

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division EMPLOYEES' TIME TABLE

To Take Effect Sunday, Aug. 3, 1924

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.

Lucy

| Time | Per Hour |
|------|----------|
| 10.6 | |
| 6.3 | |
| 6.6 | |
| 6.4 | |
| 6.3 | |
| 6.1 | |
| 6.0 | |
| 5.9 | |
| 5.8 | |
| 5.7 | |
| 5.6 | |
| 5.5 | |
| 5.4 | |
| 5.3 | |
| 5.2 | |
| 5.1 | |
| 5.0 | |
| 4.9 | |
| 4.8 | |
| 4.7 | |
| 4.6 | |
| 4.5 | |
| 4.4 | |
| 4.3 | |
| 4.2 | |
| 4.1 | |
| 4.0 | |
| 3.9 | |
| 3.8 | |
| 3.7 | |
| 3.6 | |
| 3.5 | |
| 3.4 | |
| 3.3 | |
| 3.2 | |
| 3.1 | |
| 3.0 | |
| 2.9 | |
| 2.8 | |
| 2.7 | |
| 2.6 | |
| 2.5 | |
| 2.4 | |
| 2.3 | |
| 2.2 | |
| 2.1 | |
| 2.0 | |
| 1.9 | |
| 1.8 | |
| 1.7 | |
| 1.6 | |
| 1.5 | |
| 1.4 | |
| 1.3 | |
| 1.2 | |
| 1.1 | |
| 1.0 | |
| 0.9 | |

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

THIRD DIVISION

W. CONNOLLY,
Superintendent, SPOKANE, WASHINGTON.

A. G. KAMM,
ASSISTANT SUPERINTENDENT, Walla Walla, Washington

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

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

L. L. WYCKOFF,
DISPATCHER, Spokane, Washington

J. A. GARRETT,
DISPATCHER, Spokane, Washington

J. A. WALSH,
DISPATCHER, Spokane, Washington

P. H. WALSH,
DISPATCHER, Spokane, Washington

F. R. BROOKS,
DISPATCHER, Spokane, Washington

L. L. GRAUL,
DISPATCHER, Spokane, Washington

C. E. HABIGER,
DISPATCHER, Spokane, Washington

J. W. EGAN,
DISPATCHER, Spokane, Washington

J. E. WOOD,
DISPATCHER, Spokane, Washington

C. D. BROWN,
DISPATCHER, Spokane, Washington

MILEAGE

| | | | | |
|------------------------------|------------------------------|--------|---------|---------|
| FIRST DIVISION | Main Line | 385.83 | | |
| | Branches | | 410.88 | |
| | Total | | | 796.71 |
| SECOND DIVISION | Main Line | 233.26 | | |
| | Branches | | 97.84 | |
| | Total | | | 331.10 |
| THIRD DIVISION | Main Line | 183.64 | | |
| | Branches | | 740.25 | |
| | Total | | | 923.89 |
| | Total Main Line | 802.73 | | |
| | Total Branches | | 1248.97 | |
| | Total | | | 2051.70 |

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

WESTWARD—SEVENTH SUB-DIVISION—Spokane and Umatilla—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | | FIRST CLASS | | | | | | Distance from Spokane | Time Table No. 23 Aug. 3, 1924 | | Distance from Portland | FIRST CLASS | | | | | | SECOND CLASS | |
|---|--------------|--------------|--------------|-------------|-------------|----------------------|--------------|--------------|----------------------|-----------------------|-----------------------------------|----------------------|------------------------|-------------|----------------------|-------------|-------------|--------------|---------|--------------|--|
| | 253 | 261 | 367 | 51 | 47 | 17 | 11 | 75 | 15 | | 12 | 18 | | 76 | 16 | 52 | 48 | 254 | 368 | | |
| | Time Freight | Time Freight | Freight | Passenger | Passenger | C.M.&St.P. Passenger | Passenger | Passenger | C.M.&St.P. Passenger | | Passenger | C.M.&St.P. Passenger | | Passenger | C.M.&St.P. Passenger | Passenger | Passenger | Time Freight | Freight | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| OWFTP | 6.00PM | | | | | 11.45PM | 9.10PM | | 8.30AM | 0.0 | DN-R SPOKANE | 367.5 | 6.30AM | 7.40AM | | | 12.30AM | | | | |
| 2690 P | 6.15 | | | | | 11.57PM | 9.20 | | 8.42 | 5.3 | 5.3 | 362.2 | 6.17 | 7.27 | | | 11.57PM | | | | |
| 2720 P | 6.25 | | | | | 12.08AM | 9.27 | | 8.51 | 9.5 | 4.2 | 358.0 | 6.08 | 7.18 | | | 11.20 | | | | |
| 3420 WP | 6.45 | | | | | 12.25 | 9.40 | | 9.05 | 16.8 | 7.3 | 350.7 | 5.56 | 7.05 | | | 10.20 | | | | |
| 2653 P | 6.57 | | | | | 12.35 | 9.46 | | 9.14 | 22.0 | 5.2 | 345.5 | 5.47 | 6.53 | | | 9.46 | | | | |
| 2680 P | 7.05 | | | | | 12.43 | 9.51 | | 9.22 | 27.0 | 5.0 | 340.5 | 5.38 | 6.45 | | | 9.15 | | | | |
| 2755 WP | 7.30 | | | | | 12.55 | 10.00 | | 9.32 | 34.4 | 7.4 | 333.1 | 5.26 | 6.33 | | | 8.40 | | | | |
| 2682 P | 7.42 | | | | | 1.02 | 10.06 | | 9.38 | 38.4 | 4.0 | 329.1 | 5.19 | 6.27 | | | 8.25 | | | | |
| 2683 P | 8.00 | | | | | 1.13 | 10.15 | | 9.47 | 45.0 | 6.6 | 322.5 | 5.08 | 6.16 | | | 8.00 | | | | |
| 2319 P | 8.15 | | | | | 1.22 | 10.21 | | 9.56 | 50.2 | 5.2 | 317.3 | 4.59 | 6.08 | | | 7.35 | | | | |
| 2716 P | 8.30 | | | | | 1.30 | 10.26 | | 10.02 | 54.4 | 4.2 | 313.1 | 4.52 | 6.01 | | | 7.15 | | | | |
| 2335 WFYP | 9.30 | | | | | 1.45AM | 10.35 | | 10.15AM | 61.1 | 6.7 | 306.4 | 4.40 | 5.50AM | | | 6.50 | | | | |
| 2683 P | 9.50 | | | | | | 10.42 | | | 65.9 | 4.8 | 301.6 | 4.31 | | | | 6.00 | | | | |
| 3247 P | 10.05 | | | | | | 10.48 | | | 70.3 | 4.4 | 297.2 | 4.24 | | | | 5.45 | | | | |
| 2682 P | 10.20 | | | | | | 10.54 | | | 74.5 | 4.3 | 293.0 | 4.18 | | | | 5.30 | | | | |
| 2070 WYP | 10.50 | | | | | | 11.04 | | | 82.4 | 7.9 | 285.1 | 4.06 | | | | 5.05 | | | | |
| 2780 P | 11.12 | | | | | | 11.12 | | | 88.0 | 5.6 | 279.5 | 3.58 | | | | 4.50 | | | | |
| 2683 P | 11.35 | | | | | | 11.21 | | | 94.2 | 6.3 | 273.3 | 3.48 | | | | 4.30 | | | | |
| 2290 P | 11.58PM | | | | | | 11.30 | | | 100.0 | 5.8 | 267.5 | 3.37 | | | | 4.15 | | | | |
| 2823 WFYP | 1.00AM | | | | | | 11.42 | 10.45PM | | 103.9 | 3.9 | 263.6 | 3.30 | 4.05AM | | | 4.00 | | | | |
| 2689 P | 1.20 | | | | | | 11.51PM | 10.57 | | 110.1 | 6.2 | 257.4 | 3.18 | 3.54 | | | 3.00 | | | | |
| 2614 P | 1.45 | | | | | | 12.02AM | 11.12 | | 117.8 | 7.7 | 249.7 | 3.06 | 3.43 | | | 2.30 | | | | |
| | | | | | | | | | | 123.6 | 5.8 | 243.9 | | | | | | | | | |
| 2717 P | 2.15 | | | | | | 12.15 | 11.28 | | 126.7 | 3.1 | 240.8 | 2.52 | 3.30 | | | 2.00 | | | | |
| 2707 WP | 2.40 | | | | | | 12.25 | 11.42 | | 134.5 | 7.8 | 233.0 | 2.40 | 3.18 | | | 1.30 | | | | |
| 2719 P | 3.55 | | | | | | 12.36 | 11.56PM | | 141.8 | 7.3 | 225.7 | 2.29 | 3.08 | | | 1.00 | | | | |
| 3700 P | 4.25 | | | | | | 12.45 | 12.07AM | | 147.8 | 6.0 | 219.7 | 2.20 | 3.00 | | | 12.40 | | | | |
| 1470 YP | 5.00 | 3.00AM | 2.00PM | | | 11.35PM | 1.05PM | 12.55 | 12.20 | 154.6 | 6.8 | 212.9 | 2.10 | 2.50 | 3.23AM | 11.18AM | 12.15 | 7.30AM | | | |
| | | | | | | | | | | 154.7 | 0.1 | 212.8 | | | | | | | | | |
| | | | | | | | | | | 155.3 | 0.6 | 212.2 | | | | | | | | | |
| 2272 WFYP | 5.30 | 3.15AM | 2.15PM | | | 11.45PM | 1.15PM | 1.05 | 12.30AM | 157.2 | 1.9 | 210.3 | 2.00 | 2.40AM | 3.15AM | 11.10AM | 12.01PM | 7.15AM | | | |
| 3700 P | 6.00 | | | | | | | 1.20 | | 165.0 | 7.8 | 202.5 | 1.45 | | | | 11.15AM | | | | |
| 2571 P | 6.25 | | | | | | | 1.33 | | 170.3 | 5.3 | 197.2 | 1.22 | | | | 11.00 | | | | |
| 3700 P | 7.00 | | | | | | | 1.45 | | 176.9 | 6.6 | 190.6 | 1.12 | | | | 10.45 | | | | |
| WFYTP | 8.00AM | | | | | | | 2.10AM | | 184.5 | 7.6 | 183.0 | 1.00AM | | | | 10.30AM | | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |

| | | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------|--------|--------|--------|--------|--------|--------|---------|--------|
| (14.0) | (0.15) | (0.15) | (0.10) | (0.10) | (2.00) | (5.00) | (1.45) | (1.45) | Time | (5.30) | (1.50) | (1.25) | (1.50) | (0.08) | (0.08) | (14.00) | (0.15) |
| 18.2 | 10.4 | 10.4 | 15.6 | 15.6 | 30.5 | 36.9 | 30.5 | 34.9 | Average Speed per Hour | 33.5 | 32.3 | 37.6 | 33.3 | 19.5 | 19.5 | 13.2 | 10.4 |

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. 23 Aug. 3, 1924 | | | | |
|---|--------------|--|--|--|--|--|----------------------------|-----------------------------|-------------------------|------------------------------|----------------|-------------------------|-------------------------------|-----------------------|-----------------------------------|----------------------------------|----------------|-------------|----------------|
| | | | | | | | 91 | 75 | 87 | 95 | 93 | 71 | 85 | | 77 | STATIONS | | | |
| | | | | | | | C.M. & St. P. Freight (66) | C.M. & St. P. Freight (291) | Freight | C.M. & St. P. Passenger (16) | Passenger | Passenger | C.M. & St. P. Passenger (218) | | C.M. & St. P. Passenger (18) | Spokane Internat'l Passenger (2) | Passenger | Passenger | DN-R |
| | | | | | | | Leave Daily Ex. Sun. | Leave Daily Ex. Sun. | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| OWFTP | | | | | | | 9.45 PM | 7.20 PM | 6.45 PM | 8.15 PM | 4.40 PM | 2.40 PM | 8.05 AM | 8.00 AM | 7.50 AM | 7.45 AM | 7.10 AM | 0.0 | SPOKANE |
| IP | | | | | | | 9.55 | 7.30 | 6.55 | 8.22 | 4.47 | 2.47 | 8.12 | 8.07 | 7.57 AM | 7.52 | 7.15 | 1.9 | N. P. CROSSING |
| 2088 | | | | | | | 10.00 | 7.35 | 7.00 | 8.25 | 4.50 | 2.50 | 8.15 | 8.10 | | 7.57 | 7.18 | 2.7 | EAST SPOKANE |
| 3000 | | | | | | | 10.15 | 7.50 PM | 7.15 | 8.30 | 4.55 | 2.55 | 8.20 AM | 8.16 | | 8.03 | 7.24 | 6.5 | DN DISHMAN |
| 1797 | | | | | | | 10.30 | | 7.35 | 8.35 | 5.00 | 3.00 | | 8.21 | 8.09 | 7.30 | 9.6 | CHESTER | |
| 940 | | | | | | | 10.50 | | 7.55 | 8.45 | 5.07 | 3.08 | | 8.31 | 8.15 | 7.40 | 13.2 | REDLIN | |
| 1009 | | | | | | | 11.10 | | 8.05 | 8.53 | 5.13 | 3.14 | | 8.38 | 8.21 | 7.46 | 15.7 | D MICA | |
| 1984 | | | | | | | 11.30 | | 8.15 | 9.02 | 5.20 | 3.20 | | 8.45 | 8.30 | 7.51 | 18.5 | FREEMAN | |
| P | | | | | | | 11.50 PM | | 8.30 | 9.12 PM | 5.28 | 3.30 PM | | 8.55 AM | 8.40 AM | 7.55 | 21.8 | DN-R MANITO | |
| P | | | | | | | | | | | 5.33 | | | | | | 22.5 | BELL | |
| 1274 | | | | | | | | | 8.55 | | 5.43 | | | | | | 8.05 | 27.0 | D ROCKFORD |
| 2172 | | | | | | | | | 9.10 | | 5.50 | | | | | | 8.12 | 30.3 | DARKNELL |
| 1646 W | | | | | | | | | 9.30 | | 5.57 | | | | | | 8.20 | 33.7 | D FAIRFIELD |
| 1289 | | | | | | | | | 10.10 | | 6.15 | | | | | | 8.35 | 42.1 | D LATAH |
| OWFYTP | | | | | | | | | 10.45 PM | | 6.30 PM | | | | | | 8.50 AM | 49.3 | DN-R TEKOA |
| | | | | | | | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | |
| | | | | | | | (3.05) 10.5 | (.30) 13.0 | (4.00) 12.3 | (.87) 22.9 | (1.50) 26.9 | (.50) 26.2 | (.15) 26.0 | (.55) 23.8 | (.07) 16.3 | (.55) 23.8 | (1.40) 29.6 | | |

| Block Signal | Time | Track |
|--------------|------|----------------|
| DN-R | 0.0 | SPOKANE |
| | 1.9 | N. P. CROSSING |
| | 2.7 | EAST SPOKANE |
| DN | 6.5 | DISHMAN |
| | 9.6 | CHESTER |
| | 13.2 | REDLIN |
| D | 15.7 | MICA |
| | 18.5 | FREEMAN |
| DN-R | 21.8 | MANITO |
| | 22.5 | BELL |
| D | 27.0 | ROCKFORD |
| | 30.3 | DARKNELL |
| D | 33.7 | FAIRFIELD |
| D | 42.1 | LATAH |
| DN-R | 49.3 | TEKOA |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72
 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. 23
Aug. 3, 1924

| STATIONS | | 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 Ex. Sunday | 88 Passenger Arrive Daily | 78 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 | 388 Freight Arrive Daily Ex. Monday | 384 C.M.&St.P. Freight (292) Arrive Daily Ex. Monday | 382 C.M.&St.P. Freight (65) Arrive Daily Ex. Sunday | | | | | | | | | | |
| DN-R | SPOKANE ^{Ds} 1.0 N. P. CROSSING ^{Au} | 165.2 | 8.10AM | 10.45AM | 12.10PM | 6.00PM | 6.25PM | 7.10PM | 8.35PM | 11.30PM | 3.30AM | 4.00AM | 8.15PM | | | | | | | | | | |
| | EAST SPOKANE | 162.5 | 7.57 | 10.35 | 11.59AM | 5.50 | 6.15 | 7.00 | | 11.20 | 3.10 | 3.40 | 8.02 | | | | | | | | | | |
| DN | DISHMAN ^{Sp} | 158.7 | 7.52 | 10.29 | 11.52 | 5.44 | 6.09 | 6.50PM | | 11.11 | 2.55 | 3.20AM | 7.50 | | | | | | | | | | |
| | CHESTER | 155.6 | 7.47 | 10.22 | 11.45 | 5.36 | 6.02 | | | 10.59 | 2.35 | | 7.35 | | | | | | | | | | |
| | REDLIN | 152.0 | 7.40 | 10.15 | 11.38 | 5.30 | 5.54 | | | 10.50 | 2.20 | | 7.10 | | | | | | | | | | |
| D | MICA ^{Mn} | 149.5 | 7.35 | 10.10 | 11.32 | 5.25 | 5.49 | | | 10.42 | 2.10 | | 6.55 | | | | | | | | | | |
| | FREEMAN | 146.7 | 7.26 | 10.04 | 11.26 | 5.20 | 5.44 | | | 10.34 | 1.55 | | 6.35 | | | | | | | | | | |
| DN-R | MANITO ^{Mu} | 143.4 | 7.20AM | 9.57 | 11.20AM | 5.15PM | 5.36 | | | 10.25PM | 1.40 | | 6.15PM | | | | | | | | | | |
| | BELL | 142.7 | | | | 5.33 | | | | | | | | | | | | | | | | | |
| D | ROCKFORD Rd | 138.2 | | 9.46 | | | 5.25 | | | | 1.15 | | | | | | | | | | | | |
| | DARKNELL | 134.9 | | 9.40 | | | 5.19 | | | | 1.00 | | | | | | | | | | | | |
| D | FAIRFIELD ^G | 131.5 | | 9.32 | | | 5.12 | | | | 12.45 | | | | | | | | | | | | |
| D | LATAH ^{Na} | 123.1 | | 9.15 | | | 4.58 | | | | 12.10AM | | | | | | | | | | | | |
| DN-R | TEKOA ^K | 115.9 | | 9.00AM | | | 4.45PM | | | | 11.45PM | | | | | | | | | | | | |
| | (49.3) | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Monday | Leave Daily Ex. Sunday | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|------------------------|-------|--------|-------|-------|--------|-------|-------|--------|--------|-------|--------|--|--|--|--|--|--|--|--|--|--|
| Time | (.50) | (1.45) | (.50) | (.45) | (1.40) | (.20) | (.07) | (1.05) | (3.45) | (.40) | (2.00) | | | | | | | | | | |
| Average speed per hour | 26.2 | 28.1 | 26.2 | 29.1 | 29.6 | 19.5 | 18.2 | 20.1 | 12.1 | 9.7 | 10.9 | | | | | | | | | | |

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
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—STARBUCK-PENDLETON SUB-DIVISION—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | | | FIRST CLASS | | | Distance from Spokane | Time Table No. 23 Aug. 3, 1924 | Distance from Pendleton | FIRST CLASS | | | SECOND CLASS | |
|---|--------------|--------------------------|--------------------------|--|-----------------|--------------------------|----------------|-----------------------|-----------------------------------|-------------------------|-----------------|--------------------------|----------------|--------------------------|--------------------------|
| | | 165 Mixed | 361 Freight | | 77 Passenger | 61 Motor | 1 Passenger | | | | 78 Passenger | 62 Motor | 2 Passenger | 166 Mixed | 362 Freight |
| | | Leave Daily Ex. Sun. | Leave Daily Ex. Sun. | | Leave Daily | Leave Daily Ex. Sun. | Leave Daily | | | | Arrive Daily | Arrive Daily Ex. Sun. | Arrive Daily | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. |
| 840 WFTY | | | | | 1.05PM | | | 156.5 | DN-R STARBUCK Sa | 94.9 | 11.59AM | | | | |
| 1170 | | | | | 1.15 | | | 162.0 | RELIEF | 89.4 | 11.42 | | | | |
| 1418 | | | | | f 1.35 | | | 167.6 | ALTO | 83.8 | f 11.25 | | | | |
| 1075 | | | | | f 1.50 | | | 175.2 | MENOKEN | 76.2 | f 11.06 | | | | |
| 1374 WTP | | 4.30PM | | | s 2.00 | 10.55AM | | 179.4 | R BOLLES | 72.0 | s 10.55 | 6.05PM | | | 10.10AM |
| 1357 | | s 4.45 | | | s 2.12 | s 11.07 | | 184.0 | D PRESCOTT Sy | 67.4 | s 10.43 | s 5.50 | | | s 9.50 |
| 600 | | f 5.05 | | | 2.22 | f 11.22 | | 189.8 | ENNIS | 61.6 | 10.28 | f 5.35 | | | f 9.10 |
| 545 | | f | | | 2.24 | f 11.26 | | 190.9 | BERRYMAN | 60.5 | 10.26 | f 5.32 | | | f 9.00 |
| 1047 | | f 5.25 | | | 2.30 | f 11.34 | | 194.2 | HADLEY | 57.2 | 10.18 | f 5.25 | | | f 8.50 |
| 1112 | | f 5.45 | | | 2.35 | f 11.41 | | 197.1 | VALLEY GROVE | 54.3 | 10.12 | f 5.19 | | | f 8.40 |
| 673 | | f 5.50 | | | 2.40 | f 11.45 | | 198.9 | RUSSELL | 52.5 | 10.08 | f 5.15 | | | f 8.35 |
| | | | | | | | | 203.5 | N. P. CROSSING | 47.9 | | | | | |
| OWFTYP | | 6.10PM | 7.30PM | | 2.55 3.00 | 11.59AM | 7.15AM | 204.6 | DN-R WALLA WALLA Bu | 46.8 | 9.55 9.50 | 5.00PM | 6.50PM | | 8.15AM 2.00PM |
| | | | | | | | | 207.2 | WALRY (W.W.Y.Ry Crossing) | 44.2 | | | | | |
| 619 | | | 7.40 | | 3.08 | | 7.22 | 209.0 | STATE LINE | 42.4 | 9.38 | | f 6.41 | | 1.30 |
| 1290 | | | 7.45 | | 3.12 | | 7.25 | 210.8 | SPOFFORD | 40.6 | 9.34 | | f 6.37 | | 1.25 |
| 1157 W | | | 8.15 | | s 3.21 | | s 7.33 | 214.6 | D MILTON (W.W.Y.Ry. Crossing) Co | 36.8 | s 9.25 | | s 6.30 | | 1.15 |
| 626 | | | 8.30 | | 3.26 | | 7.38 | 217.6 | BARRETT | 33.8 | 9.18 | | f 6.24 | | 1.00 |
| 757 | | | 8.45 | | 3.32 | | 7.43 | 220.5 | BADE | 30.9 | f 9.12 | | f 6.17 | | 12.50 |
| 2650 | | | 9.05 | | 3.41 | | 7.49 | 224.0 | BLUE MOUNTAIN | 27.4 | f 9.05 | | f 6.10 | | 12.35 |
| 1082 | | | 9.25 | | 3.50 | | 7.54 | 227.3 | DOWNING | 24.1 | f 8.58 | | f 6.03 | | 12.20 |
| 1250 | | | 9.40 | | s 3.56 | | s 7.59 | 229.8 | D WESTON Wt | 21.6 | s 8.52 | | s 5.58 | | 12.10PM |
| 1032 W | | | 10.00 | | s 4.05 | | s 8.06 | 233.5 | ATHENA Cn | 17.9 | s 8.45 | | s 5.50 | | 11.45AM |
| 1832 | | | 10.25 | | s 4.14 | | s 8.14 | 238.1 | D ADAMS Md | 13.3 | s 8.36 | | s 5.40 | | 11.00 |
| 870 | | | 10.45 | | 4.19 | | f 8.18 | 240.7 | BLAKELEY | 10.7 | f 8.31 | | f 5.33 | | 10.50 |
| 662 | | | 11.05 | | 4.27 | | f 8.25 | 243.8 | HAVANA | 7.6 | f 8.25 | | f 5.27 | | 10.40 |
| 1400 | | | 11.25 | | 4.35 | | f 8.34 | 246.7 | SAXE | 4.7 | 8.15 | | f 5.20 | | 10.30 |
| OWFTY | | | 11.59PM | | 4.55PM | | 8.50AM | 251.4 | DN-R PENDLETON Fd | 0.0 | 8.00AM | | 5.10PM | | 10.15AM |
| | | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. | | Arrive Daily | Arrive Daily Ex. Sun. | Arrive Daily | | (94.9) | | Leave Daily | Leave Daily Ex. Sun. | Leave Daily | | Leave Daily Ex. Sun. |

| | | | | | | | | | | |
|--------|--------|--------|--------|--------|------------------------|--------|--------|--------|--------|--------|
| (1.40) | (4.29) | (3.50) | (1.04) | (1.35) | Time | (3.59) | (1.05) | (1.40) | (1.55) | (3.45) |
| 15.1 | 10.4 | 26.8 | 23.6 | 29.6 | Average Speed per Hour | 23.8 | 23. | 28.1 | 13.1 | 12.5 |

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

WESTWARD—Yakima 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 Yakima | Time Table No. 23 | | Distance from Attalia | FIRST CLASS | | | | | | SECOND CLASS | | | |
|---|------------------------|----------------|----------------|-----------------|-----------------|----------------|----------------|-------------------|-----------------|----------------------|------------------------|----------------|-----------------------|-----------------|-----------------|----------------|----------------|----------------------|-----------------|----------------|----------------|---------|--|
| | 261 Time Freight | 369 Freight | 367 Freight | 55 Passenger | 51 Passenger | 59 Motor | 57 Motor | 47 Motor | 53 Passenger | | Aug. 3, 1924 | | | 52 Passenger | 54 Passenger | 58 Motor | 48 Motor | 60 Motor | 56 Passenger | 368 Freight | 370 Freight | | |
| | Leave Daily | Leave Daily | 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 | Arrive Daily | Arrive Daily | | |
| OWTFYP | 9.30PM | | 6.30AM | | 7.30PM | | | 8.45AM | | 0.0 | D-R | YAKIMA | Ny | 98.1 | 7.30AM | | | 3.40PM | | | 2.30PM | | |
| 2046 | 9.40 | | 6.40 | | f 7.37 | | | f 8.51 | | 3.5 | | UNION GAP | | 94.6 | f 7.20 | | | f 3.30 | | | 2.15 | | |
| IP | | | | | | | | | | 6.8 | | N. P. CROSSING | | 91.3 | | | | | | | | | |
| 1800 | 9.55 | | 7.08 | | f 7.47 | | | f 9.01 | | 7.3 | | PARKER | | 90.8 | f 7.08 | | | f 3.20 | | | 2.00 | | |
| | | | | | | | | | | 8.7 | Block Subs. | N. P. CROSSING | | 89.4 | | | | | | | | | |
| 1640 P | 10.10 | | 7.25 | | s 7.55 | | | s 9.10 | | 11.3 | D | DONALD | Do | 86.8 | s 6.58 | | | s 3.10 | | | 1.40 | | |
| 1000 | 10.17 | | 7.35 | | f 8.00 | | | f 9.15 | | 13.6 | | SAWYER | | 84.5 | f 6.53 | | | f 3.05 | | | 1.30 | | |
| 2028 P | 10.25 | | 7.50 | | s 8.06 | | | s 9.22 | | 16.5 | | BUENA | Ba | 81.6 | s 6.45 | | | s 2.58 | | | 1.15 | | |
| 400 | 10.30 | | 7.55 | | f 8.10 | | | f 9.25 | | 17.9 | | CUTLER | | 80.2 | f 6.41 | | | f 2.55 | | | 1.10 | | |
| 1824 P | 10.35 | | 8.00 | | s 8.13 | | | s 9.30 | | 19.6 | D-R | ZILLAH | Ab | 78.5 | s 6.37 | | | s 2.50 | | | 1.00 | | |
| 1000 | 10.40 | | 8.10 | | f 8.18 | | | f 9.35 | | 21.8 | | BOONE | | 76.3 | f 6.31 | | | f 2.45 | | | 12.45 | | |
| 2723 WP | 10.45 | | 8.20 | | s 8.24 | | | s 9.41 | | 24.7 | D | GRANGER | G | 73.4 | s 6.25 | | | s 2.38 | | | 12.25PM | | |
| 2675 | 11.05 | | 8.45 | | f 8.36 | | | f 9.54 | | 30.9 | | EMERALD | | 67.2 | f 6.10 | | | f 2.25 | | | 11.45AM | | |
| 1872 YP | 11.15PM | | 9.00 AM | | 8.45 PM | | | 10.03 AM | | 34.6 | R | MIDVALE | | 63.5 | 6.00AM | | | | | | 11.20AM | | |
| 1872 YP | | 11.00AM | | | 8.45PM | | 1.55PM | 10.03AM | | 34.6 | R | MIDVALE | | 63.5 | | 6.00AM | 10.23AM | | 2.15PM | 9.05PM | | 11.20AM | |
| 1500 P | | 11.09AM | | | 8.54PM | | 2.04PM | 10.12AM | | 37.4 | D-R | SUNNYSIDE | Si | 66.3 | | 5.50AM | 10.13AM | | 2.05PM | 8.55PM | | 11.10AM | |
| 1872 YP | 11.15PM | | 9.00AM | | 9.05PM | | | 10.23AM | | 34.6 | R | MIDVALE | | 63.5 | 5.40AM | | | | 1.55PM | | | 11.00AM | |
| 2625 WFP | 11.35 | | 9.25 | | s 9.19 | | | s 10.36 | | 40.4 | D | GRANDVIEW | Gw | 57.7 | s 5.28 | | | s 1.40 | | | 10.36 | | |
| 2296 | 11.55PM | | 9.50 | | s 9.35 | | | s 10.50 | | 47.3 | | NORTH PROSSER | | 50.8 | s 5.15 | | | s 1.25 | | | 10.10 | | |
| 623 | 12.05AM | | 10.00 | | f 9.41 | | | f 10.56 | | 49.8 | | BIGGAM | | 48.3 | f 5.09 | | | f 1.17 | | | 10.00 | | |
| 2708 | 12.20 | | 10.25 | | f 9.53 | | | f 11.06 | | 55.1 | | GLEN | | 43.0 | f 4.59 | | | f 1.05 | | | 9.40 | | |
| 300 | 12.30 | | 10.40 | | f 10.01 | | | f 11.14 | | 58.8 | | CORRAL | | 39.3 | f 4.51 | | | f 12.56 | | | 9.30 | | |
| 2179 WP | 12.40 | | 10.55 | | s 10.08 | | | s 11.20 | | 61.6 | D | BENTON CITY | Bc | 36.5 | s 4.46 | | | s 12.50 | | | 9.20 | | |
| 2696 | 12.55 | | 11.28 | | f 10.19 | | | f 11.28 | | 66.8 | | ACTON | | 31.3 | f 4.36 | | | f 12.42 | | | 9.05 | | |
| 517 | | | 11.45 | | f 10.27 | | | f 11.36 | | 69.9 | | GROSSCUP | | 28.2 | f 4.30 | | | f 12.36 | | | 8.55 | | |
| 2695 | 1.10 | | 11.55AM | | f 10.30 | | | f 11.40 | | 71.8 | | LEDBEDER | | 26.3 | f 4.26 | | | f 12.33 | | | 8.50 | | |
| 2728 | 1.25 | | 12.23PM | | f 10.43 | | | f 11.53AM | | 77.3 | | LESLIE | | 20.8 | f 4.15 | | | f 12.23 | | | 8.35 | | |
| 3552 WYFP | 2.00 | | 1.00 | | s 11.00 | | | 12.10 PM 12.30 | | 84.9 | DN-R | KENNEWICK | Kn | 13.2 | s 4.00 | | | 12.10 PM 11.50 AM | | | 8.15 | | |
| 700 | 2.15 | | 1.20 | | f 11.10 | | | f 12.40 | | 89.4 | | HEDGES | | 8.7 | f 3.49 | | | f 11.40 | | | 8.00 | | |
| | | | | | | | | | | 90.8 | | N. P. CROSSING | | 7.3 | | | | | | | | | |
| 2300 P | 2.25 | | 1.30 | | f 11.20 | | | f 12.50 | | 91.4 | | VILLARD | | 6.7 | f 3.39 | | | f 11.35 | | | 7.50 | | |
| 520 | 2.40 | | 1.47 | | f 11.28 | | | f 12.57 | | 94.7 | | TWO RIVERS | | 3.4 | f 3.31 | | | f 11.26 | | | 7.40 | | |
| 1470 P | 3.00AM | | 2.00PM | | 11.35PM | | | 1.05PM | | 98.1 | N-R | ATTALIA | Ag | 0.0 | 3.25AM | | | 11.20AM | | | 7.30AM | | |
| | | | | | | | | | | | (98.1) | | | | | | | | | | | | |
| | (5.30) 17.8 | (0.09) 18.7 | (7.30) 13.1 | (0.09) 18.7 | (4.05) 24.0 | (0.09) 18.7 | (0.09) 18.7 | (4.20) 22.6 | (0.09) 18.7 | | Time | | | (4.05) 24.0 | (0.10) 16.8 | (0.10) 16.8 | (4.20) 22.6 | (0.10) 16.8 | (0.10) 16.8 | (7.00) 14.0 | (0.10) 16.8 | | |
| | | | | | | | | | | | Average Speed per Hour | | | | | | | | | | | | |

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

Train arriving at Midvale as No. 47 will run as No. 57 Midvale to Sunnyside and as No. 58 Sunnyside to Midvale.
 Train arriving at Midvale as No. 48 will run as No. 59 Midvale to Sunnyside and as No. 60 Sunnyside to Midvale.
 Train arriving at Midvale as No. 51 will run as No. 55 Midvale to Sunnyside and as No. 56 Sunnyside to Midvale.
 Train arriving at Midvale as No. 52 will run as No. 53 Midvale to Sunnyside and as No. 54 Sunnyside to Midvale.
 Train arriving at Midvale as No. 368 will run as No. 369 Midvale to Sunnyside and as No. 370 Sunnyside to Midvale.

WESTWARD—Wallula Branch—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | | FIRST CLASS | | Distance from Wallula | FIRST CLASS | | | SECOND CLASS | |
|---|--------------------|--------------------|--------------------|-----------------------------------|--------------|------------------------------|-------------|--------------|---------------------|-----------------------------|---------------------|
| | 363 | 47 | 75 | Time Table No. 23 Aug. 3, 1924 | | | 48 | 76 | 364 | Distance from Wallula Walla | |
| | Freight | Passenger | Passenger | STATIONS | Passenger | | Passenger | Freight | | | |
| Leave Daily | Leave Daily | Leave Daily | DN-R | Arrive Daily | Arrive Daily | Arrive Daily | DN-R | Arrive Daily | Arrive Daily | Arrive Daily | |
| 2272 WFYP | 1.30 ^{PM} | 1.15 ^{PM} | 2.45 ^{AM} | 0.0 | DN-R | WALLULA 7.7 | Jn | 31.1 | 11.05 ^{AM} | 12.10 ^{AM} | 10.20 ^{AM} |
| 730 | 1.50 | f 1.32 | f 3.03 | 7.7 | | REESE 2.5 | | 23.4 | f 10.47 | f 11.50 ^{PM} | 9.45 |
| 250 | 2.00 | f 1.38 | f 3.10 | 10.2 | | DIVIDE 5.0 | | 20.9 | f 10.41 | f 11.45 | 9.30 |
| 1509 WP | 2.15 | s 1.47 | s 3.22 | 15.2 | D | TOUCHET 4.4 | Ch | 15.9 | s 10.30 | s 11.33 | 9.05 |
| 686 | 2.30 | s 1.56 | s 3.35 | 19.6 | | LOWDEN 4.6 | | 11.5 | s 10.20 | s 11.23 | 8.45 |
| 618 | 2.45 | f 2.08 | f 3.50 | 24.2 | | WHITMAN 4.7 | | 6.9 | f 10.10 | f 11.14 | 8.25 |
| | | | | 28.9 | | W. W. V. RY. CROSSING 2.2 | | 2.2 | | | |
| OTWFYP | 3.30 ^{PM} | 2.30 ^{PM} | 4.15 ^{AM} | 31.1 | DN-R | WALLA WALLA (31.1) | Bu | 0.0 | 9.55 ^{AM} | 11.00 ^{PM} | 8.00 ^{AM} |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | Leave Daily | Leave Daily | Leave Daily |
| | (2.00) 16.5 | (1.15) 24.8 | (1.30) 20.7 | | | | | | (1.10) 26.7 | (1.10) 26.7 | (2.20) 13.3 |

WESTWARD—Pomeroy Branch—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | Distance from Pomeroy | Time Table No. 23 Aug. 3, 1924 | | | Distance from Starbuck | SECOND CLASS | |
|---|---------------------|-------------|-----------------------|-----------------------------------|--------------------|----------------|------------------------|--------------|--|
| | 155 | | | STATIONS | | | | 156 | |
| | Mixed | | | Arrive Daily | Arrive Daily | Arrive Daily | | Mixed | |
| | Leave Daily | Leave Daily | | DN-R | Py | 28.9 | 3.10 ^{PM} | | |
| 1767 WT | 9.55 ^{AM} | 0.0 | 0.0 | D-R | POMEROY 4.4 | 28.9 | 3.10 ^{PM} | | |
| 1326 | f 10.08 | 4.4 | 4.4 | | ZUMWALT 5.4 | 24.5 | f 2.50 | | |
| 192 | f 10.25 | 9.8 | 9.8 | | HOUSER 4.6 | 19.1 | f 2.30 | | |
| 1009 W | f 10.40 | 14.4 | 14.4 | | CHARD 3.1 | 14.5 | f 2.10 | | |
| 508 | f 10.50 | 17.5 | 17.5 | | JACKSON 3.4 | 11.4 | f 2.00 | | |
| 1009 | f 11.02 | 20.9 | 20.9 | | DELANEY 8.0 | 8.0 | f 1.45 | | |
| WYFT | 11.35 ^{AM} | 28.9 | 28.9 | DN-R | STARBUCK (28.9) | 0.0 | 1.20 ^{PM} | | |
| | Arrive Daily | | | | | 0.0 | Leave Daily | | |
| | (1.40) 17.3 | | | | | (1.50) 15.8 | | | |

WESTWARD—Dayton Branch—EASTWARD

| Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations. | SECOND CLASS | | FIRST CLASS | | Distance from Turner | Time Table No. 23 Aug. 3, 1924 | | | Distance from Bolles | FIRST CLASS | | SECOND CLASS | |
|---|--------------------|-----------------------|--------------------|---------------------|----------------------|-----------------------------------|-------------|-------------|----------------------|-----------------------|-----------------------|----------------------|--------------------|
| | 167 | 165 | 63 | | | 61 | | 64 | | 62 | 66 | 166 | 168 |
| | Mixed | Mixed | Passenger | Motor | | Passenger | Motor | Passenger | | Motor | Motor | Mixed | Mixed |
| | Leave Wed Only | Leave Daily Ex. Sun. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Sun. Only | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. | Arrive Wed. Only | |
| 1502 1 | 3.10 ^{PM} | | | | 0.0 | TURNER 2.1 | | 24.9 | | | | 3.10 ^{PM} | |
| 1305 | | | | | 2.1 | WHETSTONE 3.4 | | 22.8 | | | | | |
| 1415 | | | | | 5.5 | RONAN 6.2 | | 19.4 | | | | | |
| 1355 W1 | 3.40 ^{PM} | 3.40 ^{PM} | 1.10 ^{PM} | 10.10 ^{AM} | 11.7 | DAYTON 3.5 | Da | 13.2 | 2.40 ^{PM} | 6.40 ^{PM} | 11.35 ^{AM} | 11.59 ^{AM} | 2.40 ^{PM} |
| 752 | | f 3.50 | f 1.19 | f 10.20 | 15.2 | LONG 0.8 | | 9.7 | f 2.31 | f 6.31 | f 11.26 | f 11.40 | |
| | | | | | 16.0 | N. P. CROSSING 2.8 | | 8.9 | | | | | |
| 969 | | s 4.02 | s 1.28 | s 10.30 | 18.8 | HUNTSVILLE 2.5 | | 6.1 | s 2.21 | s 6.21 | s 11.16 | s 11.25 | |
| 1264 | | s 4.15 | s 1.35 | s 10.36 | 21.3 | WATTSBURG 3.6 | Bg | 3.6 | s 2.14 | s 6.14 | s 11.09 | s 11.10 | |
| 1374 WTP | | 4.30 ^{PM} | 1.45 ^{PM} | 10.45 ^{AM} | 24.9 | BOLLES (24.9) | R | 0.0 | 2.05 ^{PM} | 6.05 ^{PM} | 11.00 ^{AM} | 10.55 ^{AM} | |
| | Arrive Wed. Only | Arrive Daily Ex. Sun. | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily Ex. Sun. | Leave Sun. Only | Leave Daily Ex. Sun. | Leave Wed. Only |
| | (0.30) 23.4 | (0.50) 15.9 | (0.35) 22.3 | (0.35) 22.3 | | | | | (0.35) 22.3 | (0.35) 22.3 | (0.35) 22.3 | (1.04) 12.4 | (0.30) 23.4 |

Westward trains are superior to trains of the same class in the opposite direction, except No. 364 is superior to No. 363 Walla Walla to Wallula, No. 166 is superior to No. 63 Bolles to Dayton and No. 168 is superior to No. 167 Dayton to Turner.—See Rule 72.

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. 23 Aug. 3, 1924 | | Distance from Amwaco | FIRST CLASS | SECOND CLASS |
|---|--------------------|-------------|--------------------|-----------------------------------|-----------------|----------------------|-------------|--------------|
| | 181 Mixed | | | | 182 Mixed | | | |
| | Leave Saturday | | | STATIONS | Arrive Saturday | | | |
| 200 | 8:00 ^M | | 0.0 | BELL 2.8 | 14.1 | 11:00 ^{AM} | | |
| 640 | 8:10 | | 2.8 | HAGEN 2.1 | 11.3 | 10:30 | | |
| 400 | 8:20 | | 4.9 | WELLER 2.0 | 9.2 | 10:15 | | |
| 1020 | 8:30 | | 6.9 | FORD 7.2 | 7.2 | 10:00 | | |
| 2055 | 9:15 ^{AM} | | 14.1 | AMWACO (14.1) | 0.0 | 9:30 ^{AM} | | |
| | Arrive Saturday | | | | | Leave Saturday | | |

(1.15) Time (1.80)
11.3 Average Speed per Hour 9.4

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. 23 Aug. 3, 1924 | | Distance from Connell | SECOND CLASS | |
|---|----------------------------|-------------------------|--------------|-------------------------|-----------------------------------|-------------------------|--------------------------|------------------------|--|
| | | 385 Freight | 171 Mixed | | | 172 Mixed | | 386 Freight | |
| | Leave Tues. Thurs. & Sat. | Leave Mon. Wed. & Fri. | STATIONS | | Arrive Tues. Thur. & Sat. | Arrive Sun. Wed. & Fri. | | | |
| WFYP | 11:15 ^{AM} | 2:00 ^{PM} | 0.0 | D-R LA CROSSE 4.6 | Jn | 52.9 | 10:45 ^{AM} | 5:30 ^{AM} | |
| 840 | 11:30 ^{AM} | f 2:20 | 4.6 | PAMPA 10.1 | | 48.3 | f 10:15 | 5:10 | |
| 671 | 12:10 ^{PM} | s 3:00 | 14.7 | HOOPER 1.0 | | 38.2 | s 9:30 | 4:35 | |
| 1627 | 12:15 ^{PM} | s 3:10 | 15.7 | N-R HOOPER JCT. 7.8 | Hr | 37.2 | s 9:15 | 4:30 ^{AM} | |
| 1738 | | s 3:45 | 23.5 | D WASHUCNA 5.8 | Fb | 29.4 | s 8:45 | | |
| 295 | | f 4:15 | 29.3 | McADAM 8.1 | | 23.6 | f 8:25 | | |
| 1127 | | s 4:45 | 37.4 | D KAHLOTUS 4.9 | Ho | 15.5 | s 8:00 | | |
| 488 | | f 5:10 | 42.3 | ESTES 3.5 | | 10.6 | f 7:45 | | |
| 550 | | f 5:30 | 46.1 | SULPHUR 6.8 | | 6.8 | f 7:35 | | |
| 1021 | | 6:00 ^{PM} | 52.9 | D-R CONNELL (52.9) | N | 0.0 | 7:15 ^{AM} | | |
| | Arrive Tues. Thurs. & Sat. | Arrive Mon. Wed. & Fri. | | | | | Leave Tues. Thur. & Sat. | Leave Sun. Wed. & Fri. | |

(1.00) Time (3.30)
16.7 Average Speed per Hour 15.1 (1.00) 15.7

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. 23 Aug. 3, 1924 | | 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 | Leave Daily | Leave Daily | | Arrive Daily | Arrive Daily | | Arrive Daily Ex. Sun. | | | | |
| 1809 | WTP | 4:55 ^{PM} | | 1:35 ^{PM} | 8:20 ^{AM} | 0.0 | D-R MOSCOW 4.0 | Mo | 28.1 | 11:45 ^{AM} | 4:55 ^{PM} | 2:45 ^{PM} | | |
| 648 | | f | | f 1:42 | f 8:27 | 4.0 | GARRISON 4.8 | | 24.1 | f 11:33 | f 4:45 | f | | |
| | | | | | | 8.8 | N. P. CROSSING 0.6 | | 19.3 | | | | | |
| 1245 | P | s 5:25 | | s 1:58 | s 8:40 | 9.4 | D PULLMAN 3.0 | Xb | 18.7 | s 11:15 | s 4:25 | s 1:58 | | |
| 302 | | f 5:35 | | f 2:04 | f 8:48 | 12.4 | ARMSTRONG 3.0 | | 15.7 | f 11:02 | f 4:12 | f 1:35 | | |
| 988 | W(East) | s 5:50 | | s 2:10 | s 8:56 | 15.4 | ALBION 3.0 | Gy | 12.7 | s 10:52 | s 4:02 | s 1:25 | | |
| 1039 | | f 6:02 | | f 2:15 | f 9:04 | 18.4 | SHAWNEE 1.9 | | 9.7 | f 10:45 | f 3:55 | f 1:15 | | |
| 498 | | f 6:10 | | f 2:20 | f 9:10 | 20.3 | PARVIN 3.3 | | 7.8 | f 10:40 | f 3:50 | f 1:10 | | |
| 409 | | f 6:30 | | f 2:30 | f 9:20 | 23.6 | RISBECK 4.5 | | 4.5 | f 10:30 | f 3:40 | f | | |
| | WFYP | 7:00 ^{PM} | | 2:55 ^{PM} | 9:45 ^{AM} | 28.1 | D-R COLFAX (28.1) | Ca | 0.0 | 10:15 ^{AM} | 3:25 ^{PM} | 12:45 ^{PM} | | |
| | | Arrive Daily Ex. Sun. | | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily Ex. Sun. | | |

(2.05) Time (1.30) (1.30) (2.00)
13.5 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. 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. 23 Aug. 3, 1924 | | | Distance from Wallace | FIRST CLASS | | SECOND CLASS | |
|---|----------------|----------------------------|-----------------|---------------|------------------------|---------------------|-----------------------------------|---------------------------|----------------|-----------------------|---------------------------|---------------------------|----------------------------|--------------|
| | 393 Freight | 87 Passenger | 85 Passenger | STATIONS | 86 Passenger | | 88 Passenger | 394 Freight | | | | | | |
| | | | | | | | | | Leave Daily | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily |
| OWFTY | 5.00AM | | | DN-R | TEKOA 7.0 | K | 80.3 | | | | | 11.59AM | | |
| 1297 | f 5.20 | | | | LOVELL 5.2 | | 73.3 | | | | | f 10.40 | | |
| 980 | f 5.35 | | | | WATT 3.2 | | 68.1 | | | | | f 9.45 | | |
| 957 P | s 5.48 | | | D | PLUMMER 1.6 | Mr | 64.9 | | | | | 9.15 | | |
| | | | | | WEST PLUMMER 0.6 | | 63.3 | | | | | | | |
| | | 4.05PM | 9.20AM | DN-R | PLUMMER JCT. 0.6 | Wj | 63.9 | 10.40AM | 4.37PM | | | | | |
| | 5.55 | 4.07 | 9.22 | | WEST PLUMMER 5.8 | | 63.3 | 10.37 | 4.35 | | | 8.45 | | |
| 1240 WFT | 6.20 | f 4.20 | f 9.35 | | CHATCOLET 5.5 | | 57.5 | f 10.20 | f 4.20 | | | 8.00 | | |
| 700 | | | | | LACON 2.3 | | 52.0 | | | | | | | |
| 2081 WT | 7.00 | s 4.40 | s 10.00 | Back Sup. } D | HARRISON 3.4 | Rn | 49.7 | s 10.00 | s 3.55 | | | 7.00 | | |
| 1272 | 7.20 | s 4.47 | s 10.07 | | SPRINGSTON 7.4 | | 46.3 | s 9.48 | s 3.40 | | | 6.45 | | |
| 500 | 8.00 | s 5.00 | s 10.20 | | MEDIMONT 4.0 | | 38.9 | s 9.34 | s 3.25 | | | 6.20 | | |
| 1100 | 8.40 | s 5.08 | s 10.28 | | LANE 3.8 | | 34.9 | s 9.26 | s 3.17 | | | 6.05 | | |
| 1464 | 9.16 | s 5.18 | s 10.38 | D | ROSE LAKE 3.0 | Ro | 31.1 | s 9.16 | s 3.08 | | | 5.50 | | |
| 707 | 9.40 | s 5.25 | s 10.45 | | DUDLEY 5.8 | | 28.2 | s 9.10 | s 3.00 | | | 5.35 | | |
| 1551 W (West) | 10.15 | s 5.35 | s 10.55 | | CATALDO 4.7 | | 22.4 | s 9.00 | s 2.50 | | | 5.20 | | |
| 666 OY | 10.45 | s 5.45 | s 11.05 | D-R | ENAVILLE 1.6 | Vi | 17.7 | s 8.50 | s 2.40 | | | 5.05 | | |
| 450 | 10.55 | f 5.50 | f 11.10 | | PINE CREEK 3.1 | | 16.1 | f 8.45 | f 2.35 | | | 4.55 | | |
| | | | | | BRADLEY 2.0 | | 13.0 | f | f | | | | | |
| 1339 | 11.25AM | s 6.05 | s 11.25 | D-R | KELLOGG-WARDNER 6.6 | Dn | 11.0 | s 8.35 | s 2.25 | | | 4.35 | | |
| 1602 | 12.25PM | s 6.25 | s 11.45 | | OSBORNE 4.4 | | 4.4 | s 8.18 | s 2.08 | | | 4.10 | | |
| OWFT | 1.00PM | 6.40PM | 11.59AM | D-R | WALLACE (80.8) | We | 0.0 | 8.10AM | 2.00PM | | | 4.00AM | | |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | | | | | Leave Daily Ex. Sunday | Leave Daily | | | Leave Daily | | |
| | (8.00) 10.0 | (2.35) 24.7 | (2.39) 24.1 | | Time | | | (2.30) 25.6 | (2.37) 24.4 | | | (8.00) 10.0 | | |
| | | | | | Average Speed per Hour | | | | | | | | | |

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. 23 Aug. 3, 1924 | | | Distance from Enaville | SECOND CLASS | |
|---|---------------------------|----------|-----------------------|-----------------------------------|--------------------------|---------------------------|------------------------|--------------------------|--|
| | 179 Mixed | STATIONS | | 178 Mixed | | | | | |
| | | | | | Leave Mon. Wed. and Fri. | Arrive Mon. Wed. and Fri. | | | |
| | | | 0.0 | | | | | | |
| | 11.45AM | | 11.3 | PARAGON 11.3 | | 32.8 | | | |
| | 12.10PM | | 13.5 | PRICHARD 2.2 | | 21.5 | 11.00AM | | |
| 1254 YP | | | | BEAVER 8.7 | | 19.3 | s 10.40AM | | |
| 1300 P | | | | JEFFERSON 8.7 | | 28.0 | | | |
| 1254 YP | | | 13.5 | BEAVER 3.1 | | 19.3 | | | |
| 585 | s 12.40PM | | 16.6 | ANDERSON 1.2 | | 16.2 | s 10.20AM | | |
| | s 12.50 | | 17.8 | HEDLUND 1.8 | | 15.0 | s 10.10 | | |
| 1172 W (East) | s 1.05 | | 19.6 | CARTER 3.6 | | 13.2 | s 10.00 | | |
| 1000 | s 1.30 | | 23.2 | STEAMBOAT 5.7 | | 9.6 | s 9.40 | | |
| 515 | s 2.00 | | 28.9 | LINFOR 3.9 | | 3.9 | s 9.10 | | |
| OYP | 2.30PM | | 32.8 | D-R | ENAVILLE (32.8) | Vi | 0.0 | 8.50AM | |
| | Arrive Mon. Wed. and Fri. | | | | | | | Leave Mon. Wed. and Fri. | |
| | (2.45) 7.8 | | | Time | | | (2.10) 9.9 | | |
| | | | | 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. 23 Aug. 3, 1924 | | | Distance from Burke | SECOND CLASS | |
|---|--------------|--------------|-----------------------|-----------------------------------|---------------------------|----|---------------------|--------------|--|
| | STATIONS | 178 Mixed | | | | | | | |
| | | | | Leave Mon. Wed. and Fri. | Arrive Mon. Wed. and Fri. | | | | |
| | | | 0.0 | D-R | WALLACE 0.3 | Wo | 6.6 | | |
| | | | 0.3 | | N. P. CROSSING 3.5 | | 6.3 | | |
| | | | 3.8 | | GEM 0.3 | | 2.8 | | |
| | | | 4.1 | | FRISCO 0.7 | | 2.5 | | |
| | | | 4.8 | | DORN 0.8 | | 1.8 | | |
| | | | 5.6 | | MACE 1.0 | | 1.0 | | |
| W | | | 6.6 | D-R | BURKE (6.6) | B | 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. 23 Aug. 3, 1924 | | | Distance from Sierra Nevada Mine | SECOND CLASS | | |
|---|--------------|--------------|--------------------------|-----------------------|-----------------------------------|--|-----|----------------------------------|--------------|--|--|
| | STATIONS | 178 Mixed | | | | | | | | | |
| | | | Leave Mon. Wed. and Fri. | | Arrive Mon. Wed. and Fri. | | | | | | |
| | | | 0.0 | | | | | | | | |
| W | | | 4.1 | | BRADLEY 4.1 | | 4.1 | | | | |
| | | | | | SIERRA NEVADA MINE (4.1) | | 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. 394 is superior to No. 393, Wallace to Harrison, and No. 178 is superior to No. 179, Enaville to Prichard.—(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 timetables, rules and instructions of Chicago, Milwaukee & St. Paul Railway Company.

THIRD DIVISION

SPECIAL RULES

PASSENGER TRAINS

- No. 11 will stop to discharge passengers from points east of Ayer Junction.
- No. 12 will stop to discharge passengers from points west of Ayer Junction.
- Nos. 47 and 48 will stop on signal at Mellis, Dunbro, Flint, Dalton, Blaine Acres, Baird, Morris, Waneta, Forsell, Capp, Schultz, McDougal, Purdy, Reavis and Finch.
- Nos. 51 and 52 will stop on signal at Mellis, Dunbro, Flint, Pana, Dalton, Blaine Acres, Baird, Morris, Waneta, Forsell, Capp, Schultz and McDougal.
- Nos. 73 and 74 will stop on signal at Warner, Coman, Huntley and Juno.
- No. 75 will stop on signal to receive passengers at Dishman.
- No. 76 will stop to discharge passengers at Dishman.
- Nos. 75 and 76 will stop on signal at Magallon, Mathew, Walker, Sheffler, Reavis and Finch.
- No. 77 will stop on signal at Dishman, Chester, Mica, Freeman and Manito for passengers destined to points west of Manito.
- No. 78 will stop at Freeman, Mica, Chester and Dishman to discharge passengers from points west of Manito.
- Nos. 81, 82, 83 and 84 will stop on signal at Mile Post 6, Henry's Crossing, Whitlow and Holland.
- Nos. 85 and 87 will stop on signal to receive passengers at Dishman.
- Nos. 86 and 88 will stop to discharge passengers at Dishman.
- Nos. 85, 86, 87 and 88 will stop at Black Lake and will stop on signal at O'Gara and Shont.
- No. 165 will stop on signal at Dumas.
- Nos. 171 and 172 will stop on signal at Wacota and Curry.
- Nos. 175 and 176 will stop on signal at Whitlow and Holland.
- Nos. 178 and 179 will stop on signal at Cedar Creek, Smith and Haight.
- Nos. 181 and 182 will handle baggage and express.

FREIGHT TRAINS

Passengers will be carried on freight trains as follows:

Nos. 253 and 254 between Spokane and Ayer Junction and between Wallula and Umatilla.

Nos. 361 and 362 between Walla Walla and Pendleton.

Freight trains between Tekoa and Plummer Junction.

Log train extras between Spokane and Amwaco, and will also handle baggage and express.

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.

- Train registers will not be used as a means of identifying extra trains.
- A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.
- Trains (except passenger) consisting of more than 25 cars will cut off engine to take water or fuel, and will also cut off way cars before spotting.
- White indicator board displayed at a station will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- If a Home Block Signal fails to indicate stop or a Distant Block Signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal, the Train Dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by the signal and must remain there until relieved by an employe of the Signal Department or by official instructions.

7. Referring to Rule 17:

When rules require the 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.

8. After carefully complying with Rule 83 at Spokane, conductors and enginemen of westward trains must fully identify trains between Spokane and end of double track at N. P. Crossing and Spokane River-Latah Creek Bridge 365.32.

9. Referring to Rule 83 (A):

- Trains will not be required to obtain clearance card at Hooper Junction or La Crosse when no operator on duty.
- Yakima Branch trains will obtain clearance card at Wallula for eastward movement from Attalia on Yakima Branch. Other trains are not required to obtain clearance card at Attalia.
- Trains to and from Amwaco Branch will obtain clearance card at Manito instead of Bell. Movement of Amwaco Branch trains eastward from Bell to Manito will be governed by Home Block Signals Nos. 1428 and 1429. When either signal is in stop position main track must not be occupied until protected as required by Rule 509 against westward trains and Rule 99 against eastward trains on main line.
- Trains will not be required to obtain clearance card at Bolles, Midvale, Sunnyside, Turner, Amwaco or Prichard.
- Spokane International eastward passenger trains are not required to obtain clearance card at N. P. Crossing, but may proceed N. P. Crossing to Spokane passenger station on clear signal indication from Interlocking Tower at N. P. Crossing and run with current of traffic, being governed by Rule 93.

10. Referring to Rule 221 (A):

All trains are required to obtain clearance card at Ayer Junction, Wallula, Tekoa, Riparia, Walla Walla and Plummer Junction, but will not whistle for train order signal at these stations.

11. Referring to Rule 221 (B):

On branch lines and at Oakesdale, Thornton, St. John, Prescott, Milton, Weston and Adams train order signal lights will not be kept burning at night when operators are not on duty.

12. Referring to Rule 83 (B):

- No. 77 may register by registering ticket, Form 2642, at Manito.
- Nos. 11, 12, 75 and 76 may register at Attalia by registering ticket, Form 2642.
- When operator is on duty at Hooper Junction, Nos. 11 and 12 may register at that station by registering ticket, Form 2642.
- Register at Manito will also serve as register for Bell.
- Second class and extra trains will not register at Zillah.
- Register for Plummer Junction will also serve as register for West Plummer.

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

14. Between Union Station and N. P. Crossing, Spokane:

- Trains and engines will use right hand track in direction they are moving.
- Three-position block signals are maintained and indications are as follows:
Vertical ----- Clear
Diagonally upward ----- Caution
Horizontal ----- Stop
- Switch lights show white if switch is set for main track and red if set for diverging track.

SPECIAL RULES—Continued

15. Switching in yards and at stations:

(a) While switching and moving over street and road crossings at grade, within city limits, in towns, at obscure places in yards, etc., extreme caution must be maintained. At crossings where the view is obscured a flagman must be on the ground and hold all traffic before and during the passage of train or engine. Where the view is good a flagman must be on the forward end of the leading car and give such signals as will cause train to be brought to a stop should an emergency arise. Enginemen must be in a position to take and promptly act on signals, keeping a constant and vigilant look-out and so arrange their duties that the putting in of fires, working injectors, lubricators, etc., will not interfere. When enginemen are unable to see signals engine will be brought to a stop until proper signals are given.

(b) Normal position of crossing gates at Division Street and Monroe Street, Spokane, is across track. No movements over these streets will be made until both gates are open and proceed signal given from middle of street by switchman or brakeman. Gates will be closed promptly after each movement.

Over Division Street, Spokane: Movements will not be made between the hours of 6:00 A. M. and 8:00 A. M., 11:30 A. M. and 1:30 P. M., 5:00 P. M. and 7:00 P. M. unless absolutely necessary; between the hours of 6:00 A. M. and midnight the number of moves are limited to twenty (20) and no moves will be made when heavy vehicle and street car traffic will be interrupted.

When crossing flagmen are not on duty, train or yardmen must precede trains or engines over Green, Madelia, Hamilton, Division, Washington, Howard, Monroe, Ash and Cannon Streets and hold all street traffic.

Crossing Flagmen are on duty as follows:

| | |
|-------------------|---------------------------|
| Green Street | 7:00 A. M. to 5:00 P. M. |
| Madelia Street | 6:30 A. M. to 10:30 P. M. |
| Hamilton Street | 6:00 A. M. to 10:00 P. M. |
| Washington Street | 7:00 A. M. to 11:00 P. M. |

16. Trains from the Second Division entering Umatilla Yard will be governed by Rule 93, and if a train on Third Division main line is seen approaching wye junction switch, Second Division train will remain clear of Third Division main line until the approaching train has stopped.

Movement of westward Third Division trains from junction switch at Pendleton to Pendleton station will be governed by Home Block Signals 2164 and 2165. When either signal is in stop position Second Division main track must not be occupied until protected as required by Rule 509 against eastward trains on Second Division and Rule 99 against westward trains on Second Division.

Yakima Branch trains entering Wallula-Attalia Yard will be governed by Rule 93, and if a main line train is seen approaching junction switch, Yakima Branch train will remain clear of main line until the approaching train has stopped.

If a main line train is seen approaching junction switch, Sierra Nevada Branch trains entering Bradley-Kellogg-Wardner Yard will remain clear of main line until the approaching main line train is stopped.

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

Yakima River Bridge 89.35 one mile west of Parker is used jointly with N. P. Railway. Automatic block signals govern movement of trains in both directions through gauntlet track over Yakima River Bridge. All trains will approach gauntlet track under control and must not exceed 15 miles per hour through gauntlet track. When a train is stopped by home signal at approach to gauntlet track it may proceed when signal clears or by sending flagman ahead sufficient distance to insure full protection. When passenger and freight trains approach at same time freight trains must stop before passing home signal about 600 feet from bridge, giving passenger trains preference.

17. (a) Joint Operation between Walry and Taumarson. Within yard limits extending between Walry and Taumarson, all trains, engines and motors of the O-W.R.R.&N.Co. and W.W.V.Ry.Co. have equal rights in their movement and shall be governed by following rule:

"All trains, yard engines, light engines, electric motors, etc., must proceed under control in both directions at all times between Walry and Taumarson. Under control means to be able to stop within distance track is seen to be clear. Should any collision occur in this territory responsibility will rest with the train not under control."

(b) Joint Operation Zillah. Tracks of O-W. R. R. & N. and N. P. Railway within yard limits at Zillah, are used jointly by both companies for switching purposes. While using N. P. tracks be governed by N. P. Rule 93, which reads as follows:

"Within yard limits main track may be used, protecting against first class trains. Second and Third class trains and extra trains (including passenger extras) must move within yard limits prepared to stop unless main track is seen or known to be clear."

18. Position of switches:

- (a) Normal position of switches at Seltice and Winona is for line via Colfax.
- (b) Normal position of switch at West Plummer is for Plummer Junction.
- (c) At Mica, Oudin Spur track switch must be set to act as derailer for house track.
- (d) Standard High Line Switch, between Wallace and Gem and High Line Switch at Gem, must be left set and locked for the high line.

19. (a) 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.

(b) Except when necessary to spot for loading or unloading, cars on sidings must clear street or road crossings 200 feet and a space of 100 feet must be maintained between each ten cars.

20. Engines weighing 120,000 lbs. or more on drivers will not be operated on Tekoa or Wallace coal chutes. Engines must not be placed on or moved over Hecla High Line ore bins at Gem nor Bunker Hill and Sullivan overhead scale at Kellogg.

21. Helper Engines:

- (a) An engine helping a passenger train will double head regular engine except engines will not be double headed over Snake River Bridge 17.23 at Riparia and engines weighing less than 100,000 lbs. on drivers may be coupled to rear of train between Colfax and Crest.
- (b) An engine helping a freight train will double head regular engine except engines will not be double headed over Snake River Bridge 17.23 at Riparia and the helper may be coupled ahead of caboose, outfit cars and other weak equipment between Colfax and Crest and between Lovell and Chatcolet.

22. Drawbridges:

- (a) All trains will stop before crossing drawbridge 17.23 over Snake River at Riparia and drawbridge 7.44 over Columbia River between Villard and Hedges and may then proceed if draw spans are seen to be closed.
- (b) All trains and engines will stop at established stop boards before crossing drawbridge 23.40 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.
- (c) Sand must not be used on drawbridges.

23. The maximum gross weight of cars that may be handled between stations is shown in the table below:

| | | | |
|--|--------------|------------------------------------|--------------|
| Spokane and Ayer Junction | No limit | Ayer Junction and Umatilla | 200,000 lbs. |
| Spokane and Manito | No limit | Manito and Riparia, via Colfax | 200,000 lbs. |
| Seltice and Winona, via Thornton | 200,000 lbs. | Riparia and Grange City Junction | 160,000 lbs. |
| Grange City Junction and Ayer Junction | 200,000 lbs. | Grange City Junction and Pendleton | 200,000 lbs. |
| Yakima and Attalia | 200,000 lbs. | Midvale and Sunnyside | 200,000 lbs. |
| Wallula and Walla Walla | 200,000 lbs. | Turner and Bolles | 200,000 lbs. |
| Pomeroy and Starbuck | 200,000 lbs. | Bell and Amwaco | 200,000 lbs. |
| LaCrosse and Hooper Junction | 200,000 lbs. | Hooper Junction and Connell | 160,000 lbs. |
| Moscow and Colfax | 160,000 lbs. | Tekoa and Burke | 200,000 lbs. |
| Bradley and Sierra Nevada Mine | 200,000 lbs. | Prichard and Enaville | 200,000 lbs. |
| Beaver and Jefferson | 200,000 lbs. | | |

DIVISION SPEED RESTRICTIONS

- 24. (a)** Passenger, mail or express trains will not exceed speed of 60 miles per hour, and other trains, including light engines and engines with cabooses, will not exceed speed of 35 miles per hour.
- (b) Passenger, mail or express trains will not exceed speed of 40 miles per hour on 5 and 6 degree curves, 35 miles per hour on 7 and 8 degree curves and 30 miles per hour on 9 and 10 degree curves; and other trains, light engines and engines with cabooses, will not exceed speed of 30 miles per hour on 5 and 6 degree curves, 25 miles per hour on 7 and 8 degree curves and 20 miles per hour on 9 and 10 degree curves. Figures on stake at beginning of curve indicate degree of curvature.
- (c) When within yard limits a maximum speed of 30 miles an hour by first class trains and 15 miles an hour by other trains and engines must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.
- (d) All trains will not exceed 15 miles per hour when using crossovers or turnouts, and be under control through sidings, interlocking plants and yard limits. Under control means to be able to stop within the distance track is seen to be clear.
- (e) 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 speed of 15 miles per hour, and of 3600 series, 20 miles per hour.
- (f) 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.
- (g) 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.
- (h) Slow boards will be erected one-fourth mile from the point which they are intended to cover.
- (i) All trains will not exceed speed of 10 miles per hour over railroad crossings at grade.
- (j) Trains handling logs will not exceed speed of 15 miles per hour.

SUB-DIVISION SPEED RESTRICTIONS

25. SEVENTH SUB-DIVISION

(a) All trains will not exceed speed of 15 miles per hour over Bridge 367.13 crossing Spokane River and Monroe St., Spokane Bridge 365.32 crossing Spokane River and Latah Creek between Spokane and Cowles and Bridge 271.70 crossing 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 | 10 miles | 10 miles |
| Over street crossings at grade in Cheney | 8 miles | 8 miles |
| Through tunnels between Spokane and Ayer Junction | 45 miles | 25 miles |

SPECIAL RULES—Continued

26. SPOKANE-TEKOA SUB-DIVISION

| | Passenger | Freight |
|---|-----------|----------|
| Between Spokane and Tekoa..... | 50 miles | 35 miles |
| Over street crossings at grade on line through old yard between N. P. Crossing and Mission Avenue, Spokane..... | 6 miles | 6 miles |
| Through Spokane Union Station yard and over slip switches..... | 10 miles | 10 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..... | 15 miles | 10 miles |
| On descending grade between Chester and Mica..... | | 15 miles |
| Over street crossings at grade in Fairfield..... | 6 miles | 6 miles |

27. TEKOA-AYER JUNCTION SUB-DIVISION

| | Passenger | Freight |
|--|-----------|----------|
| Between Tekoa and Riparia..... | 50 miles | 35 miles |
| 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 |
| Through Tunnel 27 west of Hay..... | 10 miles | 10 miles |
| Between Riparia and Ayer Junction..... | 40 miles | 30 miles |
| Over Snake River Bridge 17.23 at Riparia..... | 5 miles | 5 miles |
| Over street crossings at grade in Colfax and St. John..... | 6 miles | 6 miles |
| Over street crossings at grade in Elberton..... | 25 miles | 25 miles |

28. STARBUCK-PENDLETON SUB-DIVISION

| | Passenger | Freight |
|--|-----------|----------|
| Between Starbuck and Downing..... | 40 miles | 30 miles |
| Between Downing and Pendleton..... | 50 miles | 30 miles |
| On descending grades between Alto and Starbuck..... | 30 miles | 12 miles |
| On descending grades between Mile Posts 22 and 32½..... | 30 miles | 15 miles |
| Over street crossings at grade in Walla Walla, Athena and Pendleton..... | 6 miles | 6 miles |
| Over street crossings at grade in Milton..... | 15 miles | 15 miles |

29. BRANCHES

| | Passenger | Freight |
|---|-----------|----------|
| Yakima Branch..... | 45 miles | 30 miles |
| Over Columbia River bridge 7.44 Yakima Branch..... | 20 miles | 10 miles |
| Over street crossings at grade in Kennewick..... | 8 miles | 8 miles |
| Over Yakima River Bridge 89.35 at Parker..... | 15 miles | 15 miles |
| Over street crossings at grade in Zillah and Yakima..... | 10 miles | 10 miles |
| Wallula Branch..... | 40 miles | 30 miles |
| Pomeroy Branch..... | 25 miles | 20 miles |
| Dayton Branch between Turner and Dayton..... | 25 miles | 20 miles |
| Dayton Branch between Dayton and Bolles..... | 35 miles | 25 miles |
| Over street crossings at grade in Dayton..... | 6 miles | 6 miles |
| Amwaco Branch..... | 35 miles | 15 miles |
| Connell Branch between La Crosse and Mile Post 27..... | 30 miles | 25 miles |
| Connell Branch between Mile Post 27 and Connell..... | 30 miles | 20 miles |
| Over steel bridge 15.13 between Hooper and Hooper Junction..... | 8 miles | 8 miles |
| Moscow Branch..... | 35 miles | 25 miles |
| Over South Main Street Crossing at Colfax..... | 4 miles | 4 miles |
| Over street crossings at grade in Pullman and Colfax..... | 6 miles | 6 miles |
| Wallace Branch..... | 50 miles | 35 miles |
| Over street crossings at grade in Wallace..... | 6 miles | 6 miles |
| On descending grades between Chatcolet and Lovell..... | | 15 miles |

| | | |
|--|----------|----------|
| Over Chatcolet Trestle and Drawbridge 23.45..... | 15 miles | 15 miles |
| Burke Branch..... | 20 miles | 10 miles |
| Ascending Standard and Gem High Lines..... | 15 miles | 15 miles |
| Enaville Branch..... | 25 miles | 25 miles |
| Between Beaver and Mile Post 6..... | 20 miles | 20 miles |
| Between Mile Post 6 and Jefferson..... | 10 miles | 10 miles |
| Sierra Nevada Branch..... | 10 miles | 10 miles |

AIR BRAKES

30. 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.

31. (a) Pressure Retaining Valves will be used on descending grades as per Rule 1053, "Rules and Instructions Governing Air Brakes," as follows:

| Sub-Divisions | Passenger Trains | Freight Trains |
|---------------------------|--------------------------------|--------------------------------|
| Spokane-Tekoa..... | | Mica and Chester |
| Spokane-Tekoa..... | | Darknell and Rockford |
| Tekoa-Ayer Junction..... | Crest and Colfax | Crest and Colfax |
| Tekoa-Ayer Junction..... | Jerita and Hay | Jerita and Hay |
| Starbuck-Pendleton..... | Alto and Relief | Alto and Starbuck |
| Starbuck-Pendleton..... | | Alto and Menoken |
| Starbuck-Pendleton..... | Weston and Barrett | Weston and Barrett |
| Dayton Branch..... | | Turner and Dayton |
| Wallace Branch..... | Lovell and Chatcolet | Lovell and Chatcolet |
| Sierra Nevada Branch..... | Sierra Nevada Mine and Bradley | Sierra Nevada Mine and Bradley |
| Enaville Branch..... | Jefferson and Delta | Jefferson and Delta |

(b) At Hay, westward freight trains and at Relief and Bade, eastward freight trains will stop 5 minutes to permit wheels to cool, during which time trainmen will inspect train for overheated and cracked wheels and before proceeding recharge train line and auxiliaries fully.

32. On eastward freight trains immediately before leaving Crest, Alto, 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.

33. 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.

34. Air must not be applied while crossing Snake River Bridge 17.23 at Riparia.

35. When trains, both freight and passenger, give trouble, that is undesired quick action or emergency action, before making reduction in applying brakes, the brake valve should be placed in release position for about two seconds and then returned to running position not exceeding one second and then to service position; this to insure all triple valves being in release position at the time service reduction is started, thereby tending to avoid quick action of brakes when making service reduction.

INTERLOCKING PLANT SIGNALS

36. The following whistle signals will be used for movements through interlocking plants:

| | |
|--------------------------------------|--------------------|
| N. P. Crossing, Spokane: | |
| 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 signalmen, interlocking plants or gates.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS. THIRD DIVISION

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

| CLASSIFICATION | ENGINE NUMBERS | STARBUCK-PENDLETON SUB-DIVISION | | | | | | | | | | | YAKIMA BRANCH | | WALLULA BRANCH | | POMEROY BRANCH | | DAYTON BRANCH | | | | AMWACO BRANCH | | CONNELL BRANCH | | | |
|----------------|-----------------|---------------------------------|----------------|-----------------------|-----------------------|------------------|---------------------|--------------------------|-----------------------|----------------|------------------|-------------------|-------------------|----------------------------|------------------------|----------------------|----------------------|------------------|------------------|------------------|------------------|---------------|-----------------|--------------------------|------------------------|------------------------|--------------------------|------|
| | | WESTWARD | | | | | | EASTWARD | | | | | Westward | Eastward | Westward | Eastward | Westward | Eastward | WESTWARD | | EASTWARD | | Westward | Eastward | WESTWARD | | EASTWARD | |
| | | Starbuck to Alto | Alto to Bolles | Bolles to Walla Walla | Walla Walla to Milton | Milton to Weston | Weston to Pendleton | Pendleton to Walla Walla | Walla Walla to Bolles | Bolles to Alto | Alto to Starbuck | Yakima to Attalia | Attalia to Yakima | Walla Walla to Walla Walla | Walla Walla to Wallula | Pomeroiy to Starbuck | Starbuck to Pomeroiy | Turner to Dayton | Dayton to Bolles | Bolles to Dayton | Dayton to Turner | Bell to Hagen | Amwaco to Hagen | La Crosse to Hooper Jct. | Hooper Jct. to Connell | Connell to Hooper Jct. | Hooper Jct. to La Crosse | |
| TTT 63 | 29 1/2 30 | 288 | 5400 to 5414 | | | | | | | | | | | | | | | | | | | | | | | | | |
| M. 57 | 18 24 | 91 | 175 | 455 | 500 | 560 | 260 | 915 | 495 | 480 | 325 | 915 | 1185 | 915 | 500 | 915 | 1245 | 500 | 590 | 1245 | 430 | 375 | 330 | 340 | 1185 | 500 | 475 | 430 |
| MC. 57 | 26-40 30 | 394 | 3800 to 3802 | | | | | | | | | | | | | | | | | | | | | | | | | |
| MC. 57 | 26-41 32 | 464 | 3620 to 3629 | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. 81 | 20 28 | 106 | 230 | 595 | 655 | 735 | 340 | 1195 | 640 | 565 | 425 | 1195 | 1550 | 1195 | 655 | 1195 | 1630 | 655 | 775 | 1630 | 565 | 490 | 435 | 445 | 1550 | | | 560 |
| P. 77 | 25 28 | 178 | 380 | 980 | 1080 | 1205 | 560 | 1960 | 1055 | 930 | 700 | 1960 | | | 1080 | 1960 | 2675 | 1080 | | | | | 715 | 725 | 2545 | | | 925 |
| P. 77 | 25 28 | 167 | 380 | 980 | 1080 | 1205 | 560 | 1960 | 1055 | 930 | 700 | 1960 | | | 1080 | 1960 | 2675 | 1080 | | | | | 715 | 725 | 2545 | | | 925 |
| P. 77 | 22 28 | 149 | 295 | 760 | 835 | 930 | 435 | 1520 | 820 | 720 | 540 | 1520 | 1970 | 1520 | 835 | 1520 | 2075 | 835 | 985 | 2075 | 720 | 620 | 555 | 565 | 1970 | | | 715 |
| P. 77 | 22 28 | 135 | 295 | 760 | 835 | 930 | 435 | 1520 | 820 | 720 | 540 | 1520 | 1970 | 1520 | 835 | 1520 | 2075 | 835 | 985 | 2075 | 720 | 620 | 555 | 565 | 1970 | | | 715 |
| P. 77 | 22 28 | 143 | 295 | 760 | 835 | 930 | 435 | 1520 | 820 | 720 | 540 | 1520 | 1970 | 1520 | 835 | 1520 | 2075 | 835 | 985 | 2075 | 720 | 620 | 555 | 565 | 1970 | | | 715 |
| P. 77 | 17-28 28 | 143 | 280 | 720 | 790 | 880 | 410 | 1440 | 770 | 680 | 515 | 1440 | 1860 | 1440 | 790 | 1440 | 1960 | 790 | 930 | 1960 | 680 | 590 | 520 | 530 | 1860 | | | 675 |
| MK. 63 | 26 28 | 209 | 2166 to 2171 | | | | | | | | | | | | | | | | | | | | | | | | | |
| MK. 57 | 23 1/2 30 | 208 | 2100 to 2165 | | | | | | | | | | | | | | | | | | | | | | | | | |
| T. 63 | 22 28 | 160 | 360 | 930 | 1020 | 1140 | 530 | 1850 | 1000 | 880 | 660 | 1850 | 2405 | 1850 | 1020 | 1850 | 2530 | 1020 | 1200 | 2530 | 880 | 760 | 675 | 690 | 2405 | | | 875 |
| T. 69 | 22 28 | 159 | 330 | 845 | 935 | 1040 | 480 | 1690 | 905 | 800 | 605 | 1690 | 2205 | 1690 | 935 | 1690 | 2315 | 935 | 1100 | 2315 | 800 | 695 | 620 | 630 | 2205 | | | 800 |
| T. 57 | 20 26 | 126 | 290 | 745 | 825 | 920 | 430 | 1500 | 800 | 705 | 535 | 1500 | 1940 | 1500 | 825 | 1500 | 2040 | 825 | 970 | 2040 | 705 | 610 | 545 | 555 | 1940 | | | 705 |
| T. 57 | 20 26 | 119 | 275 | 710 | 780 | 870 | 405 | 1420 | 760 | 670 | 505 | 1420 | 1840 | 1420 | 780 | 1420 | 1935 | 780 | 920 | 1935 | 670 | 580 | 515 | 525 | 1840 | 780 | 740 | 670 |
| T. 64 | 22 26 | 145 | 320 | 830 | 915 | 1020 | 475 | 1665 | 895 | 785 | 595 | 1665 | 2155 | 1665 | 915 | 1665 | 2270 | 915 | 1100 | 2320 | 805 | 695 | 605 | 615 | 2155 | | | 785 |
| T. 64 | 15 1/2-26 26 | 145 | 265 | 680 | 750 | 835 | 390 | 1360 | 730 | 645 | 485 | 1360 | 1760 | 1360 | 750 | 1360 | 1855 | 750 | 880 | 1855 | 645 | 555 | 495 | 505 | 1760 | | | 640 |
| T. 63 | 20 24 | 113 | 220 | 575 | 635 | 705 | 330 | 1150 | 615 | 545 | 410 | 1150 | 1490 | 1150 | 635 | 1150 | 1570 | 635 | 745 | 1570 | 545 | 470 | 420 | 425 | 1490 | 635 | 600 | 540 |
| T. 63 | 19 24 | 92 | 170 | 445 | 490 | 545 | 255 | 890 | 480 | 420 | 320 | 890 | 1155 | 890 | 490 | 890 | 1215 | 490 | 575 | 1215 | 420 | 365 | 325 | 330 | 1155 | 490 | 465 | 420 |
| T. 55 | 18 24 | 71 | 160 | 415 | 455 | 505 | 235 | 825 | 445 | 390 | 295 | 825 | 1070 | 825 | 455 | 825 | 1125 | 455 | 535 | 1125 | 390 | 340 | 300 | 305 | 1070 | 455 | 430 | 390 |
| E. 62 | 18 26 | 62 | 180 | 470 | 515 | 575 | 270 | 940 | 505 | 445 | 335 | 940 | 1215 | 940 | 515 | 940 | 1280 | 515 | 610 | 1280 | 445 | 385 | 340 | 350 | 1215 | 515 | 490 | 440 |
| E. 64 | 18 26 | 69 | 165 | 425 | 470 | 525 | 240 | 850 | 460 | 405 | 305 | 850 | 1105 | 850 | 470 | 850 | 1165 | 470 | 550 | 1165 | 405 | 350 | 310 | 315 | 1105 | 470 | 445 | 400 |
| E. 57 | 17 24 | 51 | 120 | 315 | 345 | 385 | 180 | 630 | 340 | 300 | 225 | 630 | 820 | 630 | 345 | 630 | 860 | 345 | 410 | 860 | 300 | 260 | 230 | 235 | 820 | 345 | 330 | 295 |
| E. 63 | 17 24 | 55 | 120 | 310 | 340 | 380 | 175 | 620 | 330 | 295 | 220 | 620 | 800 | 620 | 340 | 620 | 845 | 340 | 400 | 845 | 295 | 255 | 225 | 230 | 800 | 340 | 325 | 290 |
| E. 63 | 17 24 | 54 | 110 | 285 | 315 | 350 | 165 | 570 | 300 | 270 | 205 | 570 | 740 | 570 | 315 | 570 | 775 | 315 | 370 | 775 | 270 | 235 | 205 | 210 | 740 | 315 | 300 | 270 |
| C. 57 | 22 30 | 187 | 425 | 1100 | 1210 | 1350 | 630 | 2200 | 1185 | 1040 | 785 | 2200 | 2850 | 2200 | 1210 | 2200 | 3000 | 1210 | | | | | 800 | 815 | 2850 | | | 1035 |
| C. 57 | 22 30 | 179 | 395 | 1020 | 1120 | 1250 | 580 | 2030 | 1095 | 960 | 726 | 2030 | 2635 | 2030 | 1120 | 2030 | 2775 | 1120 | 1320 | 2775 | 960 | 835 | 740 | 755 | 2635 | | | 955 |
| C. 57 | 20 1/2 30 | 172 | 330 | 855 | 945 | 1055 | 490 | 1720 | 925 | 810 | 615 | 1720 | 2225 | 1720 | 945 | 1720 | 2345 | 945 | 1110 | 2345 | 810 | 705 | 625 | 635 | 2225 | | | 810 |
| C. 57 | 20 1/2 30 | 167 | 330 | 855 | 945 | 1055 | 490 | 1720 | 925 | 810 | 615 | 1720 | 2225 | 1720 | 945 | 1720 | 2345 | 945 | 1110 | 2345 | 810 | 705 | 625 | 635 | 2225 | | | 810 |
| C. 57 | 15 1/2-26 30 | 167 | 340 | 880 | 970 | 1080 | 500 | 1760 | 945 | 830 | 630 | 1760 | 2280 | 1760 | 970 | 1760 | 2400 | 970 | 1140 | 2400 | 830 | 720 | 640 | 650 | 2280 | | | 830 |
| C. 55 | 19 30 | 149 | 330 | 850 | 935 | 1045 | 485 | 1700 | 915 | 805 | 610 | 1700 | 2205 | 1700 | 935 | 1700 | 2320 | 935 | 1100 | 2320 | 805 | 695 | 620 | 630 | 2205 | | | 800 |
| C. 51 | 20 26 | 137 | 315 | 815 | 895 | 999 | 465 | 1630 | 875 | 770 | 580 | 1630 | 2110 | 1630 | 895 | 1630 | 2220 | 895 | 1055 | 2220 | 770 | 665 | 590 | 605 | 2110 | 895 | 850 | 765 |
| C. 51 | 20 24 | 117 | 250 | 650 | 715 | 795 | 370 | 1300 | 700 | 615 | 465 | 1300 | 1685 | 1300 | 715 | 1300 | 1775 | 715 | 840 | 1775 | 615 | 530 | 475 | 480 | 1685 | 715 | 680 | 610 |
| C. 51 | 21 28 | 142 | 335 | 860 | 950 | 1060 | 495 | 1725 | 930 | 815 | 615 | 1725 | 2235 | 1725 | 950 | 1720 | 2350 | 950 | 1115 | 2350 | 815 | 705 | 625 | 640 | 2235 | 950 | 900 | 810 |

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

THIRD DIVISION

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

| CLASSIFICATION | ENGINE NUMBERS | Moscow Branch | WALLACE BRANCH | | | | | ENAVILLE BRANCH | | Sierra Nevada Branch | Burke Branch |
|------------------------|-------------------------|------------------|----------------|--------------------|--------------------|-------------------|----------------------|---------------------|-------------------------------|----------------------|--------------|
| | | Eastward | WESTWARD | | | EASTWARD | EASTWARD | | Westward | Westward | |
| | | Colfax to Moscow | Lovell to Watt | Cataldo to Kellogg | Kellogg to Wallace | Chatcolet to Watt | Enaville to Prichard | Beaver to Jefferson | Bradley to Sierra Nevada Mine | Wallace to Burke | |
| TTT. 63 29 1/2 288 | 5400 to 5414 | | | | | | | | | | |
| M 57 18 24 91 | 4200 to 4208 | 500 | 345 | 915 | 530 | 315 | 530 | 125 | 125 | 125 | |
| MC. 57 26-40 30 394 | 3800 to 3802 | | | | | | | | | | |
| MC. 57 26-41 32 464 | 3620 to 3629 | | | | | | | | | | |
| A. 81 20 28 106 | 3500 to 3514 | | 450 | 1195 | 695 | 410 | 690 | 165 | 165 | 165 | |
| P. 77 25 28 178 | 3226 to 3227 | | 740 | 1960 | 1140 | 675 | 1135 | 270 | | 270 | |
| P. 77 25 28 167 | 3218 to 3225 | | 740 | 1960 | 1140 | 675 | 1135 | 270 | | 270 | |
| P. 77 22 28 149 | 3208 to 3217 | | 575 | 1520 | 885 | 520 | 880 | 210 | 210 | 210 | |
| P. 77 22 28 135 | 3204 to 3207 | 835 | 575 | 1520 | 885 | 520 | 880 | 210 | 210 | 210 | |
| P. 77 22 28 143 | 3201 to 3203 | | 575 | 1520 | 885 | 520 | 880 | 210 | 210 | 210 | |
| P. 77 17 28 28 143 | 3200 | | 540 | 1440 | 885 | 495 | 835 | 200 | 200 | 200 | |
| MK. 63 26 28 209 | 2166 to 2171 | | | | | | | | | | |
| MK. 57 23 30 208 | 2100 to 2165 | | | | | | | | | | |
| T. 63 22 28 160 | 1755 to 1760 | | 700 | 1850 | 1080 | 635 | 1075 | 255 | 255 | 255 | |
| T. 69 22 28 159 | 1742 to 1754 | | 640 | 1690 | 990 | 585 | 985 | 235 | 235 | 235 | |
| T. 57 20 26 126 | 1737 to 1741 | 825 | 565 | 1500 | 870 | 515 | 865 | 205 | 205 | 205 | |
| T. 57 20 26 119 | 1733 to 1736 | 780 | 535 | 1420 | 825 | 485 | 820 | 195 | 195 | 195 | |
| T. 64 22 26 145 | 1731 | 940 | 630 | 1665 | 970 | 570 | 965 | 230 | 230 | 230 | |
| T. 64 15 1/2 26 26 145 | 1727 to 1730 1732 | 750 | 515 | 1360 | 790 | 470 | 790 | 190 | 190 | 190 | |
| T. 63 20 24 113 | 1715 to 1726 | 635 | 435 | 1150 | 670 | 395 | 665 | 160 | 160 | 160 | |
| T. 63 19 24 92 | 1709 to 1714 | 490 | 335 | 890 | 520 | 305 | 575 | 125 | 125 | 125 | |
| T. 55 18 24 71 | 1701 to 1708 | 455 | 310 | 825 | 480 | 285 | 480 | 115 | 115 | 115 | |
| E. 62 18 26 62 | 1122 to 1123 | 515 | 355 | 940 | 545 | 320 | 545 | 130 | 130 | 130 | |
| E. 64 18 26 69 | 1114 to 1121 | 470 | 320 | 850 | 495 | 295 | 495 | 120 | 120 | 120 | |
| E. 57 17 24 51 | 1111 | 345 | 240 | 630 | 365 | 215 | 365 | 85 | 85 | 85 | |
| E. 63 17 24 55 | 1106 to 1108 | 340 | 235 | 620 | 360 | 210 | 360 | 85 | 85 | 85 | |
| E. 63 17 24 54 | 1102 to 1105 | 315 | 215 | 570 | 330 | 195 | 330 | 80 | 80 | 80 | |
| C. 57 22 30 187 | 730 to 768 | | 830 | 2200 | 1280 | 755 | 1275 | 305 | 305 | 305 | |
| C. 57 22 30 179 | 725 to 729 | | 770 | 2030 | 1185 | 700 | 1180 | 280 | 280 | 280 | |
| C. 57 20 1/2 30 172 | 719 to 723 | | 650 | 1720 | 1000 | 590 | 995 | 240 | 240 | 240 | |
| C. 57 20 1/2 30 167 | 710, 715 718 & 724 | | 650 | 1720 | 1000 | 590 | 995 | 240 | 240 | 240 | |
| C. 57 15 1/2 26 30 167 | 711 to 714 716 & 717 | | 665 | 1760 | 1025 | 605 | 1020 | 245 | 245 | 245 | |
| C. 55 19 30 149 | 707 to 709 | | 640 | 1700 | 990 | 585 | 985 | 235 | 235 | 235 | |
| C. 51 20 26 137 | 705 to 706 | 895 | 615 | 1630 | 945 | 560 | 945 | 225 | 225 | 225 | |
| C. 51 20 24 117 | 700 to 704 | 715 | 490 | 1300 | 755 | 445 | 755 | 180 | 180 | 180 | |
| C. 51 21 28 142 | 130, 133 138 & 139 | 950 | 650 | 1725 | 1005 | 590 | 1000 | 240 | 240 | 240 | |

CLASS

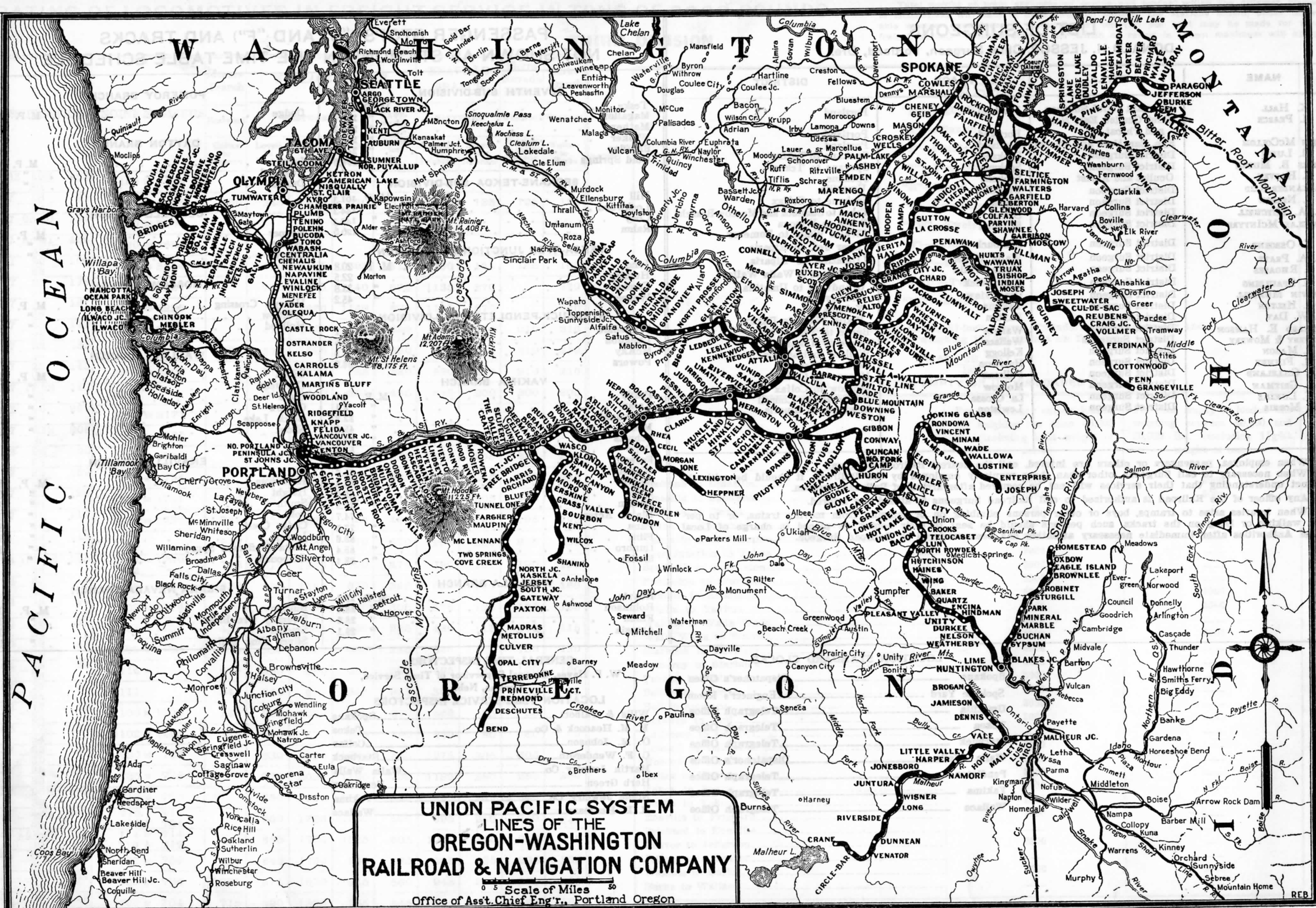
- "E"—Eight Wheel
- "A"—Atlantic
- "P"—Pacific
- "T"—Ten Wheel
- "M"—Mogul
- "C"—Consolidation
- "TW"—Twelve Wheel
- "S"—Switch
- "MK"—Mikado
- "TTT"—Two-Ten-Two
- "MC"—Mallet Compound

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

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

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

| | For each empty car or loaded car weighing less than 40,000 lb. (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 Umatilla | 6000 | 3000 |
| Umatilla to Spokane | 6000 | 3000 |
| Spokane to Tekoa | 3000 | --- |
| Tekoa to Spokane | 3000 | --- |
| Tekoa to Ayer Junction | 3000 | --- |
| Ayer Junction to Tekoa | 3000 | --- |
| Starbuck to Pendleton | 3000 | --- |
| Pendleton to Starbuck | 3000 | --- |
| Yakima to Attalla | 6000 | 3000 |
| Attalla to Yakima | 6000 | 3000 |
| Walla Walla to Walla Walla | 6000 | --- |
| Walla Walla to Wallula | 6000 | 3000 |
| Starbuck to Pomeroy | 3000 | --- |
| Pomeroy to Starbuck | --- | --- |
| Turner to Bolles | 3000 | --- |
| Bolles to Turner | 3000 | --- |
| Bell to Amwaco | 3000 | --- |
| Amwaco to Bell | 3000 | --- |
| LaCrosse to Connell | --- | --- |
| Connell to LaCrosse | 3000 | --- |
| Moscow to Colfax | --- | --- |
| Colfax to Moscow | 3000 | --- |
| Tekoa to Burke | 3000 | --- |
| Burke to Tekoa | 3000 | --- |
| Enaville to Prichard | 3000 | --- |
| Prichard to Enaville | --- | --- |
| Beaver to Jefferson | 3000 | --- |
| Jefferson to Beaver | --- | --- |
| Wallace to Burke | 3000 | --- |
| Burke to Wallace | --- | --- |



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