

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Third Division

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, April 5, 1931

at 12:01 A. M. Pacific Time

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

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

G. L. WHIPPLE,
GENERAL SUPERINTENDENT TRANSPORTATION.

THIRD DIVISION

M. C. WILLIAMS,
Superintendent, Spokane, Washington.

H. B. COBURN,
Assistant Superintendent, Walla Walla, 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
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. 40-77 February 22, 1931	Distance from Portland	FIRST CLASS					SECOND CLASS								
251	255	79	17	11	5	19	20	12				18	6	80	256	252	254								
Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight											
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily											
	5.00AM							0.0	HUNTINGTON	389.5	11.35PM				12.05AM		12.45PM								
	10.45AM							99.5	LA GRANDE	290.0	7.50PM				2.30PM		4.00AM								
		12.01AM	1.37AM					173.8	PENDLETON	215.7	4.40PM														
	6.00PM							177.5	RIETH	212.0					7.00AM		5.00PM								
	1.00PM		1.25AM		2.45AM			215.8	UMATILLA	183.0		1.50AM				8.00AM									
	8.00PM			5.15AM	5.00AM	3.45AM	2.15PM	305.3	THE DALLES	84.2	12.40PM	11.35PM	11.50PM	12.25AM		9.55PM	2.15AM	3.05AM							
				7.45AM	7.35AM	6.10AM	5.30PM	389.5	PORTLAND	0.0	9.40AM	9.15PM	9.30PM	10.00PM											
	3.00AM	8.15AM						394.3	ALBINA	1.6					5.45PM	9.30PM	10.30PM								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(389.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
(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	(13.40) 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. 77 February 22, 1931	Distance from Portland	FIRST CLASS						SECOND CLASS						
692	Time Freight	34	42	40	38	564	562				561	563	37	39	41	33	691	Time Freight					
CMSt.P&P Passenger (16)	CMSt.P&P Passenger (7)	CMSt.P&P Passenger (18)	CMSt.P&P Passenger (15)	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	CMSt.P&P Passenger (15)	CMSt.P&P Passenger (18)	CMSt.P&P Passenger (7)	CMSt.P&P Passenger (16)	Time Freight	Time Freight								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
	6.25PM		9.45PM	6.40PM	10.15AM	8.15AM	11.15PM	12.01PM	0.0	SEATTLE	183.2	4.45PM	6.30AM	8.00AM	10.00AM	6.25PM	9.15PM	6.45AM					
	8.40PM		9.54PM	6.49PM	10.24AM	8.24AM		3.1	3.1	ARGO	180.1			7.51AM	9.51AM	6.16PM	9.06PM	5.00AM					
	12.05AM						12.40AM	1.17PM	38.1	TACOMA	145.1	3.29PM	5.00AM					12.30AM					
	7.35AM						2.55AM	2.50PM	92.1	CENTRALIA	91.1	1.58PM	2.30AM					7.30PM					
							6.15AM	5.45PM	181.6	ALBINA	1.6												
									183.2	PORTLAND	0.0	11.15AM	11.15PM										
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					
(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. 44 April 5, 1931	Distance from Pendleton-Umatilla	FIRST CLASS					SECOND CLASS								
251	Time Freight	45	75	73	11	77				12	76	74	78	46	252	Time Freight							
Passenger	Passenger	Passenger	Passenger	Passenger	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										
	10.25PM						9.45PM	7.25AM	0.0	SPOKANE	251.4	7.00AM					12.30AM						
							7.00PM		116.1	MOSCOW	185.9			8.45AM									
							10.35PM	10.20PM	147.8	RIPARIA	103.6		5.15AM	5.25AM	1.50PM								
	2.55AM						11.15PM		103.9	AYER	80.6	4.15AM	4.35AM				4.00PM						
	7.45AM		3.35AM	2.35AM			1.50AM		157.2	WALLULA	27.3	2.55AM	3.10AM				12.01PM						
	9.15AM			3.15AM			2.45AM		184.5	UMATILLA	0.0	1.50AM	1.30AM				10.30AM						
								1.10PM	156.5	STARBUCK	94.9												
								3.00PM	204.6	WALLA WALLA	46.8				1.25PM								
								4.35PM	251.4	PENDLETON	0.0				11.25AM	11.25PM							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(251.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	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	(3.20) 26.4	(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	Time-Table No. 44	Distance from Portland	FIRST CLASS						SECOND CLASS	
	251	269	261	51	47	15	11	75	7		April 5, 1931		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		STATIONS		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	Arrive Daily	Arrive Daily	Arrive 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										
2,690 P	10.35	5.16				10.26	9.55		9.12	5.3										
2,720 P	10.47	5.24				10.35	10.02		9.20	9.5										
3,450 WP	11.05	5.40				10.50	10.15		9.34	16.8										
2,683 P	11.13	5.50				10.57	10.21		9.42	22.0										
2,680 P	11.21	6.02				11.04	10.27		9.49	27.0										
2,755 WP	11.33	6.27				11.14	10.36		9.59	34.4										
2,682 P	11.40	6.34				11.19	10.41		10.04	38.4										
2,683 P	11.50	6.46				11.27	10.48		10.13	45.0										
2,319 P	11.58PM	6.55				11.34	10.54		10.20	50.2										
2,716 P	12.05AM	7.03				11.40	10.59		10.26	54.4										
150										56.9										
2,335 WFYP	12.20	7.15PM				11.50PM	11.09		10.35AM	61.1										
2,683 P	12.33						11.17			65.9										
3,247 P	12.43						11.23			70.3										
2,682 P	12.53						11.29			74.5										
2,070 WYP	1.12						11.39			82.4										
2,780 P	1.26						11.47			88.0										
2,683 P	1.42						11.56PM			94.2										
2,290 P	1.57						12.05AM			100.0										
WFYP	2.10						12.15		11.15PM	103.9										
227	2.55									108.9										
4,709 P	3.18								12.24	111.1										
204										114.2										
4,721 P	3.43								12.34	117.8										
313	4.10									117.8										
WP										123.5										
318										123.6										
4,711 P	4.43						12.45		11.56PM	126.7										
4,715 WP	5.10						12.55		12.10AM	134.5										
4,710 P	5.35						1.05		12.25	141.8										
4,710 P	5.55						1.13		12.37	147.8										
1,470 YIP	6.20		3.35AM			12.20AM	1.20PM		1.22	154.6										
										154.7										
										155.3										
WFYP	6.45		3.50			12.30AM	1.30PM		1.30	157.2										
4,724 P	7.45		7.30						1.50	157.2										
4,724 P	8.15		7.55						2.02	165.0										
4,702 P	8.30		8.08						2.13	170.3										
540										173.5										
4,718 P	8.55		8.25						2.26	176.9										
WFYP	9.15AM		8.45AM						2.40AM	184.5										
	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										

Block Signals	STATIONS	Distance from Spokane
DN-R	SPOKANE	0.0
	WEST SPOKANE	1.7
	COWLES	5.3
	MARSHALL	9.5
N	CHENEY	16.8
	GEIB	22.0
	MASON	27.0
N	CROSKY	34.4
	WELLS	38.4
	PALM LAKE	45.0
	ASHBY	50.2
	EMDEN	54.4
	TESKE	56.9
DN-R	MARENGO	61.1
	THAVIS	65.9
	MACK	70.3
	ANKENY	74.5
N-R	HOOPER JCT.	82.4
	PARK	88.0
	JOSO	94.2
	CHEW	100.0
DN-R	AYER	103.9
	MAGALLON	108.9
	RUXBY	110.1
	MATHEW	114.2
	SCOTT	117.8
	WALKER	123.5
	WALKER PIT	123.6
	SHEFFLER	125.5
	SIMMONS	126.7
	PAGE	134.5
	ASH	141.8
	HUMORIST	147.8
	ATTALIA	154.6
	N. P. CROSSING	154.7
	N. P. CROSSING	155.3
DN-R	WALLULA	157.2
	JUNIPER	165.0
	SAND	170.3
	COLD SPRINGS	173.5
	RIVERVIEW	176.9
DN-R	UMATILLA	183.0

(10.50)	(2.15)	(5.10)	(0.10)	(0.10)	(1.35)	(4.55)	(4.00)	(1.35)	.....	(1.45)	(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	.....	34.9	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	387	93	69	95	85	91	77		92	94	88	78	68	90	388	382	
	CMSt.P&P Freight (64)	Freight	CMSt.P&P Passenger (18)	Spokane Internat'l Passenger (2)	CMSt.P&P Passenger (216)	Passenger	CMSt.P&P Passenger (16)	Passenger		CMSt.P&P Passenger (7)	CMSt.P&P Passenger (217)	Passenger	Passenger	Spokane Internat'l Passenger (1)	CMSt.P&P Passenger (15)	Freight	CMSt.P&P Freight (63)	
Leave Daily Ex. Sun.	Leave Daily Ex. Sat.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.		
WFTOP	9.45PM	6.45PM	7.45PM	8.30AM	8.05AM	8.00AM	7.30AM	7.25AM	0.0	DN-R SPOKANE	165.2	7.15AM	5.40PM	6.15PM	7.10PM	9.20PM	9.30PM	
IP	9.55	7.03	7.50	8.35AM	8.10	8.05	7.35	7.30	1.9	DN-R N. P. CROSSING	163.3	7.08	5.33	6.08	7.03	9.13PM	9.23	
4,716	10.00	7.10	7.53	8.13	8.08	7.38	7.33	7.33	2.7	DN-R EAST SPOKANE	162.5	7.05	5.30	6.05	7.00	9.20	9.20	
2,538									3.9	DN-R HILL	161.3							
3,000	10.25	7.25	f 8.02		8.20AM	8.15	7.45	7.40	6.5	DN-R DISHMAN	158.7	f 6.56	5.17PM	5.57	f 6.53		9.11	
1,797	10.40	7.35	8.09			f 8.19	7.50	f 7.44	9.6	DN-R CHESTER	155.6	6.50		f 5.51	f 6.47		9.04	
940	11.00	7.50	8.17			8.25	7.57	7.50	13.2	DN-R REDLIN	152.0	6.42		5.43	6.39		8.55	
1,654	11.15	8.00	8.23			f 8.30	8.02	f 7.55	15.7	D MICA	149.5	6.36		f 5.37	f 6.33		8.49	
2,014	11.30	8.10	8.28			f 8.35	8.08	f 8.00	18.5	D FREEMAN	146.7	6.31		f 5.31	f 6.27		8.42	
522									20.9	D LOCKWOOD	144.3							
	11.50PM	8.25	8.35PM			8.40AM	8.15AM	f 8.05	21.8	DN-R MANITO	143.4	6.25AM		5.25PM	f 6.20		8.35PM	
984									22.5	D BELL	142.7							
1,274		8.45						s 8.15	27.0	D COEY	142.3							
2,172		9.00						8.21	30.3	D ROCKFORD	138.2				s 6.10		8.45	
1,646	W	9.20						8.28	33.7	D DARKNELL	134.9				6.03		8.25	
345									38.6	D FAIRFIELD	131.5				s 5.57		8.10	
1,289		10.05						8.45	42.1	D RAHM	126.6							
WFTYO		10.45PM						9.00AM	49.3	DN-R LATAH	123.1				s 5.41		7.25	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily		DN-R TEKOA	115.9				5.25PM		6.45PM	
	(2.05)	(4.00)	(0.50)	(0.05)	(0.15)	(0.40)	(0.45)	(1.35)		(49.3)		Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	
	10.5	12.3	26.2	22.8	26.0	32.7	29.1	31.1				(0.50)	(0.23)	(0.50)	(1.45)	(0.07)	(0.55)	
												26.2	16.9	26.2	28.2	16.3	23.8	
																	(4.15)	
																	11.6	
																	16.4	

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

Trains Nos. 85 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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD					TEKOA-AYER SUBDIVISION										EASTWARD					
	SECOND CLASS					FIRST CLASS				Distance from Spokane	Time-Table No. 44 April 5, 1931	Distance from Ayer	FIRST CLASS				SECOND CLASS				
	397	387	391	373	371	75	73	71	77				76	74	72	78	374	372	388	392	396
	Freight	Freight	Freight	Freight	Freight	Passenger	Passenger	Motor Pgr.	Passenger	Passenger	Passenger	Motor Pgr.	Passenger	Freight	Freight	Freight	Freight	Freight			
Leave Daily	Leave Daily Ex. Sat.	Leave Daily	Leave Wed.	Leave Mon. & Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Thurs.	Arrive Tues. & Sat.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily			
WFTYOP										49.3	DN-R	TEKOA	K	115.9							
1,738	P	11.35PM								55.0	R	SELTCICE		110.2							
1,645	W	11.59PM								60.9	D	FARMINGTON	Fm	104.3							
628		12.25AM								62.0		N. P. CROSSING		103.2							
1,918		12.40								66.8	f	WALTERS		98.4							
942 (W.M.P. 90.4)		1.05								69.9		N. P. CROSSING		95.3							
756		1.35								70.3	D	GARFIELD	Gr	94.9							
1,640	WFIY	2.00AM								75.7	D	ELBERTON	De	89.5							
3,053										81.9	f	GLENWOOD		83.3							
1,740										88.0	D-R	COLFAX	Ca	77.2		7.30AM					
1,518										88.1	Block Signals	S. C. & P. CROSSING		77.1							
844	W									90.5		CREST		74.7		7.23					
1,470										92.9		MOCKONEMA		72.3		f 7.18					
1,323	WY									96.9	D	DIAMOND	D	68.3		f 7.09					
1,738	P									100.6	D	THERA		64.6		f 7.01					
685										107.5	D	ENDICOTT	Di	57.7		s 6.46					
660										113.3	D-R	WINONA	Wa	51.9		s 6.34AM					
1,743	W									55.0	R	SELTCICE		99.8							
543										57.6		WARNER		97.2							
1,180										60.5	f	FLETCHER		94.3							
1,482										63.2		S. C. & P. CROSSING		91.6							
140										63.2		N. P. CROSSING		91.6							
620										63.8	D	OAKESDALE	On	91.0							
1,497	W									69.1		COMAN		85.7							
1,420										71.8	D	THORNTON	Ko	83.0							
2,683										72.3		S. C. & P. CROSSING		82.5							
1,323	WY									77.6		SUNSET		77.2							
2,357										80.4		HUNTLEY		74.4							
1,382	WFIY									82.1		JUNO		72.7							
2,209										84.7	D	ST. JOHN	Sj	70.1							
2,220	W									91.4		WILLADA		63.4							
2,180										98.5		GRAVEL PIT		56.3							
983	W									102.9	D-R	WINONA	Wa	51.9							
1,963										113.3	Block Signals	WINONA	Wa	51.9							
604	Y									117.3	D-R	SUTTON		47.9							
604	Y									123.9	D-R	LACROSSE	Ja	41.3							
205										129.6		JERITA		35.6							
840	WFTY									133.2		SCHRECK		32.0							
604	Y									135.2		HAY	H	30.0							
2,054										143.3		CANYON		21.9							
2,747										147.8	DN-R	RIPARIA	Ax	17.4		5.15AM	5.25AM				
WFYP										147.9		N. P. CROSSING		17.3							
Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Wed.	Arrive Mon. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	148.4		WEST RIPARIA		16.8							
(0.40)	(2.45)	(4.30)	(5.00)	(3.30)	(0.40)	(2.00)	(2.05)	(3.45)	.....	152.7	R	TUCANNON		12.5		5.00AM				
18.8	14.1	14.3	13.7	10.3	26.1	29.9	25.7	28.6	.....	152.7	R	TUCANNON		12.5						
									.....	155.4		POWERS		15.2						
									.....	156.5	D-R	STARBUCK	Sa	16.3						
									.....	152.7	R	TUCANNON		12.5		5.00AM				
									.....	153.6		PATAHA		11.6		4.57				
									.....	162.5		RIFTON		2.7		f 4.42				
									.....	165.2	DN-R	AYER	Jd	0.0		4.35AM				
									.....			(115.9) Via Colfax				Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily
									.....			(105.5) Via Thornton				Leave Thurs.	Leave Tues. & Sat.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily
									.....							(5.30)	(3.29)	(2.45)	(4.30)	(0.20)
									.....							12.5	10.3	14.1	14.3	11.4

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Train arriving at Tucannon as No. 396 will run as No. 397 Tucannon to Ayer.

WESTWARD

STARBUCK-PENDLETON SUBDIVISION

EASTWARD

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

SECOND CLASS

FIRST CLASS

FIRST CLASS

SECOND CLASS

Main table with columns for sidings, class (365, 77, 78, 366), departure/arrival times, and distances from Spokane and Pendleton. Includes station names like Starbuck, Walla Walla, Milton, and Pendleton.

(1.35) 15.9 (3.25) 27.8 (3.15) 29.2 (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 (T).

WESTWARD

YAKIMA BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WESTWARD								Distance from Yakima	Time-Table No. 44 April 5, 1931	Distance from Attalia	FIRST CLASS						SECOND CLASS	
	SECOND CLASS		FIRST CLASS							STATIONS		52 Motor Passenger	54 Motor Passenger	58 Motor Passenger	48 Motor Passenger	60 Motor Passenger	56 Motor Passenger	262 Freight	
	261 Freight	55 Motor Passenger	51 Motor Passenger	59 Motor Passenger	57 Motor Passenger	47 Motor Passenger	53 Motor Passenger	262 Freight		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
WFTYOP	9.30PM		8.30PM			9.35AM		0.0	D-R	YAKIMA	Ny	98.1	7.20AM					9.30PM	
2,046	9.40		8.38			f 9.42		3.5		UNION GAP		94.6	7.11					9.20	
IP								6.8		N. P. CROSSING		91.3							
1,600	9.50		8.45			f 9.50		7.3		PARKER		90.8	7.00					9.08	
								8.7		N. P. CROSSING		89.4							
1,640	10.00		s 8.55			s 9.59		9.7		MELLIS		88.4							
Spur						f		11.3	D	DONALD	Do	86.8	s 6.51					8.55	
1,000	10.05		f 9.00			f 10.04		12.7		DUNBRO		85.4							
1,010								13.6		SAWYER	Sr	84.5	f 6.45					8.35	
2,027	10.15		s 9.08			s 10.10		14.5		FLINT		83.6							
400								16.5		BUENA	Ba	81.6	s 6.39					8.20	
1,824	10.35		s 9.15			s 10.18		17.9		CUTLER		80.2							
								19.6	D	ZILLAH	Ah	78.5	s 6.32					8.10	
1,000	10.40		9.20			f 10.22		20.8		PANA		77.3							
177								21.8		BOONE		76.3	6.26					8.00	
2,723	10.48		f 9.25			s 10.28		22.2		DALTON		75.9							
107								24.7	D	GRANGER	G	73.4	f 6.21					7.50	
Spur								26.5		NORINE		71.6							
2,675	11.05		f 9.37			f 10.42		29.1		BAIRD		69.0							
								30.9		EMERALD		67.2	f 6.09					7.25	
1,872	11.15PM		9.45PM			10.50AM		31.9		MORRIS		66.2							
								34.6	R	MIDVALE		63.5	6.01AM					7.10PM	
1,872	YP		9.45PM		2.45PM	10.50AM		34.6	R	MIDVALE		63.5		6.01AM	11.10AM		3.05PM	10.05PM	
1,500	P		9.54PM		2.54PM	10.59AM		37.4	D-R	SUNNYSIDE	Si	66.3		5.51AM	11.00AM		2.55PM	9.55PM	
1,872	YP		11.15PM		10.05PM		11.10AM	34.6	R	MIDVALE		63.5	5.41AM				2.45PM	7.10PM	
556								36.5		WANETA		61.6							
538								38.2		FORSELLS		59.9							
2,625	WP		11.35		s 10.19		s 11.22	40.4	D	GRANDVIEW	Gw	57.7	s 5.30					6.50	
505					10.24			43.3		CAPP		54.8	5.22						
								45.5		SHULTZ		52.6							
2,296	P		11.55PM		f 10.33		f 11.36	47.3		NORTH PROSSER		50.8	f 5.16					6.20	
623					f 10.38			49.8		BIGGAM		48.3	f 5.11						
256								52.5		MEEK		45.6							
2,708			12.20AM		f 10.48		f 11.50AM	55.1		CHAFFEE		43.0	f 5.00					5.50	
374					f 10.55			58.8		CORRAL		39.3	f 4.52						
2,179	WP		12.40		s 11.00		s 12.03PM	61.6	D	BENTON CITY	Be	36.5	s 4.48					5.25	
								65.3		McDOUGAL		32.8							
2,696			12.55		11.10		f 12.13	66.8		ACTON		31.3	4.38					5.05	
517								69.9		GROSSCUP		28.2							
2,695	P		1.10		11.20		f 12.23	71.8		LEDBEDER		26.3	4.29					4.45	
2,728			1.25		11.30		f 12.34	77.3		LESLIE		20.8	4.19					4.25	
5,596	WYP		2.10		s 11.47		s 12.50	84.9	D	KENNEWICK	Kn	13.2	s 4.04					4.00	
700			2.30		f 11.57PM		f 1.00	89.4		HEDGES		8.7	f 3.51					3.45	
								90.8		N. P. CROSSING		7.3							
2,699	P		2.45		f 12.04AM		f 1.06	91.4		VILLARD		6.7	f 3.46					3.35	
520			3.00		f 12.12		f 1.13	94.7		TWO RIVERS		3.4	f 3.41					3.25	
368								96.1		PURDY		2.0							
886	YIP		3.20AM		12.20AM		1.20PM	98.1		ATTALIA		0.0	3.35AM					3.15PM	
			Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(5.50) 16.8 (0.09) 18.7 (3.50) 25.6 (0.09) 18.7 (0.09) 18.7 (3.45) 26.2 (0.09) 18.7 Thru Time (3.45) 26.2 (0.10) 16.8 (0.10) 16.8 (3.42) 26.5 (0.10) 16.8 (0.10) 16.8 (6.15) 15.7 Average Speed per Hour

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

Train arriving at Midvale as No. 47 will run as No. 57 Midvale to Sunnyside and as No. 58 Sunnyside to Midvale.
 Train arriving at Midvale as No. 48 will run as No. 59 Midvale to Sunnyside and as No. 60 Sunnyside to Midvale.
 Train arriving at Midvale as No. 51 will run as No. 55 Midvale to Sunnyside and as No. 56 Sunnyside to Midvale.
 Train arriving at Midvale as No. 52 will run as No. 53 Midvale to Sunnyside and as No. 54 Sunnyside to Midvale.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD			WALLULA BRANCH			EASTWARD			Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD			POMEROY BRANCH			EASTWARD				
	FIRST CLASS		Distance from Wallula	Time-Table No. 44 April 5, 1931		Distance from Walla Walla	FIRST CLASS		Distance from Pomeroy		SECOND CLASS		FIRST CLASS		Distance from Starbuck	Time-Table No. 44 April 5, 1931		FIRST CLASS		SECOND CLASS	
	47 Motor Passenger	45 Passenger		48 Motor Passenger	46 Passenger		155 Mixed	97 Passenger			96 Passenger	156 Mixed									
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Leave Daily Ex. Sun.	Leave Sun.	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 REESE	23.4	f 12.13	f 12.15	1.326		f 10.20	f 11.26	4.4	4.4 ZUMWALT	24.5	f 2.38	f 3.10					
250	f 1.50	4.04	10.2	2.5 DIVIDE	20.9	f 12.08PM	f 12.10AM	192		f 10.40	f 11.39	9.8	5.4 HOUSER	19.1	f 2.25	f 2.50					
1,509 WP	s 2.02	s 4.17	15.2	5.0 TOUCHET Ch	15.9	s 11.59AM	s 11.59PM	491		f 10.50	f 11.46	12.6	2.8 DODGE	16.3	f 2.18	f 2.41					
686	f 2.13	f 4.30	19.6	4.4 LOWDEN	11.5	f 11.51	f 11.49	1,009	W	f 10.56	f 11.51	14.4	1.8 CHARD	14.5	f 2.13	f 2.35					
			22.3	2.7 REAVIS	8.8	f		508		f 11.07	f 11.59AM	17.5	3.1 JACKSON	11.4	f 2.05	f 2.25					
618	f 2.25	f 4.45	24.2	1.9 WHITMAN	6.9	f 11.43	f 11.40	1,009		f 11.20	f 12.08PM	20.9	3.4 DELANEY	8.0	f 1.55	f 2.13					
948	f 2.36	f 4.56	28.6	4.4 FINCH	2.5	f 11.35	f 11.30		WFTY	11.50AM	12.30PM	28.9	8.0 STARBUCK Sa	0.0	1.35PM	1.45PM					
			28.9	0.3 W. W. V. RY. CROSSING	2.2					Arrive Daily Ex. Sun.	Arrive Sun.		(28.9)		Leave Sun.	Leave Daily Ex. Sun.					
401			29.1	0.2 ARTESIA	2.0					(1.45) 16.5	(1.15) 23.1				(1.15) 23.1	(1.40) 17.3					
WFTYOP	2.45PM	5.05AM	31.1	2.0 D-R WALLA WALLA Bu	0.0	11.30AM	11.25PM			..... Thru Time .....					..... Average Speed per Hour			
	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

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.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD			DAYTON BRANCH			EASTWARD		
	SECOND CLASS		Distance from Turner	Time-Table No. 44 April 5, 1931		Distance from Bolles	SECOND CLASS		
	367 Freight	365 Freight		366 Freight	368 Freight				
	Leave Tues. & Fri.	Leave Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Tues. & Fri.					
1,502 T			0.0	TURNER	24.9				
1,305			2.1	2.1 WHETSTONE	22.8				
Spur			5.5	3.4 RONAN	19.4				
1,355 WT			11.7	6.2 D-R DAYTON Da	13.2	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			15.2	3.2 LONG	9.7	9.25			
			16.0	0.8 N. P. CROSSING	8.9				
411			16.5	0.5 DUMAS	8.4				
909			18.8	2.3 HUNTSVILLE	6.1	9.15			
554			20.4	1.6 TAGGARD	4.5				
Spur			20.9	0.5 LOYD	4.0				
1,254			21.3	0.4 D WAITSBURG Bg	3.6	9.05			
1,374 WT			24.9	3.6 R BOLLES	0.0	8.50AM			
				(24.9)		Leave Daily Ex. Sun.	Leave Tues. & Fri.		

(0.45) (1.05) Thru Time (0.50) (0.45)
15.6 12.2 Average Speed per Hour 15.8 15.6

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

WESTWARD		AMWACO BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 44 April 5, 1931		SECOND CLASS	
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	375	Distance from Bell	STATIONS	Distance from Amwaco	376
	Freight				Freight
	Leave Sat.				Arrive Sat.
200	8.20AM	0.0	BELL	14.1	9.45AM
640	8.32	2.8	HAGEN	11.3	9.30
400	8.41	4.9	WELLER	9.2	9.15
1,020	8.50AM	6.9	FORD	7.2	9.05AM
2,055 T		14.1	AMWACO	0.0	
	Arrive Sat.		(14.1)		Leave Sat.
	(0.30) 13.8		Thru Time		(0.40) 10.4
			Average Speed per Hour		

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

WESTWARD		CONNELL BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 44 April 5, 1931		SECOND CLASS	
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	371	Distance from La Crosse	STATIONS	Distance from Connell	372
	Freight				Freight
	Leave Mon.&Fri.				Arrive Tues. & Sat.
WFY	2.00PM	0.0	D-R LA CROSSE	Ja	52.9
Spur		3.5	BENNER		49.4
840	2.15	4.6	PAMPA		48.3
671	2.50	14.7	HOOPER		38.2
1,627 WYP	3.10	15.7	N-R HOOPER JCT.	Hr	37.2
		17.9	PALOUSE FALLS		35.0
1,738 W	3.45	23.5	D WASHTUCNA	Fa	29.4
295	4.10	29.3	McADAM		23.6
316		33.9	WACOTA		19.0
1,127	4.45	37.4	D KAHLLOTUS	Ho	15.5
483	5.10	42.3	ESTES		10.6
550	5.30	46.1	SULPHUR		6.8
725		51.0	CURRY		1.9
1,021 WY	6.00PM	52.9	D-R CONNELL	N	0.0
	Arrive Mon.&Fri.		(52.9)		Leave Tues. & Sat.
	(4.00) 13.2		Thru Time		(4.00) 13.2
			Average Speed per Hour		

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

WESTWARD		MOSCOW BRANCH		EASTWARD								
SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS						
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	379	73	83	81	Distance from Colfax	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		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.			
WT	7.00AM	7.00PM	2.25PM	9.00AM	0.0	D-R MOSCOW	Mo	28.1	8.45AM	11.59AM	5.30PM	6.00AM
648	7.12	7.08	f 2.33	f 9.08	4.0	GARRISON		24.1	8.35	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 9.19	9.4	D PULLMAN	Xn	18.7	s 8.20	s 11.35	s 5.05	5.15
302 (W M.P. 16.2)	7.45	f 7.27	f 2.54	f 9.25	12.4	ARMSTRONG		15.7	f 8.10	f 11.25	f 4.55	5.00
			f	f	13.7	McAVOY		14.4				
988	8.03	s 7.34	s 3.01	s 9.31	15.4	D ALBION	Gy	12.7	s 8.03	s 11.17	s 4.47	4.50
1,039 W	8.20	f 7.41	f 3.08	f 9.38	18.4	SHAWNEE		9.7	f 7.55	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 7.50	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 7.42	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 Ex. Sun.			
	(2.00) 14.1	(1.05) 25.9	(1.10) 24.1	(1.05) 25.9		Thru Time		(1.15) 22.5	(1.19) 21.3	(1.20) 21.1	(2.00) 14.1	
						Average Speed per Hour						

Westward trains are superior to trains of the same class in the opposite direction.—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. 44		Distance from Wallace	FIRST CLASS		SECOND CLASS
	393	Freight	85		April 5, 1931			88	394	
	Leave Daily Ex. Sun.		Passenger		Arrive Daily		Freight	Arrive Daily Ex. Mon.		
WFTYO	5:00AM			0.0	DN-R	TEKOA	K	80.3	10:30AM	
205				2.1		TILMA		78.2		
300				5.6		BASIL		74.7		
1,297	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	
				9:20AM	17.6	DN-R	PLUMMER JCT.	Wj	63.9	4:45PM
				9:22AM	17.0		WEST PLUMMER		63.3	4:43PM
	5:55AM			9:22AM	17.0		WEST PLUMMER		63.3	4:43PM
1,240 WFT	6:20		f	9:35	22.8		CHATCOLET		57.5	f 4:30
Spur			f	9:42	26.3		O'GARA		54.0	f 4:23
700				9:46	28.3		LACON		52.0	4:19
2,081 W	7:00		s	9:52	30.6	Block Sign	HARRISON	Rn	49.7	s 4:14
3,686	7:20		s	10:00	34.0		SPRINGSTON		46.3	s 4:08
150	7:50		s	10:08	38.4		BLACK LAKE		41.9	f 4:00
500	8:20		s	10:15	41.4		MEDIMONT		38.9	s 3:55
1,100	9:00		s	10:24	45.4		LANE		34.9	s 3:48
1,464	9:25		s	10:33	49.2	D	ROSE LAKE	Ro	31.1	s 3:42
707	9:40		s	10:40	52.1		DUDLEY		28.2	f 3:37
1,551 (W.M.P. 60.2)	10:15		s	10:53	57.9		CATALDO		22.4	f 3:28
2,000 OY	10:45		s	11:04	62.6	D-R	ENAVILLE	Vi	17.7	s 3:20
980	11:08		f	11:08	64.2		PINE CREEK		16.1	f 3:15
			f		66.4		SMELTERVILLE		13.9	f
			f		67.3		BRADLEY		13.0	f
1,339 F	11:40AM		s	11:20	69.3	D-R	KELLOGG-WARDNER	Dn	11.0	s 3:05
Spur					72.6		SHONT		7.7	
1,602	12:40PM		s	11:34	75.9		OSBURN		4.4	f 2:53
Spur					77.7		ARGENTINE		2.6	
WFTO	1:00PM			11:45AM	80.3	D-R	WALLACE	Wc	0.0	2:45PM
	Arrive Daily Ex. Sun.			Arrive Daily			(80.3)		Leave Daily Ex. Mon.	

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 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. 44		Distance from Sierra Nevada Mine	FIRST CLASS		SECOND CLASS
	393	Freight	85		April 5, 1931			88	394	
	Leave Daily Ex. Sun.		Passenger		Arrive Daily		Freight	Arrive Daily Ex. Mon.		
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. 44		Distance from Enaville	SECOND CLASS	
	179	Mixed	88		April 5, 1931			394	
	Leave Tues. & Sat.		Passenger		Arrive Daily Ex. Mon.	Freight	Arrive Tues. & Sat.		
1,254 Y	11:30AM			0.0		PRICHARD		21.5	10:50AM
1,300	11:40AM			2.2		BEAVER		19.3	10:30AM
1,254 Y				2.2		JEFFERSON		28.0	
1,254 Y	11:40AM			2.2		BEAVER		19.3	10:30AM
197				3.0		JARVEY		18.5	f
Spur				3.5		CEDAR CREEK		18.0	f
585	11:55AM			5.3		ANDERSON		16.2	10:15
	12:01PM			6.5		HEDLUND		15.0	10:10
1,172 (W.M.P. 12.2)	12:10			8.3		CARTER		13.2	10:00
				11.2		JOKI		10.3	f
1,000	12:30			11.9		STEAMBOAT		9.6	f 9:40
Spur				12.5		NURMI		9.0	f
Spur				13.3		SIPLO		8.2	f
Spur				14.0		SMITH		7.5	f
Spur				14.4		PRATT		7.1	f
Spur				15.5		HAIGHT		6.0	f
Spur				16.5		HALLSTROM		5.0	f
515	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. 44		Distance from Burke	SECOND CLASS	
	393	Freight	85		April 5, 1931			88	394
	Leave Daily Ex. Sun.		Passenger		Arrive Daily Ex. Mon.	Freight	Arrive Daily Ex. Mon.		
WFTO				0.0	D-R	WALLACE	Wc	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

2 (R). Time Inspectors are located as shown below:

R. V. Owens, General Supervisor of Time Service, Omaha.
 Spokane Willis & Talbot
 Tekoa S. Simmons
 Colfax Ivor M. Wilson
 Moscow A. J. Botten
 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.

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.
88	Dishman.	Any station.
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.

SPECIAL RULES

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, Nos. 374 and 396, when no operator on duty;
 At Tucannon, No. 397.

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, 90 and 91;
 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	Dishman	Endicott	Tucannon
West Spokane	East Spokane	Oakesdale	Starbuck
Cheney	Manito	Thornton	Pataha
Marengo	Bell (for Amwaco	St. John	Rifton
Ayer	Branch only)	Winona	Bolles
Attalia	Tekoa	LaCrosse	Prescott
Wallula	Seltice	Riparia	Walla Walla
Umatilla	Colfax	West Riparia	Milton

93 (R). Continued.

Blue Mountain	Dodge	Wacota	West Plummer
Athena	Chard	McAdam	Chatcolet
Pendleton	Jackson	Washtucna	Harrison
Yakima	Delaney	Hooper	Enaville
Donald	Turner	Hooper Jct.	(for Connell
Zillah	Whetstone	Branch only)	Pine Creek
Midvale	Ronan	Moscow	Pine Creek Spur
Sunnyside	Dayton	Pullman	Bradley
Grandview	Huntsville	Albion	Sierra Nevada Spur
Benton City	Waitsburg	Olmstead	Kellogg-Wardner
Kennewick	Connell	Watt	Wallace
Touchet	Curry	Plummer	Burke
Pomeroy	Sulphur	Plummer Jct.	Prichard
Zumwalt	Estes	(for Wallace	Branch only)
Houser	Kahlotus	Branch only)	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.

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). Northern Pacific trains are authorized to cross over the O-W. R. R. & N. main track at Donald on request of agent or train dispatcher to make switching movements to and from Nash-Corrigan fruit warehouse, and while using O-W. R. R. & N. tracks will be governed by O-W. R. R. & N. Rule 93, which reads as follows:

SPECIAL RULES

93 (Y). Continued.

"Within yard limits the main track may be used, protecting against first-class trains. All trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear."

93 (Z). **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
Umatilla (M.P. 183.9)	Second Division		Junction switch is located one mile east of station. Second Division trains will stop clear of the junction switch until it has been ascertained whether all Third Division trains due which are superior or of the same class have arrived or left. If a train is seen approaching in either direction on the Third Division main track, switch must not be opened or Third Division main track occupied until approaching train has stopped or passed.
Attalla (M.P. 212.8)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Automatic Interlocking Plant.
Attalla (M.P. 212.2)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Automatic Interlocking Plant.
Ayer (M.P. 264.0)	Seventh and Ayer - Tekoa Subdivision.	Westward first class trains seen to be at or approaching junction will have precedence over other westward trains or engines from junction to depot.	Westward trains are not required to comply with Rule 83 at junction, and movement from junction to depot may be made if signal governing the route being used indicates "proceed." When such signal fails to indicate "proceed," movement may be made under protection of flagman as required by the rules.
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.

98 (S). Continued.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Colfax (M.P. 77.1)	S. C. & P.	O-W. R. R. & N.	Gates and automatic interlocking signals. Gates set normally against S.C.&P. Automatic interlocking signal will change to "proceed" on approach of train or engine if track is clear. When signal fails to so change, a flagman will be sent ahead to the crossing and train or engine will not proceed until crossing is known to be clear. Before making reverse movement push button located on relay box at home signal must be operated to clear the signal.
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.
Dayton (M.P. 13.11)	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
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.

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.

THIRD DIVISION

103 (A). Continued.

In switching with an engine equipped with foot boards, when there are no cars ahead of the engine, a yardman, or trainman (and not more than one) must ride on leading foot board of engine in direction the engine is moving, on either yard or main tracks, except as follows:

- (a) In lead switching where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly lined;
- (b) When moving over crossings which would not require flag protection if cars were being shoved ahead of engine;
- (c) When making long movements from one section of yard to another section of yard involving movement over main line tracks;
- (d) While actually engaged in switching.

Employees are prohibited from riding on engines or cars as follows:

- On engine foot board between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;
- On leading foot board while coupling engine to cars;
- On engine pilots;
- On deadwood, drawbars, brake beams, journal boxes, or brake wheels;
- On end of cars containing loads which may shift.

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.

103 (C). A trainman, when one available, must ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

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.

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
	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.

SPECIAL RULES

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
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.	15	15	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.
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	

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
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.	25	25	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	
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.

SPECIAL RULES

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.

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, Madella, 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.
- Madella Street..... { 1:00 p. m. to 6:30 p. m.
- Hamilton Street..... 6:30 a. m. to 10:30 p. m.
- Washington 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		
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.

SPECIAL RULES

826 (R). Continued.

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.

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.

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, Crest to Colfax, 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.

Before descending grade Jerita to Hay, Mica to Chester and Watt to Lovell, after stop has been made, brakes must be fully applied and before proceeding it must be known that brake pipe pressure is restored as indicated by caboose gauge, and that rear brakes are released. In the absence of caboose gauge, test must be made as prescribed in Rule 1040.

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.
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.

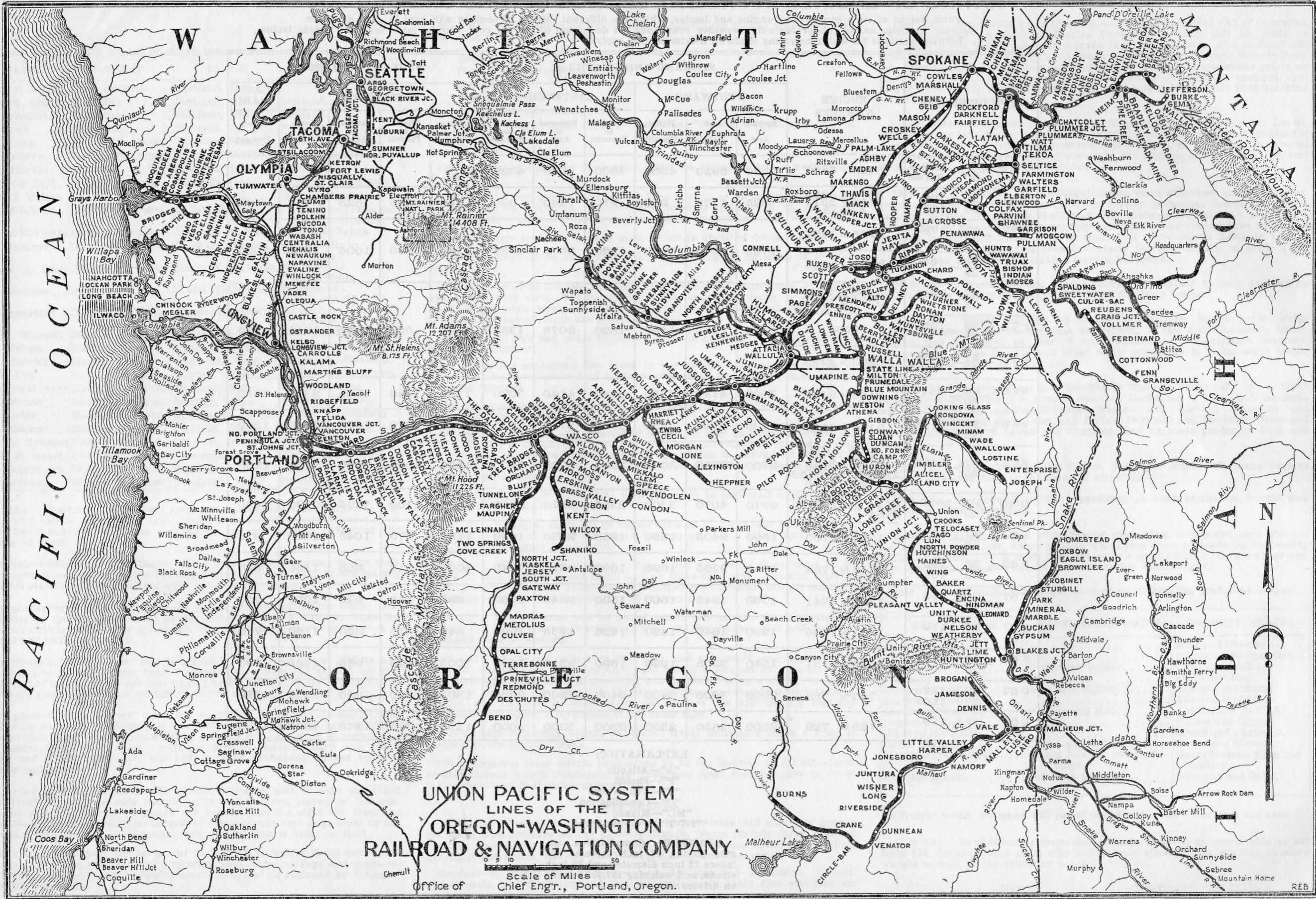
TYPE OF ENGINE	ENGINE NUMBERS	SPOKANE AND UMATILLA						SPOKANE AND TEKOA				
		WESTWARD			EASTWARD			WESTWARD				EASTWARD
		Spokane to Ayer	Ayer to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Ayer	Ayer to Spokane	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	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	1785	2545	1960	1960	2675	1785	1165	710	1005	1605	1035
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	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 $\frac{23\frac{3}{4}}{30}$ 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 $\frac{23\frac{3}{4}}{30}$ 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



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

Scale of Miles
0 5 10 50

Office of Chief Engr., Portland, Oregon.