

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, December 15, 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 TRAIN DISPATCHER.....Spokane, Washington
J. S. ELLISON, TRAIN DISPATCHER.....Spokane, Washington
L. L. WYCKOFF, TRAIN DISPATCHER.....Spokane, Washington
J. A. GARRETT, TRAIN DISPATCHER.....Spokane, Washington
J. A. WALSH, TRAIN DISPATCHER.....Spokane, Washington
P. H. WALSH, TRAIN DISPATCHER.....Spokane, Washington
F. R. BROOKS, TRAIN DISPATCHER.....Spokane, Washington
L. L. GRAUL, TRAIN DISPATCHER.....Spokane, Washington
J. E. WOOD, TRAIN DISPATCHER.....Spokane, Washington

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—72 December 15, 1929	Distance from Portland	FIRST CLASS					SECOND CLASS			
251	255	17	11	5	23	19				20	18	12	6	24	252	254		
Time Freight	Time Freight	Passenger	Passenger	Mail	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	5.00AM		8.50PM		6.29PM	2.25PM	2.55AM	0.0	HUNTINGTON	389.5	11.35PM	6.50AM	10.50AM	2.00PM		11.59AM		
	10.50AM		12.20AM		9.20PM	6.45PM	6.40AM	99.5	LA GRANDE	290.0	8.00PM	3.20AM	7.25AM	10.40AM		12.30AM		
			3.10AM		11.59PM	10.15PM	9.55AM	173.8	PENDLETON	215.7	4.50PM	11.59PM	4.25AM	7.10AM				
	6.00PM							177.5	RIETH	212.0						4.00PM		
1.00PM			2.35AM			1.00AM		215.8	UMATILLA	183.0			1.50AM	2.40AM	5.20AM	8.00AM		
8.00PM	1.45AM		6.50AM	5.00AM	3.45AM	4.30AM	2.15PM	305.3	THE DALLES	84.2	12.50PM	8.35PM	11.25PM	11.35PM	1.35AM	1.45AM	2.45AM	
			9.30AM	7.35AM	6.10AM	7.15AM	5.30PM	389.5	PORTLAND	0.0	9.40AM	6.10PM	9.00PM	9.10PM	11.00PM			
3.00AM	8.15AM							394.3	ALBINA	1.6						8.30PM	9.30PM	
Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	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	 Thru 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. 72 December 15, 1929	Distance from Portland	FIRST CLASS							SECOND CLASS	
692	35	41	33	37	39	31	564	562				561	563	32	40	38	34	42	36	691
Time Freight	CMSt.P&P Passenger (8)	CMSt.P&P Passenger (7)	CMSt.P&P Passenger (16)	CMSt.P&P Passenger (15)	CMSt.P&P Passenger (18)	CMSt.P&P Passenger (17)	Passenger	Passenger	Passenger	Passenger	CMSt.P&P Passenger (17)	CMSt.P&P Passenger (18)	CMSt.P&P Passenger (15)	CMSt.P&P Passenger (16)	CMSt.P&P Passenger (7)	CMSt.P&P Passenger (8)	Time Freight			
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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	9.45PM	7.15PM	6.15PM	10.10AM	9.00AM	7.45AM	11.15PM	11.10AM			183.2	5.00PM	6.30AM	7.30AM	8.45AM	10.00AM	6.00PM	7.00PM	9.15PM	
6.25PM	9.54PM	7.24PM	6.24PM	10.19AM	9.09AM	7.54AM				180.1	7.21AM	8.36AM	9.51AM	5.51PM	6.51PM	9.06PM	9.06PM	9.06PM	9.06PM	6.45AM
8.40PM							12.40AM	12.35PM		145.1	3.35PM	5.00AM								5.00AM
12.05AM							2.40AM	2.10PM		91.1	2.00PM	2.20AM								12.30AM
7.35AM										181.6										7.30PM
							6.15AM	5.10PM		183.2	11.00AM	11.15PM								7.30PM
Arrive 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	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			(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	(0.09) 20.6	(0.09) 20.6	(11.15) 15.9
									..... Thru Time.....											
									..... Average Speed per Hour.....											

WESTWARD

Spokane—Umatilla—Pendleton

EASTWARD

SECOND CLASS		FIRST CLASS					Distance from Spokane	Time-Table No. 38 December 15, 1929	Distance from Pendleton— Umatilla	FIRST CLASS					SECOND CLASS	
251	45	75	73	11	77	12				76	74	78	46	252		
Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight					
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				
				9.20PM	7.30AM				7.00AM			12.30AM				
				5.45PM												
				9.15PM	9.05PM											
2.55AM				9.55PM		11.52PM										
7.45AM				3.45AM	11.59PM	1.25AM						4.00PM				
9.15AM				12.45AM		2.35AM						12.01PM				
												10.30AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
(11.30) 16.0	(1.30) 20.7	(3.30) 28.0	(3.20) 26.4	(5.15) 35.1	(9.15) 27.2				(5.10) 35.7	(2.50) 34.6	(3.30) 25.1	(9.35) 26.2	(1.10) 26.7	(14.00) 13.2		
								 Thru Time.....							
								 Average Speed per Hour.....							

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS						Distance from Spokane	Time-Table No. 38 December 15, 1929	Distance from Portland	FIRST CLASS						SECOND CLASS			
	251	269	261	51	47	15	17	11	75				7	16	12	8	76	52	48	18	252	262
	Time Freight	CMSt.P&P Time Frt.	Freight	Motor Passenger	Motor Passenger	CMSt.P&P Passenger	CMSt.P&P Passenger	Passenger	Passenger				CMSt.P&P Passenger	CMSt.P&P Passenger	Passenger	CMSt.P&P Passenger	Passenger	Motor Passenger	Motor Passenger	CMSt.P&P 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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		5.30PM				11.00PM	9.30PM	9.20PM		9.00AM												
WFTOP	9.45PM	5.40				11.04	9.34	9.24		9.04												
2690 P	9.57	6.05				11.12	9.41	9.30		9.12												
2720 P	10.10	6.34				11.22	9.50	9.37		9.20												
3450 WP	10.30	6.50				11.40	10.05	9.50		9.34												
2683 P	10.42	7.00				11.48	10.12	9.56		9.42												
2680 P	10.52	7.10				11.55PM	10.18	10.02		9.49												
2755 WP	11.08	7.25				12.06AM	10.27	10.11		9.59												
2682 P	11.16	7.35				12.12	10.32	10.16		10.04												
2683 P	11.30	7.48				12.22	10.40	10.23		10.13												
2319 P	11.41	8.00				12.31	10.46	10.29		10.20												
2716 P	11.50PM	8.10				12.38	10.51	10.34		10.26												
150																						
2335 WFYP	12.15AM	8.30PM				12.50AM	11.00PM	10.42		10.35AM												
2683 P	12.28							10.52		65.9												
3247 P	12.40							10.58		70.3												
2682 P	12.50							11.04		74.5												
2070 WYP	1.10							11.14		82.4												
2780 P	1.25							11.22		88.0												
2683 P	1.40							11.31		94.2												
2290 P	1.56							11.40		100.0												
WFYP	2.10							11.52PM	9.55PM	103.9												
227	2.55																					
4709 P	3.15							12.01AM	10.07	110.1												
204										114.2												
4721 P	3.53							12.12	10.21	117.8												
313										123.5												
WP										123.6												
318										125.5												
4711 P	4.26							12.24	10.36	126.7												
4715 WP	5.00							12.34	10.50	134.5												
4710 P	5.30							12.44	11.04	141.8												
4710 P	5.55							12.53	11.15	147.8												
1470 YP	6.20		3.02AM	11.08PM	1.20PM			1.03	11.28	154.6												
										154.7												
										155.3												
WFYP	6.45		3.25	11.20PM	1.32PM			1.15	11.40	157.2												
4724 P	7.45		7.30					1.25	11.59PM	165.0												
4724 P	8.15		7.55					1.38	12.12AM	170.3												
4702 P	8.30		8.08					1.48	12.20	173.5												
540										176.9												
4718 P	8.55		8.25					2.05	12.30	179.9												
WFTYP	9.15AM		8.45AM					2.20AM	12.45AM	184.5												
	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

STATIONS		Distance from Spokane	Distance from Portland
DN-R	SPOKANE	0.0	367.5
	WEST SPOKANE	1.7	365.8
	COWLES	5.3	362.2
	MARSHALL	9.5	358.0
N	CHENEY	16.8	350.7
	GEIB	22.0	345.5
	MASON	27.0	340.5
N	CROSKEY	34.4	333.1
	WELLS	38.4	329.1
	PALM LAKE	45.0	322.5
	ASHBY	50.2	317.3
	EMDEN	54.4	313.1
	TESKE	56.9	310.6
DN-R	MARENGO	61.1	306.4
	THAVIS	65.9	301.6
	MACK	70.3	297.2
	ANKENY	74.5	293.0
N-R	HOOPER JCT.	82.4	285.1
	PARK	88.0	279.5
	JOSO	94.2	273.3
	CHEW	100.0	267.5
DN-R	AYER	103.9	263.6
	MAGALLON	108.9	258.6
	RUXBY	110.1	257.4
	MATTHEW	114.2	253.3
	SCOTT	117.8	249.7
	WALKER	123.5	244.0
	WALKER PIT	123.6	243.9
	SHEFFLER	125.5	242.0
	SIMMONS	126.7	240.8
D	PAGE	134.5	233.0
	ASH	141.8	225.7
	HUMORIST	147.8	219.7
	ATTALIA	154.6	212.9
	N. P. CROSSING	154.7	212.8
	N. P. CROSSING	155.3	212.2
DN-R	WALLULA	157.2	210.3
	JUNIPER	165.0	202.5
	SAND	170.3	197.2
	COLD SPRINGS	173.5	194.0
	RIVERVIEW	176.9	190.6
DN-R	UMATILLA	184.5	183.0

(11.30)	(3.00)	(5.43)	(0.12)	(0.12)	(1.50)	(1.30)	(5.00)	(2.50)	(1.35)	.....	.....	(1.30)	(5.10)	(1.50)	(2.15)	(0.12)	(0.12)	(1.50)	(14.00)	(0.15)
15.9	20.4	5.2	13.0	13.0	33.3	40.7	36.9	28.4	38.6	.....	.....	40.7	35.7	33.3	35.8	13.0	13.0	33.3	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, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS							Distance from Spokane	Time-Table No. 38 December 15, 1929		Distance from Ayer	FIRST CLASS						SECOND CLASS	
	381 CMSt.P&P Freight (64)	387 Freight	93 CMSt.P&P Passenger (18)	87 Passenger	95 CMSt.P&P Passenger (218)	85 Passenger	69 Spokane Internat'l Passenger (2)	77 Passenger	91 CMSt.P&P Passenger (16)		86 Passenger	94 CMSt.P&P Passenger (217)		88 Passenger	78 Passenger	68 Spokane Internat'l Passenger (1)	92 CMSt.P&P Passenger (17)	90 CMSt.P&P Passenger (15)	388 Freight	382 CMSt.P&P Freight (63)	
	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily Ex. Sun.	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	
WFTOP	9.45PM	6.45PM	7.30PM	5.40PM	8.05AM	7.55AM	7.50AM	7.30AM	3.30AM	0.0	DN-R	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	7.35	5.45	8.10	8.00	7.55AM	7.35	3.35	1.9	DN-R	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	7.38	5.48	8.13	8.03		7.38	3.38	2.7	DN-R	162.5	11.35	5.48	6.10	7.10	8.35	8.35	10.35	10.45	11.40
2538										3.9	DN-R	161.3									
3000	10.27	7.20	f 7.47	5.53	8.20AM	8.10		7.45	3.45	6.5	DN	158.7	11.27	5.35PM	6.05	f 7.03	f 8.30	10.27	10.27	11.15	11.15
1797	10.50	7.30	7.54	f 5.59		f 8.16		f 7.51	3.51	9.6	DN	155.6	f 11.21		5.59	f 6.57	8.22	10.21	10.00	10.50	
940	11.10	7.45	8.02	6.08	8.24			7.59	3.59	13.2	DN	152.0	11.13		5.50	6.49	8.13	10.13	9.35	10.35	
1654	11.25	8.08	8.08	f 6.15		f 8.30		f 8.05	4.05	15.7	D	149.5	f 11.07		5.43	f 6.43	8.08	10.07	9.25	10.25	
2014	11.38	8.20	8.14	f 6.22		f 8.37		f 8.12	4.12	18.5	D	146.7	f 11.01		5.37	f 6.37	8.02	10.01	9.15	10.15	
522										20.9	DN-R	144.3									
	11.50PM	8.30	8.20PM	6.30PM		8.45AM		f 8.20	4.20AM	21.8	DN-R	143.4	10.55AM	5.30PM	f 6.30	7.55PM	9.55PM	9.05	10.00PM	9.05	10.00PM
984										22.5	DN-R	142.7									
1274		8.45						s 8.29		22.9	DN-R	142.3									
2172		9.00						8.35		27.0	D	138.2			s 6.20				8.45		
1646	W	9.20						s 8.41		30.3	D	134.9			6.13				8.30		
345										33.7	D	131.5			s 6.07				8.10		
1289		10.05						s 8.55		38.6	D	126.6									
WFTYO	10.45PM							s 9.10AM		42.1	D	123.1			s 5.51				7.25		
										49.3	DN-R	115.9			5.35PM				6.45PM		
	(2.05) 10.5	(4.00) 12.3	(0.50) 26.2	(0.50) 26.2	(0.15) 26.0	(0.50) 26.2	(0.05) 22.8	(1.40) 29.6	(0.50) 26.2				(0.50) 26.2	(0.25) 15.6	(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

STARBUCK-PENDLETON SUBDIVISION

EASTWARD

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.

SECOND CLASS

FIRST CLASS

FIRST CLASS

SECOND CLASS

365
Freight

77
Passenger

Time-Table No. 38
December 15, 1929

78
Passenger

366
Freight

Leave Daily
Ex. Sun.

Leave Daily

Distance from
Pendleton

Arrive Daily
Ex. Sun.

840 WFTY
1020
1418
398
1225
1374 WT
1357
600
545
1047
1134
673

WFTYOP

717
619
1290

2036 W
836
626
757
2488
1082
Spur
1032 W
2068
870
662
1370

WYO

Arrive Daily
Ex. Sun.

Arrive Daily

Distance from
Spokane

STATIONS

D-R	STARBUCK	Sa	94.9
	RELIEF		89.4
	ALTO		83.8
	McKAY		78.0
	MENOKEN		76.2
R	BOLLES		72.0
D	PRESCOTT	Sy	67.4
	ENNIS		61.6
	BERRYMAN		60.5
	HADLEY		57.2
	VALLEY GROVE		54.3
	RUSSELL		52.5
	N. P. CROSSING		47.9
	W. W. V. RY. CROSSING		47.3
D-R	WALLA WALLA	Bu	46.8
	W. W. V. RY. CROSSING		44.8
	WALRY		44.7
	LANGDON		44.3
	STATE LINE		42.4
	SPOFFORD		40.6
	W. W. V. RY. CROSSING		37.0
D	MILTON	Co	36.9
	PRUNEDALE		34.1
	BARRETT		33.8
	BADE		30.9
	BLUE MOUNTAIN		27.4
	DOWNING		24.1
D	WESTON	Wt	21.6
D	ATHENA	Cn	17.9
D	ADAMS	Md	13.3
	BLAKELEY		10.7
	HAVANA		7.6
	SAKE		4.7
DN-R	PENDLETON	Fd	0.0

Arrive Daily

Leave Daily

Leave Daily
Ex. Sun.

(1.35)
15.9

(3.30)
27.1

Thru Time
Average Speed per Hour

(3.30)
27.1

(1.50)
13.7

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 366 is superior to No. 365.

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, location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD								Distance from Yakima	Time-Table No. 38 December 15, 1929	Distance from Attalia	EASTWARD							
	SECOND CLASS		FIRST CLASS									FIRST CLASS						SECOND CLASS	
	261 Freight	Leave Daily	55 Motor Passenger	51 Motor Passenger	59 Motor Passenger	57 Motor Passenger	47 Motor Passenger	53 Motor Passenger				52 Motor Passenger	54 Motor Passenger	58 Motor Passenger	48 Motor Passenger	60 Motor Passenger	56 Motor Passenger	262 Freight	Arrive Daily
WFTYOP	9.30PM		7.20PM				9.35AM	0.0	D-R	98.1	7.35AM					9.30PM			
2046	9.40		7.27				f 9.42	3.5		94.6	7.26					9.15			
IP								6.8		91.3									
1600	9.50		7.35				f 9.50	7.3		90.8	7.13					9.00			
								8.7		89.4									
1640	10.00		s 7.43				f 9.59	9.7		88.4									
Spur								11.3	D	86.8	s 7.02					8.45			
1000	10.05		f 7.48				f 10.04	12.7		85.4						8.35			
1010								13.6		84.5	f 6.57								
2027	10.15		s 7.54				s 10.10	14.5		83.6						8.25			
400								16.5		81.6	s 6.51								
1824	10.35		s 8.00				s 10.18	17.9		80.2						8.15			
								19.6	D	78.5	s 6.45								
1000	10.40		8.04				f 10.22	20.8		77.3						8.04			
177								21.8		76.3	6.40								
2723	10.48		f 8.10				s 10.28	22.2		75.9						7.50			
107								24.7	D	73.4	f 6.34								
Spur								26.5		71.6									
2675	11.05		f 8.22				f 10.42	29.1		69.0						7.25			
								30.9		67.2	f 6.21								
1872	11.15PM		8.30PM				10.50AM	34.6	R	63.5	6.14AM					7.10PM			
1872			8.30PM		2.45PM		10.50AM	34.6	R	63.5		6.14AM	11.10AM		3.05PM	8.50PM			
1500			8.39PM		2.54PM		10.59AM	37.4	D-R	66.3		6.04AM	11.00AM		2.55PM	8.40PM			
1872	11.15PM		8.50PM				11.10AM	34.6	R	63.5	5.54AM					7.10PM			
556							f	36.5		61.6									
538							f	38.2		59.9									
2625	11.35		s 9.04				s 11.22	40.4	D	57.7	s 5.43					6.45			
505							f	43.3		54.8									
							f	45.5		52.6									
2296	11.55PM		f 9.20				f 11.36	47.3		50.8	f 5.30					6.20			
623			f				f	49.8		48.3									
256							f	52.5		45.6									
2708	12.20AM		f 9.35				f 11.50AM	55.1		43.0	f 5.15					5.50			
374			f				f	58.8		39.3									
2179	12.40		s 9.48				s 12.03PM	61.6	D	36.5	s 5.03					5.25			
							f	65.3		32.8									
2696	12.55		9.59				f 12.13	66.8		31.3	4.53					5.05			
517							f	69.9		28.2									
2695	1.10		10.09				f 12.23	71.8		26.3	4.44					4.45			
2728	1.25		10.20				f 12.34	77.3		20.8	4.34					4.25			
5596	2.00		s 10.37				s 12.50	84.9	D	13.2	s 4.19					4.00			
700	2.15		f 10.47				f 1.00	89.4		8.7	f 4.10					3.45			
								90.8		7.3									
2699	2.25		f 10.54				f 1.06	91.4		6.7	f 4.04					3.35			
520	2.40		f 11.01				f 1.13	94.7		3.4	f 3.58					3.25			
368							f	96.1		2.0									
886	3.00AM		11.08PM				1.20PM	98.1		0.0	3.52AM					3.15PM			
	Arrive Daily		Arrive Daily				Arrive Daily			(98.1)	Leave Daily					Leave Daily			

(5.30) 17.8	(0.09) 18.7	(3.48) 27.2	(0.09) 18.7	(0.09) 18.7	(3.45) 26.2	(0.09) 18.7	(3.43) 26.4	(0.10) 16.8	(0.10) 16.8	(3.43) 26.4	(0.10) 16.8	(0.10) 16.8	(6.15) 15.7
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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. 51 will run as No. 55 Midvale to Sunnyside and as No. 56 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. 52 will run as No. 53 Midvale to Sunnyside and as No. 54 Sunnyside to Midvale.

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD			WALLULA BRANCH			EASTWARD		
	FIRST CLASS		Distance from Wallula	Time-Table No. 38 December 15, 1929		Distance from Walla Walla	FIRST CLASS		
	47 Motor Passenger	45 Passenger		48 Motor Passenger	46 Passenger				
	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
WFYP	1.35PM	3.45AM	0.0	DN-R WALLULA Jn	31.1	12.25PM	11.30PM		
730	f 1.50	f 4.06	7.7	7.7 REESE	23.4	f 12.08	f 11.10		
250	f 1.55	4.14	10.2	2.5 DIVIDE	20.9	f 12.03PM	f 11.05		
1509 WP	s 2.07	s 4.27	15.2	5.0 TOUCHET Ch	15.9	s 11.54AM	s 10.55		
686	f 2.18	f 4.40	19.6	4.4 LOWDEN	11.5	f 11.46	f 10.45		
	f		22.3	1.9 REAVIS	8.8	f			
618	f 2.30	f 4.55	24.2	4.4 WHITMAN	6.9	f 11.38	f 10.35		
948	f	f	28.6	2.7 FINCH	2.5	f	f		
			28.9	0.3 W. W. V. RY. CROSSING	2.2				
401			29.1	2.0 ARTESIA	2.0				
WFTYOP	2.50PM	5.15AM	31.1	D-R WALLA WALLA Bu	0.0	11.25AM	10.20PM		
	Arrive Daily	Arrive Daily		(31.1)		Leave Daily	Leave Daily		

(1.15) (1.30) Thru Time (1.00) (1.10)
24.9 20.7 Average Speed per Hour 31.1 26.7

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD			POMEROY BRANCH			EASTWARD		
	SECOND CLASS		Distance from Pomeroiy	Time-Table No. 38 December 15, 1929		Distance from Starbuck	FIRST CLASS		
	155 Mixed	97 Passenger		96 Passenger	156 Mixed				
	Leave Daily Ex. Sun.	Leave Sun.	STATIONS	Arrive Sun.	Arrive Daily Ex. Sun.				
1767 WT	10.05AM	11.25AM	0.0	D-R POMEROY Py	28.9	2.50PM	3.25PM		
1326	f 10.20	f 11.36	4.4	4.4 ZUMWALT	24.5	f 2.38	f 3.10		
192	f 10.40	f 11.49	9.8	5.4 HOUSER	19.1	f 2.25	f 2.50		
491	f 10.50	f 11.56AM	12.6	2.8 DODGE	16.3	f 2.18	f 2.41		
1009 W	f 10.56	f 12.01PM	14.4	1.8 CHARD	14.5	f 2.13	f 2.35		
508	f 11.07	f 12.09	17.5	3.1 JACKSON	11.4	f 2.05	f 2.25		
1009	f 11.20	f 12.18	20.9	3.4 DELANEY	8.0	f 1.55	f 2.13		
WFTY	11.50AM	12.40PM	28.9	8.0 D-R STARBUCK Sa	0.0	1.35PM	1.45PM		
	Arrive Daily Ex. Sun.	Arrive Sun.		(28.9)	Leave Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.		

(1.45) (1.15) Thru Time (1.15) (1.40)
18.5 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.

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD			DAYTON BRANCH			EASTWARD			
	SECOND CLASS		Distance from Turner	FIRST CLASS		Distance from Bolles	FIRST CLASS		SECOND CLASS	
	367 Freight	365 Freight		63 Motor Passenger	61 Motor Passenger		62 Motor Passenger	64 Motor Passenger	366 Freight	368 Freight
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Tues. & Fri.		
1502 T	10.30AM		0.0		24.9					
1305	10.38		2.1		22.8				10.30AM	
Spur	10.50		5.5		19.4				10.22	
1355 WT	11.15AM	11.45AM	11.7	D-R DAYTON Da	13.2	1.00PM	2.45PM	9.40AM	9.45AM	
			11.8	0.09 N. P. CROSSING	13.1					
			11.8	0.01 N. P. CROSSING	13.1					
			12.0	0.2 N. P. CROSSING	12.9					
828		11.55AM	15.2	3.2 LONG	9.7	f 12.50	f 2.35	9.25		
			16.0	0.8 N. P. CROSSING	8.9					
411			16.5	0.5 DUMAS	8.4					
969		12.05PM	18.8	2.3 HUNTSVILLE	6.1	s 12.41	s 2.26	9.15		
554			20.4	1.6 TAGGARD	4.5					
Spur			20.9	0.5 LOYD	4.0					
1254		12.35	21.3	0.4 WAITSBURG Bg	3.6	s 12.35	s 2.20	9.05		
1374 WT		12.50PM	24.9	3.6 R BOLLES	0.0	12.25PM	2.10PM	8.50AM		
	Arrive Tues. & Fri.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Tues. & Fri.	

(0.45) (1.05) Thru Time (0.35) (0.35)
15.6 12.2 Average Speed per Hour 22.6 22.6

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 62 is superior to No. 63, No. 366 is superior to No. 365, and No. 368 is superior to No. 367.

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD			WALLACE BRANCH			EASTWARD						
	SECOND CLASS		FIRST CLASS		Distance from Tekoa	Time-Table No. 38 December 15, 1929		Distance from Wallace	FIRST CLASS		SECOND CLASS		
	393 Freight	Leave Daily Ex. Sun.	87 Passenger	85 Passenger		86 Passenger	88 Passenger		394 Freight	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Mon.	
WFTYO	5.00AM			0.0	DN-R	TEKOA	K	80.3				11.00AM	
205				2.1		TILMA		78.2					
300				5.6		BASIL		74.7					
1297	5.20			7.0		LOVELL		73.3				10.10	
355				8.8		CHERPA		71.5					
424				10.5		OLMSTEAD		69.8					
980	5.35			12.2		WATT		68.1				9.30	
957	5.48			15.4	D	PLUMMER	Mr	64.9				8.45	
	5.55AM			17.0		WEST PLUMMER		63.3				8.30AM	
				17.6	DN-R	PLUMMER JCT.	Wj	63.9	10.10AM	4.47PM			
				17.0		WEST PLUMMER		63.3	10.07AM	4.45PM			
	5.55AM			17.0		WEST PLUMMER		63.3	10.07AM	4.45PM		8.30AM	
1240 WFT	6.20	f	7.25	f	9.45	22.8	CHATCOLET	57.5	f	9.45	f	4.27	7.45
Spur		f	7.33	f	9.53	26.3	O'GARA	54.0	f	9.37	f	4.17	
700			7.37		9.58	28.3	LACON	52.0		9.33		4.13	
2081 WT	7.00	s	7.45	s	10.07	30.6	HARRISON	49.7	s	9.28	s	4.07	7.00
3686	7.20	s	7.55	s	10.14	34.0	SPRINGSTON	46.3	s	9.18	s	3.58	6.00
150	7.55	f	8.03	s	10.23	38.4	BLACK LAKE	41.9	f	9.09	f	3.49	5.45
500	8.25	s	8.09	s	10.30	41.4	MEDIMONT	38.9	s	9.03	s	3.43	5.30
1100	8.55	s	8.17	s	10.38	45.4	LANE	34.9	s	8.55	s	3.36	5.15
1464 W	9.20	s	8.25	s	10.46	49.2	ROSE LAKE	31.1	s	8.48	s	3.29	5.00
707	9.40	f	8.31	s	10.53	52.1	DUDLEY	28.2	f	8.42	f	3.23	4.45
1551 (W.M.P. 60.2)	10.15	f	8.42	s	11.05	57.9	CATALDO	22.4	f	8.32	f	3.13	4.25
2000 OY	10.45	s	8.55	s	11.17	62.6	ENAVILLE	17.7	s	8.23	s	3.05	4.10
980	10.55	f	8.59	f	11.21	64.2	PINE CREEK	16.1	f	8.18	f	3.00	4.00
		f		f		67.3	BRADLEY	13.0	f		f		
1339 F	11.40AM	s	9.15	s	11.40	69.3	KELLOGG-WARDNER	11.0	s	8.08	s	2.50	3.40
Spur						72.6	SHONT	7.7					
1602	12.40PM	f	9.30	s	11.58AM	75.9	OSBURN	4.4	f	7.53	f	2.38	3.15
Spur						77.7	POWDER SPUR	2.6					
WFTO	1.00PM		9.40PM		12.10PM	80.3	WALLACE	0.0		7.45AM		2.30PM	3.00AM
	Arrive Daily Ex. Sun.		Arrive Daily Ex. Sun.		Arrive Daily		(80.3)		Leave Daily Ex. Sun.		Leave Daily		Leave Daily Ex. Mon.
	(8.00) 10.0		(2.29) 25.7		(2.44) 23.4		Thru Time		(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.—See Rule 72.

Except that No. 394 is superior to No. 393, Wallace to Harrison.

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, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD			SIERRA NEVADA BRANCH			EASTWARD					
					Distance from Bradley	Time-Table No. 38 December 15, 1929		Distance from Sierra Nevada Mine				
						STATIONS						
W				0.0		BRADLEY		4.1				
				4.1		SIERRA NEVADA MINE		0.0				
						(4.1)						

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

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, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD		ENAVILLE BRANCH		EASTWARD	
	SECOND CLASS		Time-Table No. 38 December 15, 1929		SECOND CLASS	
	179 Mixed	Leave Tues. & Sat.	Distance from Pritchard	STATIONS	Distance from Enaville	178 Mixed
	11.30AM		0.0	PRICHARD	21.5	10.50AM
1254 Y	f 11.40AM		2.2	BEAVER	19.3	f 10.30AM
1300			10.9	JEFFERSON	28.0	
1254 Y			2.2	BEAVER	19.3	
1254 Y	f 11.40AM		2.2	BEAVER	19.3	f 10.30AM
197	f		3.0	JARVEY	18.5	f
Spur	f		3.5	CEDAR CREEK	18.0	f
585	f 11.55AM		5.3	ANDERSON	16.2	f 10.15
	f 12.01PM		6.5	HEDLUND	15.0	f 10.10
1172 (W.M.P. 12.2)	f 12.10		8.3	CARTER	13.2	f 10.00
	f		11.2	JOKI	10.3	f
1000	f 12.30		11.9	STEAMBOAT	9.6	f 9.40
Spur	f		12.5	NURMI	9.0	f
Spur	f		13.3	SIPLO	8.2	f
Spur	f		14.0	SMITH	7.5	f
Spur	f		14.4	PRATT	7.1	f
Spur	f		15.5	HAIGHT	6.0	f
Spur	f		16.5	HALLSTROM	5.0	f
515	f 1.00		17.6	LINFOR	3.9	f 9.10
2000 YO	1.30PM		21.5	ENAVILLE	0.0	8.50AM
	Arrive Tues. & Sat.			(21.5)		Leave Tues. & Sat.
	(2.00) 10.8		Thru 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.

Length of sidings in feet, location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD		BURKE BRANCH		EASTWARD	
			Time-Table No. 38 December 15, 1929			
			Distance from Wallace	STATIONS	Distance from Burke	
WFTO		0.0	D-R	WALLACE	Wc	6.6
		0.1		N. P. CROSSING		6.5
		0.3		N. P. CROSSING		6.3
387 O		3.8		GEM		2.8
Spur		4.1		FRISCO		2.5
		4.2		N. P. CROSSING		2.4
Spur		4.8		DORN		1.8
Spur		5.6		MACE		1.0
400 W		6.6	D	BURKE	B	0.0
				(6.6)		

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

THIRD DIVISION

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	-----	R. J. Coats

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

Spokane	-----	Dispatcher's Office
Spokane	-----	Telegraph Office
Spokane	-----	Enginemen's Register Room
Ayer	-----	Telegraph Office
Walla Walla	-----	Telegraph Office
Umatilla	-----	Telegraph Office
Umatilla	-----	Enginemen's Register Room
Dishman	-----	Telegraph Office
Tekoa	-----	Telegraph Office
Tekoa	-----	Enginemen's Register Room
Colfax	-----	Telegraph Office
Moscow	-----	Telegraph Office
Starbuck	-----	Telegraph Office
Walla Walla	-----	Telegraph Office
Walla Walla	-----	Enginemen's Register Room
Pendleton	-----	Telegraph Office
Yakima	-----	Telegraph Office
Yakima	-----	Roundhouse
Kellogg-Wardner	-----	Telegraph Office
Wallace	-----	Telegraph Office
Wallace	-----	Enginemen's Register Room

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.

19 (F). A red flag by day or a red light by night must be placed on the rear of any car handled behind caboose.

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 No. 378, when no operator on duty;

At Moscow, train No. 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	West Plummer
Umatilla	Walla Walla	Long	Chatcolet
East Spokane	Milton	Dumas	Harrison
Manito	Blue Mountain	Huntsville	Rose Lake
Bell (for Amwaco Branch only)	Athena	Taggard	Enaville
	Pendleton	Loyd	Pine Creek
Tekoa	Yakima	Waitsburg	Pine Creek Spur
Seltice	Zillah	Connell	Bradley
Colfax	Midvale	Kahlotus	Sierra Nevada Spur
Endicott	Sunnyside	Washtucna	Kellogg-Wardner
Oakesdale	Grandview	Hooper	Wallace
Thornton	Benton City	Hooper Jct.	Burke
St. John	Kennewick	(for Connell Branch only)	Prichard
Winona	Touchet		Beaver
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 show 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

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."

After stop has been made for railroad crossings at grade engine man will sound proceed signal as per Rule 14 (b) before proceeding.

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.	Gates. Set normally against N. P.
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 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 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.

98 (X). When pulling into a siding, rear end of train must be clear of main track when practicable before train is stopped. Trainmen and engine men will be held responsible for striking cars on sidings, or for damage done in making emergency stop to avoid striking cars. If view is obstructed, flagman must be sent ahead. As an additional protection, when cars are set out on main line sidings and on sidings between Spokane and Darknell where dispatcher cannot be notified so that train order may be immediately put out covering, one torpedo may be placed at each end of siding a sufficient distance to permit train heading in to stop.

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 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.	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.	20	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.

THIRD DIVISION

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frnt.	
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	
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.

SPECIAL RULES

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frnt.	
Between Dayton and Turner.	20	20	
Amwaco Branch.	15	15	
Amwaco Branch.		10	Trains handling logs.
Between LaCrosse and Hooper.	35	35	
Between Hooper and M.P. 27 (Connell Branch).	30	25	
Between M.P. 27 and Connell (Connell Branch).	20	20	
Moscow Branch.	35	25	
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 and engines 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 operators are not 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), except in yard limits, 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 that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

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:

NAME	TITLE	PLACE	TERRITORY
Donald H. Jessop	Chief Surgeon	Portland, Ore.	
M. K. Hall	Asst. Chief Surgeon	Portland, Ore.	Portland.
H. M. Bouvy	Specialist	Portland, Ore.	Portland.
J. W. McCollom	Specialist	Portland, Ore.	Portland.
H. B. Luhn	Division Surgeon	Spokane, Wash.	Tekoa to Spokane.
M. B. Grieve	District Surgeon	Spokane, Wash.	Tekoa to Spokane.
F. C. Harvey	Specialist	Spokane, Wash.	Spokane.
Alexander Reid	District Surgeon	Umatilla, Ore.	Umatilla to Stanfield.
A. J. Nelson	District Surgeon	Tekoa, Wash.	Colfax to Spokane.
W. A. Mitchell	District Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
Douglas McIntyre	District Surgeon	St. John, Wash.	Winona to Tekoa.
C. K. Osburne	District Surgeon	Starbuck, Wash.	Walla Walla to Pomeroy.
W. A. Pratt	District Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
E. J. Rhoades	District Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
L. G. Spaulding	District Surgeon	Kennewick, Wash.	Grandview to Umatilla.
Marvin Munsell	District Surgeon	Grandview, Wash.	Yakima to Kennewick.
A. J. Helton	District Surgeon	Yakima, Wash.	Yakima to Spokane.
J. W. Sherfey	District Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
W. W. Day	District Surgeon	Dayton, Wash.	Walla Walla to Dayton.
Mowery & Mowery	District Surgeons	Wallace, Idaho	Tekoa to Burke.
T. R. Mason	District Surgeon	Kellogg, Idaho	Tekoa to Wallace.
A. L. Victor	District Surgeon	Washuena, Wash.	Connell to LaCrosse.
J. L. Gilleland	District Surgeon	Pullman, Wash.	Moscow to Colfax.
Chas. L. Gritman	District Surgeon	Moscow, Idaho	Colfax to Moscow.
Wm. P. H. Habel	District Surgeon	Lewiston, Idaho	Riparia to Lewiston.
H. J. Kavanaugh	District Surgeon	Pendleton, Ore.	Arlington to LaGrande.
J. P. Brennan	District Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
F. W. Vincent	Consulting Surgeon	Pendleton, Ore.	Pendleton.

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

865 (A). Drover cars, occupied or unoccupied, must be placed in trains next ahead of cabooses.

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars.

Switching must not be done with drover cars, except in handling to or from trains.

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) of Operating Rules governing Air Brakes effective December 1, 1925, 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.

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) of Operating Rules governing Air Brakes effective December 1, 1925, 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 on 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 ENGINES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

TYPE OF ENGINE	ENGINE NUMBERS	SPOKANE AND UMATILLA						SPOKANE AND TEKOA					TEKOA AND 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 $\frac{29\frac{1}{2}}{30}$ 292 ^{SB} 300 ^{SB}	5400 - 5407	4320	5920	4800	4800	5920	4320																	
A 81 $\frac{20}{28}$ 106 107 ^S	3501 to 3505 3510 - 3511 & 3513	825	1178	910	910	1240	825	540	325	525	740	475	500	175	532	610	1240	1240	450	290	475	350	485	
P 77 $\frac{25}{28}$ 178 ^S	3226 to 3227	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1025	1080	380	1145	1315	2675		980	625	1025	755	1065	
P 77 $\frac{25}{28}$ 167 ^S	3218 to 3225																							
P 77 $\frac{22}{28}$ 149 ^S	3204 & 3205 3207 to 3217																							
P 77 $\frac{22}{28}$ 135 ^S	3206	1380	1970	1520	1520	2075	1380	900	550	855	1245	795	835	295	890	1020	2075	2075	760	485	795	585	825	
P 77 $\frac{22}{28}$ 143 ^S	3200 to 3203																							
MK 63 $\frac{26}{28}$ 206 ^{SB}	2166 to 2171	2700	3700	3000	3000	3700	2700	1540	935	1460	2120	1355				1740	3535							
MK 57 $\frac{23\frac{1}{2}}{30}$ 208 ^S 210 ^{SD}	2100 to 2165																							
T 63 $\frac{22}{28}$ 162 ^S	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 $\frac{22}{28}$ 159 161 ^S	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 $\frac{22}{26}$ 145 ^S	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 1718 1720 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 $\frac{22}{30}$ 187 190 ^S	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	1560	2225	1720	1720	2345	1560	1020	620	970	1405	900	945	330	1005	1150	2345		855	550	900	665	930	
C 57 $\frac{20\frac{1}{2}}{30}$ 167	710 718 & 724																							
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	780	870	1775	1775	650	415	680	500	705	

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

TYPE OF ENGINE	ENGINE NUMBERS	SELTICE AND WINONA (Via Thornton)				STARBUCK AND PENDLETON										YAKIMA BRANCH		WALLULA BRANCH		POMEROY BRANCH		AMWACO BRANCH	
		WEST- WARD	EASTWARD			WESTWARD					EASTWARD					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								
A 81 $\frac{20}{28}$ 106 107S	3501 to 3505 3510 - 3511 & 3513	495	495	355	325	175	450	495	560	260	910	485	430	325	645	1180	910	495	910	1033	495	330	340
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	3204 & 3205 3207 to 3217																						
P 77 $\frac{22}{28}$ 135S	3206	835	835	600	880	295	760	835	930	435	1520	820	720	540	1085	1970	1520	835	1520	1730	835	555	565
P 77 $\frac{22}{28}$ 143S	3200 to 3203																						
T 63 $\frac{22}{28}$ 162S	1755 to 1760	1120	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	1035	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 1718 1720 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																						
C 57 $\frac{20\frac{1}{2}}{30}$ 167	710, 715 718 & 724	945	945	680	995	330	855	945	1055	490	1720	925	810	615	1225	2225	1720	945	1720	1950	945	625	635
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 $\frac{20}{28}$ 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 ENGINES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

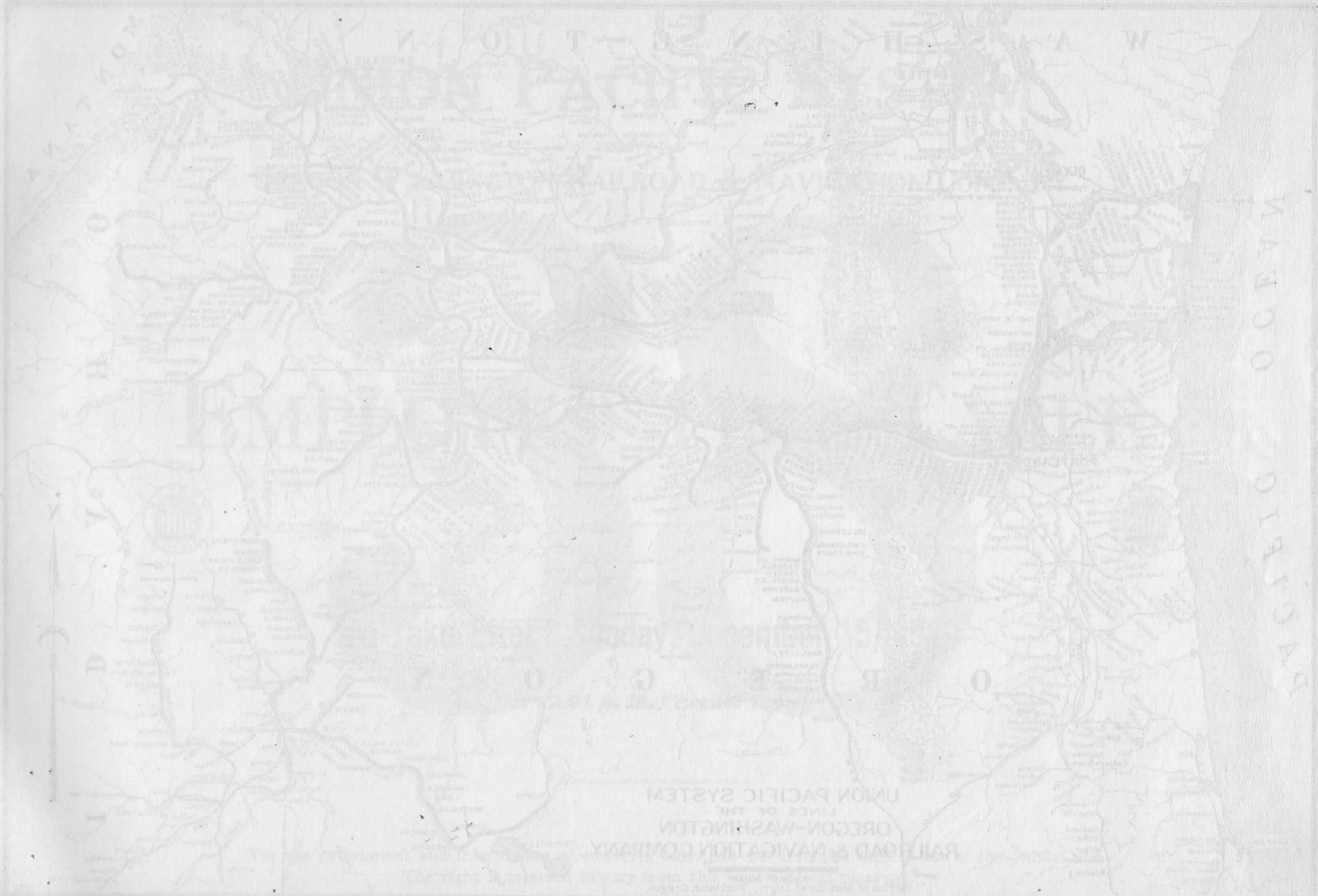
TYPE OF ENGINE	ENGINE NUMBERS	DAYTON BRANCH				CONNELL BRANCH				Moscow Branch	WALLACE BRANCH				ENAVILLE BRANCH		Sierra Nevada Branch	BURKE BRANCH					
		WESTWARD		EASTWARD		WESTWARD		EASTWARD		EASTWARD	WESTWARD			EASTWARD	EASTWARD	WESTWARD	WESTWARD						
		Turner to Dayton	Dayton to Bolles	Bolles to 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	3501 to 3505 3510 - 3511 & 3513				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	3204 & 3205 3207 to 3217																					
P 77	$\frac{22}{28}$ 135S	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 1718 1720 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				945	1950	810	615	2225			810		650	1720	1000	590	995	240	240	295	240
C 57	$\frac{20\frac{1}{2}}{30}$ 167	710, & 715 718 & 724																					
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

EXPLANATION

- "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

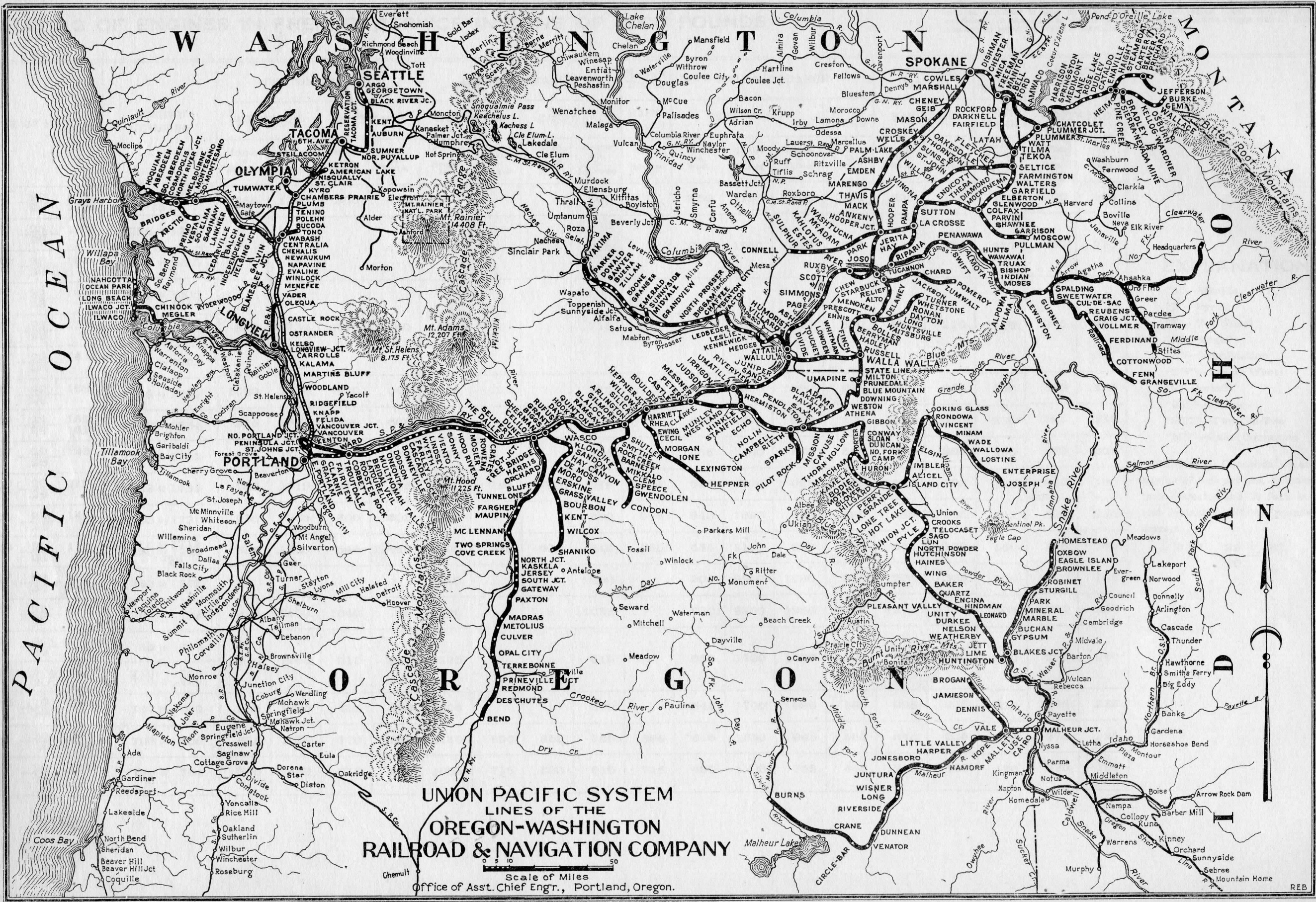
EXAMPLE: Consolidation engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on drivers:

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



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

PACIFIC OCEAN



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

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