

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, September 11, 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.

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....." " " "

J. A. WALSH....." " " "

P. H. WALSH....." " " "

F. R. BROOKS....." " " "

L. L. GRAUL....." " " "

C. E. HABIGER....." " " "

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. 33 September 11, 1927	Distance from Portland	FIRST CLASS						SECOND CLASS	
255	Time Freight	17	29	25	11	5	23				30	18	26	12	6	24	256	Time Freight
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		4.20AM		7.25PM		6.34PM	2.30PM	0.0	HUNTINGTON	389.5				12.30PM	2.25PM	7.00PM		
8.45PM		8.15AM		11.45PM		9.25PM	6.30PM	99.5	LA GRANDE	290.0		12.25AM	6.40AM	8.00AM	10.40AM	6.45AM		
		11.35AM		3.10AM		12.10AM	10.00PM	173.8	PENDLETON	215.7		5.00PM	11.15PM	4.55AM	7.00AM			
3.00AM								177.5	RIETH	212.0						5.15PM		
5.15AM					2.25AM		1.15AM	215.8	UMATILLA	183.0			12.45AM	3.00AM	5.05AM	10.30AM		
12.10PM		3.30PM	1.15PM	7.45AM	4.55AM	4.05AM	4.25AM	305.3	THE DALLES	84.2	11.45AM	12.15PM	7.00PM	10.15PM	11.00PM	1.20AM	1.40AM	
		6.15PM	4.00PM	10.30AM	7.30AM	6.30AM	7.15AM	389.5	PORTLAND	0.0	8.45AM	9.35AM	4.00PM	7.45PM	8.30PM	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		(389.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
(32.10) 12.2		(13.55) 28.0	(2.45) 30.6	(15.05) 25.8	(5.05) 36.0	(11.56) 32.6	(16.45) 23.5	Time.....			(2.50) 29.7	(14.50) 26.2	(14.40) 26.5	(5.00) 36.6	(16.00) 24.9	(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. 33 September 11, 1927	Distance from Portland	FIRST CLASS						SECOND CLASS	
691	Time Freight	43	41	37	35	563	561				562	564	32	34	38	42	692	Time Freight
Leave Daily	Leave Daily	C.M. & St. P. Passenger (18)	C.M. & St. P. Passenger (16)	C.M. & St. P. Passenger (16)	C.M. & St. P. Passenger (17)	Passenger	Passenger	Arrive Daily	Arrive Daily	C.M. & St. P. Passenger (17)	C.M. & St. P. Passenger (16)	C.M. & St. P. Passenger (15)	C.M. & St. P. Passenger (18)	Arrive Daily	Arrive Daily			
6.25PM		8.45PM	7.15PM	9.30AM	8.00AM	11.15PM	1.00PM	0.0	SEATTLE	183.2	7.15PM	6.30AM	7.45AM	9.20AM	7.00PM	8.25PM	6.45AM	
8.40PM		8.54PM	7.24PM	9.39AM	8.09AM			3.1	ARGO	180.1			7.32AM	9.11AM	6.50PM	8.16PM		
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	
						6.15AM	7.15PM	181.6	ALBINA	1.6							7.30PM	
								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	
(13.10) 13.5		(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(0.09) 20.6	(7.00) 26.2	(6.15) 29.3	Time.....			(6.15) 29.3	(7.15) 25.2	(0.13) 14.0	(0.09) 20.6	(0.10) 18.6	(0.09) 20.6	(11.15) 15.9	
								Average Speed per Hour.....										

WESTWARD

SPOKANE—UMATILLA—PENDLETON

EASTWARD

SECOND CLASS		FIRST CLASS					Distance from Spokane	Time-Table No. 33 September 11, 1927	Distance from Pendleton Umatilla	FIRST CLASS					SECOND CLASS	
251	Time Freight	45	73	11	75	77				12	76	78	74	46	252	Time Freight
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			
8.25PM				9.10PM		7.35AM	0.0	SPOKANE	251.4	6.30AM		6.00PM		12.30AM		
				5.55PM			116.1	MOSCOW	185.9			9.00AM				
				9.15PM		9.25PM	12.35PM	147.8	RIPARIA	103.6		5.20AM	12.35PM	5.30AM		
2.30AM				11.42PM	10.05PM		103.9	AYER JUNCTION	80.6	3.30AM	4.40AM			4.00PM		
8.00AM		3.30AM		1.15AM	12.10AM		157.2	WALLULA	27.3	1.55AM	3.15AM		11.40PM	12.01PM		
10.00AM				2.10AM	12.55AM		184.5	UMATILLA	0.0	12.55AM	2.20AM			10.30AM		
						1.00PM	156.5	STARBUCK	94.9			12.01PM				
		5.00AM				2.55PM	204.6	WALLA WALLA	46.8			10.00AM		10.30PM		
						4.40PM	251.4	PENDLETON	0.0			8.25AM				
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
(13.35) 13.7		(1.30) 20.7	(3.20) 26.4	(5.00) 36.9	(3.30) 28.0	(9.05) 27.6	Time.....			(5.35) 33.0	(3.00) 32.7	(9.35) 26.2	(3.30) 25.1	(1.10) 26.7	(14.00) 13.2	
							Average Speed per Hour.....									

WESTWARD

SEVENTH SUBDIVISION—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	Time-Table No. 33 September 11, 1927	Distance from Portland	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 (463)	Freight	Motor 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	Motor 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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
						9.15 PM	9.10 PM		8.30 AM	0.0	DN-R SPOKANE	367.5	6.30 AM	7.30 AM		8.30 PM				
OWFPT	8.25 PM	5.06				9.20	9.14		8.35	1.7	WEST SPOKANE	365.8	6.23	7.24		8.25		12.30 AM		
2690 P	8.32	5.15				9.27	9.20		8.42	5.3	COWLES	362.2	6.15	7.17		8.17		12.15 AM		
2720 P	8.40	5.26				9.35	9.27		8.51	9.5	MARSHALL	358.0	6.07	7.08		8.09		11.59 PM		
3450 WP	8.53	5.43				9.48	9.40		9.05	16.8	CHENEY	350.7	5.56	6.55		7.55		11.10		
2688 P	9.02	5.55				9.56	9.46		9.14	22.0	GEIB	345.5	5.47	6.44		7.45		10.35		
2680 P	9.11	6.08				10.04	9.51		9.22	27.0	MASON	340.5	5.38	6.36		7.35		10.04		
2755 WP	9.24	6.25				10.15	10.01		9.32	34.4	CROSKEY	333.1	5.26	6.24		7.20		9.46		
2682 P	9.31	6.35				10.22	10.06		9.38	38.4	WELLS	329.1	5.19	6.16		7.13		9.24		
2683 P	9.43	7.00				10.33	10.13		9.47	45.0	PALM LAKE	322.5	5.08	6.06		7.00		8.55		
2319 P	9.52	7.20				10.41	10.19		9.56	50.2	ASHBY	317.3	4.59	5.57		6.50		8.25		
2716 P	10.00	7.40				10.48	10.24		10.02	54.4	EMDEN	313.1	4.52	5.50		6.42		8.00		
2335 WFYP	10.15	8.00 PM				11.00 PM	10.32		10.15 AM	61.1	MARENGO	306.4	4.40	5.40 AM		6.30 PM		7.40		
2683 P	11.00						10.42			65.9	THAVIS	301.6	4.31					7.00		
3247 P	11.15						10.48			70.3	MACK	297.2	4.24					6.35		
2682 P	11.30						10.54			74.5	ANKENY	293.0	4.18					6.20		
2070 WYP	11.59 PM						11.04			82.4	HOOPER JCT.	285.1	4.06					6.00		
2780 P	12.20 AM						11.12			88.0	PARK	279.5	3.58					5.30		
2683 P	12.40						11.21			94.2	JOSO	273.3	3.48					5.05		
2290 P	1.00						11.30			100.0	CHEW	267.5	3.37					4.40		
9958 WFYP	2.30						11.42	10.05 PM		103.9	AYER JUNCTION	263.6	3.30	4.40 AM				4.20		
4709 P	3.15						11.51 PM	10.17		110.1	RUXBY	257.4	3.15	4.30				4.00		
4721 P	4.19						12.02 AM	10.31		117.8	SCOTT	249.7	3.03	4.19				3.00		
WP										123.6	WALKER PIT	243.9						2.30		
4711 P	4.55						12.15	10.48		126.7	SIMMONS	240.8	2.49	4.06				2.00		
4715 WP	5.25						12.26	11.02		134.5	PAGE	233.0	2.38	3.55				1.30		
4710 P	5.50						12.36	11.17		141.8	ASH	225.7	2.25	3.45				1.00		
4710 P	6.10						12.45	11.27		147.8	HUMORIST	219.7	2.16	3.35				12.40		
1470 YP	6.40		3.00 AM	11.20 PM	12.45 PM		12.55	11.40		154.6	ATTALIA	212.9	2.05	3.25	3.35 AM	11.15 AM		12.15		
										154.7	N. P. CROSSING	212.8						3.15 PM		
										155.3	N. P. CROSSING	212.2								
6212 WFYP	8.00	3.15 AM		11.30 PM	12.55 PM		1.05	11.50 PM		157.2	WALLULA	210.3	1.55	3.15	3.25 AM	11.05 AM		12.01 PM		
							1.15	12.10 AM			JUNIPER	202.5	1.45	2.50				3.00 PM		
4724 P	8.35						1.30	12.22		165.0	SAND	197.2	1.20	2.40				11.15 AM		
4702 P	9.00						1.44	12.30		170.3	RIVERVIEW	190.6	1.08	2.31				11.00		
4718 P	9.30						1.56	12.40		176.9	UMATILLA	183.0	12.55 AM	2.20 AM				10.45		
WFTYP	10.00 AM						2.10 AM	12.55 AM		184.5								10.30 AM		
	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(13.35)	(3.00)	(0.15)	(0.10)	(0.10)	(1.45)	(5.00)	(2.50)	(1.45)	.....	.....	(5.35)	(1.50)	(2.20)	(2.00)	(0.10)	(0.10)	(14.00)	(0.15)
13.5	20.4	10.4	15.6	15.6	34.9	36.9	28.5	34.9	.....	.....	33.0	33.3	34.5	30.6	15.6	15.6	13.1	10.4

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

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

WESTWARD

SPOKANE-TEKOA SUBDIVISION

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. 33 September 11, 1927	Distance from Ayer Junction	FIRST CLASS						SECOND CLASS		
	381	387	91	87	95	93	69	85	77				90	86	78	88	94	68	92	388	382
	C.M.&St.P. Freight (64)	Freight	C.M.&St.P. Passenger (16)	Passenger	C.M.&St.P. Passenger (218)	C.M.&St.P. Passenger (18)	Spokane Internat'l Passenger (2)	Passenger	Passenger				C.M.&St.P. Passenger (15)	Passenger	Passenger	Passenger	C.M.&St.P. Passenger (217)	Spokane Internat'l Passenger (1)	C.M.&St.P. Passenger (17)	Freight	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	Leave Daily	DN-R	165.2	8.10AM	11.45AM	6.00PM	6.20PM	6.30PM	8.35PM	8.50PM	11.00PM	1.55AM
OWFTP	9.50PM	6.45PM	8.50PM	5.30PM	8.05AM	8.00AM	7.50AM	7.45AM	7.35AM	0.0	DN-R	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	DN-R	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	DN-R	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	f 8.15		8.03	7.50	65	DN-R	158.7	7.50	11.28	f 5.44	6.03	6.15PM		f 8.33	10.20	1.25
1797	10.40	7.30	9.12	f 5.55			8.23	f 8.10	f 7.59	96	DN-R	155.6	7.42	f 11.20	f 5.33	5.55			8.23	9.45	1.05
940	11.00	7.50	9.23	6.03			8.31	8.17	8.06	132	DN-R	152.0	7.35	11.12	5.25	5.47			8.15	9.23	12.45
1009	11.10	8.10	9.30	f 6.08			8.37	f 8.23	f 8.10	157	DN-R	149.5	7.30	f 11.07	f 5.20	5.42			8.10	8.55	12.30
2014	11.30	8.25	9.37	f 6.14			8.43	f 8.30	f 8.14	185	DN-R	146.7	7.25	f 11.01	f 5.15	5.36			8.02	8.25	12.10AM
P	11.50PM	8.40	9.45PM	6.20PM			8.50AM	8.37AM	f 8.20	218	DN-R	143.4	7.20AM	10.55AM	s 5.08	5.30PM			7.55PM	8.05	11.50PM
										225	DN-R	142.7									
1274		9.05							s 8.31	270	DN-R	138.2			s 4.58					7.50	
2172		9.20							8.38	303	DN-R	134.9			4.52					7.40	
1646	W	9.35							s 8.45	337	DN-R	131.5			s 4.46					7.30	
1289		10.10							s 9.00	42.1	DN-R	123.1			s 4.32					7.05	
OWFYTP		10.45PM							9.15AM	49.3	DN-R	115.9			4.15PM					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				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				(.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

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 & St. Paul Railway Company between Manito and Plummer Junction, and between Manito and Plummer Junction will be governed by time-tables, rules and regulations of Chicago, Milwaukee & St. Paul Railway Company.

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

WESTWARD

TEKOA-AYER JUNCTION SUBDIVISION

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	71	77		76	74	72	78	374	372	388	392				
	Freight	Freight	Freight	Freight	Passenger	Passenger	Motor Passenger	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	Leave Daily Ex. Sun.	Leave Daily			Arrive 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								
1614 P	11.35	1.15PM					s 9.38AM	s 9.26	55.0	R	SELTICE		110.2								
1645 W	11.59PM							s 9.37	60.9	D	FARMINGTON	Fm	104.3								
									62.0		N. P. CROSSING		103.2								
628	12.25AM							f 9.49	66.8		WALTERS		98.4								
									69.9		N. P. CROSSING		95.3								
1918	12.40							s 9.57	70.3	D	GARFIELD	Gr	94.9								
942 W (East)	1.05							s 10.07	75.7	D	ELBERTON	Dc	89.5								
756	1.35							f 10.20	81.9		GLENWOOD		83.3								
1640 IWFP	2.00AM		11.00AM	10.00AM			7.10PM	s 10.35	88.0	Back Signal	D-R COLFAX I.E. Crossing	Ca	77.2		7.35AM						
1030 P			11.15	10.15			7.17	10.42	90.5		CREST		74.7		7.28						
1740			11.30	10.30			f 7.22	f 10.47	92.9		MOCKONEMA		72.3		f 7.22						
1518			11.55AM	10.55			s 7.29	s 10.55	96.9	D	DIAMOND	D	68.3		s 7.12						
844 W			12.10PM	11.30			f 7.37	f 11.02	100.6		THERA		64.6		f 7.04						
1470			12.40PM	11.59AM			s 7.48PM	s 11.15AM	107.5	D	ENDICOTT	Di	57.7		s 6.48AM		s 2.02PM	7.45AM	9.45AM		
									60.5		FLETCHER		94.3								
603		1.35PM					f 9.50AM		63.2		N. P. - I. E. CROSSINGS		91.6								
								s 9.58	63.8	D	OAKESDALE	On	91.0								
1743 W		1.45						s 10.15	71.8	D	THORNTON	Ko	83.0								
1180		2.30							72.3		I. E. CROSSING		82.5								
								s 10.30	77.6		SUNSET		77.2								
1482 P		2.50						s 10.50	84.7	D	ST. JOHN	Sj	70.1								
1497 W		3.25						s 11.05	91.4		WILLADA		63.4								
1420 P		4.10						f 11.23	98.5		GRAVEL PIT		56.3								
841		5.00PM											56.3								
									113.3	Back Signal	D-R WINONA	Wa	51.9		s 6.35AM	1.50PM	s 1.50PM	7.10AM	9.10AM		
1323 WY		5.30PM	1.15PM	12.30PM			s 8.00PM	11.35AM	117.3		SUTTON		47.9		6.27		1.41	6.50	8.45		
2357		5.55	1.41	12.50			s 8.23	s 11.45	123.9	D-R	LACROSSE	Ja	41.3		s 6.16		s 1.27	6.16	8.30AM		
1382 WFYP		6.30PM	2.00	1.27PM				f 8.35	129.6		JERITA		35.6		f 6.06		f 1.15	5.30			
2209			2.15					f 8.48	135.2		HAY	H	30.0		f 5.54		s 1.03	5.15			
2220 W			2.35					f 9.04	143.3		CANYON		21.9		f 5.40		f 12.45	4.50			
2180			3.00					s 9.25PM	147.8	DN-R	RIPARIA	Ax	17.4		s 5.20AM	5.30AM	s 12.35	4.30			
983 WP			3.30						148.4		WEST RIPARIA		16.8								
1963								s 9.40PM	152.7	R	TUCANNON		12.5		s 5.05AM		s 12.10PM	4.15AM			
604 YP			3.45PM						152.7	R	TUCANNON		12.5				s 12.10PM	4.15AM			
604 YP			3.45PM						156.5	DN-R	STARBUCK	Sa	16.3				12.01PM	4.00AM			
840 WPTY			4.00PM						152.7	R	TUCANNON		12.5		s 5.05AM						
604 YP									163.6		GRANGE CITY		11.6		5.00						
2054									162.5		AYER		2.7		f 4.45						
2747									165.2	DN-R	AYER JUNCTION	Jd	0.0		4.40AM						
2823 WFYP																					
	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Wed. Only	Arrive Mon. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily			(115.9) Via Colfax (105.5) Via Thornton			Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Thu. Only	Leave Tue. & Sat.	Leave Daily Ex. Sun.	Leave Daily
	(2.45) 14.1	(5.30) 11.7	(5.00) 13.7	(3.27) 10.4	(0.40) 26.1	(2.05) 28.7	(2.10) 24.7	(3.40) 29.2			Time.....			(0.40) 26.1	(2.05) 28.7	(2.15) 23.8	(4.14) 25.3	(5.30) 12.5	(3.29) 10.3	(3.00) 12.9	(4.30) 14.3
											Average Speed per Hour.....										

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

WESTWARD

YAKIMA BRANCH

EASTWARD

Length of sidings in feet and location of scales, water, fuel, tele- phone & turn- ing stations.	SECOND CLASS							FIRST CLASS							Distance from Yakima	Time-Table No. 33 September 11, 1927	Distance from Attalia	FIRST CLASS						SECOND CLASS	
	261							55	51	59	57	47	53	52				54	58	48	60	56	262		
	Freight	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger				Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor 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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
OWTFYP	9.30 PM																								
2046	9.40																								
IP																									
1600	9.55																								
1640 P	10.10																								
1000	10.17																								
2028 P	10.25																								
400																									
1824 P	10.35																								
1000	10.40																								
2723 WP	10.45																								
2675	11.05																								
1872 YP	11.15 PM																								
1872 YP																									
1500 P																									
1872 YP	11.15 PM																								
2625 WFP	11.35																								
2296	11.55 PM																								
628																									
2708	12.20 AM																								
374																									
2179 WP	12.40																								
2696	12.55																								
517																									
2695	1.10																								
2728	1.25																								
5596 WYFP	2.00																								
700	2.15																								
2699 P	2.25																								
520	2.40																								
886 P	3.00 AM																								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

(5.30)	(0.09)	(4.00)	(0.09)	(0.09)	(3.45)	(0.09)					(4.05)	(0.10)	(0.10)	(3.45)	(0.10)	(0.10)	(6.15)
17.8	18.7	26.8	18.7	18.7	28.7	18.7					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					WESTWARD					POMEROY 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. 33 September 11, 1927					Distance from Walla Walla	FIRST CLASS		SECOND CLASS		Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Pomeroy	Time-Table No. 33 September 11, 1927					Distance from Starbuck	FIRST CLASS		SECOND CLASS	
			47 Motor Passenger	45 Passenger									48 Motor Passenger	46 Passenger					155 Mixed	97 Passenger										96 Passenger	156 Mixed
			Leave Daily	Leave Daily									Arrive Daily	Arrive Daily					Leave Daily Ex. Sun.	Leave Sun. Only										Arrive Sun. Only	Arrive Daily Ex. Sun.
2272 WFYP			1:00PM	3:30AM	0.0	DN-R	WALLULA	Jn	31.1	11:05AM	11:40PM				1767 WT	9:35AM	10:20AM	0.0	D-R	POMEROY	Py	28.9	2:20PM	2:45PM							
730		f	1:15	3:51	7.7		REESE		23.4	f	10:50	f	11:20		1326	f	9:50	f	10:31	4.4		24.5	f	2:08	f	2:30					
250		f	1:20	3:59	10.2		DIVIDE		20.9	f	10:45	f	11:15		192	f	10:10	f	10:44	9.8		19.1	f	1:55	f	2:10					
1509 WP		s	1:32	4:12	15.2	D	TOUCHET	Ch	15.9	s	10:35	s	11:05		1009 W	f	10:26	f	10:56	14.4		14.5	f	1:43	f	1:55					
686		f	1:43	4:25	19.6		LOWDEN		11.5	f	10:27	f	10:55		508	f	10:37	f	11:04	17.5		11.4	f	1:35	f	1:44					
618		f	1:55	4:40	24.2		WHITMAN		6.9	f	10:18	f	10:45		1009	f	10:50	f	11:13	20.9		8.0	f	1:25	f	1:33					
					28.9		W. W. V. RY. CROSSING		2.2						WYFT	11:20AM	11:35AM	28.9	DN-R	STARBUCK	Sa	0.0	1:05PM	1:05PM							
OTWFYP			2:15PM	5:00AM	31.1	DN-R	WALLA WALLA	Bu	0.0	10:05AM	10:30PM													Leave Sun. Only	Leave Daily Ex. Sun.						
			Arrive Daily	Arrive Daily			(31.1)			Leave Daily	Leave Daily																				
			(1.15) 24.9	(1.30) 20.7			Time			(1.00) 31.1	(1.10) 26.7				(1.45) 16.5	(1.15) 23.1								(1.15) 23.1	(1.40) 17.3						
			Average Speed per Hour				Average Speed per Hour			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.—See Rule 72.

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. 33 September 11, 1927					Distance from Bolles	FIRST CLASS		SECOND CLASS	
	367 Freight	365 Freight	63 Motor Passenger	61 Motor Passenger								62 Motor Passenger	64 Motor Passenger	366 Freight	368 Freight
	Leave Tue. & Fri.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tue. & Fri.					
1502 T	12:40PM				0.0		TURNER		24.9				12:40PM		
1305					2.1		WHETSTONE		22.8						
1415					5.5		RONAN		19.4						
1355 WT	1:20PM	1:20PM	1:10PM	10:15AM	11.7	D-R	DAYTON	Da	13.2	11:40AM	2:30PM	12:05PM	12:05PM		
752		1:35	f	1:18	f	10:25	LONG		9.7	f	11:30	f	2:20	11:55AM	
					16.0		N. P. CROSSING		8.9						
969		1:50	s	1:28	s	10:35	HUNTSVILLE		6.1	s	11:20	s	2:10	11:45	
1254		2:03	s	1:35	s	10:40	WAITSBURG	Bg	3.6	s	11:15	s	2:03	11:40	
1374 WTP		2:15PM		1:45PM	10:50AM	24.9	R	BOLLES		0.0	11:05AM	1:55PM	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.		
	(0.40) 17.6	(0.55) 14.4	(0.35) 22.6	(0.35) 22.6			Time			(0.35) 22.6	(0.35) 22.6	(0.35) 22.6	(0.35) 20.1		
	Average Speed per Hour		Average Speed per Hour			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. 366 is superior to No. 365 Bolles to Dayton, and No. 368 is superior to No. 367 Dayton to Turner.—See Rule 72.

WESTWARD				AMWACO BRANCH				EASTWARD				WESTWARD				CONNELL BRANCH				EASTWARD			
Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			Distance from Bell	Time-Table No. 33 September 11, 1927			Distance from Amwaco	SECOND CLASS			Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			Distance from La Crosse	Time-Table No. 33 September 11, 1927			Distance from Connell	SECOND CLASS		
		375 Freight				376 Freight					391 Freight		371 Freight				372 Freight	392 Freight					
		Leave Sat. Only				Arrive Sat. Only					Leave Daily		Leave Mon. & Fri.				Arrive Tue. & Sat.	Arrive Daily					
200		8:20AM	0.0	BELL	14.1	9:45AM		WFYP	6:30PM	2:00PM	0.0	D-R	LA CROSSE	Ja	52.9	8:00AM	6:30PM						
640	f	8:30	2.8	HAGEN	11.3	9:30		840	6:45	2:15	4.6		PAMPA		48.3	7:30	6:15						
400	f	8:40	4.9	WELLER	9.2	9:15		671	7:15	2:50	14.7		HOOPER		38.2	7:00	5:35						
1020		8:50AM	6.9	FORD	7.2	9:05AM		1627	7:20PM	3:10	15.7	N-R	HOOPER JCT.	Hr	37.2	6:40	5:30PM						
2055	T		14.1	AMWACO	0.0			1738		3:45	23.5	D	WASHTUCNA	Fn	29.4	6:00							
		Arrive Sat. Only		(14.1)		Leave Sat. Only		295		4:10	29.3		McADAM		23.6	5:30							
	(0.30)	13.8	.....	Time.....	(0.40)	10.4	.....	1127		4:45	37.4	D	KAHLIOTUS	Ho	15.5	5:00					
			.....	Average Speed per Hour.....				483		5:10	42.3		ESTES		10.6	4:30						
								550		5:30	46.1		SULPHUR		6.8	4:20							
								1021	WY	6:00PM	52.9	D-R	CONNELL	N	0.0	4:00AM							
									Arrive Daily	Arrive Mon. & Fri.			(52.9)			Leave Tue. & Sat.	Leave Daily						
									(0.50)	(4.00)	.....	.....	Time.....	(4.00)	(1.00)	.....	.....				
									18.8	13.2	.....	.....	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 trains are superior to trains of the same class in the opposite direction.—See Rule 72.

EASTWARD				MOSCOW BRANCH				WESTWARD									
Length of sidings in feet and location of scales, water, fuel, telephone & turning stations.	SECOND CLASS			FIRST CLASS			Distance from Moscow	Time-Table No. 33 September 11, 1927			Distance from Colfax	FIRST CLASS			SECOND CLASS		
		379 Freight		73 Passenger	83 Motor Passenger	81 Motor Passenger			74 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	7:00AM		5:55PM	1:15PM	9:00AM	0.0	D-R	MOSCOW	Mo	28.1	9:00AM	12:05PM	4:10PM	6:00AM		
648				6:05	f 1:23	f 9:10	4.0		GARRISON		24.1	8:50	f 11:55AM	f 4:00			
							8.8		N. P. CROSSING		19.3						
1245	P	7:30	s 6:16	s 1:37	s 9:22		9.4	D	PULLMAN	Xn	18.7	s 8:35	s 11:40	s 3:45	5:15		
302	W(East)	7:45	f 6:23	f 1:45	f 9:30		12.4		ARMSTRONG		15.7	f 8:26	f 11:31	f 3:36	5:00		
988		8:00	s 6:30	s 1:51	s 9:35		15.4	D	ALBION	Gy	12.7	s 8:18	s 11:23	s 3:28	4:50		
1039		8:10	f 6:37	f 1:57	f 9:41		18.4		SHAWNEE		9.7	f 8:10	f 11:15	f 3:20	4:38		
498		8:25	f 6:41	f 2:01	f 9:46		20.3		PARVIN		7.8	f 8:05	f 11:10	f 3:15	4:30		
409		8:40	f 6:50	f 2:10	f 9:55		23.6		RISBECK		4.5	f 7:55	f 11:00	f 3:05	4:15		
	WFYP	9:00AM		7:05PM	2:25PM	10:15AM	28.1	D-R	COLFAX	Ca	0.0	7:35AM	10:45AM	2:50PM	4:00AM		
		Arrive Daily Ex. Sun.		Arrive Daily	Arrive Daily	Arrive Daily			(28.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.		
		(2.00)	(1.10)	(1.10)	(1.15)	.....	.....		Time.....	(1.15)	(1.20)	(1.20)	(2.00)		
		14.1	24.1	24.1	22.5	.....	.....		Average Speed per Hour.....	22.5	21.1	21.1	14.1		

Westward trains are superior to trains of the same class in the opposite direction, except No. 74 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, tele- phone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Tekoa	Time-Table No. 33 September 11, 1927				Distance from Wallace	FIRST CLASS		SECOND CLASS	
	393		87			85		86			88		394	
	Freight		Passenger			Passenger		Passenger			Passenger		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.	Ex. Mon.	
OWFTY	5.00AM				0.0	DN-R	TEKOA	K	80.3				11.00AM	
1297	5.20				7.0		LOVELL		73.3				10.30	
980	5.35				12.2		WATT		68.1				9.30	
957 P	5.48				15.4	D	PLUMMER	Mr	64.9				8.45	
					17.0		WEST PLUMMER		63.3					
			7.01PM	9.18AM	17.6	DN-R	PLUMMER JCT.	Wj	63.9	10.15AM	4.47PM			
	5.55		7.03	9.20	17.0		WEST PLUMMER		63.3	10.13	4.45		8.30	
1240 WFT	6.20		f 7.15	f 9.33	22.8		CHATCOLET		57.5	f 10.00	f 4.27		7.45	
			f 7.23	f 9.40	26.3		O'GARA		54.0	f 9.51	f 4.17			
700			7.27	9.47	28.3		LACON		52.0	9.47	4.13			
2081 WT	7.00		s 7.35	s 9.58	30.6	Black Sigs. } D	HARRISON	Rn	49.7	s 9.35	s 4.07		7.00	
1272	7.20		s 7.45	s 10.07	34.0		SPRINGSTON		46.3	s 9.23	s 3.57		6.00	
150	7.55		f 7.53	s 10.14	38.4		BLACK LAKE		41.9	f 9.15	f 3.50		5.45	
500	8.25		s 8.00	s 10.20	41.4		MEDIMONT		38.9	s 9.08	s 3.43		5.30	
1100	9.00		s 8.07	s 10.28	45.4		LANE		34.9	s 9.00	s 3.36		5.15	
1464	9.25		s 8.15	s 10.35	49.2	D	ROSE LAKE	Ro	31.1	s 8.52	s 3.28		5.00	
707	9.40		f 8.22	s 10.41	52.1		DUDLEY		28.2	f 8.45	f 3.22		4.45	
1551 W (West)	10.15		f 8.32	s 10.53	57.9		CATALDO		22.4	f 8.35	f 3.13		4.25	
666 OY	10.45		s 8.45	s 11.05	62.6	D-R	ENAVILLE	Vi	17.7	s 8.25	s 3.05		4.10	
459	10.55		f 8.50	f 11.10	64.2		PINE CREEK		16.1	f 8.20	f 3.00		4.00	
			f	f	67.3		BRADLEY		13.0	f	f			
1339	11.30AM		s 9.05	s 11.30	69.3	D-R	KELLOGG-WARDNER	Dn	11.0	s 8.10	s 2.50		3.40	
1602	12.25PM		9.20	s 11.48	75.9		OSBURN		4.4	f 7.53	2.38		3.15	
OWFT	1.00PM		9.30PM	11.59AM	80.3	D-R	WALLACE	Wo	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	Ex. Mon.	

(8.00) (2.29) (2.41) Time (2.30) (2.17) (8.00)
 10.0 25.7 23.8 Average Speed per Hour 25.6 28.0 10.0

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 time-tables, rules and regulations of Chicago, Milwaukee & St. Paul Railway Company.

WESTWARD				SIERRA NEVADA BRANCH				EASTWARD						
Length of sidings in feet and location of scales, water, fuel, tele- phone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Bradley	Time-Table No. 33 September 11, 1927				Distance from Sierra Nevada Mine	SECOND CLASS			
	393		87			85		86			88		394	
	Freight		Passenger			Passenger		Passenger			Passenger		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.		
W					0.0		BRADLEY		4.1					
					4.1		SIERRA NEVADA MINE		0.0					
					(4.1)		(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, tele- phone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Paragon	Time-Table No. 33 September 11, 1927				Distance from Enaville	SECOND CLASS			
	179		87			85		86			88		178	
	Mixed		Passenger			Passenger		Passenger			Passenger		Mixed	
	Leave Tue. & Fri.	Ex. Sunday	Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Mon.		
					0.0		PARAGON		32.8					
					11.30AM		PRICHARD		21.5			10.50AM		
1254 YP					11.40AM		BEAVER		19.3			s 10.30AM		
1300 P					22.2		JEFFERSON		28.0					
1254 YP					13.5		BEAVER		19.3					
585	s 11.55AM				16.6		ANDERSON		16.2			10.15AM		
	s 12.01PM				17.8		HEDLUND		15.0			s 10.10		
1172 W (East)	s 12.10				19.6		CARTER		13.2			s 10.00		
1000	s 12.30				23.2		STEAMBOAT		9.6			s 9.40		
515	s 1.00				28.9		LINFOR		3.9			s 9.10		
OYP	1.30PM				32.8	D-R	ENAVILLE	Vi	0.0			8.50AM		
	Arrive Tue. & Fri.						(32.8)					Leave Tue. & Fri.		

(2.00) (2.00)
 10.8 Time (2.00)
 Average Speed per Hour 10.8

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, tele- phone & turning stations.	SECOND CLASS		FIRST CLASS		Distance from Wallace	Time-Table No. 33 September 11, 1927				Distance from Burke	SECOND CLASS			
	179		87			85		86			88		178	
	Mixed		Passenger			Passenger		Passenger			Passenger		Mixed	
	Leave Tue. & Fri.	Ex. Sunday	Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Mon.		
OWFT					0.0	D-R	WALLACE	Wo	6.6					
					0.3		N. P. CROSSING		6.3					
O					3.8		GEM		2.8					
					4.1		FRISCO		2.5					
					4.8		DORN		1.8					
					5.6		MACE		1.0					
W					6.6	D	BURKE	B	0.0					
					(6.6)		(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 to be met 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). A white indicator board displayed at a station will indicate to trains doing local work that there are cars or LCL freight to be moved.

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
45-46	Reavis	Any station
45-46	Finch	Any station
75-76	Magallon	Any station
75-76	Matthew	Any station
75-76	Sheffler	Any station
85-86	Shont	Any station

NOTE—Trains named below will stop at stations designated, to receive or discharge passengers, mail and express to or from any station; Nos. 47, 48, 71, 72, 81, 82, 83, 84, 178, 179.

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:

Spokane	Riparia	Pomeroy	Connell
West Spokane	West Riparia	Zumwalt	Moscow
Marengo	Tucannon	Houser	Pullman
Ayer Junction	Starbuck	Dodge	Albion
Attalia	Grange City	Chard	Plummer
Wallula	Bolles	Jackson	Chatcolet
Umatilla	Prescott	Delaney	Harrison
East Spokane	Walla Walla	Dayton	Rose Lake
Manito	Milton	Long	Enaville
Bell	Athena	Dumas	Pine Creek
Tekoa	Pendleton	Huntsville	Pine Creek Spur
Seltice	Yakima	Waitsburg	Bradley
Colfax	Zillah	Loyd	Sierra-Nevada Spur
Endicott	Midvale	Taggard	Kellogg-Wardner
Oakesdale	Sunnyside	Bell	Wallace
Thornton	Grandview	Hooper	Prichard
St. John	Benton City	Hooper Jct.	Beaver
Winona	Kennewick	Washtucna	Jefferson
La Crosse	Touchet	Kahlotus	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 or 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 the main track may be used, protecting against first class trains. Second and Third class and extra trains must move within yard limits prepared to stop unless the 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.

SPECIAL RULES---(Continued)

98 (R). 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 (S). 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.	All trains stop before crossing.
Attalia (M.P. 212.2)	N. P.	N. P. except passenger trains have precedence over all freight trains.	All trains stop before crossing.
Spokane (M.P. 163.3)	N. P. S. C. & P.		Interlocking plant.
Farlington (M.P. 103.2)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Gates. Set normally against N. P.
Garfield (M.P. 95.3)	N. P.	O. W. R. R. & N.	All trains stop before crossing.
Colfax (M.P. 77.1)	S. C. & P.		Interlocking plant.
Oakesdale (M.P. 91.6)	N. P. S. C. & P.	O. W. R. R. & N.	All trains stop before crossing.
Thornton (M.P. 82.5)	S. C. & P.	O. W. R. R. & N.	Gates. Set normally against S. C. & P.
Riparia (M.P. 17.3)	N. P.	O. W. R. R. & N. except passenger trains have precedence over all freight trains.	Gates. Set normally against N. P.
Walla Walla (M.P. 47.9)	N. P.	O. W. R. R. & N.	All trains stop before crossing.
Walla Walla (M.P. 47.3)	W. W. V. Ry.	O. W. R. R. & N.	Gates. Set normally against W. W. V. Ry.
Walry (M.P. 44.2)	W. W. V. Ry.	O. W. R. R. & N.	Gates. Set normally against W. W. V. Ry.
Milton (M.P. 36.8)	W. W. V. Ry.	O. W. R. R. & N.	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.
Villard (M.P. 7.3)	N. P.	N. P.	All trains stop before crossing.
Finch (M.P. 28.9)	W. W. V. Ry.	O. W. R. R. & N.	Gates. Set normally against W. W. V. Ry.
Long (M.P. 8.9)	N. P.	O. W. R. R. & N.	All trains stop before crossing.
Pullman (M.P. 19.3)	N. P.	O. W. R. R. & N.	All trains stop before crossing.
Wallace (M.P. 80.3)	N. P.	O. W. R. R. & N.	All trains stop before crossing.

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 23.45 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.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by dispatcher.

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 — 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.

104 (S). Engines and trains trailing through spring switch at West Spokane must be careful to avoid making back-up movements until switch is properly lined by hand.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:
 (The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without cabooses.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
	60	35	
At any point.	50	35	With Mikado class engines with 63 inch drivers.
At any point.	45	35	With Mikado class engines with 57 inch drivers.
At any point.	45	35	With 2-10-2 class engines.
At any point.	35	35	With Consolidation class engines.
At any point.	15	15	With Mallet engines 3800, 3801 and 3802.
At any point.	25	25	With other Mallet engines.
At any point.	20	20	Engines backing up with or without cars.
At any point.		25	When handling steam derrick.
At any point.		15	Trains handling logs.
At any point.		20	Trains handling logs, when log cars are equipped with patent stakes the height of load, and with logs chained.
At any point.		6	Trains handling logs.
Through truss bridges. Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
On sidings.	15	15	
Interlocking plants.	15	15	
Railroad crossings at grade.	15	15	
On 5 and 6 degree curves.	40	30	
On 7 and 8 degree curves.	35	25	
On curves of 7 degrees and over.	25		With 2-10-2 class engines.
On 9 and 10 degree curves.	30	20	
Spokane.	15	15	Over Bridge 367.13 crossing Spokane River and Monroe Street.
Between West Spokane and Cowles.	15	15	Over Bridge 365.32 crossing Spokane River and Latah Creek.
West Spokane	15	15	Over spring switch at end of double track.
Between Spokane and Ayer Junction, via Marengo.	45	25	Through tunnels.
Cheney.	8	8	Over street crossings at grade.
Between Joso and Chew.	15	15	Over Bridge 271.70 crossing Snake River.
Between Spokane and N. P. Crossing.	15	10	Through tunnels.
N. P. Crossing, Spokane.	10	10	Over slip switches.
Between N. P. Crossing and Mission Avenue, Spokane.	12	12	Over street crossings at grade on line through old yard.
Between N. P. Crossing and City Limits, Spokane.	20	20	Over street crossings at grade.
Between Chester and Mica.	50	20	On Descending grade.
Between Manito and Tekoa.	50	35	
Fairfield.	6	6	Over street crossings at grade.
Between Tekoa and Crest.	50	35	
Between Crest and Thera.	40	25	
Between Thera and Riparia.	50	35	
Between Riparia and Ayer Junction.	50	30	
Over N. P. Crossing west of Farmington.	20	20	
Elberton.	25	25	Over street crossings at grade.

SPECIAL RULES---(Continued)

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
Colfax.	12	12	On streets and over street crossings at grade.
Between Colfax and Crest.	25	12	On descending grade.
St. John.	6	6	Over street crossings at grade.
Through Tunnell 27 west of Hay.	10	10	
Riparia.	5	5	Over Snake River Bridge 17.23.
Between Tucannon and Starbuck.	40	20	
Between Starbuck and Barrett.	40	30	
Between Starbuck and Alto.	30	12	On descending grade.
Walla Walla.	12	12	Over street crossings at grade.
Milton.	15	15	Over street crossings at grade.
Umapine Spur.	20	20	
Between Barrett and Downing.	30	15	On descending grade.
Between Downing and Pendleton.	50	30	
Athens.	12	12	Over street crossings at grade.
Pendleton.	6	6	Over street crossings at grade.
Yakima Branch.	45	30	
Yakima.	6	6	Over Yakima Ave. and Walnut Street.
Yakima.	10	10	Over other street crossings at grade.
Parker.	15	15	Over Yakima River Bridge 89.35.
Zillah.	10	10	Over street crossings at grade.
Kennewick.	8	8	Over street crossings at grade.
Villard.	20	10	Over Columbia River Bridge 7.44.
Wallula Branch.	40	30	
Pomeroy Branch.	25	20	
Between Bolles and Dayton.	35	25	
Dayton.	6	6	Over street crossings at grade.
Between Dayton and Turner	25	25	
Amwaco Branch.	15	15	
Connell Branch, between LaCrosse and M. P. 27	30	25	
Between Hooper and Hooper Junction.	8	8	Over steel bridge 15.13.
Connell Branch between M. P. 27 and Connell.	20	20	
Moscow Branch.	30	20	
Moscow.	12	12	Over street crossings at grade.
Pullman.	6	6	Over street crossings at grade.
Wallace Branch.	50	35	
Between Chatcolet and Lovell.	50	15	On descending grade.
Over Chatcolet Trestle and Drawbridge 23.45.	15	15	
Pine Creek Spur.	10	10	
Sierra-Nevada Spur.	10	10	
Wallace.	6	6	Over street crossings at grade.
Enaville Branch.	25	25	
Between Beaver and M. P. 6	20	20	
Between M. P. 6 and Jefferson.	10	10	
Burke Branch.	20	20	Westward trains.
Burke Branch.	20	10	Eastward trains.
Standard, Gem and Hecla High Lines.	15	15	

152 (S). Figures on stake at beginning of curve indicate degree of curve.
 All trains 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.

Permanent slow boards will indicate distance to track requiring restricted speed.

221 (R). Lights will not be kept burning at night in train order signals on branch lines nor at Oakesdale, Thornton, St. John, Prescott, Milton, Weston, Athena and Adams when no operator is on duty, and trains will be governed by the day indication.

Trains will be governed by indication of train order signal and will not sound whistle signal as required by Rule 221 (A) as follows:

- Ayer Junction-----all trains;
- Wallula-----all trains;
- Tekoa-----all trains;
- Riparia-----all trains;
- Starbuck-----all trains;
- Plummer Jct.-----all trains.

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 (R). To indicate the route to be used through interlocking plants, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

- 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. C. & P. Transfer-----o o o

- At Colfax:
- To and from Crest-----o o o
 - 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

- 720 (R). Passengers will be carried on freight trains as follows:
- Between Spokane and Ayer Junction --- Nos. 251 and 252;
 - Between Wallula and Umatilla --- Nos. 251 and 252;
 - Between La Crosse and Connell --- Nos. 371 and 372;
 - Between La Crosse and Starbuck --- Nos. 373 and 374;
 - Between Tekoa and Plummer Junction --- Nos. 393 and 394;
 - Between Enaville and Wallace --- On Enaville Branch trains.

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 the train stops.

802 (A). When one or more cars are being switched or pushed 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 a train or engine is passing on a siding or main track.

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

802 (R). The following will govern trains and engines at the public crossings named:

Location	Instructions
Spokane—Monroe Street	Normal position of gates—across track. Movement across streets must not be made until gates are open and proceed signal given from middle of street by a trainman or yardman. Gates must be closed promptly after each movement.
Spokane—Division Street	Instructions for Monroe Street apply also at Division Street, and in addition, unless absolutely necessary, movements across street must not be made between 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. Between the hours of 6:00 a. m. and midnight, the number of movements across the street is limited to twenty, and the street must not be crossed when to do so would interrupt vehicle or street car traffic.
Spokane—At the following streets: Green, Madelia, Hamilton, Cincinnati, Division, Washington, Howard, Monroe, Ash, Cannon.	When crossing watchman is not on duty, a trainman or yardman must go ahead of trains and engines and hold all street traffic.
Tekoa—County road at junction switch to McGoldrick's Spur.	Flagman must be on ground and hold all highway traffic, before any movement is made over the crossing.

Note:—Hours of crossing watchmen at Spokane are as follows:

- Green Street 7:30 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.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report."

	For each empty 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-----	---	---

SPECIAL RULES---(Continued)

825 (R). Westward trains must 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 must be placed on spur.

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

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Portland	Donald H. Jessop	Chief Surgeon
Portland	M. K. Hall	Asst. Chief Surgeon
Portland	H. M. Bouvy	Chief Oculist, Ear, Nose and Throat
Portland	John McCollom	Eye, Ear, Nose and Throat
Spokane	H. B. Luhn	Division Surgeon
Spokane	M. B. Grieve	District Surgeon
Spokane	F. C. Harvey	Oculist and Aurist
Umatilla	Alexander Reid	District Surgeon
Tekoa	A. J. Nelson	District Surgeon
Colfax	W. A. Mitchell	District Surgeon
St. John	Douglas McIntyre	District Surgeon
Starbuck	C. K. Osborne	District Surgeon
Walla Walla	W. A. Pratt	District Surgeon
Walla Walla	E. J. Rhoades	District Surgeon
Kennewick	L. G. Spaulding	District Surgeon
Grandview	Marvin Munsell	District Surgeon
Yakima	A. J. Helton	District Surgeon
Pomeroy	J. W. Sherfey	District Surgeon
Dayton	W. W. Day	District Surgeon
Wallace	Mowery & Mowery	District Surgeon
Kellogg	T. R. Mason	District Surgeon
Washtucna	A. L. Victor	District Surgeon
Pullman	J. L. Gilleland	District Surgeon
Moscow	C. L. Gritman	District Surgeon
Lewiston	Wm. P. H. Habel	District Surgeon
Pendleton	H. J. Kavanaugh	District Surgeon
Pendleton	J. P. Brennan	District Surgeon
Pendleton	F. W. Vincent	Consulting Surgeon

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

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

896 (R). Engines must not be placed on or moved over the high-line ore bins of the Hecla Mining Company at Gem nor the Bunker Hill and Sullivan overhead scale at Kellogg.

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

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

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

977. White bands painted on telegraph or signal line poles indicate car length distance from switch of siding as follows: One band, 45 cars; two bands, 60 cars; three bands, 75 cars; four band, 100 cars.

AIR BRAKES

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

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

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

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

1044 (C). Whenever helper engine on any train is either attached or detached, rear end test will be made as prescribed in Rule 1044 (A).

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

1050 (H). Locomotive and tender brakes on engines helping or pushing trains will be operated in conjunction with the train brake.

1050 (R). Engines will not be double headed over Snake River Bridge 17.23 at Riparia. Between Colfax and Crest, Lovell, and Chatcolet, helper engine may be placed on rear of train behind steel underframe cabooses, unless there are outfit cars and other weak equipment in train, when helper may be placed ahead of such cars.

Yard engine may push trains out of yards, but road engine must start train to insure all couplings being made before pusher couples on. In all other cases an engine helping a train will double head regular engine.

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

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

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

1066 (B). Freight trains consisting of more than twenty-five cars will cut off engine to take coal or water when stop must be made on descending grade or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot.

1077 (B). Retaining valves will be used in trains descending grades as follows:

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

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

1079 (B). In addition to inspection of train as often as practicable as per Rule 824, freight trains descending grades must stop and remain standing ten minutes to allow wheels to cool, at the following points:

Hay; Relief; Blue Mountain or Bade.

STATIONS AND TRACKS NOT SHOWN AS STATIONS IN THE TIME-TABLE SCHEDULE

SPOKANE-UMATILLA

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

SPOKANE-TEKOA

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

TEKOA-AYER JUNCTION

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

STARBUCK-PENDLETON

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

YAKIMA BRANCH

Purdy	M. P.	2.0
McDougal	"	32.8
Meek	"	45.6
Shultz	"	52.6
Capp	"	54.8
Forsell	"	59.9
Waneta	"	61.6
Morris	"	66.2
Baird	"	69.0
Norine	"	71.6
Blaine Acres	"	74.7
Dalton	"	75.9
Pana	"	77.3
Flint	"	83.6
Dunbro	"	85.4
Mellis	"	88.4

WALLULA BRANCH

Reavis	M. P.	22.3
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WALLULA BRANCH—Continued

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

POMEROY BRANCH

Dodge	M. P.	16.3
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DAYTON BRANCH

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

CONNELL BRANCH

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

MOSCOW BRANCH

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

WALLACE BRANCH

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

ENAVILLE BRANCH

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

SIERRA NEVADA SPUR

Silver King	"	1.3
Sierra Nevada Mine	"	4.1

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	
TTT63	29 1/2 288 30	5400 to 5414	3350				3350	2120																					
M. 57	18 91 24	4200 to 4208	830	1185	915	915	1245	830	540	330	515	745	475	500	175	535	500	610	1245	1245	455	290	475	350	630	430	500	360	530
MC. 57	26-40 394 30	3800 to 3802	4510	6240	4820	4820	6575	4510	2860								3230	6575											
MC. 57	26-41 464 32	3620 to 3629	4895					4895	3105																				
A. 81	20 106 28	3500 to 3514	1085	1550	1195	1195	1630	1085	710	430	675	975	625	655	230	700	655	800	1630	1630	595	380	625	460	830	560	655	470	690
P. 77	25 178 28	3226 to 3227	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1080	1315	2675		980	625	1025	755	1360	925	1080	775	1135
P. 77	25 167 28	3218 to 3225	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1080	1315	2675		980	625	1025	755	1360	925	1080	775	1135
P. 77	22 149 28	3208 to 3217	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075		760	485	795	585	1055	715	835	600	880
P. 77	22 135 28	3204 to 3207	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075	2075	760	485	795	585	1055	715	835	600	880
P. 77	22 143 28	3200 to 3203	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	835	1020	2075		760	485	795	585	1055	715	835	600	880
MK 63	26 209 28	2166 to 2171	2700	3500	3000	3000	3535	2700	1540	935	1460	2120	1355					1740	3535										
MK. 57	23 208 30	2100 to 2165	2700	3500	3000	3000	3500	2700	1520	925	1440	2090	1335					1720	3500										
T. 63	22 160 28	1755 to 1760	1690	2405	1850	1850	2530	1690	1100	670	1045	1520	970	1020	360	1085	1020	1245	2530		930	590	970	715	1285	875	1020	735	1075
T. 69	22 159 28	1742 to 1754	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	935	1135	2315		845	540	890	650	1175	800	935	675	985
T. 57	20 126 26	1737 to 1741	1360	1940	1500	1500	2040	1360	890	540	845	1225	780	825	290	875	825	1003	2040	2040	745	480	780	575	1035	705	825	590	865
T. 57	20 119 26	1733 to 1736	1290	1840	1420	1420	1935	1290	840	515	800	1160	740	780	275	830	780	950	1935	1935	710	450	740	545	985	670	780	560	820
T. 64	22 145 26	1730 to 1731	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	935	1135	2315	2315	845	540	890	650	1175	800	935	675	985
T. 64	15 26 145 26	1727 to 1729 1732	1235	1760	1360	1360	1855	1235	805	490	765	1210	710	750	265	795	750	910	1855	1855	680	430	710	520	940	640	750	540	790
T. 63	20 113 24	1715 to 1726	1045	1490	1150	1150	1570	1045	680	415	650	940	600	635	220	670	635	770	1570	1570	575	365	600	440	795	540	635	455	665
T. 63	19 92 24	1709 to 1714	810	1155	890	890	1215	810	530	320	500	729	465	490	170	520	490	595	1215	1215	445	280	465	340	615	420	490	350	515
T. 55	18 71 24	1701 to 1708	750	1070	825	825	1125	750	490	300	465	675	430	455	160	480	455	555	1125	1125	415	265	430	315	570	390	455	325	480
E. 62	18 62 26	1122 to 1123	855	1215	940	940	1280	855	555	340	530	770	490	515	180	550	515	630	1280	1280	470	300	490	360	650	440	515	370	545
E. 64	18 69 26	1114 to 1121	775	1105	850	850	1165	775	505	310	480	700	445	470	165	500	470	570	1165	1165	425	270	445	330	590	400	470	340	495
E. 57	17 51 24	1111	575	820	630	630	860	575	375	230	355	515	330	345	120	370	345	425	860	860	315	205	330	245	435	295	345	250	365
E. 63	17 55 24	1106 to 1108	560	800	620	620	845	560	365	225	350	505	325	340	120	360	340	415	845	845	310	200	325	235	430	290	340	245	360
E. 63	17 54 24	1102 to 1105	520	740	570	570	775	520	335	205	320	465	300	315	110	335	315	380	775	775	285	180	300	220	395	270	315	225	330
C. 57	22 187 30	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 30	725 to 729	2000	2850	2300	2300	3000	2000	1305	795	1240	1800	1150	1210	425	1400	1210	1475	3000		1100	700	1150	845	1525	1035	1210	870	1275
C. 57	20 172 30	719 to 723	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	945	1150	2345		855	550	900	665	1190	810	945	680	995
C. 57	20 167 30	710 715 718 & 724	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	945	1150	2345		855	550	900	665	1190	810	945	680	995
C. 57	15 26 167 30	711 to 714 716 & 717	1600	2280	1760	1760	2400	1600	1045	635	990	1440	920	970	340	1030	970	1180	2400		880	560	920	675	1220	830	970	695	1020
C. 55	19 149 30	707 to 709	1545	2205	1700	1700	2320	1545	1010	615	960	1390	890	935	330	995	935	1140	2320		850	540	890	650	1180	800	935	675	985
C. 51	20 137 26	705 to 706	1480	2110	1630	1630	2220	1480	965	590	915	1330	850	895	315	950	895	1090	2220	2220	815	530	850	640	1130	765	895	645	945
C. 51	20 117 24	700 to 704	1180	1685	1300	1300	1775	1180	770	470	730	1065	680	715	250	760	715	870	1775	1775	650	415	680	500	900	610	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	STARBUCK-PENDLETON SUB-DIVISION											YAKIMA BRANCH		WALLULA BRANCH		POMEROY BRANCH		DAYTON BRANCH				AMWACO BRANCH		CONNELL BRANCH			
		WESTWARD						EASTWARD					Westward	Eastward	Westward	Eastward	Westward	Eastward	WESTWARD		EASTWARD		Westward	Eastward	WESTWARD		EASTWARD	
		Starbuck to Alto	Alto to Bolles	Bolles to Walla Walla	Walla Walla to Milton	Milton to Weston	Weston to Pendleton	Pendleton to Walla Walla	Walla Walla to Bolles	Bolles to Alto	Alto to Starbuck	Yakima to Attalia	Attalia to Yakima	Walla Walla to Walla Walla	Walla Walla to Wallula	Pomeroiy to Starbuck	Starbuck to Pomeroiy	Turner to Dayton	Dayton to Bolles	Bolles to Dayton	Dayton to Turner	Bell to Hagen	Amwaco to Hagen	La Crosse to Hooper Jct.	Hooper Jct. to Connell	Connell to Hooper Jct.	Hooper Jct. to La Crosse	
TTT 63	29 1/2 288	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	3820 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	23 208	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	330	845	935	1040	480	1690	905	800	605	1210	2205	1690	935	1690	1935	935	935	1935	800	605	620	630	2205				800
T. 57	20 126	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	330	845	935	1040	480	1690	905	800	605	1210	2205	1690	935	1690	1935	935	935	1935	800	605	620	630	2205				800
T. 64	15 1/2-26 145	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	20 113	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			1035
C. 57	20 1/2 172	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	20 1/2 167	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	15 1/2-26 167	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	5400 to 5414											
M 57 18 91	4200 to 4208	500	345	915	530	315	530	125	125	155	125	
MC. 57 26-40 394	3800 to 3802											
MC. 57 26-41 464	3620 to 3629											
A. 81 20 106	3500 to 3514		450	1195	695	410	690	165	165	200	165	
P. 77 25 178	3226 to 3227		740	1960	1140	675	1135	270		330	270	
P. 77 25 167	3218 to 3225		740	1960	1140	675	1135	270		330	270	
P. 77 22 149	3208 to 3217		575	1520	885	520	880	210	210	255	210	
P. 77 22 135	3204 to 3207	835	575	1520	885	520	880	210	210	255	210	
P. 77 22 143	3200 to 3203		575	1520	885	520	880	210	210	255	210	
MK. 63 26 209	2166 to 2171											
MK. 57 23½ 208	2100 to 2165											
T. 63 22 160	1755 to 1760		700	1850	1080	635	1075	255	255	310	255	
T. 69 22 159	1742 to 1754		640	1690	990	585	985	235	235	285	235	
T. 57 20 126	1737 to 1741	825	565	1500	870	515	865	205	205	250	205	
T. 57 20 119	1733 to 1736	780	535	1420	825	485	820	195	195	240	195	
T. 64 22 145	1730 to 1731	935	640	1690	990	585	985	235	235	285	235	
T. 64 15½-26 145	1727 to 1729 1732	750	515	1360	790	470	790	190	190	230	190	
T. 63 20 113	1715 to 1726	635	435	1150	670	395	665	160	160	195	160	
T. 63 19 92	1709 to 1714	490	335	890	520	305	515	125	125	155	125	
T. 55 18 71	1701 to 1708	455	310	825	480	285	480	115	115	140	115	
E. 62 18 62	1122 to 1123	515	355	940	545	320	545	130	130	160	130	
E. 64 18 69	1114 to 1121	470	320	850	495	295	495	120	120	145	120	
E. 57 17 51	1111	345	240	630	365	215	365	85	85	105	85	
E. 63 17 55	1106 to 1108	340	235	620	360	210	360	85	85	105	85	
E. 63 17 54	1102 to 1105	315	215	570	330	195	330	80	80	100	80	
C. 57 22 187	730 to 768		900	2200	1280	815	1275	305	305	370	305	
C. 57 22 179	725 to 729		830	2200	1280	755	1275	305	305	370	305	
C. 57 20½ 172	719 to 723		650	1720	1000	590	995	240	240	295	240	
C. 57 20½ 167	710, 715 718 & 724		650	1720	1000	590	995	240	240	295	240	
C. 57 15½-26 167	711 to 714 716 & 717		665	1760	1025	605	1020	245	245	300	245	
C. 55 19 149	707 to 709		640	1700	990	585	985	235	235	285	235	
C. 51 20 137	705 to 706	895	615	1630	945	560	945	225	225	275	225	
C. 51 20 117	700 to 704	715	490	1300	755	445	755	180	180	220	180	

CLASS

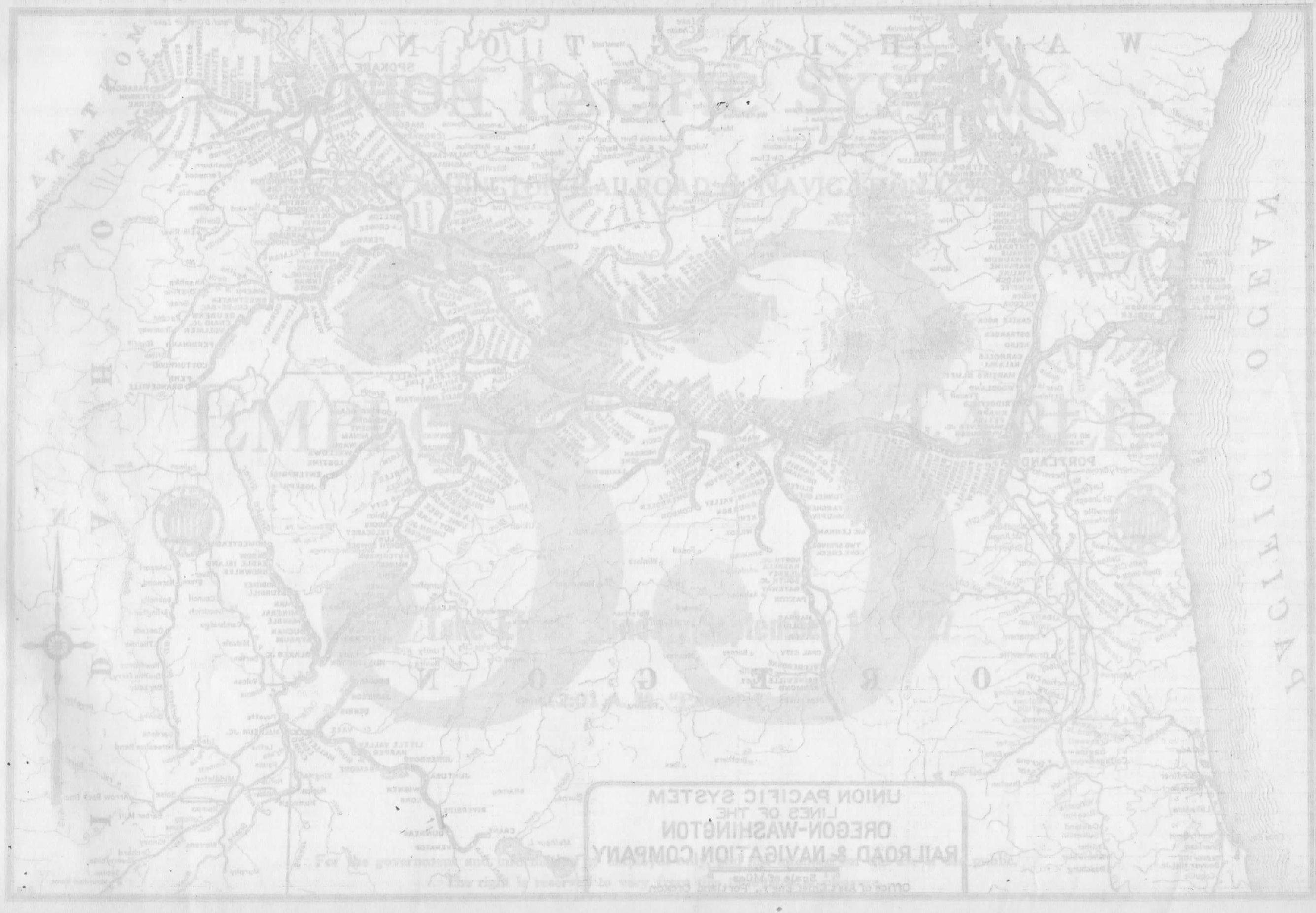
- "E"—Eight Wheel
- "A"—Atlantic
- "P"—Pacific
- "T"—Ten Wheel
- "M"—Mogul
- "C"—Consolidation
- "TW"—Twelve Wheel
- "S"—Switch
- "MK"—Mikado
- "TTT"—Two-Ten-Two
- "MC"—Mallet Compound

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

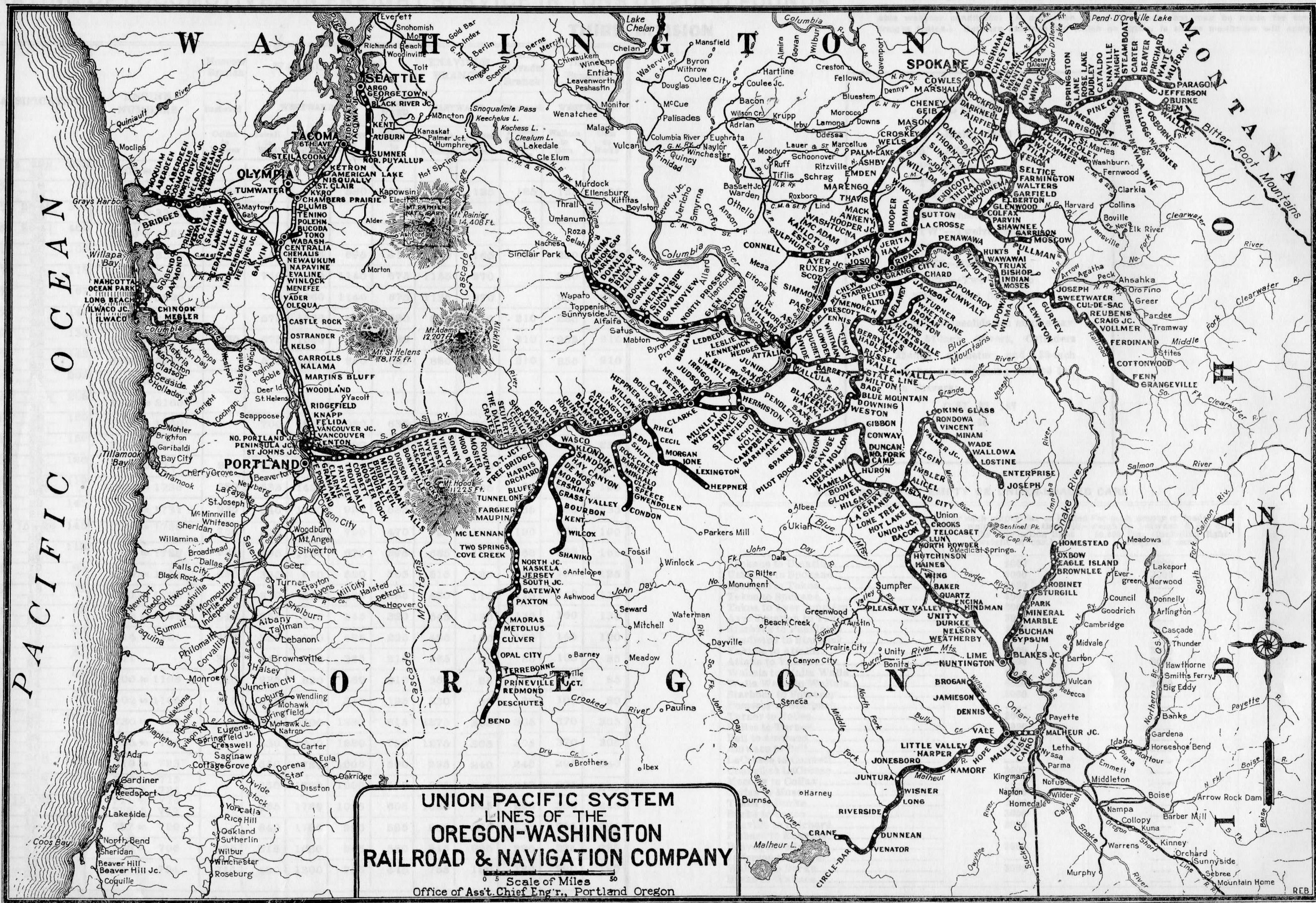
ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

	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
LINES OF THE
OREGON-WASHINGTON
UNION PACIFIC SYSTEM

Scale of Miles
One inch equals 100 miles



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

Scale of Miles 0 50

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