

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, February 28, 1926

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

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

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

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

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		745.53
	Total		929.17
	Total Main Lines	802.73	
	Total Branches		1254.25
	Total		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
 The Right is Reserved to vary from this Table at pleasure.
 For the Government and Information of Employees, not intended for the use of the public.

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Huntington	Time Table No. 27 February 28, 1926	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								
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	Arrive Daily	Arrive Daily							
10.10AM	6.34PM	6.10PM	2.30PM			4.00AM	0.0														
4.45PM	9.25PM	10.15PM	6.30PM			8.00AM	99.5														
	12.10AM	1.05AM	10.05PM	8.55AM	11.20AM		173.8														
11.30PM							177.5														
5.15AM			12.20AM	10.35AM		2.30AM	215.8														
1.00PM	4.00AM	5.30AM	4.15AM	2.25PM	3.30PM	4.55AM	305.3														
	6.30AM	8.30AM	7.15AM	5.30PM	6.15PM	7.30AM	389.5														
6.20PM							394.3														
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily	Arrive Daily							
(32.10) 12.2	(11.56) 32.6	(14.20) 27.2	(16.45) 23.5	(8.35) 25.7	(14.15) 27.3	(5.00) 36.6							(8.30) 25.4	(15.00) 25.9	(14.40) 26.6	(5.10) 35.4	(15.10) 28.8	(15.40) 25.5	(45.00) 8.8		

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Seattle	Time Table No. 27 February 28, 1926	Distance from Portland	FIRST CLASS						SECOND CLASS	
691	41	39	35	33	563	561	562	564	32	34				38	42	692	Time Freight				
Time Freight	C M. & St. P. Passenger (18)	C M. & St. P. Passenger (15)	C M. & St. P. Passenger (17)	C M. & St. P. Passenger (16)	Passenger	Passenger	Passenger	Passenger	C M. & St. P. Passenger (16)	C M. & St. P. Passenger (17)	C M. & St. P. Passenger (15)	C M. & St. P. Passenger (18)	Time 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	Arrive Daily	Arrive Daily							
	8.30PM	7.15PM	12.05PM	9.30AM	11.15PM	1.00PM	0.0														
6.25PM	8.40PM	7.25PM	12.15PM	9.40AM			3.1														
8.30PM					12.40AM	2.25PM	38.1														
12.05AM					2.30AM	4.05PM	92.1														
7.35AM							181.6														
					6.15AM	7.15PM	183.2														
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily	Arrive Daily							
(13.10) 13.5	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(0.10) 18.6	(7.00) 26.2	(6.15) 29.3							(6.15) 29.3	(7.15) 25.3	(0.10) 18.6	(0.15) 12.4	(0.10) 18.6	(0.10) 18.6	(11.15) 15.9		

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Spokane	Time Table No. 27 February 28, 1926	Distance from Pendleton Umatilla	FIRST CLASS			SECOND CLASS	
251	11	75	77	12	76	78	252	Time Freight										
Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight											
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily										
8.20PM	9.10PM	4.40PM	7.35AM	6.30AM	11.00AM	5.25PM												
		10.05PM	12.55PM			5.10AM												
2.30AM	11.42PM	10.50PM		3.30AM	4.10AM													
8.00AM	1.20AM	12.30AM	2.45AM	2.00AM	2.40AM													
10.00AM	2.10AM			1.00AM	12.10AM													
						11.20AM												
						11.15AM												
		4.15AM	3.10PM		11.00PM	9.25AM												
			4.55PM			7.50AM												
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										
(13.40) 13.5	(5.00) 36.9	(11.35) 21.5	(9.20) 26.9	(5.30) 33.5	(12.00) 20.8	(9.35) 26.2	(14.00) 13.2											

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

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			FIRST CLASS						Distance from Spokane	FIRST CLASS						SECOND CLASS	
	251	269	261	51	47	17	11	75	15		12	18	76	16	52	48	252	270
	Time Freight	C.M.&St.P. Time Freight	Freight	Passenger	Motor 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	Motor Passenger	Time Freight	C.M.&St.P. Time Freight
	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Mon.	
		5.30 PM				11.45 PM	9.10 PM		8.30 AM	0.0			8.25 PM				12.50 AM	
OWFPT	8.20 PM	5.37				11.50	9.14		8.35	1.7			8.20			12.30 AM	12.40	
2600 P	8.30	5.45				11.57 PM	9.20		8.42	5.3			8.12			11.57 PM	12.25	
2720 P	8.40	5.55				12.08 AM	9.27		8.51	9.5			8.03			11.30	12.08 AM	
3450 WP	9.05	6.15				12.25	9.40		9.05	16.8			7.50			10.50	11.45 PM	
2683 P	9.25	6.25				12.35	9.46		9.14	22.0			7.40			10.20	11.27	
2680 P	9.51	6.35				12.43	9.51		9.22	27.0			7.31			9.51	11.10	
2755 WP	10.20	6.55				12.55	10.01		9.32	34.4			7.17			9.15	10.50	
2682 P	10.35	7.09				1.02	10.06		9.38	38.4			7.09			9.00	10.35	
2688 P	10.48	7.25				1.13	10.13		9.47	45.0			6.57			8.35	10.13	
2319 P	11.00	7.45				1.22	10.19		9.56	50.2			6.47			8.20	9.45	
2716 P	11.10	8.00				1.30	10.24		10.02	54.4			6.40			8.00	9.30	
2335 WFYP	11.35 PM	8.30 PM				1.45 AM	10.32		10.15 AM	61.1			6.30 PM			7.00	9.00 PM	
2683 P	12.01 AM						10.42			65.9						6.35		
3247 P	12.15						10.48			70.3						6.20		
2682 P	12.25						10.54			74.5						6.00		
2070 WYP	12.45						11.04			82.4						5.30		
2780 P	1.00						11.12			88.0						5.05		
2683 P	1.20						11.21			94.2						4.40		
2290 P	1.40						11.30			100.0						4.20		
9958 WFYP	2.30						11.42	10.50 PM		103.9						4.00		
4709 P	3.18						11.51 PM	11.01		110.1						3.00		
4721 P	3.48						12.02 AM	11.14		117.8						2.30		
										123.6								
4711 P	4.35						12.15	11.28		126.7						2.00		
4715 WP	5.15						12.25	11.42		134.5						1.30		
4710 P	5.55						12.36	11.56 PM		141.8						1.00		
4710 P	6.25						12.45	12.07 AM		147.8						12.40		
1470 YP	7.00		3.00 AM	11.35 PM	12.45 PM		12.55	12.20		154.6				3.23 AM	10.50 AM	12.15		
										154.7								
										155.3								
6212 WFYP	8.00		3.15 AM	11.45 PM	12.55 PM		1.05	12.30 AM		157.2				3.15 AM	10.40 AM	12.01 PM		
4724 P	8.35						1.20			165.0						11.15 AM		
4702 P	9.00						1.33			170.3						11.00		
4718 P	9.30						1.45			176.9						10.45		
WFTYP	10.00 AM						2.10 AM			184.5						10.30 AM		
	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily Ex. Sun.	

Time Table No. 27
February 28, 1926

STATIONS

DN-R SPOKANE	367.5	6.30 AM	7.40 AM	8.25 PM
WEST SPOKANE	365.8	6.23	7.33	8.20
COWLES	362.2	6.15	7.27	8.12
MARSHALL	358.0	6.07	7.18	8.03
DN CHENEY	350.7	5.56	7.05	7.50
GEIB	345.5	5.47	6.53	7.40
MASON	340.5	5.38	6.45	7.31
CROSKY	333.1	5.26	6.33	7.17
WELLS	329.1	5.19	6.27	7.09
PALM LAKE	322.5	5.08	6.16	6.57
ASHBY	317.3	4.59	6.08	6.47
EMDEN	313.1	4.52	6.01	6.40
DN-R MARENGO	306.4	4.40	5.50 AM	6.30 PM
THAVIS	301.6	4.31		
MACK	297.2	4.24		
ANKENY	293.0	4.18		
N-R HOOPER JCT.	285.1	4.06		
PARK	279.5	3.58		
JOSO	273.3	3.48		
CHEW	267.5	3.37		
DN-R AYER JUNCTION	263.6	3.30	4.10 AM	
RUXBY	257.4	3.18	3.58	
SCOTT	249.7	3.06	3.48	
WALKER PIT	243.9			
SIMMONS	240.8	2.52	3.36	
PAGE	233.0	2.40	3.25	
ASH	225.7	2.29	3.13	
HUMORIST	219.7	2.20	3.03	
N-R ATTALIA	212.9	2.10	2.50	3.23 AM
N. P. CROSSING	212.8			
N. P. CROSSING	212.2			
DN-R WALLULA	210.3	2.00	2.40 AM	3.15 AM
JUNIPER	202.5	1.33		
SAND	197.2	1.22		
RIVERVIEW	190.6	1.12		
DN-R UMATILLA	183.0	1.00 AM		

(13.40) (3.00) (0.15) (0.10) (0.10) (2.00) (5.00) (1.40) (1.45) (5.30) (1.50) (1.30) (1.55) (0.08) (0.10) (14.00) (3.50)
 13.5 20.4 10.4 15.6 15.6 30.6 36.9 32.0 34.9 33.5 32.3 35.5 31.9 19.5 15.6 13.2 15.9

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 sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			FIRST CLASS			Distance from Spokane	Time Table No. 27 February 28, 1926			Distance from Ayer Junction	FIRST CLASS			SECOND CLASS			
	391	173	385	75	73	77		76	74	78		386	174	76	74	78	386	174
	Freight	Mixed	Freight	Passenger	Motor Passenger	Passenger		Passenger	Motor Passenger	Passenger		Freight	Mixed	Passenger	Motor Passenger	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.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Mon. Thur. & Sat.	Arrive Sun. Wed. & Fri.	
OWFYTP	1.00PM		3.00AM	6.30PM	9.25AM	9.15AM	49.3											
1614 P	1.15PM		3.15	6.44	9.35AM	9.25	55.0											
1645 W			3.35	6.55		9.37	60.9											
628			3.55				62.0											
1918			4.10				66.8											
942 W (East)			4.30				69.9											
756			4.50				70.3											
1640 IWFYP			5.45				75.7											
1030 P			6.10				81.9											
1740			6.25				88.0											
1518			6.45				90.5											
844 W			7.10				92.9											
1470			7.35AM				96.9											
695	1.35PM						100.6											
1743 W	1.45						107.5											
1180	2.30						60.5											
1482 P	2.55						63.2											
1497 W	3.25						63.8											
1420 P	4.10						71.8											
841	5.00						72.3											
1323 WY	5.30		8.00AM				77.6											
2357	5.55		8.20				84.7											
1382 WFYP	6.30PM	4.30AM	8.45AM				91.4											
2209		4.45					98.5											
2220 W		5.00					113.3											
2180		5.21					117.3											
983 WP		6.00					123.9											
1983							129.6											
604 YP		6.15AM					135.2											
604 YP		6.15AM					143.3											
840 WFTY		6.30AM					147.8											
604 YP							148.4											
2054							152.7											
2747							152.7											
2828 WFYP							156.5											
	Arrive Daily	Arrive Mon. Thur. & Sat.	Arrive Sun. Wed. & Fri.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Mon. Thur. & Sat.	Arrive Sun. Wed. & Fri.		
	(5.30) 11.7	(2.00) 16.3	(5.45) 13.0	(4.20) 26.7	(2.20) 22.9	(4.00) 26.8		(5.05) 22.8	(2.15) 23.8	(4.20) 24.7		(6.15) 11.9	(1.55) 17.0					

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

WESTWARD—SPOKANE-TEKOA SUB-DIVISION

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS								FIRST CLASS							Distance from Spokane	Time Table No. 27 February 28, 1926						
									381 C.M.&St.P. Freight (66)	387 Freight	91 C.M.&St.P. Passenger (16)	75 Passenger	87 Passenger	95 C.M.&St.P. Passenger (218)	93 C.M.&St.P. Passenger (18)		71 Spokane Internat'l Passenger (2)	85 Passenger	77 Passenger	STATIONS			
									Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily				
OWFTP								9.45 PM	6.45 PM	8.45 PM	4.40 PM	2.40 PM	8.05 AM	8.00 AM	7.50 AM	7.45 AM	7.35 AM	0.0	DN-R	SPOKANE	Ds	Au	Double Track
IP								9.55	6.55	8.52	4.45	2.45	8.12	8.07	7.57 AM	7.52	7.40	1.9		N. P. CROSSING			
4607								10.00	7.00	8.55	4.48	2.48	8.15	8.10		7.57	7.43	2.7		EAST SPOKANE			
3000								10.15	7.15	9.00	4.53	2.55	8.20 AM	8.16		8.03	7.50	6.5	DN	DISHMAN	Sp		
1797								10.30	7.35	9.05	5.00	3.00		8.21	8.10	7.59	9.6		CHESTER				
940								10.50	7.55	9.15	5.08	3.08		8.31		8.17	8.06	13.2		REDLIN			
1009								11.10	8.05	9.23	5.15	3.13		8.38	8.23	8.11	15.7	D	MICA	Ma			
2014								11.30	8.15	9.32	5.22	3.20		8.45	8.30	8.16	18.5		FREEMAN				
P								11.50 PM	8.30	9.42 PM	5.32	3.27 PM		8.55 AM	8.37 AM	8.22	21.8	DN-R	MANITO	Mu			
P																		22.5		BELL			
1274									8.55		5.45						8.33	27.0	D	ROCKFORD	Ro		
2172									9.10		5.50						8.38	30.3		DARKNELL			
1046	W								9.30		5.57						8.45	33.7	D	FAIRFIELD	G		
1280									10.10		6.15						9.00	42.1	D	LATAH	Na		
OWFYTP									10.45 PM		6.30 PM						9.15 AM	49.3	DN-R	TEKOA	K		
								Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

(2.05) (4.00) (57) (1.50) (.47) (.15) (.55) (.07) (.52) (1.40)
22.0 26.9 27.8 26.0 23.8 16.3 25.2 29.6Time.....
.....Average Speed per Hour.....

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. 27
February 28, 1926

STATIONS	Distance from Ayer Junction	FIRST CLASS								SECOND CLASS					
		90	76	86	78	88	94	72	92	388	382				
		C.M.&St.P. Passenger (15) Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sun.	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. Mon.	C.M.&St.P. Freight (65) Arrive Daily Ex. Sat.				
N-R SPOKANE Ds Au	165.2	8.10AM	11.00AM	12.10PM	5.25PM	6.00PM	6.30PM	8.35PM	11.30PM	3.30AM	8.15PM				
1.9 N. P. CROSSING	163.3	8.00	10.53	12.03PM	5.18	5.53	6.23	8.28PM	11.23	3.15	8.07				
0.8 EAST SPOKANE	162.5	7.57	10.50	11.59AM	5.15	5.50	6.20		11.20	3.10	8.02				
3.8 DN DISHMAN Sp	158.7	7.50	10.45	11.52	5.08	5.42	6.15PM		11.11	2.55	7.50				
3.1 CHESTER	155.6	7.42	10.38	11.45	5.00	5.36			10.59	2.35	7.35				
3.6 REDLIN	152.0	7.35	10.31	11.38	4.52	5.30			10.50	2.20	7.10				
2.5 D MICA Ma	149.5	7.30	10.25	11.32	4.48	5.26			10.42	2.10	6.55				
2.8 FREEMAN	146.7	7.25	10.19	11.26	4.41	5.22			10.34	1.55	6.35				
3.3 DN-R MANITO Mu	143.4	7.20AM	10.12	11.20AM	4.35	5.15PM			10.25PM	1.40	6.15PM				
0.7 BELL	142.7														
4.5 D ROCKFORD Rd	138.2		10.00		4.25					1.15					
3.3 DARKNELL	134.9		9.53		4.20					1.00					
3.4 D FAIRFIELD G	131.5		9.45		4.15					12.45					
8.4 D LATAH Na	123.1		9.30		4.00					12.10AM					
7.3 DN-R TEKOA K	115.9		9.15AM		3.40PM					11.45PM					
(49.3)		Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.				
.....Time.....	(.50)	(1.45)	(.50)	(1.45)	(.45)	(.15)	(.07)	(1.05)	(3.45)	(2.00)					
.....Average Speed per Hour.....	26.2	28.2	26.2	28.2	29.1	26.0	16.3	20.1	13.1	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 sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS				FIRST CLASS				Distance from Spokane	FIRST CLASS				SECOND CLASS		
	165				77					78				166	362	
	Mixed				Passenger					Passenger				Mixed	Freight	
	Leave Daily Ex. Sun.				Leave Daily					Arrive Daily				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
840 WFTY									156.5	DN-R	STARBUCK	Sa	94.9	11.15AM		
1170									162.0		RELIEF		89.4	11.04		
1418									167.6		ALTO		83.8	10.53		
1225									175.2		MENOKEN		76.2	10.38		
1374 WTP				3.00PM					179.4	R	BOLLES		72.0	10.29		11.50AM
1357				3.12					184.0	D	PRESCOTT	Sy	67.4	10.20		11.35
600				3.27					189.8		ENNIS		61.6	10.06		11.15
545				3.30					190.9		BERRYMAN		60.5	10.03		11.10
1047				3.40					194.2		HADLEY		57.2	9.56		11.00
1134				3.48					197.1		VALLEY GROVE		54.3	9.49		10.50
673				3.55					198.9		RUSSELL		52.5	9.45		10.45
									203.5		N. P. CROSSING		47.9			
									204.1		W. W. V. RY. CROSSING		47.3			
OWFTYP				4.15PM					204.6	DN-R	WALLA WALLA	Bu	46.8	9.25		10.30AM
									207.2		WALRY (W.W.V.Ry Crossing)		44.2			
619									209.0		STATE LINE		42.4	9.10		1.30
1290									210.8		SPOFFORD		40.6	9.07		1.25
2036 W									214.6	D	MILTON (W.W.V.Ry. Crossing) Co		36.8	9.00		1.15
626									217.6		BARRETT		33.8	8.52		1.00
757									220.5		BADE		30.9	8.47		12.50
2504									224.0		BLUE MOUNTAIN		27.4	8.40		12.35
1082									227.3		DOWNING		24.1	8.33		12.20
3097									229.8	D	WESTON	Wt	21.6	8.28		12.10PM
1032 W									233.5		ATHENA	Cn	17.9	8.22		11.45AM
1047									238.1	D	ADAMS	Md	13.3	8.15		11.00
870									240.7		BLAKELEY		10.7	8.10		10.50
662									243.8		HAVANA		7.6	8.04		10.40
1370									246.7		SAXE		4.7	7.58		10.30
OWFTY									251.4	DN-R	PENDLETON	Fd	0.0	7.50AM		10.15AM
				Arrive Daily Ex. Sun.				Arrive Daily			(94 9)		Leave Daily			Leave Daily Ex. Sun.

(1.15)
20.2

(3.35)
26.9

Time.....
Average Speed per Hour.....

(3.25)
26.9

(1.20)
18.9

(3.45)
12.5

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

WESTWARD—Yakima Branch—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			FIRST CLASS						Distance from Yakima	Time Table No. 27 February 28, 1926			Distance from Attalia	FIRST CLASS						SECOND CLASS			
			261 Time Freight	55 Passenger	51 Passenger	59 Motor Passenger	57 Motor Passenger	47 Motor Passenger	53 Passenger							52 Passenger	54 Passenger	58 Motor Passenger	48 Motor Passenger	60 Motor Passenger	56 Passenger			
			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				
OWTFYP			9 30 PM		7.30 PM			9.00 AM	0.0	D-R	YAKIMA 3.5 Ny	98.1	7.30 AM			2 55 PM								
2046			9.40		f 7.37			f 9.06	3.5		UNION GAP 3.3	94.6	f 7.20			f 2.43								
IP									6.8		N. P. CROSSING 0.5	91.3												
1600			9.55		f 7.47			f 9.16	7.3		PARKER 1.4	90.8	f 7.08			f 2.30								
									8.7	Block Stop	N. P. CROSSING 2.6	89.4												
1640	P		10.10		s 7.55			s 9.25	11.3	D	DONALD 2.8 Do	86.8	s 6.58			s 2.23								
1009			10.17		f 8.00			f 9.30	13.6		SAWYER 2.9	84.5	f 6.53			f 2.18								
2028	P		10.25		s 8.06			s 9.37	16.5		BUENA 1.4 Ba	81.6	s 6.45			s 2.11								
400			10.30		f 8.10			f 9.40	17.9		CUTLER 1.7	80.2	f 6.41			f 2.08								
1824	P		10.35		s 8.13			s 9.44	19.6	D-R	ZILLAH 2.2 Ah	78.5	s 6.37			s 2.04								
1000			10.40		f 8.18			f 9.50	21.8		BOONE 2.9	76.3	f 6.31			f 1.58								
2723	WP		10.45		s 8.24			s 9.56	24.7	D	GRANGER 3.2 G	73.4	s 6.25			s 1.53								
2675			11.05		f 8.36			f 10.07	30.9		EMERALD 3.7	67.2	f 6.10			f 1.40								
1872	YP		11.15 PM		8.45 PM			10.15 AM	34.6	R	MIDVALE 2.8	63.5	6.00 AM	10.35 AM		1.30 PM	9.05 PM							
1872	YP				8.45 PM		1.10 PM	10.15 AM	34.6	R	MIDVALE 2.8	63.5	6.00 AM	10.35 AM		1.30 PM	9.05 PM							
1500	P				8.54 PM		1.19 PM	10.24 AM	37.4	D-R	SUNNYSIDE 2.8 Si	66.3	5.50 AM	10.25 AM		1.20 PM	8.55 PM							
1872	YP		11.15 PM		9.05 PM			10.35 AM	34.6	R	MIDVALE 2.8	63.5	5.40 AM			1.10 PM								
2625	WFP		11.35		s 9.19			s 10.47	40.4	D	GRANDVIEW 2.9 Gw	57.7	s 5.28			s 12.57								
2296			11.55 PM		s 9.35			s 11.00	47.3		NORTH PROSSER 2.5	50.8	s 5.15			s 12.44								
628			12.05 AM		f 9.41			f 11.06	49.8		BIGGAM 2.3	48.3	f 5.09			f 12.38								
2708			12.20		f 9.53			f 11.16	55.1		CHAFFEE 2.7	43.0	f 4.59			f 12.27								
374			12.30		f 10.01			f 11.22	58.8		CORRAL 2.8	39.3	f 4.51			f 12.17								
2179	WP		12.40		s 10.08			s 11.28	61.6	D	BENTON CITY 2.8 Bo	36.5	s 4.46			s 12.12								
2696			12.55		f 10.19			f 11.38	66.8		ACTON 2.1	31.3	f 4.36			f 12.02 PM								
517					f 10.27			f 11.44	69.9		GROSSCUP 1.9	28.2	f 4.30			f 11.56 AM								
2605			1.10		f 10.30			f 11.52 AM	71.8		LEDBEDER 2.3	26.3	f 4.26			f 11.52								
2728			1.25		f 10.43			f 12.05 PM	77.3		LESLIE 2.6	20.8	f 4.15			f 11.38								
5596	WYFP		2.00		s 11.00			s 12.20	84.9	DN	KENNEWICK 4.5 Kn	13.2	s 4.00			s 11.20								
700			2.15		f 11.10			f 12.28	89.4		HEDGES 1.4	8.7	f 3.49			f 11.09								
									90.8		N. P. CROSSING 0.6	7.3												
2699	P		2.25		f 11.20			f 12.32	91.4		VILLARD 2.3	6.7	f 3.39			f 11.03								
520			2.40		f 11.28			f 12.39	94.7		TWO RIVERS 2.4	3.4	f 3.31			f 10.58								
886	P		3.00 AM		11.35 PM			12.45 PM	98.1	N-R	ATTALIA 2.4 Ag	0.0	3.25 AM			10.50 AM								
			Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily			(98.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						

(7.30) 13.1 (0.09) 18.7 (4.06) 24.0 (0.09) 18.7 (0.09) 18.7 (3.45) 27.7 (0.09) 18.7 Time (4.06) 24.0 (0.10) 16.8 (0.10) 16.8 (4.05) 24.0 (0.10) 16.8 (0.10) 16.8
 Average Speed per Hour 24.0 16.8 16.8 24.0 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 sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Wallula	Time Table No. 27 February 28, 1926			Distance from Wallula	FIRST CLASS		SECOND CLASS		
			47	75		STATIONS	76	48			Passenger	Motor Passenger		
			Motor Passenger	Passenger											Passenger	Motor Passenger
			Leave Daily	Leave Daily		Arrive Daily	Arrive Daily							
2272 WFYP			1.00PM	2.45AM	0.0	DN-R WALLULA 7.7	12.10AM	10.40AM	31.1					
730			f 1.15	f 3.03	7.7	REESE 2.5	f 11.50PM	f 10.28	23.4					
250			f 1.20	f 3.10	10.2	DIVIDE 5.0	f 11.45	f 10.23	20.9					
1509 WP			* 1.32	* 3.22	15.2	TOUCHET 4.4	* 11.33	* 10.13	15.9					
686			* 1.43	* 3.35	19.6	LOWDEN 4.6	* 11.23	* 10.05	11.5					
618			f 1.55	f 3.50	24.2	WHITMAN 4.7	f 11.14	f 9.55	6.9					
					28.9	W. W. V. BY CROSSING 2.2			2.2					
OTWFYP			2.15PM	4.15AM	31.1	DN-R WALLA WALLA (31.1)	11.00PM	9.40AM	0.0					
			Arrive Daily	Arrive Daily			Leave Daily	Leave Daily						
			(1.15) 24.8	(1.30) 28.7	.....Time.....		(1.10) 26.7	(1.00) 31.1	.....Average Speed per Hour.....				

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

WESTWARD—Pomeroy Branch—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Pomeroy	Time Table No. 27 February 28, 1926			Distance from Starbuck	FIRST CLASS		SECOND CLASS		
			155	97		STATIONS	156	96		156	Passenger	Mixed	Arrive Sun. Only	Arrive Daily Ex. Sun.
			Mixed	Passenger											Passenger	Mixed
			Leave Daily Ex. Sun.	Leave Sun. Only		Arrive Daily Ex. Sun.	Leave Sun. Only							
1767 WT			9.30AM	10.05AM	0.0	DN-R POMEROY 4.4	28.9	2.50PM	3.30PM					
1326			f 9.43	f 10.17	4.4	ZUMWALT 5.4	24.5	f 2.35	f 3.10					
192			f 10.00	f 10.33	9.8	HOUSER 4.8	19.1	f 2.20	f 2.50					
1009 W			f 10.15	f 10.45	14.4	CHARD 3.1	14.5	f 2.10	f 2.30					
508			f 10.25	f 10.55	17.5	JACKSON 3.4	11.4	f 2.00	f 2.20					
1009 WYFT			f 10.37	f 11.05	20.9	DELANEY 8.0	8.0	f 1.50	f 2.05					
			11.10AM	11.20AM	28.9	DN-R STARBUCK (28.9)	0.0	1.30PM	1.40PM					
			Arrive Daily Ex. Sun.	Arrive Sun. Only				Leave Sun. Only	Leave Daily Ex. Sun.					
			(1.40) 17.3	(1.15) 23.0	.....Time.....		(1.20) 22.5	(1.50) 15.8	.....Average Speed per Hour.....				

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

WESTWARD—Dayton Branch—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Turner	Time Table No. 27 February 28, 1926			Distance from Bolles	FIRST CLASS		SECOND CLASS	
			167	165		STATIONS	166	168		62	64	166	168
			Mixed	Mixed									
			Leave Wed. Only	Leave Daily Ex. Sun.		Leave Daily	Leave Daily			Arrive Daily Ex. Sun.	Arrive Wed. Only		
1602 T			1.30PM		0.0	TURNER 2.1		24.9				1.30PM	
1206					2.1	WHESTONE 1.4		22.8					
1416					5.5	RONAN 0.2		19.4					
1355 WT			2.00PM	2.00PM	11.7	DN-R DAYTON 3.4	13.2	11.10AM	2.50PM	1.00PM	1.00PM		
782			f 2.10		15.2	LONG 0.4	9.7	f 11.00	f 2.40	f 12.40			
					16.0	N. P. CROSSING 2.8	8.9						
969			* 2.30		18.8	HUNTSVILLE 2.5	6.1	* 10.50	* 2.30	* 12.20			
1254			* 2.40		21.3	D WAITSBURG 3.6	3.6	* 10.45	* 2.23	* 12.05PM			
1874 WTP			3.00PM		24.9	R BOLLES (24.9)	0.0	10.35AM	2.15PM	11.50AM			
			Arrive Wed. Only	Arrive Daily Ex. Sun.		Arrive Daily	Arrive Daily			Leave Daily Ex. Sun.	Leave Wed. Only		
			(0.30) 23.4	(1.00) 13.2	.....Time.....		(0.35) 22.6	(0.35) 22.6	.....Average Speed per Hour.....	(1.10) 11.3	(0.30) 23.4	

Westward trains are superior to trains of the same class in the opposite direction, except No. 166 is superior to No. 165 Bolles to Dayton, and No. 168 is superior to No. 167 Dayton to Turner.—See Rule 72.

WESTWARD—AMWACO BRANCH—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		Distance from Bell	Time Table No. 27 February 28, 1926		Distance from Amwaco	SECOND CLASS	
	181 Mixed	Leave Sat. Only		STATIONS	182 Mixed		Arrive Sat. Only	
200	8:20 AM		0.0	BELL 2.8	14.1	11:15 AM		
640	f 8:30		2.8	HAGEN 2.1	11.3	f 10:45		
400	f 8:40		4.9	WELLER 2.0	9.2	f 10:30		
1020	f 8:50		6.9	FORD 7.3	7.2	f 10:15		
2055	9:35 AM		14.1	AMWACO (14.1)	0.0	9:45 AM		
	Arrive Sat. Only					Leave Sat. Only		

(1.15) Time (1.30)
11 3 Average Speed per Hour 9.4

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

WESTWARD—CONNELL BRANCH—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		Distance from La Crosse	Time Table No. 27 February 28, 1926		Distance from Connell	SECOND CLASS	
	171 Mixed	Leave Sun. Wed. & Fri.		STATIONS	172 Mixed		Arrive Mon. Thur. & Sat.	
WFYP	9:30 AM		0.0	D-R LA CROSSE 4.6	52.9	4:00 AM		
840	f 9:50		4.6	PAMPA 10.1	48.3	f 3:35		
671	* 10:30		14.7	HOOPER 1.0	38.2	s 3:05		
1627	* 10:35		15.7	N-R HOOPER JCT. 7.3	37.2	s 3:00		
1738	* 11:15		23.5	D WASHUCNA 5.8	29.4	s 2:30		
296	f 11:35		29.3	McADAM 8.1	23.6	f 1:55		
1127	* 11:59 AM		37.4	D KAHLOTUS 4.9	15.5	s 1:30		
488	f 12:25 PM		42.3	ESTES 3.3	10.6	f 1:10		
560	f 12:45		46.1	SULPHUR 6.8	6.8	f 12:55		
1021	1:30 PM		52.9	D-R CONNELL (23.9)	0.0	12:30 AM		
	Arrive Sun. Wed. & Fri.					Leave Mon. Thur. & Sat.		

(4.00) Time (3.30)
13 3 Average Speed per Hour 15.1

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

WESTWARD—MOSCOW BRANCH—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Moscow	Time Table No. 27 February 28, 1926		Distance from Colfax	FIRST CLASS		SECOND CLASS	
	175 Mixed	Leave Daily Ex. Sun.	83 Motor Passenger	81 Motor Passenger		STATIONS	82 Motor Passenger		84 Motor Passenger	176 Mixed	Arrive Daily Ex. Sun.	
1809	WTP	4:45 PM	12:40 PM	9:05 AM	0.0	D-R MOSCOW 4.0	28.1	12:10 PM	3:35 PM	2:45 PM		
648		f	f 12:48	f 9:15	4.0	(HARRISON 4.8	24.1	f 11:59 AM	f 3:25	f		
					8.8	N. P. CROSSING 0.6	19.3					
1245	P	* 5:15	* 1:02	* 9:27	9.4	D PULLMAN 3.0	18.7	* 11:45	* 3:10	* 2:00		
802		f 5:25	f 1:10	f 9:35	12.4	ARMSTRONG 3.0	15.7	f 11:36	f 3:01	f 1:45		
988	W(East)	* 5:40	* 1:16	* 9:40	15.4	ALBION 3.0	12.7	* 11:28	* 2:53	* 1:35		
1089		f 5:50	f 1:22	f 9:46	18.4	SHAWNEE 1.9	9.7	f 11:20	f 2:45	f 1:22		
498		f 6:00	f 1:26	f 9:51	20.3	PARVIN 3.3	7.8	f 11:15	f 2:40	f 1:10		
409		f 6:15	f 1:35	f 10:00	23.6	RISBECK 4.8	4.5	f 11:05	f 2:30	f		
WFYP		6:45 PM	1:50 PM	10:20 AM	28.1	D-R COLFAX (28.1)	0.0	10:50 AM	2:15 PM	12:45 PM		
		Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sun.		

(2.00) Time (1.20) (2.00)
14.1 Average Speed per Hour 21.0 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 sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			FIRST CLASS		Distance from Tekoa	Time Table No. 27 February 28, 1926			Distance from Wallace	FIRST CLASS		SECOND CLASS	
	393 Freight	87 Passenger	85 Passenger	STATIONS	86 Passenger		88 Passenger	394 Freight						
									Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.
OWFTY	5.00AM			DN-R TEKOA 7.0 K			11.00AM							
1297	f 5.20			LOVELL 5.2			f 10.30							
980	f 5.35			WATT 5.3			f 9.30							
957 P	s 5.48			D PLUMMER 1.4 Mr			s 8.45							
				WEST PLUMMER 0.6										
				DN-R PLUMMER JCT. 0.6 Wj			10.40AM 4.37PM							
	5.55	4.05PM	9.20AM	WEST PLUMMER 5.8			10.37 4.35				8.30			
1240 WFT	6.20	f 4.20	f 9.35	CHATCOLET 3.5			f 10.20 f 4.20				7.45			
		f 4.30	f 9.45	O'GARA 2.0			f 10.10 f 4.05							
700		4.35	9.50	LACON 2.3			10.05 4.00							
2081 WT	7.00	s 4.42	s 10.00	D HARRISON 2.4 Rn			s 10.00 s 3.55				7.00			
1272	7.20	s 4.50	s 10.07	SPRINGSTON 4.4			s 9.48 s 3.40				6.00			
150	7.40	f 4.59	s 10.14	BLACK LAKE 3.0			f 9.40 f 3.32				5.45			
500	8.00	s 5.07	s 10.20	MEDIMONT 4.0			s 9.34 s 3.25				5.30			
1100	8.40	s 5.15	s 10.28	LANE 3.8			s 9.26 s 3.17				5.15			
1464	9.16	s 5.23	s 10.38	D ROSE LAKE 2.9 Ro			s 9.16 s 3.08				5.00			
707	9.40	f 5.29	s 10.45	DUDLEY 5.8			f 9.10 f 3.00				4.45			
1551 W (West)	10.15	f 5.40	s 10.55	CATALDO 4.7			f 9.00 f 2.50				4.25			
666 OY	10.45	s 5.50	s 11.05	D-R ENAVILLE 1.6 Vi			s 8.50 s 2.40				4.10			
459	10.55	f 5.55	f 11.10	PINE CREEK 3.1			f 8.45 f 2.35				4.00			
W		f	f	BRADLEY 2.8			f							
1889	11.30AM	s 6.15	s 11.30	D-R KELLOGG-WARDNER 6.6 Dn			s 8.35 s 2.25				3.40			
1602	12.25PM	f 6.30	s 11.50	OSBURN 4.4			f 8.18 f 2.08				3.15			
OWFT	1.00PM	6.40PM	11.59AM	D-R WALLACE 0.0 We			8.10AM 2.00PM				3.00AM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	(8.0)			Leave Daily Ex. Sunday	Leave Daily			Leave Daily Ex. Mon.			
	(8.00) 10.0	(2.35) 24.7	(2.39) 24.7	.....Time.....	(2.30) 25.0	(2.27) 24.4	(8.00) 10.0	.....Average Speed per Hour.....					

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.—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.

WESTWARD—SIERRA NEVADA BRANCH—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			Distance from Bradley	Time Table No. 27 February 28, 1926			Distance from Sierra Nevada Mine	SECOND CLASS		
	STATIONS										
	BRADLEY 4.1										
W				0.0				4.1			
				4.1				0.0			
				(4.1)							

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.—See Rule 72.

WESTWARD—ENAVILLE BRANCH—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		Distance from Paragon	Time Table No. 27 February 28, 1926			Distance from Enaville	SECOND CLASS	
	179 Mixed	STATIONS		178 Mixed					
					Leave Mon. and Fri.	Arrive Mon. & Fri.			
			0.0						
	11.30AM	PARAGON 11.2	32.8						
	11.40AM	PRICHARD 2.3	21.5				10.50AM		
1254 YP		BEAVER 8.7	19.3				s 10.30AM		
1300 P		JEFFERSON 8.7	28.0						
1264 YP		BEAVER 3.1	19.3						
585	s 11.55AM	ANDERSON 1.3	16.2				10.15AM		
	s 12.01PM	HEDLUND 1.8	15.0				s 10.10		
1172 W (East)	s 12.10	CARTER 3.6	13.2				s 10.00		
1000	s 12.30	STEAMBOAT 5.7	9.6				s 9.40		
515	s 1.00	LINFOR 1.9	3.9				s 9.10		
OYP	1.30PM	ENAVILLE 32.8	0.0				8.50AM		
	Arrive Mon. and Fri.	(32.8)					Leave Mon. & Fri.		
	(2.00) 16.4	.....Time.....	(2.00) 16.4	.....Average Speed per Hour.....				

Westward trains are superior to trains of the same class in the opposite direction, except No. 178 is superior to No. 179, Enaville to Prichard.—See Rule 72.

WESTWARD—BURKE BRANCH—EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		Distance from Wallace	Time Table No. 27 February 28, 1926			Distance from Burke	SECOND CLASS	
	STATIONS	W		B					
					0.0	6.6			
			0.0	D-R WALLACE 0.2 We			6.6		
			0.3	N. P. CROSSING 2.5			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		
			(6.6)						

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

SPECIAL RULES

2 (R). Time Inspectors are located as shown below:

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

Spokane	Wills & Talbott
Tekoa	M. M. Heacock & Co.
Colfax	O. M. Johnson
Walla Walla	Martin Jewelry Co.
Pendleton	Sawtelle, Inc.
Yakima	Noble Jewelry Co.
Wallace	H. E. Heumann

3 (R). Standard clocks are located at the points shown below:

Spokane	Dispatcher's Office
Spokane	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

10 (H). At night, a yellow light on a Drawl Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant, indicates "proceed at slow speed."

10 (R). Between Spokane Union Station and N. P. Crossing, switch lights show as follows:

- White, for main track;
- Red, for diverging track.

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

- In yards where yard engines are employed and at stations where switching is being done;
- At meeting points, until the train is clear of the 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 Rules 17 and D-17.

28 (A). White indicator board displayed at a station will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
75	Dishman	Any station
77	Dishman	Stations west of Manito
77	Chester	Stations west of Manito
77	Mica	Stations west of Manito
77	Freeman	Stations west of Manito
77	Manito	Stations west of Manito
85	Dishman	Any station
87	Dishman	Any station

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
11	Any station	East of Ayer Jct.
12	Any station	West of Ayer Jct.
75	Dishman	West of Spokane
76	Dishman	Any station
77	Dishman	Beyond Spokane
77	Chester	Beyond Spokane
77	Mica	Beyond Spokane
77	Freeman	Beyond Spokane
77	Manito	Beyond Spokane
78	Freeman	West of Manito
78	Mica	West of Manito
78	Chester	West of Manito
78	Dishman	West of Manito
86	Dishman	Any station

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS, MAIL AND EXPRESS

TRAINS	STOPS	TO OR FROM
47-48	Any station	Any station
51-52	Any station	Any station
73-74	Any station	Any station
75-76	Magallon	Any station
75-76	Matthew	Any station
75-76	Walker	Any station
75-76	Sheffler	Any station
75-76	Reavis	Any station
75-76	Finch	Any station
81-82	Any station	Any station
83-84	Any station	Any station
85-86 }	Shont	Any station
87-88 }		
165	Dumas	Any station
171-172	Any station	Any station
175-176	Whitlow	Any station
175-176	Holland	Any station
178-179	Any station	Any station
181-182	Any station	Any station

83 (E). Train registers will not be used by train or engine men as a means of identifying extra trains.

83 (R). Clearance card (Form 2643) must be received at Walla Walla by all trains.

83 (S). Trains are not required to receive clearance card (Form 2643) as per Rule 83 (A), as follows:

- At Bolles, all trains;
- At Midvale, all trains;
- At Turner, all westward trains;
- At Amwaco, all eastward trains;
- At Prichard, all westward trains;
- At N. P. Crossing, all eastward S. I. trains;
- At LaCrosse, all trains, when no operator on duty;
- At Hooper Junction, all trains, when no operator on duty;
- At Connell, all eastward trains, when no operator on duty;
- At Sunnyside, all eastward trains, when no operator on duty.

83 (T). At N. P. Crossing, eastward passenger trains from Spokane International Railway will not be required to ascertain whether all trains due, which are superior or of the same class have left, but may proceed N. P. Crossing to Spokane Passenger station on clear Interlocking Signal indication at N. P. Crossing, and run with current of traffic, being governed by Rule 93.

83 (U). Trains will register by registering ticket (Form 2642) as follows:

- At Manito, No. 77;
- At Hooper Junction, Nos. 11 and 12, when operator is on duty;
- At Attalia, Nos. 11, 12, 75 and 76.

83 (V). Train registering exceptions.

- At Manito, train register will also serve as train register for Bell.
- At Plummer Junction, train register will also serve as train register for West Plummer.
- At Zillah, only first class trains will register.

83 (W). To enable westward trains originating at Spokane to comply with Rule 83 when passing from double to single track, train register at Spokane will also serve as train register for end of double track at N. P. Crossing and West Spokane. Conductors and enginemen must identify eastward trains which are superior or of the same class between Spokane and end of double track. Trains displaying signals when moving between N. P. Crossing and West Spokane will whistle as per Rule 14 (k). Trains originating at West Spokane will obtain clearance cards at Spokane.

83 (X). 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.

83 (Y). 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.

THIRD DIVISION

SPECIAL RULES—Continued

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Seventh Sub-Division					
Spokane Umatilla	West Spokane	Marengo	Ayer Junction	Attalia	Wallula
Spokane-Tekoa Sub-Division					
Spokane	East Spokane	Manito	Bell	Tekoa	
Tekoa-Ayer Jct. Sub-Division					
Tekoa St. John Grange City	Seltice Winona Ayer Junction	Colfax La Crosse	Endicott Riparia	Oakesdale West Riparia	Thornton Tucannon
Starbuck-Pendleton Sub-Division					
Starbuck Pendleton	Bolles	Prescott	Walla Walla	Milton	Athena
Branches					
Yakima Branch					
Yakima Kennewick	Zillah Attalia	Midvale	Sunnyside	Grandview	Benton City
Wallula Branch					
Wallula	Walla Walla				
Pomeroy Branch					
Pomeroy Delaney	Zumwalt Starbuck	Houser	Dodge	Chard	Jackson
Dayton Branch					
Dayton Taggard	Long Bolles	Dumas	Huntsville	Waitsburg	Loyd
Amwaco Branch					
Bell	Amwaco				
Connell Branch					
La Crosse	Hooper	Hooper Jct.	Washtucna	Kahlotus	Connell
Moscow Branch					
Moscow	Pullman	Albion	Colfax		
Wallace Branch					
Tekoa Pine Creek	Plummer Pine Creek Spur	Chatcolet Bradley	Harrison Sierra-Nevada Spur	Rose Lake Kellogg-Wardner	Enaville Wallace
Enaville Branch					
Prichard	Beaver	Jefferson	Enaville		
Burke Branch					
Wallace	Burke				

93 (S). Westward movements from Third Division may be made on Second Division between junction switch at Pendleton and depot at Pendleton without protecting against first class trains, provided Home Block Signal 2165 changes to "proceed" position after junction switch is opened. When Home Block Signal 2165 fails to so change, Second Division main track must not be occupied until flagman has been sent in each direction on that track a sufficient distance to insure full protection.

93 (T). On double track between N. P. Crossing and West Spokane trains and engines will use right hand track in direction they are moving.

93 (U). Joint Operation between Walry and Taumarsen. Within yard limits extending between Walry and Taumarsen, 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 Taumarsen. Under control means to be able to stop within one-half 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.

93 (V). Joint Operation of Umapine Spur. 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 register time of arrival, and leave staff at Prunedale, and no train shall leave Prunedale for movement over the Spur 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 one-half 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 Spur.

93 (W). Joint Operation Zillah and Huntsville. Tracks of O. W. R. R. & N. Company 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."

93 (X). 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 one-half distance track is seen or known to be clear.

98 (R). RAILROAD CROSSINGS AND JUNCTIONS.

Location	Railroad Crossed, Or, Junction With	Trains Which Have Precedence	HOW GOVERNED
Attalia (M.P. 212.8)	N. P.	N. P., except passenger trains have precedence over all freight trains.	Trains of both companies stop before crossing.
Attalia (M.P. 212.2)	N. P.	N. P., except passenger trains have precedence over all freight trains.	Trains of both companies stop before crossing.
Spokane (M.P. 163.3)	N. P-S. & E.		Interlocking plant.
Farmington (M.P. 103.2)	N. P.	N. P., except passenger trains have precedence over all freight trains.	Protected by hand crossing gates set normally against N. P.
Garfield (M.P. 95.3)	N. P.	O. W.	Trains of both companies stop before crossing.
Colfax (M.P. 77.1)	I. E.		Interlocking plant.
Oakesdale (M.P. 91.6)	N. P-I. E.	O. W.	All trains stop before crossing.
Thornton (M.P. 82.5)	I. E.	O. W.	Protected by hand crossing gates set normally against I. E. Company.
Riparia (M.P. 17.3)	N. P.	O. W., except passenger trains have precedence over all freight trains.	Protected by hand crossing gates set normally against N. P.
Walla Walla (M.P. 47.9)	N. P.	O. W.	Trains of both companies stop before crossing.
Walla Walla (M.P. 47.3)	W. W. V. Ry.	O. W.	Protected by hand crossing gates set normally against W. W. V. Ry.
Walry (M.P. 44.2)	W. W. V. Ry.	O. W.	Protected by hand crossing gates set normally against W. W. V. Ry.
Milton (M.P. 36.8)	W. W. V. Ry.	O. W.	Protected by hand crossing gates set normally against W. W. V. Ry.
Parker (M.P. 91.3)	N. P.	N. P., except passenger trains have precedence over all freight trains.	Interlocking plant.
Parker (M.P. 89.4)	N. P.		See Special Rule 98 (V).
Villard (M.P. 7.3)	N. P.	N. P.	Trains of both companies stop before crossing.
Finch (M.P. 28.9)	W. W. V. Ry.	O. W.	Protected by hand crossing gates set normally against W. W. V. Ry.
Long (M.P. 8.9)	N. P.	O. W.	Trains of both companies stop before crossing.
Pullman (M.P. 19.3)	N. P.	O. W.	Trains of both companies stop before crossing.
Wallace (M.P. 80.3)	N. P.	O. W.	Trains of both companies stop before crossing.

98 (S). The Washington State Law governing movement of trains over railroad crossings at grade is as follows:

Trains shall stop at railroad crossings—All railroads and street railroads, operating in this state shall cause their trains and cars to come to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signal men, interlocking plants or gates.

98 (T). All trains will stop before crossing drawbridge 17.23 over Snake River at Riparia, and may then proceed if draw span is seen to be closed.

98 (U). 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.

98 (V). 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.

98 (W). All trains and engines will stop at established "stop" boards before crossing draw bridge 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.

SPECIAL RULES—Continued

THIRD DIVISION

101 (D). When passing through stations, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on the platform of the car next ahead, with vestibule door open.

101 (E). Trains will be handled with caution where sand is blowing, when weather is foggy or stormy and at points where there is liability of track being obstructed, losing time if necessary to insure safety.

103 (A). Engines must not be run under any coal mine tipple, nor through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

104 (R). Switches will be set normally,
At Mica, Oudin spur track switch must be set to act as derailer for house track;
At Seltice, for line via Colfax;
At Winona, for line via Colfax;
At West Plummer, for Plummer Junction;
At Gem High Line, for high line;
At Standard High Line between Wallace and Gem, for high line.

DIVISION SPEED RESTRICTIONS

152 (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.

152 (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; 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. Engines of 2-10-2 class handling passenger, mail or express trains must not exceed speed of 25 miles per hour on curves of 7 degrees and over. Figures on stake at beginning of curve indicate degree of curve.

152 (C). In any class of service engines of the Consolidation class will not exceed speed of 35 miles per hour, Mikado class engines with 57" drivers speed of 45 miles per hour, Mikado class engines with drivers 63" speed of 50 miles per hour, 2-10-2 class engines speed of 45 miles per hour, Mallet engines 3800, 3801 and 3802 speed of 15 miles per hour and other Mallet engines speed of 25 miles per hour.

152 (D). When within yard limits a maximum speed of 30 miles per hour by first class trains and 15 miles per hour by other trains and engines must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.

152 (E). All trains will not exceed 15 miles per hour through sidings, interlocking plants and over railroad crossings at grade and must be under control through sidings, interlocking plants and yard limits. Under control means to be able to stop within one-half the distance track is seen to be clear.

152 (F). Engines running backward with or without cars will not exceed speed of 20 miles per hour. Consideration must be given climatic conditions, weight of engines and track conditions, particularly sharp curves and slower speed will be maintained if necessary for safety.

152 (G). Permanent slow boards will indicate distance to track requiring restricted speed.

152 (H). Trains handling logs will not exceed speed of 6 miles per hour through truss bridges and 15 miles per hour at other points. When log cars are equipped with patent stakes the height of load and logs chained, speed of 20 miles per hour is permitted.

152 (I). Trains in which steam derrick is moving will not exceed 25 miles per hour.

152 (R). 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 West Spokane and Cowles; and Bridge 271.70 crossing Snake River between Joso and Chew; and trainmen and enginemen will watch train and track closely and be prepared to stop should an emergency arise.

SUB-DIVISION SPEED RESTRICTIONS

	Passenger Mail and Express	Freight and Mixed
152 (S). SEVENTH SUB-DIVISION.		
Over street crossings at grade in Cheney.....	8 miles	8 miles
Through tunnels between Spokane and Ayer Jct.....	45 miles	25 miles
152 (T). SPOKANE-TEKOA SUB-DIVISION.		
Through tunnel between Spokane and N. P. Crossing.....	15 miles	10 miles
Through interlocking plant at N. P. Crossing, Spokane.....	10 miles	10 miles
Over street crossings at grade on line through old yard between N. P. Crossing and Mission Avenue, Spokane.....	6 miles	6 miles
Over street crossings at grade between N. P. Crossing and city limits, Spokane.....	12 miles	12 miles
On descending grade between Chester and Mica.....	50 miles	20 miles
Between Manito and Tekoa.....	50 miles	35 miles
Over street crossings at grade in Fairfield.....	6 miles	6 miles
152 (W). TEKOA-AYER JUNCTION SUB-DIVISION.		
Between Tekoa and Riparia.....	50 miles	35 miles
Over N. P. Ry. crossing west of Farmington.....	20 miles	20 miles
Over street crossings at grade in Elberton.....	25 miles	25 miles
Over street crossings at grade in Colfax.....	6 miles	6 miles
On descending grade between Colfax and Crest.....	25 miles	12 miles
Between Crest and Thera.....	40 miles	25 miles
Over street crossings at grade in St. John.....	6 miles	6 miles
Through tunnel 27 west of Hay.....	10 miles	10 miles
Over Snake River Bridge 17.23, at Riparia.....	5 miles	5 miles
Between Riparia and Ayer Junction.....	50 miles	30 miles

	Passenger Mail and Express	Freight and Mixed
152 (X). STARBUCK-PENDLETON SUB-DIVISION.		
Between Starbuck and Barrett.....	40 miles	30 miles
On descending grade between Starbuck and Alto.....	30 miles	12 miles
Over street crossings at grade in Walla Walla.....	6 miles	6 miles
Over street crossings at grade in Milton.....	15 miles	15 miles
On Umapine Spur.....	20 miles	20 miles
On descending grade between Barrett and Downing.....	30 miles	15 miles
Between Downing and Pendleton.....	50 miles	30 miles
Over street crossings at grade in Athena.....	6 miles	6 miles
Over street crossings at grade in Pendleton.....	6 miles	6 miles

BRANCHES

152 (Y).		
Yakima Branch.....	45 miles	30 miles
Over street crossings at grade in Yakima, except Yakima Avenue and Walnut Street.....	10 miles	10 miles
Over Yakima Avenue and Walnut Street in Yakima.....	6 miles	6 miles
Over Yakima River Bridge 89.35 at Parker.....	15 miles	15 miles
Over street crossings at grade in Zillah.....	10 miles	10 miles
Over street crossings at grade in Kennewick.....	8 miles	8 miles
Over Columbia River Bridge 7.44 at Villard.....	20 miles	10 miles
Wallula Branch.....	40 miles	30 miles
Pomeroy Branch.....	25 miles	20 miles
Dayton Branch.....	25 miles	20 miles
Over street crossings at grade in Dayton.....	6 miles	6 miles
Between Dayton and Bolles.....	35 miles	25 miles
Amwaco Branch.....	15 miles	15 miles
Connell Branch—		
Between LaCrosse and M. P. 27.....	30 miles	25 miles
Over steel bridge 15.13 between Hooper and Hooper Jct.....	8 miles	8 miles
Between M. P. 27 and Connell.....	30 miles	20 miles
Moscow Branch.....	35 miles	25 miles
Over street crossings at grade in Pullman.....	6 miles	6 miles
Over South Main Street crossing in Colfax.....	4 miles	4 miles
Over street crossings at grade in Colfax, except South Main Street.....	6 miles	6 miles
Wallace Branch.....	50 miles	35 miles
On descending grade between Chatcolet and Lovell.....	50 miles	15 miles
Over Chatcolet Trestle and Drawbridge 23.45.....	15 miles	15 miles
Pine Creek Spur.....	10 miles	10 miles
Sierra-Nevada Spur.....	10 miles	10 miles
Over street crossings at grade in Wallace.....	6 miles	6 miles
Enaville Branch.....	25 miles	25 miles
Between Beaver and M. P. 6.....	20 miles	20 miles
Between M. P. 6 and Jefferson.....	10 miles	10 miles
Burke Branch.....	20 miles	20 miles
Burke to Wallace.....	20 miles	10 miles
Standard, Gem and Hecla High Lines.....	15 miles	15 miles

221 (R). Lights will not be kept burning at night in train order signals on branch lines and at Oakesdale, Thornton, St. John, Prescott, Milton, Weston and Adams, when operators are not on duty, and trains will be governed by the day indication.

221 (S). Trains will not whistle for, but will be governed by, the position of, train order signals, at Ayer Junction, Wallula, Tekoa, Riparia and Plummer Junction.

525. 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.

674. To indicate the route to be used through interlocking plants, the following engine and motor whistle signals will be used:

At N. P. Crossing, Spokane:	
For Spokane Union Station.....	0 0 0
For old yard.....	0 0 0 0
For East Spokane.....	0 0 0 0
For N. P. Transfer.....	0 0 0
For S. & E. Transfer.....	
At Colfax:	
To and from Crest.....	
To and from Moscow Branch.....	0 0 0
At N. P. Crossing, just east of Parker:	
For Yakima.....	0 0 0 0
For Parker.....	0 0 0 0

706 (R). At Spokane Union Station, trains and engines will be governed by Rules and Regulations of Spokane Union Station.

720 (R). Nos. 251 and 252 between Spokane and Ayer Jct., and between Wallula and Umatilla; freight trains between Tekoa and Plummer Jct.; Enaville Branch trains between Enaville and Wallace; and No. 361 will carry passengers.

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.

802 (R). Whenever a car or cars are being switched or shoved over a public crossing a man must go ahead of them, or must act as crossing watchman.

When a train has been opened to clear a public crossing a trainman must act as crossing watchman when train or engine is passing on a siding or main track.

Where crossing watchman is on duty trainmen must not give signal for highway traffic to come ahead.

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

Crossing watchmen 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.

825 (R). 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.

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the 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 the Railroad Surgeon.

Railroad surgeons are located as shown below:

PLACE	NAME	TITLE	DISTRICT
Portland	Donald H. Jessop	Chief Surgeon	Portland
Portland	M. K. Hall	Asst. Chief Surgeon	Portland
Portland	H. M. Bouvy	Chief Oculist, Ear, Nose and Throat	Portland
Portland	John McCollom	Eye, Ear, Nose and Throat	Portland
Spokane	H. B. Luhn	Division Surgeon	Spokane to Tekoa
Spokane	James B. Munly	District Surgeon	Spokane to Tekoa
Spokane	F. C. Harvey	Oculist and Aurist	Spokane to Tekoa
Umatilla	Alexander Reid	District Surgeon	Umatilla to Stanfield
Tekoa	A. J. Nelson	District Surgeon	Spokane to Colfax
Colfax	W. A. Mitchell	District Surgeon	Tekoa to Starbuck & Moscow Branch
St. John	Douglas McIntyre	District Surgeon	Tekoa to Winona
Starbuck	C. K. Osborne	District Surgeon	Walla Walla to Pomeroy Ayer Jct. to Riparia
Walla Walla	W. A. Pratt	District Surgeon	Umatilla to Riparia
Walla Walla	E. J. Rhoades	District Surgeon	Pendleton to Walla Walla
Kennewick	L. G. Spaulding	District Surgeon	Grandview to Umatilla
Grandview	Marvin Munsell	District Surgeon	Yakima to Kennewick
Yakima	A. J. Helton	District Surgeon	Yakima to Spokane
Pomeroy	J. W. Sherfey	District Surgeon	Pomeroy to Starbuck
Dayton	W. W. Day	District Surgeon	Walla Walla to Dayton
Wallace	Mowery & Mowery	District Surgeon	Burke to Tekoa
Harrison	Karl J. May	District Surgeon	Burke to Tekoa
Washtucna	A. L. Victor	District Surgeon	La Crosse to Connell
Pullman	J. L. Gilleland	District Surgeon	Moscow to Colfax
Moscow	C. L. Gritman	District Surgeon	Moscow to Colfax
Lewiston	J. B. Morris	District Surgeon	Lewiston to Riparia
Pendleton	H. J. Kavanaugh	District Surgeon	Arlington to La Grande
Pendleton	J. P. Brennan	District Surgeon	Arlington to La Grande
Pendleton	F. W. Vincent	Consulting Surgeon	Pendleton
Pendleton	R. H. Hester	Specialist	Arlington to La Grande

850. A buffer car (not to be occupied by passengers) will be used on passenger trains between locomotive and cars occupied by passengers.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

891 (A). Enginemen must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

896 (R). 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.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

AIR BRAKES

1014 (A). Engines in freight or mixed train service will carry 90 pounds air brake pipe pressure on the Enaville Branch, Sierra Nevada Spur, between Wallace and Burke and on descending grades between Crest and Colfax, Starbuck and Bolles, Barrett and Weston, Lovell and Chatcolet.

Engines in passenger service between Spokane and Pendleton, Spokane and Riparia and Lewiston and Walla Walla will carry main line standard air brake pipe pressure.

Engines in passenger service between Spokane and Wallace will carry standard branch line air brake pipe pressure.

1044 (B). Road train brake test as prescribed in Rule 1044 (A) will be made on all freight trains before descending grade Weston to Barrett, Alto to Starbuck, Jerita to Hay, Crest to Colfax, Mica to Chester, Watt to Lovell, Watt to Chatcolet, Burke to Wallace, Sierra Nevada Mine to Bradley, Jefferson to Delta and this test will also be made at intermediate points on these grades either ascending or descending, whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned or train has been standing for 30 minutes or more.

1046. Trainmen will be particular to know 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.

1048 (B). On freight and passenger trains when undesired quick or emergency action of brakes has occurred on service reduction, thereafter, before starting service reductions, enginemen will place brake valve in release position for two seconds then in running position for one second then in service position for the reduction. This to insure all triple valves being in release position at the time service reduction starts thereby tending to avoid quick action of the brakes when making service reduction.

1050 (G). 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.

1050 (H). 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.

1051 (B). Running tests as prescribed in Rules 1051 and 1051 (A) will be made by trains before descending grades between Weston and Barrett, Menoken and Starbuck, Jerita and Hay, Crest and Colfax, Darknell and Rockford, Mica and Chester, and between Lovell and Chatcolet and on other grades of 1.8% and over.

1051 (C). At Spokane Union Station passenger trains will make running air test only after leaving the elevated structure.

1060 (B). Trainmen must know condition of hand brakes on freight cars that have air brakes cut out.

1066 (B). 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.

1077 (B). Retaining valves on all cars will be used in trains descending grades 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 Spur	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.

1079 (B). Descending freight trains will stop ten minutes at Hay, Relief and Bade to allow wheels to cool.

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 Jct.	Ayer Jct to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Ayer Jct.	Ayer Jct. 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 Jct. to Starbuck	Ayer Jct. to Grange City Jct.	Grange City Jct. to Riparia	Riparia to Hay	Hay to Jerita	Winona to Mookonema	Mookonema to Crest	Colfax to Elberton	Elberton to Farmington	Winona to Oakesdale	Oakesdale to Tekoa
TT63 29 1/2 288 30	5400 to 5414	3350					3350	2120																			
M. 57 18 91 24	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 30	3800 to 3802	4510	6240	4820	4820	6575	4510	2860									3230	6575									
MC. 57 26-41 464 32	3620 to 3629	4895					4895	3105																			
A. 81 20 106 28	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 28	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 28	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 28	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 28	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 28	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 28	2166 to 2171	2700	3500	2800	2800	3535	2700	1540	935	1460	2120	1355					1740	3535									
MK. 57 23 1/2 208 30	2100 to 2165	2700	3500	2800	2800	3500	2700	1520	925	1440	2090	1335					1720	3500									
T. 63 22 160 28	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 28	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 26	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 26	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 26	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 26	1727 to 1729 1732	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 24	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 24	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 24	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 26	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 26	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 24	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 24	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 24	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 30	730 to 768	2000	2850	2300	2300	3000	2000	1305	795	1240	1800	1150	1210	425	1400	1210	1475	3000		1100	700	1150	1000	1525	1035	870	1275
C. 57 22 179 30	725 to 729	2000	2850	2300	2300	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 30	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 30	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 30	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 30	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 26	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 24	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	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	Pomerooy to Starbuck	Starbuck to Pomerooy	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	29½ 288 30	5400 to 5414																										
M. 57	18 91 24	175	455	500	560	260	915	495	430	325	650	1185	915	500	915	1040	500	500	1040	430	325	330	340	1185	500	475	430	
MC. 57	26-40 394 30	3800 to 3802																										
MC. 57	26-41 464 32	3620 to 3629																										
A. 81	20 106 28	230	595	655	735	340	1195	640	565	425	850	1550	1195	655	1195	1360	655	655	1360	565	425	435	445	1550			560	
P. 77	25 178 28	380	980	1080	1205	560	1960	1055	930	700	1400			1080	1960	2230	1080					715	725	2545				925
P. 77	25 167 28	380	980	1080	1205	560	1960	1055	930	700	1400			1080	1960	2230	1080					715	725	2545				925
P. 77	22 149 28	295	760	835	930	435	1520	820	720	540	1085	1970	1520	835	1520	1730	835	835	1730	720	540	555	565	1970				715
P. 77	22 185 28	295	760	835	930	435	1520	820	720	540	1085	1970	1520	835	1520	1730	835	835	1730	720	540	555	565	1970				715
P. 77	22 143 28	295	760	835	930	435	1520	820	720	540	1085	1970	1520	835	1520	1730	835	835	1730	720	540	555	565	1970				715
MK. 63	26 209 28	2166 to 2171																										
MK. 57	23½ 208 30	2100 to 2165																										
T. 63	22 160 28	360	930	1020	1140	530	1850	1000	880	660	1325	2405	1850	1020	1850	2110	1020	1020	2110	880	660	675	690	2405				875
T. 69	22 159 28	330	845	935	1040	480	1690	905	800	605	1210	2205	1690	935	1690	1935	935	935	1935	800	605	620	630	2205				800
T. 57	20 126 26	290	745	825	920	430	1500	800	705	535	1065	1940	1500	825	1500	1700	825	825	1700	705	535	545	555	1940				705
T. 57	20 119 26	275	710	780	870	405	1420	760	670	505	1015	1840	1420	780	1420	1615	780	780	1615	670	505	515	525	1840	780	740		670
T. 64	22 145 26	330	845	935	1040	480	1690	905	800	605	1210	2205	1690	935	1690	1935	935	935	1935	800	605	620	630	2205				800
T. 64	15½-26 145 26	265	680	750	835	390	1360	730	645	485	970	1760	1360	750	1360	1545	750	750	1545	645	485	495	505	1760				640
T. 63	20 113 24	220	575	635	705	330	1150	615	545	410	820	1490	1150	635	1150	1310	635	635	1310	545	410	420	425	1490	635	600		540
T. 63	19 92 24	170	445	490	545	255	890	480	420	320	635	1155	890	490	890	1015	490	490	1015	420	320	325	330	1155	490	465		420
T. 55	18 71 24	160	415	455	505	235	825	445	390	295	590	1070	825	455	825	940	455	455	940	390	295	300	305	1070	455	430		390
E. 62	18 62 26	180	470	515	575	270	940	505	445	335	670	1215	940	515	940	1070	515	515	1070	445	335	340	350	1215	515	490		440
E. 64	18 69 26	165	425	470	525	240	850	460	405	305	610	1105	850	470	850	970	470	470	970	405	305	310	315	1105	470	445		400
E. 57	17 51 24	120	315	345	385	180	630	340	300	225	450	820	630	345	630	720	345	345	720	300	225	230	235	820	345	330		295
E. 63	17 55 24	120	310	340	380	175	620	330	295	220	440	800	620	340	620	705	340	340	705	295	220	225	230	800	340	325		290
E. 63	17 54 24	110	285	315	350	165	570	300	270	205	410	740	570	315	570	650	315	315	650	270	205	205	210	740	315	300		270
C. 57	22 187 30	425	1100	1210	1350	630	2200	1185	1040	785	1570	3000	2200	1310	2300	2500	1210					800	815	2850				1035
C. 57	22 179 30	425	1100	1210	1350	630	2200	1185	1040	785	1570	3000	2200	1310	2300	2500	1210					800	815	2850				1035
C. 57	20½ 172 30	330	855	945	1055	490	1720	925	810	615	1225	2225	1720	945	1720	1950	945	945	1950	810	615	625	635	2225				810
C. 57	20½ 167 30	330	855	945	1055	490	1720	925	810	615	1225	2225	1720	945	1720	1950	945	945	1950	810	615	625	635	2225				810
C. 57	15½-26 167 30	340	880	970	1080	500	1760	945	830	630	1255	2280	1760	970	1760	2000	970	970	2000	830	630	640	650	2280				830
C. 55	19 149 30	330	850	935	1045	485	1700	915	805	610	1215	2205	1700	935	1700	1935	935	935	1935	805	610	620	630	2205				800
C. 51	20 137 26	315	815	895	999	465	1630	875	770	580	1160	2110	1630	895	1630	1850	895	895	1850	770	580	590	605	2110	895	850		765
C. 51	20 117 24	250	650	715	795	370	1300	700	615	465	930	1685	1300	715	1300	1480	715	715	1480	615	465	475	480	1685	715	680		610

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 29 288 30	5400 to 5414										
M. 57 18 91 24	4200 to 4208	500	345	915	530	315	530	125	125	125	
MC. 57 26-40 394 30	3800 to 3802										
MC. 57 26-41 464 32	3620 to 3629										
A. 81 20 106 28	3500 to 3514		450	1195	695	410	690	165	165	165	
P. 77 25 178 28	3226 to 3227		740	1960	1140	675	1135	270		270	
P. 77 25 167 28	3218 to 3225		740	1960	1140	675	1135	270		270	
P. 77 22 149 28	3208 to 3217		575	1520	885	520	880	210	210	210	
P. 77 22 135 28	3204 to 3207	835	575	1520	885	520	880	210	210	210	
P. 77 22 143 28	3200 to 3203		575	1520	885	520	880	210	210	210	
MK. 63 26 209 28	2166 to 2171										
MK. 57 23 208 30	2100 to 2165										
T. 63 22 160 28	1755 to 1760		700	1850	1080	635	1075	255	255	255	
T. 69 22 159 28	1742 to 1754		640	1690	990	585	985	235	235	235	
T. 57 20 126 26	1737 to 1741	825	565	1500	870	515	865	205	205	205	
T. 57 20 119 26	1733 to 1736	780	535	1420	825	485	820	195	195	195	
T. 64 22 145 26	1730 to 1731	935	640	1690	990	585	985	235	235	235	
T. 64 15 26 145 26	1727 to 1729 1732	750	515	1360	790	470	790	190	190	190	
T. 63 20 113 24	1715 to 1726	635	435	1150	670	395	665	160	160	160	
T. 63 19 92 24	1709 to 1714	490	335	890	520	305	515	125	125	125	
T. 55 18 71 24	1701 to 1708	455	310	825	480	285	480	115	115	115	
E. 62 18 62 26	1122 to 1123	515	355	940	545	320	545	130	130	130	
E. 64 18 69 26	1114 to 1121	470	320	850	495	295	495	120	120	120	
E. 57 17 51 24	1111	345	240	630	365	215	365	85	85	85	
E. 63 17 55 24	1106 to 1108	340	235	620	360	210	360	85	85	85	
E. 63 17 54 24	1102 to 1105	315	215	570	330	195	330	80	80	80	
C. 57 22 187 30	730 to 768		830	2200	1280	755	1275	305	305	305	
C. 57 22 179 30	725 to 729		830	2200	1280	755	1275	305	305	305	
C. 57 20 172 30	719 to 723		650	1720	1000	590	995	240	240	240	
C. 57 20 167 30	710, 715 718 & 724		650	1720	1000	590	995	240	240	240	
C. 57 15 26 167 30	711 to 714 716 & 717		665	1760	1025	605	1020	245	245	245	
C. 55 19 149 30	707 to 709		640	1700	990	585	985	235	235	235	
C. 51 20 137 26	705 to 706	895	615	1630	945	560	945	225	225	225	
C. 51 20 117 24	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 lbs. on Drivers:

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

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

SPOKANE-UMATILLA

Teske	M. P.	310.6
Magallon	"	258.6
Matthew	"	253.3
Walker	"	244.0
Sheffler	"	242.0
Cold Springs	"	194.0

SPOKANE-TEKOA

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

TEKOA-AYER JUNCTION

Warner	M. P.	45.2
Coman	"	33.8
Huntley	"	22.5
Juno	"	20.8
Powers	"	96.0

STARBUCK-PENDLETON

Prunedale	M. P.	34.1
Langdon	"	44.5
McKay	"	78.0

YAKIMA BRANCH

Purdy	M. P.	2.0
Kalan	"	3.1
McDougal	"	32.8
Meek	"	45.6
Shultz	"	52.6

YAKIMA BRANCH—Continued

Capp	M. P.	54.8
Forsell	"	59.9
Waneta	"	61.6
Morris	"	66.2
Baird	"	69.0
Norine	"	71.6
Blaine Acres	"	74.7
Dalton	"	75.9
Pana	"	77.3
Flint	"	83.6
Dunbro	"	85.4
Mellis	"	88.4

WALLULA BRANCH

Reavis	M. P.	22.3
Robinson	"	28.4
Finch	"	28.6
Artesia	"	29.1

POMEROY BRANCH

Dodge	M. P.	16.3
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DAYTON BRANCH

Loyd	M. P.	4.0
Taggard	"	4.5
Dumas	"	8.4

CONNELL BRANCH

Benner	M. P.	3.5
Palouse Falls	"	17.9
Wacota	"	33.9
Curry	"	51.0

MOSCOW BRANCH

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

WALLACE BRANCH

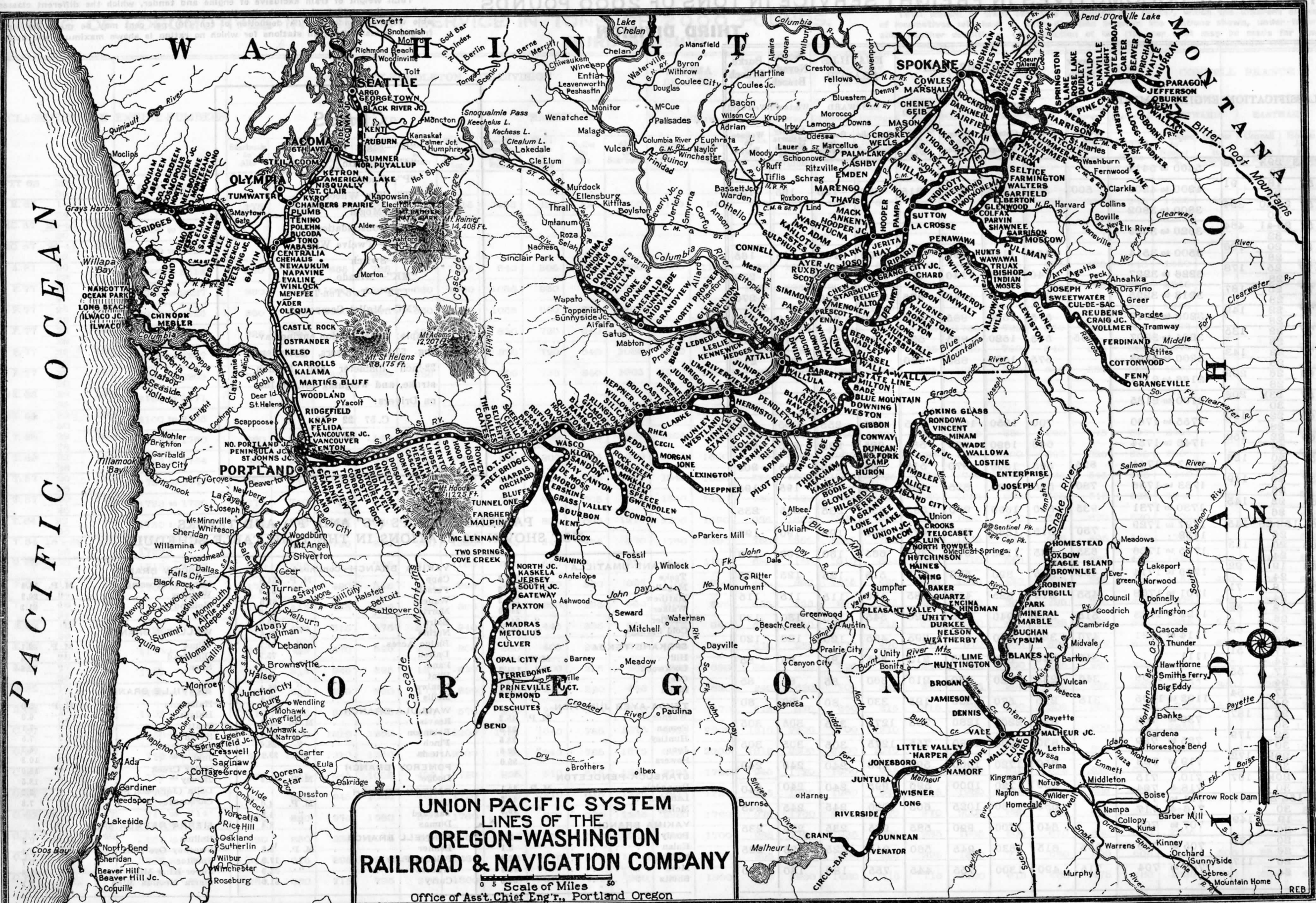
Tilma	M. P.	2.1
Olmstead	"	10.5
Shont	"	72.6

ENAVILLE BRANCH

Hallstrom	M. P.	5.0
Haight	"	6.0
Pratt	"	7.1
Smith	"	7.5
Siplo	"	8.2
Joki	"	10.3
Cedar Creek	"	18.0
Jarvey	"	18.5
Delta (Jefferson Spur)	"	3.2
Carbonate	"	7.8

SIERRA NEVADA SPUR

Bullion	M. P.	0.3
Sweeney Ore Bins	"	0.4
Smelter	"	0.7
Silver King Mill	"	1.3
Sierra Nevada Mine	"	4.1



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

Scale of Miles
Office of Asst. Chief Engr., Portland Oregon