

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

4th Third Division EMPLOYEES' TIME-TABLE



To Take Effect Monday, December 29, 1930

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. 40—76 December 28, 1930	Distance from Portland	FIRST CLASS					SECOND CLASS		
251 Time Freight	255 Time Freight	79 Passenger	17 Passenger	11 Passenger	5 Passenger	19 Passenger				20 Passenger	12 Passenger	18 Passenger	6 Passenger	80 Passenger	256 Time Freight	252 Time Freight	254 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	Arrive Daily			
	5.00AM		7.15PM		6.05PM	3.05AM	0.0	389.5	11.35PM		9.10AM	11.40AM		12.05AM		12.45PM	
	10.45AM		10.40PM		9.05PM	6.50AM	99.5	290.0	7.50PM		6.00AM	8.15AM		2.30PM		4.00AM	
			12.01AM	1.37AM		11.50PM	173.8	215.7	4.40PM		3.00AM	5.20AM	4.40AM				
	6.00PM						177.5	212.0						7.00AM		5.00PM	
	1.00PM		1.25AM		2.45AM		215.8	183.0		1.50AM		3.20AM				8.00AM	
	8.00PM	1.45AM		5.15AM	5.00AM	3.45AM	305.3	84.2	12.40PM	11.35PM	11.50PM	12.25AM		9.55PM	2.15AM	3.05AM	
				7.45AM	7.35AM	6.10AM	389.5	0.0	9.40AM	9.15PM	9.30PM	10.00PM					
	3.00AM	8.15AM					394.3	1.6						5.45PM	9.30PM	10.30PM	
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	Leave Daily	
(14.00) 13.4	(27.15) 14.5		(1.24) 30.0	(12.30) 31.2	(4.50) 37.9	(12.05) 32.2	(14.25) 27.0	..... Thru Time.....	(13.55) 28.0	(4.35) 39.9	(11.40) 33.4	(12.40) 28.5	(1.20) 31.5	(30.20) 13.0	(10.30) 17.9	(38.15) 10.9
								..... Average Speed per Hour.....								

EASTWARD

Seattle and Portland

WESTWARD

SECOND CLASS		FIRST CLASS						Distance from Seattle	Time-Table No. 76 December 28, 1930	Distance from Portland	FIRST CLASS						SECOND CLASS	
692 Time Freight		34 CMSt. P&P Passenger (16)	42 CMSt. P&P Passenger (7)	40 CMSt. P&P Passenger (18)	38 CMSt. P&P Passenger (15)	564 Passenger	562 Passenger				561 Passenger	563 Passenger	37 CMSt. P&P Passenger (15)	39 CMSt. P&P Passenger (18)	41 CMSt. P&P Passenger (7)	33 CMSt. P&P Passenger (16)	691 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	Arrive Daily			
		9.45PM	6.40PM	9.45AM	8.15AM	11.15PM	12.01PM	0.0	183.2	4.45PM	6.30AM	8.00AM	9.25AM	6.25PM	9.15PM			
	6.25PM	9.54PM	6.49PM	9.54AM	8.24AM			3.1	180.1		7.51AM	9.16AM	6.16PM	9.06PM	6.45AM			
	8.40PM					12.40AM	1.17PM	38.1	145.1	3.29PM	5.00AM				5.00AM			
	12.05AM					2.55AM	2.50PM	92.1	91.1	1.58PM	2.30AM				12.30AM			
	7.35AM							181.6	1.6						7.30PM			
						6.15AM	5.45PM	183.2	0.0	11.15AM	11.15PM				Leave 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			
(13.10) 13.6		(0.09) 20.7	(0.09) 20.7	(0.09) 20.7	(0.09) 20.7	(7.00) 26.2	(5.44) 32.0	..... Thru Time.....	(5.30) 33.3	(7.15) 25.3	(0.09) 20.7	(0.09) 20.7	(0.09) 20.7	(0.09) 20.7	(11.15) 15.9		
								..... Average Speed per Hour.....									

WESTWARD

Spokane—Umatilla—Pendleton

EASTWARD

SECOND CLASS		FIRST CLASS					Distance from Spokane	Time-Table No. 42 December 29, 1930	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	10.25PM				9.45PM	7.25AM	0.0	251.4	7.00AM			7.10PM	12.30AM			
					7.00PM		116.1	185.9			8.55AM					
					10.35PM	10.20PM	147.8	103.6		5.15AM	5.25AM	1.50PM				
	2.55AM				11.15PM	12.15AM	103.9	80.6	4.15AM	4.35AM		4.00PM				
	7.45AM		3.35AM	2.35AM	1.50AM		157.2	27.3	2.55AM	3.10AM		12.01PM				
	9.15AM		3.15AM		2.45AM		184.5	0.0	1.50AM	1.30AM		10.30AM				
						1.10PM	156.5	94.9								
			5.05AM			3.00PM	204.6	46.8			1.25PM					
						4.35PM	251.4	0.0			11.25AM	11.25PM				
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
(10.50) 16.9		(1.30) 20.7	(4.40) 21.0	(3.20) 26.4	(5.00) 36.9	(9.10) 27.4	..... Thru Time.....	(5.10) 35.7	(3.45) 26.1	(3.30) 25.1	(9.15) 27.2	(1.10) 26.7	(14.00) 13.1		
							..... Average Speed per Hour.....								

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS			FIRST CLASS						Distance from Spokane	FIRST CLASS						SECOND CLASS	
	251	269	261	51	47	15	11	75	7		16	76	12	52	48	18	252	262
	Time Freight	CMSt.P&P Time Frt.	Freight	Motor Passenger	Motor Passenger	CMSt.P&P Passenger	Passenger	Passenger	CMSt.P&P Passenger		CMSt.P&P Passenger	Passenger	Passenger	Motor Passenger	Motor Passenger	CMSt.P&P Passenger	Time Freight	Freight
	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
		5.00PM				10.15PM	9.45PM		9.00AM	0.0								
WFTOP	10.25PM	5.08				10.19	9.49		9.04	1.7						12.30AM		
2,690 P	10.35	5.16				10.26	9.55		9.12	5.3						12.15AM		
2,720 P	10.47	5.24				10.35	10.02		9.20	9.5						11.55PM		
3,450 WP	11.05	5.37				10.50	10.15		9.34	16.8						11.05		
2,683 P	11.13	5.48				10.57	10.21		9.42	22.0						10.40		
2,680 P	11.21	6.08				11.04	10.27		9.49	27.0						10.21		
2,755 WP	11.33	6.22				11.14	10.36		9.59	34.4						9.52		
2,682 P	11.40	6.30				11.19	10.41		10.04	38.4						9.15		
2,683 P	11.50	6.43				11.27	10.48		10.13	45.0						8.55		
2,319 P	11.58PM	6.54				11.34	10.54		10.20	50.2						8.25		
2,716 P	12.05AM	7.02				11.40	10.59		10.26	54.4						8.00		
150										56.9						7.42		
2,335 WFYP	12.20	7.15PM				11.50PM	11.09		10.35AM	61.1								
2,683 P	12.33						11.17			65.9						7.15		
3,247 P	12.43						11.23			70.3						6.40		
2,682 P	12.53						11.29			74.5						6.20		
2,070 WYP	1.12						11.39			82.4						6.00		
2,780 P	1.26						11.47			88.0						5.30		
2,683 P	1.42						11.56PM			94.2						5.05		
2,290 P	1.57						12.05AM			100.0						4.40		
WFYP	2.10						12.15	11.15PM		103.9						4.20		
227										108.9						4.00		
4,709 P	3.18						12.24	11.27		110.1								
204										114.2						3.00		
4,721 P	3.44						12.34	11.41		117.8								
313	4.10									123.5						2.30		
WP										123.6								
318										125.5								
4,711 P	4.43						12.45	11.56PM		126.7						2.00		
4,715 WP	5.10						12.55	12.10AM		134.5						1.30		
4,710 P	5.35						1.05	12.25		141.8						1.05		
4,710 P	5.55						1.13	12.37		147.8						12.45		
1,470 YIP	6.20		3.35AM	12.20AM	1.20PM		1.22	12.52		154.6						12.15	3.15PM	
										154.7								
										155.3								
WFYP	6.45		3.50	12.30AM	1.30PM		1.30	1.00		157.2								
4,724 P	7.45		7.30				1.50	2.35		165.0						12.01PM	3.00PM	
4,702 P	8.15		7.55				2.02	2.47		170.3						11.25AM		
540	8.30		8.08				2.13	2.53		173.5						11.10		
4,718 P	8.55		8.25				2.26	3.01		176.9						10.55		
WFTYP	9.15AM		8.45AM				2.40AM	3.15AM		184.5						10.30AM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	

Time-Table No. 42
December 29, 1930

STATIONS

DN-R	SPOKANE	Dispr. Dx Au	367.5
	WEST SPOKANE	1.7	365.8
	COWLES	3.6	362.2
	MARSHALL	4.2	358.0
N	CHENEY	7.3	350.7
	GEIB	5.2	345.5
	MASON	5.0	340.5
N	CROSKY	7.4	333.1
	WELLS	4.0	329.1
	PALM LAKE	6.6	322.5
	ASHBY	5.2	317.3
	EMDEN	4.2	313.1
	TESKE	2.5	310.6
DN-R	MARENGO	4.2	306.4
	THAVIS	4.8	301.6
	MACK	4.4	297.2
	ANKENY	4.2	293.0
N-R	HOOPER JCT.	7.9	285.1
	PARK	5.6	279.5
	JOSO	6.2	273.3
	CHEW	5.8	267.5
DN-R	AYER	3.9	263.6
	MAGALLON	5.0	258.6
	RUXBY	1.2	257.4
	MATTHEW	4.1	253.3
	SCOTT	3.6	249.7
	WALKER	5.7	244.0
D	WALKER PIT	0.1	243.9
	SHEFFLER	1.9	242.0
	SIMMONS	1.2	240.8
	PAGE	7.8	233.0
	ASH	7.3	225.7
	HUMORIST	6.0	219.7
	ATTALIA	6.8	212.9
	N. P. CROSSING	0.1	212.8
	N. P. CROSSING	0.6	212.2
DN-R	WALLULA	1.9	210.3
	JUNIPER	7.8	202.5
	SAND	5.3	197.2
	COLD SPRINGS	3.2	194.0
	RIVERVIEW	3.4	190.6
DN-R	UMATILLA	7.6	183.0

(184.5)

(10.50)	(2.15)	(5.10)	(0.10)	(0.10)	(1.35)	(4.55)	(4.00)	(1.35)	.....	(1.36)	(3.05)	(5.10)	(0.10)	(0.08)	(1.40)	(14.00)	(0.15)
16.9	27.2	5.8	15.6	15.6	38.6	37.5	20.2	38.6	.....	38.2	26.1	35.7	15.6	19.5	36.7	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 water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS							Distance from Spokane	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 (216)	69 Spokane Internat'l Passenger (2)	85 Passenger	91 CMSt.P&P Passenger (16)	77 Passenger		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	7.15PM	5.30PM	8.05AM	8.00AM	7.55AM	7.30AM	7.25AM	0.0	DN-R SPOKANE	165.2	11.45AM	5.45PM	6.20PM	7.10PM	8.15PM	8.45PM	9.30PM	11.00PM	11.55PM
IP	9.55	7.03	7.20	5.35	8.10	8.05AM	8.00	7.35	7.30	1.9	DN-R N. P. CROSSING	163.3	11.38	5.35	6.13	7.03	8.08PM	8.38	9.23	10.50	11.45
4,716	10.00	7.06	7.23	5.38	8.13		8.03	7.38	7.33	2.7	DN-R EAST SPOKANE	162.5	11.35	5.30	6.10	7.00		8.35	9.20	10.45	11.40
2,538										3.9	DN-R HILL	161.3									
3,000	10.25	7.16	f 7.32	5.46	8.20AM		8.12	7.45	7.40	6.5	DN-R DISHMAN	158.7	11.27	5.17PM	6.00	f 6.53		f 8.28	9.11	10.25	11.25
1,797	10.40	7.39	7.39	f 5.53			f 8.18	7.50	f 7.44	9.6	DN-R CHESTER	155.6	f 11.20		5.53	f 6.47		8.22	9.04	10.13	11.15
940	11.00	8.13	7.47	6.00			8.27	7.57	7.50	13.2	DN-R REDLIN	152.0	11.12		5.46	6.39		8.13	8.55	10.00	11.00
1,654	11.15	8.23	7.53	f 6.05			f 8.33	8.02	f 7.55	15.7	D MICA	149.5	f 11.07		5.41	f 6.33		8.07	8.49	9.50	10.45
2,014	11.30	8.42	8.00	f 6.11			f 8.38	8.08	f 8.00	18.5	D FREEMAN	146.7	f 11.02		5.36	f 6.27		8.00	8.42	9.40	10.30
522										20.9	DN-R LOCKWOOD	144.3									
	11.50PM	8.54	8.05PM	6.20PM			8.45AM	8.15AM	f 8.05	21.8	DN-R MANITO	143.4	10.55AM		5.30PM	f 6.20		7.50PM	8.34PM	9.30	10.15PM
										22.5	BELL	142.7									
984										22.9	COEY	142.3									
1,274		9.10							s 8.15	27.0	D ROCKFORD	138.2				s 6.10				9.10	
2,172		9.25							8.21	30.3	D DARKNELL	134.9				6.03				8.40	
1,646	W	9.40							s 8.28	33.7	D FAIRFIELD	131.5				s 5.57				8.20	
345										38.6	RAHM	126.6									
1,289		10.20							s 8.45	42.1	D LATAH	123.1				s 5.41				7.30	
WFTYO		10.45PM							9.00AM	49.3	DN-R TEKOA	115.9				5.25PM				6.45PM	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(49.3)		Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.
	(2.05) 10.5	(4.00) 12.3	(0.50) 26.2	(0.50) 26.2	(0.15) 26.0	(0.05) 22.8	(0.50) 26.2	(0.45) 29.1	(1.35) 31.1		Thru Time		(0.50) 26.2	(0.28) 13.9	(0.50) 26.2	(1.45) 28.2	(0.07) 16.3	(0.55) 23.8	(0.56) 23.4	(4.15) 11.6	(1.40) 13.1
											Average Speed per Hour										

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

Trains Nos. 85, 86, 87 and 88 will run over tracks of Chicago, Milwaukee, 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

Main table containing train schedules with columns for Class (Second Class, First Class), Station, Time, Distance from Spokane/Ayer, and various train numbers (387, 391, 373, 371, 75, 73, 71, 77, 76, 74, 72, 78, 374, 372, 388, 392).

Summary table with columns for Class (Second Class, First Class) and values for (2.45), (4.30), (5.00), (3.30), (0.40), (2.00), (2.05), (3.45), (0.40), (2.05), (2.07), (3.55), (5.30), (3.29), (2.45), (4.30).

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

WESTWARD

STARBUCK-PENDLETON SUBDIVISION

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD				Distance from Spokane	STARBUCK-PENDLETON SUBDIVISION				Distance from Pendleton	EASTWARD							
	SECOND CLASS					FIRST CLASS					FIRST CLASS				SECOND CLASS			
	365 Freight					77 Passenger					78 Passenger				366 Freight			
			Leave Daily Ex. Sun.				Leave Daily				Arrive Daily			Arrive Daily Ex. Sun.				
840 WFTY							1.10PM	156.5	D-R	STARBUCK	Sa	94.9			1.10PM			
1,020							1.25	162.0		5.5		89.4			12.55			
1,418							f 1.40	167.6		RELIEF		83.8			f12.43			
398								173.4		5.6		78.0						
1,225							f 1.55	175.2		ALTO		76.2			f12.25			
1,374 WT			12.50PM				s 2.05	179.4	R	McKAY		72.0			s12.15			
1,357			1.05				s 2.15	184.0	D	1.8		67.4			s12.03PM			
600			1.30				2.27	189.8		MENOKEN		61.6			11.52AM			
545			1.35				2.29	190.9		4.2		60.5			11.50			
1,047			1.45				f 2.35	194.2		BOLLES		57.2			f11.44			
1,134			1.55				f 2.40	197.1		4.6		54.3			f11.39			
673			2.00				2.44	198.9		5.8		52.5			11.36			
								203.5		ENNIS		47.9						
								204.1		1.1		47.3						
								204.6	D-R	BERRYMAN		46.8			s11.25			
								206.6		3.3		44.8						
								206.7		HADLEY		44.7						
								207.1		2.9		44.3						
								209.0		VALLEY GROVE		42.4			11.11			
								210.8		1.8		40.6			11.08			
								214.4		SPOFFORD		37.0						
								214.5		3.6		36.9			s11.02			
								217.3	D	0.1		34.1						
								217.6		W. W. V. RY. CROSSING		33.8			10.56			
								220.5		0.5		30.9			f10.50			
								220.5		2.0		27.4			f10.43			
								224.0		0.1		24.1			f10.36			
								227.3		WALRY		21.6			s10.31			
								229.8	D	0.4		17.9			s10.25			
								233.5		LANGDON		13.3			s10.18			
								238.1		1.9		10.7			f10.14			
								240.7		STATE LINE		7.6			f10.09			
								243.8		1.8		4.7			10.04			
								246.7		3.6		0.0			9.55AM			
								251.4	DN-R	0.1					Leave Daily Ex. Sun.			
										MILTON	Co							
										2.8								
										PRUNEDALE								
										0.3								
										BARRETT								
										2.9								
										BADE								
										3.5								
										BLUE MOUNTAIN								
										3.3								
										DOWNING								
										2.5								
										WESTON	Wt							
										3.7								
										ATHENA	Cn							
										4.6								
										ADAMS	Md							
										2.6								
										BLAKELEY								
										3.1								
										HAVANA								
										2.9								
										SAXE								
										4.7								
										PENDLETON	Fd							
										(94.9)								

(1.35) 15.9 (3.25) 27.8 (3.15) 29.2 (1.50) 13.7
 Thru Time
 Average Speed per Hour

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 (T).

		WESTWARD			WALLULA BRANCH			EASTWARD					WESTWARD			POMEROY BRANCH			EASTWARD						
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		FIRST CLASS		Distance from Wallula	Time-Table No. 42 December 29, 1930			Distance from Walla Walla	FIRST CLASS		Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		SECOND CLASS		FIRST CLASS		Distance from Pomeroy	Time-Table No. 42 December 29, 1930			Distance from Starbuck	FIRST CLASS		SECOND CLASS	
		47	45		STATIONS				48	46			155	97	STATIONS			96	156						
		Motor Passenger	Passenger		Leave Daily	Leave Daily	Arrive Daily		Arrive Daily	Mixed			Passenger	Leave Daily Ex. Sun.	Leave Sun.	Arrive Sun.		Arrive Daily Ex. Sun.							
WFYP		1.30PM	3.35AM	0.0	DN-R	WALLULA	Jn	31.1	12.30PM	12.35AM	1,767	WT	10.05AM	11.15AM	0.0	D-R	POMEROY	Py	28.9	2.50PM	3.25PM				
730		f 1.45	f 3.56	7.7		7.7		23.4	f 12.13	f 12.15	1,326		f 10.20	f 11.26	4.4		4.4		24.5	f 2.38	f 3.10				
250		f 1.50	4.04	10.2		2.5		20.9	f 12.08PM	f 12.10AM	192		f 10.40	f 11.39	9.8		5.4		19.1	f 2.25	f 2.50				
1,509	WP	s 2.02	s 4.17	15.2	D	TOUCHET	Ch	15.9	s 11.59AM	s 11.59PM	491		f 10.50	f 11.46	12.6		2.8		16.3	f 2.18	f 2.41				
686		f 2.13	f 4.30	19.6		4.4		11.5	f 11.51	f 11.49	1,009	W	f 10.56	f 11.51	14.4		1.8		14.5	f 2.13	f 2.35				
				22.3		2.7		8.8	f 11.43	f 11.40	508		f 11.07	f 11.59AM	17.5		3.1		11.4	f 2.05	f 2.25				
618		f 2.25	f 4.45	24.2		1.9		6.9	f 11.35	f 11.30	1,009		f 11.20	f 12.08PM	20.9		3.4		8.0	f 1.55	f 2.13				
948		f 2.36	f 4.56	28.6		4.4		2.5					11.50AM	12.30PM	28.9	D-R	STARBUCK	Sa	0.0	1.35PM	1.45PM				
				28.9		0.2		2.2					Arrive Daily Ex. Sun.	Arrive Sun.			(28.9)			Leave Sun.	Leave Daily Ex. Sun.				
401				29.1		2.0		2.0					(1.45)	(1.15)					(1.15)	(1.40)					
WFTYOP		2.45PM	5.05AM	31.1	D-R	WALLA WALLA	Bu	0.0	11.30AM	11.25PM			16.5	23.1					23.1	17.3					
		Arrive Daily	Arrive Daily			(31.1)			Leave Daily	Leave Daily															
		(1.15)	(1.30)						(1.00)	(1.10)															
		24.9	20.7						31.1	26.7															

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

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

		WESTWARD			DAYTON BRANCH			EASTWARD		
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		SECOND CLASS		Distance from Turner	Time-Table No. 42 December 29, 1930			Distance from Bolles	SECOND CLASS	
		367	365		STATIONS				366	368
		Freight	Freight		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Freight		Freight	
1,502	T			0.0		TURNER	24.9			
1,305				2.1		WHESTONE	22.8			
Spur				5.5		RONAN	19.4			
1,355	WT			11.7	D-R	DAYTON	13.2	9.40AM	9.45AM	
				11.8		0.09				
				11.8		N. P. CROSSING	13.1			
				12.0		0.01				
				15.2		N. P. CROSSING	12.9			
828				16.0		0.2				
				16.5		3.2				
411				18.8		LONG	9.7	9.25		
969				20.4		0.8				
554				20.9		N. P. CROSSING	8.9			
Spur				21.3		0.5				
1,254				24.9		DUMAS	8.4			
1,374	WT					2.3				
						HUNTSVILLE	6.1	9.15		
						1.6				
						TAGGARD	4.5			
						0.5				
						LOYD	4.0			
						0.4				
						D	3.6	9.05		
						WAITSBURG	3.6			
						R	0.0	8.50AM		
						BOLLES				
						(24.9)				
								Leave Daily Ex. Sun.	Leave Tues. & Fri.	
		(0.45)	(1.05)					15.8	15.6	
		15.6	12.2							

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

WESTWARD				AMWACO BRANCH				EASTWARD				WESTWARD				CONNELL BRANCH				EASTWARD								
SECOND CLASS				Distance from Bell	Time-Table No. 42 December 29, 1930				Distance from Amwaco	SECOND CLASS				Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS				Distance from La Crosse	Time-Table No. 42 December 29, 1930				Distance from Connell	SECOND CLASS			
375					376					371					372													
Freight					Freight					Freight					Freight													
Leave Sat.				STATIONS				Arrive Sat.				Leave Mon.&Fri.				STATIONS				Arrive Tues. & Sat.								
200			8:20AM	0.0	BELL	14.1	9:45AM	WFY	2:00PM	0.0	D-R	LA CROSSE	Ja	52.9	8:00AM													
640			8:32	2.8	HAGEN	11.3	9:30	Spur		3.5		BENNER		49.4														
400			8:41	4.9	WELLER	9.2	9:15	840		4.6		PAMPA		48.3	7:45													
1,020			8:50AM	6.9	FORD	7.2	9:05AM	671		14.7		HOOPER		38.2	7:00													
2,055	T			14.1	AMWACO	0.0		1,627	WYP	15.7	N-R	HOOPER JCT.	Hr	37.2	6:40													
			Arrive Sat.		(14.1)		Leave Sat.			17.9		PALOUSE FALLS		35.0														
			(0.30)		Thru Time		(0.40)			23.5	D	WASHTUCNA	Fn	29.4	6:00													
			13.8		Average Speed per Hour		10.4			29.3		McADAM		23.6	5:30													
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.																												
										33.9		WACOTA		19.0														
										37.4	D	KAHLOTUS	Ho	15.5	5:00													
										42.3		ESTES		10.6	4:40													
										46.1		SULPHUR		6.8	4:25													
										51.0		CURRY		1.9														
										52.9	D-R	CONNELL	N	0.0	4:00AM													
												(52.9)			Leave Tues. & Sat.													
										(4.00)					(4.00)													
										13.2					13.2													
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.																												

WESTWARD				MOSCOW BRANCH				EASTWARD													
SECOND CLASS				FIRST CLASS				Distance from Moscow	Time-Table No. 42 December 29, 1930				Distance from Colfax	FIRST CLASS				SECOND CLASS			
379				73 83 81					74 82 84					378							
Freight				Passenger Motor Passenger Motor Passenger					Passenger Motor Passenger Motor Passenger					Freight							
Leave Daily Ex. Sun.				Leave Daily				Leave Daily				Leave Daily Ex. Sun.									
1,316	WT		7:00AM	7:00PM	2:25PM	8:55AM	0.0	D-R	MOSCOW	Mo	28.1	8:55AM	11:59AM	5:30PM	6:00AM						
648			7:12	7:08	f 2:33	f 9:03	4.0		GARRISON		24.1	8:45	f 11:49	f 5:20	5:40						
500					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										
1,245			7:30	s 7:20	s 2:47	s 9:17	9.4	D	PULLMAN	Xn	18.7	s 8:30	s 11:35	s 5:05	5:15						
302 (W M.P. 16.2)			7:45	f 7:27	f 2:54	f 9:24	12.4		ARMSTRONG		15.7	f 8:18	f 11:25	f 4:55	5:00						
					f	f	13.7		McAVOY		14.4			f							
988			8:10	s 7:34	s 3:01	s 9:31	15.4	D	ALBION	Gy	12.7	s 8:10	s 11:17	s 4:47	4:50						
1,030	W		8:20	f 7:41	f 3:08	f 9:38	18.4		SHAWNEE		9.7	f 8:02	f 11:09	f 4:39	4:38						
498			8:27	f 7:45	f 3:12	f 9:42	20.3		PARVIN		7.8	f 7:57	f 11:04	f 4:34	4:30						
400			8:40	f 7:52	f 3:20	f 9:50	23.6		RISBECK		4.5	f 7:48	f 10:55	f 4:25	4:15						
	WFIY		9:00AM	8:05PM	3:35PM	10:05AM	28.1	D-R	COLFAX	Ca	0.0	7:30AM	10:40AM	4:10PM	4:00AM						
			Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily			(28.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.						
			(2.00)	(1.05)	(1.10)	(1.10)						(1.25)	(1.19)	(1.20)	(2.00)						
			14.1	25.9	24.1	24.1						19.8	21.3	21.1	14.1						
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.																					
Except that No. 74 is superior to No. 81, No. 82 is superior to No. 83, and No. 378 is superior to No. 379.																					

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD				WALLACE BRANCH				EASTWARD			
	SECOND CLASS		FIRST CLASS		Distance from Tekoa	Time-Table No. 42 December 29, 1930		Distance from Wallace	FIRST CLASS		SECOND CLASS	
	393 Freight		87 Passenger	85 Passenger		STATIONS	86 Passenger		88 Passenger	394 Freight		
WFTYO	5.00AM				DN-R	TEKOA	K	80.3				10.30AM
205						TILMA		78.2				
300						BASIL		74.7				
1,297	5.20					LOVELL		73.3				10.10
355						CHERPA		71.5				
424						OLMSTEAD		69.8				
980	5.35					WATT		68.1				9.30
957	5.48				D	PLUMMER	Mr	64.9				8.45
	5.55AM					WEST PLUMMER		63.3				8.30AM
			7.01PM	9.26AM	17.6	DN-R	PLUMMER JCT.	Wj	63.9	10.10AM	4.47PM	
			7.03PM	9.28AM	17.0		WEST PLUMMER		63.3	10.07AM	4.45PM	
	5.55AM		7.03PM	9.28AM	17.0		WEST PLUMMER		63.3	10.07AM	4.45PM	8.30AM
1,240 WFT	6.20	f	7.15	f 9.45	22.8		CHATCOLET		57.5	f 9.45	f 4.27	7.45
Spur		f	7.23	f 9.56	26.3		O'GARA		54.0	f 9.37	f 4.17	
700			7.27	10.03	28.3		LACON		52.0	9.33	4.13	
2,081 WT	7.00	s	7.35	s10.12	30.6	Book Spur	HARRISON	Rn	49.7	s 9.28	s 4.07	7.00
3,686	7.20	s	7.45	s10.19	34.0		SPRINGSTON		46.3	s 9.18	s 3.58	6.00
150	7.50	f	7.53	s10.28	38.4		BLACK LAKE		41.9	f 9.09	f 3.49	5.45
500	8.20	f	7.59	s10.35	41.4		MEDIMONT		38.9	s 9.03	s 3.43	5.30
1,100	8.55	f	8.07	s10.43	45.4		LANE		34.9	s 8.55	s 3.36	5.15
1,464	9.20	s	8.15	s10.51	49.2	D	ROSE LAKE	Ro	31.1	s 8.48	s 3.29	5.00
707	9.40	f	8.21	s10.58	52.1		DUDLEY		28.2	f 8.42	f 3.23	4.45
1,551 (W.M.P. 60.2)	10.15	f	8.32	s11.10	57.9		CATALDO		22.4	f 8.32	f 3.13	4.25
2,000 OY	10.45	s	8.45	s11.22	62.6	D-R	ENAVILLE	Vi	17.7	s 8.23	s 3.05	4.10
980	10.55	f	8.49	f11.26	64.2		PINE CREEK		16.1	f 8.18	f 3.00	4.00
		f		f	66.4		SMELTerville		13.9	f	f	
		f		f	67.3		BRADLEY		13.0	f	f	
1,339 F	11.45AM	s	9.05	s11.45	69.3	D-R	KELLOGG-WARDNER	Dn	11.0	s 8.08	s 2.50	3.40
Spur					72.6		SHONT		7.7			
1,602	12.40PM	f	9.20	s11.59AM	75.9		OSBURN		4.4	f 7.53	f 2.38	3.15
Spur					77.7		POWDER SPUR		2.6			
WFTO	1.00PM		9.30PM	12.10PM	80.3	D-R	WALLACE	We	0.0	7.45AM	2.30PM	3.00AM
	ArriveDaily Ex. Sun.		ArriveDaily Ex. Sun.	ArriveDaily			(80.3)			LeaveDaily Ex. Sun.	LeaveDaily	LeaveDaily Ex. Mon.
	(8.00) 10.0		(2.29) 25.7	(2.44) 23.4			Thru Time		(2.25) 26.4	(2.17) 28.0	(7.30) 10.7	Average Speed per Hour

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 and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD				SIERRA NEVADA BRANCH				EASTWARD			
	SECOND CLASS		FIRST CLASS		Distance from Bradley	Time-Table No. 42 December 29, 1930		Distance from Sierra Nevada Mine	FIRST CLASS		SECOND CLASS	
						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 and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD				ENAVILLE BRANCH				EASTWARD			
	SECOND CLASS		FIRST CLASS		Distance from Prichard	Time-Table No. 42 December 29, 1930		Distance from Enaville	SECOND CLASS		SECOND CLASS	
	179 Mixed					STATIONS	178 Mixed					
	11.30AM				0.0		PRICHARD		21.5			10.50AM
1,254 Y	f11.40AM				2.2		BEAVER		19.3			f10.30AM
1,300					10.9		JEFFERSON		28.0			
1,254 Y					2.2		BEAVER		19.3			
1,254 Y	f11.40AM				2.2		BEAVER		19.3			f10.30AM
197	f				3.0		JARVEY		18.5			f
Spur	f				3.5		CEDAR CREEK		18.0			f
585	f11.55AM				5.3		ANDERSON		16.2			f10.15
	f12.01PM				6.5		HEDLUND		15.0			f10.10
1,172 (W.M.P. 12.2)	f12.10				8.3		CARTER		13.2			f10.00
	f				11.2		JOKI		10.3			f
1,000	f12.30				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
2,000 YO	1.30PM				21.5	D-R	ENAVILLE	Vi	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 and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD				BURKE BRANCH				EASTWARD			
	SECOND CLASS		FIRST CLASS		Distance from Wallace	Time-Table No. 42 December 29, 1930		Distance from Burke	SECOND CLASS		SECOND CLASS	
						STATIONS						
WFTO					0.0	D-R	WALLACE	We	6.6			
					0.1		N. P. CROSSING		6.5			
					0.3		N. P. CROSSING		6.3			
					3.8		N. P. CROSSING		2.8			
387 O					3.9		GEM		2.7			
					4.2		N. P. CROSSING		2.4			
Spur					4.3		FRISCO		2.3			
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 Willis & 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. L. Haines 'Diamond Shop'
 Kellogg R. J. Coats

3 (R). Standard clocks are located as shown below:

Spokane Dispatcher's Office
 Spokane Telegraph Office
 Spokane Enginemen's Register Room
 Ayer Telegraph Office
 Wallula 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 Telegraph Office
 Wallace Telegraph Office
 Wallace Enginemen's Register Room

9 (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.

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed."

17 (C). When rules require headlight to be displayed, electric headlights on road engines must 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.

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

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	Dishman.	Any station.
88	Dishman.	Any station.
86	Any station.	Wallace Branch.
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.

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, No. 378, when no operator on duty;
- At Moscow, No. 379, when no operator on duty;
- At Starbuck, No. 374, when no operator on duty.

83 (S). Trains must ascertain whether all trains due, which are superior, or of the same class, have arrived or left as per Rule 83 as follows:

At N. P. Crossing, by eastward S. I. Ry. passenger trains, but may proceed N. P. Crossing to Spokane Union Station on clear interlocking signal indication at N. P. Crossing, and run with current of traffic, being governed by Rule 93.

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.

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 (T). 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).

83 (U). Westward Seventh Subdivision trains and engines may move Attalia to Wallula against or ahead of Yakima Branch first class trains when Signal 2131 at Attalia changes to "proceed" position. When signal 2131 does not change to "proceed" position, they will be governed by instructions contained in iron release box at each railroad crossing and automatic block signal rules but will not dispense with the use or the observance of other rules whenever and wherever they may be required.

Westward Yakima Branch trains and engines may move Attalia to Wallula against or ahead of first class trains when signal 2129 at Attalia changes to "proceed" position after junction switch is opened. When signal 2129 fails to change to "proceed" position they will be governed by instructions contained in iron release box at each railroad crossing and automatic block signal rules but will not dispense with the use or the observance of other rules whenever and wherever they may be required.

Westward first class trains at or seen to be approaching the junction at Attalia will have precedence over other westward trains and engines from Attalia to Wallula.

84 (B). On freight trains approaching sidings, if everything is all right, conductors will, if practicable, signal enginemen to proceed. This will be answered by 14 (b).

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

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

93 (S). On double track between N. P. Crossing and West Spokane, trains and engines will use right hand track in direction they are moving, except that they may move against the current of traffic between crossover near coal chute at West Spokane and crossover switches at Spokane Union Station, without being preceded by a flagman, except when on the time of a first class train.

93 (T). 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 (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. Co. and the W. W. V. Ry. Co. have equal rights in their movement and shall be governed by the following rules:

Between Prunedale and Umapine, O.-W. R. R. & N. Conductors will ascertain from Agent at Milton whether or not track is occupied. Conductors of trains of either Company will pick up staff and register time of departure from Prunedale and upon returning register time of arrival, and leave staff at Prunedale, and no train shall leave Prunedale for movement over the Spur when the train register and the absence of the staff show that another train is occupying the track. O.-W. R. R. & N. Co. 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.

SPECIAL RULES

THIRD DIVISION

93 (W). Joint Operation Zillah, Wallula and Huntsville. Tracks of O.-W. R. R. & N. Co. and N. P. Ry. 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). O. W. R. R. & N. trains are authorized to crossover N. P. Ry. main track at Sawyer on request of agent or train dispatcher to make switching movements to and from Yakima Fruit Growers Association tracks, and while using N. P. Ry. tracks will be governed by N. P. Ry. Rule 93, reading 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 (Y). 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 tracks, must proceed under control in both directions at all times. Under control means to be able to stop within one-half distance track is seen or known to be clear.

98 (R). 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 engineman will sound proceed signal as per Rule 14 (b) before proceeding.

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

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.	Automatic Interlocking Plant.
Attalia. (M.P. 212.2)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Automatic Interlocking Plant.
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.	O.-W. R. R. & N.	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.

98 (S).—Continued.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
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.
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.
Gem (M.P. 3.8)	N. P.	O.-W. R. R. & N.	Gates. Set normally against N. P.
Frisco. (M.P. 4.2)	N. P.	O.-W. R. R. & N.	Gates. Set normally against N. P.

98 (T). When pulling into siding, rear end of train must be clear of main track, when practicable, before train is stopped.

Trainmen and enginemen 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, brakeman 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 must be placed at each end of siding a sufficient distance to permit train heading in to stop. (See Transportation Department Rule 825).

98 (U). 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 (V). 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 (W). 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 (X). 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 (Y). Movement over S. C. & P. crossing at Colfax will be governed by semi-automatic interlocking signal located 157 feet east of S. C. & P. crossing and semi-automatic interlocking signal located 600 feet west of S. C. & P. crossing. Normal position of these signals is "stop" and signal will change to "proceed" position on approach of train or engine if block is clear. When signal is seen to be in "proceed" position, train may proceed without stopping for S. C. & P. crossing, 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 flagman ahead to the railroad crossing before passing over it. If crossing is found to be clear and safety will permit, proceed signal will be given by flagman and acknowledged; train or engine may then proceed at slow speed, looking out for broken rail, train in block, obstruction or wye switch not properly set.

When necessary to make reverse movement within interlocking plant limits, push button located on relay box at home signal must be operated to clear signal for such movement.

The crossing gate near intersection of east leg of wye and S. C. & P. main line, is normally in "stop" position across S. C. & P. track. Movement from the east leg of the wye to the main line will be governed by position of crossing gate. Movements from main line to east leg of wye will be governed by lower arm of semi-automatic interlocking signal at wye switch.

101 (H). 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). Cars must not be handled ahead of engine between stations, except in work train service, or when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of engine.

103 (B). Engines must not be run under any coal mine tipple, nor over hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

104 (R). Switches will be set normally:

- At Mica, Oudin spur track switch — as derailer for house track;
- At Seltice, — for line via Colfax;
- At Winona, — for line via Colfax;
- At Tucannon, — for line via Pataha;
- At Hooper Jct. (Connell Branch), — for line via Park;
- At West Plummer, — for Plummer Junction;
- At Standard High Line between Wallace and Gem, — for High Line.

104 (S). Engines and trains trailing through spring switch at West Spokane must not make reverse movement until the switch has been properly lined by hand.

THIRD DIVISION

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without cabooses.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
At any point.	60	40	
At any point.	50	40	With Mikado class engines with 63 inch drivers.
At any point.	45	40	With Mikado class engines with 57 inch drivers.
At any point.	45	40	With 2-10-2 class engines.
At any point.	40	40	With Consolidation class engines.
At any point.	40	40	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 on 7th Subdivision and between Spokane and Manito.	40	25	Speed must be as much slower as conditions may require.
Within yard limits except on 7th Subdivision and between Spokane and Manito.	30	15	Speed must be as much slower as 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.	10	10	Over Bridge 367.13 crossing Spokane River and Monroe Street.
West Spokane.	15	15	Eastward trains over spring switch at end of double track.
West Spokane.	25	15	Westward trains over spring switch at end of double track.
Between West Spokane and Cowles.	25	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.	25	15	Over Bridge 271.70 crossing Snake River.
Between Spokane and N. P. Crossing.	15	10	Through tunnel.
N. P. Crossing, Spokane.	10	10	Over slip switches.
Between N. P. Crossing and Mission Avenue, Spokane.	12	12	Over street crossings at grade on line through old yard.
Between N. P. Crossing and City Limits, Spokane.	20	20	Over street crossings at grade.
Between Chester and Mica.	50	20	On descending grade.

SPECIAL RULES

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
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	30	
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.
Yakima River Bridge 89.35.	15	15	Through gauntlet track.
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	

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
Between Hooper and M.P. 27 (Connell Branch).	30	25	
Between M.P. 27 and Connell (Connell Branch).	20	20	
Moscow Branch.	45	30	
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	20	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). 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, 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 14 (b) must be given before the train proceeds.

509 (G). On single track, when a light engine or a motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing one torpedo one-fourth mile from rear of train, it may proceed at a slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (H). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at slow speed not exceeding six miles an hour to the next signal, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

SPECIAL RULES

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.

525 (A). If a Home Block Signal fails to indicate "stop," or a Distant Block Signal fails to indicate "caution" when a light engine, or a motor train with only one trainman, enters a block, the train dispatcher must be notified from the first available point of communication, and report must be sent to the Superintendent by wire.

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

713 (A). A member of the crew must be stationed on the rear end in position to give or receive necessary signals when meeting trains on double track or when meeting trains on sidings. At stations where there is an agent or operator on duty, to be on the rear end when passing depot and at blind sidings to be on rear end when passing station board, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

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). At stations, when one or more cars are being switched or pushed over a road crossing not protected by watchman or employe assigned as such, a member of the crew must precede the movement and act as crossing watchman. He should not get on the leading end of car until it has passed over the crossing.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

Where a crossing watchman is on duty, trainman 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.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 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		

820 (R). Continued.

	Foreach 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)
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		

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.	
Harry M. Bouvy	Specialist	Portland, Ore.	Portland.
J. W. McCollom	Specialist	Portland, Ore.	Portland.
J. B. Flynn	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.
Albert 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.
Wallace 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	Washtucna, 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.

THIRD DIVISION

865 (A). Trainmen, enginemen, yardmen, agents, and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded placarded tank cars before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must be not nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, if the length of train will permit.

Cars placarded "Explosives" may be placed in local freight, local pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, or motor car, or caboose when placing them near the middle of the train would require additional switching at way stations.

Cars placarded "Explosives" must not be placed in through or local trains next to cars placarded "Inflammable" or "Corrosive Liquid," nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns.

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive or motor car, or caboose, nor next to gondola or flat cars with lading such as logs, lumber, rails or pipe that is likely to shift.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

- Drover cars,
- Cars with emergency drawbars,
- Outfit cars,
- Emigrant movables,
- All wooden underframe cars,
- Any car tagged with Form 4725 reading, "Handle only at rear end of train,"
- Scale test cars.

Drover cars, occupied or unoccupied, must be placed in trains next ahead of caboose.

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 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.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order draw bars may be handled in trains under the following conditions:

- (a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
- (b) When containing live stock or perishables, may be chained up in train and handled to first repair point.
- (c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain, and has air and hand brakes operative. On ascending grades a trainman must ride the car.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

SPECIAL RULES

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

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

AIR BRAKES

1014 (R). 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 (R). 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 (G). 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.

1051 (R). Running tests as prescribed in Rules 1051 and 1051 (A) of Operating Rules governing Air Brakes effective December 1, 1925, will be made 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 (S). 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 fuel, water or sand 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 (R). 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.
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 (R). In addition to inspection of train as often as practicable as per Rule 824, freight trains must stop and remain standing ten minutes to allow wheels to cool, at the following points:

- Hay —Westward;
- Relief —Eastward;
- Blue Mountain or Bade—Eastward.

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				
		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
TTT 63 $\frac{29\frac{1}{2}}{30}$ 292SB 300SB	5400 - 5407	4320	5920	4800	4800	5920	4320					
A 81 $\frac{20}{28}$ 106 107S	3501 to 3505 3510 - 3511 & 3513	825	1178	910	910	1240	825	540	325	525	740	475
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
P 77 $\frac{22}{28}$ 149S	3204 & 3205 3207 to 3217											
P 77 $\frac{22}{28}$ 135S	3206	1380	1970	1520	1520	2075	1380	900	550	855	1245	795
P 77 $\frac{22}{28}$ 143S	3200 to 3203											
MK 63 $\frac{26}{30}$ 211SB	2168 to 2171	3020	4140	3360	3360	4140	3020	1720	1120	1635	2375	1510
MK 63 $\frac{26}{30}$ 211SD	2166 to 2167	2730	3750	3030	3030	3750	2730	1555	1010	1475	2140	1370
MK 57 $\frac{23\frac{1}{2}}{30}$ 207S	2100, 2102, 2104 to 2137 2139 to 2146 2148, 2150, 2153, 2155 to 2165	2700	3700	3000	3000	3700	2700	1540	1000	1460	2120	1355
MK 57 $\frac{23\frac{1}{2}}{30}$ 207SDB	2103, 2138, 2147, 2149, 2151, 2152, 2154	2970	4070	3300	3300	4070	2970	1695	1100	1605	2330	1490
T 63 $\frac{22}{28}$ 162S	1755 to 1760	1690	2405	1850	1850	2530	1690	1100	670	1045	1520	970
T 69 $\frac{22}{28}$ 159 161S	1742 to 1754	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890
T 57 $\frac{20}{26}$ 126	1737 to 1741	1360	1940	1500	1500	2040	1360	890	540	845	1225	780
T 57 $\frac{20}{26}$ 119	1733 to 1735	1290	1840	1420	1420	1935	1290	840	515	800	1160	740
T 64 $\frac{22}{26}$ 145S	1730 to 1731	1540	2205	1690	1690	2315	1540	1005	615	955	1385	890
C 57 $\frac{22}{30}$ 187 190S	730 to 768	2000	3000	2400	2400	3200	2200	1305	840	1240	1800	1150
C 57 $\frac{22}{30}$ 179	725 to 729	2000	2850	2300	2300	3000	2000	1305	795	1240	1800	1150

EXPLANATION

"A"—Atlantic
 "P"—Pacific
 "T"—Ten Wheel
 "C"—Consolidation
 "MC"—Mikado
 "T-T-T"—Two-Ten-Two

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

