

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, June 9, 1929

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.

R. W. TEETERS,
CHIEF DISPATCHER, Spokane, Washington.

J. S. ELLISON..... DISPATCHER, Spokane, Washington.
L. L. WYCKOFF..... " " "
J. A. GARRETT..... " " "
J. A. WALSH..... " " "
P. H. WALSH..... " " "
F. R. BROOKS..... " " "
L. L. GRAUL..... " " "
J. E. WOOD..... " " "
C. D. BROWN..... " " "

MILEAGE

FIRST DIVISION.....	Main Line.....	385.83	
	Branches.....		410.88
	Total.....		796.71
SECOND DIVISION.....	Main Line.....	233.26	
	Branches.....		97.84
	Total.....		331.10
THIRD DIVISION.....	Main Line.....	183.64	
	Branches.....		740.25
	Total.....		923.89
	Total, Main Line.....	802.73	
	Total, Branches.....		1248.97
	Total.....		2051.70

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

CONDENSED TIME-TABLE

WESTWARD

Huntington and Portland

EASTWARD

SECOND CLASS		FIRST CLASS					Distance from Huntington	Time-Tables Nos. 36-71 June 9, 1929	Distance from Portland	FIRST CLASS					SECOND CLASS	
251 Time Freight	255 Time Freight	17 Passenger	11 Passenger	5 Mail	23 Passenger	19 Passenger				20 Passenger	18 Passenger	12 Passenger	6 Passenger	24 Passenger	252 Time Freight	256 Time Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	HUNTINGTON	389.5	11.35 PM	6.50 AM	10.50 AM	2.00 PM	Arrive Daily	Arrive Daily	
	5.00 AM		8.50 PM		6.29 PM	2.25 PM	99.5	LA GRANDE	290.0	8.00 PM	3.20 AM	7.25 AM	10.40 AM		11.59 AM	
	10.50 AM		12.20 AM		9.20 PM	6.45 PM	173.8	PENDLETON	215.7	4.50 PM	11.59 PM	4.25 AM	7.10 AM		12.30 AM	
	6.00 PM		3.10 AM		11.59 PM	10.15 PM	177.5	RIETH	212.0						4.00 PM	
1.00 PM						1.00 AM	215.8	UMATILLA	183.0			1.50 AM	2.40 AM	5.20 AM	8.00 AM	
8.00 PM	1.45 AM		6.50 AM	5.00 AM	3.45 AM	4.30 AM	305.3	THE DALLES	84.2	12.50 PM	8.35 PM	11.25 PM	11.35 PM	1.35 AM	1.45 AM	
			9.30 AM	7.35 AM	6.10 AM	7.15 AM	389.5	PORTLAND	0.0	9.40 AM	6.10 PM	9.00 PM	9.10 PM	11.00 PM		
3.00 AM	8.15 AM						394.3	ALBINA	1.6						8.30 PM	
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	
(14.00) 12.7	(27.15) 14.4		(12.40) 30.7	(5.00) 36.6	(11.41) 33.3	(16.50) 23.7	(14.35) 26.7	Time		(13.55) 27.9	(12.40) 30.7	(4.50) 37.8	(13.40) 29.2	(15.00) 26.6	(11.30) 15.5	(38.29) 10.2
Average Speed per Hour																

WESTWARD

Seattle and Portland

EASTWARD

SECOND CLASS		FIRST CLASS							Distance from Seattle	Time-Table No. 71 June 9, 1929	Distance from Portland	FIRST CLASS							SECOND CLASS	
691 Time Freight	43 CMSt.P&P Passenger (18)	37 CMSt.P&P Passenger (16)	41 CMSt.P&P Passenger (15)	1 CMSt.P&P Passenger	35 CMSt.P&P Passenger (17)	563 Passenger	561 Passenger	562 Passenger				564 Passenger	32 CMSt.P&P Passenger (17)	38 CMSt.P&P Passenger (15)	34 CMSt.P&P Passenger (16)	42 CMSt.P&P Passenger (18)	2 CMSt.P&P Passenger	692 Time Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	SEATTLE	183.2	5.00 PM	6.30 AM	7.30 AM	10.00 AM	6.00 PM	8.45 PM	9.00 PM	Arrive Daily	Arrive Daily	
	9.30 PM	6.15 PM	10.10 AM	8.00 AM	7.45 AM	11.15 PM	11.10 AM	3.1	ARGO	180.1			7.21 AM	9.51 AM	5.51 PM	8.36 PM	8.51 PM		6.45 AM	
	6.25 PM	9.39 PM	6.24 PM	10.19 AM	8.09 AM	7.54 AM		38.1	TACOMA	145.1	3.35 PM	5.00 AM							5.00 AM	
	8.40 PM							92.1	CENTRALIA	91.1	2.00 PM	2.20 AM							12.30 AM	
	12.05 AM							181.6	ALBINA	1.6									7.30 PM	
	7.35 AM							183.2	PORTLAND	0.0	11.00 AM	11.15 PM								
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	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	(0.09) 20.6	(7.00) 26.2	(6.00) 30.5	Time		(6.00) 30.5	(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. 37 June 9, 1929	Distance from Pendleton-Umatilla	FIRST CLASS					SECOND CLASS	
251 Time Freight	45 Passenger	75 Passenger	73 Passenger	11 Passenger	77 Passenger	12 Passenger				76 Passenger	74 Passenger	78 Passenger	46 Passenger	252 Time Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	SPOKANE	251.4	7.00 AM			7.20 PM	Arrive Daily	Arrive Daily		
	9.45 PM				9.20 PM	7.30 AM	116.1	MOSCOW	185.9				12.30 AM			
					5.45 PM		147.8	RIPARIA	103.6			9.15 AM				
					9.15 PM	9.05 PM	103.9	AYER	80.6	4.15 AM	5.00 AM	5.45 AM	1.55 PM			
	2.55 AM				11.52 PM		157.2	WALLULA	27.3	2.50 AM	3.35 AM			4.00 PM		
	7.45 AM	3.45 AM	11.59 PM		1.25 AM		184.5	UMATILLA	0.0	1.50 AM	2.45 AM		11.30 PM	12.01 PM		
	9.15 AM		12.45 AM		2.35 AM		156.5	STARBUCK	94.9					10.30 AM		
						1.15 PM	204.6	WALLA WALLA	46.8				1.30 PM			
						3.08 PM	251.4	PENDLETON	0.0				11.20 AM	10.20 PM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
(11.30) 16.0	(1.30) 20.7	(3.30) 28.0	(3.20) 26.4	(5.15) 35.1	(9.15) 27.2	Time			(5.10) 35.7	(2.50) 34.6	(3.30) 25.1	(9.35) 26.2	(1.10) 26.7	(14.00) 13.2		
Average Speed per Hour																

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	WESTWARD									Distance from Spokane	Time-Table No. 37	Distance from Portland	FIRST CLASS						SECOND CLASS									
	SECOND CLASS			FIRST CLASS							Time-Table No. 37		June 9, 1929	STATIONS	16		12		18		76		52		48		252	262
	251	269	261	51	47	15	17	11	75		DN-R		SPOKANE	16	12	18	76	52	48	252	262							
Time Freight	CMStP&P Time Frt.	Freight	Motor Passenger	Motor Passenger	CMStP&P Passenger	CMStP&P Passenger	Passenger	Passenger	Dispr. Dx Au	WEST SPOKANE	CMStP&P Passenger	Passenger	CMStP&P Passenger	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	Track	WELLS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
		5.30PM				11.00PM	9.30PM	9.20PM	0.0	DN-R	367.5	3.15AM	7.00AM	7.30AM														
OWFPT	9.45PM	5.38				11.04	9.34	9.24	1.7	1.7	365.8	3.09	6.54	7.20				12.30AM										
2690 P	9.57	5.50				11.12	9.41	9.30	5.3	3.6	362.2	3.02	6.45	7.13				12.15AM										
2720 P	10.10	6.05				11.22	9.50	9.37	9.5	4.2	358.0	2.55	6.37	7.06				11.22PM										
3450 WP	10.30	6.30				11.40	10.05	9.50	16.8	7.3	350.7	2.45	6.26	6.54				10.30										
2683 P	10.42	6.45				11.48	10.12	9.56	22.0	5.2	345.5	2.37	6.19	6.44				10.12										
2680 P	10.52	6.58				11.55PM	10.18	10.02	27.0	5.0	340.5	2.30	6.12	6.35				9.56										
2755 WP	11.08	7.16				12.06AM	10.27	10.11	34.4	7.4	333.1	2.20	6.02	6.23				9.25										
2682 P	11.16	7.27				12.12	10.32	10.16	38.4	4.0	329.1	2.15	5.56	6.16				8.55										
2683 P	11.30	7.43				12.22	10.40	10.23	45.0	6.6	322.5	2.07	5.48	6.06				8.40										
2319 P	11.41	7.57				12.31	10.46	10.29	50.2	5.2	317.3	2.00	5.42	5.57				8.15										
2716 P	11.50PM	8.10				12.38	10.51	10.34	54.4	4.2	313.1	1.55	5.37	5.50				7.57										
150									56.9	2.5	310.6							7.40										
2335 WFYP	12.15AM	8.30PM				12.50AM	11.00PM	10.42	61.1	4.2	306.4	1.45AM	5.28	5.40AM				7.15										
2683 P	12.28							10.52	65.9	4.8	301.6		5.20					6.40										
3247 P	12.40							10.58	70.3	4.4	297.2		5.14					6.20										
2682 P	12.50							11.04	74.5	4.2	293.0		5.08					6.00										
2070 WYP	1.10							11.14	82.4	7.9	285.1		4.56					5.30										
2780 P	1.25							11.22	88.0	5.6	279.5		4.47					5.05										
2683 P	1.40							11.31	94.2	6.2	273.3		4.37					4.40										
2290 P	1.56							11.40	100.0	5.8	267.5		4.27					4.20										
9558 WFYP	2.10							11.52PM	103.9	3.9	263.6		4.15		5.00AM			4.00										
227	2.55								108.9	0.1	258.6																	
4709 P	3.15							12.01AM	110.1	1.2	257.4		4.03					3.00										
204									114.2	4.1	253.3																	
4721 P	3.53							12.12	117.8	3.6	249.7		3.53					2.30										
313									123.5	5.7	244.0																	
WP									123.6	0.1	243.9																	
318									127.9	1.9	242.0																	
4711 P	4.26							12.24	126.7	1.2	240.8		3.41		4.26			2.00										
4715 WP	5.00							12.34	134.5	7.8	233.0		3.31		4.15			1.30										
4710 P	5.30							12.44	141.8	7.3	225.7		3.21		4.05			1.00										
4710 P	5.55							12.53	147.8	6.0	219.7		3.13		3.57			12.40										
1470 YP	6.20		3.02AM	11.08PM	1.20PM			1.03	154.6	6.8	212.9		3.02		3.47	3.52AM	12.37PM	12.15										
									154.7	0.1	212.8							3.15PM										
									155.3	1.9	212.2																	
10640 WFYP	6.45		3.25	11.20PM	1.32PM			1.15	157.2	1.2	210.3		2.50		3.35	3.40AM	12.25PM	12.01PM										
4724 P	7.45		7.30					1.25	165.0	7.8	202.5		2.40		3.25			3.00PM										
4724 P	8.15		7.55					1.38	166.0	5.3	202.5		2.25		3.13			11.25AM										
4702 P	8.30		8.08					1.48	170.3	3.2	197.2		2.15		3.05			11.10										
540									173.5	3.4	194.0																	
4718 P	8.55		8.25					2.05	176.9	7.6	190.6		2.05		2.56			10.50										
WFTYP	9.15AM		8.45AM					2.20AM	184.5	0.6	183.0		1.50AM		2.45AM			10.30AM										
	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										

(11.30)	(3.00)	(5.43)	(0.12)	(0.12)	(1.50)	(1.30)	(5.00)	(2.50)	Time	(1.30)	(5.10)	(1.50)	(2.15)	(0.12)	(0.12)	(14.00)	(0.15)
15.9	20.4	5.2	13.0	13.0	33.3	40.7	36.9	28.4	Average Speed per Hour	40.7	35.7	33.3	35.8	13.0	13.0	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 and turning stations.	SECOND CLASS		FIRST CLASS							Distance from Spokane	Time-Table No. 37 June 9, 1929		Distance from Ayer	FIRST CLASS						SECOND CLASS	
	381 CMStP&P Freight (64)	387 Freight	87 Passenger	95 CMStP&P Passenger (218)	93 CMStP&P Passenger (18)	85 Passenger	69 Spokane Internat'l Passenger (2)	77 Passenger	91 CMStP&P Passenger (16)		86 Passenger	94 CMStP&P Passenger (217)		88 Passenger	78 Passenger	68 Spokane Internat'l Passenger (1)	92 CMStP&P Passenger (17)	90 CMStP&P Passenger (15)	388 Freight	382 CMStP&P Freight (63)	
	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily Ex. Sun.	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	
OWFTP	9.45PM	6.45PM	5.40PM	8.05AM	8.00AM	7.55AM	7.50AM	7.30AM	3.30AM	0.0	DN-R SPOKANE	165.2	11.45AM	6.00PM	6.20PM	7.20PM	8.35PM	8.45PM	10.45PM	11.00PM	11.55PM
IP	9.55	6.55	5.45	8.10	8.05	8.00	7.55AM	7.35	3.35	1.9	N. P. CROSSING	163.3	11.38	5.53	6.13	7.13	8.28PM	8.38	10.38	10.50	11.45
4716	10.00	7.10	5.48	8.13	8.08	8.03		7.38	3.38	2.7	EAST SPOKANE	162.5	11.35	5.48	6.10	7.10		8.35	10.35	10.45	11.40
2538										3.9	HILL	161.3									
3000	10.27	7.20	5.53	8.20AM	8.15	8.10		7.45	3.45	6.5	DN DISHMAN	158.7	11.27	5.40PM	6.05	7.03	8.30	10.27	10.27	11.15	
1797	10.50	7.30	5.59		8.21	8.16		7.51	3.51	9.6	CHESTER	155.6	11.21		5.59	6.57	8.22	10.21	10.00	10.50	
940	11.10	7.45	6.08		8.29	8.24		7.59	3.59	13.2	REDLIN	152.0	11.13		5.50	6.49	8.13	10.13	9.35	10.35	
1654	11.25	8.08	6.15		8.35	8.30		8.05	4.05	15.7	D MICA	149.5	11.07		5.43	6.43	8.08	10.07	9.25	10.25	
2014	11.38	8.18	6.22		8.42	8.37		8.12	4.12	18.5	FREEMAN	146.7	11.01		5.37	6.37	8.02	10.01	9.15	10.15	
522										20.9	LOCKWOOD	144.3									
	11.50PM	8.30	6.30PM		8.50AM	8.45AM		8.20	4.20AM	21.8	DN-R MANITO	143.4	10.55AM		5.30PM	6.30	7.55PM	9.55PM	9.05	10.00PM	
										22.5	BELL	142.7									
984										22.9	COEY	142.3									
1274		8.45						8.29		27.0	D ROCKFORD	138.2				6.20			8.45		
2172		9.00						8.35		30.3	DARKNELL	134.9				6.13			8.30		
1646		9.20						8.41		33.7	D FAIRFIELD	131.5				6.07			8.10		
345										38.6	RAHM	126.6									
1289		10.05						8.55		42.1	D LATAH	123.1				5.51			7.25		
OWFYTP		10.45PM						9.10AM		49.3	DN-R TEKOA	115.9				5.35PM			6.45PM		
	(2.05) 10.5	(4.00) 12.3	(0.50) 26.2	(0.15) 26.0	(0.50) 26.2	(0.50) 26.2	(0.05) 22.8	(1.40) 29.6	(0.50) 26.2		(49.3)		(0.50) 26.2	(0.20) 19.5	(0.50) 26.2	(1.45) 28.2	(0.07) 16.3	(0.50) 26.2	(0.50) 26.2	(4.15) 11.6	(1.55) 11.4

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.

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. 37 June 9, 1929	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 Psgr.	Passenger				Passenger	Passenger	Motor Psgr.	Passenger	Freight	Freight	Freight	Freight	
OWFYT	11.15PM	2.00PM	Leave Wed. Only	Leave Mon. & Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	DN-R	TEKOA	K	115.9	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Thu. Only	Arrive Tue. & Sat.	Arrive Daily Ex. Sun.	Arrive Daily
1738	11.35PM	2.15PM					9.20AM	9.10AM	R	SELTICE		110.2			5.25PM	5.35PM			5.50PM	11.00PM
1738	11.35PM						s 9.21AM	s 9.21AM	R	SELTICE		110.2			s 5.10PM	s 5.22PM			5.22PM	10.45PM
1645 W	11.59PM						s 9.33		D	FARMINGTON	Fm	104.3								4.45
628	12.25AM						f 9.45			N. P. CROSSING		103.2								4.15
1918	12.40						f 9.45			WALTERS		98.4								4.15
942 W (East)	1.05						s 9.53		D	N. P. CROSSING		95.3								4.00
756	1.35						s 9.53		D	GARFIELD	Gr	94.9								4.00
1640 WFY	2.00AM		11.00AM	10.00AM			s 10.05		D	ELBERTON	Dc	89.5								3.40
3053							f 10.19		D	GLENWOOD		83.3								3.20
1740							s 10.35		D-R	COLFAX	Ca	77.2		7.50AM				9.30AM	11.59AM	3.00PM
1518									Block Signals	S. C. & P. CROSSING		77.1								
844 W										CREST		74.7		7.43						4.00
1470										MOCKONEMA		72.3		f 7.38						3.55
1323 WY										DIAMOND	D	68.3		s 7.29						3.47
1738										THERA		64.6		f 7.21						3.40
685										ENDICOTT	Di	57.7		s 7.06						3.27
660										WINONA	Wa	51.9		s 6.54AM						3.15PM
1743 W										SELTICE		99.8								10.45PM
543										WARNER		97.2								10.20
1180										FLETCHER		94.3		f 4.56						10.20
1482										S. C. & P. CROSSING		91.6								10.05
140										N. P. CROSSING		91.6								10.05
620										OKESDALE	On	91.0								10.05
1497 W										COMAN		85.7								9.25
1420										THORNTON	Ko	83.0								9.25
2683										S. C. & P. CROSSING		82.5								9.00
1323 WY										SUNSET		77.2								9.00
2357										HUNTLEY		74.4								8.25
1382 WFY										JUNO		72.7								7.55
2209										ST. JOHN	Sj	70.1								7.20
2220 W										WILLADA		63.4								7.00PM
2180										GRAVEL PIT		56.3								7.00PM
983 W										WINONA	Wa	51.9								7.00PM
1963										SUTTON		47.9								6.45
604 Y										LACROSSE	Ja	41.3								6.30PM
604 Y										JERITA		35.6								6.30PM
205										SCHRECK		32.0								6.30PM
891 WFTY										HAY	H	30.0								6.30PM
604 Y										CANYON		21.9								6.30PM
2054										RIPARIA	Ax	17.4								6.30PM
2747										N. P. CROSSING		17.3								6.30PM
9958 WFPY										WEST RIPARIA		16.8								6.30PM
										TUCANNON		12.5								6.30PM
										POWERS		15.2								6.30PM
										STARBUCK	Sa	16.3								6.30PM
										TUCANNON		12.5								6.30PM
										PATAHA		11.6								6.30PM
										RIFTON		2.7								6.30PM
										AYER	Jd	0.0								6.30PM
										(115.9) Via Colfax										6.30PM
										(105.5) Via Thornton										6.30PM

Time Average Speed per Hour (0.45) 14.1 (4.30) 14.3 (5.00) 13.7 (3.30) 10.3 (0.40) 26.1 (2.00) 29.9 (2.10) 24.7 (3.50) 28.0 (0.35) 29.8 (2.05) 28.7 (2.10) 24.7 (4.05) 26.3 (5.30) 12.5 (3.29) 10.3 (2.50) 13.7 (4.30) 14.3

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

		WESTWARD		WALLULA 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. 37 June 9, 1929		FIRST CLASS	
		47	45		STATIONS	48	46	
		Motor Passenger	Passenger			Motor Passenger	Passenger	
		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
10640	WFYP	1.35PM	3.45AM	0.0	DN-R WALLULA 7.7 Jn	31.1	12.25PM	11.30PM
730		f 1.50	f 4.06	7.7	REESE 2.5	23.4	f 12.08	f 11.10
250		f 1.55	4.14	10.2	DIVIDE 5.0	20.9	f 12.03PM	f 11.05
1509	WP	s 2.07	s 4.27	15.2	D TOUCHET 4.4 Ch	15.9	s 11.54AM	s 10.55
686		f 2.18	f 4.40	19.6	LOWDEN 2.7	11.5	f 11.46	f 10.45
				22.3	REAVIS 1.9	8.8	f	
618		f 2.30	f 4.55	24.2	WHITMAN 4.4	6.9	f 11.38	f 10.35
948		f	f	28.6	FINCH 0.3	2.5	f	f
				28.9	W. W. V. RY. CROSSING 0.2	2.2		
401				29.1	ARTESIA 2.0	2.0		
OTWFYP		2.50PM	5.15AM	31.1	D-R WALLA WALLA 2.0 Bu	0.0	11.25AM	10.20PM
		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	Average Speed per Hour

		WESTWARD		POMEROY BRANCH		EASTWARD						
Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.		SECOND CLASS		FIRST CLASS		Distance from Pomeroiy	Time-Table No. 37 June 9, 1929		FIRST CLASS		SECOND CLASS	
		155		97	STATIONS		96	156				
		Mixed		Passenger			Passenger	Mixed				
		Leave Daily		Leave Sun. Only		Arrive Sun. Only	Arrive Daily	Ex. Sun.				
1767	WT	10.05AM		11.25AM	0.0	D-R POMEROY 4.4 Py	28.9	2.50PM		3.25PM		
1326		f 10.20		f 11.36	4.4	ZUMWALT 5.4	24.5	f 2.38		f 3.10		
192		f 10.40		f 11.49	9.8	HOUSER 2.8	19.1	f 2.25		f 2.50		
491		f 10.50		f 11.56AM	12.6	DODGE 1.8	16.3	f 2.18		f 2.41		
1009	W	f 10.56		f 12.01PM	14.4	CHARD 3.1	14.5	f 2.13		f 2.35		
508		f 11.07		f 12.09	17.5	JACKSON 3.4	11.4	f 2.05		f 2.25		
1009		f 11.20		f 12.18	20.9	DELANEY 8.0	8.0	f 1.55		f 2.13		
	WYFT	11.50AM		12.40PM	28.9	D-R STARBUCK Sa	0.0	1.35PM		1.45PM		
		Arrive Daily		Arrive Sun. Only		(28.9)		Leave Sun. Only		Leave Daily		Ex. Sun.
		(1.45) 16.5		(1.15) 23.1	Time		(1.15) 23.1	Average Speed per Hour		(1.40) 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. 37 June 9, 1929		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	10.30AM				0.0			24.9				
1305		10.38				2.1			22.8				
Spur		10.50				5.5			19.4				
1355	WT	11.15AM	11.45AM	1.25PM	11.35AM	11.7	D-R DAYTON 6.2 Da	13.2	1.00PM	2.45PM	9.40AM	9.45AM	
						11.8	N. P. CROSSING 0.1	13.1					
						11.8	N. P. CROSSING 0.2	13.1					
						12.0	N. P. CROSSING 3.2	12.9					
828			11.55AM	f 1.33	f 11.43	15.2	LONG 0.8	9.7	f 12.50	f 2.35	9.25		
						16.0	N. P. CROSSING 0.5	8.9					
411						16.5	DUMAS 2.3	8.4					
969			12.05PM	s 1.43	s 11.53	18.8	HUNTSVILLE 1.6	6.1	s 12.41	s 2.26	9.15		
554						20.4	TAGGARD 0.5	4.5					
Spur						20.9	LOYD 0.4	4.0					
1254			12.35	s 1.49	s 11.59AM	21.3	D WAITSBURG 3.6 Bg	3.6	s 12.35	s 2.20	9.05		
1374	WT		12.50PM	2.00PM	12.10PM	24.9	R BOLLES 24.9	0.0	12.25PM	2.10PM	8.50AM		
		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) 15.6	(1.05) 12.2	(0.35) 22.6	(0.35) 22.6	Time		(0.35) 22.6	(0.35) 22.6	(0.50) 15.8	(0.45) 15.6	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 and turning stations.				SECOND CLASS				Distance from Bell	SECOND CLASS				Distance from Amwaco	SECOND CLASS				Distance from La Crosse	SECOND CLASS				Distance from Connell	SECOND CLASS										
				375					Time-Table No. 37 June 9, 1929					376					371					Time-Table No. 37 June 9, 1929				372						
				Freight								Freight								Freight														
				Leave Sat. Only								Arrive Sat. Only								Arrive Tue. & Sat.														
200				8.20AM		0.0	BELL		14.1	9.45AM					0.0	D-R	LA CROSSE	Ja	52.9	8.00AM														
640				8.32		2.8	HAGEN		11.3	9.30					3.5		BENNER		49.4															
400				8.41		4.9	WELLER		9.2	9.15			840		4.6		PAMPA		48.3	7.45														
1020				8.50AM		6.9	FORD		7.2	9.05AM			671		14.7		HOOPER		38.2	7.00														
2055	T					14.1	AMWACO		0.0				1627	PWY	15.7	N-R	HOOPER JCT.	Hr	37.2	6.40														
				Arrive Sat. Only								Leave Sat. Only								Arrive Tue. & Sat.														
				(0.30) 13.8				Time Average Speed per Hour				(0.40) 10.4								(4.00) 13.2				Time Average Speed per Hour				(4.00) 13.2						

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																							
Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.				SECOND CLASS				FIRST CLASS				Distance from Moscow	Time-Table No. 37 June 9, 1929				Distance from Colfax	FIRST CLASS				SECOND CLASS									
				379				73 83 81					STATIONS					74 82 84				378									
				Freight				Passenger Motor Passenger Motor Passenger								Passenger Motor Passenger Motor Passenger				Freight											
				Leave Daily Ex. Sun.				Leave Daily								Arrive Daily				Arrive Daily Ex. Sun.											
1316	WT			7.00AM			5.45PM	2.40PM	8.55AM	0.0	D-R	MOSCOW	Mo	28.1	9.15AM	12.05PM	5.45PM	6.00AM													
648				7.12			f 5.54	f 2.49	f 9.05	4.0		GARRISON		24.1	9.05	f 11.55AM	f 5.32	5.40													
509							f	f		6.9		HOLLAND		21.2		f	f														
208							f	f		7.9		WHITLOW		20.2		f	f														
										8.8		N. P. CROSSING		19.3																	
1245				7.30			s 6.07	s 3.02	s 9.20	9.4	D	PULLMAN	Xn	18.7	s 8.50	s 11.40	s 5.20	5.15													
302 W (East)				7.42			f 6.14	f 3.09	f 9.29	12.4		ARMSTRONG		15.7	f 8.38	f 11.30	f 5.10	5.00													
							f	f		13.7		McAVOY		14.4		f	f														
988				7.52			s 6.21	s 3.16	s 9.36	15.4	D	ALBIO N	Gy	12.7	s 8.30	s 11.22	s 5.02	4.50													
1039	W			8.05			f 6.28	f 3.23	f 9.43	18.4		SHAWNEE		9.7	f 8.22	f 11.14	f 4.54	4.38													
498				8.17			f 6.32	f 3.27	f 9.47	20.3		PARVIN		7.8	f 8.17	f 11.09	f 4.49	4.30													
409				8.35			f 6.40	f 3.35	f 9.55	23.6		RISBECK		4.5	f 8.08	f 11.00	f 4.40	4.15													
2442	WFY			9.00AM			6.55PM	3.50PM	10.10AM	28.1	D-R	COLFAX	Ca	0.0	7.50AM	10.45AM	4.25PM	4.00AM													
				Arrive Daily Ex. Sun.				Arrive Daily								Leave Daily Ex. Sun.															
				(2.00) 14.1				(1.10) 24.1				Time Average Speed per Hour				(1.25) 19.8				(1.20) 21.1				(1.20) 21.1				(2.00) 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 No. 83, Colfax to Moscow, and No. 378 is superior to No. 379, Colfax to Moscow.—See Rule 72.

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	WESTWARD			WALLACE BRANCH			EASTWARD				
	SECOND CLASS		FIRST CLASS		Distance from Tekoa	Time-Table No. 37		FIRST CLASS		SECOND CLASS	
	393	87	85	June 9, 1929		86	88	394	Distance from Wallace		
OWFTY	Freight	Passenger	Passenger	STATIONS	Passenger	Passenger	Freight	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Mon.	
205	5.00AM			DN-R TEKO A K	80.3			11.00AM			
1297	5.20			TILMA 2.1	78.2						
355				LOVELL 4.9	73.3						
424				CHERPA 1.8	71.5			10.10			
980	5.35			OLMSTEAD 1.7	69.8						
957	5.48			WATT 1.7	68.1			9.30			
	5.55AM			D PLUMMER Mr	64.9			8.45			
				WEST PLUMMER 1.6	63.3			8.30AM			
				DN-R PLUMMER JCT. Wj	63.9	10.10AM	4.47PM				
				WEST PLUMMER 0.6	63.3	10.07AM	4.45PM				
1240 WFT	5.55AM	7.11PM	9.26AM	WEST PLUMMER 5.8	63.3	10.07AM	4.45PM	8.30AM			
Spur	6.20	f 7.25	f 9.45	CHATCOLET 3.5	57.5	f 9.45	f 4.27	7.45			
700		f 7.33	f 9.53	O'GARA 2.0	54.0	f 9.37	f 4.17				
2081 WT	7.00	s 7.45	s 10.07	LACON 2.3	52.0	9.33	4.13				
3686	7.20	s 7.55	s 10.14	Block Sign D HARRISON Rn	49.7	s 9.28	s 4.07	7.00			
150	7.55	f 8.03	s 10.23	SPRINGSTON 3.4	46.3	s 9.18	s 3.58	6.00			
500	8.25	s 8.09	s 10.30	BLACK LAKE 4.4	41.9	f 9.09	f 3.49	5.45			
1100	8.55	s 8.17	s 10.38	MEDIMONT 4.0	38.9	s 9.03	s 3.43	5.30			
1464 W	9.20	s 8.25	s 10.46	LANE 3.8	34.9	s 8.55	s 3.36	5.15			
707	9.40	f 8.31	s 10.53	D ROSE LAKE Ro	31.1	s 8.48	s 3.29	5.00			
1551 W (West)	10.15	f 8.42	s 11.05	DUDLEY 5.8	28.2	f 8.42	f 3.23	4.45			
2000 OY	10.45	s 8.55	s 11.17	CATALDO 4.7	22.4	f 8.32	f 3.13	4.25			
980	10.55	f 8.59	f 11.21	D-R ENAVILLE Vi	17.7	s 8.23	s 3.05	4.10			
W		f		PINE CREEK 3.1	16.1	f 8.18	f 3.00	4.00			
1339 F	11.40AM	s 9.15	s 11.40	BRADLEY 2.0	13.0	f	f				
Spur				D-R KELLOGG-WARDNER Dn	11.0	s 8.08	s 2.50	3.40			
1602	12.40PM	f 9.30	s 11.58AM	SHONT 3.3	7.7						
Spur				OSBURN 3.3	4.4	f 7.53	f 2.38	3.15			
OWFT	1.00PM	9.40PM	12.10PM	POWDER SPUR 1.8	2.6						
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	D-R WALLACE We	0.0	7.45AM	2.30PM	3.00AM			
				(80.3)		Leave Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Mon.			

(8.00) 10.0 (2.29) 25.7 (2.44) 23.4 Time Average Speed per Hour (2.25) 26.4 (2.17) 28.0 (8.00) 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 the 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.

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	WESTWARD			SIERRA NEVADA BRANCH			EASTWARD			
					Distance from Bradley	Time-Table No. 37				Distance from Sierra Nevada Mine
						June 9, 1929				
W					STATIONS					
					BRADLEY 4.1					
					SIERRA NEVADA MINE 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.

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	WESTWARD			ENAVILLE BRANCH			EASTWARD		
	SECOND CLASS		FIRST CLASS		Distance from Prichard	Time-Table No. 37		SECOND CLASS	
	179	87	85	June 9, 1929		86	88	394	Distance from Enaville
1254	Y	11.30AM	0.0	STATIONS	21.5	10.50AM	178	Mixed	Arrive Tue. & Sat.
1254	Y	f 11.40AM	2.2	PRICHARD 2.2	19.3	f 10.30AM	178	Mixed	Arrive Tue. & Sat.
1300			10.9	BEAVER 2.2	19.3	f 10.30AM	178	Mixed	Arrive Tue. & Sat.
1254	Y	f 11.40AM	2.2	JEFFERSON 8.7	28.0		178	Mixed	Arrive Tue. & Sat.
1254	Y	f 11.40AM	2.2	BEAVER 8.7	19.3	f 10.30AM	178	Mixed	Arrive Tue. & Sat.
197	f		3.0	BEAVER 0.8	19.3	f 10.30AM	178	Mixed	Arrive Tue. & Sat.
Spur	f		3.5	JARVEY 0.5	18.5	f	178	Mixed	Arrive Tue. & Sat.
585	f 11.55AM		5.3	CEDAR CREEK 1.8	18.0	f	178	Mixed	Arrive Tue. & Sat.
	f 12.01PM		6.5	ANDERSON 1.2	16.2	f 10.15	178	Mixed	Arrive Tue. & Sat.
1172 W (East)	f 12.10		8.3	HEDLUND 1.8	15.0	f 10.10	178	Mixed	Arrive Tue. & Sat.
	f		11.2	CARTER 2.9	13.2	f 10.00	178	Mixed	Arrive Tue. & Sat.
1000	f 12.30		11.9	JOKI 0.7	10.3	f	178	Mixed	Arrive Tue. & Sat.
Spur	f		12.5	STEAMBOAT 0.6	9.6	f 9.40	178	Mixed	Arrive Tue. & Sat.
Spur	f		13.3	NURMI 0.8	9.0	f	178	Mixed	Arrive Tue. & Sat.
Spur	f		14.0	SIPILO 0.7	8.2	f	178	Mixed	Arrive Tue. & Sat.
Spur	f		14.4	SMITH 0.4	7.5	f	178	Mixed	Arrive Tue. & Sat.
Spur	f		15.5	PRATT 1.1	7.1	f	178	Mixed	Arrive Tue. & Sat.
Spur	f		16.5	HAIGHT 1.0	6.0	f	178	Mixed	Arrive Tue. & Sat.
515	f 1.00		17.6	HALLSTROM 1.1	5.0	f	178	Mixed	Arrive Tue. & Sat.
2000 OY	1.30PM		21.5	LINFOR 3.9	3.9	f 9.10	178	Mixed	Arrive Tue. & Sat.
	Arrive Tue. & Sat.			D-R ENAVILLE Vi	0.0	8.50AM	178	Mixed	Arrive Tue. & Sat.
				(21.5)			178	Mixed	Arrive Tue. & Sat.

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

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

Length of sidings in feet and location of scales, water, fuel, telephone and turning stations.	WESTWARD			BURKE BRANCH			EASTWARD		
					Distance from Wallace	Time-Table No. 37			
						June 9, 1929			
OWFT					STATIONS				
					D-R WALLACE We				
					N. P. CROSSING 0.1				
					N. P. CROSSING 0.2				
					N. P. CROSSING 0.3				
387 O					GEM 3.5				
Spur					FRISCO 0.3				
					N. P. CROSSING 0.1				
Spur					DORN 0.6				
Spur					MACE 0.8				
400 W					D BURKE B				
					(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.....	S. Simmons
Colfax.....	H. D. Truax
Moscow.....	James M. Bolding
Walla Walla.....	Martin Jewelry Co.
Pendleton.....	Sawtelle, Inc.
Yakima.....	Noble Jewelry Co.
Wallace.....	E. W. Phillips
Pomeroy.....	L. T. Christopherson
Lewiston.....	M. F. Akers
Kellogg-Wardner.....	W. T. Austin

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
Umatilla.....	Engineer's Room
Tekoa.....	Telegraph Office
Tekoa.....	Engineer's Room
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.
87	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.
86-88	Dishman	Any station.
86-88	Any station	Wallace Branch.

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 as follows:

At Walla Walla, by all trains;

At Spokane, by all westward trains originating at West Spokane;

At Wallula, by all eastward Yakima Branch trains originating at Attalia;

At Manito, by all trains to and from Amwaco Branch.

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

At Attalia, all westward trains;

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, Nos. 77, 78 and 90;

At Hooper Junction, Nos. 11 and 12, 251 and 252 or their extras, when operator is on duty.

83 (V). Train registering exceptions:

At Wallula, train register will also serve as train register at Attalia for Eastward Yakima Branch trains;

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).

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

Spokane	West Riparia	Houser	Albion
West Spokane	Tucannon	Dodge	Lovell
Marengo	Starbuck	Chard	Olmstead
Ayer	Pataha	Jackson	Watt
Attalia	Bolles	Delaney	Plummer
Wallula	Prescott	Dayton	Chatcolet
Umatilla	Walla Walla	Long	Harrison
East Spokane	Milton	Dumas	Rose Lake
Manito	Blue Mountain	Huntsville	Enaville
Bell (for Amwaco Branch only)	Athena	Taggard	Pine Creek
	Pendleton	Loyd	Pine Creek Spur
Tekoa	Yakima	Waitsburg	Bradley
Seltice	Zillah	Connell	Sierra Nevada Spur
Colfax	Midvale	Kahlotus	Kellogg-Wardner
Endicott	Sunnyside	Washtucna	Wallace
Oakesdale	Grandview	Hooper	Burke
Thornton	Benton City	Hooper Jct.	Prichard
St. John	Kennewick	(for Connell Branch only)	Beaver
Winona	Touchet		
LaCrosse	Pomeroy	Moscow	
Riparia	Zumwalt	Pullman	

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. 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 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.

SPECIAL RULES

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.		Gates. Set normally against S. C. & P.
Oakesdale. (M.P. 91.58)	S. C. & P.	O.-W. R. R. & N.	All trains stop before crossing.
Oakesdale. (M.P. 91.55)	N. 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. 37.0)	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.
Parker. (M.P. 89.4)	N. P.	O.-W. R. R. & N. except passenger trains have precedence over all freight trains.	All trains governed by automatic block signals.
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.
Dayton. (M.P. 12.90)	N. P.	O.-W. R. R. & N.	All trains stop before crossing.
Dayton. (M.P. 13.10)	N. P.	O.-W. R. R. & N.	All trains stop before crossing.

98 (S). Continued.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Dayton. (M.P. 13.11)	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. 80.4)	N. P.	O.-W. R. R. & N.	All trains stop before crossing.
Wallace. (M.P. 80.6)	N. P.	O.-W. R. R. & N.	All trains stop before crossing.
Frisco. (M.P. 4.2)	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 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 head 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 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 precedence.

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.

103 (B). Cars must not be handled ahead of engine between stations when practicable to avoid doing so, except in work train service. When cars are so handled it must be at slow speed.

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 Jet. (Connell Branch) —for line via Park;
 At West Plummer, —for Plummer Junction;
 At Standard High Line between Wallace and Gem, —for High Line.

THIRD DIVISION

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 "Frts." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frts.	
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.	25	25	With 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.	20	15	Over Bridge 271.70 crossing Snake River.
Between Attalia and Wallula.	15	15	
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.

THIRD DIVISION

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
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	
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.	15	15	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 Hooper.	35	35	

SPECIAL RULES

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
Between Hooper 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 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 enginemen will watch train and track closely and be prepared to stop should an emergency arise.

Note.—Figures on stake at beginning of curve indicate degree of curve.

152 (S). 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.

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 (E). Relative to Rule 509 (B), the flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509 (C) and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

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 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 Kellogg-Wardner—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 watchman 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.

SPECIAL RULES

THIRD DIVISION

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 lbs.	3000 lbs.
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		

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.
Washucna	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.

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	Elberton to Farmington
TTT. 63 $\frac{29\frac{1}{2}}{30}$ 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	640
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	1065
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	820
P. 77 $\frac{22}{28}$ 143S	3200 to 3203																						
MK. 63 $\frac{26}{28}$ 209S 211SD	2166 to 2171																						
MK. 57 $\frac{23\frac{1}{4}}{30}$ 208S 210SD	2100 to 2165	2700	3700	3000	3000	3700	2700	1540	935	1460	2120	1355				1740	3535						
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	1010
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	920
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	810
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	770
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	920
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	625
C. 57 $\frac{22}{30}$ 187 190S	730 to 768	2000	3000	2400	2400	3200	2200	1305	840	1240	1800	1150	1250	425	1700	1475	3000		1100	700	1500	1000	1200
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	1150
C. 57 $\frac{20\frac{1}{2}}{30}$ 172	719 to 723																						
C. 57 $\frac{20\frac{1}{2}}{30}$ 167	710, 715 718 & 724	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	1150	2345		855	550	900	665	930
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	925
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	890
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	705

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		
		WEST- WARD	EASTWARD			WESTWARD					ASTWARD					WEST- WARD	EAST- WARD	WEST- WARD	EAST- WARD	WEST- WARD	EAST- WARD	WEST- WARD	EAST- WARD	
			Seltice to Willada	Winona to St. John	St. John to Oakes- dale	Oakes- dale 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									Alto to Starbuck
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	1020	1020	735	1075	360	930	1020	1140	530	1850	1000	880	660	1325	2405	1850	1020	1850	2110	1020	675	690
T. 63	$\frac{22}{28}$ 162S	1755 to 1760																						
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	700	2200	1185	1040	785	1570	3000	2400	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, 715 718 & 724	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.

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.

THIRD DIVISION

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	Chateolet 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, 715 718 & 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:

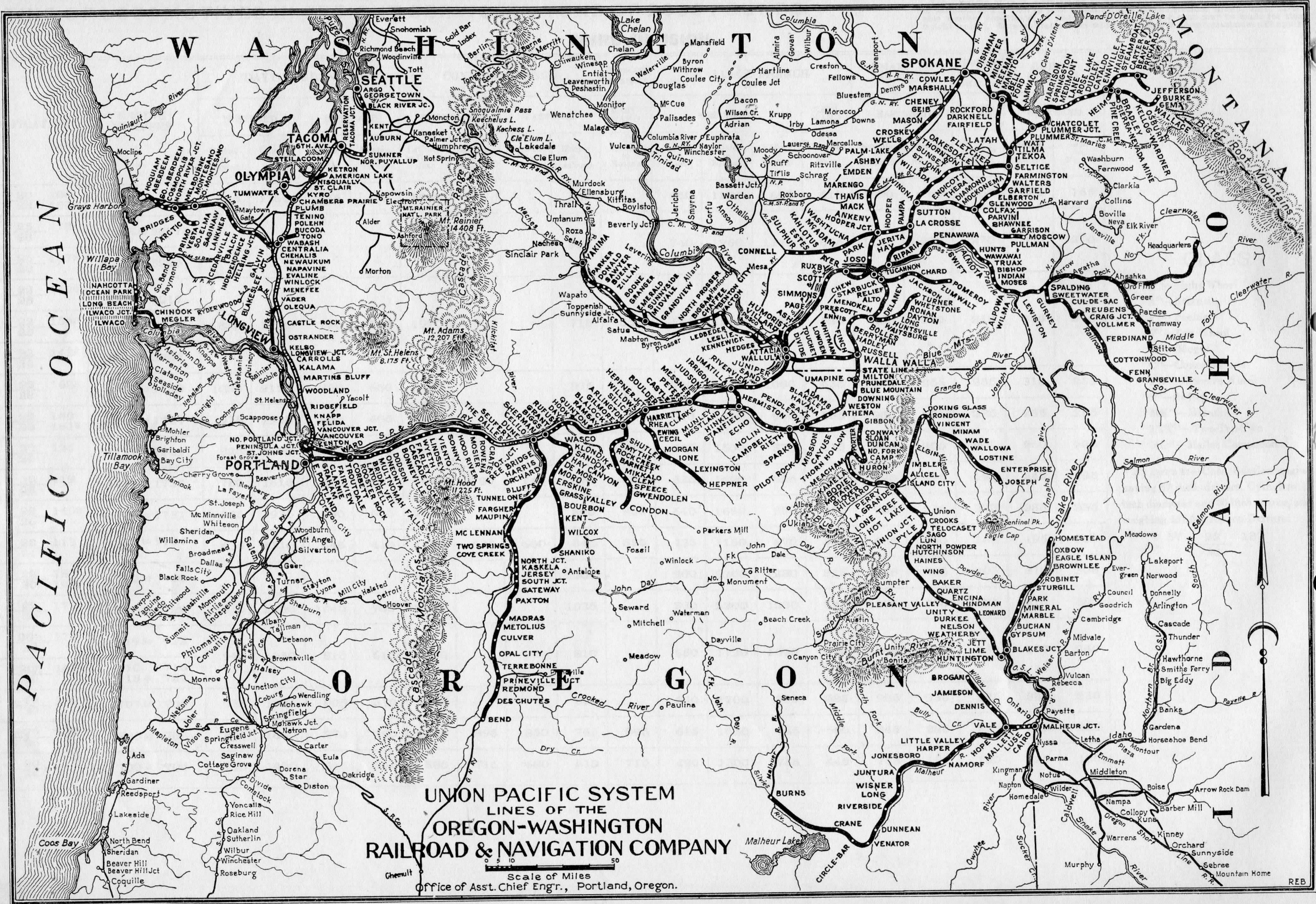
C. 57 $\frac{22}{30}$ 187

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



PACIFIC OCEAN

N



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

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