

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday, August 8, 1926

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

FIRST DIVISION-----	Main Line -----	385.87		
	Branches -----		411.22	
	Total -----			797.09
SECOND DIVISION-----	Main Line -----	233.22		
	Branches -----		97.83	
	Total -----			331.05
THIRD DIVISION-----	Main Line -----	183.64		
	Branches -----		746.07	
	Total -----			929.71
	Total Main Lines-----	802.73		
	Total Branches -----		1255.12	
	Total -----			2057.85

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

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS			FIRST CLASS						Distance from Huntington	Time Table No. 30 August 8, 1926	Distance from Portland	FIRST CLASS						SECOND CLASS	
255	17	29	1	25	11	5	23	30				2	18	26	12	6	24	256	
Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
10.10AM	4.00AM			6.10PM		6.34PM	2.30PM	0.0	HUNTINGTON	389.5		12.35AM	6.40AM		12.40PM	2.25PM	7.00PM		
8.45PM	8.00AM			10.15PM		9.25PM	6.30PM	99.5	LA GRANDE	290.0		8.35PM	2.45AM		8.45AM	10.40AM	6.45AM		
1.58AM	11.20AM		8.30AM	1.15AM		12.10AM	10.00PM	173.8	PENDLETON	215.7	4.30PM	5.00PM	11.15PM		5.35AM	7.00AM	5.35PM		
3.00AM	11.40AM		8.40AM	1.35AM		12.25AM	10.25PM	177.5	RIETH	212.0	4.15PM	4.40PM	11.00PM		5.05AM	6.30AM	5.15PM		
5.15AM			10.00AM		2.30AM		12.20AM	215.8	UMATILLA	183.0	2.55PM		12.55AM	3.40AM	5.00AM	10.30AM			
12.10PM	3.30PM	1.30PM	1.10PM	5.30AM	4.55AM	4.05AM	3.35AM	305.3	THE DALLES	84.2	11.20AM	11.30AM	12.15PM	7.00PM	10.20PM	12.10AM	1.20AM	1.40AM	
	6.15PM	4.30PM		8.30AM	7.30AM	6.30AM	7.15AM	389.5	PORTLAND	0.0	8.30AM		9.35AM	4.00PM	7.45PM	9.30PM	10.45PM		
6.20PM								394.3	ALBINA	1.6								8.30PM	
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	Leave Daily	
(32.10) 13.2	(14.15) 27.3	(3.00) 28.2	(4.40) 30.0	(14.20) 27.2	(5.00) 36.6	(11.56) 32.6	(16.45) 23.5	.....Time.....			(2.50) 29.7	(5.00) 28.1	(15.00) 25.9	(14.40) 26.5	(5.10) 35.4	(15.10) 28.8	(15.40) 24.8	(46.30) 8.6
								.....Average Speed per Hour.....										

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS			FIRST CLASS						Distance from Seattle	Time Table No. 30 August 8, 1926	Distance from Portland	FIRST CLASS						SECOND CLASS	
691	43	41	37	35	563	561	562	564				32	34	38	42	692			
Time Freight	C M. & St. P. Passenger (18)	C M. & St. P. Passenger (15)	C M. & St. P. Passenger (16)	C M. & St. P. Passenger (17)	Passenger	Passenger	Passenger	Passenger	C M. & St. P. Passenger (17)	C M. & St. P. Passenger (16)	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
6.25PM	8.30PM	7.15PM	9.30AM	8.00AM	11.15PM	1.00PM			7.15PM	6.30AM	7.45AM	9.15AM	7.00PM	8.05PM					
8.30PM	8.40PM	7.25PM	9.40AM	8.10AM				3.1	7.32AM	9.00AM	6.50PM	7.50PM			6.45AM				
12.05AM					12.40AM	2.25PM		38.1							5.00AM				
7.35AM					2.30AM	4.05PM		92.1							12.30AM				
								181.6							7.30PM				
					6.15AM	7.15PM		183.2											
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		1.00PM	11.15PM									
(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	.....Time.....		(6.15) 29.3	(7.15) 25.2	(0.13) 14.0	(0.15) 12.4	(0.10) 18.6	(0.15) 12.4	(11.15) 15.9			
							.....Average Speed per Hour.....											

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS			FIRST CLASS			Distance from Spokane	Time Table No. 30 August 8, 1926	Distance from Pendleton Umatilla	FIRST CLASS			SECOND CLASS	
251	11	75	77	12	76				78	252			
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					
8.25PM	9.10PM			7.35AM			6.30AM	5.25PM				12.30AM	
		6.30PM						8.50AM					
		10.05PM	12.55PM					5.10AM	11.50AM				
2.30AM	11.42PM	10.50PM					3.30AM	4.10AM				4.00PM	
8.00AM	1.20AM	12.30AM	2.45AM				2.00AM	2.40AM				12.01PM	
10.00AM	2.10AM						1.00AM	12.10AM				10.30AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	
(14.00) 13.2	(5.00) 36.9	(9.45) 19.4	(9.20) 26.9	.....Time.....			(5.30) 33.5	(9.50) 19.3	(9.35) 26.2			(14.00) 13.2	
				.....Average Speed per Hour.....									

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

Length of sidings in feet and location of scales, water, fuel, tele- phone & turn- ing 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		
	Time Freight	C.M.&St.P. Time Freight (483)	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		
	Leave Daily	Leave Daily Ex. Sun.	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		
		5.00PM				9.15PM	9.10PM		8.30AM	0.0									
OWFPI	8.25PM	5.06				9.20	9.14		8.35	1.7							12.30AM		
2690 P	8.32	5.15				9.27	9.20		8.42	5.3							12.15AM		
2720 P	8.40	5.26				9.35	9.27		8.51	9.5							11.59PM		
3450 WP	8.53	5.43				9.43	9.40		9.05	16.8							11.10		
2683 P	9.02	5.55				9.56	9.46		9.14	22.0							10.35		
2680 P	9.11	6.08				10.04	9.51		9.22	27.0							10.04 9.46		
2755 WP	9.24	6.25				10.15	10.01		9.32	34.4							9.24		
2682 P	9.31	6.35				10.22	10.06		9.38	38.4							8.55		
2683 P	9.43	7.00				10.33	10.13		9.47	45.0							8.25		
2319 P	9.52	7.20				10.41	10.19		9.56	50.2							8.00		
2716 P	10.00	7.40				10.48	10.24		10.02	54.4							7.40		
2335 WFYP	10.15 10.40	8.00PM				11.00PM	10.32		10.15AM	61.1							7.00		
2683 P	11.00						10.42			65.9							6.35		
3247 P	11.15						10.48			70.3							6.20		
2682 P	11.30						10.54			74.5							6.00		
2070 WYP	11.59PM						11.04			82.4							5.30		
2780 P	12.20AM						11.12			88.0							5.05		
2683 P	12.40						11.21			94.2							4.40		
2290 P	1.00						11.30			100.0							4.20		
9958 WFYP	2.30						11.42	10.50PM		103.9							4.00		
4709 P	3.18						11.51PM	11.01		110.1							3.00		
4721 P	3.48						12.02AM	11.14		117.8							2.30		
WP										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	11.56PM		141.8							1.00		
4710 P	6.25						12.45	12.07AM		147.8							12.40		
1470 YP	6.40		3.00AM	11.35PM	12.45PM		12.55	12.20		154.6							12.15		
										154.7									
										155.3									
6212 WFYP	8.00		3.15AM	11.45PM	12.55PM		1.05	12.30AM		157.2							12.01PM		
4724 P	8.35						1.20			165.0							11.15AM		
4702 P	9.00						1.33			170.3							11.00		
4718 P	9.30						1.45			176.9							10.45		
WFYYP	10.00AM						2.10AM			184.5							10.30AM		
	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

Time Table No. 30
August 8, 1926

STATIONS

DN-R	SPOKANE	Dispr. Ds Au	367.5	6.30AM	7.30AM	8.30PM
	WEST SPOKANE	3.6	365.8	6.23	7.24	8.25
	COWLES	4.2	362.2	6.15	7.17	8.17
	MARSHALL	7.3	358.0	6.07	7.08	8.09
DN	CHENEY	Cy	350.7	5.56	6.55	7.55
	GEIB	5.2	345.5	5.47	6.44	7.45
	MASON	5.0	340.5	5.38	6.36	7.35
	CROSKY	7.4	333.1	5.26	6.24	7.20
	WELLS	4.0	329.1	5.19	6.16	7.13
	PALM LAKE	6.6	322.5	5.08	6.06	7.00
	ASHBY	5.2	317.3	4.59	5.57	6.50
	EMDEN	4.2	313.1	4.52	5.50	6.42
DN-R	MARENGO	Ra	306.4	4.40	5.40AM	6.30PM
	THAVIS	4.8	301.6	4.31		
	MACK	4.4	297.2	4.24		
	ANKENY	4.2	293.0	4.18		
N-R	HOOPER JCT.	Hr	285.1	4.06		
	PARK	5.6	279.5	3.58		
	JOSO	6.2	273.3	3.48		
	CHEW	5.8	267.5	3.37		
DN-R	AYER JUNCTION	Jd	263.6	3.30	4.10AM	
	RUXBY	6.2	257.4	3.18	3.58	
	SCOTT	7.7	249.7	3.06	3.48	
	WALKER PIT	Kr	243.9			
	SIMMONS	3.1	240.8	2.52	3.36	
D	PAGE	Ms	233.0	2.40	3.25	
	ASH	7.3	225.7	2.29	3.13	
	HUMORIST	6.0	219.7	2.20	3.03	
N-R	ATTALIA	Ag	212.9	2.10	2.50	3.23AM
	N. P. CROSSING	0.1	212.8			10.55AM
	N. P. CROSSING	0.6	212.2			
DN-R	WALLULA	Jn	210.3	2.00 1.45	2.40AM	3.15AM
	JUNIPER	7.8	202.5	1.33		10.45AM
	SAND	5.3	197.2	1.22		11.15AM
	RIVERVIEW	6.6	190.6	1.12		11.00
DN-R	UMATILLA	Cs	183.0	1.00AM		10.45

(184.5)

(13.35)	(3.00)	(0.15)	(0.10)	(0.10)	(1.45)	(5.00)	(1.40)	(1.45)	.....	Time.....	(5.30)	(1.50)	(1.30)	(2.00)	(0.08)	(0.10)	(14.00)
13.7	20.4	10.4	15.6	15.6	34.9	36.9	32.0	34.9	.....	Average Speed per Hour.....	33.5	33.3	35.5	30.6	19.5	15.6	13.2

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. 30 August 8, 1926			FIRST CLASS			SECOND CLASS		
	387	391	373	371	75	73	77		76	74	78	374	372	388			
	Freight	Freight	Freight	Freight	Passenger	Motor Passenger	Passenger		Passenger	Motor Passenger	Passenger	Freight	Freight	Freight			
	Leave Daily Ex. Sun.	Leave Daily	Leave Wed. Only	Leave Mon. & Fri.	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Thu. Only	Arrive Tue. & Sat.	Arrive Daily Ex. Sun.				
OWFYTP	11.15 PM	1.00 PM				9 25 AM	9 15 AM	49.3	DN-R	TEKOA K	115.9		3.30 PM	3 40 PM			6.00 PM
1614 P	11.35	1 15 PM				9 38 AM	9 25	55.0	R	SELTICE	110.2		3 17 PM	3 28			5.15
1645 W	11.59 PM						9 37	60.9	D	FARMINGTON Fm	104.3			3 15			4.50
								62.0		N. P. CROSSING	103.2						
628	12.25 AM						f 9 50	66.8		WALTERS	98.4			f 3 00			4.25
								69.9		N. P. CROSSING	95.3						
1918	12.40						s 9 58	70.3	D	GARFIELD Gr	94.9			s 2 53			4.10
942 W (East)	1.05						s 10 10	75.7	D	ELBERTON Dc	89.5			s 2 40			3.45
756	1.35						f 10 25	81.9		GLENWOOD	83.3			f 2 25			3 20
1640 IWFYP	2.00 AM		11.00 AM	10.00 AM		7.55 PM	s 10 40	88.0		COLFAX I.E. Crossing Ca	77.2	s 7 25 AM		s 2 10	9.30 AM	11.59 AM	3.00 PM
1030 P			11.15	10.15		8.03		90.5	Black Signal	CREST	74.7	7 19		2 02	9.15	11.45	
1740			11.30	10.30		f 8 10	f 10 54	92.9		MOCKONEMA	72.3	f 7 13		f 1 57	9.00	11.30	
1518			11.55 AM	11 03		s 8 20	s 11 03	96.9	D	DIAMOND D	68.3	s 7 04		s 1 49	8.40	11.03	
844 W			12.10 PM	11.30		f 8 27	f 11 13	100.6		THERA	64.6	f 6 55		f 1 40	8.20	10.25	
1470			12.40 PM	11.59 AM		s 8 40 PM	s 11 30 AM	107.5	D	ENDICOTT Di	57.7	s 6 40 AM		s 1 27 PM	7.45 AM	9.45 AM	
693		1 35 PM					f 9 50 AM	60.5		FLETCHER	94.3		f 2 58 PM				
								63.2		N. P.—I. E. CROSSINGS	91.6						
1743 W		1 45					s 9 58	63.8	D	OAKESDALE On	91.0		s 2 50				
1180		2 30					s 10 15	71.8	D	THORNTON Ko	83.0		s 2 30				
								72.3		I. E. CROSSING	82.5						
1482 P		2 55					s 10 30	77.6		SUNSET	77.2		s 2 15				
1497 W		3 25					s 10 50	84.7	D	ST. JOHN Sj	70.1		s 2 00				
1420 P		4 10					s 11 05	91.4		WILLADA	63.4		s 1 40				
841		5 00					f 11 23	98.5		GRAVEL PIT	56.3		f 1 23				
1323 WY		5 30	1.15 PM	12.30 PM		s 8 50 PM	11.35 AM	113.3	Black Signal	WINONA Wa	51.9	s 6 27 AM	1 15 PM	s 1 15 PM	7.10 AM	9.10 AM	
2357		5 55	1 30	1 03		8 57	11.53 AM	117.3		SUTTON	47.9	6 18		1 03	6.45	8.45	
1382 WFYP		6.30 PM	1.55	1 30 PM		s 9 07	s 12 04 PM	123.9	D-R	LACROSSE Ja	41.3	s 6 03		s 12 50	6 03	8 30 AM	
2209			2 15			f 9 19	f 12 14	129.6		JERITA	35.6	f 5 50		f 12 40	5.30		
2220 W			2 35			f 9 30	s 12 25	135.2		HAY H	30.0	f 5 38		s 12 25	5.15		
2180			3 00			f 9 48	f 12 43	143.3		CANYON	21.9	f 5 21		f 12 05 PM	4.50		
983 WP			3 30			s 10 05	s 12 55	147.8	DN-R	RIPARIA Ax	17.4	s 5 10		s 11 50 AM	4.30		
1963								148.4		WEST RIPARIA	16.8						
604 YP			3.45 PM			s 10 22 PM	s 1 05 PM	152.7	R	TUCANNON	12.5	s 4 40 AM		s 11 30 AM	4.15 AM		
604 YP			3.45 PM				s 1 05 PM	152.7	R	TUCANNON	12.5			s 11 30 AM	4.15 AM		
840 WFTY			4.00 PM				1.15 PM	156.5	DN-R	STARBUCK Sa	16.3			11 20 AM	4.00 AM		
604 YP						s 10 22 PM		152.7	R	TUCANNON	12.5	s 4 40 AM					
2054								153.6		GRANGE CITY	11.6						
2747						f 10 40		162.5		AYER	2.7	f 4 17					
2823 WFYP						10.50 PM		165.2	DN-R	AYER JUNCTION Jd	0.0	4.10 AM					
	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Wed. Only	Arrive Mon. & Fri.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily			(115.9) Via Colfax (105.5) Via Thornton		Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Thu. Only	Leave Tue. & Sat.	Leave Daily Ex. Sun.
	(2.45) 14.1	(5.30) 11.7	(5.00) 13.7	(3.30) 10.3	(2.55) 26.5	(2.10) 24.7	(4.00) 26.8			Time.....	(3 15) 23.8	(2.15) 23.8	(4.20) 24.7	(5.30) 12.5	(3.29) 10.3	(3.00) 12.9	
										Average Speed per Hour.....							

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

WESTWARD—SPOKANE-TEKOA SUB-DIVISION

Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS								FIRST CLASS							Distance from Spokane	Time Table No. 30 August 8, 1926				
									381 C.M.&St.P. Freight (64)	387 Freight								STATIONS			
									Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	91 C.M.&St.P. Passenger (16)	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			
OWFTP									9.50 PM	6.45 PM	8.50 PM	3.00 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									10.00	6.55	8.55	3.05	8.12	8.05	7.57 AM	7.52	7.40	1.9	N. P CROSSING		
4607									10.05	7.00	8.58	3.08	8.15	8.08		7.57	7.43	2.7	EAST SPOKANE		
3000									10.20	7.10	9.04	3.15	8.20 AM	8.15		8.03	7.50	3.8	DN DISHMAN	Sp	
1797									10.40	7.30	9.12	3.20		8.23	f 8.10	f 7.59	9.6	CHESTER			
940									11.00	7.50	9.23	3.27		8.31		8.17	8.06	3.1	REDLIN		
1009									11.10	8.10	9.30	3.32		8.37	f 8.23	f 8.10	15.7	D MICA	Ma		
2014									11.30	8.25	9.37	3.37		8.43	f 8.30	f 8.14	18.5	FREEMAN			
P									11.50 PM	8.40	9.45 PM	3.45 PM		8.50 AM		8.37 AM	f 8.20	21.8	DN-R MANITO	Mu	
P																		22.5	BELL		
1274										9.05							s 8.31	27.0	D ROCKFORD	Rd	
2172										9.20								8.38	30.3	DARKNELL	
1646	W									9.35								s 8.45	33.7	D FAIRFIELD	G
1289										10.10								s 9.00	42.1	D LATAH	Na
OWFYTP										10.45 PM								9.15 AM	49.3	DN-R TEKOA	K
									Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				

(2.00) 10.9 (4.00) 12.3 (.55) 23.8 (.45) 29.1 (.15) 26.0 (.50) 26.2 (.07) 16.3 (.52) 25.2 (1.40) 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. 30
August 8, 1926

STATIONS		Distance from Ayer Junction	FIRST CLASS						SECOND CLASS															
			90 C.M.&St.P. Passenger (15) Arrive Daily	86 Passenger Arrive Daily Ex. Sun.	78 Passenger Arrive Daily	88 Passenger Arrive Daily	94 C.M.&St.P. Passenger (217) Arrive Daily	72 Spokane Internat'l Passenger (1) Arrive Daily	92 C.M.&St.P. Passenger (17) Arrive Daily	388 Freight Arrive Daily Ex. Sun.	382 C.M.&St.P. Freight (63) Arrive Daily Ex. Sun.													
N-R	SPOKANE Ds Au	165.2	8.10AM	11.45AM	5.25PM	6.25PM	6.30PM	8.35PM	8.50PM		11.00PM	1.55AM												
	1.9 N. P. CROSSING	163.3	8.00	11.38	5.18	6.18	6.23	8.28PM	8.43		10.45	1.45												
	0.8 EAST SPOKANE	162.5	7.57	11.35	5.15	6.15	6.20		8.40		10.35	1.40												
	3.8 DISHMAN Sp	158.7	7.50	11.28	f 5.07	6.07	6.15PM		f 8.33		10.20	1.25												
	3.1 CHESTER	155.6	7.42	f 11.20	f 4.58	6.01			8.23		9.45	1.05												
	3.6 REDLIN	152.0	7.35	11.12	4.50	5.54			8.15		9.23	12.45												
	2.5 MICA Ma	149.5	7.30	f 11.07	f 4.45	5.49			8.10		8.55	12.30												
	2.8 FREEMAN	146.7	7.25	f 11.01	f 4.40	5.44			8.02		8.25	12.10AM												
	3.3 MANITO Mu	143.4	7.20AM	10.55AM	s 4.33	5.35PM			7.55PM		8.05	11.50PM												
	0.7 BELL	142.7																						
	4.5 ROCKFORD Rd	138.2			s 4.23						7.50													
	3.3 DARKNELL	134.9			4.18						7.40													
	3.4 FAIRFIELD G	131.5			s 4.13						7.30													
	8.4 LATAH Na	123.1			s 3.58						7.05													
	7.2 TEKOA K	115.9			3.40PM						6.45PM													
	(49.3)		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)	(.50)	(1.45)	(.50)	(.15)	(.07)	(.55)	(4.15)	(2.05)
Average Speed per Hour.....	26.2	26.2	28.2	26.2	26.0	16.3	23.8	11.6	10.5

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 and 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	Time Table No. 30 August 8, 1926				Distance from Pendleton	FIRST CLASS				SECOND CLASS			
	165 Mixed				77 Passenger					STATIONS					78 Passenger				166 Mixed			
	Leave Daily Ex. Sun.				Leave Daily					DN-R					Arrive Daily				Arrive Daily Ex. Sun.			
840 WFTY									156.5	STARBUCK	94.9	11.15AM										
1170									162.0	RELIEF	89.4	11.02										
1418					f				167.6	ALTO	83.8	f 10.50										
1225					f				175.2	MENOKEN	76.2	f 10.34										
1374 WTP					s				179.4	BOLLES	72.0	s 10.25								7.10PM		
1357					s				184.0	PRESCOTT	67.4	s 10.15					s			6.55		
600					f				189.8	ENNIS	61.6	10.03					f			6.35		
545					f				190.9	BERRYMAN	60.5	10.00					f			6.32		
1047					f				194.2	HADLEY	57.2	f 9.54					f			6.25		
1134					f				197.1	VALLEY GROVE	54.3	f 9.47					f			6.20		
673					f				198.9	RUSSELL	52.5	9.43					f			6.15		
									203.5	N. P. CROSSING	47.9											
									204.1	W. W. V. RY. CROSSING	47.3											
OWFTYP					s				204.6	WALLA WALLA	46.8	s 9.25								6.00PM		
									207.2	WALRY (W. W. V. Ry Crossing)	44.2											
619									209.0	STATE LINE	42.4	9.10										
1290									210.8	SPOFFORD	40.6	9.07										
2036 W					s				214.6	MILTON (W. W. V. Ry. Crossing) Co	36.8	s 9.00										
626									217.6	BARRETT	33.8	8.52										
757									220.5	BADE	30.9	f 8.47										
2504									224.0	BLUE MOUNTAIN	27.4	f 8.40										
1082									227.3	DOWNING	24.1	f 8.33										
3097					s				229.8	WESTON	21.6	s 8.28										
1032 W					s				233.5	ATHENA	17.9	s 8.22										
1947					s				238.1	ADAMS	13.3	s 8.15										
870									240.7	BLAKELEY	10.7	f 8.10										
662									243.8	HAVANA	7.6	f 8.04										
1370									246.7	SAXE	4.7	7.58										
OWFTY									251.4	PENDLETON	0.0	7.50AM										
					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

(1.10)
21.6

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For movement of Third Division Trains between junction and passenger station at Pendleton, see Special Rule 93(s).

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	FIRST CLASS						SECOND CLASS			
	261 Time Freight	55 Passenger	51 Passenger	59 Motor Passenger	57 Motor Passenger	47 Motor Passenger	53 Passenger	Time Table No. 30 August 8, 1926						52 Passenger	54 Passenger	58 Motor Passenger	48 Motor Passenger	60 Motor Passenger	56 Passenger	
								STATIONS												Arrive Daily
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	D-R	YAKIMA	Ny	98.1	7.30AM					2.55PM			
OWTFYP	9.30PM		7.30PM						3.5		94.6	f 7.20					f 2.45			
2046	9.40		f 7.37						6.8		91.3									
IP									7.3		90.8	f 7.08					f 2.33			
1800	9.55		f 7.47						8.7		89.4									
1640 P	10.10		s 7.55					D	2.6	Do	86.8	s 6.58					s 2.25			
1000	10.17		f 8.00						2.3		84.5	f 6.53					f 2.18			
2028 P	10.25		s 8.08						2.9		81.6	s 6.45					s 2.11			
400			f						1.4		80.2	f					f			
1824 P	10.35		s 8.13					D-R	1.7	Ah	78.5	s 6.37					s 2.04			
1000	10.40		f 8.18						2.2		76.3	f 6.31					f 1.57			
2723 WP	10.45		s 8.24					D	2.9	G	73.4	s 6.25					s 1.51			
2675	11.05		f 8.38						6.2		67.2	f 6.10					f 1.38			
1872 YP	11.15PM		8.45PM					R	3.7		63.5	6.00AM					1.30PM			
1872 YP				8.45PM		1.10PM	10.15AM		2.8		63.5		6.00AM	10.35AM			1.30PM	9.05PM		
1500 P				8.54PM		1.19PM	10.24AM		5.8	Si	66.3		5.50AM	10.25AM			1.20PM	8.55PM		
1872 YP			11.15PM				10.35AM		5.8		63.5	5.40AM					1.10PM			
2625 WFP			11.35		s 9.19		s 10.47		6.9	Gw	57.7	s 5.28					s 12.57			
2206			11.55PM		s 9.35		s 11.00		2.5		50.8	s 5.15					s 12.44			
628					f		f		5.3		48.3	f					f			
2708			12.20AM		f 9.53		f 11.16		3.7		43.0	f 4.59					f 12.27			
374					f		f		2.8		39.3	f					f			
2179 WP			12.40		s 10.08		s 11.28		5.2	Bc	36.5	s 4.46					s 12.12			
2696			12.55		f 10.19		f 11.38		3.1		31.3	f 4.36					f 12.02PM			
517					f		f		1.9		28.2	f					f			
2695			1.10		f 10.30		f 11.52AM		5.5		26.3	f 4.26					f 11.52AM			
2728			1.25		f 10.43		f 12.05PM		7.6		20.8	f 4.15					f 11.38			
5596 WYFP			2.00		s 11.00		s 12.20		4.5	Kn	13.2	s 4.00					s 11.22			
700			2.15		f 11.10		f 12.28		1.4		8.7	f 3.49					f 11.14			
									0.6		7.3									
2699 P			2.25		f 11.20		f 12.32		3.3		6.7	f 3.39					f 11.08			
520			2.40		f 11.28		f 12.39		3.4		3.4	f 3.31					f 11.03			
886 P			3.00AM		11.35PM		12.45PM		0.0	Ag	0.0	3.25AM					10.55AM			
			Arrive Daily		Arrive Daily		Arrive Daily		(98.1)			Leave Daily		Leave Daily		Leave Daily	Leave Daily	Leave Daily		

(5.30)	(0.09)	(4.05)	(0.09)	(0.09)	(3.45)	(0.09)	.....	.....	(4.05)	(0.10)	(0.10)	(4.00)	(0.10)	(0.10)
17.8	18.7	24.0	18.7	18.7	27.7	18.7	.....	.....	24.0	16.8	16.8	24.5	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. 30 August 8, 1926			Distance from Walla Walla	FIRST CLASS		SECOND CLASS			
			47	75		STATIONS	48	76				Arrive Daily	Arrive Daily		
			Motor Passenger	Passenger			Motor Passenger	Passenger							
2272 WFYP			1.00PM	2.45AM	0.0	DN-R WALLULA Jn	10.40AM	12.10AM	31.1						
730	f		1.15	3.03	7.7	7.7 REESE	10.22	11.50PM	23.4						
250	f		1.20	3.10	10.2	2.5 DIVIDE	10.16	11.45	20.9						
1509 WP	s		1.32	3.22	15.2	5.0 TOUCHET Ch	10.05	11.33	15.9						
686	f		1.43	3.35	19.6	4.4 LOWDEN	9.55	11.23	11.5						
618	f		1.55	3.50	24.2	4.6 WHITMAN	9.45	11.14	6.9						
					28.9	4.7 W. W. V. RY. CROSSING			2.2						
OTWFYP			2.15PM	4.15AM	31.1	2.2 DN-R WALLA WALLA Bu	9.30AM	11.00PM	0.0						
			Arrive Daily	Arrive Daily		(31.1)	Leave Daily	Leave Daily							
	(1.15)	(1.30)	Time.....			(1.10)	(1.10)	Average Speed per Hour.....							
	24.8	20.7					26.7	26.7							

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. 30 August 8, 1926			Distance from Starbuck	FIRST CLASS		SECOND CLASS			
			155	97		STATIONS	96	156				Arrive Sun. Only	Arrive Daily Ex. Sun.		
			Mixed	Passenger			Passenger	Mixed							
1767 WT			9.00AM	9.45AM	0.0	DN-R POMEROY Py	2.50PM	3.30PM	28.9						
1326	f		9.10	9.55	4.4	4.4 ZUMWALT	2.35	3.10	24.5						
192	f		9.30	10.10	9.8	5.4 HOUSER	2.20	2.50	19.1						
1009 W	f		9.45	10.20	14.4	4.6 CHARD	2.10	2.30	14.5						
508	f		10.00	10.27	17.5	3.1 JACKSON	2.00	2.20	11.4						
1009	f		10.15	10.35	20.9	3.4 DELANEY	1.50	2.05	8.0						
WYFT			10.45AM	11.00AM	28.9	8.0 DN-R STARBUCK Sa	1.30PM	1.40PM	0.0						
	Arrive Daily Ex. Sun.	Arrive Sun. Only	Time.....			(1.20)	(1.50)	Average Speed per Hour.....							
	16.5	23.0					22.5	15.8							

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. 30 August 8, 1926			Distance from Bolles	FIRST CLASS		SECOND CLASS			
			167	165		STATIONS	62	64				Arrive Daily Ex. Sun.	Arrive Wed. Only		
			Mixed	Mixed			Motor Passenger	Motor Passenger							
1502 T			4.30PM		0.0	TURNER			24.9				4.30PM		
1305					2.1	2.1 WHETSTONE			22.8						
1415					5.5	3.4 RONAN			19.4						
1355 WT			5.00PM	5.00PM	11.7	6.2 DN-R DAYTON Da	11.10AM	2.50PM	13.2		8.20PM	4.00PM			
752	f		5.15		15.2	3.5 LONG	11.00	2.40	9.7		8.05				
					16.0	0.8 N. P. CROSSING			8.9						
969	s		5.30		18.8	2.8 HUNTSVILLE	10.50	2.30	6.1		7.45				
1254	s		5.40		21.3	2.5 D WAITSBURG Bg	10.45	2.23	3.6		7.30				
1374 WTP			6.00PM		24.9	3.6 R BOLLES	10.35AM	2.15PM	0.0		7.10PM				
	Arrive Wed. Only	Arrive Daily Ex. Sun.	Time.....			(0.35)	(0.35)	Average Speed per Hour.....			(1.10)	(0.30)			
	23.4	13.2					22.6	22.6				11.3	23.4		

Westward trains are superior to trains of the same class in the opposite direction, except 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. 30 August 8, 1926			Distance from Amwaco	SECOND CLASS		
	181 Mixed				182 Mixed						
	Leave Sat. Only				Arrive Sat. Only						
200	8:20 AM	0.0		14.1	11:15 AM						
640	f 8:30	2.8		11.3	f 10:45						
400	f 8:40	4.9		9.2	f 10:30						
1020	f 8:50	6.9		7.2	f 10:15						
2055	9:35 AM	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. 30 August 8, 1926			Distance from Connell	SECOND CLASS		
	371 Freight				372 Freight						
	Leave Mon. & Fri.				Arrive Tue. & Sat.						
WFYP	2:00 PM	0.0		52.9	8:00 AM						
840	2:15	4.6		48.3	7:30						
671	2:50	14.7		38.2	7:00						
1627 PWY	3:10	15.7		37.2	6:40						
1738 W	3:45	23.5		29.4	6:00						
295	4:10	29.3		23.6	5:30						
1127	4:45	37.4		15.5	5:00						
488	5:10	42.3		10.6	4:30						
550	5:30	46.1		6.8	4:20						
1021 WY	6:00 PM	52.9		0.0	4:00 AM						
	Arrive Mon. & Fri.			Leave Tue. & Sat.							

(4.00) Time (4.00)
13.2 Average Speed per Hour 13.2

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. 30 August 8, 1926				Distance from Colfax	FIRST CLASS			SECOND CLASS			
	379 Freight				75 Passenger	83 Motor Passenger	81 Motor Passenger		STATIONS					76 Passenger	82 Motor Passenger	84 Motor Passenger	378 Freight			
	Leave Daily Ex. Sun.				Leave Daily	Leave Daily	Leave Daily		D-R	Mo	Mo	Mo		Mo	Mo	Mo	Mo	Mo	Mo	Mo
1809 WTP	7:30 AM				6:30 PM	12:40 PM	9:05 AM	0.0	D-R	MOSCOW	Mo	28.1	8:50 AM	12:10 PM	3:35 PM	6:00 AM				
648	7:45				6:40	f 12:48	f 9:15	4.0		GARRISON		24.1	8:40	f 11:59 AM	f 3:25	5:35				
								8.8		N. P. CROSSING		19.3								
1245 P	8:28	s 6:55	s 1:02	s 9:27	9.4			9.4	D	PULLMAN	Xn	18.7	s 8:28	s 11:45	s 3:10	5:15				
302 W (East)	8:35	7:03	f 1:10	f 9:35	12.4			12.4		ARMSTRONG		15.7	8:20	f 11:36	f 3:01	4:50				
988	8:45	s 7:12	s 1:16	s 9:40	15.4			15.4	D	ALBION	Gy	12.7	s 8:12	s 11:28	s 2:53	4:40				
1039	8:55	7:20	f 1:22	f 9:46	18.4			18.4		SHAWNEE		9.7	8:05	f 11:20	f 2:45	4:30				
498	9:00	7:25	f 1:26	f 9:51	20.3			20.3		PARVIN		7.8	8:00	f 11:15	f 2:40	4:25				
409	9:15	7:35	f 1:35	f 10:00	23.6			23.6		RISBECK		4.5	7:50	f 11:05	f 2:30	4:15				
WFYP	9:30 AM	7:50 PM	1:50 PM	10:20 AM	28.1			28.1	D-R	COLFAX	Ca	0.0	7:30 AM	10:50 AM	2:15 PM	4:00 AM				
	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily						(28.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.				

(2.00) Time (2.00)
14.1 Average Speed per Hour 14.1

Westward trains are superior to trains of the same class in the opposite direction, except that No. 76 is superior to No. 81, Colfax to Moscow, No. 82 is superior to No. 83, Colfax to Moscow, and No. 378 is superior to No. 379, 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. 30 August 8, 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 K			11.00AM		80.3					
1297	f 5.20			7.0 LOVELL			f 10.30		73.3					
980	f 5.35			5.2 WATT			f 9.30		68.1					
957 P	s 5.48			3.2 D PLUMMER Mr			s 8.45		64.9					
				1.6 WEST PLUMMER					63.3					
				0.6 DN-R PLUMMER JCT. Wj			s		63.9	10.15AM	4.57PM	s		
	5.55	4.25PM	9.18AM	0.6 WEST PLUMMER					63.3	10.13	4.55		8.30	
1240 WFT	6.20	f 4.40	f 9.33	5.8 CHATCOLET			f 10.00	f 4.40	57.5	f 10.00	f 4.40		7.45	
		f 4.47	f 9.40	3.5 O'GARA			f 9.51	f 4.22	54.0	f 9.51	f 4.22			
700		4.52	9.47	2.0 LACON			9.47	4.18	52.0	9.47	4.18			
2081 WT	7.00	s 5.00	s 9.58	2.3 D HARRISON Rn			s 9.35	s 4.13	49.7	s 9.35	s 4.13		7.00	
1272	7.20	s 5.08	s 10.07	3.4 SPRINGSTON			s 9.23	s 4.00	46.3	s 9.23	s 4.00		6.00	
150	7.55	f 5.16	s 10.14	4.4 BLACK LAKE			f 9.15	f 3.50	41.9	f 9.15	f 3.50		5.45	
500	8.25	s 5.23	s 10.20	3.0 MEDIMONT			s 9.08	s 3.43	38.9	s 9.08	s 3.43		5.30	
1100	9.00	s 5.31	s 10.28	4.0 LANE			s 9.00	s 3.36	34.9	s 9.00	s 3.36		5.15	
1464	9.25	s 5.41	s 10.35	3.8 D ROSE LAKE Ro			s 8.52	s 3.28	31.1	s 8.52	s 3.28		5.00	
707	9.40	f 5.48	s 10.41	2.9 DUDLEY			f 8.45	f 3.22	28.2	f 8.45	f 3.22		4.45	
1551 W (West)	10.15	5.58	s 10.53	5.8 CATALDO			f 8.35	3.13	22.4	f 8.35	3.13		4.25	
666 OY	10.45	s 6.10	s 11.05	4.7 D-R ENAVILLE Vi			s 8.25	s 3.05	17.7	s 8.25	s 3.05		4.10	
459	10.55	f 6.15	f 11.10	1.6 PINE CREEK			f 8.20	f 3.00	16.1	f 8.20	f 3.00		4.00	
		f	f	3.1 BRADLEY			f	f	13.0	f	f			
1339	11.30AM	s 6.30	s 11.30	2.0 D-R KEILLOGG-WARDNER Dn			s 8.10	s 2.50	11.0	s 8.10	s 2.50		3.40	
1602	12.25PM	6.48	s 11.48	6.6 OSBURN			f 7.53	2.38	4.4	f 7.53	2.38		3.15	
OWFT	1.00PM	7.00PM	11.59AM	4.4 D-R WALLACE Wc			7.45AM	2.30PM	0.0	7.45AM	2.30PM		3.00AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	(80.3)			Leave Daily Ex. Sunday	Leave Daily		Leave Daily Ex. Sunday	Leave Daily		Leave Daily Ex. Mon.	
	(8.00) 10.0	(2.35) 24.7	(2.41) 23.8	..... Time	(2.30) 25.6	(2.27) 26.1	(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. 30 August 8, 1926			Distance from Sierra Nevada Mine	SECOND CLASS		
	STATIONS										
	BRADLEY										
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—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. 30 August 8, 1926			Distance from Enaville	SECOND CLASS	
	STATIONS								
	PARAGON								
	179		0.0				32.8		
			11.30AM				21.5	10.50AM	
1254 YP			11.40AM				19.3	s 10.30AM	
1300 P							28.0		
1254 YP							19.3		
585	s 11.55AM		16.6				16.2	10.15AM	
	s 12.01PM		17.8				15.0	s 10.10	
1173 W (East)	s 12.10		19.6				13.2	s 10.00	
1000	s 12.30		23.2				9.6	s 9.40	
515	s 1.00		28.9				3.9	s 9.10	
OYP	1.30PM		32.8				0.0	8.50AM	
	Arrive Mon. Wed. & Fri.							Leave Mon. Wed. & 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. 30 August 8, 1926			Distance from Burke	SECOND CLASS	
	STATIONS								
	WALLACE								
			0.0				6.6		
			0.3				6.3		
			3.8				2.8		
			4.1				2.5		
			4.8				1.8		
			5.6				1.0		
W			6.6				0.0		
			(6.6)						

SPECIAL RULES

THIRD DIVISION

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

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 Dwarf Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant, indicates "proceed at slow speed."

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
77	Dishman	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.
77	Dishman	Beyond Spokane
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	Shefler	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
165	Dumas	Any station
178-179	Any station	Any station
181-182	Any station	Any station

32 (R). Ordinance of the City of Spokane makes it unlawful for any person operating a locomotive within the city limits to sound the whistle thereof except to prevent accident not otherwise avoidable, or to signal an interlocking plant, or to communicate with flagman.

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 Confell, all eastward trains, when no operator on duty;
- At Sunnyside, all eastward trains, when no operator on duty.
- At Colfax, train 378, when no operator on duty.
- At Moscow, train 379, 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.

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 (Form 2643) at Wallula for eastward movement from Attalia on Yakima Branch, as per Rule 83 (A). Other trains are not required to obtain clearance card (Form 2643) at Attalia, as per Rule 83 (A). All eastward Yakima Branch trains must also receive a clearance card (Form 2643) at Attalia when operator is on duty.

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.

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

Seventh Sub-Division					
Spokane	West Spokane	Marengo	Ayer Junction	Attalia	Wallula
Umatilla					
Spokane-Tekoa Sub-Division					
Spokane	East Spokane	Manito	Bell	Tekoa	
Tekoa-Ayer Jct. Sub-Division					
Tekoa	Seltice	Colfax	Endicott	Oakesdale	Thornton
St. John	Winona	La Crosse	Riparia	West Riparia	Tucannon
Grange City	Ayer Junction				
Starbuck-Pendleton Sub-Division					
Starbuck	Bolles	Prescott	Walla Walla	Milton	Athena
Pendleton					
Branches					
Yakima Branch					
Yakima	Zillah	Midvale	Sunnyside	Grandview	Benton City
Kennewick	Attalia				
Wallula Branch					
Wallula	Walla Walla				
Pomeroy Branch					
Pomeroy	Zumwalt	Houser	Dodge	Chard	Jackson
Delaney	Starbuck				
Dayton Branch					
Dayton	Long	Dumas	Huntsville	Waitsburg	Loyd
Taggard	Bolles				
Amwaco Branch					
Bell	Amwaco				
Connell Branch					
La Crosse	Hooper	Hooper Jct.	Washtucna	Kahlotus	Connell
Moscow Branch					
Moscow	Pullman	Albion	Colfax		
Wallace Branch					
Tekoa	Plummer	Chatcolet	Harrison	Rose Lake	Enaville
Pine Creek	Pine Creek Spur	Bradley	Sierra-Nevada Spur	Kellogg-Wardner	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 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 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, Wallula and Huntsville.** Tracks of O. W. R. R. & N. Company and N. P. Railway within yard limits at Zillah, Wallula 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. Protected by hand crossing gates set normally against W. W. V. Ry.
Finch (M.P. 28.9)	W. W. V. Ry.	O. W.	
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 east 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.

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 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.

SPECIAL RULES—Continued

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.....	12 miles	12 miles
Over street crossings at grade between N. P. Crossing and city limits, Spokane.....	20 miles	20 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.....	12 miles	12 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
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.....	12 miles	12 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.....	12 miles	12 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
Walla Walla Branch.....	40 miles	30 miles
Pomeroy Branch.....	25 miles	20 miles
Dayton Branch.....	35 miles	25 miles
Over street crossings at grade in Dayton.....	6 miles	6 miles
Between Turner and Dayton.....	25 miles	20 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 Moscow.....	12 miles	12 miles
Over street crossings at grade in Pullman.....	6 miles	6 miles
Over street crossings at grade in Colfax.....	12 miles	12 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.....	o o o
For old yard.....	o o o o
For East Spokane.....	o o o o
For N. P. Transfer.....	o o o
For S. & E. Transfer.....	
At Colfax:	
To and from Crest.....	
To and from Moscow Branch.....	o o o
At N. P. Crossing, just east of Parker:	
For Yakima.....	o o o o
For Parker.....	o o o o

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; Nos. 371 and 372 between LaCrosse and Connell, Nos. 373 and 374 between LaCrosse and Starbuck, freight trains between Tekoa and Plummer Jct. and Enaville Branch trains between Enaville and Wallace, 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 at Spokane, 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 at Spokane 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.

802 (S). Flagmen must be on ground and hold all highway traffic on county road at junction switch to McGoldrick's spur at Tekoa before any movement is made over this crossing.

825 (R). Westward trains will not leave cars on main track between Colfax and Crest, or 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.

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

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

CLASSIFICATION	ENGINE NUMBERS	STARBUCK-PENDLETON SUB-DIVISION											YAKIMA BRANCH		WALLULA BRANCH		POMEROY BRANCH		DAYTON BRANCH				AMWACO BRANCH		CONNELL BRANCH			
		WESTWARD						EASTWARD					Westward	Eastward	Westward	Eastward	Westward	Eastward	WESTWARD		EASTWARD		Westward	Eastward	WESTWARD		EASTWARD	
		Starbuck to Alto	Alto to Bolles	Bolles to Walla Walla	Walla Walla to Milton	Milton to Weston	Weston to Pendleton	Pendleton to Walla Walla	Walla Walla to Bolles	Bolles to Alto	Alto to Starbuck	Yakima to Attalia	Attalia to Yakima	Walla Walla to Walla Walla	Walla Walla to Wallula	Pomeroiy to Starbuck	Starbuck to Pomeroiy	Turner to Dayton	Dayton to Bolles	Bolles to Dayton	Dayton to Turner	Bell to Hagen	Amwaco to Hagen	La Crosse to Hooper Jct.	Hooper Jct. to Connell	Connell to Hooper Jct.	Hooper Jct. to La Crosse	
TTT 63	29½ 288	5400 to 5414																										
M. 57	18 91	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	3800 to 3802																										
MC. 57	26-41 464	3620 to 3629																										
A. 81	20 106	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	380	980	1080	1205	560	1960	1055	930	700	1400			1080	1960	2230	1080					715	725	2545			925	
P. 77	25 167	380	980	1080	1205	560	1960	1055	930	700	1400			1080	1960	2230	1080					715	725	2545			925	
P. 77	22 149	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	22 135	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	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	2166 to 2171																										
MK. 57	23½ 208	2100 to 2165																										
T. 63	22 160	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	380	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	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	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	380	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	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	20 118	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	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	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	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	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	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	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	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	425	1100	1210	1350	630	2200	1185	1040	785	1570	3000	2200	1310	2300	2500	1210					800	815	2850			1200	
C. 57	22 179	425	1100	1210	1350	630	2200	1185	1040	785	1570	3000	2200	1310	2300	2500	1210					800	815	2850			1085	
C. 57	20½ 172	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 187	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	15½-26 187	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	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	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	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 Gem	Gem to Burke	
TTT. 63 29½ 288 30	5400 to 5414											
M. 57 18 91 24	4200 to 4208	500	345	915	530	315	530	125	125	155	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	200	165	
P. 77 25 178 28	3226 to 3227		740	1960	1140	675	1135	270		330	270	
P. 77 25 167 28	3218 to 3225		740	1960	1140	675	1135	270		330	270	
P. 77 22 149 28	3208 to 3217		575	1520	885	520	880	210	210	255	210	
P. 77 22 135 28	3204 to 3207	835	575	1520	885	520	880	210	210	255	210	
P. 77 22 143 28	3200 to 3203		575	1520	885	520	880	210	210	255	210	
MK. 63 26 209 28	2166 to 2171											
MK. 57 23½ 208 30	2100 to 2165											
T. 63 22 160 28	1755 to 1760		700	1850	1080	635	1075	255	255	310	255	
T. 69 22 159 28	1742 to 1754		640	1690	990	585	985	235	235	285	235	
T. 57 20 126 26	1737 to 1741	825	565	1500	870	515	865	205	205	250	205	
T. 57 20 119 26	1733 to 1736	780	535	1420	825	485	820	195	195	240	195	
T. 64 22 145 26	1730 to 1731	935	640	1690	990	585	985	235	235	285	235	
T. 64 15½-26 145 26	1727 to 1729 1732	750	515	1360	790	470	790	190	190	230	190	
T. 63 20 113 24	1715 to 1726	635	435	1150	670	395	665	160	160	195	160	
T. 63 19 92 24	1709 to 1714	490	335	890	520	305	515	125	125	155	125	
T. 55 18 71 24	1701 to 1708	455	310	825	480	285	480	115	115	140	115	
E. 62 18 62 26	1122 to 1123	515	355	940	545	320	545	130	130	160	130	
E. 64 18 69 26	1114 to 1121	470	320	850	495	295	495	120	120	145	120	
E. 57 17 51 24	1111	345	240	630	365	215	365	85	85	105	85	
E. 63 17 55 24	1106 to 1108	340	235	620	360	210	360	85	85	105	85	
E. 63 17 54 24	1102 to 1105	315	215	570	330	195	330	80	80	100	80	
C. 57 22 187 30	730 to 768		900	2200	1280	815	1275	305	305	370	305	
C. 57 22 179 30	725 to 729		830	2200	1280	755	1275	305	305	370	305	
C. 57 20½ 172 30	719 to 723		650	1720	1000	590	995	240	240	295	240	
C. 57 20½ 167 30	710, 715 718 & 724		650	1720	1000	590	995	240	240	295	240	
C. 57 15½-26 167 30	711 to 714 716 & 717		665	1760	1025	605	1020	245	245	300	245	
C. 55 19 149 30	707 to 709		640	1700	990	585	985	235	235	285	235	
C. 51 20 137 26	705 to 706	895	615	1630	945	560	945	225	225	275	225	
C. 51 20 117 24	700 to 704	715	490	1300	755	445	755	180	180	220	180	

CLASS

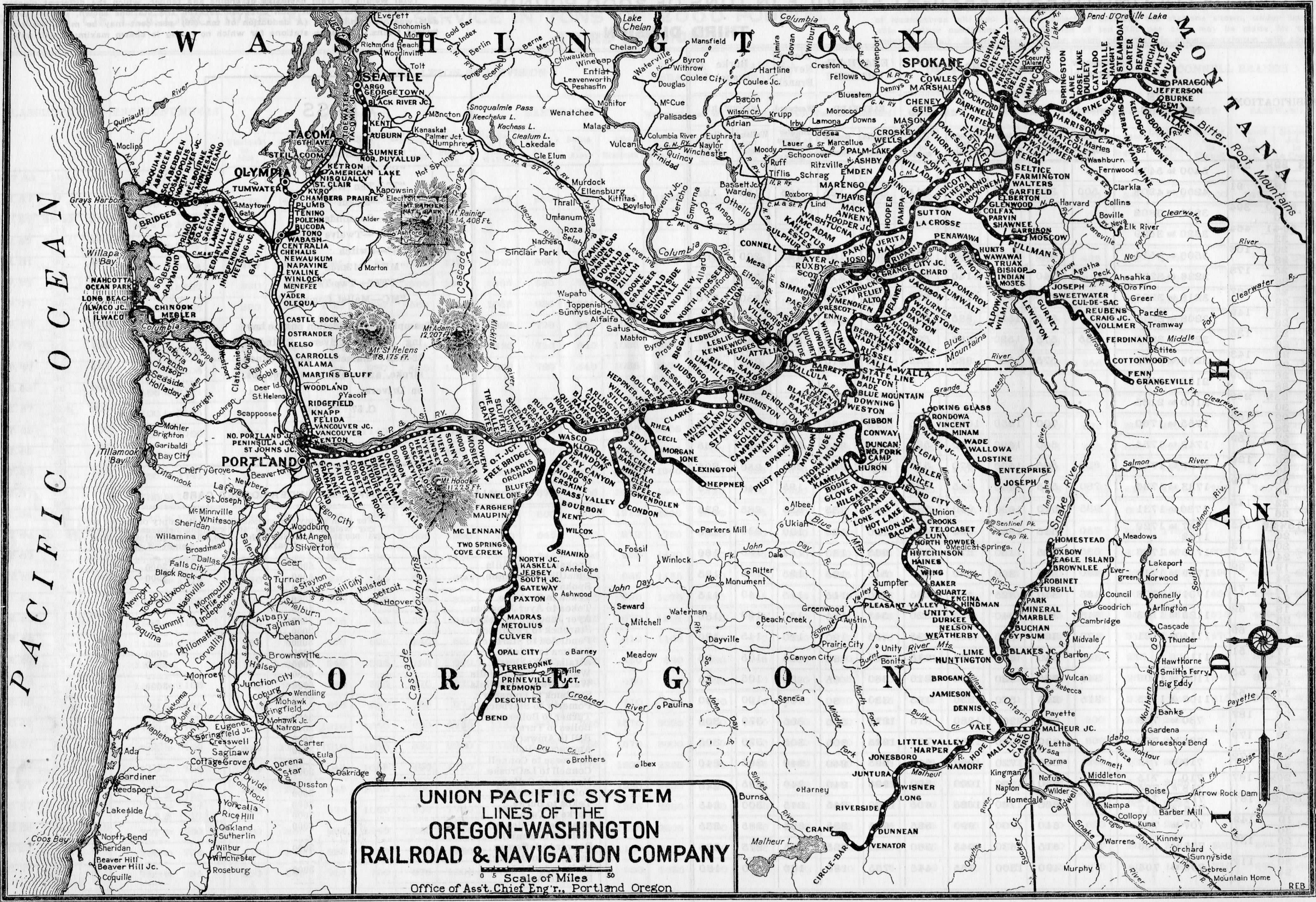
- "E"—Eight Wheel
- "A"—Atlantic
- "P"—Pacific
- "T"—Ten Wheel
- "M"—Mogul
- "C"—Consolidation
- "TW"—Twelve Wheel
- "S"—Switch
- "MK"—Mikado
- "TTT"—Two-Ten-Two
- "MC"—Mallet Compound

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

C. 57 22 187
30

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	---	---



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

Scale of Miles
 0 5 10 20 30 40 50

Office of Asst. Chief Eng'rs., Portland Oregon