405 | 1020 | 620 | 970 | 1405 | 945 | 330 | 1005 | 860 | 550 | 900 | 660 | 1190 | 810 | 920 | 995 | 900 | |
| C. 57 | 20 30 169 | 720, 721 & 723 | 1405 | 1405 | 1020 | 620 | 970 | 1405 | 945 | 330 | 1005 | 860 | 550 | 900 | 660 | 1190 | 810 | 920 | 995 | 900 | |
| C. 57 | 15 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 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 30 179 | 725 to 729 | 1665 | 1665 | 1210 | 735 | 1150 | 1665 | 1120 | 390 | 1190 | 1020 | 650 | 1060 | 780 | 1410 | 960 | 1090 | 1180 | 1060 | |
| C. 57 | 22 30 187 | 730 to 768 | 2000 | 2000 | 1305 | 795 | 1240 | 1800 | 1210 | 425 | 1285 | 1100 | 700 | 1150 | 845 | 1525 | 1035 | 1180 | 1275 | 1150 | |
| MK. 57 | 23 30 205 | 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.

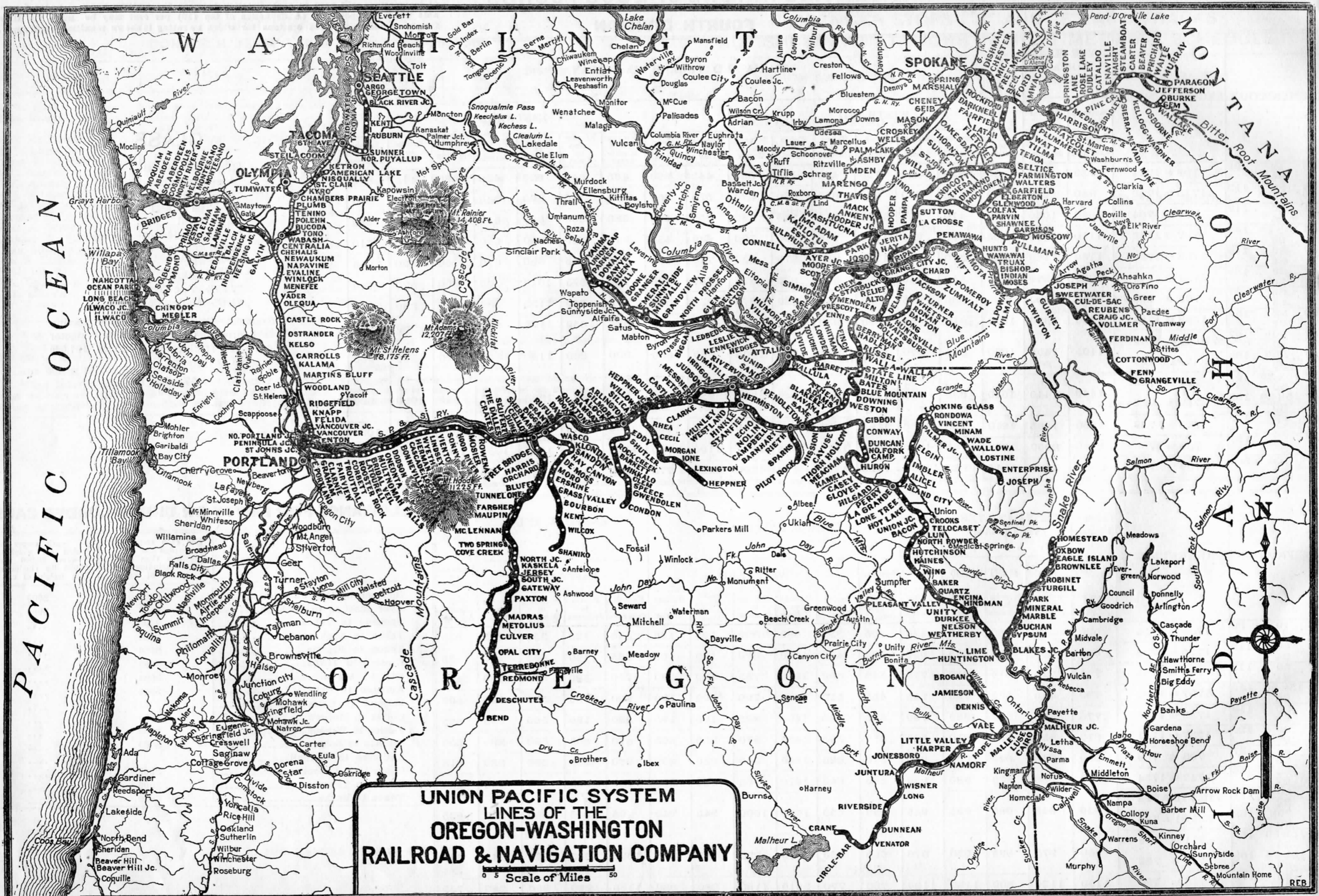
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

C. 57 22 187
30

| CLASSIFICATION | ENGINE NUMBERS | Connell Branch | WINONA AND TEKOA Via Thornton | | Moscow Branch | TEKOA AND BURKE | | | | | | ENAVILLE AND PARAGON | | | | Amwaco Branch | | |
|----------------|----------------|----------------|-------------------------------|--------------------|---------------|-------------------|------------------|------------------|------------------|----------------|--------------------|----------------------|-------------------------------|------------------|-----------------------|---------------|---------------------|---------------------|
| | | | Eastward | Westward | | EASTWARD | | | Eastward | Eastward | WESTWARD | | | EASTWARD | | | | |
| | | | Connell to LaCrosse | Seltice to Willada | | Winona to Oakdale | Oakdale to Tekoa | Colfax to Moscow | Chatelet to Watt | Lovell to Watt | Cataldo to Kellogg | Kellogg to Wallace | Bradley to Sierra Nevada Mine | Wallace to Burke | Enaville to Pritchard | | Beaver to Jefferson | Pritchard to Murray | Murray to Paragon | Bell and Amwaco |
| T. 63 | 19 24 92 | 1709 to 1714 | 600 | 490 | 350 | 515 | 490 | 305 | 335 | 880 | 520 | 125 | 125 | 515 | 125 | 350 | 125 | 330 |
| T. 63 | 20 24 113 | 1715 to 1726 | 620 | 630 | 455 | 665 | 630 | 395 | 430 | 1140 | 670 | 160 | 160 | 665 | 160 | 455 | 160 | 425 |
| C. 51 | 20 24 117 | 700 to 704 | 705 | 715 | 515 | 750 | 715 | 445 | 490 | 1285 | 755 | 180 | 180 | 750 | 180 | 515 | 180 | 480 |
| T. 64 | 15 26 145 | 1727 to 1732 | 730 | 745 | 535 | 790 | 745 | 465 | 510 | 1340 | 790 | 190 | 190 | 790 | 190 | 535 | 190 | 500 |
| T. 57 | 20 26 119 | 1733 to 1736 | 770 | 780 | 560 | 820 | 780 | 485 | 535 | 1400 | 825 | 195 | 195 | 820 | 195 | 560 | 195 | 525 |
| T. 57 | 20 26 126 | 1737 to 1741 | 810 | 820 | 590 | 870 | 820 | 510 | 565 | 1480 | 870 | 205 | 205 | 870 | 205 | 590 | 205 | 555 |
| C. 51 | 20 26 137 | 705 & 706 | 900 | 910 | 660 | 960 | 910 | 570 | 625 | 1640 | 960 | 230 | 230 | 960 | 230 | 660 | 230 | 615 |
| T. 69 | 22 28 159 | 1742 to 1754 | 920 | 930 | 670 | 980 | 930 | 580 | 640 | 1670 | 985 | 235 | 235 | 980 | 235 | 670 | 235 | 630 |
| C. 57 | 20 30 167 | 710, 715 & 724 | 930 | 945 | 680 | 995 | 945 | 590 | 650 | 1700 | 1000 | 240 | 240 | 995 | 240 | 680 | 240 | 635 |
| C. 57 | 20 30 169 | 720, 721 & 723 | 930 | 945 | 680 | 995 | 945 | 590 | 650 | 1700 | 1000 | 240 | 240 | 995 | 240 | 680 | 240 | 635 |
| C. 57 | 15 26 167 | 711 to 718 | 950 | 970 | 695 | 1020 | 970 | 605 | 660 | 1740 | 1025 | 245 | 245 | 1020 | 245 | 695 | 245 | 650 |
| C. 57 | 15 26 169 | 719 & 722 | 950 | 970 | 695 | 1020 | 970 | 605 | 660 | 1740 | 1025 | 245 | 245 | 1020 | 245 | 695 | 245 | 650 |
| C. 57 | 22 30 179 | 725 to 729 | 1100 | 1120 | 800 | 1180 | 1120 | 700 | 770 | 2010 | 1180 | 280 | 280 | 1180 | 280 | 800 | 280 | 755 |
| C. 57 | 22 30 187 | 730 to 768 | 1190 | 1210 | 870 | 1275 | 1210 | 755 | 830 | 2175 | 1280 | 305 | 305 | 1275 | 305 | 870 | 305 | 815 |

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 5 10 15 20 25 30 35 40 45 50