

L. A. COLLINS
 Manager

H. E. SHUMWAY
 General Superintendent Transportation

G. J. MULICK
 Assistant General Manager

M. C. WILLIAMS, Superintendent Spokane, Wash.
 F. E. Doak, Assistant Superintendent Walla 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:

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
 Telegraph Office
 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:

Name	Title	Location	Territory
Ralph M. Dodson	Medical Director	Portland, Ore.	Portland, Ore.
Harry M. Bouvy	Specialist	Portland, Ore.	Portland
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.
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.	Walla Walla to Yakima.
P. F. Shirey	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. Sherfy	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.
H. O. 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.
J.	Surgeon	Lewiston, Idaho	Riparia to Lewiston.

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



WASHINGTON DIVISION

TIME - TABLE
No. 76

Effective Sunday,
November 10, 1946
at 12:01 A. M. Pacific Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

	401 Passenger	19 Passenger	65 Passenger	17 Passenger	15 Passenger	457 Passenger	11 Passenger	105 STREAMLINER PASSENGER	Distance from Huntington
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	SEE ★NOTE BELOW	
				6.00PM	5.45PM		6.30AM	12.50AM	0.0
				9.45PM	8.55PM		9.25AM	3.11AM	99.6
				12.45AM	11.55PM		12.05PM	5.13AM	173.8
				12.55AM	12.05AM		12.15PM	5.21AM	177.4
		9.30PM	7.40PM						400.4
		11.48PM	10.00PM						296.6
		1.20AM	11.30PM						248.8
		2.20AM	12.20AM						215.9
		5.00AM		4.20AM	3.35AM		3.18PM	7.21AM	808.6
	11.30PM	A 7.30AM	A 1.30AM	A 7.15AM	A 6.30AM	8.30AM	A 5.30PM	A 9.10AM	889.4
			Pendleton						
	3.10AM					11.05AM			480.5
	5.20AM					12.50PM			584.6
	6.30AM					2.05PM			669.5
	A 6.45AM					A 2.15PM			672.6

Time-Table No. 76
November 10, 1946

STATIONS

HUNTINGTON
LA GRANDE
PENDLETON
RIETH
SPOKANE
AYER
WALLULA
UMATILLA
THE DALLES
PORTLAND
CENTRALIA
TACOMA
ARGO
SEATTLE

Thru Time..... (7.15) 25.3 (10.00) 36.7 (5.50) 38.9 (13.15) 29.4 (12.45) 30.6 (5.45) 31.8 (11.00) 35.4 (8.20) 46.7Average Speed per Hour

* Note—No. 105 will run only on the following dates:
Due to leave Huntington on the 5th, 10th, 15th, 20th, 25th and 30th of each month.

WESTWARD

CONNELL BRANCH

EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A).	SECOND CLASS	Time-Table No. 76 November 10, 1946	Mile Post	SECOND CLASS
	391 Freight Daily Except Monday			392 Freight
		STATIONS		
JOWXY	1.45PM	D-R LA CROSSE JA	0.0	A 7.30AM
15	2.10	4.6 PAMPA	4.6	7.10
		3.6 GORDON	8.2	
11 X	2.50	8.5 HOOPER	14.7	6.35
32 JPWXY	A 2.55PM	1.0 N-R HOOPER JCT. HR	15.7	6.30AM
34		7.8 D WASH TUCNA FN	23.5	
3		5.8 McADAM	29.3	
4		4.5 WACOTA	34.1	
21 V		2.3 D KAHLOTUS HO	37.4	
7		4.9 ESTES	42.3	
9		3.8 SULPHUR	46.1	
12		5.0 CURRY	51.1	
18 WXY		1.8 R CONNELL	52.9	
		(52.9)		Daily

(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 same train LaCrosse to Hooper Jct.

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

	66 Passenger	12 Passenger	458 Passenger	106 STREAMLINER PASSENGER	18 Passenger	20 Passenger	16 Passenger	402 Passenger	Distance from Portland
HUNTINGTON				A 1.25AM	A 6.00AM		A 8.05AM		389.4
LA GRANDE		A 8.00PM		10.58PM	2.45AM		5.10AM		289.8
PENDLETON		5.10PM		8.45PM	12.05AM		2.25AM		215.6
RIETH		2.30PM		8.38PM	11.30PM		1.50AM		212.0
SPOKANE	A 7.50AM	2.10PM				A 7.00AM			367.3
AYER	5.15AM					4.06AM			268.4
WALLULA	3.55AM					2.40AM			210.2
UMATILLA	2.50AM					1.30AM			183.4
THE DALLES		11.20AM		6.37PM	8.45PM	10.50PM	11.20PM		86.8
PORTLAND	Lv 1.10AM Pendleton	9.00AM	A 8.50PM	4.50PM	6.30PM	8.30PM	9.15PM	A 6.45AM	0.0
CENTRALIA				6.26PM				2.53AM	91.1
TACOMA				5.05PM				1.00AM	145.1
ARGO				3.58PM				11.40PM	180.1
SEATTLE				3.50PM				11.30PM	183.2

Time-Table No. 76
November 10, 1946

STATIONS

HUNTINGTON
LA GRANDE
PENDLETON
RIETH
SPOKANE
AYER
WALLULA
UMATILLA
THE DALLES
PORTLAND
CENTRALIA
TACOMA
ARGO
SEATTLE

Thru Time..... (8.40) 33.7 (11.00) 35.4 (5.00) 36.8 (8.35) 45.3 (11.30) 33.8 (10.30) 35.0 (10.50) 35.9 (7.15) 25.3
Average Speed per Hour.....

* Note—No. 106 will run only on the following dates:
Due to leave Portland on the 1st, 6th, 11th, 16th, 21st and 26th of each month.

MILEAGE

WASHINGTON DIVISION
Main Line 183.64
Branches 675.37
Total 859.01

WESTWARD

MOSCOW BRANCH

EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS	Time-Table No. 76 November 10, 1946	Mile Post	FIRST CLASS	SECOND CLASS
	379 Freight	61 Passenger			62 Passenger	378 Freight
			STATIONS			
BKTVWX	7.30PM	5.45PM	D-R MOSCOW MO	28.1	A 9.15AM	A 5.35PM
11	7.42	5.53	4.0 GARRISON	24.1	9.04	5.24
8			2.7 HOLLAND	21.4		
1			0.9 WHITLOW	20.5		
			1.2 N. P. CROSSING	19.3		
23 X	8.00	s 6.05	0.6 D PULLMAN XN	18.7	s 8.52	5.10
3 W(M.P.16.2)	8.10	f 6.11	3.0 ARMSTRONG	15.7	f 8.40	5.00
18	8.20	s 6.18	3.0 ALBION	12.7	s 8.33	4.50
19	8.30	f 6.25	1.9 SHAWNEE	9.7	f 8.25	4.38
8	8.40	f 6.29	1.9 PARVIN	7.8	f 8.21	4.30
6	8.55	f 6.36	3.3 RISBECK	4.5	f 8.13	4.15
BJKMOWXY	A 9.30PM	A 6.45PM	4.5 DN-R COLFAX CA	0.0	8.00AM	4.00PM
			(28.1)		Daily	Daily Except Sunday

(2.00) 14.1 (1.00) 28.1 Thru Time..... (1.15) 22.5 (1.35) 17.7
Average Speed per Hour.....

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

Table with columns for Car Capacity, Time Freight, Freight, Passenger, and train numbers (151, 391, 363, 63, 95, 19, 65). Includes station names like BKPVX, BKOPTWZX, 48, 53, 50, 51, 52, 53, 52, 44, 52, 75, 52, 63, 51, 38, 53, 51, 73, BJKOPWXY, 96, 96, 96, 96, 96, 95, 94, 28, M, M, BJKOPVWXY, 96, 96, 95, BJKOPTWXY.

Time-Table No. 76 November 10, 1946

STATIONS table listing stations from SPOKANE to UMATILLA with mile markers and directions (DN-R, N, N-R, DN-R).

Thru Time Average Speed per Hour

On single track, eastward 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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To.

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 76 November 10, 1946

Table with columns for Car Capacity, Mile Post, and train numbers (20, 66, 64, 94, 392, 298, 364). Includes station names like BKPVX, BKOPTWZX, 48, 53, 50, 51, 52, 53, 52, 44, 52, 75, 52, 83, 51, 38, 53, 51, 73, BJKOPWXY, 96, 96, 96, 96, 96, 95, 94, 28, M, M, BJKOPVWXY, 96, 96, 95, BJKOPTWXY.

STATIONS table listing stations from SPOKANE to UMATILLA with mile markers and directions (DN-R, N, N-R, DN-R).

Thru Time Average Speed per Hour

On single track, eastward 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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To.

WESTWARD

YAKIMA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Time-Table No. 76 November 10, 1946	Mile Post	FIRST CLASS			SECOND CLASS
	363 Freight Daily Ex. Sun.	63 Passenger Daily	83 Passenger Daily	64 Passenger			84 Passenger	364 Freight		
									STATIONS	
BKOPTVWXYZ	9.30PM	7.10PM		DN-R	YAKIMA NY	98.0	A 8.05AM			A 11.55PM
39	9.40	7.18			UNION GAP	94.6	7.55			11.15
MP					N. P. CROSSING	91.3				
30	9.50	7.25			PARKER	90.8	f 7.48			11.00
P					N. P. CROSSING	89.4				
32	10.00	f 7.34			DONALD	86.8	f 7.38			10.40
P					SAWYER SR	84.6	f 7.32			10.30
18	10.05	f 7.39			FLINT	83.6				
18					BUENA BA	81.6	s 7.25			10.15
40	10.15	s 7.44			ZILAH AH	78.5	s 7.18			9.55
PVX				DR	GRANGER	73.4	f 7.06			9.35
74	10.25	f 7.50			EMERALD	67.2	f 6.53			9.05
P	10.48	f 7.58			MIDVALE	63.6	6.45			8.14
52	11.05	f 8.07		R						
35	11.15	8.14	6.23AM	R	MIDVALE	0.0	A 6.45AM	A 8.36PM		
JPXY				D-R	SUNNYSIDE SI	2.8	6.35AM	8.27PM		
PVX		8.14PM	6.23AM							
35	11.15	8.36		R	MIDVALE	63.6	6.23			8.14
JPXY					GRANDVIEW GW	57.7	s 6.11			7.45
51	11.35	s 8.47		N	CAPP	54.8	6.03			
PVWX					NORTH PROSSER	50.8	f 5.57			7.10
8		8.52			BIGGAM	48.3	f 5.52			
44	11.55PM	f 8.59			MEEK	45.5				
P					CHAFFEE	43.0	f 5.43			6.25
10		f 9.03			CORRAL	39.3	f 5.36			
2					BENTON CITY BC	36.5	s 5.31			5.50
53	12.20AM	f 9.11		D	ACTON	31.3	5.22			5.20
5		f 9.17			GROSSCUP	28.2				
42	PWX	s 9.22			LESLIE	20.8	5.05			4.30
53	12.55	9.32			KENNEWICK KN	13.2	s 4.50			4.00
8		9.50		N	HEDGES	8.7	f 4.35			3.45
53	1.25	9.50			N. P. CROSSING	7.3				
55	PVWX	s 10.10			VILLARD	6.7	f 4.30			3.35
12	P	f 10.20			ATTALIA	0.0	4.20AM			3.15PM
53	2.05	f 10.25								
16	JPXY	A 2.20AM	A 10.40PM				Daily	Daily		Daily Ex. Sat.

(4.50) 20.3 (3.30) 29.6 (0.10) 16.8 Thru Time (3.45) 27.6 (0.09) 18.7 (8.40) 11.3
 Average Speed per Hour

Eastward trains are superior to trains of the same class in the opposite direction, except No. 83 is superior to No. 64 and No. 63 is superior to No. 84 between Midvale and Sunnyside.

Train arriving at Midvale as No. 63 will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.
 Train arriving at Midvale as No. 64 will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.

WESTWARD **TEKOA-AYER BRANCH** **EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Time-Table No. 76 November 10, 1946	Mile Post	FIRST CLASS		SECOND CLASS		
	355 Freight Monday, Wednesday & Friday	391 Freight Daily Except Monday	73 Passenger Daily	61 Passenger Daily			74 Passenger	62 Passenger		392 Freight	356 Freight
BJKOPTWXYZ		6.00AM			DN-R	TEKOA K	116.1			A 3.00PM	
14	JPX	6.30			R	SELTICE	110.4			2.40	
32	W				D	FARMINGTON FM	104.5			2.10	
MP						N. P. CROSSING	103.4				
10						WALTERS	98.6			1.45	
						N. P. CROSSING	95.4				
38	VWX				D	GARFIELD GR	95.1			1.25	
						ELBERTON	89.7			1.00	
13						GLENWOOD	83.5			12.25PM	
32	BJKOWXY		6.50PM		D-R	COLFAX CA	77.4	A 7.55AM		11.45AM	
M						S. C. & P. CROSSING	77.3				
14	East Spur		6.57			CREST	74.9	7.45		11.05	
16	West Spur		f 7.02			MOCKONEMA	72.5	f 7.40		10.45	
34			f 7.09			DIAMOND	68.5	f 7.32		10.25	
29			f 7.16			THERA	64.8	f 7.25		10.00	
15			s 7.29		D	ENDICOTT DI	57.4	s 7.14		9.30	
27			s 7.40		D-R	WINONA WA	52.1	s 7.04		9.00	
63	JWXY										
14	JPX	6.30			R	SELTICE	48.0				
11		7.00				WARNER	45.3				
11						FLETCHER	42.5				
						S. C. & P. CROSSING	39.8				
						N. P. CROSSING	39.7				
34	VWX	7.45			D	OAKSDALE ON	39.1				
		8.30				THORNTON	31.2				
	M					S. C. & P. CROSSING	30.7				
26		9.00				SUNSET	25.4				
						HUNTLEY	22.6				
10						JUNO	20.8				
28	WX	10.00			D	ST. JOHN SJ	18.3				
		10.30				WILLADA	11.5				
53		11.00				GRAVEL PIT	4.4				
63	JWXY	11.45AM			D-R	WINONA WA	0.0				
46		12.15PM	7.47			SUTTON	48.0	6.57		8.35	
26	JOWXY	A 12.45PM	s 7.57	D-R	LA CROSSE JA	41.5	s 6.49			8.10AM	
42			f 8.12			JERITA	35.8	f 6.36			
14						SCHRECK	31.9				
44			f 8.26			HAY	30.2	f 6.25			
			f 8.44			CANYON	22.1	f 6.10			
60	JPVWXY		8.35PM	s 8.55	DN-R	RIPARIA XS	17.5	A 6.10AM	s 6.00		
M						N. P. CROSSING	17.4				
10	JPXY	8.25PM	s 8.45PM	s 9.05	R	TUCANNON	12.6	s 6.00	s 5.45	A 8.35PM	
41	X	8.30	8.47	9.08		PATAHA	11.8	5.57	5.42	8.33	
54	X	8.50	f 9.03	f 9.22		RIFTON	2.9	f 5.41	f 5.26	8.10	
	BJKOPWXY	A 9.00PM	A 9.10PM	A 9.30PM	DN-R	AYER JD	0.0	5.35AM	5.20AM	8.00PM	
						(115.9) Via Colfax (105.5) Via Thornton		Daily	Daily	Daily Sunday, Tuesday & Thurs.	

(0.35) 21.6 (6.45) 9.5 (0.35) 30.0 (2.40) 29.0 Thru Time (0.35) 30.0 (2.35) 29.9 (6.50) 10.9 (0.35) 21.6
 Average Speed per Hour

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

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS				Time-Table No. 76 November 10, 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 (16)		
	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily		
BKPVX	9.30PM	5.30PM	7.45AM	11.45PM	8.30PM	8.10AM	7.15AM	DN-R SPOKANE	
IPX	9.40	5.40	7.50	A11.50PM	8.36	8.15	7.20	N. P. CROSSING	
83 X	9.51	5.46	7.55		8.39	8.18	7.23	EAST SPOKANE	
51 X								HILL	
50 JKVX	10.10	6.00	A 8.10AM		f 8.46	s 8.25	7.30	DN DISHMAN	
35	10.20	6.14			f 8.51	f 8.29	7.34	CHESTER	
17	10.35	6.32			f 8.58	8.35	7.41	REDLIN	
49	10.50	6.42			f 9.03	s 8.40	7.46	D MICA	
38	11.05	6.58			f 9.08	f 8.45	7.50	FREEMAN	
JVX	A11.25PM	7.15			A 9.18PM	s 8.51	A 7.55AM	DN-R MANITO	
17								COEY	
23		7.30				s 8.58		D ROCKFORD	
40		7.40				9.05		DARKNELL	
31 WX		7.55				s 9.11		D FAIRFIELD	
4								RAHM	
		8.20				s 9.25		LATAH	
BJKOPTWXYZ	A 8.45PM					A 9.45AM		DN-R TEKOA	

(1.55) (3.15) (0.25) (0.05) (0.48) (1.35) (0.40) Thru Time
11.4 15.2 15.6 22.8 27.3 31.1 32.7 Average Speed per Hour

On single track, eastward 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.

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 76 November 10, 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		165.4	A 6.45AM	A11.50AM	A 7.05PM	A10.00PM	A 4.00PM	A 7.00PM	A 1.30AM
IPX		163.5	6.35	11.43AM	6.57	9.53	3.45	6.50	1.20
83 X		162.6	6.32		6.55	9.51	3.40	6.40	1.15
51 X		161.2							
50 JKVX		158.9	f 6.25		s 6.45	9.44	3.30PM	6.00	1.05
35		155.7	6.20		f 6.39	9.39		5.51	12.52
17		152.1	6.12		6.32	9.33		5.40	12.37
49		149.7	6.07		f 6.27	9.28		5.32	12.27
38		146.9	6.02		f 6.21	9.23		5.26	12.17
JVX		143.6	5.50AM		f 6.16	9.18PM		5.15PM	12.02AM
17		142.4							
23		138.4			s 6.05				11.46PM
40		135.1			5.59				11.35
31 WX		131.7			s 5.53				11.20
4		126.6							
		123.3			s 5.38				10.55
BJKOPTWXYZ		116.1				5.25PM			10.30PM

Thru Time..... (0.55) (0.07) (1.40) (0.42) (0.30) (1.45) (3.00)
Average Speed per Hour..... 23.8 16.3 29.6 31.1 13.0 12.4 16.4

On single track, eastward 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.

Car Capacity of Sidings, etc. See Rule 6 (A).	WESTWARD	POMEROY BRANCH	EASTWARD
	SECOND CLASS	Time-Table No. 76 November 10, 1946	SECOND CLASS
	355 Freight	Mile Post	356 Freight
Monday Wed. & Fri.	STATIONS		
35 TWX	D-R POMEROY PY	28.9	A10.45PM
25	ZUMWALT	24.4	10.30
1	HOUSER	19.1	10.10
7	DODGE	16.3	10.00
18 W	CHARD	14.5	9.50
8	JACKSON	11.3	9.35
18	DELANEY	7.9	9.20
BJKOWXY	D-R STARBUCK SA	0.0	8.50PM

(2.15) (1.55)
12.8 Thru Time..... 15.1
Average Speed per Hour.....

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

WESTWARD WALLACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS	Time-Table No. 76 November 10, 1946	Mile Post	FIRST CLASS	SECOND CLASS
	393 Freight	67 Passenger			68 Passenger	394 Freight
	Daily Except Saturday	Daily	STATIONS			
BJKOPTWXYZ	11.30PM	9.50AM	DN-R TEKOA K	0.0	A 5.20PM	A 9.30PM
1 X			TILMA	2.1		
25	11.50PM	f 10.02	LOVELL	6.9	f 5.08	8.50
18	12.10AM	10.13	WATT	12.1	4.58	8.30
17 VX	12.23	s 10.19	D PLUMMER MR	15.3	s 4.48	8.10
22 TWX	12.55	s 10.33	CHATCOLET	22.8	f 4.28	7.45
		f 10.41	O'GARA	26.3	f 4.20	
40 WX	1.25	s 10.52	HARRISON	30.5	s 4.12	7.20
43	1.40	s 10.59	D SPRINGSTON RC	34.0	s 4.05	7.10
	1.55	s 11.07	BLACK LAKE	38.0	f 3.57	6.59
Spur	2.10	s 11.14	MEDIMONT	41.3	s 3.51	6.51
20	2.25	s 11.21	LANE	45.3	s 3.44	6.42
33	2.40	s 11.27	ROSE LAKE	49.1	s 3.37	6.32
12	2.50	s 11.34	DUDLEY	52.0	f 3.32	6.24
30	3.10	s 11.45	CATALDO	57.7	f 3.24	6.10
	3.30	s 11.56	ENAVILLE	62.5	s 3.17	6.00
18	3.35	f 11.59AM	PINE CREEK	64.1	f 3.14	5.55
		f	SMELTerville	66.3	f	
		f	BRADLEY	67.2	f	
25 BKOX	4.00	s 12.12PM	D-R KELLOGG-WARDNER DN	69.2	s 3.05	5.40
3		f	SHONT	72.8	f	
31	4.25	s 12.28	OSBURN	75.8	f 2.52	5.10
BKOTVWYZ	A 5.00AM	A 12.45PM	D-R WALLACE WC	80.2	2.45PM	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) (2.35) (4.30)
14.6 27.5 Thru Time 31.0 17.8
..... Average Speed per Hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.

WESTWARD	SIERRA NEVADA BRANCH	EASTWARD
Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 76 November 10, 1946	Mile Post
	STATIONS	
JWX	BRADLEY	0.0
X	3.2 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	Time-Table No. 76 November 10, 1946	Mile Post	FIRST CLASS	SECOND CLASS
	345 Freight	63 Passenger			64 Passenger	346 Freight
	Daily	Daily	STATIONS			
BJKOPVWXY	4.30AM	4.20AM	DN-R WALLULA JN	0.0	A 10.50PM	A 10.00PM
11	4.46	f 4.35	7.5 REESE	7.5	f 10.35	9.25
29 PWX	5.04	s 4.50	D TOUCHET CH	15.0	s 10.20	9.10
12	5.14	f 5.00	4.3 LOWDEN	19.3	f 10.10	9.00
10	5.24	f 5.10	4.7 WHITMAN	24.0	f 10.00	8.50
17 X	5.34	f 5.20	4.6 AUKER	28.6	f 9.50	8.40
			0.1 W. W. V. RY. CROSSING	28.7		
			0.2 ARTESIA	28.9		
5 X			2.0 DN-R WALLA WALLA {Z BU	30.9	9.45PM	8.30PM
BJKOPTVWXYZ	A 6.00AM	A 5.30AM	(30.9)		Daily	Daily
	(1.30) 20.6	(1.10) 28.5 Thru Time	(1.05) 28.5	(1.30) 20.6 Average Speed per Hour

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	Time-Table No. 76 November 10, 1946		Mile Post	SECOND CLASS	
	365 Freight	367 Freight	366 Freight		368 Freight	
	Daily Except Sunday	Tuesday and Friday	STATIONS			
29 T		368 1.15PM	TURNER	24.8	A 1.15PM	
25		1.24	2.1 WHETSTONE	22.7	1.04	
Spur		1.38	3.4 RONAN	19.8	12.50	
26 VWXY	2.05PM	A 2.05PM	D-R DAYTON DA	18.1	A 12.25PM	12.25PM
			0.09 N. P. CROSSING	18.0		
			0.01 N. P. CROSSING	18.0		
JX	2.07PM		0.1 DAYTON JCT.	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 WAITSBURG JCT.	5.2	12.03PM	
Spur X			1.1 LOYD	4.1		
23 X	2.34		0.5 WAITSBURG BG	3.5	11.59AM	
26 JWY	A 2.45PM		3.5 BOLLES	0.0	11.50AM	
			(24.8)			
	(0.40) 19.8	(0.50) 14.0 Thru Time	(0.35) 22.8	(0.50) 14.0 Average Speed per Hour

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

Train arriving at Turner as No. 368 will run as No. 367 Turner to Dayton.

WESTWARD

TUCANNON-PENDLETON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).

SECOND CLASS

Time-Table No. 76

November 10, 1946

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			Mile Post	SECOND CLASS				
	356 Freight	365 Freight	361 Freight		362 Freight	366 Freight	355 Freight		
	Sunday, Tuesday & Thurs.	Daily Except Sunday	Daily						
JPXY	8.35 PM			R	TUCANNON			A 8.25 PM	
1					POWERS				
BJKOWXY	A 8.45 PM			D-R	STARBUCK	SA		8.15 PM	
19					RELIEF				
27	X				ALTO				
5					McKAY				
23					MENOKEN				
28	JWX	2.45 PM		R	BOLLES		A 11.50 AM		
26	X	3.00		D	PRESCOTT	SY		11.38	
10		3.15			ENNIS			11.22	
9		3.20			BERRYMAN			11.18	
19		3.30			HADLEY			11.10	
21		3.40			VALLEY GROVE			11.02	
11		3.45			RUSSELL			10.55	
					N. P. CROSSING				
M					W. W. V. RY. CROSSING				
BJKOPTVWXYZ	A 4.00 PM	3.00 AM		DN-R	WALLA WALLA	Z BU	A 10.30 AM	10.40 AM	
M					W. W. V. RY. CROSSING				
					LANGDON				
10		3.15			STATE LINE		10.10		
24		3.20			SPOFFORD		10.05		
M					W. W. V. RY. CROSSING				
39	VWX	4.00		D	MILTON	CO	9.50		
15	VX				PRUNEDALE				
10		4.10			BARRETT		9.35		
13		4.20			BADE		9.20		
50		4.32			BLUE MOUNTAIN		9.05		
20		4.45			DOWNING		8.50		
Spur		4.55			WESTON		8.40		
20	WX	5.15		D	ATHENA	CN	8.30		
41		5.30			ADAMS		8.15		
15		5.40			BLAKELEY		8.05		
11		5.53			HAVANA		7.55		
26		6.05			SAXE		7.45		
JX					W. D. JCT.				
BJKVWXYZ		A 6.30 AM		DN-R	PENDLETON	FD	7.30 AM		
					(98.7)				
							Daily	Daily Ex. Sun.	Monday, Wednesday & Friday

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

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 361 is superior to No. 362.—See Rule S-72.

SPEEDS SHOWN BELOW ARE 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.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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 train 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
On curves of 7 degrees and over with 2-10-2 type engines.			25	20	Over spring switches, when using turnouts.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	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.				
C. M. St. P. & P. class N-3-S engines.			50	40	Trains handling scale test cars: On main line. On branch lines.				30 25
Light engines.			35	35					
Engines running backward.	20	20	20	20					
Trains handling company roadway machines on their own wheels.				25					
Trains handling gravel loaded in Rodger or Hart ballast cars.				25					

SIXTH SUBDIVISION

Eastward over N. P. crossings at M.P. 212.6 and 212.0, between home signals governing movement over crossing.	20	20	20	20	Between Mile Posts— 188.6 and 189.0	40	30	30	20
Within yard limits.	50	40	40	25	189.2 and 190.4	35	25	25	20
Between Mile Posts— Umatilla 182.8 and 185.2	50	40	40	25	Riverview 191.2 and 192.0	35	25	25	20
185.2 and 185.3	40	40	40	25	192.5 and 192.9	45	35	35	25
185.3 and 185.5	50	40	40	25	193.3 and 193.4	45	35	35	25
186.7 and 186.8	60	50	50	40	Cold Springs 194.5 and 194.7	60	50	50	40
187.1 and 187.3	60	50	50	40	194.9 and 196.3	40	30	30	20
187.6 and 187.7	60	50	50	40	196.5 and 196.6	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.
Between Mile Posts— Sand 197.4 and 197.7	55	45	45	35	Between Mile Posts— Simmons 242.4 and 242.6	40	40	40	25
199.0 and 199.1	60	50	50	40	242.9 and 243.1	45	35	35	25
199.3 and 199.4	60	50	50	40	243.4 and 243.5	60	50	50	40
200.7 and 200.8	60	50	50	40	Walker Pit 244.5 and 244.6	60	50	50	40
201.8 and 201.9	60	50	50	40	246.1 and 246.3	60	50	50	40
Juniper 204.3 and 204.6	55	45	45	35	247.0 and 247.2	60	50	50	40
205.2 and 205.3	60	50	50	40	Scott 252.8 and 253.0	55	45	45	35
206.1 and 207.2	40	30	30	20	256.9 and 257.1	55	45	45	35
207.5 and 208.5	40	30	30	20	Ruxby 260.3 and 260.5	60	50	50	40
209.0 and 209.7	50	40	40	25	262.2 and 262.4	50	40	40	25
209.7 and 209.8	40	40	40	25	262.4 and 262.5	40	40	40	25
209.8 and 210.0	50	40	40	25	262.5 and 262.8	50	40	40	25
Wallula 210.0 and 210.3	25	25	25	20	262.8 and 263.3	40	40	40	25
210.3 and 210.6	40	40	40	25	Ayer 263.3 and 263.9	50	40	40	25
210.6 and 211.8	50	40	40	25	263.9 and 264.8	40	40	40	25
211.8 and 211.9	40	40	40	25	Chew 268.2 and 269.3	30	30	30	30
211.9 and 212.3	50	40	40	25	271.5 and 272.5	25	25	25	15
212.3 and 212.4	20	20	20	20	272.7 and 273.2	55	45	45	35
212.4 and 213.0	50	40	40	25	275.1 and 276.9	40	40	40	25
Attalia 213.0 and 213.1	40	40	40	25	277.9 and 278.5	60	50	50	40
213.1 and 213.4	50	40	40	25	278.9 and 279.4	55	45	45	35
213.4 and 213.7	40	40	40	25	Park 280.0 and 281.6	40	40	40	25
217.2 and 217.4	55	45	45	35	281.9 and 282.2	60	50	50	40
219.1 and 219.5	60	50	50	40	Hooper Jet. 286.1 and 286.5	60	50	50	40
Humorist 224.2 and 224.5	60	50	50	40	290.6 and 291.1	60	50	50	40
Ash 226.9 and 227.1	60	50	50	40	291.9 and 292.3	25	25	25	25
228.1 and 228.4	45	35	35	25	Ankeny 294.4 and 294.5	40	40	40	25
228.8 and 229.9	40	35	35	25	295.4 and 297.0	60	50	50	40
230.8 and 231.4	60	50	50	40	Thavis 305.6 and 305.9	40	40	40	25
231.9 and 232.3	55	45	45	35	305.6 and 305.9	40	40	40	25
233.0 and 233.4	60	50	50	40	305.9 and 306.6	50	40	40	25
Page 234.0 and 234.5	45	35	35	25	Marengo 306.6 and 306.9	40	40	40	25
234.9 and 235.6	40	35	35	25	306.9 and 307.3	50	40	40	25
236.3 and 236.5	45	35	35	25	308.6 and 309.0	60	50	50	40
236.8 and 236.9	60	50	50	40	Cheney, over street crossings. 352.8 and 353.5	15	15	15	15
237.9 and 238.1	45	35	35	25	354.0 and 363.8 on curves	60	50	50	35
239.0 and 239.3	60	50	50	40					
239.6 and 239.8	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.
Between Mile Posts— 364.2 and 364.4	45	35	35	25	Between Mile Posts— 365.9 and 366.2	25	25	25	15
364.7 and 364.9	55	45	45	35	366.2 and 366.5	50	40	40	25
365.1 and 365.4	25	25	25	15	366.5 and 367.3	40	35	35	25
West Spokane, on 16-degree curve west end of yard.	8	8	8	8	Over Bridge 367.13.	10	10	10	10
365.4 and 365.9	50	40	40	25	Spokane, through Union Station limits.	15	15	15	15
					Spokane Union Station over slip switches	10	10	10	10
BRANCHES									
General At any point, within yard limits, except between Spokane and Manito.	30	30	30	15	Spokane-Tekoa Branch (Continued) Between Mile Posts— Coey 142.6 and 143.2				30
On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as follows:					143.2 and 143.6				30
On 3 degree curves			50	40	Manito 143.6 and 144.0	40	40	40	25
On 4 degree curves			45	35	144.4 and 144.6	60	50	50	35
On 5 and 6 degree curves			35	25	145.5 and 146.0	55	45	45	35
On 7 and 8 degree curves			30	20	146.2 and 146.4	60	50	50	35
On curves of 7 degrees and over with 2-10-2 type engines			25	20	146.9 and 147.2	60	50	50	35
On 9 and 10 degree curves			25	20	Freeman 147.3 and 148.8	45	35	35	25
Spokane-Tekoa Branch. Between Spokane and Manito.	70	60	60	35	149.1 and 149.2	60	50	50	35
Between Spokane and Manito, within yard limits.	50	40	40	25	Mica 150.5 and 151.9	40	30	30	20
Between Manito and Tekoa.			50	30	Redlin 152.1 and 152.4	40	30	30	25
Between Mile Posts— Tekoa 115.0 and 117.6			25	15	152.6 and 153.0	45	35	35	25
117.8 and 117.9			45	30	153.2 and 153.9	40	30	30	20
118.1 and 118.3			35	25	154.3 and 154.5, westward	60	50	50	35
118.5 and 119.7			30	20	154.3 and 154.5, eastward	60	50	50	25
120.2 and 120.4			35	25	154.7 and 155.5	45	35	35	25
120.7 and 121.4			35	25	Between Chester and Mica, on descending grade.				25
121.6 and 121.9			30	20	Dishman 158.3 and 160.4	40	40	40	25
122.1 and 122.5			35	25	160.8 and 163.0	50	40	40	25
122.9 and 123.2			50	30	163.0 and 163.2	40	40	40	25
Latah 123.4 and 124.5			25	20	163.2 and 165.4	50	40	40	25
125.1 and 125.7			35	25	Spokane, through tunnel.	15	15	15	15
Rahm 127.5 and 128.4			35	25	Spokane, over slip switches at N. P. Crossing.	15	15	15	10
129.6 and 130.6			35	25	Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.				12
130.8 and 131.0			50	30	Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	20
131.0 and 132.1			30	15					
Fairfield, over street crossings. 132.6 and 132.8			45	30					
133.3 and 134.6			30	20					
135.3 and 136.3			35	25					
Darknell 136.6 and 139.2			25	20					
Rockford 139.4 and 139.7			45	30					
139.8 and 140.4			45	30					
141.0 and 141.2			35	25					

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Tekoa-Ayer Branch. Maximum speed.		50	30	Tekoa-Ayer Branch (Continued) Between Mile Posts— Thera 64.9 and 65.2		30	25
Between Tekoa and Colfax, via Garfield.		30	30	68.2 and 68.5		30	25
Between Tucannon and Ayer.		35	25	Diamond 68.8 and 69.0		30	25
Between Mile Posts— Ayer 0.0 and 4.5		30	15	69.9 and 70.1		30	25
4.5 and 4.8		35	25	Mockonema 73.3 and 73.6		25	20
Rifton 9.5 and 9.7		30	25	Colfax, over street crossings.		12	12
Pataha 11.3 and 12.9		30	15	74.5 and 78.2		25	12
14.0 and 14.1		30	25	78.4 and 78.5		30	20
14.3 and 16.1		25	25	79.8 and 80.3		30	25
16.4 and 17.1		25	15	80.5 and 80.8		30	25
17.1 and 17.2		15	15	81.5 and 82.3		25	20
Over Snake River Bridge 17.23.		5	5	82.9 and 83.4		25	20
17.2 and 18.2		25	15	Glenwood 83.5 and 84.5		30	20
18.6 and 18.8		30	25	86.5 and 87.0		25	20
19.7 and 19.9		25	20	87.6 and 88.9		30	20
Canyon 23.6 and 23.7		30	20	89.1 and 89.4		25	20
24.5 and 25.0		30	25	Elberton , over street crossings		25	25
25.4 and 26.3		30	25	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	94.5 and 95.8		30	15
27.1 and 27.2		30	25	Walters 101.1 and 101.5		30	25
27.4 and 27.8		25	20	102.0 and 102.4		30	25
28.2 and 28.7		25	20	N. P. Crossing 104.6 and 104.9		30	20
Hay 30.4 and 31.1		30	25	Farmington 105.5 and 105.8		30	20
Schreck 32.2 and 32.4		30	25	109.9 and 111.0		30	15
32.5 and 33.8		30	20	112.2 and 113.1		30	25
34.2 and 35.2		25	20	Tekoa , McGoldrick's Spur. 115.0 and 116.9		30	15
Jerita 36.2 and 36.9		30	20	Between Winona and Seltice via Thornton.		25	25
37.8 and 39.3		25	20	Winona 0.0 and 1.0		25	15
40.7 and 42.1		30	15	17.2 and 19.6		25	15
Sutton 49.3 and 50.1		30	25	38.4 and 40.1		25	15
51.5 and 52.5		30	15	47.4 and 48.0		25	15
				Seltice			

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Tucannon-Pendleton Branch. Maximum speed.		30	30	Tucannon-Pendleton Branch (Cont'd) Between Mile Posts— McKay 78.9 and 79.3		25	20
Between Tucannon and Downing.		25	25	79.6 and 79.9		25	20
Between Starbuck and Alto.		25	12	80.8 and 81.2		25	20
Between Walla Walla and Pendleton, with MacArthur type engines.		25	25	82.8 and 83.4		25	12
Between Barrett and Downing, on descend- ing grade.		15	15	93.8 and 94.7		25	15
Pendleton, over Thompson, Main and Aura Streets.		12	12	95.1 and 95.2		25	20
Pendleton, over other street crossings within city limits.		20	20	Powers 96.2 and 96.3		25	20
Between Mile Posts— Pendleton 0.0 and 1.2		30	15	97.4 and 98.1		25	15
1.2 and 1.4		30	25	Tucannon			
Havana 9.5 and 9.8		30	20	Yakima Branch. Maximum speed.		45	30
16.9 and 18.0		30	15	With pile driver 0321.			15
Athena, over street crossings.		15	15	Between Mile Posts— Attalia 0.0 to 0.7		30	15
20.9 and 21.3		30	25	Bridge 7.44		25	15
Downing 4.0 and 24.5		25	20	Kennewick, over street crossings. 11.8 and 14.9		30	15
25.4 and 26.2		25	20	35.6 and 37.4		30	15
Blue Mountain 29.0 and 29.4		25	20	37.5 and 38.1		25	20
29.8 and 30.1		25	20	56.6 and 59.2		30	15
Bade 30.3 and 30.4		25	20	62.8 and 64.6		30	15
31.2 and 31.7		25	20	Granger, over street crossings. 77.4 and 78.4		30	15
32.2 and 32.4		25	20	Zillah , over street crossings. 78.4 and 78.6		25	15
32.7 and 32.9		25	20	78.6 and 79.5		30	15
Milton, over street crossings.		15	15	Yakima River Bridge 89.35, through gauntlet track.		15	15
33.6 and 37.1		25	15	96.5 and 98.4		30	15
Walla Walla, over street crossings.		12	12	Yakima, over Yakima Ave., and Walnut Street.		6	6
Walla Walla, on west leg of wye.		8	8	Yakima, over other street crossings.		10	10
Russell 44.8 and 47.8		25	15	Midvale to Sunnyside 0.0 and 0.4		30	15
52.7 and 53.4		25	20	2.1 and 3.3		15	15
Ennis 64.8 and 64.9		25	20	Wallula Branch. Maximum speed.		35	30
65.5 and 66.0		25	20	Between Mile Posts— Wallula 0.0 and 0.8		30	15
66.1 and 67.8		25	15	0.8 and 1.1		30	20
70.8 and 72.5		25	15	1.6 and 2.0		25	20
72.8 and 73.2		25	20	2.6 and 2.7		35	25
74.3 and 76.1		25	20	2.9 and 3.1		35	25
Waken 73.4 and 78.5		25	20	3.5 and 3.6		35	25
				4.0 and 4.3		35	25
				4.8 and 5.3		30	20
				5.9 and 6.4		35	25
				6.7 and 6.8		30	20
				7.0 and 7.1		25	20

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Wallula Branch (Continued) Between Mile Posts— Reese 7.7 and 8.0		30	20	Moscow Branch (Continued) Between Mile Posts— Colfax , over street crossings. 0.0 and 0.3		12	12
8.2 and 8.4		35	25	0.3 and 1.2		30	15
8.7 and 9.1		30	20	2.3 and 3.5		12	12
9.5 and 9.7		30	20	Risbeck 5.6 and 6.7		30	20
10.0 and 10.1		35	25	6.8 and 7.5		25	20
10.7 and 10.9		35	25	Parvin 8.4 and 8.8		30	20
11.1 and 11.4		25	20	Shawnee 9.9 and 10.0		25	20
12.1 and 12.3		35	25	10.8 and 11.2		30	20
12.5 and 12.6		30	15	12.2 and 12.5		25	20
14.4 and 15.3		35	25	Albion 13.4 and 13.6		30	20
18.5 and 18.6		30	15	14.3 and 14.9		25	20
Lowden 28.3 and 30.8		20	20	Armstrong 17.5 and 17.7		30	20
Walla Walla		20	15	17.9 and 18.0		30	20
Pomeroy Branch. Maximum Speed: 27.8 and 30.1		25	25	Pullman , over street crossings. 18.1 and 19.5		6	6
Dayton Branch. Maximum speed: Between Dayton and Bolles. 0.0 and 0.6		25	15	19.9 and 20.0		30	15
Between Mile Posts— Bolles 2.9 and 5.1		25	15	Garrison 24.6 and 24.8		30	20
Dayton, over street crossings west of Touchet River.		15	15	25.2 and 25.4		30	20
Dayton, over all other street crossings. 12.9 and 24.8		10	10	27.6 and 28.3		30	15
Connell Branch. Maximum speed: Between LaCrosse and Hooper Jct. 0.0 and 1.0		35	30	28.3 and 28.4		12	12
Between Hooper Jct. and Connell.		20	20	Moscow , over street crossings.		12	12
Between Mile Posts— La Crosse 3.4 and 3.6		30	15	Wallace Branch. Maximum speed: Between Tekoa and Lovell.		50	30
Pampa 6.6 and 6.8		35	25	Between Lovell and Chatcolet.		35	20
7.2 and 7.8		25	20	Between Chatcolet and Harrison.		40	25
Gordon 9.2 and 9.7		30	20	Between Harrison and Wallace.		50	30
14.2 and 15.5		30	15	Between Mile Posts— Tekoa 0.0 and 2.3		30	15
Hooper Junction on connection between Connell Branch and Sixth Sub-Division		15	15	2.3 and 4.7		30	20
15.5 and 18.4		20	15	Lovell 8.0 and 9.0		30	20
52.3 and 52.9		20	15	9.4 and 9.7		45	20
Moscow Branch. Maximum speed.		35	25	9.9 and 10.7		30	20
				11.1 and 12.1		30	20

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Wallace Branch (Continued) Between Mile Posts— Watt 12.3 and 13.0		15	15	Wallace Branch (Continued) Between Mile Posts— Dudley 53.6 and 54.2		35	25
14.4 and 14.6		30	20	54.5 and 54.9		35	25
14.8 and 16.4		30	15	55.6 and 55.8		50	30
17.9 and 18.2		30	20	56.0 and 56.3		50	30
18.5 and 20.3		30	20	Cataldo 58.7 and 59.1		45	30
20.7 and 21.5		30	20	59.3 and 59.7		50	30
22.2 and 23.9		30	15	60.0 and 60.2		20	20
Bridge, 23.45		15	15	60.2 and 61.2		50	30
24.1 and 25.3		35	25	Enaville 62.4 and 63.2		35	25
25.6 and 27.7		25	20	63.4 and 64.0		45	30
28.0 and 28.4		30	20	66.4 and 69.6		30	15
29.8 and 31.2		30	15	70.1 and 70.3		35	25
Springston 34.0 and 34.1		45	30	70.7 and 70.9		35	25
34.5 and 34.7		45	30	71.5 and 71.7		45	30
34.9 and 35.2		35	25	72.4 and 72.6		35	25
36.2 and 36.4		50	30	Shont 73.4 and 73.6		45	30
38.3 and 38.6		35	25	Osburn 77.1 and 77.2		35	25
Black Lake 39.6 and 39.8		45	30	77.4 and 77.7		35	25
Medimont 42.2 and 42.5		50	30	78.0 and 78.2		35	25
43.7 and 43.9		50	30	78.6 and 78.7		35	25
Lane 47.8 and 48.3		45	30	78.9 and 81.4		30	15
48.6 and 49.0		45	30	Wallace , over street crossings. 81.4 and 87.3		6	6
Rose Lake 49.3 and 49.6		50	30	Burke to Wallace, eastward.		20	10
50.6 and 51.0		35	25	Sierra Nevada Branch.		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.		30.	10'	6.