

**L. A. COLLINS**  
Acting General Manager

**H. E. SHUMWAY**  
General Superintendent Transportation

**G. J. MULICK**  
General Superintendent

**M. C. WILLIAMS, Superintendent . . . . . Spokane, Wash.**  
F. E. Doak, Assistant Superintendent . . . . . Wall Walla, Wash.  
J. J. Winter, Trainmaster . . . . . Spokane, Wash.  
E. F. Kidder, Division Engineer . . . . . Spokane, Wash.  
R. R. Lowden, Road Foreman of Engines . . . . . Walla Walla, Wash.  
P. H. Walsh, Chief Train Dispatcher . . . . . Spokane, Wash.  
J. S. Ellison, Asst. Chief Train Dispatcher . . . . . Spokane, Wash.  
J. A. Walsh, Asst. Chief Train Dispatcher . . . . . Spokane, Wash.

**Time Inspectors are located as shown below:**

The Ball Railroad Time Service, Chicago, Ill.  
R. V. Owens, General Supervisor of Time Service, Omaha.  
Spokane . . . . . Nelson Jewelry Co.  
Tekoa . . . . . O. O. Gossett  
Colfax . . . . . Kincaid and Wilson  
Moscow . . . . . Gem Shop  
Walla Walla . . . . . Martin Jewelry Co.  
Pendleton . . . . . C. A. Titus  
Yakima . . . . . Carson & Stedman  
Wallace . . . . . H. M. Hueman  
Pomeroy . . . . . L. T. Christopherson  
Lewiston . . . . . T. E. Dean  
Kellogg-Wardner . . . . . R. J. Coats

**Standard clocks are located as shown below:**

Spokane . . . . . Dispatcher's Office  
Spokane . . . . . Telegraph Office  
West 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 . . . . . Passenger Depot  
Walla Walla . . . . . Enginemen's Register Room  
Pendleton . . . . . Telegraph Office  
Yakima . . . . . Telegraph Office  
Yakima . . . . . Roundhouse  
Kellogg-Wardner . . . . . Telegraph Office  
Wallace . . . . . Telegraph Office  
Wallace . . . . . Enginemen's Register Room

**Railroad Surgeons are located as shown below:**

Ralph M. Dodson . . . . . Medical Director . . . . .	Portland, Ore. . . . .	Portland, Ore. . . . .
Harry M. Bouvy . . . . . Specialist . . . . .	Portland, Ore. . . . .	Portland, Ore. . . . .
John H. O'Shea . . . . . Division Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
H. V. Valentine . . . . . Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
W. H. Tousey . . . . . Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
T. M. Ahlquist . . . . . Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa-Spokane.
R. E. Ahlquist . . . . . Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa-Spokane.
Carroll Smith . . . . . Specialist . . . . .	Spokane, Wash. . . . .	Spokane-Tekoa.
R. L. Pohl . . . . . Specialist . . . . .	Spokane, Wash. . . . .	Spokane-Tekoa.
Albert J. Nelson . . . . . Surgeon . . . . .	Tekoa, Wash. . . . .	Colfax to Spokane.
C. B. Clizer . . . . . Surgeon . . . . .	Tekoa, Wash. . . . .	Colfax to Spokane.
Conrad Weitz, Jr. . . . . Surgeon . . . . .	Colfax, Wash. . . . .	Starbuck to Tekoa and Colfax to Moscow.
Douglas McIntyre . . . . . Surgeon . . . . .	St. John, Wash. . . . .	Winona to Tekoa.
Wallace A. Pratt . . . . . Surgeon . . . . .	Walla Walla, Wn. . . . .	Pendleton to Walla Walla.
J. C. Lyman . . . . . Surgeon . . . . .	Walla Walla, Wn. . . . .	Pendleton to Walla Walla.
R. W. Stevens . . . . . Specialist . . . . .	Walla Walla, Wn. . . . .	} Pendleton to Riparia. }
C. D. Hogenson . . . . . Specialist . . . . .	Walla Walla, Wn. . . . .	
Dr. Ralph deBit . . . . . Surgeon . . . . .	Kennewick, Wash. . . . .	Grandview to Umatilla.
Marvin Munsell . . . . . Surgeon . . . . .	Grandview, Wash. . . . .	Yakima to Kennewick.
R. D. McClure . . . . . Surgeon . . . . .	Yakima, Wash. . . . .	Yakima to Spokane.
J. W. Sherfey . . . . . Surgeon . . . . .	Pomeroy, Wash. . . . .	Pomeroy to Starbuck.
W. W. Day . . . . . Surgeon . . . . .	Dayton, Wash. . . . .	Walla Walla to Dayton and Bolles to Starbuck.
H. C. Mowery . . . . . Surgeon . . . . .	Wallace, Idaho . . . . .	Tekoa to Burke.
E. J. Fitzgerald . . . . . Surgeon . . . . .	Wallace, Idaho . . . . .	Tekoa to Burke.
G. McCaffery . . . . . Surgeon . . . . .	Kellogg, Idaho . . . . .	Tekoa to Wallace.
Robert E. Staley . . . . . Surgeon . . . . .	Kellogg, Idaho . . . . .	Tekoa to Wallace.
James L. Gilleland . . . . . Surgeon . . . . .	Pullman, Wash. . . . .	Moscow to Colfax.
C. O. Armstrong . . . . . Surgeon . . . . .	Moscow, Idaho . . . . .	Colfax to Moscow.
E. L. White . . . . . Surgeon . . . . .	Lewiston, Idaho . . . . .	Riparia to Lewiston.

**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**WASHINGTON DIVISION**

**TIME - TABLE**  
**No. 75**

**Effective Sunday,**  
**June 2, 1946**  
**at 12:01 A. M. Pacific Time**

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**

# CONDENSED TIME-TABLE

## WESTWARD

### FIRST CLASS

### Time-Table No. 75

June 2, 1946

Distance from  
Huntington

### STATIONS

HUNTINGTON	389.4
LA GRANDE	289.8
PENDLETON	215.6
RIETH	212.0
SPOKANE	387.3
AYER	268.4
WALLULA	210.2
UMATILLA	183.4
THE DALLES	85.8
PORTLAND	0.0
ALBINA	1.6
CENTRALIA	91.1
TACOMA	145.1
ARGO	180.1
SEATTLE	183.2

401	19	65	17	15	457	11	105	66
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	SEE ★NOTE BELOW	Daily
			6.00PM	5.50PM		6.25AM	12.47AM	
			9.25PM	8.45PM		9.20AM	3.08AM	
			12.25AM	11.40PM		11.59AM	5.13AM	12.45AM
			12.35AM	11.50PM		12.09PM	5.18AM	12.55AM
	9.30PM	8.10PM						
	11.41PM	10.30PM						
	1.10AM	12.01AM						
	2.15AM	12.46AM						
	4.50AM							A 2.10AM
	11.30PM	A 7.15AM				2.45PM	7.20AM	
			A 6.50AM	A 6.30AM		8.15AM	A 9.15AM	
	3.10AM						10.59AM	
	5.20AM						12.50PM	
	6.30AM						1.50PM	
	A 6.45AM						A 2.00PM	

(7.15)	(9.45)	(4.36)	(12.50)	(12.40)	(5.45)	(10.30)	(8.28)	(1.25)	..... Thru Time
25.3	37.7	40.1	30.3	30.7	31.8	37.1	46.0	29.6	..... Average Speed per Hour

★ Note—No. 105 will run only on the following dates:  
No. 105 due to leave Huntington on the 6th, 12th, 18th, 24th and 30th of each month.

## WESTWARD CONNELL BRANCH EASTWARD

SECOND CLASS	Time-Table No. 75	Mile Post	SECOND CLASS
391 Freight	June 2, 1946		392 Freight
Daily Except Monday	STATIONS		Daily
JOWXY	D-R LA CROSSE JA	0.0	A 7.30AM
15	PAMPA	4.8	7.10
	GORDON	8.2	
11 X	HOOPER	14.7	6.35
32 JPWXY	N-R HOOPER JCT. HR	15.7	6.30AM
34	D WASHTUCNA FN	23.5	
3	McADAM	29.3	
4	WACOTA	34.1	
21 V	D KAHLOTUS HO	37.4	
7	ESTES	42.3	
9	SULPHUR	46.1	
12	CURRY	51.1	
18 WXY	R CONNELL	52.9	

(1.10)	..... Thru Time	(1.00)
13.4	..... Average Speed per Hour	15.7

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Train arriving at LaCrosse on Tekoa-Ayer Branch as No. 391 will run as No. 391 LaCrosse to Hooper Jct.  
Train arriving at Hooper Jct. on Sixth Subdivision as No. 392 will run as No. 392 Hooper Jct. to LaCrosse.

## WESTWARD POMEROY BRANCH EASTWARD

SECOND CLASS	Time-Table No. 75	Mile Post	SECOND CLASS
355 Freight	June 2, 1946		356 Freight
Monday Wed. & Fri.	STATIONS		Monday Wed. & Fri.
35 TWX	D-R POMEROY PY	28.9	A 4.30AM
25	ZUMWALT	24.4	3.55
1	HOUSER	19.1	3.30
7	DODGE	16.3	3.10
18 W	CHARD	14.5	3.00
8	JACKSON	11.3	2.47
18	DELANEY	7.9	2.32
BJKOWXY	D-R STARBUCK SA	0.0	2.00AM

(2.30)	..... Thru Time	(2.30)
11.5	..... Average Speed per Hour	11.5

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

# CONDENSED TIME-TABLE

## EASTWARD

### FIRST CLASS

### Time-Table No. 75

June 2, 1946

Distance from  
Portland

### STATIONS

HUNTINGTON	389.4
LA GRANDE	289.8
PENDLETON	215.6
RIETH	212.0
SPOKANE	387.3
AYER	268.4
WALLULA	210.2
UMATILLA	183.4
THE DALLES	85.8
PORTLAND	0.0
ALBINA	1.6
CENTRALIA	91.1
TACOMA	145.1
ARGO	180.1
SEATTLE	183.2

65	66	12	458	106	18	16	20	402
Passenger	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	SEE ★NOTE BELOW	Daily	Daily	Daily	Daily
		A 7.50PM		A 1.13AM	A 6.00AM	A 8.00AM		
				10.51PM	2.45AM	5.20AM		
A 2.00AM		5.15PM		8.42PM	11.55PM	2.30AM		
1.50AM		2.05PM		8.36PM	11.30PM	2.05AM		
	A 7.20AM						A 7.00AM	
	4.43AM						4.23AM	
	3.20AM						3.05AM	
12.50AM	2.15AM						2.05AM	
		11.20AM		6.32PM	8.45PM	11.35PM	11.50PM	
		9.00AM	A 9.00PM	4.45PM	6.30PM	9.30PM	9.35PM	A 6.45AM
				6.36PM				2.53AM
				5.15PM				1.00AM
				4.08PM				11.40PM
				4.00PM				11.30PM

Thru Time	(1.10)	(5.05)	(10.50)	(5.00)	(8.28)	(11.30)	(10.30)	(9.25)	(7.15)
Average Speed per Hour	35.4	36.2	35.9	38.6	46.0	33.8	37.1	39.0	25.3

★ Note—No. 106 will run only on the following dates:  
No. 106 due to leave Portland on the 1st, 7th, 13th, 19th and 25th of each month.

### MILEAGE

WASHINGTON DIVISION	
Main Line	183.64
Branches	675.37
Total	859.01

## WESTWARD

## MOSCOW BRANCH

## EASTWARD

SECOND CLASS	FIRST CLASS	Time-Table No. 75	Mile Post	FIRST CLASS	SECOND CLASS
379 Freight	61 Passenger	June 2, 1946		62 Passenger	378 Freight
Daily Except Sunday	Daily	STATIONS		Daily	Daily
BKTVWX		D-R MOSCOW MO	28.1	A 8.40AM	A 6.00PM
11		GARRISON	24.1	8.29	5.35
8		HOLLAND	21.4		
1		WHITLOW	20.5		
		N. P. CROSSING	19.3		
23 X	s 6.35	D PULLMAN XN	18.7	s 8.17	5.15
3 W(M.P.16.2)	f 6.41	ARMSTRONG	15.7	f 8.05	5.00
18	s 6.48	ALBION	12.7	s 7.58	4.50
19	f 6.55	SHAWNEE	9.7	f 7.50	4.38
8	f 6.59	PARVIN	7.8	f 7.46	4.30
6	f 7.06	RISBECK	4.5	f 7.38	4.15
BJKMOWXY	A 7.15PM	DN-R COLFAX CA	0.0	7.25AM	4.00PM

(2.00)	(1.00)	..... Thru Time	(1.15)	(2.00)
14.1	28.1	..... Average Speed per Hour	22.5	14.1

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

**WESTWARD**

**SIXTH SUBDIVISION**

**SECOND CLASS**

**FIRST CLASS**

**Time-Table No. 75**  
June 2, 1946

**STATIONS**

DN-R SPOKANE	Dispr. DS AU	1.7	10.20 PM	9.30 PM	8.10 PM
WEST SPOKANE	1.7	10.25	9.34	8.14	
COWLES	3.6	10.31	9.39	8.19	
MARSHALL	4.2	10.38	9.45	8.25	
N CHENEY	7.3	10.52	9.56	8.36	
GEIB	5.2	10.59	10.02	8.42	
MASON	5.0	11.05	10.07	8.47	
N CROSKY	7.4	11.14	10.15	8.55	
WELLS	4.0	11.18	10.19	8.59	
PALM LAKE	6.6	11.25	10.26	9.06	
ASHBY	5.2	11.31	10.32	9.12	
EMDEN	4.2	11.36	10.37	9.17	
DN-R MARENGO	6.7	11.45 PM	10.45	9.25	
THAVIS	4.8			10.50	
MACK	4.4			10.55	
ANKENY	4.2			11.00	
N-R HOOPER JCT.	7.9			11.09	
PARK	5.6			11.16	
JOSO	6.2			11.24	
CHEW	5.8			11.32	
DN-R AYER	3.9			11.41	
RUXBY	6.2			11.50	
SCOTT	7.7			11.58 PM	
WALKER PIT	6.1			12.05 AM	
SIMMONS	2.8			12.08	
N PAGE	7.6			12.18	
ASH	7.5			12.27	
HUMORIST	6.0			12.34	
ATTALIA	6.8			12.34	
N. P. CROSSING	0.1			12.41	
N. P. CROSSING	0.6			12.41	
N. P. CROSSING	1.9			12.49	
DN-R WALLULA	7.8			11.40 PM	
JUNIPER	7.8			1.10	
SAND	5.3			1.22	
COLD SPRINGS	3.2			1.29	
RIVERVIEW	3.4			1.40	
DN-R UMATILLA	7.6			1.55 AM	

BLOCK SIGNALS

BLOCK SIGNALS

Thru Time  
Average Speed per Hour

(12.40)	(1.00)	(0.10)	(0.10)	(1.25)	(4.25)	(4.36)
13.8	21.5	15.6	15.6	40.7	41.8	40.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and regulations of the Union Pacific Railroad, Northwestern District. Trains arriving at Attalia on Yakima Branch as Nos. 63 and 363 will run as same trains on Sixth Subdivision Attalia to Wallula. Train arriving at Hooper Jct. on Connell Branch as No. 391 will run as No. 391 Hooper Jct. to Ayer. No. 19 will stop on flag at Hooper Jct. for revenue passengers for west of Umatilla. No. 19 will stop at any station to discharge passengers from east of Ayer. No. 65 will stop on flag at Hooper Jct. for revenue passengers for east of Umatilla.

**SIXTH SUBDIVISION**

**EASTWARD**

**FIRST CLASS**

**SECOND CLASS**

**Time-Table No. 75**  
June 2, 1946

**STATIONS**

DN-R SPOKANE	Dispr. DS AU	1.7	7.00 AM	7.20 AM	6.45 AM
WEST SPOKANE	1.7	6.54	7.14	6.37	
COWLES	3.6	6.48	7.08	6.29	
MARSHALL	4.2	6.41	7.01	6.21	
N CHENEY	7.3	6.32	6.52	6.11	
GEIB	5.2	6.24	6.44	6.04	
MASON	5.0	6.18	6.38	5.58	
N CROSKY	7.4	6.10	6.30	5.49	
WELLS	4.0	6.05	6.25	5.44	
PALM LAKE	6.6	5.57	6.17	5.35	
ASHBY	5.2	5.51	6.11	5.29	
EMDEN	4.2	5.46	6.06	5.24	
DN-R MARENGO	6.7	5.37	5.57	5.15 AM	
THAVIS	4.8	5.26	5.46		
MACK	4.4	5.20	5.40		
ANKENY	4.2	5.14	5.34		
N-R HOOPER JCT.	7.9	5.03	5.23	6.30 AM	
PARK	5.6	4.54	5.14	6.15	
JOSO	6.2	4.44	5.04	6.00	
CHEW	5.8	4.33	4.53	5.35	
DN-R AYER	3.9	4.23	4.43	5.10 AM	
RUXBY	6.2	4.12	4.27	11.30 AM	
SCOTT	7.7	4.01	4.16	11.10	
WALKER PIT	6.1	3.54	4.09	10.55	
SIMMONS	2.8	3.50	4.05	10.45	
N PAGE	7.6	3.39	3.54	10.20	
ASH	7.5	3.29	3.44	9.50	
HUMORIST	6.0	3.22	3.36	9.30	
ATTALIA	6.8	3.12	3.27	9.00	
N. P. CROSSING	0.1			3.15 PM	
N. P. CROSSING	0.6				
N. P. CROSSING	1.9				
DN-R WALLULA	7.8	3.05	3.20	7.15	
JUNIPER	7.8	2.45	3.00	3.35 AM	
SAND	5.3	2.33	2.46	6.50	
COLD SPRINGS	3.2	2.25	2.38	6.35	
RIVERVIEW	3.4	2.15	2.25	6.20	
DN-R UMATILLA	7.6	2.05 AM	2.15 AM	6.00 AM	

BLOCK SIGNALS

BLOCK SIGNALS

Thru Time	(4.55)	(6.05)	(0.10)	(1.30)	(1.20)	(14.05)	(0.15)
Average Speed per Hour	37.5	36.3	16.6	40.7	16.1	13.1	10.4

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and regulations of the Union Pacific Railroad, Northwestern District. No. 20 will stop at any station to discharge revenue passengers from west of Ayer. No. 66 will stop at any station to discharge revenue passengers from stations on Oregon Division or beyond. No. 66 will stop on flag at Hooper Jct. for revenue passengers.



**WESTWARD**

**SPOKANE-TEKOA BRANCH**

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS				Time-Table No. 75 June 2, 1946	STATIONS	
	381 OMSt. P&P Freight (64)	387 Freight	383 OMSt. P&P Freight (291)	69 Spokane Internat'l Passenger (2)	93 OMSt. P&P Passenger (8)	67 Passenger	91 OMSt. P&P Passenger (18)			STATIONS
	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily			
BKPVX	9.30PM	5.30PM	7.45AM	11.45PM	8.30PM	7.40AM	7.15AM	DN-R SPOKANE		
IPX	9.40	5.40	7.50	A11.50PM	8.36	7.45	7.20	N. P. CROSSING		
83 X	9.51 <sup>90</sup>	5.46	7.55		8.39	7.48	7.23	EAST SPOKANE		
51 X								HILL		
59 JKVX	10.10	6.00 <sup>382</sup>	A 8.10AM		8.46	7.55	7.30	DN DISHMAN		
35	10.20	6.24 <sup>68</sup>			8.51	7.59	7.34	CHESTER		
17	10.35	6.40			8.58	8.05	7.41	REDLIN		
49	10.50	6.50			9.03	8.10	7.46	D MICA		
38	11.05	7.00			9.08	8.15	7.50	FREEMAN		
JVX	A11.25PM	7.15			A 9.18PM <sup>90</sup>	8.21	A 7.55AM	DN-R MANITO		
17								COEY		
23		7.30				8.28		D ROCKFORD		
40		7.40				8.35		DARKNELL		
31 WX		7.55				8.41		D FAIRFIELD		
4								RAHM		
		8.20				8.55		LATAH		
BKOPTWXYZ		A 8.45PM				A 9.15AM		DN-R TEKOA		

Thru Time ..... Average Speed per Hour

(1.55)	(3.15)	(0.25)	(0.05)	(0.48)	(1.35)	(0.40)
11.4	15.2	15.6	22.8	27.3	31.1	32.7

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 90 is superior to No. 93 and No. 382 is superior to No. 381.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and regulations of the Union Pacific Railroad, Northwestern District.

**SPOKANE-TEKOA BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 75 June 2, 1946	Mile Post	FIRST CLASS				SECOND CLASS		
			92 OMSt. P&P Passenger (7)	70 Spokane Internat'l Passenger (1)	68 Passenger	90 OMSt. P&P Passenger (15)	384 OMSt. P&P Freight (292)	382 OMSt. P&P Freight (68)	388 Freight
			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
BKPVX		185.4	A 6.45AM	A11.50AM	A 6.50PM	A10.00PM	A 4.00PM	A 7.00PM	A 1.30AM
IPX		183.5	6.35	11.43AM	6.42	9.53	3.45	6.50	1.20
83 X		182.6	6.32		6.40 <sup>382</sup>	9.51 <sup>381</sup>	3.40	6.40 <sup>68</sup>	1.15
51 X		181.2							
59 JKVX		188.9	f 6.25		s 6.30	9.44	3.30PM	6.00 <sup>387</sup>	1.05
35		185.7	6.20		f 6.24 <sup>387</sup>	9.39		5.51	12.52
17		182.1	6.12		f 6.17	9.33		5.40	12.37
49		149.7	6.07		f 6.12	9.28		5.32	12.27
38		146.9	6.02		f 6.06	9.23		5.26	12.17
JVX		143.6	5.50AM		f 6.01	9.18PM <sup>93</sup>		5.15PM	12.02AM
17		142.4							
23		138.4			s 5.50				11.46PM
40		136.1			s 5.44				11.35
31 WX		131.7			s 5.38				11.20
4		126.6							
		123.3			s 5.23				10.55
BKOPTWXYZ		116.1			s 5.10PM				10.30PM

Thru Time ..... Average Speed per Hour

(0.55)	(0.07)	(1.40)	(0.42)	(0.30)	(1.45)	(3.00)
23.8	16.3	29.6	31.1	13.0	12.4	16.4

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 90 is superior to No. 93 and No. 382 is superior to No. 381.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and regulations of the Union Pacific Railroad, Northwestern District.

WESTWARD		WALLACE BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS		Mile Post	FIRST CLASS	SECOND CLASS			
	393 Freight	67 Passenger	68 Passenger		394 Freight				
	Daily Except Saturday	Daily							
	BJKOPTWXYZ	11.30PM	9.20AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM
1	X				2.1		2.1		
25		11.50PM	f 9.32		LOVELL		6.9	f 4.53	8.50
18		12.10AM	9.43		WATT		12.1	4.43	8.30
17	VX	12.23	s 9.49	D	PLUMMER	MR	15.3	s 4.33	8.10
22	TWX	12.55	s 10.03		CHATCOLET		22.8	f 4.13	7.45
			f 10.11		O'GARA		26.3	f 4.05	
40	WX	1.25	s 10.22		HARRISON		30.6	s 3.57	7.20
43		1.40	s 10.29	D	SPRINGSTON	RC	34.0	s 3.50	7.10
		1.55	s 10.37		BLACK LAKE		38.0	f 3.42	6.59
Spur		2.10	s 10.44		MEDIMONT		41.3	s 3.36	6.51
20		2.25	s 10.51		LANE		45.3	s 3.29	6.42
33		2.40	s 10.57		ROSE LAKE		49.1	s 3.22	6.32
12		2.50	s 11.04		DUDLEY		52.0	f 3.17	6.24
30		3.10	s 11.15		CATALDO		57.7	f 3.09	6.10
	Y	3.30	s 11.26		ENAVILLE		62.5	s 3.02	6.00
18		3.35	f 11.29		PINE CREEK		64.1	f 2.59	5.55
			f		SMELTERVILLE		66.3	f	
	JWX		f		BRADLEY		67.2	f	
25	BKOX	4.00	s 11.42	D-R	KELLOGG-WARDNER	DN	69.2	s 2.50	5.40
3			f		SHONT		72.8	f	
31		4.25	s 11.58AM		OSBURN		75.8	f 2.37	5.10
	BKOTVWXX	A 5.00AM	A 12.15PM	D-R	WALLACE	WC	80.2	2.30PM	5.00PM
					N. P. CROSSING		80.4		
					N. P. CROSSING		80.6		
	JX				WALLACE JCT.		80.7		
5	X				GEM		84.1		
7	X				FRISCO		84.4		
13					DORN		85.1		
5	VWX			D	BURKE	B	86.9		
					(86.9)				
								Daily	Daily Except Sunday

(5.30) (2.55) ..... Thru Time ..... (2.35) (4.30)  
 14.6 27.5 ..... Average Speed per Hour ..... 31.0 17.8

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

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 75		Mile Post		
	June 2, 1946				
	STATIONS				
	JWX	BRADLEY	0.0		
	X	END OF TRACK	3.2		

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

WESTWARD		WALLULA BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS	Mile Post	FIRST CLASS	SECOND CLASS				
	345 Freight	63 Passenger		64 Passenger	346 Freight				
	Daily	Daily							
	BJKOPVWXY	3.50AM	3.40AM	DN-R	WALLULA	JN	0.0	A 11.20PM	A 10.30PM
11		4.06	f 3.55		REESE		7.5	f 11.05	9.55
29	PWX	4.24	s 4.10	D	TOUCHET	CH	15.0	s 10.50	9.40
12		4.34	f 4.20		LOWDEN		19.3	f 10.40	9.30
10		4.44	f 4.30		WHITMAN		24.0	f 10.30	9.20
17	X	4.54	f 4.40		AUKER		28.6	f 10.20	9.10
	M				W. W. V. RY. CROSSING		28.7		
5	X				ARTESIA		28.9		
	BJKOPTVWXYZ	A 5.20AM	A 4.50AM	DN-R	WALLA WALLA	{ Z BU	30.9	10.15PM	9.00PM
					(30.9)			Daily	Daily

(1.30) (1.10) ..... Thru Time ..... (1.05) (1.30)  
 20.6 26.5 ..... Average Speed per Hour ..... 28.5 20.6

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

WESTWARD		DAYTON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		Mile Post	SECOND CLASS			
	365 Freight	367 Freight		366 Freight	368 Freight		
	Daily Except Sunday	Tuesday and Friday					
	Time-Table No. 75	Time-Table No. 75					
	June 2, 1946	June 2, 1946					
	STATIONS						
29	T	368	24.8		367		
25		1.15PM			A 1.15PM		
Spur		1.24	22.7		1.04		
		1.38	19.3		12.50		
26	VWXY	2.05PM	18.1	A 12.25PM	12.25PM		
		2.05PM	18.0				
			18.0				
			18.0				
JX		2.07PM	12.9	12.23PM			
	BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RAILWAY.						
JX	2.30PM	R	5.2	12.03PM			
Spur	X		4.1				
23	X	2.34	8.6	11.59AM			
26	JWX	A 2.45PM	0.0	11.50AM			
				Daily Except Sunday	Tuesday and Friday		

(0.40) (0.50) ..... Thru Time ..... (0.35) (0.50)  
 19.8 14.0 ..... Average Speed per Hour ..... 22.6 14.0

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

**WESTWARD**

**TUCANNON-PENDLETON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 75 June 2, 1946	Mile Post	SECOND CLASS					
	365	361	356			362	366	355			
	Freight	Freight	Freight			Freight	Freight	Freight			
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	<b>STATIONS</b>							
JPYX			1.40AM	R TUCANNON	98.0				A 8.50PM		
1				2.1 POWERS	95.9						
BJKOWXY			A 1.50AM	D-R STARBUCK SA	94.2				8.40PM		
19				5.5 RELIEF	88.7						
27	X			5.7 ALTO	83.0						
5				4.4 McKAY	78.6						
23				3.1 MENOKEN	75.5						
26	JWX			4.2 R BOLLES	71.3			A 11.50AM			
26	X		2.45PM	4.6 D PRESCOTT SY	66.7			11.38			
10			3.00	5.8 ENNIS	60.9			11.22			
9			3.15	1.1 BERRYMAN	59.8			11.18			
19			3.20	3.3 HADLEY	56.5			11.10			
21			3.30	2.0 VALLEY GROVE	53.6			11.02			
11			3.40	1.8 RUSSELL	51.8			10.55			
			3.45	4.6 N. P. CROSSING	47.2						
M				0.6 W. W. V. RY. CROSSING	46.6						
				0.5 DN-R WALLA WALLA } Z BU	46.1	A 10.30AM		10.40AM			
BJKOPTVWXYZ			A 4.00PM	1.9 W. W. V. RY. CROSSING	44.2						
M			3.00AM	0.6 LANGDON	43.6						
10				1.9 STATE LINE	41.7	10.10					
24			3.15	1.8 SPOFFORD	39.9	10.05					
			3.20	3.6 W. W. V. RY. CROSSING	36.3						
M				0.1 D MILTON CO	36.2	9.50					
39	VWX		4.00	2.0 PRUNEDALE	34.2						
15	VX			1.1 BARRETT	33.1	9.35					
10			4.10	2.9 BADE	30.2	9.20					
13			4.20	3.5 BLUE MOUNTAIN	26.7	9.05					
50			4.32	3.3 DOWNING	23.4	8.50					
20			4.45	2.5 WESTON	20.9	8.40					
Spur			4.55	3.7 D ATHENA CN	17.2	8.30					
20	WX		5.15	4.6 ADAMS	12.6	8.15					
41			5.30	2.8 BLAKELEY	10.0	8.05					
15			5.40	3.1 HAVANA	6.9	7.55					
11			5.53	2.9 SAXE	4.0	7.45					
26			6.05	3.7 W. D. JCT.	0.3						
JX				0.3 DN-R PENDLETON FD	0.0	7.30AM					
BJKVWXYZ			A 6.30AM	(98.7)							

(1.15) (3.30) (0.10) ..... Thru Time ..... (3.00) (1.10) (0.10)  
20.1 13.4 22.8 ..... Average Speed per Hour ..... 15.6 21.6 22.8

Westward trains are superior to trains of the same class in the opposite direction, except that No. 366 is superior to No. 365, and No. 355 is superior to No. 356.—See Rule S-72.

**THE SPEEDS SHOWN BELOW ARE THE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

**Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.  
**Designation "DE-Psgr."** —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.  
**Designation "Psgr."** —Train with steam locomotive and all passenger train equipment.  
**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.  
 When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 70 miles per hour must not be exceeded.  
 When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.  
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

**GENERAL**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	70	60	60	40	Trains handling Fuller snow plow 0330.				35
Motor trains and inspection bus cars.			40	40	Jordan spreaders and other machines of spreader type, when in operation.				15
When caboose is handled in train consisting of passenger equipment.			50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.				20 6
3800 class engines.			55	40	Through tunnels.	40	40	40	25
2-10-2 type engines.			45	40	When using cross-overs or turnouts.	15	15	15	15
MacArthur type engines with 63-inch drivers.			50	40	On tracks other than main tracks.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	Through interlocking.	15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	Railroad crossings where governed by automatic interlocking signals with non-operative approach signals, between the two home signals governing movement over the crossing.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	Over spring switches, when using turnouts.	15	15	15	15
C. M. St. P. & P. class N-3-S engines.			50	40	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
Light engines.			35	35	Trains handling gravel loaded in Rodger or Hart ballast cars.			25	30 25
Engines running backward.	20	20	20	20					
Moving against current of traffic between West Spokane and N. P. Crossing.	20	20	20	20					
Trains handling company roadway machines on their own wheels.				25					

**SIXTH SUBDIVISION**

Within yard limits.	40	40	40	25	Eastward over N. P. crossings at M.P. 212.6 and 212.0, between home signals governing movement over crossing.	20	20	20	20
Spokane, through Union Station limits.	15	15	15	15	On curves as follows: Between Mile Posts—				
Spokane, over slip switches, Union Station.	10	10	10	10	<b>Umatilla</b>				
West Spokane, on 16-degree curve west end of yard.	8	8	8	8	186.7 and 186.8	60	50	50	40
Over Bridge 367.13.	10	10	10	10	187.1 and 187.3	60	50	50	40
Over Bridge 365.32.	25	25	25	15	187.6 and 187.7	60	50	50	40
Cheney, over street crossings.	15	15	15	15	188.6 and 189.0	40	30	30	20
Over Bridge 271.70.	25	25	25	15	189.2 and 190.4	35	25	25	20

SIXTH SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
On curves as follows: Between Mile Posts— <b>Riverview</b> 191.2 and 192.0	35	25	25	20	On curves as follows: Between Mile Posts— <b>Page</b> 234.0 and 234.5	45	35	35	25
192.5 and 192.9	45	35	35	25	234.9 and 235.6	45	35	35	25
193.3 and 193.4	45	35	35	25	236.3 and 236.5	45	35	35	25
<b>Cold Springs</b> 194.5 and 194.7	60	50	50	40	236.8 and 236.9	60	50	50	40
194.9 and 196.3	40	30	30	20	237.9 and 238.1	45	35	35	25
196.5 and 196.6	60	50	50	40	239.0 and 239.3	60	50	50	40
<b>Sand</b> 197.4 and 197.7	55	45	45	35	239.6 and 239.8	60	50	50	40
199.0 and 199.1	60	50	50	40	<b>Simmons</b> 242.4 and 242.6	60	40	40	25
199.3 and 199.4	60	50	50	40	242.9 and 243.1	45	35	35	25
200.7 and 200.8	60	50	50	40	243.4 and 243.5	60	50	50	40
201.8 and 201.9	60	50	50	40	<b>Walker Pit</b> 244.5 and 244.6	60	50	50	40
<b>Juniper</b> 204.3 and 204.6	55	45	45	35	246.1 and 246.3	60	50	50	40
205.2 and 205.3	60	50	50	40	247.0 and 247.2	60	50	50	40
206.1 and 207.2	40	30	30	20	<b>Scott</b> 252.8 and 253.0	55	45	45	35
207.5 and 208.5	40	30	30	20	256.9 and 257.1	55	45	45	35
209.2 and 209.6	55	45	45	35	<b>Ruxby</b> 260.3 and 260.5	60	50	50	40
210.0 and 210.3	35	25	25	20	<b>Ayer</b> 263.1 and 263.3	40	40	40	25
<b>Wallula</b> 210.6 and 210.7	40	40	40	25	<b>Chew</b> 268.2 and 269.3	40	30	30	30
212.3 and 212.4	30	20	20	20	271.5 and 272.5	35	25	25	15
<b>Attalia</b> 213.4 and 213.7	60	50	50	40	272.7 and 273.2	55	45	45	35
213.9 and 214.1	55	45	45	35	275.1 and 276.9	50	40	40	25
217.2 and 217.4	55	45	45	35	277.9 and 278.5	60	50	50	40
219.1 and 219.5	60	50	50	40	278.9 and 279.4	55	45	45	35
<b>Humorist</b> 224.2 and 224.5	60	50	50	40	<b>Park</b> 280.0 and 281.6	50	40	40	25
<b>Ash</b> 226.9 and 227.1	60	50	50	40	281.9 and 282.2	60	50	50	40
228.1 and 228.4	45	35	35	25	<b>Hooper Jct.</b> 286.1 and 286.5	60	50	50	40
228.8 and 229.9	45	35	35	25	290.6 and 291.1	60	50	50	40
230.8 and 231.4	60	50	50	40	291.9 and 292.3	35	25	25	25
231.9 and 232.3	55	45	45	35	<b>Ankeny</b> 294.4 and 294.5	50	40	40	25
233.0 and 233.4	60	50	50	40	295.4 and 297.0	60	50	50	40
					<b>Thavis</b> 305.6 and 305.9	55	45	45	35
					<b>Marengo</b> 308.6 and 309.0	60	50	50	40

SIXTH SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
On curves as follows: Between Mile Posts— <b>Cheney</b> 352.8 and 353.5	55	45	45	35	On curves as follows: Between Mile Posts— <b>Cowles (Continued)</b> 364.7 and 364.9	60	50	50	40
354.0 and 358.0	60	50	50	35	365.1 and 365.9	35	25	25	15
<b>Marshall</b> 358.0 and 362.4	60	50	50	35	<b>West Spokane</b> 365.9 and 366.2	35	25	25	15
<b>Cowles</b> 362.4 and 363.8	60	50	50	35	366.5 and 367.2	40	35	35	25
364.2 and 364.4	45	35	35	25	<b>Spokane</b> 367.3 and 367.4	40	30	30	20
					<b>Spokane Union Station</b>				
<b>BRANCHES</b>									
<b>General</b> At any point, within yard limits, except between Spokane and Manito.	30	30	30	15	<b>Spokane-Tekoa Branch (Continued)</b> On curves as follows: Between Mile Posts— <b>Fairfield</b> 132.6 and 132.8				45 30
<b>Spokane-Tekoa Branch.</b> Between Spokane and Manito.	70	60	60	35	133.3 and 134.6				30 20
Between Spokane and Manito, within yard limits.	40	40	40	25	135.3 and 136.3				35 25
Between Manito and Tekoa.			50	30	<b>Darknell</b> 136.6 and 139.2				25 20
Spokane, through tunnel.	15	15	15	15	<b>Rockford</b> 139.4 and 139.7				45 30
Spokane, over slip switches at N. P. Crossing.	15	15	15	10	139.8 and 140.4				45 30
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.			12	12	141.0 and 141.2				35 25
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	20	<b>Coey</b> 142.6 and 143.2				30 20
Between Chester and Mica, on descending grade.				25	143.3 and 143.5				50 30
Fairfield, over street crossings.			6	6	<b>Manito</b> 143.8 and 144.0	60	50	50	35
On curves as follows: Between Mile Posts— <b>Tekoa</b> 116.5 and 117.6			25	15	144.4 and 144.6	60	50	50	35
117.8 and 117.9			45	30	145.5 and 146.0	55	45	45	35
118.1 and 118.3			35	25	146.2 and 146.4	60	50	50	35
118.5 and 119.7			30	20	<b>Freeman</b> 147.3 and 148.8	45	35	35	25
120.2 and 120.4			35	25	<b>Mica</b> 150.5 and 151.9	40	30	30	20
120.7 and 121.4			35	25	<b>Redlin</b> 152.1 and 152.4	40	30	30	25
121.6 and 121.9			30	20	152.6 and 153.0	45	35	35	25
122.1 and 122.5			35	25	153.2 and 153.9	40	30	30	20
122.9 and 123.2			50	30	154.3 and 154.5, westward	60	50	50	35
<b>Latah</b> 123.4 and 124.5			25	20	154.3 and 154.5, eastward	60	50	50	25
125.1 and 125.7			35	25	154.7 and 155.5	45	35	35	25
<b>Rahm</b> 127.5 and 128.4			35	25	<b>Chester</b>				
129.6 and 130.6			35	25					
130.8 and 131.0			50	30					
131.2 and 135.5			45	30					



## BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Tekoa-Ayer Branch.</b> Maximum speed.		50	30	<b>Tekoa-Ayer Branch (Continued)</b> On curves as follows: Between Mile Posts— <b>Jerita</b> 36.2 and 36.9			
Tekoa, McGoldrick's Spur.			10				30
Between Tekoa and Colfax, via Garfield.		30	30	37.8 and 39.3		25	20
Elberton, over street crossings.		25	25	<b>Sutton</b> 49.3 and 50.1			
Colfax, over street crossings.		12	12				30
Between Crest and Colfax.		25	12	<b>Thera</b> 64.9 and 65.2			
Between Seltice and Winona, via Thornton.		25	25				30
St. John, over street crossings.		25	15	68.2 and 68.5		30	25
Over Snake River Bridge 17.23.		5	5	<b>Diamond</b> 68.8 and 69.0			
Between Tucannon and Ayer.		35	25				30
On curves as follows: Between Mile Posts— <b>Rifton</b> 9.5 and 9.7		30	25	69.9 and 70.1		30	25
<b>Pataha</b> 12.4 and 12.6		30	25	<b>Mockonema</b> 73.3 and 73.6		25	20
<b>Tucannon</b> 12.8 and 12.9		30	25	<b>Colfax</b> 78.4 and 78.5		30	20
14.0 and 14.1		30	25	79.8 and 80.3		30	25
14.3 and 16.1		25	25	80.5 and 80.8		30	25
16.9 and 17.0		25	15	81.5 and 82.3		25	20
<b>Riparia</b> 17.9 and 18.1		25	20	82.9 and 83.4		25	20
18.6 and 18.8		30	25	<b>Glenwood</b> 83.5 and 84.5		30	20
19.7 and 19.9		25	20	86.5 and 87.0		25	20
<b>Canyon</b> 23.6 and 23.7		30	20	87.6 and 88.9		30	20
24.5 and 25.0		30	25	89.1 and 89.4		25	20
25.4 and 26.3		30	25	<b>Elberton</b> 91.0 and 91.9		25	20
26.3 and 26.5		25	25	92.4 and 92.9		30	25
26.5 and 26.7		30	25	94.8 and 95.0		30	25
27.1 and 27.2		30	25	<b>Garfield</b> 95.6 and 95.8		30	25
27.4 and 27.8		25	20	<b>Walters</b> 101.1 and 101.5		30	25
28.2 and 28.7		25	20	102.0 and 102.4		30	25
<b>Hay</b> 30.4 and 31.1		30	25	<b>N. P. Crossing</b> 104.6 and 104.9		30	20
<b>Schreck</b> 32.2 and 32.4		30	25	<b>Farmington</b> 105.5 and 105.8		30	20
32.5 and 33.8		30	20	<b>Seltice</b> 112.2 and 113.1		30	25
34.2 and 35.2		25	20	<b>Tekoa</b>			

## BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Tucannon-Pendleton Branch.</b> Maximum speed.		30	30	<b>Tucannon-Pendleton Branch (Cont'd)</b> On curves as follows: Between Mile Posts— <b>McKay</b> 78.9 and 79.3			
Between Tucannon and Downing.		25	25				25
Between Starbuck and Alto.		25	12	79.6 and 79.9		25	20
Walla Walla, over street crossings.		12	12	80.8 and 81.2		25	20
Walla Walla, on west leg of wye.		8	8	<b>Starbuck</b> 95.1 and 95.2		25	20
Milton, over street crossings.		15	15	<b>Powers</b> 96.2 and 96.3		25	20
Between Walla Walla and Pendleton, with MacArthur type engines.		25	25	97.4 and 97.8		25	20
Between Barrett and Downing, on descend- ing grade.		15	15	98.0 and 98.1		25	20
Athena, over street crossings.		15	15	<b>Tucannon</b>			
Pendleton, over Thompson, Main and Aura Streets.		12	12	<b>Yakima Branch.</b> Maximum speed.		45	30
Pendleton, over other street crossings within city limits.		20	20	With pile driver 0321.			15
On curves as follows: Between Mile Posts— <b>Pendleton</b> 1.2 and 1.4		30	25	Yakima, over Yakima Ave., and Walnut Street.		6	6
<b>Havana</b> 9.5 and 9.8		30	20	Yakima, over other street crossings.		10	10
<b>Athena</b> 20.9 and 21.3		30	25	Yakima River Bridge 89.35, through gauntlet track.		15	15
<b>Downing</b> 24.0 and 24.5		25	20	Zillah, over street crossings.		25	15
25.4 and 26.2		25	20	Granger, over street crossings.		30	30
<b>Blue Mountain</b> 29.0 and 29.4		25	20	Between M.P. 37.5 and M.P. 38.1		25	20
29.8 and 30.1		25	20	Kennewick, over street crossings.		8	8
<b>Bade</b> 30.3 and 30.4		25	20	Bridge 7.44		25	15
31.2 and 31.7		25	20	<b>Wallula Branch.</b> Maximum speed.		35	30
32.2 and 32.4		25	20	On curves as follows: Between Mile Posts— <b>Wallula</b> 0.8 and 1.1		30	20
32.7 and 32.9		25	20	1.6 and 2.0		25	20
<b>Russell</b> 52.7 and 53.4		25	20	2.6 and 2.7		35	25
<b>Ennis</b> 64.8 and 64.9		25	20	2.9 and 3.1		35	25
65.5 and 66.0		25	20	3.5 and 3.6		35	25
66.1 and 66.3		25	20	4.0 and 4.3		35	25
<b>Bolles</b> 71.5 and 72.5		25	20	4.8 and 5.3		30	20
72.8 and 73.2		25	20	5.9 and 6.4		35	25
74.3 and 76.1		25	20	6.7 and 6.8		30	20
<b>Menoken</b> 78.4 and 78.5		25	20	7.0 and 7.1		25	20

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Wallula Branch (Continued)</b> On curves as follows: Between Mile Posts— <b>Reese</b> 7.7 and 8.0		30	20	<b>Moscow Branch (Continued)</b> On curves as follows: Between Mile Posts— <b>Colfax</b> 2.3 and 3.5		30	20
8.2 and 8.4		35	25	<b>Risbeck</b> 5.6 and 6.7		25	20
8.7 and 9.1		30	20	6.8 and 7.5		30	20
9.5 and 9.7		30	20	<b>Parvin</b> 8.4 and 8.8		25	20
10.0 and 10.1		35	25	<b>Shawnee</b> 9.9 and 10.0		30	20
10.7 and 10.9		35	25	10.8 and 11.2		25	20
11.1 and 11.4		35	25	12.2 and 12.5		30	20
12.1 and 12.3		25	20	<b>Albion</b> 13.4 and 13.6		30	20
12.5 and 12.6		35	25	14.3 and 14.9		25	20
<b>Touchet</b> 18.5 and 18.6		35	25	<b>Armstrong</b> 17.5 and 17.7		30	20
<b>Lowden</b>				17.9 and 18.0		30	20
<b>Pomeroy Branch.</b>		20	20	<b>Pullman</b> 19.9 and 20.0		30	20
<b>Dayton Branch.</b> Maximum speed: Between Turner and Dayton.		15	15	<b>Garrison</b> 24.6 and 24.8		30	20
Between Dayton and Bolles.		25	25	25.2 and 25.4		30	20
Dayton, over street crossings west of Touchet River.		15	15	<b>Moscow</b>			
Dayton, over all other street crossings.		10	10	<b>Wallace Branch.</b> Maximum speed: Between Tekoa and Lovell.		50	30
Between M.P. 0.3 and M.P. 0.6		25	20	Between Lovell and Chatcolet.		35	20
<b>Connell Branch.</b> Maximum speed: Between LaCrosse and Hooper Jct.		35	30	Between Chatcolet and Harrison.		40	25
Between Hooper Jct. and Connell.		20	20	Between Harrison and Wallace.		50	30
On curves as follows: Between Mile Posts— <b>La Crosse</b> 3.4 and 3.6		35	25	Wallace to Burke, westward.		20	20
<b>Pampa</b> 6.6 and 6.8		35	25	Burke to Wallace, eastward.		20	10
7.2 and 7.8		25	20	Bridge 23.45.		15	15
<b>Gordon</b> 9.2 and 9.7		30	20	Wallace, over street crossings.		6	6
<b>Hooper</b> 15.2 and 15.4		30	20	On curves as follows: Between Mile Posts— <b>Tekoa</b> 1.0 and 4.7		30	20
15.5 and 16.0		25	20	<b>Lovell</b> 8.0 and 9.0		30	20
<b>Moscow Branch.</b> Maximum speed.		35	25	9.4 and 9.7		45	20
Colfax, on streets, and over street crossings.		12	12	9.9 and 10.7		30	20
Pullman, over street crossings.		6	6	11.1 and 12.1		30	20
Moscow, over street crossings.		12	12				

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Wallace Branch (Continued)</b> On curves as follows: Between Mile Posts— <b>Watt</b> 12.3 and 13.0		15	15	<b>Wallace Branch (Continued)</b> On curves as follows: Between Mile Posts— <b>Dudley</b> 53.6 and 54.2		35	25
14.4 and 14.6		30	20	54.5 and 54.9		35	25
<b>Plummer</b> 17.9 and 18.2		30	20	55.6 and 55.8		50	30
18.5 and 20.3		30	20	56.0 and 56.3		50	30
20.7 and 21.5		30	20	<b>Cataldo</b> 58.7 and 59.1		45	30
22.0 and 22.6		30	20	59.3 and 59.7		50	30
<b>Chatcolet</b> 24.1 and 25.3		35	25	60.0 and 60.2		20	20
25.6 and 27.7		25	20	60.2 and 61.2		50	30
28.0 and 28.4		30	20	<b>Enaville</b> 62.4 and 63.2		35	25
<b>Springston</b> 34.0 and 34.1		45	30	63.4 and 64.0		45	30
34.5 and 34.7		45	30	<b>Kellogg-Wardner</b> 70.1 and 70.3		35	25
34.9 and 35.2		35	25	70.7 and 70.9		35	25
36.2 and 36.4		50	30	71.5 and 71.7		45	30
38.3 and 38.6		35	25	72.4 and 72.6		35	25
<b>Black Lake</b> 39.6 and 39.8		45	30	<b>Shont</b> 73.4 and 73.6		45	30
<b>Medimont</b> 42.2 and 42.5		50	30	<b>Osburn</b> 77.1 and 77.2		35	25
43.7 and 43.9		50	30	77.4 and 77.7		35	25
<b>Lane</b> 47.8 and 48.3		45	30	78.0 and 78.2		35	25
48.6 and 49.0		45	30	78.6 and 78.7		35	25
<b>Rose Lake</b> 49.3 and 49.6		50	30	<b>Wallace</b>			
50.6 and 51.0		35	25	<b>Sierra Nevada Branch.</b>		10	10
51.5 and 52.0		50	30				

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	51"	70.6	1' 2"	58.	1' 12"	50.	2' 15"	26.6
31"	116.1	42"	85.7	52"	69.2	1' 3"	57.1	1' 15"	48.	2' 30"	24.
32"	112.5	43"	83.7	53"	67.9	1' 4"	56.2	1' 20"	45.	2' 45"	21.8
33"	109.1	44"	81.8	54"	66.6	1' 5"	55.3	1' 25"	42.3	3'	20.
34"	105.9	45"	80.	55"	65.4	1' 6"	54.5	1' 30"	40.	3' 30"	17.1
35"	102.9	46"	78.3	56"	64.2	1' 7"	53.7	1' 35"	37.9	4'	15.
36"	100.	47"	76.6	57"	63.1	1' 8"	52.9	1' 40"	36.	5'	12.
37"	97.3	48"	75.	58"	62.	1' 9"	52.1	1' 45"	34.3	6'	10.
38"	94.7	49"	73.5	59"	61.	1' 10"	51.4	1' 50"	32.7	7'	8.6
39"	92.3	50"	72.	1'	60.	1' 11"	50.7	1' 55"	31.3	8'	7.5
40"	90.			1' 1"	59.			2'	30.	10'	6.