

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME-TABLE

To Take Effect Sunday, May 6, 1928

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



For the government and information of employes only, and not intended for the use of the public.
The right is reserved to vary from this time-table at pleasure.

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

G. L. WHIPPLE,
GENERAL SUPERINTENDENT TRANSPORTATION.

THIRD DIVISION

M. C. WILLIAMS,
Superintendent, SPOKANE, WASHINGTON.

H. B. COBURN,
Assistant Superintendent, WALLA WALLA, WASHINGTON.

L. H. FRY,
Trainmaster, 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	411.37	797.24
	Total		
SECOND DIVISION	Main Line	233.21	
	Branches	97.83	331.04
	Total		
THIRD DIVISION	Main Line	183.64	
	Branches	746.12	929.76
	Total		
Total, Main Line.....	.....	802.72	
Total, Branches.....	.....	1255.32	2058.04
Total.....	.....	

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

S-12

CONDENSED TIME-TABLE

WESTWARD

Huntington and Portland

EASTWARD

SECOND CLASS		FIRST CLASS						Distance from Huntington	Time-Table Nos. 31-68 May 6, 1928	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		Passenger	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Arrive Daily	Arrive Daily			
10.10AM		3.00AM		6.02PM			6.29PM	2.25PM	0.0	HUNTINGTON	389.5		1.10AM	8.00AM		12.30PM	2.20PM	7.00PM	
9.25PM		6.40AM		10.10PM			9.20PM	6.30PM	99.5	LA GRANDE	290.0		9.15PM	4.05AM		8.00AM	10.40AM	6.45AM	
		9.45AM		1.25AM			11.55PM	10.00PM	173.8	PENDLETON	215.7		6.00PM	12.50AM		4.55AM	7.00AM		
3.15AM									177.5	RIETH	212.0							5.00PM	
5.15AM					2.25AM			1.10AM	215.8	UMATILLA	183.0			1.25AM	3.00AM	5.05AM		10.30AM	
11.50AM		1.20PM	3.00PM	5.35AM	4.50AM	3.45AM	4.25AM		305.3	THE DALLES	84.2	11.40AM	1.45PM	8.50PM	11.00PM	11.10PM	1.20AM	1.40AM	
		4.00PM	5.40PM	8.30AM	7.25AM	6.10AM	7.15AM		389.5	PORTLAND	0.0	8.40AM	11.05AM	6.05PM	8.30PM	8.40PM	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		(13.00) 29.9	(2.40) 31.5	(14.28) 26.9	(5.00) 36.6	(11.41) 33.3	(16.50) 23.7	Time.....				(3.00) 28.1	(14.05) 27.7	(13.55) 28.0	(4.55) 37.2	(15.50) 25.2	(15.35) 25.6	(46.30) 8.6	
		Average Speed per Hour.....																	

WESTWARD

Seattle and Portland

EASTWARD

SECOND CLASS		FIRST CLASS						Distance from Seattle	Time Table No. 68 May 6, 1928	Distance from Portland	FIRST CLASS						SECOND CLASS			
691	Time Freight	43	41	37	35	1	563				561	562	564	32	34	38	2	42	692	Time Freight
Leave Daily		CMStP&P Passenger (18)	CMStP&P Passenger (16)	CMStP&P Passenger (16)	CMStP&P Passenger (17)	CMStP&P Passenger	Passenger	Passenger	Passenger	Passenger	CMStP&P Passenger (17)	CMStP&P Passenger (16)	CMStP&P Passenger (15)	CMStP&P Passenger	CMStP&P Passenger (18)	Arrive Daily	Arrive Daily			
6.25PM		9.15PM	5.45PM	11.00AM	8.05AM	8.00AM	11.15PM	1.00PM	0.0	SEATTLE	183.2	7.15PM	6.30AM	7.45AM	10.45AM	5.30PM	8.15PM	8.50PM	6.45AM	
8.40PM		9.24PM	5.54PM	11.09AM	8.14AM	8.09AM			3.1	ARGO	180.1			7.36AM	10.36AM	5.21PM	8.06PM	8.41PM	5.00AM	
12.05AM							12.40AM	2.25PM	38.1	TACOMA	145.1	5.50PM	5.00AM						12.30AM	
7.35AM							2.40AM	4.05PM	92.1	CENTRALIA	91.1	4.15PM	2.20AM						7.30PM	
							6.15AM	7.15PM	183.2	ALBINA	1.6									
									0.0	PORTLAND	0.0	1.00PM	11.15PM						Leave Daily	
Arrive Daily		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	(0.09) 20.6	(7.00) 26.2	(6.15) 29.3	Time.....			(6.15) 29.3	(7.15) 25.2	(0.09) 20.6	(0.09) 20.6	0.09 20.6	(0.09) 20.6	(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. 34 May 6, 1928	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		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Arrive Daily	Arrive Daily			
8.10PM				9.10PM		8.35AM	0.0	SPOKANE	251.4	7.00AM		7.35PM		12.30AM		
				5.55PM			116.1	MOSCOW	185.9			9.15AM				
				9.15PM		9.25PM	147.8	RIPARIA	103.6	5.35AM	2.05PM	5.45AM				
2.30AM				11.42PM	10.05PM		103.9	AYER	80.6	4.10AM	4.55AM			4.00PM		
8.00AM		3.45AM		1.15AM	12.10AM		157.2	WALLULA	27.3	2.35AM	3.30AM			12.01PM		
10.00AM				2.10AM	12.55AM		184.5	UMATILLA	0.0	1.35AM	2.35AM			10.30AM		
						2.00PM	156.5	STARBUCK	94.9			1.35PM				
		5.15AM				3.55PM	204.6	WALLA WALLA	46.8			11.35AM	10.30PM			
						5.40PM	251.4	PENDLETON	0.0			10.00AM				
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
(13.50) 13.2		(1.30) 20.7	(3.20) 26.4	(5.00) 36.9	(3.30) 28.0	(9.05) 27.6	Time.....			(5.25) 34.1	(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 and 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	CMStP&P Time Freight (463)	Freight	Motor Passenger	Motor Passenger	CMStP&P Passenger	Passenger	Passenger	CMStP&P Passenger		Passenger	CMStP&P Passenger	Passenger	CMStP&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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily
		5.00PM				9.15PM	9.10PM		7.00AM	0.0									
OWFPT	8.10PM	5.06				9.20	9.14		7.05	1.7								12.30AM	
2690 P	8.20	5.15				9.27	9.20		7.12	5.3								12.15AM	
2720 P	8.45	5.26				9.35	9.27		7.21	9.5								11.59PM	
3450 WP	8.59	5.40				9.48	9.40		7.35	16.8								11.25	
2683 P	9.09	5.55				9.56	9.46		7.44	22.0								11.05	
2680 P	9.19	6.10				10.04	9.51		7.52	27.0								10.45	
2755 WP	9.33	6.30				10.15	10.01		8.02	34.4								10.15	
2682 P	9.39	6.40				10.22	10.06		8.08	38.4								9.39	
2683 P	9.52	6.57				10.33	10.13		8.17	45.0								9.05	
2319 P	10.03	7.12				10.41	10.19		8.24	50.2								8.45	
2716 P	10.14	7.30				10.48	10.24		8.30	54.4								8.30	
2335 WFYP	10.45	7.45PM				11.00PM	10.32		8.45AM	61.1								7.45	
2683 P	11.10						10.42			65.9								7.20	
3247 P	11.35						10.48			70.3								7.20	
2682 P	11.59PM						10.54			74.5								6.35	
2070 WYP	12.25AM						11.04			82.4								6.20	
2780 P	12.45						11.12			88.0								6.00	
2683 P	1.10						11.21			94.2								5.30	
2290 P	1.30						11.30			100.0								5.05	
9958 WFYP	2.30						11.42	10.05PM		103.9								4.40	
4709 P	3.05						11.51PM	10.17		110.1								4.20	
4721 P	3.43						12.02AM	10.31		117.8								4.00	
WP										123.6								3.00	
4711 P	4.18						12.15	10.48		126.7								2.30	
4715 WP	5.00						12.25	11.02		134.5								2.00	
4710 P	5.40						12.36	11.17		141.8								1.30	
4710 P	6.10						12.45	11.27		147.8								1.00	
1470 YP	6.40		3.00AM	11.20PM	1.45PM		12.55	11.40		154.6								12.40	
										154.7								12.15	3.15PM
										155.3									
6212 WFYP	8.00		3.15AM	11.30PM	1.55PM		1.05	11.50PM		157.2								12.01PM	3.00PM
4724 P	8.35						1.15	12.10AM		165.0								11.15AM	
4702 P	9.00						1.28	12.22		170.3								11.00	
4718 P	9.30						1.38	12.30		176.9								10.45	
WFYP	10.00AM						1.53	12.40		184.5								10.30AM	
	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily

Time-Table No. 34
May 6, 1928

STATIONS

DN-R	SPOKANE	367.5	7.00AM	7.45AM	9.10PM
	WEST SPOKANE	365.8	6.54	7.39	9.04
	COWLES	362.2	6.45	7.30	8.55
	MARSHALL	358.0	6.37	7.21	8.45
N	CHENEY	350.7	6.26	7.05	8.30
	GEIB	345.5	6.18	6.56	8.21
	MASON	340.5	6.11	6.48	8.13
	CROSKY	333.1	6.00	6.36	8.01
	WELLS	329.1	5.54	6.30	7.55
	PALM LAKE	322.5	5.44	6.20	7.45
	ASHBY	317.3	5.36	6.12	7.37
	EMDEN	313.1	5.29	6.05	7.30
DN-R	MARENGO	306.4	5.18	5.55AM	7.20PM
	THAVIS	301.6	5.10		
	MACK	297.2	5.04		
	ANKENY	293.0	4.58		
N-R	HOOPER JCT.	285.1	4.46		
	PARK	279.5	4.37		
	JOSO	273.3	4.27		
	CHEW	267.5	4.17		
DN-R	AYER	263.6	4.10	4.55AM	
	RUXBY	257.4	3.55	4.40	
	SCOTT	249.7	3.43	4.29	
	WALKER PIT	243.9			
	SIMMONS	240.8	3.29	4.18	
D	PAGE	233.0	3.18	4.08	
	ASH	225.7	3.06	3.58	
	HUMORIST	219.7	2.56	3.50	
N-R	ATTALIA	212.9	2.45	3.40	3.45AM 12.50PM
	N. P. CROSSING	212.8			
	N. P. CROSSING	212.2			
DN-R	WALLULA	210.3	2.35	3.30	3.35AM 12.40PM
	JUNIPER	202.5	2.12	3.07	
	SAND	197.2	2.04	2.58	
	RIVERVIEW	190.6	1.53	2.47	
DN-R	UMATILLA	183.0	1.35AM	2.35AM	

(13.50)	(2.45)	(0.15)	(0.10)	(0.10)	(1.45)	(3.00)	(2.50)	(1.45)	.....	Time.....	(5.25)	(1.50)	(2.20)	(1.50)	(0.10)	(0.10)	(14.00)	(0.15)
13.2	22.2	10.4	15.6	15.6	34.9	36.9	28.5	34.9	.....	Average Speed per Hour.....	34.1	33.3	34.5	33.3	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

Table with columns for Class (Second Class, First Class), Station, Time-Table No. 34 (May 6, 1928), Distance from Spokane, and Arrival/Departure times. Includes stations like SPOKANE, N. P. CROSSING, EAST SPOKANE, DISHMAN, CHESTER, REDLIN, MICA, FREEMAN, MANITO, BELL, ROCKFORD, DARKNELL, FAIRFIELD, LATAH, and TEKOA.

Summary table with columns for Class, Average Speed per Hour, and Time. Values range from 10.9 to 13.7 for average speed and 29.1 to 29.6 for time.

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

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

Large grid table with multiple columns and rows, likely a detailed schedule or routing table, containing various alphanumeric codes and numbers.

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

WESTWARD

TEKOA-AYER SUBDIVISION

EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS				FIRST CLASS				Distance from Spokane	Time-Table No. 34 May 6, 1928	Distance from Ayer	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			
OWFYT	11.15PM	1.00PM					10.25AM	10.15AM	49.3	DN-R	TEKOA	K							
1614	11.35	1.15PM					s 10.38AM	s 10.26	55.0	R	SELTICE								
1645 W	11.59PM							s 10.37	60.9	D	FARMINGTON	Fm							
628	12.25AM							f 10.49	62.0		N. P. CROSSING								
1918	12.40							s 10.57	66.8		WALTERS								
942 W (East)	1.05							s 11.07	69.9	D	GARFIELD	Gr							
756	1.35							f 11.20	70.3	D	ELBERTON	De							
1640 IWYF	2.00AM		11.00AM	10.00AM			7.10PM	s 11.35	75.7	D	GLENWOOD								
2900			11.15	10.15			7.17	11.42	81.9		COLFAX S.C.&P. Crossing	Ca							
1740			11.30	10.30			f 7.22	f 11.47	88.0	Black Sign	CREST								
1518			11.55AM	11.05			s 7.29	s 11.55AM	90.5		MOCKONEMA								
844 W			12.10PM	11.30			f 7.37	f 12.02PM	92.9	D	DIAMOND	D							
1470			12.40PM	11.59AM			s 7.48PM	s 12.15PM	96.9	D	THERA								
693		1.45PM						f 10.50AM	100.6	D	ENDICOTT	Di							
1743 W		2.00						s 10.58	107.5		FLETCHER								
1180		2.50						s 11.15	60.5		N. P.—S. C. & P. CROSSINGS								
1482		3.25						s 11.30	63.2	D	OAKESDALE	On							
1497 W		4.10						s 11.48AM	63.8	D	THORNTON	Ko							
1420		4.40						s 12.06PM	71.8		S. C. & P. CROSSING								
841		5.10PM						f 12.25	72.3		SUNSET								
1323 WY		5.30PM	1.15PM	12.25PM				s 8.00PM	77.6	D	ST. JOHN	SJ							
2357		6.05	1.35	1.05				8.10	84.7		WILLADA								
1382 WYF		6.30PM	2.00	1.30PM				s 8.23	91.4		GRAVEL PIT								
2209			2.15					f 8.35	98.5	Black Sign	WINONA	Wa							
2220 W			2.33					f 8.48	113.3	D-R	SUTTON								
2180			3.00					f 9.04	117.3	D-R	LACROSSE	Ja							
983 W			3.30					9.25PM	123.9		JERITA								
1963									129.6		HAY	H							
604 Y			3.45PM						135.2	DN-R	CANYON								
604 Y			3.45PM						143.3		RIPARIA	Ax							
840 WFTY			4.00PM						147.8	R	WEST RIPARIA								
604 Y									148.4	R	TUCANNON								
2054									152.7	D-R	STARBUCK	Sa							
2747									152.7	R	TUCANNON								
9958 WFYP									153.6	D-R	PATAHA								
									162.5		RIFTON								
									165.2	DN-R	AYER	Jd							
	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	(3.30) 10.2	(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	(4.15) 25.3	(5.30) 12.5	(3.29) 10.3	(2.30) 15.5	(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

STARBUCK-PENDLETON SUBDIVISION

EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS				FIRST CLASS				Distance from Spokane	Time-Table No. 34 May 6, 1928	Distance from Pendleton	FIRST CLASS				SECOND CLASS			
	365				77							78				366			
	Freight				Passenger							Passenger				Freight			
									STATIONS										
				Leave Daily Ex. Sun.				Leave Daily				Arrive Daily					Arrive Daily Ex. Sun.		
840 WFTY								2 00 PM	156.5	D-R	STARBUCK Sa	94.9	1 30 PM						
1170								2 15	162.0		RELIEF 5.5	89.4	1 17						
1418								f 2 30	167.6		ALTO 5.6	83.8	f 1 05						
1225								f 2 45	175.2		MENOKEN 7.6	76.2	f 12 45						
1374 WT				4 10 PM				s 2 55	179.4	R	BOLLES 4.2	72.0	s 12 35				8 50 PM		
1357				4 30				s 3 05	184.0	D	PRESCOTT 4.6 Sy	67.4	s 12 25				8 35		
600				4 57				3 18	189.8		ENNIS 5.8	61.6	12 13				8 10		
545				5 05				3 20	190.9		BERRYMAN 1.1	60.5	12 10				8 04		
1047				5 20				f 3 26	194.2		HADLEY 3.3	57.2	f 12 04 PM				7 50		
1134				5 35				f 3 33	197.1		VALLEY GROVE 2.9	54.3	f 11 57 AM				7 35		
673				5 45				3 38	198.9		RUSSELL 1.8	52.5	11 53				7 25		
									203.5		N. P. CROSSING 4.6	47.9							
									204.1		W. W. V. RY. CROSSING 0.6	47.3							
OWFTYP				6 00 PM				s 3 55	204.6	D-R	WALLA WALLA 0.5 Bu	46.8	s 11 35				7 00 PM		
									207.2		WALRY (W.W.V.Ry Crossing) 2.6	44.2							
619								4 06	209.0		STATE LINE 1.8	42.4	11 21						
1290								4 10	210.8		SPOFFORD 1.8	40.6	11 17						
2036 W								s 4 17	214.6	D	MILTON (W.W.V.Ry Crossing) 3.0 Co	36.8	s 11 10						
626								4 23	217.6		BARRETT 2.9	33.8	11 03						
757								4 29	220.5		BADE 3.5	30.9	f 10 57						
2504								4 36	224.0		BLUE MOUNTAIN 3.3	27.4	f 10 50						
1082								4 43	227.3		DOWNING 2.5	24.1	f 10 43						
3097								s 4 49	229.8	D	WESTON 3.7 Wt	21.6	s 10 38						
1032 W								s 4 58	233.5		ATHENA 4.6 Cn	17.9	s 10 32						
1947								s 5 07	238.1	D	ADAMS 2.6 Md	13.3	s 10 25						
870								5 12	240.7		BLAKELEY 3.1	10.7	f 10 20						
662								5 19	243.8		HAVANA 2.9	7.6	f 10 14						
1370								5 25	246.7		SAXE 4.7	4.7	10 08						
OWTY								5 40 PM	251.4	DN-R	PENDLETON 94.9 Fd	0.0	10 00 AM						
				Arrive Daily Ex. Sun.				Arrive Daily				Leave Daily					Leave Daily Ex. Sun.		
				(1.50) 13.7				(3.40) 25.9			Time.....	(3.30) 27.1					(1.50) 13.7		
											Average Speed per Hour.....								

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

WESTWARD

YAKIMA BRANCH

EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS							FIRST CLASS							Distance from Yakima	FIRST CLASS						SECOND CLASS						
	261							55	51	59	57	47	53	Time-Table No. 34						262								
	Freight							Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	May 6, 1928						Freight								
	Leave Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						Arrive Daily								
OWTFYP	9.30 PM								7.20 PM			10.00 AM	0.0	D-R	YAKIMA	Ny	98.1	7.35 AM									9.30 PM	
2046	9.40								7.27			f 10.06	3.5		UNION GAP		94.6	7.26			f	4.26					9.15	
IP													6.8		N. P. CROSSING		91.3											
1600	9.55								7.35			f 10.16	7.3		PARKER		90.8	7.13			f	4.18					9.00	
													8.7		N. P. CROSSING		89.4											
1640	P	10.10								s 7.43			s 10.25	11.3	D	DONALD	Do	86.8	s 7.02			s	4.09				8.45	
1000	P	10.17								f 7.48			f 10.30	13.6		SAWYER	Sr	84.5	f 6.57			f	4.04				8.35	
2028	P	10.25								s 7.53			s 10.37	16.5		BUENA	Ba	81.6	s 6.51			s	3.58				8.25	
400													f	17.9		CUTLER		80.2				f						
1824	P	10.35								s 8.00			s 10.44	19.6	D	ZILLAH	Ah	78.5	s 6.45			s	3.51				8.15	
1000		10.40											8.04	21.8		BOONE		76.3	6.40			f	3.46				8.04	
2723	WP	10.45								f 8.10			s 10.56	24.7	D	GRANGER	G	73.4	f 6.34			s	3.40				7.50	
2675		11.05								f 8.22			f 11.07	30.9		EMERALD		67.2	f 6.21			f	3.28				7.25	
1872	YP	11.15 PM								8.30 PM			11.15 AM	34.6	R	MIDVALE		63.5	6.13 AM				3.20 PM				7.10 PM	
1872	YP												5.53 AM	34.6	R	MIDVALE		63.5		6.13 AM	11.35 AM		3.20 PM	8.50 PM				
1500	P									8.39 PM			11.24 AM	37.4	D-R	SUNNYSIDE	Sl	66.3		6.03 AM	11.25 AM		3.10 PM	8.40 PM				
1872	YP	11.15 PM								8.50 PM			11.35 AM	34.6	R	MIDVALE		63.5	5.53 AM				3.00 PM				7.10 PM	
2625	WFP	11.35								s 9.04			s 11.47 AM	40.4	D	GRANDVIEW	Gw	57.7	s 5.43			s	2.47				6.45	
2296		11.55 PM								f 9.20			s 12.01 PM	47.3		NORTH PROSSER		50.8	f 5.26			s	2.34				6.20	
623										f			f	49.8		BIGGAM		48.3	f			f						
2708		12.20 AM								f 9.38			f 12.16	55.1		CHAFFEE		43.0	f 5.11			f	2.19				5.50	
374										f			f	58.8		CORRAL		39.3	f			f						
2179	WP	12.40								s 9.53			s 12.28	61.6	D	BENTON CITY	Be	36.5	s 4.58			s	2.06				5.25	
2696		12.55								10.04			f 12.38	66.8		ACTON		31.3	4.49			f	1.55				5.05	
517													f	69.9		GROSSCUP		28.2				f						
2695		1.10								10.15			f 12.48	71.8		LEDBEDER		26.3	4.40			f	1.45				4.45	
2728		1.25								10.28			f 12.59	77.3		LESLIE		20.8	4.30			f	1.34				4.25	
5596	WYP	2.00								s 10.45			s 1.16	84.9	D	KENNEWICK	Kn	13.2	s 4.15			s	1.16				4.00	
700		2.15								f 10.55			f 1.26	89.4		HEDGES		8.7	f 4.06			f	1.06				3.45	
														90.8		N. P. CROSSING		7.3										
2699	P	2.25								f 11.03			f 1.32	91.4		VILLARD		6.7	f 3.59			f	1.01				3.35	
520		2.50								f 11.13			f 1.38	94.7		TWO RIVERS		3.4	f 3.52			f	12.56				3.25	
886	YP	3.00 AM								11.20 PM			1.45 PM	98.1	N-R	ATTALIA	Ag	0.0	3.45 AM					12.50 PM				3.15 PM
		Arrive Daily								Arrive Daily			Arrive Daily			(98.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily		

(5.30)	(0.09)	(4.00)	(0.09)	(0.09)	(3.45)	(0.09)	.....	Time.....	(3.50)	(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	.....	Average Speed per Hour.....	28.0	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 and turning stations.	FIRST CLASS		Distance from Wallula	Time-Table No. 34 May 6, 1928		Distance from Walla Walla	FIRST CLASS		Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS	Distance from Pomeroy	Time-Table No. 34 May 6, 1928		Distance from Starbuck	FIRST CLASS	SECOND CLASS					
	47	45		48	46		155	97		96	156												
	Motor Passenger	Passenger		Motor Passenger	Passenger		Mixed	Passenger		Passenger	Mixed												
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Ex. Sun.	Leave Sun. Only		Arrive Sun. Only		Arrive Sun. Only	Ex. Sun.									
6212 WFYP		2.00PM	3.45AM	0.0	DN-R	WALLULA	Jn	31.1	12.40PM	11.40PM	1767 WT	11.10AM	11.55AM	0.0	D-R	POMEROY	Py	28.9	3.20PM	3.45PM			
730	f	2.15	f 4.06	7.7		REESE		23.4	f 12.22	f 11.20	1326	f 11.25	f 12.06PM	4.4		ZUMWALT		24.5	f 3.08	f 3.30			
250	f	2.20	f 4.14	10.2		DIVIDE		20.9	f 12.17	f 11.15	192	f 11.45AM	f 12.19	9.8		HOUSER		19.1	f 2.55	f 3.10			
1509 WP	s	2.32	s 4.27	15.2	D	TOUCHET	Ch	15.9	s 12.08	s 11.05	1009 W	f 12.01PM	f 12.31	14.4		CHARD		14.5	f 2.43	f 2.55			
686	f	2.43	f 4.40	19.6		LOWDEN		11.5	f 12.01PM	f 10.55	508	f 12.12	f 12.39	17.5		JACKSON		11.4	f 2.35	f 2.45			
618	f	2.55	f 4.55	24.2		WHITMAN		6.9	f 11.52AM	f 10.45	1009	f 12.25	f 12.48	20.9		DELANEY		8.0	f 2.25	f 2.33			
				28.9		W. W. V. RY. CROSSING		2.2			WYFT	12.55PM	1.10PM	28.9	D-R	STARBUCK	Sa	0.0	2.05PM	2.05PM			
OTWFYP		3.15PM	5.15AM	31.1	D-R	WALLA WALLA	Bu	0.0	11.40AM	10.30PM		Arrive Daily	Ex. Sun.			(28.9)		0.0	2.05PM	2.05PM			
		Arrive Daily	Arrive Daily			(31.1)			Leave Daily	Leave Daily		Arrive Daily	Ex. Sun.				Leave Sun. Only		Leave Daily	Ex. Sun.			
	(1.15)	(1.30)			Time		(1.00)	(1.10)			(1.45)	(1.15)		Time		(1.15)	(1.40)						
	24.9	20.7			Average Speed per Hour		31.1	26.7			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 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 and turning stations.	SECOND CLASS		FIRST CLASS		Distance from Turner	Time-Table No. 34 May 6, 1928		Distance from Bolles	FIRST CLASS		SECOND CLASS			
	367	365	63	61		62	64		366	368				
	Freight	Freight	Motor Passenger	Motor Passenger		Motor Passenger	Motor Passenger		Freight	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		2.45PM			0.0									
1305					2.1									
1415					5.5									
1355 WT		3.30PM	3.30PM	2.10PM	11.50AM	11.7	D-R	DAYTON	Da	13.2	1.15PM	3.30PM	9.30PM	2.00PM
752			3.40	f 2.18	f 11.59AM	15.2		LONG		9.7	f 1.05	f 3.20	9.20	
					16.0			N. P. CROSSING		8.9				
969			3.52	s 2.28	s 12.09PM	18.8		HUNTSVILLE		6.1	s 12.55	s 3.10	9.08	
1254			4.00	s 2.35	s 12.15	21.3	D	WAITSBURG	Bg	3.6	s 12.50	s 3.03	9.00	
1374 WT			4.10PM	2.45PM	12.25PM	24.9	R	BOLLES		0.0	12.40PM	2.55PM	8.50PM	
		Arrive Tue. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily			(24.9)			Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Tue. & Fri.
	(0.45)	(0.40)		(0.35)	(0.35)			Time		(0.35)	(0.35)	(0.40)	(0.45)	
	15.6	19.8		22.6	22.6			Average Speed per Hour		22.6	22.6	19.8	15.6	

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, and No. 368 is superior to No. 367 Dayton to Turner.—See Rule 72.

WESTWARD				AMWACO BRANCH				EASTWARD				WESTWARD				CONNELL BRANCH				EASTWARD								
SECOND CLASS				Distance from Bell	Time-Table No. 34 May 6, 1928				Distance from Amwaco	SECOND CLASS				Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS				Distance from La Crosse	Time-Table No. 34 May 6, 1928				Distance from Connell	SECOND CLASS			
375 Freight					STATIONS					376 Freight					371 Freight					STATIONS					372 Freight			
200			8:20AM	0.0	BELL			14.1	9:45AM				WFY			2:00PM	0.0	D-R	LA CROSSE	Ja	52.9	8:00AM						
640			f 8:30	2.8	HAGEN			11.3	f 9:30				840			2:15	4.6		PAMPA		48.3	7:45						
400			f 8:40	4.9	WELLER			9.2	f 9:15				671			2:50	14.7		HOOPER		38.2	7:00						
1020			8:50AM	6.9	FORD			7.2	9:05AM				1627	PWY		3:10	15.7	N-R	HOOPER JCT.	Hr	37.2	6:40						
2055	T			14.1	AMWACO			0.0					1738	W		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	KAHLOTUS	Ho	15.5	5:00						
					Average Speed per Hour.....								4S3			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 Mon.&Fri.			(52.9)			Leave Tue. & Sat.						
																(4.00) 13.2			Time.....		(4.00) 13.2							
																			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				MOSCOW BRANCH				EASTWARD											
SECOND CLASS				FIRST CLASS			Distance from Moscow	Time-Table No. 34 May 6, 1928				Distance from Colfax	FIRST CLASS			SECOND CLASS			
379 Freight				73 Passenger	83 Motor Passenger	81 Motor Passenger		STATIONS					74 Passenger	82 Motor Passenger	84 Motor Passenger	378 Freight			
1809	WT		7:00AM	5:55PM	2:50PM	10:00AM	0.0	D-R	MOSCOW	Mo	28.1	9:15AM	1:05PM	5:45PM	6:00AM				
648			7:10	6:05	f 2:58	f 10:10	4.0		GARRISON		24.1	9:05	f 12:55	f 5:35	5:50				
							8.8		N. P. CROSSING		19.3								
1245			7:30	s 6:16	s 3:12	s 10:22	9.4	D	PULLMAN	Xn	18.7	s 8:50	s 12:40	s 5:20	5:15				
302	W(East)		7:42	f 6:23	f 3:20	f 10:30	12.4		ARMSTRONG		15.7	f 8:41	f 12:31	f 5:11	5:00				
988			7:52	s 6:30	s 3:26	s 10:35	15.4	D	ALBION	Gy	12.7	s 8:33	s 12:23	s 5:03	4:50				
1039	W		8:05	f 6:37	f 3:32	f 10:41	18.4		SHAWNEE		9.7	f 8:25	f 12:15	f 4:55	4:38				
408			8:20	f 6:41	f 3:36	f 10:46	20.3		PARVIN		7.8	f 8:20	f 12:10PM	f 4:50	4:30				
409			8:40	f 6:50	f 3:45	f 10:55	23.6		RISBECK		4.5	f 8:10	f 11:59AM	f 4:40	4:15				
2442	WFY		9:00AM	7:05PM	4:00PM	11:10AM	28.1	D-R	COLFAX	S.C.&P. Crossing	0.0	7:50AM	11:45AM	4:25PM	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) 14.1	(1.10) 24.1	(1.10) 24.1	(1.10) 24.1			Time.....		(1.25) 19.8	(1.20) 21.1	(1.20) 21.1	(2.00) 14.1					
									Average Speed per Hour.....										

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 and turning sta- tions.	SECOND CLASS		FIRST CLASS		Distance from Tekoa	Time-Table No. 34 May 6, 1928	Distance from Wallace	FIRST CLASS		SECOND CLASS		
	393	87	85	86				88	394	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.
	Freight	Passenger	Passenger	Passenger				Passenger	Freight			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily 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	5.48				15.4	D PLUMMER Mr	64.9		f	8.45		
					17.0	WEST PLUMMER	63.3					
			6.55PM	9.31AM	17.6	DN-R PLUMMER JCT. Wj	63.9	10.10AM	4.54PM			
	5.55		6.58	9.33	17.0	WEST PLUMMER	63.3	10.07	4.51	8.30		
1240 WFT	6.20	f	7.10	f 9.50	22.8	CHATCOLET	57.5	f 9.50	f 4.39	7.45		
			7.17	f 9.58	26.3	O'GARA	54.0	f 9.39	4.33			
700			7.20	10.03	28.3	LACON	52.0	9.35	4.29			
2081 WT	7.00	s	7.25	s10.12	30.6	Block Sigs } D HARRISON Rn	49.7	s 9.30	s 4.22	7.00		
3686	7.20	s	7.31	s10.19	34.0	SPRINGSTON	46.3	s 9.18	s 4.12	6.00		
150	7.55		7.38	s10.28	38.4	BLACK LAKE	41.9	f 9.09	4.05	5.45		
500	8.25		7.45	s10.35	41.4	MEDIMONT	38.9	s 9.03	4.00	5.30		
1100	8.55		7.52	s10.43	45.4	LANE	34.9	s 8.55	3.54	5.15		
1464 W	9.20	s	8.00	s10.50	49.2	D ROSE LAKE Ro	31.1	s 8.48	s 3.48	5.00		
707	9.40		8.05	s10.57	52.1	DUDLEY	28.2	f 8.42	3.43	4.45		
1551 W (West)	10.15		8.17	s11.07	57.9	CATALDO	22.4	f 8.32	3.34	4.25		
2000 OY	10.45	s	8.27	s11.20	62.6	D-R ENAVILLE Vi	17.7	s 8.23	s 3.26	4.10		
459	10.55		8.31	f11.25	64.2	PINE CREEK	16.1	f 8.18	3.21	4.00		
			f	f	67.3	BRADLEY	13.0	f	f			
1339 F	11.45AM	s	8.45	s11.45AM	69.3	D-R KELLOGG-WARDNER Dn	11.0	s 8.08	s 3.10	3.40		
1602	12.40PM		9.00	s12.03PM	75.9	OSBURN	4.4	f 7.53	2.58	3.15		
OWFT	1.00PM		9.10PM	12.15PM	80.3	D-R WALLACE Wc	0.0	7.45AM	2.50PM	3.00AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(80.3)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Mon.		

(8.00) 10.0 (2.15) 28.4 (2.44) 23.4 Time (2.25) 26.4 (2.04) 31.6 (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 & Pacific Railroad Company between Manito and Plummer Junction, and will be governed by time-tables, rules and regulations of Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

WESTWARD				SIERRA NEVADA BRANCH				EASTWARD				
Length of sidings in feet and location of scales, water, fuel, tele- phone and turning sta- tions.	SECOND CLASS		FIRST CLASS		Distance from Bradley	Time-Table No. 34 May 6, 1928	Distance from Sierra Nevada Mine	FIRST CLASS		SECOND CLASS		
	393	87	85	86				88	394	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.
	Freight	Passenger	Passenger	Passenger				Passenger	Freight			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.				
W					0.0	BRADLEY	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, tele- phone and turning sta- tions.	SECOND CLASS		FIRST CLASS		Distance from Prichard	Time-Table No. 34 May 6, 1928	Distance from Enaville	FIRST CLASS		SECOND CLASS		
	179	87	85	86				88	394	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.
	Mixed	Passenger	Passenger	Passenger				Passenger	Freight			
Leave Mon. and Thu.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.				
	11.30AM				0.0	PRICHARD	21.5			10.50AM		
1254 Y	11.40AM				2.2	BEAVER	19.3			s10.30AM		
1300					10.9	JEFFERSON	28.0					
1254 Y					2.2	BEAVER	19.3					
585	s11.55AM				5.3	ANDERSON	16.2			10.15AM		
	s12.01PM				6.5	HEDLUND	15.0			s10.10		
1172 W (East)	s12.10				8.3	CARTER	13.2			s10.00		
1000	s12.30				11.9	STEAMBOAT	9.6			s 9.40		
515	s 1.00				17.6	LINFOR	3.9			s 9.10		
2000 OY	1.30PM				21.5	D-R ENAVILLE Vi	0.0			8.50AM		
	Arrive Mon. and Thu.					(21.5)				Leave Mon. and Thu.		

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

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

WESTWARD				BURKE BRANCH				EASTWARD				
Length of sidings in feet and location of scales, water, fuel, tele- phone and turning sta- tions.	SECOND CLASS		FIRST CLASS		Distance from Wallace	Time-Table No. 34 May 6, 1928	Distance from Burke	FIRST CLASS		SECOND CLASS		
	179	87	85	86				88	394	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.
	Mixed	Passenger	Passenger	Passenger				Passenger	Freight			
Leave Mon. and Thu.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Mon.				
OWFT					0.0	D-R WALLACE Wc	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)						

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
Moscow	James M. Bolding
Walla Walla	Martin Jewelry Co.
Pendleton	Sawtelle, Inc.
Yakima	Noble Jewelry Co.
Wallace	H. E. Heumann
Lewiston	M. F. Akers

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

Spokane	Dispatcher's Office
Spokane	Engineer's Room
Ayer	Telegraph Office
Umatilla	Telegraph Office
Tekoa	Telegraph Office
Colfax	Telegraph Office
Moscow	Telegraph Office
Starbuck	Telegraph Office
Walla Walla	Telegraph Office
Walla Walla	Engineer's Room
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

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

TRAIN	STOPS	PASSENGERS FROM
11	Any station	East of Ayer
12	Any station	West of Ayer
77	Dishman	Beyond Spokane
86	Dishman	Any station
86	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, 251 and 252 or their extras, 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	Moscow
West Spokane	West Riparia	Zumwalt	Pullman
Marengo	Tucannon	Houser	Albion
Ayer	Starbuck	Dodge	Plummer
Attalia	Pataha	Chard	Chatcolet
Wallula	Bolles	Jackson	Harrison
Umatilla	Prescott	Delaney	Rose Lake
East Spokane	Walla Walla	Dayton	Enaville
Manito	Milton	Long	Pine Creek
Bell	Athena	Dumas	Pine Creek Spur
Tekoa	Pendleton	Huntsville	Bradley
Seltice	Yakima	Waitsburg	Sierra-Nevada Spur
Colfax	Zillah	Loyd	Kellogg-Wardner
Endicott	Midvale	Taggard	Wallace
Oakesdale	Sunnyside	Connell	Prichard
Thornton	Grandview	Kahlotus	Beaver
St. John	Benton City	Washtucna	Jefferson
Winona	Kennewick	Hooper	Burke
La Crosse	Touchet	Hooper Jct. (Connell Branch)	

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 Tausick. Within yard limits extending between Walry and Tausick, 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 Tausick. 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 Johns Spur all trains, engines and motors of the O.-W. R. R. & N. Company and the W. W. V. Ry. Co. 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 train register and the absence of the staff shows that 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 Johns 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.

THIRD DIVISION

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.
Farmington (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.

SPECIAL RULES

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 drawbridge, 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 drawbridge 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 trains preference.

98 (W). All trains and engines will stop at established "stop" boards before crossing drawbridge 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). 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 Tucannon — for line via Pataha;
- At Hooper Jct. (Connell Branch) — for line via Park;
- 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 caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frt.	
At any point.	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.
Through truss bridges.		6	Trains handling logs.
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 9 and 10 degree curves.	30	20	
On curves of 7 degrees and over.	25		With 2-10-2 class engines.
Spokane.	15	15	Over Bridge 367.13 crossing Spokane River and Monroe Street.
West Spokane	15	15	Over spring switch at end of double track.
Between West Spokane and Cowles.	15	15	Over Bridge 365.32 crossing Spokane River and Latah Creek.
Cheney.	8	8	Over street crossings at grade.
Between Mack and Joso.	45	25	Through tunnels.
Between Joso and Chew.	15	15	Over Bridge 271.70 crossing Snake River.
Between Spokane and N. P. Crossing.	15	10	Through tunnel.
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.
McGoldrick's Spur (Tekoa)		10	Trains handling logs.
Between Tekoa and Mockonema.	50	35	
Elberton.	25	25	Over street crossings at grade.
Colfax.	12	12	On streets and over street crossings at grade.
Between Colfax and Crest.	25	12	On descending grade.
Between Mockonema and Thera.	40	25	

SPECIAL RULES

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
Between Thera and Riparia.	50	35	
Between Seltice and Winona via Thornton.	45	35	
St. John.	6	6	Over street crossings at grade.
Between Riparia and Ayer.	50	30	
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	
Athena.	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.
Zillah.	10	10	Over street crossings at grade.
Kennewick.	8	8	Over street crossings at grade.
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	20	20	
Amwaco Branch.	15	15	
Amwaco Branch		10	Trains handling logs.
Between LaCrosse and M. P. 27 (Connell Branch).	30	25	
Between M. P. 27 and Connell (Connell Branch).	20	20	
Moscow Branch.	30	20	
Moscow Branch	20	20	With engines 1730 class.
Moscow.	12	12	Over street crossings at grade.
Pullman.	6	6	Over street crossings at grade.
Wallace Branch.	50	35	
Between Lovell and Chatcolet.	40	15	On descending grade.
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.

NOTE.—While crossing Bridge 365.32 over Spokane River and Latah Creek between West Spokane and Cowles, and Bridge 271.70 over Snake River between Joso and Chew, trainmen and engineers will watch train and track closely and be prepared to stop should an emergency arise.

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.....all trains;
 Wallula.....all trains;
 Tekoa.....all trains;
 Riparia.....all trains;
 Starbuck.....all trains;
 Plummer Jct.....all trains.

509 (R). At Manito, westward trains to move over C. M. St. P. & P. tracks will, after passing station whistling post, sound one long, one short and one long blasts of engine whistle. If junction switch is opened and "proceed" signal is given by switch tender, and engineman of train to use the route can see that junction switch is properly set, such train may proceed onto C. M. St. P. & P. track with caution without stopping for Home Block Signal 1437 displaying "stop" indication.

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..... ————

At Colfax:
 To and from Crest..... ————
 To and from Moscow Branch..... o o o

At N. P. Crossing, just east of Parker:
 For Yakima..... o o o o
 For Parker..... o o o o

720 (R). Passengers will be carried on freight trains as follows:
 Between Spokane and Ayer — Nos. 251 and 252;
 Between Wallula and Umatilla — Nos. 251 and 252;
 Between Bell and Ford — Amwaco Branch trains;
 Between LaCrosse and Connell — Nos. 371 and 372;
 Between LaCrosse and Starbuck — Nos. 373 and 374;
 Between Tekoa and Plummer Junction — Nos. 393 and 394;
 Between Enaville and Wallace — 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.	While switching, if crossing watchman is not on duty, a trainman or yardman must go ahead of trains and engines and hold all 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 12:01 p. m.
 1:00 p. m. to 6:30 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.....	3000	---
Ayer 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.....	---	---

THIRD DIVISION

SPECIAL RULES

825 (R). Trains must not leave cars on main track on grade between Colfax and Crest, including Crest, without engine attached. When necessary to pick up cars at Crest, 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 W. 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 bands, 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:

Subdivisions	Passenger Trains	Freight Trains
Spokane-Tekoa		Mica and Chester
Spokane-Tekoa		Darknell and Rockford
Tekoa-Ayer	Crest and Colfax	Crest and Colfax
Tekoa-Ayer	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
Burke Branch	Burke and Wallace	Burke and Wallace
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		WALLULA BRANCH—Continued	
Teske	M. P. 310.6	Robinson	M. P. 28.4
Magallon	" 258.6	Finch	" 28.6
Matthew	" 253.3	Artesia	" 29.1
Walker	" 244.0	POMEROY BRANCH	
Sheffler	" 242.0	Dodge	M. P. 16.3
Cold Springs	" 194.0	DAYTON BRANCH	
SPOKANE-TEKOA		Loyd	M. P. 4.0
Hill	M. P. 161.3	Taggard	" 4.5
Lockwood	" 144.3	Dumas	" 8.4
Coev	" 142.3	CONNELL BRANCH	
Rahm	" 126.6	Benner	M. P. 3.5
TEKOA-AYER		Palouse Falls	" 17.9
Schreck	M. P. 32.0	Wacota	" 33.9
Coman	" 33.8	Curry	" 51.0
Huntley	" 22.5	MOSCOW BRANCH	
Juno	" 20.8	Henry's Crossing	M. P. 14.4
Powers	" 96.0	Whitlow	" 20.2
STARBUCK-PENDLETON		Holland	" 21.2
Prunedale	M. P. 34.1	WALLACE BRANCH	
Langdon	" 43.6	Tilma	M. P. 2.1
McKay	" 78.0	Cherpa	" 8.8
YAKIMA BRANCH		Olmstead	" 10.5
Purdy	M. P. 2.0	Shont	" 72.6
Kalan	" 7.9	Powder Spur	" 77.7
McDougal	" 32.8	ENAVILLE BRANCH	
Meek	" 45.6	Hallstrom	M. P. 5.0
Shultz	" 52.6	Haight	" 6.0
Capp	" 54.8	Pratt	" 7.1
Forsell	" 59.9	Smith	" 7.5
Waneta	" 61.6	Sipilo	" 8.2
Morris	" 66.2	Nurmi	" 9.0
Baird	" 69.0	Joki	" 10.3
Norine	" 71.6	Cedar Creek	" 18.0
Blaine Acres	" 74.7	Jarvey	" 18.5
Dalton	" 75.9	Delta (Jefferson Spur)	" 3.2
Pana	" 77.3	Carbonite	" 7.8
Flint	" 83.6	SIERRA NEVADA SPUR	
Dunbro	" 85.4	Silver King	" 1.3
Mellis	" 88.4		
WALLULA BRANCH			
Reavis	M. P. 22.3		

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	SPOKANE-UMATILLA						SPOKANE-TEKOA					TEKOA-AYER									
		WESTWARD			EASTWARD			WESTWARD				EASTWARD	WESTWARD			EASTWARD						
		Spokane to Ayer	Ayer to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Ayer	Ayer 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	Tucannon to Starbuck	Ayer to Tucannon	Tucannon to Riparia	Riparia to Hay	Hay to Jerita	Winona to Mockonema	Mockonema to Crest
TTT63 $\frac{29\frac{1}{2}}{30}$ 288	5400 to 5414	4320	5920	4800	4800	5920	4320															
A. 81 $\frac{20}{28}$ 106 107S	3500 to 3514	1085	1550	1195	1195	1630	1085	710	430	675	975	625	655	230	700	800	1630	1630	595	380	625	460
P. 77 $\frac{25}{28}$ 178S	3226 to 3227																					
P. 77 $\frac{25}{28}$ 167S	3218 to 3225	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1315	2675		980	625	1025	755
P. 77 $\frac{22}{28}$ 149S	3205 3207 to 3217																					
P. 77 $\frac{22}{28}$ 135S	3204 & 3206	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	1020	2075	2075	760	485	795	585
P. 77 $\frac{22}{28}$ 143S	3200 to 3203																					
MK 63 $\frac{26}{28}$ 209S 211SD	2166 to 2171	2700	3700	3000	3000	3700	2700	1540	935	1460	2120	1355				1740	3535					
MK 57 $\frac{23\frac{1}{2}}{30}$ 208S 210SD	2100 to 2165																					
T. 63 $\frac{22}{28}$ 162S	1755 to 1760	1690	2405	1850	1850	2530	1690	1100	670	1045	1520	970	1020	360	1085	1245	2530		930	590	970	715
T. 69 $\frac{22}{28}$ 159 161S	1742 to 1754	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	1135	2315		845	540	890	650
T. 57 $\frac{20}{26}$ 126	1737 to 1741	1360	1940	1500	1500	2040	1360	890	540	845	1225	780	825	290	875	1003	2040	2040	745	480	780	575
T. 57 $\frac{20}{26}$ 119	1733 to 1735	1290	1840	1420	1420	1935	1290	840	515	800	1160	740	780	275	830	950	1935	1935	710	450	740	545
T. 64 $\frac{22}{26}$ 145S	1730 to 1731	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890	935	330	990	1135	2315	2315	845	540	890	650
T. 63 $\frac{20}{24}$ 113	1715 to 1724 1726	1045	1490	1150	1150	1570	1045	680	415	650	940	600	635	220	670	770	1570	1570	575	365	600	440
C. 57 $\frac{22}{30}$ 187 190S	730 to 768	2000	2850	2300	2300	3000	2000	1305	840	1240	1800	1150	1250	425	1700	1475	3000		1100	700	1500	1000
C. 57 $\frac{22}{30}$ 179	725 to 729	2000	2850	2300	2300	3000	2000	1305	795	1240	1800	1150	1210	425	1400	1475	3000		1100	700	1150	845
C. 57 $\frac{20\frac{1}{2}}{30}$ 172	719 to 723																					
C. 57 $\frac{20\frac{1}{2}}{30}$ 167	710 718 & 724	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	1150	2345		855	550	900	665
C. 55 $\frac{19}{30}$ 149	707 to 709	1545	2205	1700	1700	2320	1545	1010	615	960	1390	890	935	330	995	1140	2320		850	540	890	650
C. 51 $\frac{20}{26}$ 137	705 to 706	1480	2110	1630	1630	2220	1480	965	590	915	1330	850	895	315	950	1090	2220	2220	815	530	850	640
C. 51 $\frac{20}{24}$ 117	700 & 704	1180	1685	1300	1300	1775	1180	770	470	730	1065	680	715	250	760	870	1775	1775	650	415	680	500

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	SELTICE-WINONA (Via THORNTON)				STARBUCK-PENDLETON										YAKIMA BRANCH		WALLULA BRANCH		POMEROY BRANCH		AMWACO BRANCH	
		WARD-WEST-	EASTWARD			WESTWARD					EASTWARD					Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward
			Seltice to Willada	Winona to St. John	St. John to Oakesdale	Oakesdale to Tekoa	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								
A. 81 $\frac{20}{28}$ 106 107S	3500 to 3514	655	655	470	690	230	595	655	735	340	1195	640	565	425	850	1550	1195	655	1195	1360	655	435	445
P. 77 $\frac{25}{28}$ 178S	3226 to 3227	1080	1080	775	1135	380	980	1080	1205	560	1960	1055	930	700	1400	2545	1960	1080	1960	2230	1080	715	725
P. 77 $\frac{25}{28}$ 167S	3218 to 3225																						
P. 77 $\frac{22}{28}$ 149S	3205 3207 to 3217	835	835	600	880	295	760	835	930	435	1520	820	720	540	1085	1970	1520	835	1520	1730	835	555	565
P. 77 $\frac{22}{28}$ 135S	3204 & 3206																						
P. 77 $\frac{22}{28}$ 143S	3200 to 3203																						
T. 63 $\frac{22}{28}$ 162S	1755 to 1760	1020	1020	735	1075	360	930	1020	1140	530	1850	1000	880	660	1325	2405	1850	1020	1850	2110	1020	675	690
T. 69 $\frac{22}{28}$ 159 161S	1742 to 1754	935	935	675	985	330	845	935	1040	480	1690	905	800	605	1210	2205	1690	935	1690	1935	935	620	630
T. 57 $\frac{20}{26}$ 126	1737 to 1741	825	825	590	865	290	745	825	920	430	1500	800	705	535	1065	1940	1500	825	1500	1700	825	545	555
T. 57 $\frac{20}{26}$ 119	1733 to 1735	780	780	560	820	275	710	780	870	405	1420	760	670	505	1015	1840	1420	780	1420	1615	780	515	525
T. 64 $\frac{22}{26}$ 145S	1730 to 1731	935	935	675	985	330	845	935	1040	480	1690	905	800	605	1210	2205	1690	935	1690	1935	935	620	630
T. 63 $\frac{20}{24}$ 113	1715 to 1724 1726	635	635	455	665	220	575	635	705	330	1150	615	545	410	820	1490	1150	635	1150	1310	635	420	425
C. 57 $\frac{22}{30}$ 187 190S	730 to 768	1500	1210	930	1275	425	1100	1210	1350	630	2200	1185	1040	785	1570	3000	2200	1310	2300	2500	1210	800	815
C. 57 $\frac{22}{30}$ 179	725 to 729	1210	1210	870	1275	425	1100	1210	1350	630	2200	1185	1040	785	1570	3000	2200	1310	2300	2500	1210	800	815
C. 57 $\frac{20\frac{1}{2}}{30}$ 172	719 to 723	945	945	680	995	330	855	945	1055	490	1720	925	810	615	1225	2225	1720	945	1720	1950	945	625	635
C. 57 $\frac{20\frac{1}{2}}{30}$ 167	710, 718 & 715 724																						
C. 55 $\frac{19}{30}$ 149	707 to 709	935	935	675	985	330	850	935	1045	485	1700	915	805	610	1215	2205	1700	935	1700	1935	935	620	630
C. 51 $\frac{20}{26}$ 137	705 to 706	895	895	645	945	315	815	895	990	465	1630	875	770	580	1160	2110	1630	895	1630	1850	895	590	605
C. 51 $\frac{20}{24}$ 117	700 & 704	715	715	515	755	250	650	715	795	370	1300	700	615	465	930	1685	1300	715	1300	1480	715	475	480

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.

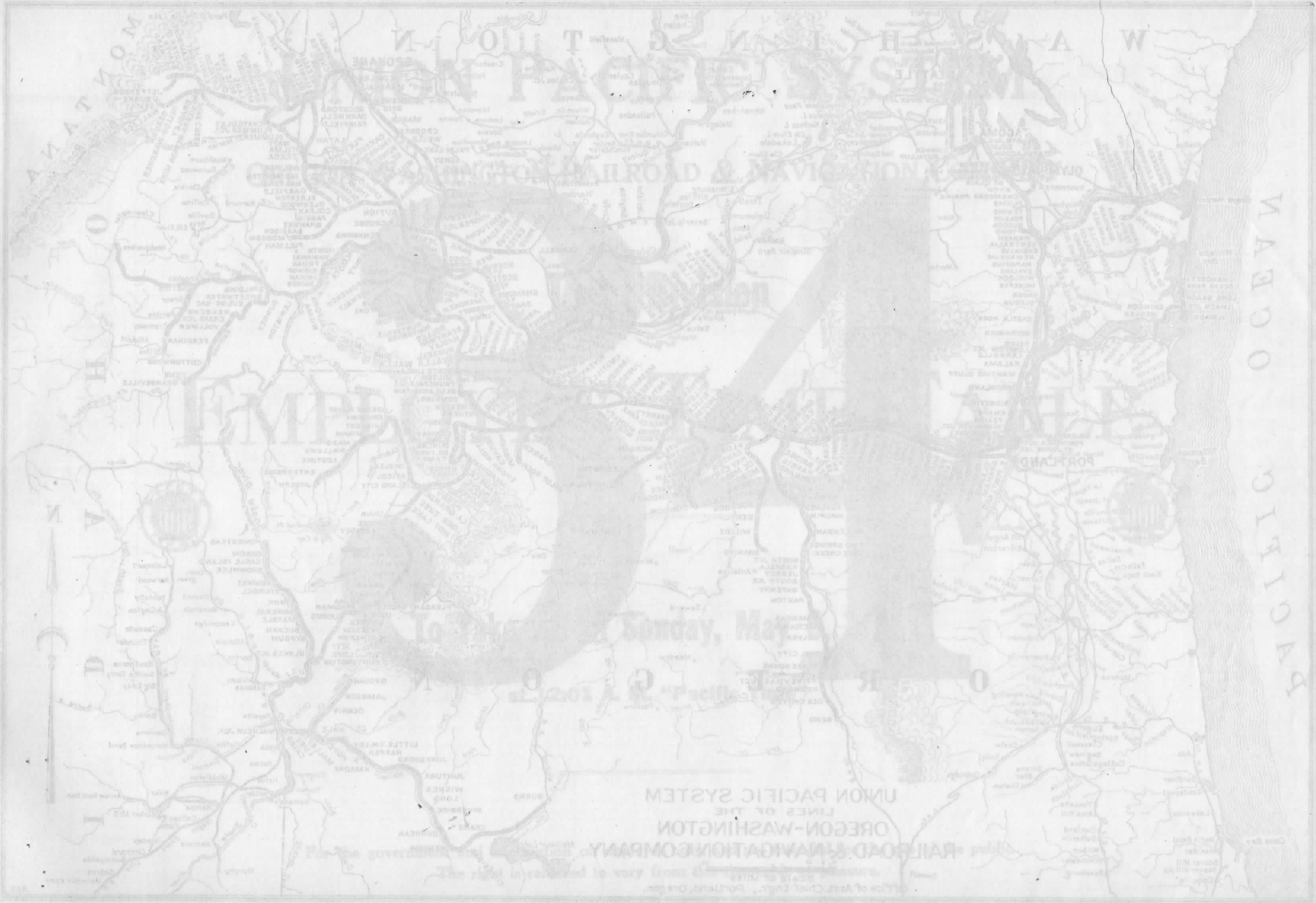
CLASSIFICATION	ENGINE NUMBERS	DAYTON BRANCH				CONNELL BRANCH				Moscow Branch	WALLACE BRANCH				ENAVILLE BRANCH		Sierra Nevada Branch	Burke Branch					
		WESTWARD		EASTWARD		WESTWARD		EASTWARD		Eastward	WESTWARD			EASTWARD	Westward	WESTWARD							
		Turner to Dayton	Dayton to Bolles	Bolles to Dayton	Dayton to Turner	LaCrosse to Hooper Jct.	Hooper Jct. to Connell	Connell to Hooper Jct.	Hooper Jct. to LaCrosse	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				
A. 81	$\frac{20}{28}$ 106 107S	3500 to 3514				655	1360	565	425	1550			560		450	1195	695	410	690	165	165	200	165
P. 77	$\frac{25}{28}$ 178S	3226 to 3227								2545			925		740	1960	1140	675	1135	270	270	330	270
P. 77	$\frac{25}{28}$ 167S	3218 to 3225																					
P. 77	$\frac{22}{28}$ 149S	3205 3207 to 3217																					
P. 77	$\frac{22}{28}$ 135S	3204 & 3206				835	1730	720	540	1970			715	835	575	1520	885	520	880	210	210	255	210
P. 77	$\frac{22}{28}$ 143S	3200 to 3203																					
T. 63	$\frac{22}{28}$ 162S	1755 to 1760				1020	2110	880	660	2405			875		700	1850	1080	635	1075	255	255	310	255
T. 69	$\frac{22}{28}$ 159 161S	1742 to 1754				935	1935	800	605	2205			800		640	1690	990	585	985	235	235	285	235
T. 57	$\frac{20}{26}$ 126	1737 to 1741				825	1700	705	535	1940			705	825	565	1500	870	515	865	205	205	250	205
T. 57	$\frac{20}{26}$ 119	1733 to 1735				780	1615	670	505	1840	780	740	670	780	535	1420	825	485	820	195	195	240	195
T. 64	$\frac{22}{26}$ 145S	1730 to 1731				935	1935	800	605	2205			800	935	640	1690	990	585	985	235	235	285	235
T. 63	$\frac{20}{24}$ 113	1715 to 1724 1726				635	1310	545	410	1490	635	600	540	635	435	1150	670	395	665	160	160	195	160
C. 57	$\frac{22}{30}$ 187 190S	730 to 768								2850			1200		900	2200	1280	815	1275	305	305	370	305
C. 57	$\frac{22}{30}$ 179	725 to 729				1210	2500	1040	785	2850			1035		830	2200	1280	755	1275	305	305	370	305
C. 57	$\frac{20\frac{1}{2}}{30}$ 172	719 to 723																					
C. 57	$\frac{20\frac{1}{2}}{30}$ 167	710, 718 & 724				945	1950	810	615	2225			810		650	1720	1000	590	995	240	240	295	240
C. 55	$\frac{19}{30}$ 149	707 to 709				935	1935	805	610	2205			800		640	1700	990	585	985	235	235	285	235
C. 51	$\frac{20}{26}$ 137	705 to 706				895	1850	770	580	2110	895	850	765	895	615	1630	945	560	945	225	225	275	225
C. 51	$\frac{20}{24}$ 117	700 & 704				715	1480	615	465	1685	715	680	610	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



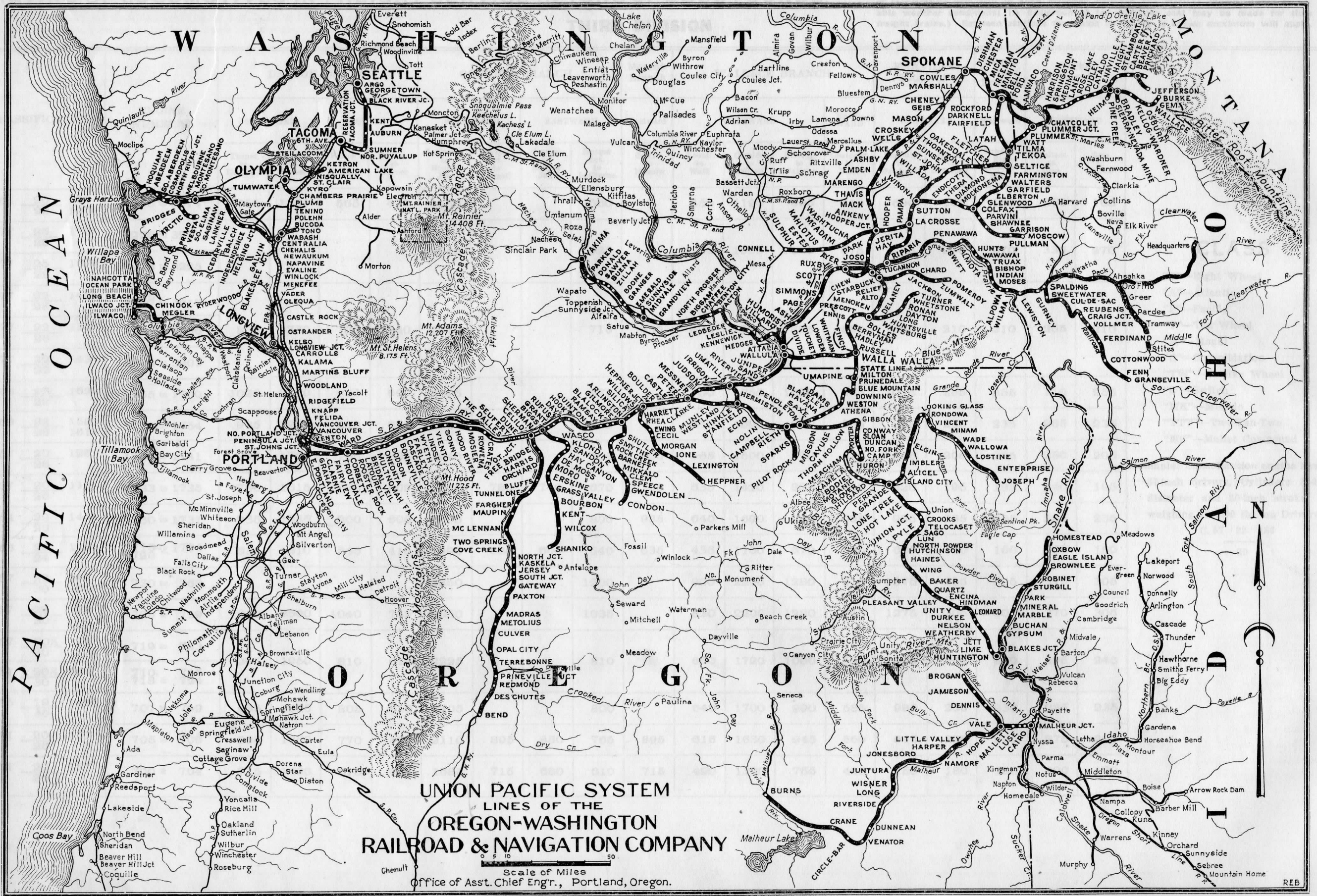
UNION PACIFIC SYSTEM
LINES OF THE
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RAILROAD & NAVIGATION COMPANY

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

PACIFIC OCEAN

Scale of Miles





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