

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

# EMPLOYEES' TIME TABLE

To Take Effect Sunday, October 11, 1925

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



For the Government and Information of Employes Only, and not intended for the use of the public.  
The Right is Reserved to vary from this Time Table at pleasure.

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

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

**G. L. WHIPPLE,**  
GENERAL SUPERINTENDENT TRANSPORTATION.

**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

**MILEAGE**

<b>FIRST DIVISION</b> .....	<b>Main Line</b> .....	385.83		
	<b>Branches</b> .....		410.88	
	<b>Total</b> .....			796.71
<b>SECOND DIVISION</b> .....	<b>Main Line</b> .....	233.26		
	<b>Branches</b> .....		97.84	
	<b>Total</b> .....			331.10
<b>THIRD DIVISION</b> .....	<b>Main Line</b> .....	183.64		
	<b>Branches</b> .....		745.53	
	<b>Total</b> .....			929.17
	<b>Total Main Line</b> .....	802.73		
	<b>Total Branches</b> .....		1254.25	
	<b>Total</b> .....			2056.98

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

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

# CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS		FIRST CLASS						Distance from Huntington	Time Table No. 26 October 11, 1925	Distance from Portland	FIRST CLASS						SECOND CLASS	
255	5	25	23	1	17	11	2				18	26	12	6	24	256	Time Freight	
Time Freight	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Time Freight	Time Freight				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
10.10AM	6.34PM	6.10PM	2.30PM				4.00AM	0.0	HUNTINGTON	389.5		12.35AM	6.40AM		1.10PM	2.25PM	7.00PM	
4.45PM	9.25PM	10.10PM	6.30PM				8.00AM	99.5	LA GRANDE	290.0		8.35PM	2.55AM		9.00AM	10.40AM	6.45AM	
	12.10AM	1.05AM	10.05PM	8.55AM	11.20AM			173.8	PENDLETON	215.7	4.30PM	5.00PM	11.15PM		5.30AM	7.00AM		
11.30PM								177.5	RIETH	212.0							5.15PM	
5.15AM			12.30AM	10.35AM		2.20AM		215.8	UMATILLA	183.0	2.55PM			12.55AM	3.40AM	5.00AM		
1.00PM	4.00AM	5.30AM	4.15AM	2.25PM	3.30PM	4.55AM		305.3	THE DALLES	84.2	11.00AM	12.15PM	7.05PM	10.20PM	12.05AM	1.25AM	3.00AM	
	6.30AM	8.30AM	7.15AM	5.45PM	6.15PM	7.30AM		389.5	PORTLAND	0.0	8.00AM	9.35AM	4.00PM	7.45PM	9.30PM	10.45PM		
6.20PM								394.3	ALBINA	1.6							10.00PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(34.10) 11.5	(11.56) 32.6	(14.20) 27.2	(16.45) 23.5	(8.50) 24.4	(14.15) 27.3	(5.10) 35.4	Time Average Speed per Hour				(8.30) 25.4	(15.00) 25.9	(14.40) 26.6	(5.10) 35.4	(15.40) 24.8	(15.40) 25.5	(45.00) 8.8	

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS		FIRST CLASS				Distance from Seattle	Time Table No. 26 October 11, 1925	Distance from Portland	FIRST CLASS		SECOND CLASS	
691	Time Freight	563	561	562	564				692	Time Freight		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	11.15PM	1.00PM	0.0	SEATTLE	183.2	7.15PM	6.30AM	6.45AM				
6.25PM			3.1	ARGO	180.1			5.00AM			5.00AM	
8.30PM			38.1	TACOMA	145.1	5.50PM	5.00AM	12.30AM				
12.05AM			92.1	CENTRALIA	91.1	4.15PM	2.20AM	7.30PM				
7.35AM			181.6	ALBINA	1.6							
			183.2	PORTLAND	0.0	6.15AM	7.15PM	1.00PM	11.15PM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(13.10) 13.5			(7.00) 26.2	(6.15) 29.3	Time Average Speed per Hour			(6.15) 29.3	(7.15) 25.3		(11.15) 15.9	

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS		FIRST CLASS				Distance from Spokane	Time Table No. 26 October 11, 1925	Distance from Pendleton— Umatilla	FIRST CLASS			SECOND CLASS	
253	Time Freight	11	75	77	12				76	78	254	Time Freight	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
6.00PM		9.10PM	4.40PM	7.25AM	0.0	SPOKANE	251.4	6.30AM	11.45AM	5.45PM	12.30AM		
			10.05PM	12.45PM	147.8	RIPARIA	103.6		4.55AM	12.20PM			
1.00AM		11.42PM	10.45PM		103.9	AYER JUNCTION	8.06	3.30AM	4.10AM		4.00PM		
5.30AM		1.20AM	12.30AM	2.45AM	157.2	WALLULA	27.3	2.00AM	2.40AM	12.10AM	12.01 PM		
8.00AM		2.10AM			184.5	UMATILLA	0.0	1.00AM			10.30AM		
				1.10PM	156.5	STARBUCK	94.9			11.50AM			
				1.25PM	204.6	WALLA WALLA	46.8		11.00PM	9.45AM			
				4.15AM	251.4	PENDLETON	0.0			8.00AM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
(14.00) 18.2		(5.00) 36.9	(11.35) 21.5	(9.30) 26.5	Time Average Speed per Hour			(5.30) 33.5	(12.45) 19.6	(9.45) 25.8	(14.00) 13.2		

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. 26	Distance from Portland	FIRST CLASS						SECOND CLASS	
	253	269	261	51	47	17	11	75	15		October 11, 1925		12	18	76	16	52	48	254	270
	Time Freight	C.M.&St.P. Time Freight	Freight	Passenger	Motor	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	Motor	Time Freight	C.M.&St.P. Time Freight
Leave Daily	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		
OWFTP	6.00PM	5.30PM				11.45PM	9.10PM		8.30AM	0.0	DN-R SPOKANE <sup>Dispr. Dist. Au. 5.3</sup>	367.5	6.30AM	7.40AM		8.25PM		12.30AM	1.00AM	
2690 P	6.15	5.45				11.57PM	9.20		8.42	5.3	COWLES <sup>4.2</sup>	362.2	6.17	7.27		8.12		11.57PM	12.35	
2720 P	6.25	5.55				12.08AM	9.27		8.51	9.5	MARSHALL <sup>7.3</sup>	358.0	6.08	7.18		8.03		11.30	12.08AM	
3450 WP	6.40	6.15				12.25	9.40		9.05	16.8	DN CHENEY <sup>5.2</sup> Cy	350.7	5.56	7.05		7.50		10.50	11.48PM	
2663 P	6.50	6.25				12.35	9.46		9.14	22.0	GEIB <sup>5.0</sup>	345.5	5.47	6.53		7.40		10.20	11.35	
2690 P	7.00	6.35				12.43	9.51		9.22	27.0	MASON <sup>7.4</sup>	340.5	5.38	6.45		7.31		9.51	11.25	
2755 WP	7.17	6.55				12.55	10.00		9.32	34.4	CROSKEY <sup>4.0</sup>	333.1	5.26	6.33		7.17		9.05	11.10	
2682 P	7.35	7.09				1.02	10.06		9.38	38.4	WELLS <sup>6.6</sup>	329.1	5.19	6.27		7.09		8.40	11.00	
2683 P	8.00	7.25				1.13	10.15		9.47	45.0	PALM LAKE <sup>5.2</sup>	322.5	5.08	6.16		6.57		8.00	10.45	
2319 P	8.15	7.45				1.22	10.21		9.56	50.2	ASHBY <sup>4.2</sup>	317.3	4.59	6.08		6.47		7.45	10.35	
2716 P	8.30	8.00				1.30	10.26		10.02	54.4	EMDEN <sup>6.7</sup>	313.1	4.52	6.01		6.40		7.20	10.26	
2335 WFYP	9.30	8.30PM				1.45AM	10.35		10.15AM	61.1	DN-R MARENGO <sup>4.8</sup> Ra	306.4	4.40	5.50AM		6.30PM		6.50	10.00PM	
2683 P	9.50						10.42			65.9	THAVIS <sup>4.4</sup>	301.6	4.31					6.00		
3247 P	10.05						10.48			70.3	MACK <sup>4.2</sup>	297.2	4.24					5.45		
2682 P	10.20						10.54			74.5	ANKENY <sup>7.9</sup>	293.0	4.18					5.30		
2070 WYP	10.50						11.04			82.4	N-R HOOPER JCT. <sup>8.6</sup> Hr	285.1	4.06					5.05		
2780 P	11.12						11.12			88.0	PARK <sup>6.2</sup>	279.5	3.58					4.50		
2683 P	11.35						11.21			94.2	JOSO <sup>5.8</sup>	273.3	3.48					4.30		
2290 P	11.58PM						11.30			100.0	CHEW <sup>3.9</sup>	267.5	3.37					4.15		
9958 WFYP	1.00AM						11.42	10.45PM		103.9	DN-R AYER JUNCTION <sup>6.2</sup> Jd	263.6	3.30		4.05AM			4.00		
4709 P	1.20						11.51PM	10.57		110.1	RUXBY <sup>7.7</sup>	257.4	3.18		3.54			3.00		
4721 P	1.45						12.02AM	11.12		117.8	SCOTT <sup>5.8</sup>	249.7	3.06		3.43			2.30		
										123.6	WALKER PIT <sup>3.1</sup> Kr	243.9								
4711 P	2.15						12.15	11.28		126.7	SIMMONS <sup>7.8</sup>	240.8	2.52		3.30			2.00		
4715 WP	2.40						12.25	11.42		134.5	D PAGE <sup>7.8</sup> Ms	233.0	2.40		3.18			1.30		
4710 P	3.55						12.36	11.56PM		141.8	ASH <sup>6.0</sup>	225.7	2.29		3.08			1.00		
4710 P	4.25						12.45	12.07AM		147.8	HUMORIST <sup>0.8</sup>	219.7	2.20		3.00			12.40		
1470 YP	5.00		3.00AM				11.35PM	12.45PM		154.6	N-R ATTALIA <sup>0.1</sup> Ag	212.9	2.10		2.50		3.23AM	11.18AM	12.15	
										154.7	N. P. CROSSING <sup>0.6</sup>	212.8								
										155.3	N. P. CROSSING <sup>1.9</sup>	212.2								
6312 WFYP	5.30		3.15AM				11.45PM	12.55PM		157.2	DN-R WALLULA <sup>7.8</sup> Jn	210.3	2.00		2.40AM		3.15AM	11.10AM	12.01PM	
4724 P	6.15									165.0	JUNIPER <sup>5.3</sup>	202.5	1.33					11.15AM		
4702 P	6.45									170.3	SAND <sup>6.6</sup>	197.2	1.22					11.00		
4718 P	7.25									176.9	RIVERVIEW <sup>7.6</sup>	190.6	1.12					10.45		
WFTYP	8.00AM									184.5	DN-R UMATILLA <sup>7.6</sup> Cs	183.0	1.00AM					10.30AM		
											(184.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(14.00)	(3.00)	(0.15)	(0.10)	(0.10)	(2.00)	(5.00)	(1.45)	(1.45)		Time	(5.30)	(1.50)	(1.25)	(1.55)	(0.08)	(0.08)	(14.00)	(3.00)	
	13.2	20.4	10.4	15.6	15.6	30.6	36.9	30.5	34.9		Average Speed per Hour	33.5	33.3	37.6	31.9	19.5	19.5	13.2	20.4	

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

WESTWARD—TEKOA-AYER JUNCTION 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. 26 October 11, 1925			Distance from Ayer Junction	FIRST CLASS			SECOND CLASS	
	391	173	385	75	73	77		76	74	78		386	174			
	Freight	Mixed	Freight	Passenger	Motor	Passenger		Passenger	Motor	Passenger		Freight	Mixed			
	Leave Daily	Leave Mon. Thur. & Sat.	Leave Sun. Wed. & Fri.	Leave Daily	Leave Daily Ex. Sun.	Leave Daily		Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Mon. Thur. & Sat.	Arrive Sun. Wed. & Fri.				
OWFYTP	1.00 PM		5.30 AM	6.35 PM	9.20 AM	9.10 AM	49.3	DN-R	TEKOA 5.7	K	116.9	9.55 AM	3.55 PM	4.05 PM	12.45 PM	
1614 P	1.15 PM		5.45	6.45	9.30 AM	9.20	55.0	R	SELTICE 5.9		110.2	9.42	3.40 PM	3.50	12.20 PM	
1645 W			6.00	6.55		9.30	60.9	D	FARMINGTON 1.1	Fm	104.3	9.30		3.35	11.40 AM	
							62.0		N. P. CROSSING 4.8		103.2					
628			6.15	7.07		9.42	66.8		WALTERS 2.1		98.4	9.10		3.20	11.00	
							69.9		N. P. CROSSING 0.4		95.3					
1918			6.25	7.14		9.50	70.3	D	GARFIELD 5.4	Gr	94.9	9.00		3.10	10.35	
942 W (East)			6.40	7.25		10.00	75.7	D	ELBERTON 6.5	De	89.5	8.45		2.58	10.00	
756			7.00	7.37		10.12	81.9		GLENWOOD 6.1		83.3	8.25		2.45	9.30	
1640 IWFYTP			8.05	7.50		10.30	88.0		D-R COLFAX I.E. Crossing 2.5	Ca	77.2	8.05		2.30	9.05	
030 P			8.15	7.57		10.38	90.5		CREST 2.4		74.7	7.53		2.20	8.45	
1740			8.25	8.03		10.45	92.9		MOCKONEMA 4.0		72.3	7.45		2.15	8.30	
1518			8.40	8.11		10.55	96.9	D	DIAMOND 3.7	D	68.3	7.32		2.08	8.05	
844 W			9.00	8.19		11.05	100.6		THERA 4.9		64.6	7.10		1.58	7.45	
1470			9.45 AM	8.33 PM		11.25 AM	107.5	D	ENDICOTT 5.5	Di	57.7	7.00 AM		1.45 PM	7.00 AM	
695	1.35 PM					9.42 AM	60.5		FLETCHER 2.7		94.3		3.25 PM			
							63.2		N. P.—I. E. CROSSINGS 8.6		91.6					
1743 W	1.45					9.50	63.8	D	OAKESDALE 8.0	On	91.0		3.15			
1180	2.15					10.10	71.8	D	THORNTON 8.5	Ko	83.0		2.55			
							72.3		I. E. CROSSING 5.3		82.5					
1482 P	2.40					10.25	77.6		SUNSET 7.1		77.2		2.40			
1497 W	3.25					10.45	84.7	D	ST. JOHN 6.7	SJ	70.1		2.20			
1420 P	4.10					11.00	91.4		WILLADA 7.1		63.4		2.00			
841	5.00 PM					11.20	98.5		GRAVEL PIT 4.4		56.3		1.45			
1323 WY	5.30 PM		10.15 AM	8.45 PM	11.35 AM	11.40 AM	113.3	D-R	WINONA 4.0	Wa	51.9	6.40 AM	1.35 PM	1.35 PM	6.10 AM	
2357	5.55		10.40	8.53		11.47	117.3		SUTTON 6.6		47.9	6.20		1.25	5.50	
1382 WFYTP	6.30 PM	4.30 AM	11.15 AM	9.07		11.59 AM	123.9	D-R	LACROSSE 5.7	Ja	41.3	6.05		1.10	5.30 AM	8.55 AM
2209		4.45		9.19		12.10 PM	129.6		JERITA 5.6		35.6	5.53		1.00	8.40	
2220 W		5.00		9.30		12.20	135.2		HAY 6.1	H	30.0	5.40		12.50	8.15	
2180		5.22		9.48		12.35	143.3		CANYON 4.5		21.9	5.22		12.35	7.50	
983 WP		6.00		10.05		12.45	147.8	DN-R	RIPARIA 4.3	Ax	17.4	5.10		12.20 PM	7.30	
1963							148.4		WEST RIPARIA 4.3		16.8					
604 YP		6.15 AM		10.15 PM		1.00 PM	152.7	R	GRANGE CITY JUNCTION 3.3		12.5	4.35 AM		11.59 AM	7.15 AM	
604 YP		6.15 AM				1.00 PM	152.7	R	GRANGE CITY JUNCTION 3.3		12.5			11.59 AM	7.15 AM	
940 WFTY		6.30 AM				1.10 PM	156.5	DN-R	STARBUCK 3.3	Se	16.3			11.50 AM	7.00 AM	
604 YP				10.15 PM			152.7	R	GRANGE CITY JUNCTION 3.3		12.5	4.35 AM				
2054							153.6		GRANGE CITY 3.9		11.6					
2747				10.35			162.5		AYER 2.7		2.7	4.17				
2823 WFYTP				10.45 PM			165.2	DN-R	AYER JUNCTION 6.4	Jd	0.0	4.10 AM				

(5.30) 11.7      (2.00) 16.3      (5.45) 18.0      (4.10) 27.8      (2.15) 23.8      (4.00) 26.8      ..... Time ..... (5.45) 28.7      (2.20) 22.9      (4.15) 25.2      (7.15) 10.3      (1.55) 17.0  
 ..... Average Speed per Hour .....

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



SPOKANE-TEKOA SUB-DIVISION—EASTWARD

Time Table No. 26  
October 11, 1925

STATIONS	Distance from Ayer Junction	FIRST CLASS							SECOND CLASS													
		90	76	86	88	78	94	72	92	388	384	382										
		C.M.&St.P. Passenger (15) Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Passenger Arrive Daily	C.M.&St.P. Passenger (217) Arrive Daily	Spokane Internat'l Passenger (1) Arrive Daily	C.M.&St.P. Passenger (17) Arrive Daily	Freight Arrive Daily Ex. Monday	C.M.&St.P. Freight (292) Arrive Daily Ex. Sunday	C.M.&St.P. Freight (65) Arrive Daily Ex. Sat.										
N-R SPOKANE <sup>De</sup> <sub>Au</sub>	165.2	8.10AM	11.45AM	12.10PM	6.00PM	5.45PM	6.30PM	8.35PM	11.30PM	3.30AM	9.40PM	8.15PM										
1.9 N. P. CROSSING	163.3	8.00	11.38	12.03PM	5.53	5.38	6.23	8.28PM	11.23	3.15	9.30	8.07										
0.8 EAST SPOKANE	162.5	7.57	11.35	11.59AM	5.50	5.35	6.20		11.20	3.10	9.25	8.02										
3.8 DN DISHMAN <sup>Sp</sup>	158.7	7.52	11.28	11.52	5.42	5.30	6.15PM		11.11	2.55	9.15PM	7.50										
3.1 CHESTER	155.6	7.47	11.20	11.45	5.36	5.25			10.59	2.35		7.35										
3.6 REDLIN	152.0	7.40	11.13	11.38	5.30	5.20			10.50	2.20		7.10										
2.5 D MICA <sup>Ma</sup>	149.5	7.35	11.07	11.32	5.26	5.15			10.42	2.10		6.55										
2.8 FREEMAN	146.7	7.26	11.02	11.26	5.22	5.09			10.34	1.55		6.35										
3.3 DN-R MANITO <sup>Mu</sup>	143.4	7.20AM	10.55	11.20AM	5.15PM	5.04			10.25PM	1.40		6.15PM										
0.7 BELL	142.7																					
4.5 D ROCKFORD <sup>Rd</sup>	138.2		10.42			4.52				1.15												
3.3 DARKNELL	134.9		10.35			4.45				1.00												
3.4 D FAIRFIELD <sup>G</sup>	131.5		10.28			4.39				12.45												
8.4 D LATAH <sup>Na</sup>	123.1		10.13			4.24				12.10AM												
7.2 DN-R TEKOA <sup>K</sup>	115.9		10.00AM			4.10PM				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. Sunday	Leave Daily Ex. Sat.										
Time		(.50)	(1.45)	(.60)	(.45)	(1.35)	(.15)	(.07)	(1.05)	(3.45)	(.25)	(2.00)										
Average speed per hour		24.2	28.2	26.2	29.1	31.1	26.0	18.3	22.1	18.1	15.6	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—Yakima Branch—EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS				Distance from Yakima	Time Table No. 26 October 11, 1925		Distance from Attalia	FIRST CLASS						SECOND CLASS			
			261 Time Freight	55 Passenger	51 Passenger	59 Motor	57 Motor		47 Motor	53 Passenger		STATIONS		52 Passenger	54 Passenger	58 Motor	48 Motor	60 Motor	56 Passenger		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
OWTFYP			9 30 <sup>PM</sup>		7 30 <sup>PM</sup>			9 00 <sup>AM</sup>	0.0	D-R	YAKIMA 2.5	Ny	98.1	7 30 <sup>AM</sup>			3 10 <sup>PM</sup>				
2046			9 40	f	7 37			9 06	3.5		UNION GAP 2.3		94.6	f	7 20		f	3 02			
IP									6.8		N. P. CROSSING 0.5		91.3								
1600			9 55	f	7 47			9 16	7.3		PARKER 1.4		90.8	f	7 08		f	2 54			
									8.7	Back SWS	N. P. CROSSING 2.6		89.4								
1640	P		10 10	s	7 55			9 25	11.3	D	DONALD 2.3	Do	86.8	s	6 58		s	2 44			
1000			10 17	f	8 00			9 30	13.6		SAWYER 2.9		84.5	f	6 53		f	2 39			
2028	P		10 25	s	8 06			9 37	16.5		BUENA 1.4	Ba	81.6	s	6 45		s	2 32			
400			10 30	f	8 10			9 40	17.9		CUTLER 1.7		80.2	f	6 41		f	2 28			
1824	P		10 35	s	8 13			9 44	19.6	D-R	EILAH 2.3	Ab	78.5	s	6 37		s	2 24			
1000			10 40	f	8 18			9 50	21.8		BOONE 2.9		76.3	f	6 31		f	2 18			
2723	WP		10 45	s	8 24			9 56	24.7	D	GRANGER 0.3	G	73.4	s	6 25		s	2 12			
2075			11 05	f	8 36			10 07	30.9		EMERALD 1.7		67.2	f	6 10		f	1 59			
1872	YP		11 15 <sup>PM</sup>		8 45 <sup>PM</sup>			10 15 <sup>AM</sup>	34.6	R	MIDVALE 2.8		63.5		6 00 <sup>AM</sup>	10 35 <sup>AM</sup>		1 50 <sup>PM</sup>	9 05 <sup>PM</sup>		
1500	P				8 54 <sup>PM</sup>		1 30 <sup>PM</sup>	10 15 <sup>AM</sup>	34.6	R	MIDVALE 2.8		63.5		6 00 <sup>AM</sup>	10 35 <sup>AM</sup>		1 50 <sup>PM</sup>	9 05 <sup>PM</sup>		
							1 39 <sup>PM</sup>	10 24 <sup>AM</sup>	37.4	D-R	SUNNYSIDE	Si	66.3		5 50 <sup>AM</sup>	10 25 <sup>AM</sup>		1 40 <sup>PM</sup>	8 55 <sup>PM</sup>		
1872	YP		11 15 <sup>PM</sup>		9 05 <sup>PM</sup>			10 35 <sup>AM</sup>	34.6	R	MIDVALE 2.8		63.5	5 40 <sup>AM</sup>			1 30 <sup>PM</sup>				
2625	WFP		11 35	s	9 19			10 47	40.4	D	GRANDVIEW 0.9	Gw	57.7	s	5 28		s	1 18			
2296			11 55 <sup>PM</sup>	s	9 35			11 00	47.3		NORTH PROSSER 2.5		50.8	s	5 15		s	1 05			
623			12 05 <sup>AM</sup>	f	9 41			11 06	49.8		BIGGAM 2.2		48.3	f	5 09		f	1 00			
2708			12 20	f	9 53			11 16	55.1		CHAFEE 2.7		43.0	f	4 59		f	12 50			
374			12 30	f	10 01			11 22	58.8		CORRAL 2.6		39.3	f	4 51		f	12 42			
2179	WP		12 40	s	10 08			11 28	61.6	D	BENTON CITY 5.3	Bo	36.5	s	4 46		s	12 36			
2696			12 55	f	10 19			11 38	66.8		ACTON 2.1		31.3	f	4 36		f	12 26			
517				f	10 27			11 44	69.9		GROSSCUP 1.9		28.2	f	4 30		f	12 20			
2695			1 10	f	10 30			11 49 <sup>AM</sup>	71.8		LEDBEDER 2.5		26.3	f	4 26		f	12 17			
2728			1 25	f	10 43			12 05 <sup>PM</sup>	77.3		LESLIE 7.6		20.8	f	4 15		f	12 05 <sup>PM</sup>			
5596	WYFP		2 00	s	11 00			12 20	84.9	DN	KENNEWICK 4.5	Kn	13.2	s	4 00		s	11 50 <sup>AM</sup>			
700			2 15	f	11 10			12 28	89.4		HEDGES 1.4		8.7	f	3 49		f	11 40			
									90.8		N. P. CROSSING 0.6		7.3								
2699	P		2 25	f	11 20			12 32	91.4		VILLARD 2.3		6.7	f	3 39		f	11 32			
520			2 40	f	11 28			12 39	94.7		TWO RIVERS 3.4		3.4	f	3 31		f	11 25			
886	P		3 00 <sup>AM</sup>		11 35 <sup>PM</sup>			12 45 <sup>PM</sup>	98.1	N-R	ATTALIA	Ag	0.0	3 25 <sup>AM</sup>			11 20 <sup>AM</sup>				
			Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily			(26.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(7.30)	(0.09)	(4.05)	(0.09)	(0.09)	(3.45)	(0.09)	Time	(4.05)	(0.10)	(0.10)	(3.50)	(0.10)	(0.10)
13.1	18.7	24.0	18.7	18.7	27.7	18.7	Average Speed per Hour	24.0	16.8	16.8	27.1	16.8	16.8

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.

WESTWARD—Wallula Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Wallula	Time Table No. 26 October 11, 1925			FIRST CLASS		SECOND CLASS	
			47	75		STATIONS	48	76				
			Motor	Passenger			Motor	Passenger				
			Leave Daily	Leave Daily		Arrive Daily	Arrive Daily					
2272 WFYP			1.00PM	2.45AM	0.0	DN-R WALLULA 7.7 Jn	11.05AM	12.10AM				
730			f 1.15	f 3.03	7.7	REESE 2.5	f 10.47	f 11.50PM				
250			f 1.20	f 3.10	10.2	DIVIDE 5.0	f 10.41	f 11.45				
1509 WP			s 1.32	s 3.22	15.2	D TOUCHET 4.4 Ch	s 10.30	s 11.33				
686			s 1.43	s 3.35	19.6	LOWDEN 4.6	s 10.20	s 11.23				
618			f 1.55	f 3.50	24.2	WHITMAN 4.7	f 10.10	f 11.14				
					28.9	W. W. V. BY CROSSING 2.2						
OTWFYP			2.15PM	4.15AM	31.1	DN-R WALLA WALLA 0.0 Bu	9.55AM	11.00PM				
			Arrive Daily	Arrive Daily		(31.1)	Leave Daily	Leave Daily				
			(1.15) 24.8	(1.20) 29.7		Time	(1.10) 26.7	(1.10) 26.7				
			Average Speed per Hour									

WESTWARD—Pomeroy Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Pomeroy	Time Table No. 26 October 11, 1925			FIRST CLASS		SECOND CLASS	
			155	97		STATIONS	155	97			96	156
			Mixed	Passenger			Mixed	Passenger			Passenger	Mixed
			Leave Daily	Leave Sun. Only		Arrive Daily	Leave Sun. Only			Arrive Sun. Only	Arrive Daily	
1767 WT			9.30AM	10.05AM	0.0	D-R POMEROY 4.4 Py			28.9	2.50PM	3.30PM	
1326			f 9.43	f 10.17	4.4	ZUMWALT 5.4	f 9.43	f 10.17	24.5	f 2.35	f 3.10	
192			f 10.00	f 10.33	9.8	HOUSER 4.6	f 10.00	f 10.33	19.1	f 2.20	f 2.50	
1009 W			f 10.15	f 10.45	14.4	CHARD 3.1	f 10.15	f 10.45	14.5	f 2.10	f 2.30	
508			f 10.25	f 10.55	17.5	JACKSON 3.4	f 10.25	f 10.55	11.4	f 2.00	f 2.20	
1009			f 10.37	f 11.05	20.9	DELANEY 8.0	f 10.37	f 11.05	8.0	f 1.50	f 2.05	
WYFT			11.10AM	11.25AM	28.9	DN-R STARBUCK 0.0 Sa			0.0	1.30PM	1.40PM	
			Arrive Daily	Arrive Sun. Only		(28.9)	Leave Sun. Only	Leave Daily		Leave Sun. Only	Leave Daily	
			(1.40) 17.3	(1.20) 22.5		Time	(1.20) 22.5	(1.20) 22.5		(1.60) 15.8		
			Average Speed per Hour									

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. 26 October 11, 1925			FIRST CLASS		SECOND CLASS	
	167	165	63	61		STATIONS	62	64	166	168		
	Mixed	Mixed	Motor	Motor			Motor	Motor	Mixed	Mixed		
	Leave Wed. Only	Leave Daily Ex. Sun.	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Wed. Only			
1502 T	1.30PM				0.0	TURNER 2.1			1.30PM			
1306					2.1	WHETSTONE 3.4						
1416					5.5	RONAN 6.2						
1356 WT	2.00PM	2.00PM	1.15PM	9.50AM	11.7	D-R DAYTON 3.5 Da	11.20AM	2.45PM	1.00PM	1.00PM		
752		f 2.10	f 1.23	f 10.00	15.2	LONG 0.8	f 11.10	f 2.35	f 12.40			
					16.0	N. P. CROSSING 2.8						
969		s 2.25	s 1.33	s 10.10	18.8	HUNTSVILLE 2.5	s 11.00	s 2.25	s 12.20			
1264		s 2.35	s 1.40	s 10.15	21.3	D WAITSBURG 3.6 Bg	s 10.55	s 2.18	s 12.05PM			
1374 WTP		3.00PM	1.50PM	10.25AM	24.9	R BOLLES 0.0	10.45AM	2.10PM	11.50AM			
	Arrive Wed. Only	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily		(24.9)	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Wed. Only		
	(0.30) 23.4	(1.00) 13.2	(0.25) 22.6	(0.35) 22.6		Time	(0.35) 22.6	(0.35) 22.6	(1.10) 11.3	(0.30) 23.4		
	Average Speed per Hour											

Westward trains are superior to trains of the same class in the opposite direction, except No. 166 is superior to No. 165 Boles 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 poles, water, fuel, telephone and turning stations.	SECOND CLASS			Distance from Bell	Time Table No. 26 October 11, 1925	Distance from Amwaco	SECOND CLASS		
	181 Mixed						182 Mixed		
	Leave Sat. Only						Arrive Sat. Only		
200			8 15 AM	0.0	BELL 2.8	14.1	11.15 AM		
640		f	8 25	2.8	HAGEN 2.1	11.3	10.45		
400		f	8 35	4.9	WELLER 2.0	9.2	10.30		
1020		f	8 45	6.9	FORD 7.2	7.2	10.15		
9055 T			9.30 AM	14.1	AMWACO (14.1)	0.0	9.45 AM		
			Arrive Sat. Only				Leave Sat. Only		

(1.15) Time ..... (1.10)  
11.8 ..... Average Speed per Hour ..... 9.4

WESTWARD—CONNELL BRANCH—EASTWARD

Length of passing tracks in feet and location of poles, water, fuel, telephone and turning stations.	SECOND CLASS			Distance from La Crosse	Time Table No. 26 October 11, 1925	Distance from Connell	SECOND CLASS		
	391 Freight						171 Mixed		
	Leave Daily		Leave Sun. Wed. & Fri.				Arrive Mon. Thur. & Sat.		
WFYP			7 00 PM	0.0	D-R LA CROSSE 4.6	52.9	4.00 AM		
840		f	7 20	4.6	PAMPA 10.1	48.3	3.35		
671		*	7.50	14.7	HOOPER 1.0	38.2	3.05		
1627 PWY		*	8 00 PM	15.7	N-R HOOPER JCT. 7.8	37.2	3.00		
1738 W		*		23.5	D WASHUCNA 5.8	29.4	2.30		
295		f	11.35	29.3	McADAM 8.1	23.6	1.55		
1127		*	11.59 AM	37.4	D KAHLOTUS 4.9	15.5	1.30		
458		f	12.25 PM	42.3	ESTES 2.5	10.6	1.10		
560		f	12.45	46.1	SULPHUR 0.8	6.8	12.55		
1021 WY			1.30 PM	52.9	D-R CONNELL (52.9)	0.0	12.30 AM		
			Arrive Daily				Leave Mon. Thur. & Sat.		

(1.00) Time ..... (4.00)  
16.7 ..... Average Speed per Hour ..... 16.1

WESTWARD—MOSCOW BRANCH—EASTWARD

Length of passing tracks in feet and location of poles, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS			Distance from Moscow	Time Table No. 26 October 11, 1925	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				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.			
1809 WTP			4.45 PM			12 55 PM	8.50 AM	0.0	D-R MOSCOW 4.9	28.1	12.05 PM	4.05 PM	2.45 PM		
648		f		f	1 03	f 8.58	4.0	GARRISON 4.8	24.1	f 11.55 AM	f 3.55	f			
							8.8	N. P. CROSSING 0.6	19.3						
1245 P		*	5.15	*	1.17	* 9.12	9.4	D PULLMAN 8.0	18.7	* 11.35	* 3.35	* 2.00			
302		f	5.25	f	1.25	f 9.20	12.4	ARMSTRONG 3.9	15.7	f 11.23	f 3.23	f 1.40			
988 W(East)		*	5.40	*	1.30	* 9.25	15.4	ALBION 3.0	12.7	* 11.15	* 3.15	* 1.30			
1089		f	5.50	f	1.37	f 9.32	18.4	SHAWNEE 1.9	9.7	f 11.05	f 3.05	f 1.15			
498		f	6.00	f	1.42	f 9.37	20.3	PARVIN 3.3	7.8	f 11.00	f 3.00	f 1.10			
409		f	6.15	f	1.50	f 9.45	23.6	RISBECK 4.5	4.5	f 10.50	f 2.50	f			
WFYP			6.45 PM			2.10 PM	10.05 AM	28.1	D-R COLFAX (28.1)	0.0	10.35 AM	2.35 PM	12.45 PM		
			Arrive Daily Ex. Sun.			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sun.		

(2.00) Time ..... (1.15) ..... (1.15) ..... Time ..... (1.30) ..... (1.30) ..... (2.00)  
14.1 ..... Average Speed per Hour ..... 22.5 ..... 22.5 ..... 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.)



# 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 and will stop to discharge through passengers from west of Spokane.  
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, and will stop to discharge through passengers from west of Spokane.  
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.  
No. 86 will stop to discharge passengers at Dishman.  
Nos. 85, 86, 87 and 88 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.

Enaville Branch trains between Wallace and Prichard.

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.
- Freight trains consisting of more than twenty-five cars will cut off engine to take coal or water when stop must be made on descending grade or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot.
- 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.
- When rules require headlights to be displayed, electric headlights on engines will be dimmed under conditions outlined below, except in foggy or stormy weather, or when other conditions make it inadvisable:
  - In yards where switch engines are employed and at stations where other engines are switching.
  - At meeting points until train to be met is clear of main track.
  - When standing.
  - On two or more tracks when approaching trains running in opposite direction.These instructions do not supersede or modify those contained in Rule 17 and D-17.
- 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.
- Referring to Rule 83 (A):
  - Trains will not be required to obtain clearance card at Sunnyside, Connell, Hooper Junction or LaCrosse 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, 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 at 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.

#### 15. Yard limit signs are erected at stations as follows:

##### SEVENTH SUB-DIVISION:

Spokane, Marengo, Ayer Junction, Attalia-Wallula and Umatilla.

##### TEKOA-AYER JUNCTION SUB-DIVISION:

Tekoa, Seltice, Colfax, Endicott, Oakesdale, Thornton, St. John, Winona, La Crosse, Riparia, Grange City Junction and Ayer Junction.

##### SPOKANE-TEKOA SUB-DIVISION:

Spokane, East Spokane, Manito-Bell and Tekoa.

##### STARBUCK-PENDLETON SUB-DIVISION:

Starbuck, Bolles, Prescott, Walla Walla, Milton, Athena and Pendleton.

##### BRANCHES:

Yakima, Zillah, Midvale, Sunnyside, Grandview, Benton City, Kennewick, Attalia-Wallula, Walla Walla, Pomeroy, Zumwalt, Houser, Dodge, Chard, Jackson, Delaney, Starbuck, Dayton, Long, Dumas, Huntsville, Waitsburg-Lloyd-Taggard, Bolles, Bell, LaCrosse, Hooper, Hooper Junction, Washtucna, Kahlotus, Connell, Moscow, Pullman, Albion, Colfax, Tekoa, Plummer, Chatcolet, Harrison, Rose Lake, Enaville, Pine Creek, Bradley-Kellogg-Wardner, Wallace, Burke, Prichard, Beaver and Jefferson.  
Pine Creek Branch will be operated as a switching spur within the yard at Pine Creek.

#### 16. Switching in yards and at stations:

- 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 with red signal 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 or tender 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.

- 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.

**SPECIAL RULES—Continued**

16. (b)—Continued.  
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.
17. 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.
18. Before using Standard Mill and Gem High Lines, trains must ascertain if tracks are clear.
19. (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 or known to be clear. Should any collision occur in this territory responsibility will rest with the train not under control.
- (b) **Joint Operation of Umapine Branch.** Between Prunedale and Umapine and between Prunedale and John Spur all trains, engines and motors of the O.-W.R.R.&N. Company and the W.W.V.Ry. Company have equal rights in their movement and shall be governed by the following rules:  
Between Prunedale and Umapine, O.-W.R.R.&N. Conductors will ascertain from Agent at Milton whether or not track is occupied. Conductors of trains of either Company will pick up staff and register time of departure from Prunedale and upon returning will register time of arrival, and leave staff at Prunedale, and no train shall leave Prunedale for movement over the Branch when the absence of the staff and the train register shows another train is occupying the track. O.-W.R.R.&N. Company Conductors will notify Agent at Milton time of departure and return after each trip.  
Between Prunedale and John Spur, all trains, yard engines, light engines, electric motors, etc., must proceed under control in both directions at all times. Under control means to be able to stop within distance track is seen and known to be clear. Should any collision occur in this territory responsibility will rest with the train not under control.  
Trainmen must not ride on top of cars while on Umapine Branch.
- (c) **Joint Operation Zillah and Huntsville.** Tracks of O.-W.R.R.&N.Co. and N. P. Railway within yard limits at Zillah and Huntsville 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 trains) must move within yard limits prepared to stop unless main track is seen or known to be clear."
- (d) **Joint Operation Burke.** All trains, yard engines, light engines, etc., of the O.-W.R.R.&N.Co. and N.P.Ry. in using joint and run around tracks, must proceed under control in both directions at all times. Under control means to be able to stop within distance track is seen or known to be clear.
20. **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.
21. (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.
22. 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.

23. **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 cabooses, outfit cars and other weak equipment between Colfax and Crest and between Lovell and Chatcolet.
24. **Bridges:**  
(a) All trains will stop before crossing drawbridge 17.23 over Snake River at Riparia.  
(b) 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 train preference.  
(c) Train movement over Columbia River Bridge, 7.44, Yakima Branch, is governed by a derail and semi-automatic interlocking signal located 600 feet east of end of bridge and a derail and semi-automatic interlocking signal located just east of N. P. Railway crossing, Villard. Normal position of these signals is "Stop", and signal will change to proceed position on approach of train if block is clear. When signal is seen to be in proceed position train may proceed without stopping for draw bridge, observing existing speed restrictions. When stopped by a signal, after waiting five minutes, if signal fails to change to a clear signal, persons in charge of train or engine will send a flagman ahead to the draw bridge before passing over it with train. If derail switch at signal, and draw span, are found properly closed, proceed signal will be given by flagman and acknowledged, and train may then proceed at a slow speed, looking out for broken rail, obstruction, derail switches not properly set or draw span not properly closed. Wire report must be made to Superintendent at first available point of communication covering signal failure. Eastward trains stopped by signal governing this bridge must stand clear of N. P. Crossing, Villard.  
(d) 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.  
(e) Sand must not be used on drawbridges.
25. 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 Jct..... | 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**

26. (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.

**SPECIAL RULES—Continued**

26. Continued
- (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 15 miles per hour over railroad crossings at grade.
  - (j) Trains handling logs will not exceed speed of 15 miles per hour.
  - (k) Trains handling steam wrecking derrick will not exceed 25 miles per hour on main line, Yakima, Wallula and Wallace Branches and 15 miles per hour on other branches. Speed will be as much slower as rules or conditions may otherwise require.

**SUB-DIVISION SPEED RESTRICTIONS**

**27. 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
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

**28. SPOKANE-TEKOA SUB-DIVISION**

	Passenger	Freight
Between Spokane and Manito	60 miles	35 miles
Between Manito 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 slip switches at N. P. Crossing	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	15 miles
Over street crossings at grade in Fairfield	6 miles	6 miles

**29. 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	50 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

**30. 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
On Umapine Branch	20 miles	20 miles

**31. BRANCHES**

	Passenger	Freight
Yakima Branch	45 miles	30 miles
Over street crossing at grade in Yakima, except Yakima Ave. and Walnut Street	10 miles	10 miles
Over Yakimaa Ave. and Walnut St.	6 miles	6 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	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	15 miles	15 miles
Connell Branch between LaCrosse and Mile Post 27	30 miles	25 miles
Connell Branch between Mile Post 27 and Connell	30 miles	20 miles

31. Continued

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
Between Tekoa and Wallace	50 miles	35 miles
Over street crossings at grade in Wallace	6 miles	6 miles
On descending grades between Chatcolet and Lovell	15 miles	15 miles
Over Chatcolet Trestle and Drawbridge 23.45	15 miles	15 miles
Burke to Wallace	20 miles	10 miles
Wallace to Burke	20 miles	20 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
Pine Creek Spur	10 miles	10 miles

**AIR BRAKES**

- 32. 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.

- 33. (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

On freight trains, trainmen will patrol top of train where retainers are used.

- (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.
  - (c) Referring to Rule 1016. Running tests will be made by passenger trains before descending grades in both directions at Alto and Crest; eastward trains at Downing, Darknell, and westward trains at Jerita.
  - (d) Rule 1017 will be fully observed by freight trains immediately before descending grades eastward at Crest, Alto, Burke, Sierra Nevada Mine and westward at Watt and Jefferson.
34. 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.

- 35. Air must not be applied while crossing Snake River Bridge 17.23 at Riparia.
- 36. 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**

- 37. 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	SEVENTH SUB-DIVISION						SPOKANE-TEKOA SUB-DIVISION					TEKOA-AYER JUNCTION SUB-DIVISION														
		WESTWARD			EASTWARD			WESTWARD				EASTWARD	WESTWARD						EASTWARD								
		Spokane to Ayer Jet.	Ayer Jet. to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Ayer Jet.	Ayer Jet. to Spokane	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	Latah to Freeman	Tekoa to Garfield	Colfax to Crest	Winona to Jerita	Seltice to Willada	Grange City Jet. to Starbuck	Ayer Jet. to Grange City Jet.	Grange City Jet. to Riparia	Riparia to Hay	Hay to Jerita	Winona to Mock-nema	Mock-nema to Crest	Colfax to Elberton	Elberton to Farmington	Winona to Oakesdale	Oakesdale to Tekoa
TT63 29 1/2 288	5400 to 5414	3350					3350	2120																			
M. 57 18 91	4200 to 4208	830	1185	915	915	1245	830	540	330	515	745	475	500	175	535	500	610	1245	1245	455	290	475	350	630	430	360	530
MC. 57 26-40 394	3800 to 3802	4510	6240	4820	4820	6575	4510	2860									3230	6575									
MC. 57 26-41 464	3620 to 3629	4895					4895	3105																			
A. 81 20 106	3500 to 3514	1085	1550	1195	1195	1630	1085	710	430	675	975	625	655	230	700	655	800	1630	1630	595	380	625	460	830	560	470	690
P. 77 25 178	3226 to 3227	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1080	1315	2675		980	625	1025	755	1360	925	775	1135
P. 77 25 167	3218 to 3225	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1080	1315	2675		980	625	1025	755	1360	925	775	1135
P. 77 22 149	3208 to 3217	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075		760	485	795	585	1055	715	600	880
P. 77 22 135	3204 to 3207	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075	2075	760	485	795	585	1055	715	600	880
P. 77 22 143	3200 to 3203	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075		760	485	795	585	1055	715	600	880
MK. 63 26 209	2166 to 2171	2600	3340	2730	2730	3535	2600	1540	935	1460	2120	1355					1740	3535									
MK. 57 23 1/2 208	2100 to 2165	2550	3300	2700	2700	3500	2550	1520	925	1440	2090	1335					1720	3500									
T. 63 22 160	1755 to 1760	1690	2405	1850	1850	2530	1690	1100	670	1045	1520	970	1020	360	1085	1020	1245	2530		930	590	970	715	1285	875	735	1075
T. 69 22 159	1742 to 1754	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	935	1135	2315		845	540	890	650	1175	800	675	985
T. 57 20 126	1737 to 1741	1360	1940	1500	1500	2040	1360	890	540	845	1225	780	825	290	875	825	1003	2040	2040	745	480	780	575	1035	705	590	865
T. 57 20 119	1733 to 1736	1290	1840	1420	1420	1935	1290	840	515	800	1160	740	780	275	830	780	950	1935	1935	710	450	740	545	985	670	560	820
T. 64 22 145	1730 to 1731	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	935	1135	2315	2315	845	540	890	650	1175	800	675	985
T. 64 15 1/2 26 145	1727 to 1729	1235	1760	1360	1360	1855	1235	805	490	765	1210	710	750	265	795	750	910	1855	1855	680	430	710	520	940	640	540	790
T. 63 20 113	1715 to 1726	1045	1490	1150	1150	1570	1045	680	415	650	940	600	635	220	670	635	770	1570	1570	575	365	600	440	795	540	455	665
T. 63 19 92	1709 to 1714	810	1155	890	890	1215	810	530	320	500	729	465	490	170	520	490	595	1215	1215	445	280	465	340	615	420	350	515
T. 55 18 71	1701 to 1708	750	1070	825	825	1125	750	490	300	465	675	430	455	160	480	455	555	1125	1125	415	265	430	315	570	390	325	480
E. 62 18 62	1122 to 1123	855	1215	940	940	1280	855	555	340	530	770	490	515	180	550	515	630	1280	1280	470	300	490	360	650	440	370	545
E. 64 18 69	1114 to 1121	775	1105	850	850	1165	775	505	310	480	700	445	470	165	500	470	570	1165	1165	425	270	445	330	590	400	340	495
E. 57 17 51	1111	575	820	630	630	860	575	375	230	355	515	330	345	120	370	345	425	860	860	315	205	330	245	435	295	250	365
E. 63 17 55	1106 to 1108	560	800	620	620	845	560	365	225	350	505	325	340	120	360	340	415	845	845	310	200	325	235	430	290	245	360
E. 63 17 54	1102 to 1105	520	740	570	570	775	520	335	205	320	465	300	315	110	335	315	380	775	775	285	180	300	220	395	270	225	330
C. 57 22 187	730 to 768	2000	2850	2200	2200	3000	2000	1305	795	1240	1800	1150	1210	425	1400	1210	1475	3000		1100	700	1150	845	1525	1035	870	1275
C. 57 22 179	725 to 729	2000	2850	2200	2200	3000	2000	1305	795	1240	1800	1150	1210	425	1400	1210	1475	3000		1100	700	1150	845	1525	1035	870	1275
C. 57 20 1/2 172	719 to 723	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	945	1150	2345		855	550	900	665	1190	810	680	995
C. 57 20 1/2 167	710 715 718 & 724	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	945	1150	2345		855	550	900	665	1190	810	680	995
C. 57 15 1/2 26 167	711 to 714 716 & 717	1600	2280	1760	1760	2400	1600	1045	635	990	1440	920	970	340	1030	970	1180	2400		880	560	920	675	1220	830	695	1020
C. 55 19 149	707 to 709	1545	2205	1700	1700	2320	1545	1010	615	960	1390	890	935	330	995	935	1140	2320		850	540	890	650	1180	800	675	985
C. 51 20 137	705 to 706	1480	2110	1630	1630	2220	1480	965	590	915	1330	850	895	315	950	895	1090	2220	2220	815	530	850	640	1130	765	645	945
C. 51 20 117	700 to 704	1180	1685	1300	1300	1775	1180	770	470	730	1065	680	715	250	760	715	870	1775	1775	650	415	680	500	900	610	515	755



# 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	Westward	Westward			
			Colfax to Moscow	Lovell to Watt	Cataldo to Kellogg				Kellogg to Wallace	Chattolet to Watt	Enaville to Prichard
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	3200 to 3203		575	1520	885	520	880	210	210	210	
MK. 63 26 28 209	2166 to 2171										
MK. 57 23 1/2 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	1730 to 1731	935	640	1690	990	585	985	235	235	235	
T. 64 15 1/2-26 26 145	1727 to 1729 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	515	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		830	2200	1280	755	1275	305	305	305	
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	

### 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 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 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 Attalia.....	6000	3000
Attalia to Yakima.....	6000	3000
Wallula 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.....	---	---

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

NAME	TITLE	PLACE	DISTRICT
M. K. HALL H. M. BOUVY	Assistant Chief Surgeon Chief Oculist, Ear, Nose and Throat	Portland	Portland
JOHN MCCOLLOM H. B. LUHN	Eye, Ear, Nose and Throat Division Surgeon	Portland Portland	Portland Portland
JAMES B. MUNLY F. C. HARVEY	District Surgeon Oculist and Aurist	Spokane Spokane	Spokane to Tekoa Spokane to Tekoa
ALEXANDER REID A. J. NELSON	District Surgeon District Surgeon	Spokane Umatilla	Spokane Umatilla
W. A. MITCHELL DOUGLAS MCINTYRE	District Surgeon District Surgeon	Tekoa Colfax	Spokane to Colfax Tekoa to Starbuck & Moscow Branch
C. K. OSBORNE	District Surgeon	St. John	Tekoa to Winona
W. A. PRATT E. J. RHOADES	District Surgeon District Surgeon	Starbuck Walla Walla	{Walla Walla to Pomeroy {Ayer Jct. to Riparia
L. G. SPAULDING MARVIN MUNSELL	District Surgeon District Surgeon	Walla Walla Kennewick	{Umatilla to Riparia {Pendleton to Walla Walla
A. J. HELTON J. W. SHERFEY	District Surgeon District Surgeon	Kennewick Grandview	Grandview to Umatilla Grandview
W. W. DAY MOWERY & MOWERY	District Surgeon District Surgeons	Yakima Pomeroy	Yakima Pomeroy to Starbuck
KARL J. MAY A. L. VICTOR	District Surgeon District Surgeon	Dayton Wallace	Walla Walla to Dayton Burke to Tekoa
J. L. GILLELAND C. L. GRITMAN	District Surgeon District Surgeon	Harrison Washtucna	Burke to Tekoa La Crosse to Connell
J. B. MORRIS H. J. KAVANAUGH	District Surgeon District Surgeon	Pullman Moscow	Moscow to Colfax Moscow to Colfax
J. P. BRENNAN F. W. VINCENT	District Surgeon Consulting Surgeon	Lewiston Pendleton	Lewiston to Riparia Arlington to La Grande
R. H. HESTER	Specialist	Pendleton Pendleton	Pendleton Pendleton

When employes, passengers or others are injured, call the nearest Railroad Surgeon.  
When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of Railroad Surgeon.  
Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.  
When injuries arise to tramps, boys or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities after immediate necessary attention has been rendered by Railroad Surgeon.

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

SEVENTH SUB-DIVISION	SPOKANE-TEKOA SUB-DIVISION	TEKOA-AYER JUNCTION SUB-DIVISION	STARBUCK-PENDLETON SUB-DIVISION	YAKIMA BRANCH	WALLULA BRANCH	POMEROY BRANCH	DAYTON BRANCH	CONNELL BRANCH	MOSCOW BRANCH	WALLACE BRANCH	ENAVILLE BRANCH	SIERRA NEVADA BRANCH
Teske M. P. 310.6	Hill M. P. 161.3	Juno M. P. 20.8	Prunedale M. P. 34.1	Purdy M. P. 2.0	Reavis M. P. 22.3	Dodge M. P. 16.3	Loyd M. P. 4.0	Benner M. P. 3.5	Henry's Crossing M. P. 14.4	Tilma M. P. 2.1	Hallstorm M. P. 5.0	Bullion M. P. 0.3
Magallon " 258.6	Lockwood " 144.3	Huntley " 22.5	Langdon " 44.5	Kalan " 3.1	Robinson " 28.4	Taggard " 4.5	Taggard " 4.5	Wacota " 33.9	Whitlow " 20.2	Olmstead " 10.5	Haight " 6.0	Sweeney Ore Bins " 0.4
Mathew " 253.3	Coey " 142.3	Coman " 33.8	McKay " 78.0	McDougal " 32.8	Finch " 28.6	Dumas " 8.4	Dumas " 8.4	Curry " 51.0	Holland " 21.2	Clark " 23.3	Smith " 7.5	Smelter " 0.7
Walker " 244.0	Rahm " 126.6	Warner " 45.2	Powers " 96.0	Meek " 45.6	Artesia " 29.1					O'Gara " 26.1	Pratt " 7.1	Silver King Mill " 1.3
Sheffler " 242.0				Schultz " 52.6						Black Lake " 37.9	Sepilo " 8.2	
Cold Springs " 194.0				Capp " 54.8						Shont " 72.6	Joki " 10.3	
				Forsell " 59.9							Cedar Creek " 18.0	
				Waneta " 61.6							Jarvey " 18.5	
				Morris " 66.2							Delta (Jefferson Spur) " 3.2	
				Baird " 69.0							Carbonate " 7.8	
				Dalton " 75.9								
				Blaine Acres " 74.7								
				Pana " 77.3								
				Flint " 83.6								
				Dunbro " 85.4								
				Mellis " 88.4								

**LOCATION STANDARD CLOCKS**

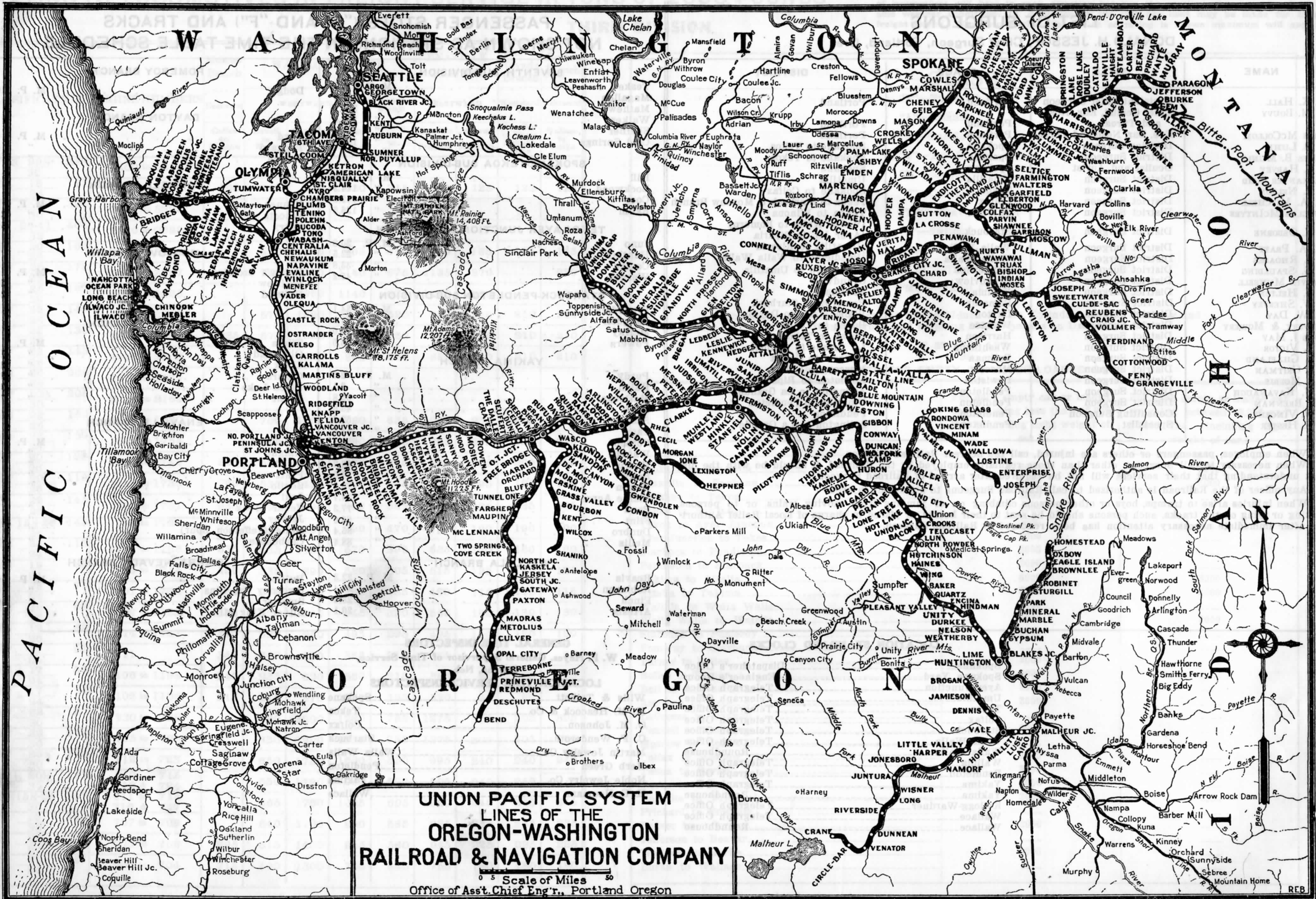
Spokane.....	Dispatcher's Office
Spokane Yard.....	Engineer's Room
Ayer Junction.....	Telegraph Office
Umatilla.....	Telegraph Office
Tekoa.....	Telegraph Office
Colfax.....	Telegraph Office
Starbuck.....	Telegraph Office
Walla Walla.....	Telegraph Office
Walla Walla.....	Roundhouse
Wallula.....	Telegraph Office
Pendleton.....	Telegraph Office
Yakima.....	Telegraph Office
Yakima.....	Roundhouse
Kellogg-Wardner.....	Telegraph Office
Wallace.....	Telegraph Office
Wallace.....	Roundhouse

**GENERAL TIME INSPECTORS**

W. F. Hayes, General Supervisor of Time Service,  
Omaha, Neb.

**LOCATION TIME SERVICE INSPECTORS**

Wills & Talbott.....	Spokane
M. M. Heacock & Co.....	Tekoa
O. M. Johnson.....	Colfax
C. F. Wenderoth.....	Starbuck
Martin Jewelry Co.....	Walla Walla
Herb Green.....	Pendleton
Noble Jewelry Co.....	Yakima
H. E. Heumann.....	Wallace



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

Scale of Miles  
Office of Asst. Chief Eng'r., Portland Oregon