

# UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Washington Division

# 49

# TIME-TABLE

# 49

**Effective Sunday, June 19, 1932**

at 12:01 A. M. Pacific Time



**FOR EMPLOYEES ONLY**

# CONDENSED TIME-TABLE

WESTWARD

EASTWARD

SECOND CLASS			FIRST CLASS								Distance from Huntington	Time-Table No. 49 June 19, 1932	Distance from Portland	FIRST CLASS							SECOND CLASS		
691	251	255	563	561	79	75	17	11	5	21				20	18	12	76	80	562	564	260	252	692
Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily													
		10.45AM								9.30AM	0.0	HUNTINGTON	389.5	A 11.00PM	A 9.10AM					A 7.30AM			
		5.00PM								12.35PM	99.5	LA GRANDE	290.0	7.25PM	6.15AM					9.20PM			
					12.18AM					12.01AM	173.8	PENDLETON	215.7	4.30PM	3.30AM								
		4.05AM									177.5	RIETH	212.0							12.05PM			
	10.25PM									9.45PM	400.3	SPOKANE	367.5		A 7.00AM					A 12.30AM			
	2.55AM									10.55PM	296.4	AYER	263.6		4.20AM	A 4.35AM				4.00PM			
	7.45AM									1.25AM	243.1	WALLULA	210.3		3.10AM	3.15AM				12.01PM			
	1.00PM				A 1.30AM	A 2.05AM				2.40AM	215.8	UMATILLA	183.0		2.05AM	1.35AM	2.05AM			9.30AM	10.30AM		
	8.00PM	12.30PM								5.05AM	305.3	THE DALLES	84.2	12.30PM	11.55PM	11.45PM				4.50AM			
			11.15PM	11.15AM						A 7.35AM	389.5	PORTLAND	0.0	9.40AM	9.35PM	9.30PM			A 5.45PM	A 6.15AM			
	7.30PM	A 5.00AM	A 8.00PM								394.3	ALBINA	1.6							12.05AM	A 7.35AM		
	12.30AM			2.30AM	1.58PM						480.6	CENTRALIA	91.1						2.50PM	2.55AM	12.05AM		
	5.00AM			5.00AM	3.29PM						534.6	TACOMA	145.1						1.17PM	12.40AM	8.40PM		
	A 6.45AM										569.6	ARGO	180.1								6.25PM		
				A 6.30AM	A 4.45PM						572.7	SEATTLE	183.2						12.01PM	11.15PM			
											(572.7)												
														Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

(11.15)	(30.35)	(33.15)	(7.15)	(5.30)	(1.12)	(3.10)	(13.25)	(7.00)	(2.25)	(11.50)	..... Thru Time.....	(13.20)	(11.35)	(9.30)	(3.00)	(1.10)	(5.44)	(7.00)	(22.00)	(24.25)	(13.10)
15.9	12.1	11.9	25.3	33.3	35.0	25.5	29.0	40.4	34.8	32.9	..... Average Speed per Hour.....	29.1	33.6	38.6	26.8	36.0	32.0	26.2	9.8	14.9	13.6

### MILEAGE

<b>OREGON DIVISION</b>	
Main Line .....	619.09
Branches .....	508.72
<b>Total .....</b>	<b>1127.81</b>
<b>WASHINGTON DIVISION</b>	
Main Line .....	183.64
Branches .....	740.25
<b>Total .....</b>	<b>923.89</b>
<b>GRAND TOTAL</b>	
Main Line .....	802.73
Branches .....	1248.97
<b>Total .....</b>	<b>2051.70</b>

**M. C. WILLIAMS, Superintendent**.....Spokane, Wash.  
**B. A. DANES, Trainmaster**.....Walla Walla, Wash.  
 C. F. ROBERTS, 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

(15)

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

**F. N. FINCH,**  
GENERAL MANAGER.

**G. L. WHIPPLE,**  
GENERAL SUPERINTENDENT TRANSPORTATION.

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from Spokane	Time-Table No. 49 June 19, 1932	Distance from Portland	FIRST CLASS				SECOND CLASS		
	251	269	391	261	591	15	11	75				76	12	592	16	252	262	392
	Time Freight	CMSt. P&P Time Frt.	Freight	Freight	Motor Passenger	CMSt. P&P Passenger	Passenger	Passenger				Passenger	Passenger	Motor Passenger	CMSt. P&P Passenger	Time Freight	Freight	Freight
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily										
		5.00PM				10.00PM	9.45PM		0.0									
WFTOP	10.25PM	5.08				10.04	9.49		1.7									
2,690 P	10.35	5.16				10.11	9.54		5.3									
2,720 P	10.47	5.24				10.20	10.00		9.5									
3,450 WP	11.05	5.40				10.35	10.12		16.8									
2,683 P	11.13	5.50				10.42	10.18		22.0									
2,680 P	11.21	6.02				10.49	10.24		27.0									
2,755 WP	11.33	6.17				10.59	10.32		34.4									
2,682 P	11.40	6.26				11.04	10.37		38.4									
2,683 P	11.50	6.41				11.12	10.44		45.0									
2,319 P	11.58PM	6.53				11.19	10.50		50.2									
2,716 P	12.05AM	7.02				11.25	10.55		54.4									
150									56.9									
2,335 WFYP	12.20	A 7.15PM				A 11.35PM	11.04		61.1									
2,683 P	12.33						11.11		65.9									
3,247 P	12.43						11.16		70.3									
2,682 P	12.53						11.21		74.5									
2,070 WYP	1.12		8.00AM				11.31		82.4									
2,780 P	1.26		8.15				11.38		88.0									
2,683 P	1.42		8.30				11.47		94.2									
2,290 P	1.57		8.45				11.56PM		100.0									
WFYP	2.10		A 9.00AM				12.05AM	10.55PM	103.9									
227	2.55								108.9									
4,709 P	3.18						12.14	11.07	110.1									
204									114.2									
4,721 P	3.45						12.23	11.21	117.8									
313	4.10								123.5									
WP									123.6									
318									125.5									
4,711 P	4.43						12.33	11.36	126.7									
4,715 WP	5.10						12.43	11.50PM	134.5									
4,710 P	5.35						12.52	12.03AM	141.8									
4,710 P	5.55						12.59	12.14	147.8									
1,470 YIP	6.20			3.35AM		12.01AM	1.08	12.27	154.6									
									154.7									
									155.3									
WFYP	6.45			3.50		A 12.10AM	1.15	12.35	157.2									
4,724 P	7.45			7.30			1.45	1.25	165.0									
4,702 P	8.15			7.55			1.57	1.35	170.3									
540	8.30			8.08			2.05	1.42	173.5									
4,718 P	8.55			8.25			2.20	1.52	176.9									
WFTYP	A 9.15AM			A 8.45AM			A 2.35AM	A 2.05AM	184.5									

(10.50) 16.9 (2.15) 27.2 (1.00) 21.5 (5.10) 5.8 (0.09) 17.3 (1.35) 38.6 (4.50) 38.2 (3.10) 25.5 ..... Thru Time ..... (3.00) 26.8 (4.55) 37.6 (0.10) 15.6 (1.45) 34.9 (14.00) 13.1 (0.15) 10.4 (1.15) 17.2

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 the Oregon-Washington Railroad & Navigation Company.  
 Train arriving at Hooper Jct. on Connell Branch as No. 391 will run as No. 391 Hooper Jct. to Ayer.  
 Train arriving at Attalia on Yakima Branch as No. 261 will run as No. 261 Attalia to Wallula.

WESTWARD				YAKIMA BRANCH				EASTWARD						
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Yakima	Time-Table No. 49 June 19, 1932	Distance from Attalia	FIRST CLASS			SECOND CLASS	
		261		595	591	593				592	594	596	262	
		Freight		Motor Passenger	Motor Passenger	Motor Passenger				Motor Passenger	Motor Passenger	Motor Passenger	Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Daily	
WFTYOP		9.30 PM			8.10 PM		0.0	D-R YAKIMA Ny	98.1	A 7.20 AM				A 9.30 PM
2,046		9.40			8.18		3.5	UNION GAP	94.6	7.11				9.10
IP							6.8	N. P. CROSSING	91.3					
1,600		9.50			8.25		7.3	PARKER	90.8	7.00				8.55
							8.7	N. P. CROSSING	89.4					
							9.7	MELLIS	88.4					
1,640	P	10.00			s 8.35		11.3	D DONALD Do	86.8	s 6.51				8.35
Spur							12.7	DUNBRO	85.4					
1,000	P	10.05			f 8.40		13.6	SAWYER Sr	84.5	f 6.45				8.20
1,010							14.5	FLINT	83.6					
2,027	P	10.15			s 8.47		16.5	BUENA Ba	81.6	s 6.39				8.06
400							17.9	CUTLER	80.2					
3,671	P	10.35			s 8.55		19.6	D ZILLAH Ah	78.5	s 6.32				7.58
							20.8	PANA	77.3					
1,000		10.40			9.00		21.8	BOONE	76.3	6.26				7.50
177							22.2	DALTON	75.9					
2,723	WP	10.48			f 9.07		24.7	GRANGER	73.4	f 6.21				7.40
107							26.5	NORINE	71.6					
Spur							29.1	BAIRD	69.0					
2,675		11.05			f 9.22		30.9	EMERALD	67.2	f 6.09				7.20
							31.9	MORRIS	66.2					
1,872	YP	11.15 PM			9.31 PM		34.6	R MIDVALE	63.5	6.01 AM				7.10 PM
1,872	YP				9.31 PM		34.6	R MIDVALE	63.5	A 6.01 AM	A 9.51 PM			
1,500	P				A 9.40 PM		37.4	D-R SUNNYSIDE Si	66.3	5.51 AM	9.41 PM			
1,872	YP	11.15 PM					34.6	R MIDVALE	63.5	5.41 AM				7.10 PM
556							36.5	WANETA	61.6					
538							38.2	FORSELL	59.9					
2,625	WP	11.35			s 10.05		40.4	D GRANDVIEW Gw	57.7	s 5.30				6.50
505					10.11		43.3	CAPP	54.8	5.23				
							45.5	SHULTZ	52.6					
2,296	P	11.55 PM			f 10.19		47.3	NORTH PROSSER	50.8	f 5.16				6.20
623					f 10.24		49.8	BIGGAM	48.3	f 5.11				
256							52.5	MEEK	45.6					
2,708		12.20 AM			f 10.33		55.1	CHAFFEE	43.0	f 5.00				5.50
374					f 10.39		58.8	CORRAL	39.3	f 4.53				
2,179	WP	12.40			s 10.45		61.6	D BENTON CITY Bc	36.5	s 4.48				5.25
							65.3	McDOUGAL	32.8					
2,696		12.55			10.55		66.8	ACTON	31.3	4.38				5.05
517							69.9	GROSSCUP	28.2					
2,695	P	1.10			11.04		71.8	LEDBEDER	26.3	4.29				4.45
2,728		1.25			11.14		77.3	LESLIE	20.8	4.19				4.25
5,596	WYP	2.10			s 11.30		84.9	D KENNEWICK Kn	13.2	s 4.04				4.00
700		2.30			f 11.38		89.4	HEDGES	8.7	f 3.51				3.45
							90.8	N. P. CROSSING	7.3					
2,699	P	2.45			f 11.44		91.4	VILLARD	6.7	f 3.46				3.35
520		3.00			f 11.52 PM		94.7	TWO RIVERS	3.4	f 3.41				3.25
368							96.1	PURDY	2.0					
886	YIP	A 3.20 AM			A 12.01 AM		98.1	ATTALIA	0.0	3.35 AM				3.15 PM

(5.50) 16.8 (0.09) 18.7 (3.51) 25.5 (0.09) 18.7 Thru Time (3.45) 26.2 (0.10) 16.8 (0.10) 16.8 (6.15) 15.7

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

Train arriving at Midvale as No. 591 will run as No. 595 Midvale to Sunnyside and as No. 596 Sunnyside to Midvale. Train arriving at Midvale as No. 592 will run as No. 593 Midvale to Sunnyside and as No. 594 Sunnyside to Midvale. Train arriving at Attalia as No. 261 will run as No. 261 on Sixth Subdivision Attalia to Wallula.



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	Time-Table No. 49 June 19, 1932	Distance from Ayer	FIRST CLASS						SECOND CLASS	
	381 CMSt.P&P Freight (64)	387 Freight	93 CMSt.P&P Passenger (8)	69 Spokane Internat'l Passenger (2)	95 CMSt.P&P Passenger (216)	85 Passenger	91 CMSt.P&P Passenger (16)	77 Passenger				92 CMSt.P&P Passenger (7)	78 Passenger	94 CMSt.P&P Passenger (217)	86 Passenger	68 Spokane Internat'l Passenger (1)	90 CMSt.P&P Passenger (15)	388 Freight	382 CMSt.P&P Freight (63)
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
WFTOP	8.50PM	6.45PM	8.45PM	8.30AM	8.05AM	8.00AM	7.45AM	7.25AM	0.0	DN-R SPOKANE	165.2	A 7.15AM	A 5.50PM	A 6.10PM	A 6.15PM	A 8.35PM	A 9.35PM	A 2.00AM	A 11.55PM
IP	8.56	7.03	8.50	A 8.35AM	8.10	8.05	7.50	7.30	1.9	N. P. CROSSING	163.3	7.08	5.43	6.01	6.08	8.28PM	9.26	1.50	11.45
4,716	8.59	7.10	8.53		8.13	8.08	7.53	7.33	2.7	EAST SPOKANE	162.5	7.05	5.40	5.58	6.05		9.23	1.45	11.40
2,538									3.9	HILL	161.3								
3,000	9.15	7.25	f 9.01		A 8.20AM	8.15	8.00	7.40	6.5	DN DISHMAN	158.7	f 6.56	5.33	5.47PM	f 5.57		9.15	1.34	11.20
1,797	9.40	7.35	9.09			f 8.19	8.04	7.44	9.6	CHESTER	155.6	6.50	5.27		f 5.51		9.09	1.22	11.05
940	10.05	7.50	9.16			8.25	8.10	7.50	13.2	REDLIN	152.0	6.42	5.19		5.43		9.02	1.07	10.50
1,654	10.35	8.00	9.21			f 8.30	8.15	7.55	15.7	D MICA	149.5	6.36	5.13		s 5.37		8.58	12.57	10.35
2,014	11.30	8.10	9.26			f 8.35	8.20	8.00	18.5	FREEMAN	146.7	6.31	5.07		f 5.31		8.54	12.47	10.20
522									20.9	LOCKWOOD	144.3								
	A 11.50PM	8.22	A 9.32PM			A 8.40AM	A 8.25AM	f 8.05	21.8	DN-R MANITO	143.4	6.25AM	f 5.00		5.25PM		8.49PM	12.32	10.05PM
									22.5	BELL	142.7								
984									22.9	COEY	142.3								
1,274		8.38						s 8.15	27.0	D ROCKFORD	138.2		s 4.50					12.16	
2,172		8.45						8.21	30.3	DARKNELL	134.9		4.43					12.05AM	
1,646		9.00						s 8.28	33.7	D FAIRFIELD	131.5		s 4.37					11.50PM	
345									38.6	RAHM	126.6								
1,289		9.30						s 8.45	42.1	D LATAH	123.1		s 4.21					11.25	
WFTYO		A 10.00PM						A 9.00AM	49.3	DN-R TEKOA	115.9		4.05PM					11.00PM	
										(49.3)		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Saturday
	(3.00) 7.3	(3.15) 15.2	(0.47) 27.8	(0.05) 22.8	(0.15) 26.0	(0.40) 32.7	(0.40) 32.7	(1.35) 31.1	..... Thru Time .....			(0.50) 26.2	(1.45) 28.2	(0.23) 17.0	(0.50) 26.2	(0.07) 16.3	(0.46) 28.4	(3.00) 16.4	(1.50) 11.9

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

Between Manito and Plummer Jct. trains Nos. 85 and 86 will run over the tracks of, and be governed by time-tables, rules and regulations of, the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. At Spokane Union Station, trains and engines will be governed by rules and regulations of the Oregon-Washington Railroad & Navigation Company.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WESTWARD		MOSCOW BRANCH		EASTWARD		WESTWARD		CONNELL BRANCH		EASTWARD			
	SECOND CLASS	FIRST CLASS	Time-Table No. 49 June 19, 1932		FIRST CLASS	SECOND CLASS	SECOND CLASS	Time-Table No. 49 June 19, 1932		SECOND CLASS	SECOND CLASS			
	379 Freight	75 Passenger	STATIONS		76 Passenger	378 Freight	391 Freight	STATIONS		392 Freight				
WT	Daily Except Sunday and Monday	Daily	D-R MOSCOW	Mo	28.1	A 8.45AM	A 5.30AM	WFY	7.00AM	0.0	D-R LA CROSSE	Ja	52.9	A 9.10PM
648	12.30AM	6.40PM	GARRISON		24.1	8.35	5.10	Spur		3.5	BENNER		49.4	
508	12.42	6.48	HOLLAND		21.2			840	7.15	4.6	PAMPA		48.3	8.55
208			WHITLOW		20.2			671	7.40	14.7	HOOPER		38.2	8.20
			N. P. CROSSING		19.3			1,627	A 7.50AM	15.7	N-R HOOPER JCT.	Hr	37.2	8.15PM
1,245	1.00	s 7.00	PULLMAN	Xn	18.7	s 8.20	4.45	1,738		17.9	PALOUSE FALLS		35.0	
302 (W M.P. 16.2)	1.15	f 7.07	ARMSTRONG		15.7	f 8.10	4.30	295		23.5	D WASH TUCNA	Fn	29.4	
			McAVOY		14.4			316		29.3	McADAM		23.6	
988	1.30	s 7.14	ALBION		12.7	s 8.03	4.20	1,127		33.9	WACOTA		19.0	
1,039	1.45	f 7.21	SHAWNEE		9.7	f 7.55	4.08	483		37.4	D KAHLOTUS	Ho	15.5	
498	1.55	f 7.25	PARVIN		7.8	f 7.50	4.00	550		42.3	ESTES		10.6	
409	2.10	f 7.32	RISBECK		4.5	f 7.42	3.45	725		46.1	SULPHUR		6.8	
WFIY	A 2.30AM	A 7.45PM	D-R COLFAX	Ca	0.0	7.30AM	3.30AM	1,021	WY	51.0	D-R CURRY	N	0.0	
			(28.1)			Daily	Daily Except Sunday			52.9	CONNELL			
	(2.00) 14.1	(1.05) 25.9	..... Thru Time .....			(1.15) 22.5	(2.00) 14.1	..... Thru Time .....			(0.55) 17.1	..... Thru Time .....		

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.  
Train arriving at Hooper Jct. on Sixth Subdivision as No. 392 will run as No. 392 Hooper Jct. to LaCrosse.

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. 49 June 19, 1932	Distance from Burke	FIRST CLASS		SECOND CLASS	
	179 Mixed	393 Freight	85 Passenger				86 Passenger	178 Mixed	394 Freight	
WFTYO	Sunday	11.30PM	Daily	0.0	DN-R	TEKOA	K	86.9	A	10.00PM
205				2.1		TILMA		84.8		
300				5.6		BASIL		81.3		
1,297		11.50PM		7.0		LOVELL		79.9		9.20
355				8.8		CHERPA		78.1		
424				10.5		OLMSTEAD		76.4		
980		12.10AM		12.2		WATT		74.7		8.51
957		12.23		15.4	D	PLUMMER	Mr	71.5		8.35
		12.30AM		17.0		WEST PLUMMER		69.9		8.25PM
				9.20AM	DN-R	PLUMMER JCT.	Wj	70.5	A	4.45PM
				9.22AM		WEST PLUMMER		69.9		4.43PM
		12.30AM		9.22AM		WEST PLUMMER		69.9		4.43PM
1,240	WFT	12.55	f	9.35		CHATCOLET		64.1	f	4.30
Spur			f	9.42		O'GARA		60.6	f	4.23
700				9.46		LACON		58.6		4.19
2,081	W	1.25	s	9.52	D	HARRISON	Rn	56.3	s	4.14
3,686		1.40	s	10.00		SPRINGSTON		52.9	s	4.08
150		1.55	s	10.08		BLACK LAKE		48.5	f	3.59
500		2.10	s	10.15		MEDIMONT		45.5	s	3.54
1,100		2.25	s	10.23		LANE		41.5	s	3.47
1,464		2.40	s	10.30		ROSE LAKE		37.7	s	3.40
707		2.50	s	10.36		DUDLEY		34.8	f	3.35
1,551 (W.M.P. 60.2)		3.10	s	10.47		CATALDO		29.0	f	3.26
2,000	OY	1.35PM	s	10.58	D-R	ENAVILLE	Vi	24.3	s	3.18
980		1.40	f	11.02		PINE CREEK		22.7	f	3.15
			f	66.4		SMELTERTVILLE		20.5	f	
			f	67.3		BRADLEY		19.6	f	
1,339	F	A 2.00PM	s	11.20	D-R	KELLOGG-WARDNER	Dn	17.6	s	3.05
Spur				72.6		SHONT		14.3		8.15AM
1,602		4.25	s	11.34		OSBURN		11.0	f	2.52
Spur				77.7		ARGENTINE		9.2		5.10
WFTO		A 5.00AM	A	11.45AM	D-R	WALLACE	Wc	6.6		2.45PM
				80.4		N. P. CROSSING		6.5		5.00PM
				80.6		N. P. CROSSING		6.3		
				84.1		N. P. CROSSING		2.8		
				84.2		GEM		2.7		
				84.5		N. P. CROSSING		2.4		
Spur				84.6		FRISCO		2.3		
Spur				85.1		DORN		1.8		
Spur				85.9		MACE		1.0		
400	W		D	86.9		BURKE	B	0.0		
				(86.9)					Daily	Sunday

(0.25) 16.1 (5.30) 14.6 (2.25) 26.4 ..... Thru Time ..... (2.00) 32.0 (0.30) 13.4 (5.00) 16.6  
Average Speed per Hour.....

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

Between Manito and Plummer Jct. trains Nos. 85 and 86 will run over the tracks of, and be governed by time-tables, rules and regulations of, the 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		ENAVILLE BRANCH		EASTWARD		
	SECOND CLASS		Distance from Pritchard	Time-Table No. 49 June 19, 1932	Distance from Enaville	SECOND CLASS	
	179 Mixed	394 Freight				178 Mixed	394 Freight
1,254	Y	11.30AM	0.0	PRICHARD	21.5	A	10.50AM
1,300		f	2.2	BEAVER	19.3	f	10.30AM
1,254	Y	f	2.2	JEFFERSON	28.0		
1,254	Y	f	2.2	BEAVER	19.3		
1,254	Y	f	2.2	BEAVER	19.3	f	10.30AM
197	f		3.0	JARVEY	18.5	f	
Spur	f		3.5	CEDAR CREEK	18.0	f	
585	f	11.55AM	5.3	ANDERSON	16.2	f	10.15
	f	12.01PM	6.5	HEDLUND	15.0	f	10.10
1,172 (W.M.P. 12.2)	f	12.10	8.3	CARTER	13.2	f	10.00
	f		11.2	JOKI	10.3	f	
1,000	f	12.30	11.9	STEAMBOAT	9.6	f	9.40
Spur	f		12.5	NURMI	9.0	f	
Spur	f		13.3	SIPILO	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	A 1.30PM	21.5	ENAVILLE	0.0		8.50AM

(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		SIERRA NEVADA BRANCH		EASTWARD		
	SECOND CLASS		Distance from Bradley	Time-Table No. 49 June 19, 1932	Distance from Sierra Nevada Mine	SECOND CLASS	
	179 Mixed	394 Freight				178 Mixed	394 Freight
W			0.0	BRADLEY	4.1		
			4.1	SIERRA NEVADA MINE	0.0		

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		AMWACO BRANCH		EASTWARD		
	SECOND CLASS		Distance from Bell	Time-Table No. 49 June 19, 1932	Distance from Amwaco	SECOND CLASS	
	385 Freight	386 Freight				385 Freight	386 Freight
200		9.45PM	0.0	BELL	14.1	A	11.10PM
640		9.57	2.8	HAGEN	11.3		10.55
400		10.06	4.9	WELLER	9.2		10.40
1,020		A 10.15PM	6.9	FORD	7.2		10.30PM
2,055	T		14.1	AMWACO	0.0		

(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

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			Time-Table No. 49 June 19, 1932					FIRST CLASS		SECOND CLASS	
	361 Freight	365 Freight	77 Mixed	77 Passenger		STATIONS	78 Mixed	78 Passenger	366 Freight		362 Freight			
840 WFTY				1.00PM	156.5	D-R STARBUCK Sa	94.9	A 12.05PM						
1,020				1.15	162.0	RELIEF	89.4	11.50AM						
1,418				1.30	167.6	ALTO	83.8	11.38						
398					172.1	McKAY	79.3							
1,225				1.45	175.2	MENOKEN	76.2	11.22						
1,374 WT		12.50PM		s 1.56	179.4	R BOLLES	72.0	s 11.14		A 8.50AM				
1,357				s 2.05	184.0	D PRESCOTT Sy	67.4	s 11.06		8.30				
600				2.15	189.8	ENNIS	61.6	10.57		8.00				
545				2.18	190.9	BERRYMAN	60.5	10.55		7.55				
1,047				2.24	194.2	HADLEY	57.2	10.49		7.40				
1,134				2.28	197.1	VALLEY GROVE	54.3	10.44		7.25				
673				2.32	198.9	RUSSELL	52.5	10.40		7.20				
					203.5	N. P. CROSSING	47.9							
					204.1	W. W. V. RY. CROSSING	47.3							
WFTYOP		11.00PM	A 2.25PM	2.50PM	204.6	D-R WALLA WALLA Bu	46.8	A 10.25AM	10.30AM	7.00AM	A 11.45AM			
					206.6	W. W. V. RY. CROSSING	44.8							
					206.7	WALRY	44.7							
717					207.1	LANGDON	44.3							
619		11.15		2.58	209.0	STATE LINE	42.4	10.15			11.30			
1,290		11.20PM		3.01	210.8	SPOFFORD	40.6	10.12			11.25			
					214.4	W. W. V. RY. CROSSING	37.0							
2,036 W		12.15AM		s 3.10	214.5	D MILTON Co	36.9	s 10.05			11.00			
836					216.6	PRUNEDALE	34.8							
626		12.30		3.17	217.6	BARRETT	33.8	9.55			10.20			
757		12.50		3.23	220.5	BADE	30.9	9.45			10.00			
2,488		1.15		3.29	224.0	BLUE MOUNTAIN	27.4	9.38			9.38			
1,082		1.40		3.35	227.3	DOWNING	24.1	9.31			9.05			
Spur		2.00		s 3.40	229.8	D WESTON Wt	21.6	s 9.26			8.50			
1,032 W		2.30		s 3.47	233.5	D ATHENA Cn	17.9	s 9.19			8.25			
2,068		3.05		s 3.55	238.1	ADAMS	13.3	s 9.10			8.00			
870		3.25		3.59	240.7	BLAKELEY	10.7	9.05			7.48			
662		3.50		4.04	243.8	HAVANA	7.6	9.00			7.35			
1,370		4.15		4.09	246.7	SAXE	4.7	8.55			7.20			
WYO		A 5.00AM		A 4.25PM	251.4	DN-R PENDLETON Fd	0.0	8.45AM			7.00AM			
						(94.9)		Daily	Daily	Daily Except Sunday	Daily			

(6.00) 7.8 (1.35) 15.9

(1.35) 29.6 (1.45) 27.5

..... Thru Time .....  
..... Average Speed per Hour .....

(1.40) 28.1 (1.35) 28.3

(1.50) 13.7 (4.45) 9.9

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 Washington Division trains between junction and passenger station at Pendleton, see Special Rule 93 (A).



WASHINGTON DIVISION

**SPECIAL RULES**

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

The Ball Railroad Time Service..... Chicago, Ill.  
 R. V. Owens, General Supervisor of Time Service, Omaha.  
 Spokane..... T. J. Morris  
 Tekoa..... S. Simmons  
 Colfax..... Ivor M. Wilson  
 Moscow..... A. J. Botten  
 Walla Walla..... Martin Jewelry Co.  
 Pendleton..... Herb Green  
 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.
86	Dishman.	Any station.
86	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 Bolles, all trains;
- At Midvale, all trains;
- At Ford, all eastward trains;
- At Tucannon, No. 397;
- At Attalia, all westward trains;
- At Turner, all westward trains;
- At Prichard, all westward trains;
- At N. P. Crossing, all eastward S. I. trains;
- At Starbuck, No. 396, when no operator on duty;
- At Moscow, No. 379, when no operator on duty;
- At LaCrosse, all trains, when no operator on duty;
- At Colfax, Nos. 76 and 378, when no operator on duty;
- At Enaville, Nos. 178 and 179, 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.

83 (S). Trains are not required to 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, all eastward S. I. 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 152 (S).

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 Sixth 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). Rule 84 (A) is changed to read as follows:

"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 (A). Westward movements from Washington Division may be made on Oregon 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, Oregon 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 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Spokane	West Riparia	Pomeroy	Moscow
West Spokane	Tucannon	Zumwalt	Pullman
Cheney	Starbuck	Houser	Albion
Marengo	Pataha	Dodge	Olmstead
Ayer	Rifton	Chard	Watt
Attalia	Alto	Jackson	Plummer
Wallula	Bolles	Delaney	Plummer Jct.
Umatilla	Prescott	Turner	(Wallace Branch only)
East Spokane	Walla Walla	Whetstone	
Dishman	Milton	Ronan	West Plummer
Manito	Bade	Dayton	Chatcolet
Bell (Amwaco Branch only)	Blue Mountain	Huntsville	Harrison
Fairfield	Athena	Waitsburg	Harrison
Tekoa	Pendleton	Connell	Enaville
Seltice	Yakima	Curry	Pine Creek
Colfax	Donald	Sulphur	Pine Creek Spur
Endicott	Buena	Estes	Bradley
Oakesdale	Zillah	Kahlotus	Sierra Nevada Spur
Thornton	Midvale	Wacota	Kellogg-Wardner
St. John	Sunnyside	McAdam	Wallace
Winona	Grandview	Washtucna	Burke
LaCrosse	Benton City	Hooper	Prichard
Riparia	Kennewick	Hooper Jct.	Prichard
	Touchet	(Connell Br. 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). Joint Operation between Walry and Tausick. Within yard limits extending between Walry and Tausick, all trains, engines and motors of the O. W. R. & N. and W. W. V. Ry. 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 (U). 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. & N. and the W. W. V. Ry. have equal rights in their movement and shall be governed by the following rules:

Between Prunedale and Umapine, O. W. 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. & N. 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**

93 (V). Joint Operation at Zillah, Wallula and Huntsville. Tracks of O. W. R. & N. and N. P. 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 (W). O. W. R. & N. trains are authorized to cross over N. P. 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. tracks will 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). N. P. trains are authorized to cross over the O. W. 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. & N. tracks will be governed by O. W. R. & N. Rule 93, which reads as follows:

"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 (Y). Joint Operation at Burke. All trains, yard engines, light engines, etc. of the O. W. R. & N. and N. P. 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)	Oregon Division.		Oregon Division trains will stop clear of the junction switch, connecting east leg of wye and Washington Division main track, until it has been ascertained whether all Washington 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 Washington Division main track, switch must not be opened or Washington Division main track occupied until approaching train has stopped or passed.
Attalia. (M.P. 212.2)	N. P.	N. P. except passenger trains have precedence over all freight trains.	Automatic Interlocking Plant.

98 (S). Continued.

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.
Ayer. (M.P. 264.0)	Sixth and Tekoa-Ayer 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. & N.	All trains stop before crossing.
Colfax. (M.P. 77.1)	S. C. & P.	O. W. 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. & N.	All trains stop before crossing.
Oakesdale. (M.P. 91.55)	N. P.	O. W. R. & N.	All trains stop before crossing.
Thornton. (M.P. 82.5)	S. C. & P.	O. W. R. & N.	Gates. Set normally against S. C. & P.
Riparia. (M.P. 17.3)	N. P.	O. W. 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. & N.	All trains stop before crossing.
Walla Walla. (M.P. 47.3)	W. W. V. Ry.	O. W. R. & N.	Gates. Set normally against W.W.V.Ry.
Walry. (M.P. 44.2)	W. W. V. Ry.	O. W. 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. & 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. & 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. & N.	Gates. Set normally against W.W.V.Ry.
Long. (M.P. 8.9)	N. P.	O. W. R. & N.	All trains stop before crossing.
Dayton. (M.P. 12.90)	N. P.	O. W. R. & N.	Gates. Set normally against N. P.
Dayton. (M.P. 13.10)	N. P.	O. W. R. & N.	All trains stop before crossing.
Dayton. (M.P. 13.11)	N. P.	O. W. R. & N.	All trains stop before crossing.
Pullman. (M.P. 19.3)	N. P.	O. W. R. & N.	All trains stop before crossing.
Wallace. (M.P. 80.4)	N. P.	O. W. R. & N.	All trains stop before crossing.
Wallace. (M.P. 80.6)	N. P.	O. W. R. & N.	All trains stop before crossing.
Gem. (M.P. 84.1)	N. P.	O. W. R. & N.	Gates. Set normally against N. P.
Frisco. (M.P. 84.5)	N. P.	O. W. 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. 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.

WASHINGTON DIVISION

98 (W). Yakima River Bridge 89.35, one mile west of Parker, is used jointly with N. P. 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 stop boards before crossing draw-bridge 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 by the engineman 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.

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:

- 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;
- When moving over crossings which would not require flag protection if cars were being shoved ahead of engine;
- When making long movements from one section of yard to another section of yard involving movement over main line tracks;
- 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 ends 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 (F). Spring switches are indicated by a letter "S" on switch target, and trains moving against the current of traffic must stop and examine switch points before passing over them.

After a train or engine has started through a spring switch, the switch must be set by hand for tracks over which movement is being made before a reverse movement is made, or before backing to take up slack.

104 (R). Switches will be set normally:

- At Umatilla, — for Washington Division main track extending through west crossover at road crossing to west end No. One track west of depot;
- At Umatilla, east switch No. 1 track, — for Oregon Division main track to Hinkle;
- At Tucannon, — for line via Pataha;
- At Winona, — for line via Colfax;
- At Seltice, — for line via Colfax;
- 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.

SPECIAL RULES

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

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frnt.	
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.
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 6th Subdivision and between Spokane and Manito.	40	25	Speed must be as much slower as conditions may require.
Within yard limits except on 6th 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.
Over spring switches.	15	15	When using turnouts.
Over spring switches.	20	20	When not using turnouts, but where switch points will be caused to oscillate under such movement.
Over spring switches.	20	20	When not using turnout, but when movement is over facing point switch.
Spokane.	10	10	Through Union Station yard limits.
Spokane.	10	10	Over Bridge 367.13 crossing Spokane River and Monroe Street.
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.

152 (R). Continued.

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

(Continued on Page 13)

**SPECIAL RULES**

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
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 Tekoa and Wallace.
Between Lovell and Chatcolet.	40	20	On descending grade.
Wallace.	6	6	Over street crossings at grade.
Wallace Branch.	20	20	Westward trains between Wallace and Burke.
Wallace Branch.	20	10	Eastward trains between Burke and Wallace.
Enaville Branch.	25	25	
Between Beaver and Jefferson.	10	10	

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.

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 Umatilla and Wallula —No. 252;
- Between Bell and Ford —Amwaco Branch trains;
- Between Tekoa and Plummer Junction —Nos. 393 and 394;
- Between Dayton and Bolles —Nos. 365 and 366.

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 watchmen at Spokane are as follows:

- Green Street..... { 7:30 a. m. to 12:01 p. m.  
1:00 p. m. to 6:30 p. m.
- Madelia Street..... { 6:30 a. m. to 10:30 p. m.
- Hamilton Street..... 6:00 a. m. to 10:00 p. m.
- Washington Street..... 7:00 a. m. to 11:00 p. m.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 on Form 1216 "Conductor's Car and Tonnage Report."

Territory	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 and Tekoa	3000 lbs.	
Tekoa and Ayer	3000 "	
Starbuck and Pendleton	3000 "	
Wallula to Walla Walla	6000 "	
Starbuck to Pomeroy	3000 "	
Turner and Bolles	3000 "	
Bell and Amwaco	3000 "	
Connell to LaCrosse	3000 "	
Colfax to Moscow	3000 "	
Tekoa and Burke	3000 "	
Enaville to Prichard	3000 "	
Beaver to Jefferson	3000 "	
All Others	6000 "	3000 lbs.

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.

(Continued on page 14)

**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. B. Flynn	Specialist	Portland, Ore.	Portland.
C. M. Doland	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	LaCrosse, 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, occupied or unoccupied;
- Scale test cars;
- Cars with emergency drawbars;
- Outfit cars;
- Emigrant movables (except steel underframe cars may be placed near head end when so requested by attendant in charge);
- All wooden underframe cars;
- Any car tagged with Form 4725 reading, "Handle only at rear end of train".

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.
Wallace Branch	Burke and Wallace	Burke and Wallace.
Sierra Nevada Branch	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:

Relief —Eastward;

Blue Mountain or Bade—Eastward.

## RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

WASHINGTON DIVISION

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.

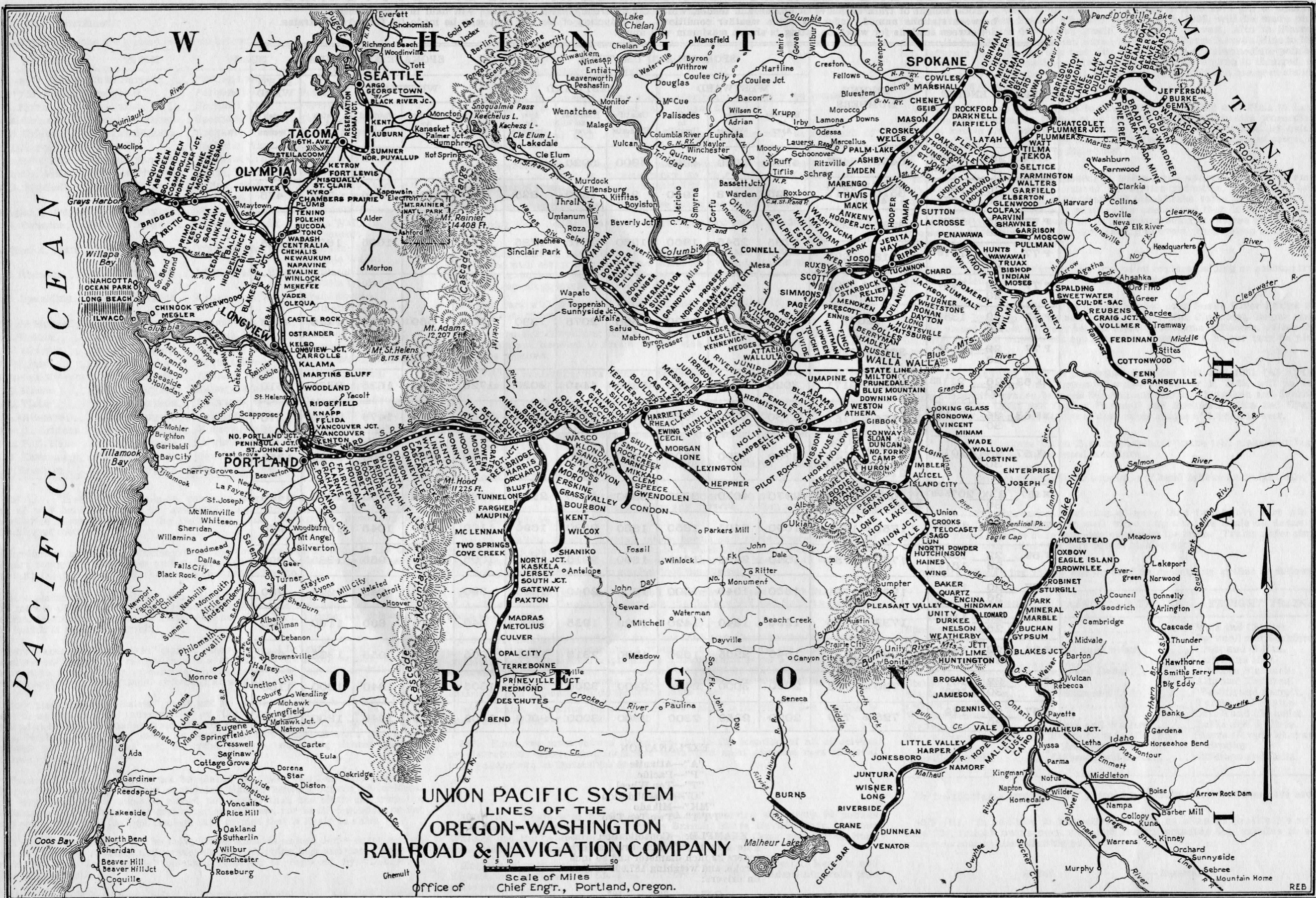
TYPE OF ENGINE	ENGINE NUMBERS	SPOKANE AND UMATILLA						SPOKANE AND TEKOA				
		WESTWARD			EASTWARD			WESTWARD				EASTWARD
		Spokane to Ayer	Ayer to Wallula	Wallula to Umatilla	Umatilla to Humorist	Humorist to Ayer	Ayer to Spokane	Spokane to Chester	Chester to Fairfield	Fairfield to Latah	Latah to Tekoa	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 $\frac{23\frac{3}{4}}{30}$ 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
MK57 $\frac{23\frac{3}{4}}{30}$ 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
- "MK"—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     22     187  
          30



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

Scale of Miles  
0 10 20 30 40 50  
Office of Chief Engr., Portland, Oregon.