

# UNION PACIFIC SYSTEM

## OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

### Third Division

# EMPLOYEES' TIME TABLE

### To Take Effect Sunday, March 13, 1927

### 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.

GPS-12

**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		97.84	
	Total			331.06
THIRD DIVISION	Main Line	183.64		
	Branches		746.07	
	Total			929.71
	Total Main Lines	802.73		
	Total Branches		1255.13	
	Total			2057.86

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

UNION PACIFIC SYSTEM  
 LINES OF THE  
 OREGON-WASHINGTON  
 RAILROAD & NAVIGATION COMPANY  
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# CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS						Distance from Huntington	Time Table No. 31 March 13, 1927		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				
Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Time Freight	Time Freight						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
10.10AM	4.20AM			7.25PM		6.34PM	2.30PM	0.0	HUNTINGTON	389.5	12.25AM	6.40AM		12.40PM	2.25PM	7.00PM						
8.45PM	8.15AM			11.45PM		9.25PM	6.30PM	99.5	LA GRANDE	290.0	8.35PM	2.45AM		8.50AM	10.40AM	6.45AM						
	11.35AM		8.30AM	3.10AM		12.10AM	10.00PM	173.8	PENDLETON	215.7	4.30PM	5.00PM	11.15PM		5.35AM	7.05AM						
3.00AM								177.5	RIETH	212.0						5.15PM						
5.15AM			10.00AM		2.30AM		12.20AM	215.8	UMATILLA	183.0	2.55PM		12.55AM	3.40AM	5.05AM	10.30AM						
12.10PM	3.30PM	1.30PM	1.10PM	7.45AM	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	4.20PM		10.30AM	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					
(32.10) 12.2	(13.55) 28.0	(2.50) 29.7	(4.40) 30.0	(15.05) 25.8	(5.00) 36.6	(11.56) 32.6	(16.45) 23.5	.....Time.....	(2.50) 29.7	(5.00) 28.1	(14.50) 26.2	(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. 31 March 13, 1927		Distance from Portland	FIRST CLASS						SECOND CLASS	
691	43	41	37	35	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 (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	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	Leave Daily	Leave Daily							
6.25PM	8.30PM	7.15PM	9.30AM	8.00AM	11.15PM	1.00PM	0.0	SEATTLE	183.2	7.15PM	6.30AM	7.45AM	9.15AM	7.00PM	8.05PM	6.45AM					
8.30PM	8.40PM	7.25PM	9.40AM	8.10AM			3.1	ARGO	180.1			7.32AM	9.00AM	6.50PM	7.50PM	6.45AM					
12.05AM					12.40AM	2.25PM	38.1	TACOMA	145.1	5.50PM	5.00AM					5.00AM					
7.35AM					2.40AM	4.05PM	92.1	CENTRALIA	91.1	4.15PM	2.20AM					12.30AM					
							181.6	ALBINA	1.6							7.30PM					
					6.15AM	7.15PM	183.2	PORTLAND	0.0	1.00PM	11.15PM										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(183.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 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	.....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. 31 March 13, 1927		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	Time Freight							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
8.25PM	9.10PM		7.35AM	0.0	SPOKANE	251.4	6.30AM	6.00PM	12.30AM						
				116.1	MOSCOW	185.9		8.50AM							
				147.8	RIPARIA	103.6		5.10AM	12.25PM						
2.30AM	11.42PM	10.50PM		103.9	AYER JUNCTION	80.6	3.30AM	4.10AM	4.00PM						
8.00AM	1.20AM	12.30AM	2.45AM	157.2	WALLULA	27.3	2.00AM	2.40AM	12.01PM						
10.00AM	2.10AM			184.5	UMATILLA	0.0	1.00AM		10.30AM						
				156.5	STARBUCK	94.9		11.55AM							
		4.15AM	3.10PM	204.6	WALLA WALLA	46.8		11.00PM	10.00AM						
			4.55PM	251.4	PENDLETON	0.0			8.25AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily					
(13.35) 13.7	(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, 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	262
	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	Freight
	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		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				9.48	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		
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	8.00PM				11.00PM	10.32		10.15AM	61.1						7.00		
2683 P	11.00						10.42			65.9						6.35		
3:47 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		
										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	3.15PM	
										154.7								
										155.3								
6212 WFYP	8.00		3.15AM	11.45PM	12.55PM	1.05	1.20	12.30AM		157.2						12.01PM	3.00PM	
4724 P	8.35					1.33				165.0						11.15AM		
4702 P	9.00					1.45				170.3						11.00		
4718 P	9.30					1.57				176.9						10.45		
WFTYP	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	

Time Table No. 31  
March 13, 1927

STATIONS

Direction	Station	Distance from Spokane	Distance from Portland
DN-R	SPOKANE	0.0	367.5
	WEST SPOKANE	1.7	365.8
	COWLES	5.3	362.2
	MARSHALL	9.5	358.0
DN	CHENEY	16.8	350.7
	GEIB	22.0	345.5
	MASON	27.0	340.5
	CROSKEY	34.4	333.1
	WELLS	38.4	329.1
	PALM LAKE	45.0	322.5
	ASHBY	50.2	317.3
	EMDEN	54.4	313.1
DN-R	MARENGO	61.1	306.4
	THAVIS	65.9	301.6
	MACK	70.3	297.2
	ANKENY	74.5	293.0
N-R	HOOPER JCT.	82.4	285.1
	PARK	88.0	279.5
	JOSO	94.2	273.3
	CHEW	100.0	267.5
DN-R	AYER JUNCTION	103.9	263.6
	RUXBY	110.1	257.4
	SCOTT	117.8	249.7
	WALKER PIT	123.6	243.9
	SIMMONS	126.7	240.8
D	PAGE	134.5	233.0
	ASH	141.8	225.7
	HUMORIST	147.8	219.7
N-R	ATTALIA	154.6	212.9
	N. P. CROSSING	154.7	212.8
	N. P. CROSSING	155.3	212.2
DN-R	WALLULA	157.2	210.3
	JUNIPER	165.0	202.5
	SAND	170.3	197.2
	RIVERVIEW	176.9	190.6
DN-R	UMATILLA	184.5	183.0

Time	(13.35)	(3.00)	(0.15)	(0.10)	(0.10)	(1.45)	(5.00)	(1.40)	(1.45)	(5.30)	(1.50)	(1.30)	(2.00)	(0.08)	(0.10)	(14.00)	(0.15)
Average Speed per Hour	13.5	20.4	10.4	15.6	15.6	34.9	36.9	32.0	34.9	33.5	33.3	35.5	30.6	19.5	15.6	13.1	10.4

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

WESTWARD—SPOKANE-TEKOA 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. 31 March 13, 1927										Distance from Ayer Junction	FIRST CLASS					SECOND CLASS			
	381 O.M.&St.P. Freight (64)	387 Freight	91 O.M.&St.P. Passenger (16)	87 Passenger	95 C.M.&St.P. Passenger (218)	93 O.M.&St.P. Passenger (18)	71 Spokane Internat'l Passenger (2)	85 Passenger	77 Passenger		STATIONS											90 C.M.&St.P. Passenger (15)	86 Passenger	78 Passenger	88 Passenger	94 C.M.&St.P. Passenger (217)	72 Spokane Internat'l Passenger (1)	92 C.M.&St.P. Passenger (17)	388 Freight	382 C.M.&St.P. Freight (63)
	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.					
OWFTP	9.50PM	6.45PM	8.50PM	5.30PM	8.05AM	8.00AM	7.50AM	7.45AM	7.35AM	0.0	DN-R	SPOKANE	Ds Au	165.2	8.10AM	11.45AM	6.00PM	6.20PM	6.30PM	8.35PM	8.50PM	11.00PM	1.55AM							
IP	10.00	6.55	8.55	5.35	8.12	8.05	7.57AM	7.52	7.40	19	1.9	N. P. CROSSING	Double Track	163.3	8.00	11.38	5.53	6.13	6.23	8.28PM	8.43	10.45	1.45							
4607	10.05	7.00	8.58	5.37	8.15	8.08		7.57	7.43	27	0.8	EAST SPOKANE		162.5	7.57	11.35	5.50	6.10	6.20		8.40	10.35	1.40							
3000	10.20	7.10	9.04	5.44	8.20AM	8.15		8.03	7.50	65	3.8	DN	DISHMAN	Sp	158.7	7.50	11.28	5.44	6.03	6.15PM	8.33	10.20	1.25							
1797	10.40	7.30	9.12	5.55		8.23		8.10	7.59	96	3.1	CHESTER		155.6	7.42	11.20	5.33	5.55		8.23	9.45	1.05								
940	11.00	7.50	9.23	6.03		8.31		8.17	8.08	132	3.0	REDLIN		152.0	7.35	11.12	5.25	5.47		8.15	9.23	12.45								
1009	11.10	8.10	9.30	6.08		8.37		8.23	8.10	157	2.5	D	MICA	Ma	149.5	7.30	11.07	5.20	5.42		8.10	8.55	12.30							
2014	11.30	8.25	9.37	6.14		8.43		8.30	8.14	185	2.8	FREEMAN		146.7	7.25	11.01	5.15	5.36		8.02	8.25	12.10AM								
P	11.50PM	8.40	9.45PM	6.20PM		8.50AM		8.37AM	8.20	218	3.3	DN-R	MANITO	Mu	143.4	7.20AM	10.55AM	5.08	5.30PM		7.55PM	8.05	11.50PM							
P										225	0.7	BELL		142.7																
1274		9.05							8.31	27.0	4.5	D	ROCKFORD	Rd	138.2								7.50							
2172		9.20							8.38	30.3	3.3	DARKNELL		134.9									7.40							
1646	W	9.35							8.45	33.7	3.4	D	FAIRFIELD	G	131.5								7.30							
1289		10.10							9.00	42.1	8.4	D	LATAH	Na	123.1								7.05							
OWFYTI		10.45PM							9.15AM	49.3	7.2	DN-R	TEKOA	K	115.9								6.45PM							
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(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.							
	(2.00) 10.9	(4.00) 12.3	(.55) 23.8	(.50) 26.2	(.15) 26.0	(.50) 26.2	(.07) 16.3	(.52) 25.2	(1.40) 29.6		Time.....			(.50) 26.2	(.50) 26.2	(1.45) 28.2	(.50) 26.2	(.15) 26.0	(.07) 16.3	(.55) 23.8	(4.15) 11.6	(2.05) 10.5								
	Average Speed per Hour.....																													

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

Trains Nos. 85, 86, 87 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 timetables, rules and instructions of Chicago, Milwaukee & St. Paul Railway Company.

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	FIRST CLASS			SECOND CLASS					
	387	391	373	371	75	73	77		76	74	78	374	372	388	392		
	Freight	Freight	Freight	Freight	Passenger	Motor Passenger	Passenger		Passenger	Motor Passenger	Passenger	Freight	Freight	Freight	Freight		
	Leave Daily Ex. Sat.	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.	Arrive Daily			
OWFYTP	11.15PM	1.00PM				9.25AM	9.15AM	49.3	DN-R	TEKOA	K	115.9	4.05PM	4.15PM	6.00PM	11.00PM	
1614 P	11.35	1.15PM				s 9.38AM	s 9.25	55.0	R	SELTICE		110.2	s 3.50PM	s 4.02	5.15	10.45PM	
1645 W	11.59PM						s 9.37	60.9	D	FARMINGTON	Fm	104.3		s 3.50	4.50		
								62.0		N. P. CROSSING		103.2					
628	12.25AM						f 9.50	66.8		WALTERS		98.4		f 3.35	4.25		
								69.9		N. P. CROSSING		95.3					
1918	12.40						s 9.58	70.3	D	GARFIELD	Gr	94.9		s 3.28	4.10		
942 W (East)	1.05						s 10.10	75.7	D	ELBERTON	De	89.5		s 3.15	3.45		
756	1.35						f 10.25	81.9		GLENWOOD		83.3		f 3.00	3.20		
1640 IWFYP	2.00AM		11.00AM	10.00AM		7.55PM	s 10.40	88.0	D-R	COLFAX	I.E. Crossing	77.2	s 7.25AM	s 2.45	9.30AM	11.59AM	3.00PM
1030 P			11.15	10.15		8.03	10.47	90.5	Back Sun	CREST		74.7	7.19	2.37	9.15	11.45	
1740			11.30	10.30		f 8.10	f 10.54	92.9		MOCKONEMA		72.3	f 7.13	f 2.32	9.00	11.25	
1518			11.55AM	11.03		s 8.20	s 11.03	96.9	D	DIAMOND	D	68.3	s 7.04	s 2.25	8.40	11.03	
844 W			12.10PM	11.30		f 8.27	f 11.13	100.6		THERA		64.6	f 6.55	f 2.15	8.20	10.25	
1470			12.40PM	11.59AM		s 8.40PM	s 11.30AM	107.5	D	ENDICOTT	Di	57.7	s 6.40AM	s 2.02PM	7.45AM	9.45AM	
603		1.35PM				f 9.50AM		60.5		FLETCHER		94.3	f 3.33PM			10.20PM	
								63.2		N. P.—I. E. CROSSINGS		91.6					
1743 W		1.45				s 9.58		63.8	D	OAKESDALE	On	91.0	s 3.25			10.05	
1180		2.30				s 10.15		71.8	D	THORNTON	Ko	83.0	s 3.05			9.25	
								72.3		I. E. CROSSING		82.5					
1482 P		2.50				s 10.30		77.6		SUNSET		77.2	s 2.50			9.00	
1497 W		3.25				s 10.50		84.7	D	ST. JOHN	SJ	70.1	s 2.35			8.25	
1420 P		4.10				s 11.05		91.4		WILLADA		63.4	s 2.15			7.55	
841		5.00				f 11.23		98.5		GRAVEL PIT		56.3	f 1.58			7.20	
1323 WY		5.30	1.15PM	12.30PM		s 8.50PM	11.35AM	113.3	Back Sun	WINONA	Wa	51.9	s 6.27AM	1.50PM	7.10AM	9.10AM	7.00
2357		5.55	1.38	12.50		8.57	11.53AM	117.3	D-R	SUTTON		47.9	6.18	1.38	6.45	8.45	6.45
1382 WFYP		6.30PM	1.55	1.25PM		s 9.07	s 12.04PM	123.9	D-R	LACROSSE	Ja	41.3	s 6.03	s 1.25	6.03	8.30AM	6.30PM
2209		2.15				f 9.19	f 12.14	129.6		JERITA		35.6	f 5.50	f 1.12	5.30		
2220 W		2.35				f 9.30	s 12.25	135.2		HAY	H	30.0	f 5.38	s 1.00	5.15		
2180		3.00				f 9.48	f 12.40	143.3		CANYON		21.9	f 5.21	f 12.40	4.50		
983 WP		3.30				s 10.05	s 12.55	147.8	DN-R	RIPARIA	Ax	17.4	s 5.10	s 12.25	4.30		
1963								148.4		WEST RIPARIA		16.8					
604 YP		3.45PM				s 10.22PM	s 1.05PM	152.7	R	TUCANNON		12.5	s 4.40AM	s 12.05PM	4.15AM		
604 YP		3.45PM					s 1.05PM	152.7	R	TUCANNON		12.5		s 12.05PM	4.15AM		
840 WFTY		4.00PM					1.15PM	156.5	DN-R	STARBUCK	Sa	16.3		11.55AM	4.00AM		
604 YP						s 10.22PM		152.7	R	TUCANNON		12.5	s 4.40AM				
2054								153.6		GRANGE CITY		11.6					
2747						f 10.40		162.5		AYER		2.7	f 4.17				
2823 WFYP						10.50PM		165.2	DN-R	AYER JUNCTION	Jd	0.0	4.10AM				
	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 Daily	

(2.45)	(5.30)	(5.00)	(3.25)	(2.55)	(2.10)	(4.00)	.....	Time.....	(3.15)	(2.15)	(4.20)	(5.30)	(3.29)	(3.00)	(4.30)
14.1	11.7	13.7	10.5	26.5	24.7	26.8	.....	Average Speed per Hour.....	23.8	23.8	24.7	12.5	10.3	12.9	14.3

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

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. 31 March 13, 1927				Distance from Pendleton	FIRST CLASS				SECOND CLASS			
	165				77					78					166							
	Mixed				Passenger					Passenger					Mixed							
	Leave Daily Ex. Sun.				Leave Daily					STATIONS					Arrive Daily				Arrive Daily Ex. Sun.			
840 WFTY									156.5	DN-R	STARBUCK	Sa	94.9	11 50AM								
1170									162.0		RELIEF		89.4	11 37								
1418									167.6		ALTO		83.8	11 25								
1225									175.2		MENOKEN		76.2	11 09								
1374 WTP									179.4	R	BOLLES		72.0	11 00								11 30AM
1357									184.0	D	PRESCOTT	Sy	67.4	10 50								11 15
600									189.8		ENNIS		61.6	10 38								11 00
545									190.9		BERRYMAN		60.5	10 35								10 55
1047									194.2		HADLEY		57.2	10 29								10 45
1134									197.1		VALLEY GROVE		54.3	10 22								10 35
673									198.9		RUSSELL		52.5	10 18								10 30
									203.5		N. P. CROSSING		47.9									
									204.1		W. W. V. RY. CROSSING		47.3									
OWFTYP									204.6	DN-R	WALLA WALLA	Bu	46.8	10 00								10 15AM
									207.2		WALRY (W. W. V. Ry. Crossing)		44.2									
619									209.0		STATE LINE		42.4	9 45								
1290									210.8		SPOFFORD		40.6	9 42								
2036 W									214.6	D	MILTON (W. W. V. Ry. Crossing) Co		36.8	9 35								
626									217.6		BARRETT		33.8	9 27								
757									220.5		BADE		30.9	9 20								
2504									224.0		BLUE MOUNTAIN		27.4	9 15								
1082									227.3		DOWNING		24.1	9 08								
3097									229.8	D	WESTON	Wt	21.6	9 03								
1032 W									233.5		ATHENA	Cn	17.9	8 57								
1947									238.1	D	ADAMS	Md	13.3	8 50								
870									240.7		BLAKELEY		10.7	8 45								
662									243.8		HAVANA		7.6	8 39								
1370									246.7		SAXE		4.7	8 33								
OWFTY									251.4	DN-R	PENDLETON	Fd	0.0	8 25AM								

(2.05) 12.1 (3.35) 26.5 ..... Time ..... (3.25) 27.8 (1.15) 20.2  
 ..... Average Speed per Hour.....

Westward trains are superior to trains of the same class in the opposite direction, except No. 166 is superior to No. 165 Walla Walla to Bolles.—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							55	51	59	57	47	53	Time Table No. 31 March 13, 1927							Distance from Attalia	52	54	58	48	60	56	262	
	Freight	Passenger	Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Passenger	Passenger	Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Passenger	Passenger		Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Passenger		Passenger	Passenger	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	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
OWTFYP	9:30 PM											0.0	D-R YAKIMA Ny	98.1	7:30 AM							9:30 PM							
2046	9:40											3.5	UNION GAP	94.6	7:20							9:15							
IP												6.8	N. P. CROSSING	91.3															
1600	9:55											7.3	PARKER	90.8	7:08							9:00							
												8.7	N. P. CROSSING	89.4															
1640 P	10:10											11.3	D DONALD Do	86.8	6:58							8:45							
1000	10:17											13.6	SAWYER	84.5	6:53							8:35							
2028 P	10:25											16.5	BUENA Ba	81.6	6:45							8:25							
400												17.9	CUTLER	80.2															
1824 P	10:35											19.6	D-R ZILLAH Ah	78.5	6:37							8:13							
1000	10:40											21.8	BOONE	76.3	6:31							8:00							
2723 WP	10:45											24.7	D GRANGER G	73.4	6:25							7:50							
2075	11:05											30.9	EMERALD	67.2	6:10							7:25							
1872 YP	11:15 PM											34.6	R MIDVALE	63.5	6:00 AM							7:10 PM							
1872 YP												34.6	R MIDVALE	63.5		6:00 AM	10:35 AM			1:45 PM	9:05 PM								
1500 P												37.4	D-R SUNNYSIDE Si	66.3		5:50 AM	10:25 AM			1:35 PM	8:55 PM								
1872 YP	11:15 PM											34.6	R MIDVALE	63.5	5:40 AM					1:25 PM		7:10 PM							
2625 WFP	11:35											40.4	D GRANDVIEW Gw	57.7	5:28					1:12		6:45							
2296	11:55 PM											47.3	NORTH PROSSER	50.8	5:15					12:59		6:20							
628												49.8	BIGGAM	48.3															
2708	12:20 AM											55.1	CHAFFEE	43.0	4:59							5:50							
374												58.8	CORRAL	39.3															
2179 WP	12:40											61.6	D BENTON CITY Be	36.5	4:46							5:25							
2696	12:55											66.8	ACTON	31.3	4:36							5:05							
517												69.9	GROSSCUP	28.2															
2695	1:10											71.8	LEDBEDER	26.3	4:26							4:45							
2728	1:25											77.3	LESLIE	20.8	4:15							4:25							
6596 WYFP	2:00											84.9	DN KENNEWICK Kn	13.2	4:00							4:00							
700	2:15											89.4	HEDGES	8.7	3:49							3:45							
												90.8	N. P. CROSSING	7.3															
2699 P	2:25											91.4	VILLARD	6.7	3:39							3:35							
520	2:40											94.7	TWO RIVERS	3.4	3:31							3:25							
886 P	3:00 AM											98.1	N-R ATTALIA Ag	0.0	3:25 AM							3:15 PM							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							

(5.30)	0.09	(4.05)	(0.09)	(0.09)	(3.45)	(0.09)	.....	Time.....	(4.05)	(0.10)	(0.10)	(3.45)	(0.10)	(0.10)	(6.15)
17.8	18.7	26.2	18.7	18.7	28.7	18.7	.....	Average Speed per Hour.....	26.2	16.8	16.8	28.7	16.8	16.8	15.7

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. 31 March 13, 1927		Distance from Wallula	FIRST CLASS		SECOND CLASS	
			47	75					48	76		
			Motor Passenger	Passenger		Motor Passenger	Passenger		Motor Passenger	Passenger	Motor Passenger	Passenger
			Leave Daily	Leave Daily		<b>STATIONS</b>			Arrive Daily	Arrive Daily		
2272 WFYP			1.00PM	2.45AM	0.0	DN-R	<b>WALLULA</b>	Jn	31.1	11.05AM	12.10AM	
730		f	1.15	3.03	7.7		REESE		23.4	10.50	11.50PM	
250		f	1.20	3.10	10.2		DIVIDE		20.9	10.45	11.45	
1509 WP		s	1.32	3.22	15.2	D	TOUCHET	Ch	15.9	10.35	11.33	
686		f	1.43	3.35	19.6		LOWDEN		11.5	10.27	11.23	
618		f	1.55	3.50	24.2		WHITMAN		6.9	10.18	11.14	
					28.9		W. W. V. RY. CROSSING		2.2			
OTWFYP			2.15PM	4.15AM	31.1	DN-R	<b>WALLA WALLA</b>	Bu	0.0	10.05AM	11.00PM	
			Arrive Daily	Arrive Daily			(31.1)			Leave Daily	Leave Daily	
	(1.15)	(1.30)	Time.....						(1.00)	(1.10)		
	24.9	20.7	Average Speed per Hour.....						31.1	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. 31 March 13, 1927		Distance from Starbuck	FIRST CLASS		SECOND CLASS	
			155	97					96	156		
			Mixed	Passenger		Passenger	Mixed		Passenger	Mixed	Mixed	Passenger
			Leave Daily	Leave Sun. Only		<b>STATIONS</b>			Arrive Sun. Only	Arrive Daily	Ex. Sun.	
1767 WT			9.35AM	10.20AM	0.0	D-R	<b>POMEROY</b>	Py	28.9	2.40PM	3.05PM	
1326	f		9.50	10.31	4.4		ZUMWALT		24.5	2.28	2.50	
192	f		10.10	10.44	9.8		HOUSER		19.1	2.15	2.30	
1009 W	f		10.26	10.56	14.4		CHARD		14.5	2.03	2.15	
508	f		10.37	11.04	17.5		JACKSON		11.4	1.55	2.04	
1009	f		10.50	11.13	20.9		DELANEY		8.0	1.45	1.53	
WYFT			11.20AM	11.35AM	28.9	DN-R	<b>STARBUCK</b>	Sa	0.0	1.25PM	1.25PM	
			Arrive Daily	Arrive Sun. Only			(28.9)		Leave Sun. Only	Leave Daily	Ex. Sun.	
	(1.45)	(1.15)	Time.....						(1.15)	(1.40)		
	16.5	23.1	Average Speed per Hour.....						23.1	17.3		

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. 31 March 13, 1927		Distance from Bolles	FIRST CLASS		SECOND CLASS				
	167	165	63	61		62	64		166	168					
	Mixed	Mixed	Motor Passenger	Motor Passenger		Motor Passenger	Motor Passenger		Mixed	Mixed					
	Leave Tue. & Fri.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily		<b>STATIONS</b>			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tue. & Fri.			
1502 T	12.35PM				0.0	<b>TURNER</b>		24.9				12.35PM			
1305					2.1		WHETSTONE	22.8							
1415					5.5		RONAN	19.4							
1355 WT	1.05PM	1.05PM	1.30PM	10.15AM	11.7	D-R	<b>DAYTON</b>	Da	13.2	11.40AM	2.50PM	12.05PM	12.05PM		
752		f	1.15	1.38	15.2		LONG	9.7	f	11.30	f	2.40	f	11.55AM	
					16.0		N. P. CROSSING	8.9							
989		s	1.30	1.48	18.8		HUNTSVILLE	6.1	s	11.20	s	2.30	s	11.45	
1254		s	1.40	1.55	21.3	D	WAITSBURG	Bg	3.6	s	11.15	s	2.23	s	11.40
1374 WTP			1.55PM	2.05PM	24.9	R	<b>BOLLES</b>		0.0	11.05AM	2.15PM	11.30AM			
	Arrive Tue. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily			(24.9)		Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Tue. & Fri.			
	(0.30)	(0.50)	(0.35)	(0.35)					(0.35)	(0.35)	(0.35)	(0.30)			
	23.4	15.8	22.6	22.6					22.6	22.6	22.6	23.4			
	Time.....		Average Speed per Hour.....						Average Speed per Hour.....		Average Speed per Hour.....				

Westward trains are superior to trains of the same class in the opposite direction, except No. 62 is superior to No. 63 Bolles to Dayton, 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. 31 March 13, 1927		Distance from Amwaco	SECOND CLASS		
	181 Mixed				182 Mixed					
	Leave Sat. Only				Arrive Sat. Only					
200			8:20 AM	0.0	BELL	14.1	9:45 AM			
640			f 8:30	2.8	HAGEN	11.3	f 9:30			
400			f 8:40	4.9	WELLER	9.2	f 9:15			
1020			8:50 AM	6.9	FORD	7.2	9:05 AM			
2055	T		Arrive Sat. Only	14.1	AMWACO	0.0	Leave Sat. Only			
					(14.1)					

(0.30) ..... Time ..... (0.40)  
13.8 ..... Average Speed per Hour ..... 10.4

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. 31 March 13, 1927		Distance from Connell	SECOND CLASS		
	391 Freight				371 Freight					
	Leave Daily				Arrive Tue. & Sat.	Arrive Daily				
WFYP			6:30 PM	0.0	LA CROSSE	52.9	8:00 AM	6:30 PM		
840			6:45	4.6	PAMPA	48.3	7:30	6:15		
671			7:15	14.7	HOOPER	38.2	7:00	5:35		
1627	PWY		7:20 PM	15.7	HOOPER JCT.	37.2	6:40	5:30 PM		
1738	W			23.5	WASHUCNA	29.4	6:00			
295				29.3	McADAM	23.6	5:30			
1127				37.4	KAHLOTUS	15.5	5:00			
483				42.3	ESTES	10.6	4:30			
550				46.1	SULPHUR	6.8	4:20			
1021	WY		6:00 PM	52.9	CONNELL	0.0	4:00 AM			
			Arrive Daily		(52.9)		Leave Tue. & Sat.	Leave Daily		

(0.50) ..... Time ..... (4.00) ..... (1.00)  
18.8 ..... Average Speed per Hour ..... 13.2 ..... 15.7

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. 31 March 13, 1927		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					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.				
1809	WTP				7:00 AM	6:30 PM	1:15 PM	9:05 AM	0.0	D-R	MOSCOW	Mo	28.1	8:50 AM	12:10 PM	4:10 PM	6:00 AM		
648						6:40	f 1:23	f 9:15	4.0		GARRISON		24.1	8:40	f 11:59 AM	f 4:00			
									8.8		N. P. CROSSING		19.3						
1245	P				7:45	s 6:55	s 1:37	s 9:27	9.4	D	PULLMAN	Xn	18.7	s 8:28	s 11:45	s 3:45	5:15		
302	W(East)				7:55	f 7:03	f 1:45	f 9:35	12.4		ARMSTRONG		15.7	f 8:20	f 11:36	f 3:36	4:50		
958					8:12	s 7:12	s 1:51	s 9:40	15.4	D	ALBION	Gy	12.7	s 8:12	s 11:28	s 3:28	4:40		
1039					8:25	f 7:20	f 1:57	f 9:46	18.4		SHAWNEE		9.7	f 8:05	f 11:20	f 3:20	4:30		
498					8:30	f 7:25	f 2:01	f 9:51	20.3		PARVIN		7.8	f 8:00	f 11:15	f 3:15	4:25		
409					8:45	f 7:35	f 2:10	f 10:00	23.6		RISBECK		4.5	f 7:50	f 11:05	f 3:05	4:15		
	WFYP				9:00 AM	7:50 PM	2:25 PM	10:20 AM	28.1	D-R	COLFAX	Ca	0.0	7:30 AM	10:50 AM	2:50 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 ..... (1.20) ..... (1.20) ..... (2.00)  
14.1 ..... Average Speed per Hour ..... 21.1 ..... 21.1 ..... 14.1

Westward trains are superior to trains of the same class in the opposite direction, except 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. 31 March 13, 1927			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 Ex. Sunday	Arrive Daily Ex. Mon.
OWFTY	5.00AM			DN-R	TEKOA	K	80.3					11.00AM		
1297	f 5.20				LOVELL		73.3					f 10.30		
980	f 5.35				WATT		68.1					f 9.30		
957 P	s 5.48			D	PLUMMER	Mr	64.9					s 8.45		
					WEST PLUMMER		63.3							
				DN-R	PLUMMER JCT.	Wj	63.9	10.15AM	4.49PM			s		
		7.01PM	9.18AM		WEST PLUMMER		63.3	10.13	4.47			8.30		
1240 WFT	6.20	f 7.15	f 9.33		CHATCOLET		57.5	f 10.00	f 4.30			7.45		
		f 7.23	f 9.40		O'GARA		54.0	f 9.51	f 4.22					
700		7.27	9.47		LACON		52.0	9.47	4.15					
2081 WT	7.00	s 7.35	s 9.58	Black Sigt. D	HARRISON	Rn	49.7	s 9.35	s 4.10			7.00		
1272	7.20	s 7.45	s 10.07		SPRINGSTON		46.3	s 9.23	s 3.57			6.00		
150	7.55	f 7.53	s 10.14		BLACK LAKE		41.9	f 9.15	f 3.50			5.45		
500	8.25	s 8.00	s 10.20		MEDIMONT		38.9	s 9.08	s 3.43			5.30		
1100	9.00	s 8.07	s 10.28		LANE		34.9	s 9.00	s 3.38			5.15		
1464	9.25	s 8.15	s 10.35	D	ROSE LAKE	Ro	31.1	s 8.52	s 3.28			5.00		
707	9.40	f 8.22	s 10.41		DUDLEY		28.2	f 8.45	f 3.22			4.45		
1551 W (West)	10.15	f 8.32	s 10.53		CATALDO		22.4	f 8.35	f 3.13			4.25		
666 OY	10.45	s 8.45	s 11.05	D-R	ENAVILLE	Vi	17.7	s 8.25	s 3.05			4.10		
459	10.55	f 8.50	f 11.10		PINE CREEK		16.1	f 8.20	f 3.00			4.00		
		f	f		BRADLEY		13.0	f	f					
1339	11.30AM	s 9.05	s 11.30	D-R	KELLOGG-WARDNER	Dn	11.0	s 8.10	s 2.50			3.40		
1602	12.25PM	9.20	s 11.48		OSBURN		4.4	f 7.53	2.38			3.15		
OWFT	1.00PM	9.30PM	11.59AM	D-R	WALLACE	Wc	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. Mon.		

(8.00) 10.0 (2.29) 25.7 (2.41) 23.8 ..... Time ..... (2.30) 25.6 (2.19) 27.6 (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. 31 March 13, 1927		Distance from Sierra Nevada Mine	SECOND CLASS	
	STATIONS							
	BRADLEY							
W			0.0			4.1		
			4.1	SIERRA NEVADA MINE		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. 31 March 13, 1927		Distance from Enaville	SECOND CLASS	
	STATIONS							
	ENAVILLE							
			0.0			32.8		
			11.30AM	PRICHARD		21.5	10.50AM	
1254 YP			11.40AM	BEAVER		19.3	s 10.30AM	
1300 P				JEFFERSON		28.0		
1254 YP				BEAVER		19.3		
585			s 11.55AM	ANDERSON		16.2	10.15AM	
			s 12.01PM	HEDLUND		15.0	s 10.10	
1172 W (East)			s 12.10	CARTER		13.2	s 10.00	
1000			s 12.30	STEAMBOAT		9.6	s 9.40	
515			s 1.00	LINFOR		3.9	s 9.10	
OYP			1.30PM	ENAVILLE	Vi	0.0	8.50AM	
	Arrive Tue. & Fri.			(32.8)			Leave Tue. & Fri.	

(2.00) 10.8 ..... Time ..... (2.00) 10.8  
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. 31 March 13, 1927		Distance from Burke	SECOND CLASS	
	STATIONS							
	BURKE							
			0.0	D-R	WALLACE	Wc	6.6	
			0.3		N. P. CROSSING		6.3	
			3.8		GEM		2.8	
			4.1		FRISCO		2.5	
			4.8		DORN		1.8	
			5.6		MACE		1.0	
W			6.6	D-R	BURKE	B	0.0	
					(6.6)			

SPECIAL RULES

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

R. V. Owens, 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
86-88	Dishman	Any station
86-88	Any station	Wallace Branch

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS, MAIL AND EXPRESS

TRAINS	STOPS	TO OR FROM
47-48	Any station	Any station
73-74	Any station	Any station
75-76	Magallon	Any station
75-76	Matthew	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
165	Dumas	Any station
178-179	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 Ford, 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.
- 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	Endcott	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	Touchet			
		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.
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 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
<b>152 (S). SEVENTH SUB-DIVISION.</b>		
Over street crossings at grade in Cheney	8 miles	8 miles
Through tunnels between Spokane and Ayer Jct.	45 miles	25 miles
<b>152 (T). SPOKANE-TEKOA SUB-DIVISION.</b>		
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
<b>152 (W). TEKOA-AYER JUNCTION SUB-DIVISION.</b>		
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
<b>152 (X). STARBUCK-PENDLETON SUB-DIVISION.</b>		
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
<b>BRANCHES</b>		
<b>152 (Y).</b>		
<b>Yakima Branch</b>		
Over street crossings at grade in Yakima, except Yakima Avenue and Walnut Street	45 miles	30 miles
Over Yakima Avenue and Walnut Street in Yakima	10 miles	10 miles
Over Yakima River Bridge 89.35 at Parker	6 miles	6 miles
Over street crossings at grade in Zillah	15 miles	15 miles
Over street crossings at grade in Kennewick	10 miles	10 miles
Over Columbia River Bridge 7.44 at Villard	8 miles	8 miles
	20 miles	10 miles
<b>Wallula Branch</b>		
	40 miles	30 miles
<b>Pomeroy Branch</b>		
	25 miles	20 miles
<b>Dayton Branch</b>		
Over street crossings at grade in Dayton	35 miles	25 miles
Between Turner and Dayton	6 miles	6 miles
	25 miles	20 miles
<b>Amwaco Branch</b>		
	15 miles	15 miles
<b>Connell Branch—</b>		
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
<b>Moscow Branch</b>		
Over street crossings at grade in Moscow	35 miles	25 miles
Over street crossings at grade in Pullman	12 miles	12 miles
Over street crossings at grade in Colfax	6 miles	6 miles
	12 miles	12 miles
<b>Wallace Branch</b>		
On descending grade between Chatcolet and Lovell	50 miles	35 miles
Over Chatcolet Trestle and Drawbridge 23.45	50 miles	15 miles
Pine Creek Spur	15 miles	15 miles
Sierra-Nevada Spur	10 miles	10 miles
Over street crossings at grade in Wallace	10 miles	10 miles
	6 miles	6 miles
<b>Enaville Branch</b>		
Between Beaver and M. P. 6	25 miles	25 miles
Between M. P. 6 and Jefferson	20 miles	20 miles
	10 miles	10 miles
<b>Burke Branch</b>		
Burke to Wallace	20 miles	20 miles
Standard, Gem and Hecla High Lines	20 miles	10 miles
	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:

<b>At N. P. Crossing, Spokane:</b>				
For Spokane Union Station	-----	0	0	0
For old yard	-----	0	0	0
For East Spokane	-----	0	0	0
For N. P. Transfer	-----	0	0	0
For S. & E. Transfer	-----			
<b>At Colfax:</b>				
To and from Crest	-----	0	0	0
To and from Moscow Branch	-----			
<b>At N. P. Crossing, just east of Parker:</b>				
For Yakima	-----	0	0	0
For Parker	-----	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; 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	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	Tucannon to Starbuck	Ayer Jct. to Tucannon	Tucannon to Riparia	Riparia to Hay	Hay to Jerita	Winona to Mockonema	Mockonema to Crest	Colfax to Elberton	Elberton to Farmington	Winona to St. John	St. John to Oakesdale	Oakesdale to Tekoa	
TT63	29 1/2 288	5400 to 5414	3350					3350	2120																				
M. 57	18 91	4200 to 4208	830	1185	915	915	1245	830	540	330	515	745	475	500	175	535	500	610	1245	1245	455	290	475	350	630	430	500	360	530
MC. 57	26-40 394	3800 to 3802	4510	6240	4820	4820	6575	4510	2860								3230	6575											
MC. 57	26-41 464	3620 to 3629	4895					4895	3105																				
A. 81	20 106	3500 to 3514	1085	1550	1195	1195	1630	1085	710	430	675	975	625	655	230	700	655	800	1630	1630	595	380	625	460	830	560	655	470	690
P. 77	25 178	3226 to 3227	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1080	1315	2675		980	625	1025	755	1360	925	1080	775	1135
P. 77	25 167	3218 to 3225	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1080	1315	2675		980	625	1025	755	1360	925	1080	775	1135
P. 77	22 149	3208 to 3217	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075		760	485	795	585	1055	715	835	600	880
P. 77	22 135	3204 to 3207	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075	2075	760	485	795	585	1055	715	835	600	880
P. 77	22 143	3200 to 3203	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075		760	485	795	585	1055	715	835	600	880
MK 63	26 209	2166 to 2171	2700	3500	3000	3000	3535	2700	1540	935	1460	2120	1355					1740	3535										
MK. 57	23 1/2 208	2100 to 2165	2700	3500	3000	3000	3500	2700	1520	925	1440	2090	1335					1720	3500										
T. 63	22 160	1755 to 1760	1690	2405	1850	1850	2530	1690	1100	670	1045	1520	970	1020	360	1085	1020	1245	2530		930	590	970	715	1285	875	1020	735	1075
T. 69	22 159	1742 to 1754	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	935	1135	2315		845	540	890	650	1175	800	935	675	985
T. 57	20 126	1737 to 1741	1360	1940	1500	1500	2040	1360	890	540	845	1225	780	825	290	875	825	1003	2040	2040	745	480	780	575	1035	705	825	590	865
T. 57	20 119	1733 to 1736	1290	1840	1420	1420	1935	1290	840	515	800	1160	740	780	275	830	780	950	1935	1935	710	450	740	545	985	670	780	560	820
T. 64	22 145	1730 to 1731	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	935	1135	2315	2315	845	540	890	650	1175	800	935	675	985
T. 64	15 1/2 26 145	1727 to 1729	1235	1760	1360	1360	1855	1235	805	490	765	1210	710	750	265	795	750	910	1855	1855	680	430	710	520	940	640	750	540	790
T. 63	20 113	1715 to 1726	1045	1490	1150	1150	1570	1045	680	415	650	940	600	635	220	670	635	770	1570	1570	575	365	600	440	795	540	635	455	665
T. 63	19 92	1709 to 1714	810	1155	890	890	1215	810	530	320	500	729	465	490	170	520	490	595	1215	1215	445	280	465	340	615	420	490	350	515
T. 55	18 71	1701 to 1708	750	1070	825	825	1125	750	490	300	465	675	430	455	160	480	455	555	1125	1125	415	265	430	315	570	390	455	325	480
E. 62	18 62	1122 to 1123	855	1215	940	940	1280	855	555	340	530	770	490	515	180	550	515	630	1280	1280	470	300	490	360	650	440	515	370	545
E. 64	18 69	1114 to 1121	775	1105	850	850	1165	775	505	310	480	700	445	470	165	500	470	570	1165	1165	425	270	445	330	590	400	470	340	495
E. 57	17 51	1111	575	820	630	630	860	575	375	230	355	515	330	345	120	370	345	425	860	860	315	205	330	245	435	295	345	250	365
E. 63	17 55	1106 to 1108	560	800	620	620	845	560	365	225	350	505	325	340	120	360	340	415	845	845	310	200	325	235	430	290	340	245	360
E. 63	17 54	1102 to 1105	520	740	570	570	775	520	335	205	320	465	300	315	110	335	315	380	775	775	285	180	300	220	395	270	315	225	330
C. 57	22 187	730 to 768	2000	2850	2300	2300	3000	2000	1305	840	1240	1800	1150	1250	425	1700	1500	1475	3000		1100	700	1500	1000	1525	1250	1210	930	1275
C. 57	22 179	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	1210	870	1275
C. 57	20 1/2 172	719 to 723	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	945	1150	2345		855	550	900	665	1190	810	945	680	995
C. 57	20 1/2 167	710 715 & 718 & 724	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	945	1150	2345		855	550	900	665	1190	810	945	680	995
C. 57	15 1/2 26 167	711 to 714 & 716 & 717	1600	2280	1760	1760	2400	1600	1045	635	990	1440	920	970	340	1030	970	1180	2400		880	560	920	675	1220	830	970	695	1020
C. 55	19 149	707 to 709	1545	2205	1700	1700	2320	1545	1010	615	960	1390	890	935	330	995	935	1140	2320		850	540	890	650	1180	800	935	675	985
C. 51	20 137	705 to 706	1480	2110	1630	1630	2220	1480	965	590	915	1330	850	895	315	950	895	1090	2220	2220	815	530	850	640	1130	765	895	645	945
C. 51	20 117	700 to 704	1180	1685	1300	1300	1775	1180	770	470	730	1065	680	715	250	760	715	870	1775	1775	650	415	680	500	900	610	715	515	755



# RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

## THIRD DIVISION

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

CLASSIFICATION	ENGINE NUMBERS	Moscow Branch	WALLACE BRANCH					ENAVILLE BRANCH		Sierra Nevada Branch	Burke Branch	
		Eastward	WESTWARD			EASTWARD	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 23¾ 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 15¼ 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 20¼ 167 30	710, 715 718 & 724		650	1720	1000	590	995	240	240	295	240	
C. 57 15¼ 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

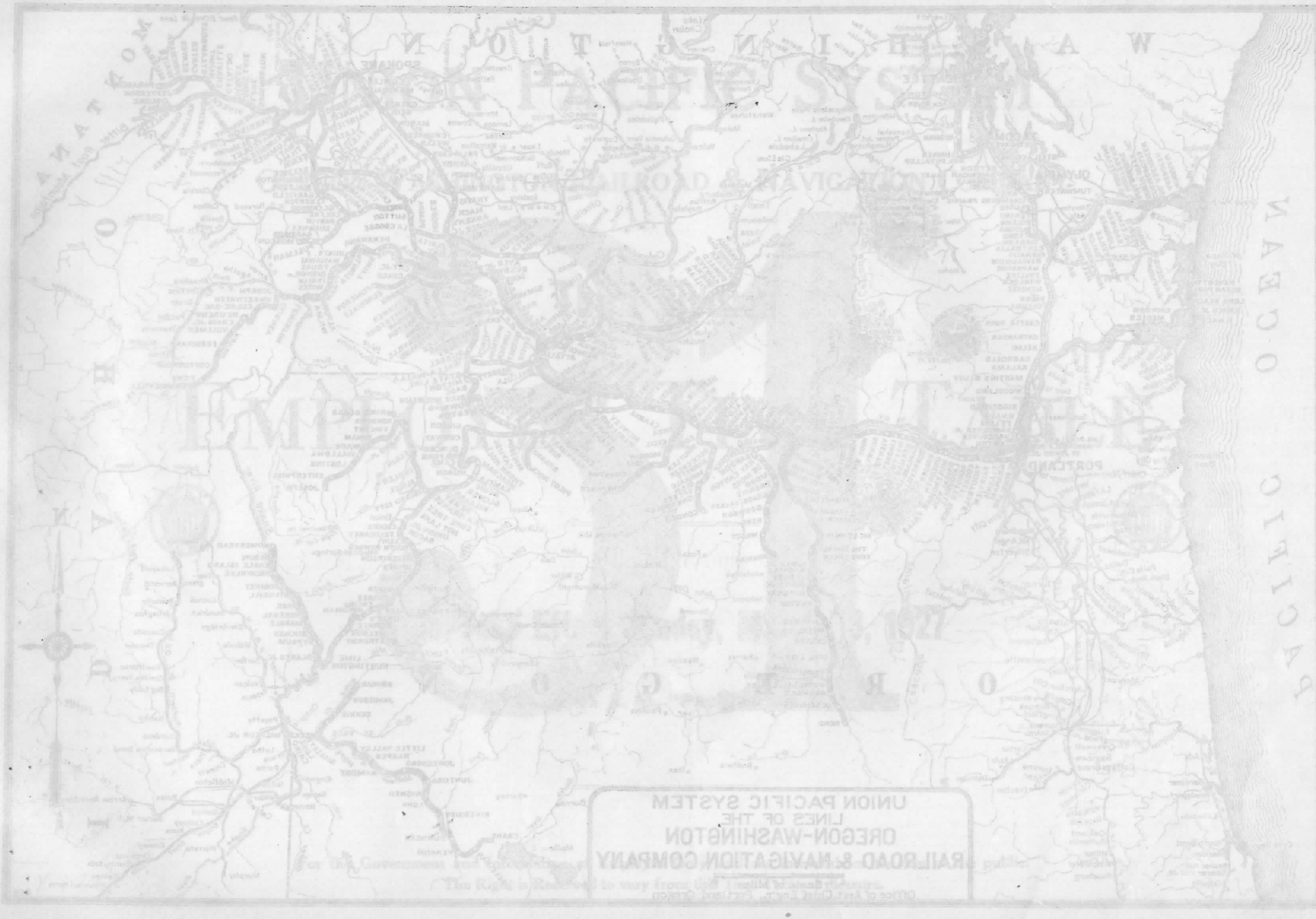
- "E"—Eight Wheel
- "A"—Atlantic
- "P"—Pacific
- "T"—Ten Wheel
- "M"—Mogul
- "C"—Consolidation
- "TW"—Twelve Wheel
- "S"—Switch
- "MK"—Mikado
- "TTT"—Two-Ten-Two
- "MC"—Mallet Compound

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.....	---	---



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

PACIFIC OCEAN

WASHINGTON

OREGON

IDAHO

MONTANA

WYOMING

NEBRASKA

KANSAS

MISSOURI

ILLINOIS

INDIANA

MICHIGAN

OHIO

PENNSYLVANIA

MARYLAND

DELAWARE

VIRGINIA

NORTH CAROLINA

SOUTH CAROLINA

MISSISSIPPI

LOUISIANA

ARKANSAS

OKLAHOMA

KANSAS

MISSOURI

ILLINOIS

INDIANA

MICHIGAN

OHIO

PENNSYLVANIA

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VIRGINIA

NORTH CAROLINA

SOUTH CAROLINA

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MISSISSIPPI

LOUISIANA

ARKANSAS

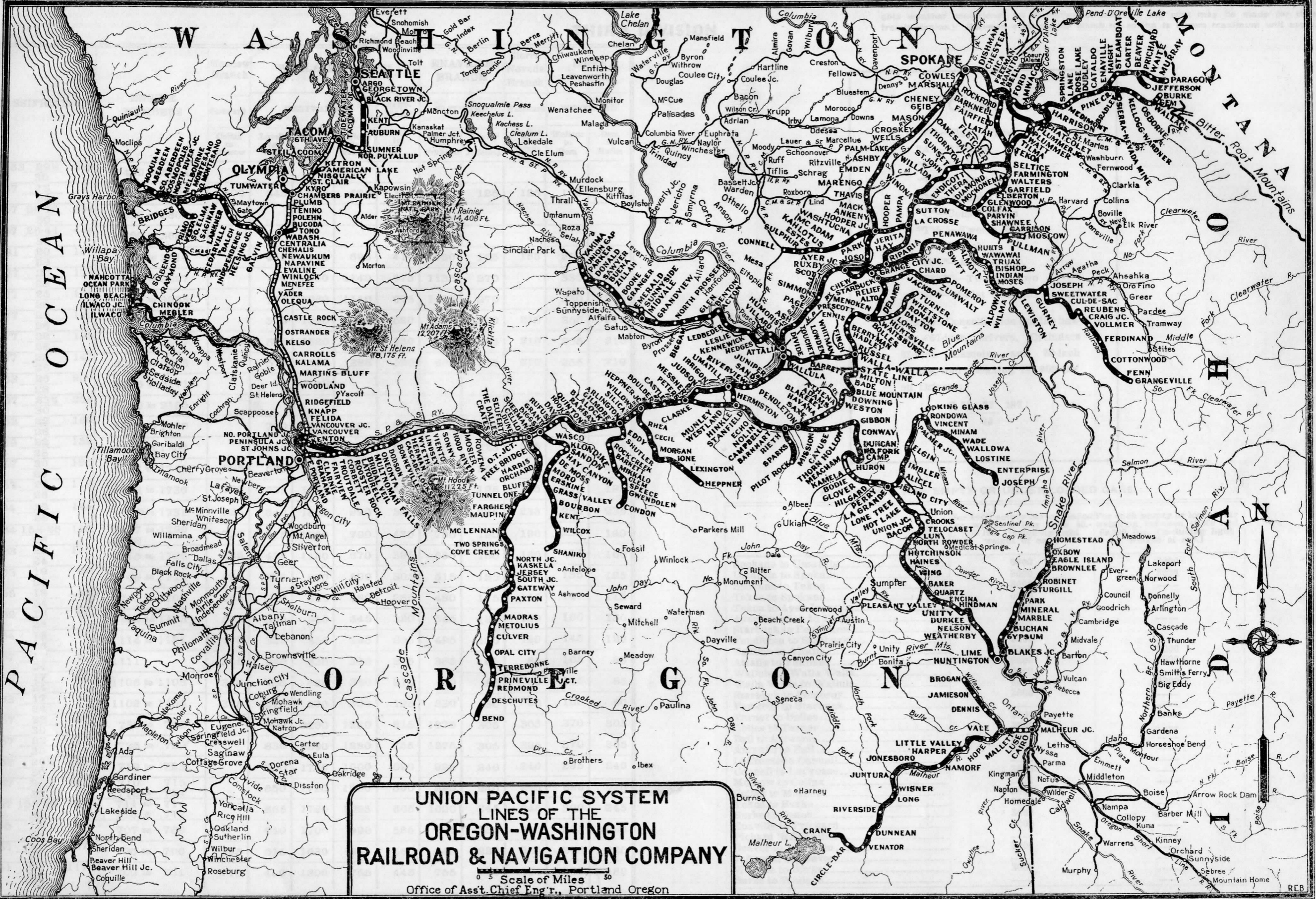
OKLAHOMA

KANSAS

MISSOURI

ILLINOIS

INDIANA



**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'r., Portland Oregon