

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Fourth Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, June 18, 1922

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

For the Government and Information of Employees 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. 31 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		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
			4:20 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					
			1:00 PM	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	7:00 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						
			8:45 PM							178.2	RIETH	211.1								5:15 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 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	7:00 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					
			(38.00) 10.4	(14.20) 27.2	(8.55) 24.2	(14.20) 27.2	(5.25) 33.8	(12.00) 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. 31 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		STATIONS		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													
			Arrive Daily			Arrive Daily	Arrive Daily		PORTLAND	0.0	4:00 PM	11:15 PM						Leave Daily					
			(12.35) 14.2			(7.00) 26.2	(6.40) 27.5		Time	(183.2)	(6.4) 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. 31 June 18, 1922	Distance from Umatilla	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	Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily					
			6:00 PM			9:15 PM	4:25 PM	7:05 AM	SPOKANE	251.4	7:15 AM	10:30 AM	6:35 PM					3:30 AM						
						10:25 PM	12:15 PM		RIPARIA	103.6		4:45 AM	12:45 PM					6:40 PM						
			1:30 AM			12:10 AM	11:05 PM		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	WALLULA	27.3	1:55 AM	2:20 AM	12:15 AM					12:01 PM						
			8:00 AM			2:30 AM			UMATILLA	0.0	12:55 AM													
							12:35 PM	12:55 PM	STARBUCK	94.4			12:10 PM	11:50 AM										
							4:00 AM	2:55 PM	WALLA WALLA	46.7		11:00 PM	9:50 AM	7:00 PM										
							4:55 PM	9:00 AM	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) 18.2			(5.15) 35.1	(11.35) 21.6	(9.50) 25.6	Time	(2.00) 23.4	(6.20) 29.1	(11.80) 21.7	(10.35) 28.8	(1.50) 25.5					(15.29) 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. 31 June 18, 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		STATIONS					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		Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
OWFTP								0.0	DN-R	SPOKANE	Dispr. Dst 5.2	Au	Dist 367.5	7.00AM	7.15AM	8.40PM					3.30AM
2690 P								5.2		COWLES	4.4		362.3	6.45	7.00	8.20					2.45
2720 P								9.6		MARSHALL	7.1		357.9	6.36	6.51	8.12					2.20
1823 WP								16.7	DN	CHENEY	5.4	Cy	350.8	s 6.24	s 6.38	s 7.57					1.35
2683 P								22.1		GEIB	4.9		345.4	6.14	6.29	7.47					12.59
2680 P								27.0		MASON	7.4		340.5	6.05	6.20	7.38					12.32AM
2755 WP								34.4		CROSKEY	3.8		333.1	5.52	6.07	7.25					11.59PM
2682 P								38.2		WELLS	6.8		329.3	5.44	6.00	7.18					11.40
2683 P								45.0		PALM LAKE	5.2		322.5	5.33	5.49	7.07					11.00
2319 P								50.2		ASHBY	4.2		317.3	5.24	5.40	6.58					10.33
2716 P								54.4		EMDEN	6.7		313.1	5.16	5.33	6.51					10.10
2335 WFYP								61.1	DN-R	MARENGO	4.8	Ra	306.4	5.05AM	s 5.20	6.40PM					9.30
2683 P								65.9		THAVIS	4.4		301.6		5.07						9.00
3247 P								70.3		MACK	4.2		297.2		4.58						8.45
2682 P								74.5		ANKENY	7.6		293.0		4.49						8.30
2070 WYP								82.1	N-R	HOOPER JCT.	5.9	Hr	285.4		f 4.33						8.05
2780 P								88.0		PARK	6.2		279.5		4.20						7.40
2683 P								94.2		JOSO	5.6		273.3		4.07						7.15
2290 P								99.8		CHEW	4.1		267.7		3.55						6.55
WFYP								103.9	DN-R	AYER JUNCTION		Jd	263.6		3.45AM						6.40PM
										(103 9)				Leave Daily	Leave Daily	Leave Daily					Leave Daily

(7.00)	(2.00)	(2.55)	(1.50)	Time	(1.55)	(3.30)	(2.00)	(8.50)
14.9	30.5	35.6	33.3	Average Speed per Hour	31.9	29.7	30.5	11.8

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. 31 June 18, 1922				FIRST CLASS			SECOND CLASS	
	173 Mixed		385 Freight		75 Passenger	73 Motor	77 Passenger		Distance from Ayer Junction	76 Passenger	74 Motor	78 Passenger	386 Freight	174 Mixed			
	Leave Tue. Thur. & Sat.	Leave Tue. Thur. & Sat.	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	s 9.00	55.0	R	SELTCIE		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						
1018		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	D	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	D-R	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	1.145AM		
		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.	
		(1.30) 15.9	(5.45) 13.0	(3.50) 25.7	(2.05) 25.7	(3.25) 28.8			Time			(3.30) 28.1	(2.20) 22.9	(3.45) 26.2	(7.15) 10.3	(1.25) 16.9	
									Average Speed per Hour								

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. 31 June 18, 1922					
							381 C.M.&St.P. Freight (60)	383 C.M.&St.P. Freight	387 Freight										STATIONS		
							Leave Daily	Leave Daily	Leave Daily Ex. Sunday										DN-R	SPOKANE	Ds Au
OWFTP							9.45PM	9.10PM	7.30PM									0.0			
IP							9.55	9.20	7.40									1.8			
2088							10.00	9.25	7.45									3.0			
1072							10.15	9.40PM	8.00									6.5	DN	DISHMAN	Sp
1797							10.30		8.25									9.7			
940							10.50		8.45									13.2			
1009							11.10		8.55									15.7	D	MICA	Ma
1084							11.30		9.10									18.6			
							11.50PM		9.25									21.8	DN-R	MANITO	Ma
																		22.6			
1274									9.50									27.1	D	ROCKFORD	Rd
2172									10.05									30.2			
1646									10.20									33.7	D	FAIRFIELD	G
1289									11.00									42.2	D	LATAH	Na
OWFYTP									11.45PM									49.4	DN-R	TEKOA	K
							Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday												
							(2.05) 10.5	(.30) 13.0	(4.15) 11.6												
							(1.02) 21.1	(2.00) 24.7	(.50) 26.2	(.50) 26.2	(.16) 24.4	(.07) 15.4	(1.02) 21.1	(1.40) 29.6							
																				Time Average Speed per Hour	

STATIONS		
DN-R	SPOKANE	Ds Au
	1.8 N. P. CROSSING	Double Track
	1.2 EAST SPOKANE	
	3.5 DISHMAN	Sp
	3.2 CHESTER	
	3.5 REDLIN	
D	2.5 MICA	Ma
	2.9 FREEMAN	
DN-R	3.2 MANITO	Ma
	0.8 BELL	
D	4.5 ROCKFORD	Rd
	3.1 DARKNELL	
D	3.5 FAIRFIELD	G
D	8.5 LATAH	Na
DN-R	7.2 TEKOA	K
	(49.4)	

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. 77 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."

Trains Nos. 85 and 87 will run over tracks of Chicago, Milwaukee & St. Paul Railway Company between Manito and Plummer Junction, and between Manito and Plummer Junction will be governed by timetable, rules and instructions of Chicago, Milwaukee & St. Paul Railway Company.

SPOKANE-TEKOA SUB-DIVISION—EASTWARD

Time Table No. 31 June 18, 1922		Distance from Ayer Junction	FIRST CLASS						SECOND CLASS														
			90 C.M.&St.P. Passenger (15) Arrive Daily	76 Passenger Arrive Daily	86 Passenger Arrive Daily	78 Passenger Arrive Daily	88 Passenger Arrive Daily	94 C.M.&St.P. Passenger (217) Arrive Daily	72 Spokane Internat'l Passenger (1) Arrive Daily	92 C.M.&St.P. Passenger (17) Arrive Daily	382 C.M.&St.P. Freight (65) Arrive Daily	384 C.M.&St.P. Freight Arrive Daily	388 Freight Arrive Daily Ex. Monday										
DN-R	SPOKANE ^{Ds} _{Au}	165.2	8.55AM	10.30AM	12.20PM	6.35PM	6.50PM	7.10PM	8.35PM	11.30PM	3.00AM	4.00AM	5.10AM										
	1.8 N. P. CROSSING	163.4	8.47	10.23	12.13	6.28	6.43	7.03	8.28PM	11.23	2.50	3.50	5.00										
	1.2 EAST SPOKANE	162.2	8.44	10.20	12.10	6.25	6.40	7.00		11.20	2.45	3.40	4.45										
DN	DISHMAN ^{Sp}	158.7	8.38	10.12	12.03PM	6.18	6.33	6.50PM		11.11	2.30	3.20AM	4.15										
	3.2 CHESTER	155.5	8.30	10.02	11.55AM	6.08	6.25			10.59	2.10		3.50										
	3.5 REDLIN	152.0	8.22	9.52	11.48	6.00	6.18			10.50	1.50		3.30										
D	MICA ^{Ma}	149.5	8.16	9.45	11.43	5.54	6.13			10.42	1.35		3.15										
	2.9 FREEMAN	146.6	8.09	9.38	11.37	5.47	6.07			10.34	1.20		3.00										
DN-R	MANITO ^{Mu}	143.4	8.00AM	9.30 9.25	11.30AM	5.38	6.00PM			10.25PM	1.00AM		2.45										
	0.8 BELL	142.6																					
	4.5 ROCKFORD	138.1		9.12		5.25							2.20										
	3.1 DARKNELL	135.0		9.05		5.15							2.05										
	3.5 FAIRFIELD	131.5		8.55		5.05							1.45										
Block Signals	D			8.55		5.05							1.15										
	8.5 LATAH	123.0		8.30		4.50							12.45AM										
Block Signals	D			8.30		4.50							12.45AM										
	7.2 TEKOA	115.8		8.15AM		4.35PM																	
	49.4		Leave Daily	Leave Daily	Leav Daily	Leave Daily	Leave Daily	Leave Daily	Leav Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday										

Time	(.55)	(2.15)	(.50)	(2.00)	(.50)	(.20)	(.07)	(1.05)	(2.00)	(.40)	(4.25)
Average speed per hour	23.8	22.0	26.2	24.7	26.2	19.5	15.4	20.1	10.9	9.7	11.2

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."

Trains Nos. 86 and 88 will run over tracks of Chicago, Milwaukee & St. Paul Railway Company between Manito and Plummer Junction, and between Manito and Plummer Junction will be governed by timetable, rules and instructions of Chicago, Milwaukee & St. Paul Railway Company.

WESTWARD—AMWACO BRANCH—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS	FIRST CLASS	Distance from Bell	Time Table No. 31 June 18, 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	9:15AM		14.1	AMWACO (14.1)	0.0		9:30AM
	Arrive Saturday						Leave Saturday
	(1.15) 11.3			Time			(1.30) 9.4
				Average Speed per Hour			

WESTWARD—CONNELL BRANCH—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			Distance from La Crosse	Time Table No. 31 June 18, 1922	Distance from Connell	SECOND CLASS		
		171 Mixed						172 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	
205		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	
		Arrive Mon. Wed. & Fri.						Leave Tue. Thur. & Sat.	
		(4.00) 13.3			Time			(4.00) 13.3	
					Average Speed per Hour				

WESTWARD—MOSCOW BRANCH—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS		Distance from Moscow	Time Table No. 31 June 18, 1922	Distance from Colfax	FIRST CLASS		SECOND CLASS			
		175 Mixed		83 Motor	81 Motor				82 Motor	84 Motor	176 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			
		Arrive Daily Ex. Sun.		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sun.			
		(2.15) 12.5		(1.20) 21.1	(1.20) 21.1		Time		(1.30) 18.7	(1.30) 18.7	(2.00) 14.0			
				Average Speed per Hour										

Westward 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. 176 is superior to No. 175, 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. 31 June 18, 1922				Distance from Wallace	FIRST CLASS			SECOND CLASS	
	393 Freight			87 Passenger	85 Passenger		STATIONS	86 Passenger	88 Passenger	180 Mixed		394 Freight	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily
	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily							
OWFTY	8:45 AM					DN-R TEKOA K	80.3							6:30 PM		
1297	f 9:15					6.9 LOVELL	73.3							f 5:50		
980	f 9:45					5.2 WATT	68.1							f 5:25		
957 P	" 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 2:30		
1240 WFT	11:20 AM		f 4:45	f 10:40	22.9	7.5 CHATCOLET	57.4	f 10:10	f 4:45					2:00		
2081 WT	12:20 PM		s 5:05	s 11:00	30.6	7.7 HARRISON D	49.7	s 9:50	s 4:20					1:10		
1272	12:45		s 5:15	s 11:10	34.0	3.5 SPRINGSTON	46.3	s 9:40	s 4:10					12:45 PM		
500	1:20		s 5:30	s 11:25	41.3	7.3 MEDIMONT	39.0	s 9:22	s 3:52					11:59 AM		
1100	1:40		s 5:40	s 11:35	45.4	3.9 LANE	34.9	s 9:14	s 3:44					11:35		
1464	2:00		s 5:48	s 11:45	49.2	3.8 ROSE LAKE D	31.1	s 9:06	s 3:36					11:10		
707	2:15		s 5:55	s 11:50 AM	52.1	3.0 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	5.5 CATALDO	22.5	s 8:50	s 3:20					10:25		
666 OY	3:10		s 6:15	s 12:10	62.6	5.1 ENAVILLE D-R	17.7	s 8:40	s 3:10	4:50 PM	10:05					
459	3:20		f 6:20	f 12:15	64.2	1.6 PINE CREEK	16.1	f 8:35	f 3:05	s 4:45	9:55					
W			f	f	67.3	3.2 BRADLEY	13.0	f	f	f 4:38						
1339	3:40		s 6:30	s 12:25 PM	69.3	1.8 KELLOGG-WARDNER D	11.0	s 8:25	s 2:55	s 4:30	9:40					
1602	4:10		s 6:50	s 12:45	75.9	6.6 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	4.4 WALLACE D-R	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		Time	(2.25) 26.9	(2.25) 25.1	(.50) 21.2	(9.30) 8.5						

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. 31 June 18, 1922				Distance from Sierra Nevada Mine	SECOND CLASS		
	STATIONS				STATIONS	STATIONS						
	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily				
W				0.0	BRADLEY	4.4						
				4.4	SIERRA NEVADA MINE	0.0						
					(4.4)							

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. 394 is superior to No. 393, Wallace to Harrison, and No. 178 is superior to No. 179, Enaville to Pritchard.—(See Rule 72.)

Trains Nos. 85, 86, 87 and 88 will run over tracks of Chicago, Milwaukee & St. Paul Railway Company between Manito and Plummer Junction, and between Manito and Plummer Junction will be governed by timetable, rules and instructions of Chicago, Milwaukee & St. Paul Railway Company.

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. 31 June 18, 1922				Distance from Enaville	CLASS SECOND	
	179 Mixed			STATIONS	178 Mixed					
	Leave Mon, Wed, and Fri.	Leave Mon, Wed, and Fri.			Arrive Mon, Wed, and Fri.	Arrive Mon, Wed, and Fri.				
			0.0	PARAGON	32.8					
			11.3	PRICHARD	21.5	11:00 AM				
1254 WYP	12:10 PM		13.5	BEAVER	19.3	s 10:40 AM				
1300 P			22.3	JEFFERSON	28.0					
1254 WYP			13.5	BEAVER	19.3					
585	s 12:40 PM		16.8	ANDERSON	16.0	s 10:20 AM				
	s 12:50		17.7	HEDLUND	15.1	s 10:10				
1172 W (East)	s 1:05		19.6	CARTER	13.2	s 10:00				
1000	s 1:30		23.3	STEAMBOAT	9.5	s 9:40				
515	s 2:00		29.0	LINFOR	3.8	s 9:00				
OYP	2:30 PM		32.8	ENAVILLE	0.0	8:40 AM				
	Arrive Mon, Wed, and Fri.			(32.8)		Leave Mon, Wed, and Fri.				
	(2.45) 7.8			Time		(2.20) 9.2				
				Average Speed per Hour						

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. 31 June 18, 1922				Distance from Burke	SECOND CLASS	
	STATIONS			STATIONS	STATIONS					
	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily				
			0.0	WALLACE	6.7					
			0.2	N. P. CROSSING	6.5					
O			3.8	GEM	2.9					
			4.2	FRISCO	2.5					
			4.9	DORN	1.8					
			5.6	MACE	1.1					
W			6.7	BURKE	0.0					
				(6.7)						

FOURTH DIVISION SPECIAL RULES

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

PASSENGER TRAINS

- Nos 73 and 74 will stop on signal at Warner, Coman, Huntley and Juno.
Nos. 75, 85 and 87 will stop on signal to receive passengers at Dishman.
Nos. 76, 86, and 88 will stop to discharge passengers at Dishman.
No. 77 will stop on signal at Dishman, Chester, Mica, Freeman and Manito to receive passengers destined to Rockford and beyond.
No. 88 will stop at Freeman, Mica, Chester and Dishman to discharge passengers from Rockford and beyond.
Nos. 85, 86, 87 and 88 will stop at Black Lake.
Nos. 85, 86, 87, 88 and 180 will stop on signal at Shont.
Nos. 85, 86, 87 and 88 will stop on signal at Clark and O'Gara.
Nos. 178 and 179 will stop on signal at Cedar Creek, Smith and Haight.
Nos. 171 and 172 will stop on signal at Wacota and Curry.
Nos. 81, 82, 83 and 84 will stop on signal at MP 6, Henry's Crossing, Whitlow and Holland.
Nos. 175 and 176 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. 393 and 394, 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.

- 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, Tekoa, Seltice, Colfax, Winona, LaCrosse, Riparia, Manito-Bell, Hooper, Moscow, Plummer, Harrison, Enaville, Bradley-Kellogg-Wardner and Wallace. 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.

- Referring to Rule 83 (A):
 - When no operator on duty at Hooper Junction trains will not be required to obtain clearance card at that station.
 - When no operator on duty at LaCrosse trains will not be required to obtain clearance card at that station.
 - Trains to and from Amwaco Branch will obtain clearance card at Manito instead of at Bell. See Special Rule 2, "Movements in Yards."
 - Trains will not be required to obtain clearance card at Prichard or Amwaco.
 - No. 72 is not required to obtain clearance card at N. P. Crossing. See Special Rule 2, "Movements in Yards."
- 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.
- Train registers will not be used as a means of identifying extra trains.
- 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.
- 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.

- 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.

- All trains must get a signal from switch tender before entering or leaving Spokane Union Station.

- 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:

VerticalClear
Diagonally upwardCaution
HorizontalStop

Between Union Station and N. P. Crossing, Spokane, switch lights show white if switch is set for main track, and red if set for diverging track.

- Sand must not be used on draw bridges.
- 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.

- At Mica, Oudin Spur track switch must be set to act as derailer for house track.

- Standard High Line Switch, between Wallace and Gem, must be left set and locked for the high line, and West switch Burke passing track must be left set and locked for siding, to act as derail.

- Before using Standard Mill and Gem High Lines, trains must ascertain if tracks are clear.

- 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.

- 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.

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.
Engines 150,000 lbs. or more on drivers will not be allowed on Gem Ore Bin.

- 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

- 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.

SPECIAL RULES—Continued

SUB-DIVISION SPEED RESTRICTIONS

22. 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.

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

23. SPOKANE-TEKOA SUB-DIVISION.

Through Spokane Union Station yard and over slip switches	Passenger 6 miles	Freight 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 Time	Schedule Time
On descending grade between Chester and Mica.....		15 miles

24. TEKOA-RIPARIA SUB-DIVISION.

On descending grade between Colfax and Crest.....	Passenger 25 miles	Freight 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

25. BRANCHES.

Amwaco Branch	Passenger 35 miles	Freight 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
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

26. 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.
27. 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.
28. 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.
29. On eastward freight trains immediately before leaving Crest, Burke and Sierra Nevada Mine and westward freight trains immediately before leaving Jefferson, Rule 1017 "Book of Rules and Instructions Governing Air Brakes" must be observed, and ten pound reduction made by enginemen to apply brakes.
30. 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

31. 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	Burke to Tekoa
GEO. B. LESHNER	District Surgeon	Kellogg	Wallace to Harrison
J. M. FINNEY	District Surgeon	Harrison	Burke to Tekoa
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

Teske	M. P. 310.6
-------	-------------

SPOKANE-TEKOA SUB-DIVISION

Hill	M. P. 161.3
Ilse	" 158.6
Lockwood	" 144.3
Coey	" 142.3
Rahm	" 126.6

TEKOA-RIPARIA SUB-DIVISION

Juno	M. P. 20.8
Huntley	" 22.5
Coman	" 33.8
Warner	" 45.2

CONNELL BRANCH

Benner	M. P. 3.5
Wacota	" 33.9
Curry	" 51.0

MOSCOW BRANCH

Henry's Crossing	M. P. 14.4
Whitlow	" 20.2
Holland	" 21.2

WALLACE BRANCH

Tilma	M. P. 2.1
Olmstead	" 10.5
Clark	" 23.3
O'Gara	" 26.1
Lacon	" 28.0
Black Lake	" 37.9
Shont	" 72.6

ENAVILLE BRANCH

Hallstrom	M. P. 5.0
Haight	" 6.0
Smith	" 7.5
Joki	" 10.3
Cedar Creek	" 18.0
Jarvey	" 18.5
Monarch	" 32.2
Delta (Jefferson Spur)	" 3.2
Carbonate	" 7.8

SIERRA NEVADA BRANCH

Bullion	M. P. 0.3
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 92	1709 to 1714	730	730	530	320	500	730	490	170	520	445	280	465	340	620	420	480	515	465
T. 63 20 113	1715 to 1726	940	940	680	415	650	940	630	220	670	575	365	600	440	800	540	620	665	600
C. 51 20 117	700 to 704	1060	1060	770	470	730	1060	715	250	760	650	415	680	500	885	610	700	750	680
T. 64 15 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 20 119	1733 to 1736	1160	1160	840	510	800	1160	780	270	830	710	450	740	545	980	670	760	820	740
T. 57 20 126	1737 to 1741	1220	1220	890	540	840	1220	820	290	875	750	480	780	575	1040	705	800	870	780
C. 51 20 137	705 & 706	1360	1360	985	600	935	1360	910	320	970	830	530	870	640	1150	780	890	960	870
T. 69 22 159	1742 to 1754	1390	1390	1010	610	955	1390	930	330	980	850	540	885	650	1175	800	910	980	885
C. 57 20 167	710, 715 & 724	1405	1405	1020	620	970	1405	945	330	1005	860	550	900	660	1190	810	920	995	900
C. 57 20 169	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 22 179	725 to 729	1665	1665	1210	735	1150	1665	1120	390	1190	1020	650	1060	780	1410	960	1090	1180	1060
C. 57 22 187	730 to 768	2000	2000	1305	795	1240	1800	1210	425	1285	1100	700	1150	845	1525	1035	1180	1275	1150
MK. 57 23 205	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.

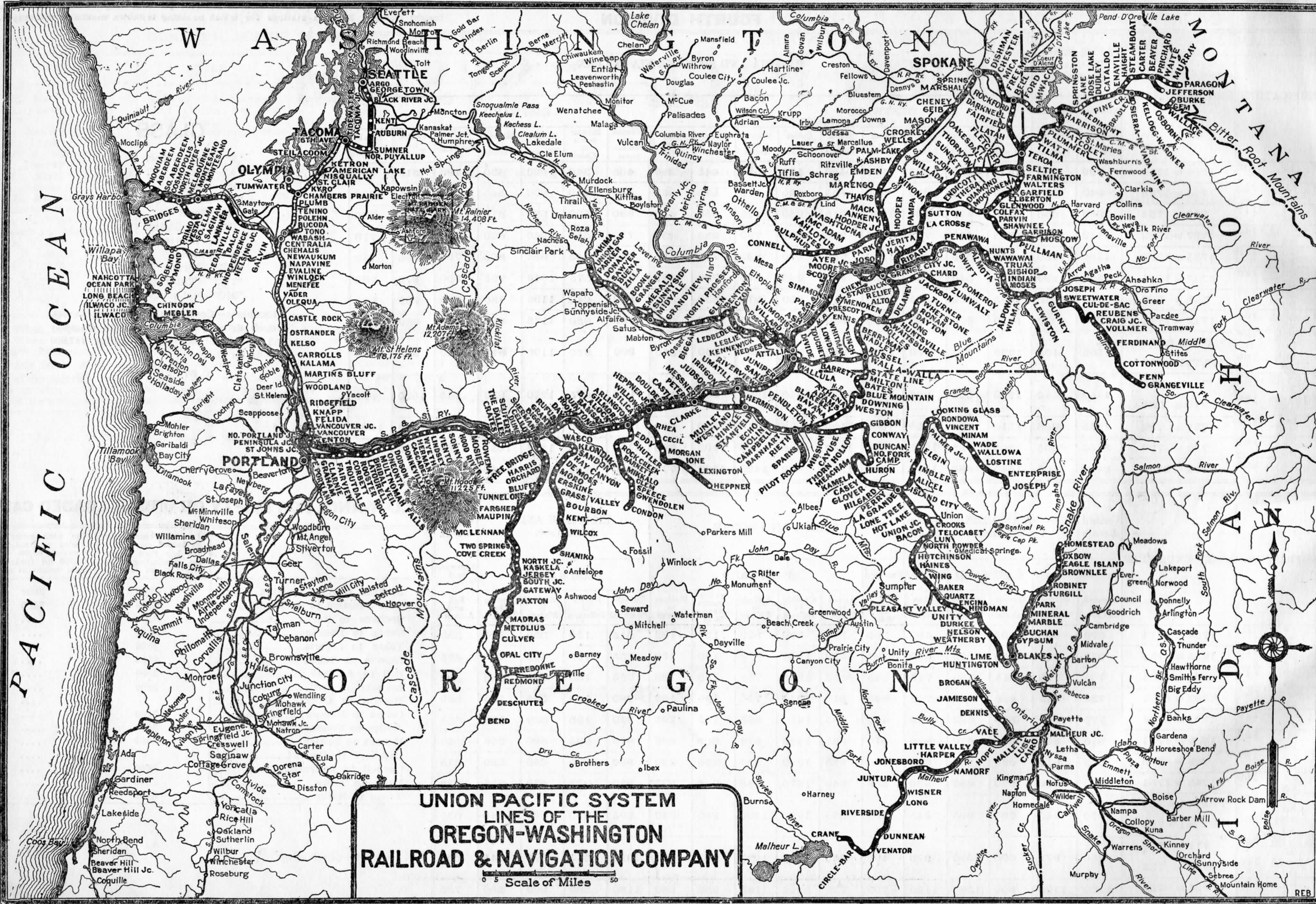
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$C. 57 \frac{22}{30} \frac{187}{30}$$

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				Eastward and Westward	
				Winona to Oksdale	Oksdale 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 92	1709 to 1714	600	490	350	515	490	305	335	880	520	125	125	515	125	350	125	330	
T. 63 20 113	1715 to 1726	620	630	455	665	630	395	430	1140	670	160	160	665	160	455	160	425	
C. 51 20 117	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 20 119	1733 to 1736	770	780	560	820	780	485	535	1400	825	195	195	820	195	560	195	525	
T. 57 20 126	1737 to 1741	810	820	590	870	820	510	565	1480	870	205	205	870	205	590	205	555	
C. 51 20 137	705 & 706	900	910	660	960	910	570	625	1640	960	230	230	960	230	660	230	615	
T. 69 22 159	1742 to 1754	920	930	670	980	930	580	640	1670	985	235	235	980	235	670	235	630	
C. 57 20 167	710, 715 & 724	930	945	680	995	945	590	650	1700	1000	240	240	995	240	680	240	635	
C. 57 20 169	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 22 179	725 to 729	1100	1120	800	1180	1120	700	770	2010	1180	280	280	1180	280	800	280	755	
C. 57 22 187	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 50