

L. A. COLLINS
General 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.
E. F. Kidder, Division Engineer Spokane, Wash.
J. D. Killian, Master Mechanic Portland, Ore.
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 E. A. McElvain
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
Tekoa Telegraph Office
Tekoa Enginemen's Register Room
Colfax Telegraph Office
Moscow 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.	
John H. O'Shea	Division Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
W. H. Pousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
R. E. Ahlquist	Surgeon	Spokane, Wash.	Tekoa-Spokane.
M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa to 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 Weltz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
Donald M. 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. 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.
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. E. Carsow	Surgeon	Lewiston, Idaho	Riparia to Lewiston.

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



WASHINGTON DIVISION

TIME - TABLE
No. 78

Effective Sunday,
June 29, 1947
at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

SIXTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 78
June 29, 1947

STATIONS

DN-R	SPokane	Dispr. DS	AU	DOUBLE TRACK
	WEST SPOKANE			
	COWLES			
	MARSHALL			
N	CHENEY		CY	
	GEIB			
	MASON			
N	CROSKEY		CK	
	WELLS			
	PALM LAKE			
	ASHBY			
	EMDEN			
DN-R	MARENGO		RA	
	THAVIS			
	MACK			
	ANKENY			
N-R	HOOPER JCT.		HR	
	PARK			
	JOSO			
	CHEW			
DN-R	AYER		JD	
	RUXBY			
	SCOTT			
	WALKER PIT			
	SIMMONS			
N	PAGE		MS	
	ASH			
	HUMORIST			
	ATTALIA			
	N. P. CROSSING			
	N. P. CROSSING			
DN-R	WALLULA		JN	
	JUNIPER			
	SAND			
	COLD SPRINGS			
	RIVERVIEW			
DN-R	UMATILLA		CS UY	

BLOCK SIGNALS

BLOCK SIGNALS

(184.5)

.....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 special instructions of the Union Pacific Railroad, North-western 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 same train on Sixth Subdivision Hooper Jct. to Ayer.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
19	Any Station	East of Ayer	
19	Hooper Jct.		West of Umatilla
65	Hooper Jct.		East of Umatilla

SIXTH SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 78
June 29, 1947

STATIONS

DN-R	SPokane	Dispr. DS	AU	DOUBLE TRACK
	WEST SPOKANE			
	COWLES			
	MARSHALL			
N	CHENEY		CY	
	GEIB			
	MASON			
N	CROSKEY		CK	
	WELLS			
	PALM LAKE			
	ASHBY			
	EMDEN			
DN-R	MARENGO		RA	
	THAVIS			
	MACK			
	ANKENY			
N-R	HOOPER JCT.		HR	
	PARK			
	JOSO			
	CHEW			
DN-R	AYER		JD	
	RUXBY			
	SCOTT			
	WALKER PIT			
	SIMMONS			
N	PAGE		MS	
	ASH			
	HUMORIST			
	ATTALIA			
	N. P. CROSSING			
	N. P. CROSSING			
DN-R	WALLULA		JN	
	JUNIPER			
	SAND			
	COLD SPRINGS			
	RIVERVIEW			
DN-R	UMATILLA		CS UY	

BLOCK SIGNALS

BLOCK SIGNALS

(184.5)

.....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 special instructions of the Union Pacific Railroad, North-western District.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
20	Any Station	West of Ayer	
66	Any Station	Stations on Oregon Division or beyond	
66	Hooper Jct.	Any Station	Any Station

Car Capacity of Sidings, etc. See Rule 6 (A).	WESTWARD			YAKIMA BRANCH		EASTWARD			Mile Post	EASTWARD		
	SECOND CLASS	FIRST CLASS		Time-Table No. 78			FIRST CLASS			SECOND CLASS		
		363	63	83	June 29, 1947			64			84	364
Freight	Passenger	Passenger	STATIONS			Passenger	Passenger	Freight				
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						
80	9.50	7.25			PARKER	90.8	f 7.48		11.00			
					N. P. CROSSING	89.4						
32	10.00	f 7.34			DONALD	86.8	f 7.38		10.40			
18	10.05	f 7.39			SAWYER SR	84.5	f 7.32		10.30			
18					FLINT	83.6						
40	10.15	s 7.44			BUENA BA	81.6	s 7.26		10.15			
74	10.25	s 7.50		D-R	ZILLAH AH	78.5	s 7.18		9.55			
58	10.48	f 7.58			GRANGER	78.4	f 7.06		9.35			
52	11.05	f 8.07			EMERALD	67.2	f 6.53		9.05			
35	11.15	8.14		R	MIDVALE	63.6	6.45		8.14			
35	JPXY	8.14PM	6.23AM	R	MIDVALE	0.0	A 6.45AM	A 8.36PM				
	PVX	A 8.24PM	A 6.33AM	D-R	SUNNYSIDE SI	2.8	6.35AM	8.27PM				
35	JPXY	11.15	8.36		R	MIDVALE	63.6	6.23	8.14			
51	PVWX	11.35	s 8.47		N	GRANDVIEW GW	57.7	s 6.11	7.45			
8			8.52			CAPP	54.8	6.03				
44	P	11.55PM	f 8.59			NORTH PROSSER	50.8	f 5.57	7.10			
10			f 9.03			BIGGAM	48.3	f 5.52				
2						MEEK	46.5					
53		12.20AM	f 9.11			CHAFFEE	43.0	f 5.43	6.25			
5			f 9.17			CORRAL	39.3	f 5.36				
42	PWX	12.40	s 9.22		D	BENTON CITY BC	36.5	s 5.31	5.50			
53		12.55	9.32			ACTON	31.3	5.22	5.20			
8						GROSSCUP	28.2					
53		1.25	9.50			LESLIE	20.8	5.05	4.30			
55	PVWX	1.45	s 10.10		N	KENNEWICK KN	13.2	s 4.50	4.00			
12	P	1.55	f 10.20			HEDGES	8.7	f 4.35	3.45			
						N. P. CROSSING	7.3					
53		2.05	f 10.25			VILLARD	6.7	f 4.30	3.35			
16	JPXY	A 2.20AM	A 10.40PM			ATTALIA	0.0	4.20AM	3.15PM			
						(98.0)	Daily	Daily	Daily Ex. Sat.			
	(4.50)	(3.30)	(0.10)	..... Thru Time.....			(3.45)	(0.09)	(8.40)		
	20.3	29.6	16.8	..... Average Speed per Hour.....			27.6	13.7	11.3		

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.

Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

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.

Car Capacity of Sidings, etc. See Rule 6 (A).	WESTWARD				TEKOA-AYER BRANCH				EASTWARD			
	SECOND CLASS		FIRST CLASS		Time-Table No. 78				FIRST CLASS		SECOND CLASS	
	355	391	73	61	June 29, 1947				62	74	392	356
Freight	Freight	Passenger	Passenger	STATIONS				Passenger	Passenger	Freight	Freight	
BKOPTVWXYZ		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	
	M				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	88.5					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	X		6.57		CREST	74.9		7.45			11.05	
10 West Spur					MOCKONEMA	72.5		f 7.40			10.45	
34			f 7.02		DIAMOND	68.5		f 7.32			10.25	
29			f 7.09		THERA	64.8		f 7.25			10.00	
16			f 7.16		ENDICOTT DI	57.4		s 7.14			9.30	
27			s 7.29	D	WINONA WA	52.1		s 7.04			9.00	
63	JWXY		s 7.40	D-R	WINONA WA	52.1		s 7.04			9.00	
14	JPX		6.30		R	SELTICE	48.0					
11					WARNER	45.3						
11			7.00		FLETCHER	42.5						
					S. C. & P. CROSSING	39.8						
					N. P. CROSSING	39.7						
34	VWX		7.45	D	OAKSDALE ON	39.1			VIA COLFAX			
					THORNTON	31.2						
	M		8.30		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		SUTTON	48.0		6.57			8.35	
26	JOWXY		A 12.45PM	D-R	LA CROSSE JA	41.5		s 6.49			8.10AM	
42					JERITA	35.8		f 6.36				
14					SCHRECK	31.9						
44					HAY	30.2		f 6.25				
					CANYON	22.1		f 6.10				
60	JPVWXY		8.35PM	DN-R	RIPARIA XS	17.5		s 6.00	A 6.10AM			
	M				N. P. CROSSING	17.4						
10	JPXY		8.25PM	R	TUCANNON	12.6		s 5.45	s 6.00		A 8.35PM	
41	X		8.30		PATAHA	11.8		5.42	5.57		8.33	
54	X		8.50		RIFTON	2.9		f 5.26	f 5.41		8.10	
	BJKOPWXY		A 9.00PM	A 9.10PM	A 9.30PM	DN-R	AYER JD	0.0	5.20AM	5.35AM		8.00PM
								Daily	Daily		Daily	Sunday, Tuesday & Thurs.
								(115.9) Via Colfax				
								(105.5) Via Thornton				
	(0.35)	(6.45)	(0.35)	(2.40)	..... Thru Time.....			(2.35)	(0.35)	(6.50)	(0.35)	
	21.6	9.5	30.0	29.0	..... Average Speed per Hour.....			29.9	30.0	10.9	21.6	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD

SPOKANE-TEKOA BRANCH

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS					Time-Table No. 78 June 29, 1947	STATIONS
	381 CMSt. P&P Freight	387 Daily Except Sunday	383 CMSt. P&P Freight	69 Spokane Internat'l Passenger	95 OMSt. P&P Streamliner Passenger	93 CMSt. P&P Passenger	67 Passenger	91 CMSt. P&P Passenger		
	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	Daily			
BKPVX	9.30PM	5.30PM	7.45AM	11.59PM	10.15PM	8.30PM	8.10AM	8.00AM	DN-R SPOKANE 1.9 N. P. CROSSING 0.9 EAST SPOKANE 1.4 HILL 2.3 DN DISHMAN 3.2 CHESTER 3.6 REDLIN 2.4 D MICA 2.8 FREEMAN 3.3 DN-R MANITO 1.2 COEY 4.0 D ROCKFORD 3.3 DARKNELL 3.4 D FAIRFIELD 5.1 RAHM 3.3 LATAH 7.2 DN-R TEKOA 7.2	
IPX	9.40	5.40	7.50	A 12.04AM	10.20	8.36	8.15	8.05		
83 X	9.51	5.46	7.55		10.23	8.39	8.18	8.08		
51 X										
59 JKVX	10.10	6.00 ³⁸²	A 8.05AM		10.30	8.46	8.25	8.16		
35	10.20	6.14			10.34	8.54 ⁹²	8.29	8.19		
17	10.35	6.32 ⁶⁸			10.41	9.00	8.35	8.26		
49	10.46 ⁹⁵	6.42			10.46 ³⁸¹	9.06	8.40	8.31		
38	11.03 ⁹⁴	6.58			10.50	9.12	8.45	8.35		
JVX	A 11.25PM	7.15			A 10.55PM ⁹⁴	A 9.18PM	8.51	A 8.40AM		
17										
23		7.30					8.58			
40		7.40					9.05			
31 WX		7.55					9.11			
4		8.20					9.25			
BJKOPTWXYZ		A 8.45PM					A 9.45AM			

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Manito and Tekoa, extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

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

Car Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 78 June 29, 1947	Mile Post	FIRST CLASS					SECOND CLASS		
			90 CMSt. P&P Passenger	70 Spokane Internat'l Passenger	68 Passenger	92 CMSt. P&P Passenger	94 CMSt. P&P Streamliner Passenger	384 CMSt. P&P Freight	382 CMSt. P&P Freight	388 Freight
			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
BKPVX	DN-R SPOKANE 1.9	165.4	A 6.45AM	A 12.15PM	A 7.05PM	A 9.15PM	A 11.50PM	A 4.00PM	A 7.00PM	A 1.30AM
IPX	N. P. CROSSING 0.0	163.5	6.35	12.08PM	6.57	9.08	11.35	3.45	6.50	1.20
83 X	EAST SPOKANE 1.4	162.6	6.32		6.55	9.06	11.33	3.40	6.40	1.15
51 X	HILL 2.3	161.2								
59 JKVX	DN DISHMAN 3.2	158.9	f 6.25		s 6.45	8.59	11.26	3.30PM	6.00 ³⁸⁷	1.05
35	CHESTER 3.6	155.7	6.20		f 6.39	8.54 ⁹⁸	11.20		5.51	12.52
17	REDLIN 2.4	152.1	6.12		f 6.32 ³⁸⁷	8.48	11.13		5.40	12.37
49	D MICA 2.8	149.7	6.07		f 6.27	8.43	11.08		5.32	12.27
38	FREEMAN 3.3	146.9	6.02		f 6.21	8.38	11.03 ³⁸¹		5.26	12.17
JVX	DN-R MANITO 1.2	143.6	5.50AM		f 6.16	8.33PM	10.55PM ⁹⁵		5.15PM	12.02AM
17	COEY 4.0	142.4								
23	D ROCKFORD 3.3	138.4			s 6.05					11.46PM
40	DARKNELL 3.4	135.1			s 5.59					11.35
31 WX	D FAIRFIELD 5.1	131.7			s 5.53					11.20
4	RAHM 3.3	126.6								10.55
BJKOPTWXYZ	DN-R TEKOA 7.2	116.1			s 5.38					10.30PM

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Manito and Tekoa, extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

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

Car Capacity of Sidings, etc. See Rule 6 (A).	WESTWARD		POMEROY BRANCH		EASTWARD	
	SECOND CLASS	355 Freight	Time-Table No. 78 June 29, 1947	Mile Post	SECOND CLASS	356 Freight
	Monday Wed. & Fri.	Monday Wed. & Fri.	STATIONS	Monday Wed. & Fri.	Monday Wed. & Fri.	
35 TWX	6.00PM	D-R POMEROY PY	28.9	A 10.45PM		
25	6.20	ZUMWALT 4.5	24.4	10.30		
1	6.40	HOUSER 5.3	19.1	10.10		
7	6.50	DODGE 2.8	16.3	10.00		
18 W	6.57	CHARD 1.8	14.5	9.50		
8	7.10	JACKSON 3.2	11.3	9.35		
18	7.25	DELANEY 3.4	7.9	9.20		
BJKOWXY	A 8.15PM	D-R STARBUCK SA	0.0	8.50PM		

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. 78 June 29, 1947	Mile Post	SECOND CLASS				
	356	365	361			362	366	355		
	Freight	Freight	Freight			Freight	Freight	Freight		
	Sunday, Tuesday & Thurs. 8.35 PM	Daily Except Sunday	Daily							
JPKY				R TUCANNON	98.0			A 8.25 PM		
1				2.1 POWERS	95.9					
BJKOWXY	A 8.45 PM			D-R STARBUCK	94.2			8.15 PM		
19				5.5 RELIEF	88.7					
27	X			5.7 ALTO	83.0					
5				4.4 McKAY	78.6					
23				3.1 MENOEN	75.5					
26	JWX	2.45 PM		R BOLLES	71.3		A 11.50 AM			
26	X	3.00		D PRESCOTT	66.7		11.38			
10		3.15		5.8 ENNIS	60.9		11.22			
9		3.20		1.1 BERRYMAN	59.8		11.18			
19		3.30		3.3 HADLEY	56.5		11.10			
21		3.40		2.9 VALLEY GROVE	53.6		11.02			
11		3.45		1.8 RUSSELL	51.8		10.55			
				4.6 N. P. CROSSING	47.2					
M				0.6 W. W. V. RY. CROSSING	46.6					
BJKOPTVWXYZ	A 4.00 PM	3.00 AM		DN-R WALLA WALLA	46.1	A 10.30 AM	10.40 AM			
M				1.9 W. W. V. RY. CROSSING	44.2					
				0.6 LANGDON	43.6					
10			3.15	1.9 STATE LINE	41.7	10.10				
24			3.20	1.8 SPOFFORD	39.9	10.05				
M				3.6 W. W. V. RY. CROSSING	36.3					
39	VWX		4.00	D MILTON	36.2	9.50				
15	VX			2.0 PRUNEDALE	34.2					
10			4.10	1.1 BARRETT	33.1	9.35				
13			4.20	2.9 BADE	30.2	9.20				
50			4.32	3.5 BLUE MOUNTAIN	26.7	9.05				
20			4.45	3.3 DOWNING	23.4	8.50				
Spur			4.55	2.5 WESTON	20.9	8.40				
20	WX		5.15	D ATHENA	17.2	8.30				
41			5.30	4.6 ADAMS	12.6	8.15				
15			5.40	2.6 BLAKELEY	10.0	8.05				
11			5.53	3.1 HAVANA	6.9	7.55				
26			6.05	2.9 SAXE	4.0	7.45				
JX				3.7 W. D. JCT.	0.3					
BJKVWXYZ		A 6.30 AM		DN-R PENDLETON	0.0	7.30 AM				
				(98.7)						
						Daily	Daily Ex. Sun.	Monday, Wednesday & Friday		

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

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 and 3900 class engines.			55	40					
2-10-2 type engines.			45	40	Through tunnels.	40	40	40	25
MacArthur type engines with 63-inch drivers.			50	40	When using cross-overs or turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	On tracks other than main tracks.	15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	Through interlocking.	15	15	15	15
On curves of 7 degrees and over with 2-10-2 type engines.			25	20	Railroad crossings where governed by automatic interlocking signals with non-operative approach signals, between the two home signals governing movement over the crossing.				
0-6-0 and 0-8-0 type yard engines.			20	20		15	15	15	15
C. M. St. P. & P. class N-3-S engines.			50	40	Over spring switches, when using turnouts.	15	15	15	15
Light engines.			35	35	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.				
Engines running backward.	20	20	20	20		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	Trains handling scale test cars: On main line. On branch lines.				30 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— Riverview 191.2 and 192.0	30	25	25	20
Within yard limits.	50	40	40	25	192.5 and 192.9	45	35	35	25
3800 & 3900 Class Locomotives			55	40	193.3 and 193.4	45	35	35	25
Between Mile Posts— Umatilla 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	35	30	30	20
187.6 and 187.7	60	50	50	40	196.5 and 196.6	60	50	50	40
188.6 and 189.0	35	30	30	20	Sand 197.4 and 197.7	55	45	45	35
189.2 and 190.4	30	25	25	20	199.0 and 199.1	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— 199.3 and 199.4	60	50	50	40	Between Mile Posts— 247.0 and 247.2	60	50	50	40
200.7 and 200.8	60	50	50	40	Scott 252.8 and 253.0	55	45	45	35
201.8 and 201.9	60	50	50	40	256.9 and 257.1	55	45	45	35
Juniper 204.3 and 204.6	55	45	45	35	Ruxby 260.3 and 260.5	60	50	50	40
205.2 and 205.3	60	50	50	40	Ayer 268.2 and 269.3	30	30	30	30
206.1 and 207.2	35	30	30	20	271.5 and 272.5	25	25	25	15
207.5 and 208.5	35	30	30	20	272.7 and 273.2	55	45	45	35
210.0 and 210.3	25	25	25	20	275.1 and 276.9	40	40	40	25
Attalia 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
Humorist 224.2 and 224.5	60	50	50	40	Park 280.0 and 281.6	40	40	40	25
Ash 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	Hooper Jct. 286.1 and 286.5	60	50	50	40
228.8 and 229.9	40	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	25	25	25	25
231.9 and 232.3	55	45	45	35	Ankeny 294.4 and 294.5	40	40	40	25
233.0 and 233.4	60	50	50	40	295.4 and 297.0	60	50	50	40
Page 234.0 and 234.5	40	35	35	25	Marengo 308.6 and 309.0	60	50	50	40
234.9 and 235.6	40	35	35	25	Cheney , over street crossings. 352.8 and 353.5	15	15	15	15
236.3 and 236.5	40	35	35	25	354.0 and 363.8 on curves	60	50	50	35
236.8 and 236.9	60	50	50	40	364.2 and 364.4	45	35	35	25
237.9 and 238.1	45	35	35	25	364.7 and 364.9	55	45	45	35
239.0 and 239.3	60	50	50	40	365.1 and 366.2	25	25	25	15
239.6 and 239.8	60	50	50	40	West Spokane , on 16-degree curve west end of yard. 366.5 and 367.1	8	8	8	8
Simmons 242.4 and 242.6	40	40	40	25	Over Bridge 367.13	10	10	10	10
242.9 and 243.1	45	35	35	25	Spokane , through Union Station limits. Spokane Union Station over slip switches	15	15	15	15
243.4 and 243.5	60	50	50	40					
Walker Pit 244.5 and 244.6	60	50	50	40					
246.1 and 246.3	60	50	50	40					

BRANCHES

Location	Str.	DE-Psgr.	Psgr.	Frts.	Location	Str.	DE-Psgr.	Psgr.	Frts.
General At any point, within yard limits, except between Spokane and Manito.	30	30	30	15	On 3 degree curves			50	40
On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below but in no case may permissible speed for such branch be exceeded.					On 4 degree curves			45	35
					On 5 and 6 degree curves			35	25
					On 7 and 8 degree curves			30	20
					On curves of 7 degrees and over with 2-10-2 type engines			25	20
					On 9 and 10 degree curves			25	20

BRANCHES (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Spokane-Tekoa Branch. Between Spokane and Manito.	70	60	60	35	Spokane-Tekoa Branch (Continued) Spokane, over slip switches at N. P. Crossing.	15	15	15	10
Between Spokane and Manito, within yard limits.	50	40	40	25	Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.			12	12
Between Manito and Tekoa.			50	30	Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	20
Between Mile Posts— Tekoa 117.2 and 117.5			25	20					
117.8 and 117.9			45	30					
118.1 and 118.3			35	25					
118.5 and 119.7			30	20					
120.2 and 120.4			35	25	Tekoa-Ayer Branch. Maximum speed.		50		30
120.7 and 121.4			35	25	Between Tekoa and Colfax, via Garfield.		30		30
121.6 and 121.9			30	20	Between Tucannon and Ayer.		35		25
122.1 and 122.5			35	25	Between Mile Posts— Ayer 14.0 and 14.1		35		25
122.9 and 123.2			50	30	14.3 and 16.1		25		25
Latah 123.4 and 124.5			25	20	17.1 and 17.2		15		15
125.1 and 125.7			35	25	Over Snake River Bridge 17.23		5		5
Rahm 127.5 and 128.4			35	25	18.6 and 18.8		35		25
129.6 and 130.6			35	25	19.7 and 19.9		25		20
130.8 and 131.0			50	30	Canyon 23.6 and 23.7		30		20
Fairfield , over street crossings. 132.6 and 132.8			45	30	24.5 and 25.0		35		25
133.3 and 134.6			30	20	25.4 and 26.9		30		25
135.3 and 136.3			35	25	27.1 and 27.2		30		20
Darknell 136.6 and 139.2			25	20	27.4 and 27.8		25		20
Rockford 139.4 and 139.7			45	30	28.2 and 28.7		25		20
139.8 and 140.4			45	30	Hay 30.4 and 31.1		35		25
141.0 and 141.2			35	25	Schreck 32.0 and 33.8		30		20
Coey 142.6 and 143.2			30	20	34.2 and 35.2		25		20
Manito 144.4 and 144.6	60	50	50	35	Jerita 36.2 and 36.9		30		20
145.5 and 146.0	55	45	45	35	37.8 and 39.3		25		20
146.2 and 146.4	60	50	50	35	Sutton 49.3 and 50.1		30		20
146.9 and 147.2	60	50	50	35	Thera 64.9 and 65.2		35		25
Freeman 147.3 and 148.8	45	35	35	25	65.4 and 65.6		45		30
149.1 and 149.2	60	50	50	35	68.2 and 68.5		35		25
Mica 150.5 and 151.9	35	30	30	20	Diamond 68.8 and 69.0		35		25
Redlin 152.1 and 152.4	35	30	30	20	69.9 and 70.1		35		25
152.6 and 153.0	45	35	35	25					
153.2 and 153.9	35	30	30	20					
154.3 and 154.5, westward	60	50	50	35					
154.3 and 154.5, eastward	60	50	50	25					
154.7 and 155.5	40	35	35	25					
Between Chester and Mica, on descending grade.				25					
Spokane, through tunnel.	15	15	15	15					

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Tekoa-Ayer Branch (Continued) Between Mile Posts— Mockonema 73.3 and 73.6		25	20	Tucannon-Pendleton Branch (Cont'd) Between Mile Posts— Downing 24.0 and 24.5		25	20
Colfax, over street crossings.		12	12	25.4 and 26.2		25	20
74.9 and 77.2		25	12	Blue Mountain 29.0 and 29.4		25	20
78.4 and 78.5		30	20	29.8 and 30.1		25	20
79.8 and 80.7		30	20	Bade 30.3 and 30.4		25	20
81.5 and 82.3		25	20	31.2 and 31.7		25	20
82.9 and 83.4		25	20	32.2 and 32.4		25	20
Glenwood 83.7 and 84.5		30	20	32.7 and 32.9		25	20
86.5 and 87.0		25	20	Milton, over street crossings.		15	15
87.6 and 88.9		30	20	Walla Walla, over street crossings.		12	12
89.1 and 89.4		25	20	Walla Walla, on west leg of wye.		8	8
Elberton , over street crossings		25	25	Russell 52.7 and 53.4		25	20
91.0 and 91.9		25	20	Ennis 64.8 and 64.9		25	20
92.4 and 92.9		30	25	65.5 and 66.0		25	20
95.6 and 95.8		30	25	66.1 and 66.3		25	20
Walters 101.1 and 101.5		30	25	71.7 and 72.5		25	20
102.0 and 102.4		30	25	72.8 and 73.2		25	20
N. P. Crossing 104.6 and 104.9		30	20	74.3 and 76.1		25	20
Farmington 105.5 and 105.8		30	20	Menoken 78.4 and 78.5		25	20
112.2 and 113.1		30	25	McKay 78.9 and 79.3		25	20
Tekoa , McGoldrick's Spur.			10	79.6 and 79.9		25	20
Between Winona and Seltice via Thornton.		25	25	80.8 and 81.2		25	20
Tucannon-Pendleton Branch. Maximum speed.		30	30	95.1 and 95.2		25	20
Between Tucannon and Downing.		25	25	Powers 96.2 and 96.3		25	20
Between Starbuck and Alto.		25	12	Tucannon			
Between Walla Walla and Pendleton, with MacArthur type engines.		25	25	Yakima Branch. Maximum speed.		45	30
Between Barrett and Downing, on descend- ing grade.		15	15	With pile driver 0321.			15
Pendleton, over Thompson, Main and Aura Streets.		12	12	Between Mile Posts— Attalia			
Pendleton, over other street crossings within city limits.		20	20	Bridge 7.44		25	15
Between Mile Posts— Pendleton 1.2 and 1.4		30	25	Kennewick , over street crossings.		8	8
Havana 9.5 and 9.8		30	20	37.5 and 38.1		25	20
Athena, over street crossings.		15	15	Granger, over street crossings.		30	30
20.9 and 21.3		30	25				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Yakima Branch (Continued) Zillah , over street crossings.		25	15	Connell Branch (Continued) Between Mile Posts— La Crosse 3.4 and 3.6		35	25
Yakima River Bridge 89.35, through gauntlet track.		15	15	Pampa 6.6 and 6.8		35	25
Yakima, over Yakima Ave., and Walnut Street.		6	6	7.2 and 7.8		25	20
Yakima, over other street crossings.		10	10	Gordon 9.2 and 9.7		30	20
Wallula Branch. Maximum speed.		35	30	Hooper Junction on connection between Connell Branch and Sixth Sub-Division		15	15
Between Mile Posts— Wallula				Moscow Branch. Maximum speed.		35	25
0.8 and 1.1		30	20	Between Mile Posts— Colfax , over street crossings.		12	12
1.6 and 2.0		25	20	2.3 and 3.5		30	20
2.6 and 2.7		35	25	Risbeck 5.6 and 6.7		25	20
2.9 and 3.1		35	25	6.8 and 7.5		30	20
3.5 and 3.6		35	25	Parvin 8.4 and 8.8		25	20
4.0 and 4.3		35	25	Shawnee 9.9 and 10.0		30	20
4.8 and 5.3		30	20	10.8 and 11.2		25	20
5.9 and 6.4		35	25	12.2 and 12.5		30	20
6.7 and 6.8		30	20	Albion 13.4 and 13.6		30	20
7.0 and 7.1		25	20	14.3 and 14.9		25	20
Reese 7.7 and 8.0		30	20	Armstrong 17.5 and 17.7		30	20
8.2 and 8.4		35	25	17.9 and 18.0		30	20
8.7 and 9.1		30	20	Pullman , over street crossings.		6	6
9.5 and 9.7		30	20	19.9 and 20.0		30	20
10.0 and 10.1		35	25	Garrison 24.6 and 24.8		30	20
10.7 and 10.9		35	25	25.2 and 25.4		30	20
11.1 and 11.4		35	25	Moscow , over street crossings.		12	12
12.1 and 12.3		25	20	Wallace Branch. Maximum speed: Between Tilma and Lovell.		50	30
12.5 and 12.6		35	25	Between Lovell and Chatcolet.		35	20
18.5 and 18.6		35	25	Between Chatcolet and Harrison.		40	25
Walla Walla				Between Harrison and Wallace.		50	30
Pomeroy Branch. Maximum Speed: Between Mile Post 15 & Pomeroy		20 15	20 15	Between Mile Posts— Tekoa 2.3 and 4.7		30	20
Dayton Branch. Maximum speed: Between Dayton and Bolles.		25	25				
Between Mile Posts— Bolles 0.4 and 0.6		25	20				
Dayton, over street crossings west of Touchet River.		15	15				
Dayton, over all other street crossings.		10	10				
12.9 and 24.8		15	15				
Connell Branch. Maximum speed: Between LaCrosse and Hooper Jct.		35	30				
Between Hooper Jct. and Connell.		20	20				
Between Mile Posts—							

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Wallace Branch (Continued) Between Mile Posts— Lovell 8.0 and 9.0		30	20	Wallace Branch (Continued) Between Mile Posts— 50.6 and 51.0		35	25
9.4 and 9.7		35	20	51.5 and 52.0		50	30
9.9 and 10.7		30	20	Dudley 53.6 and 54.2		35	25
11.1 and 12.1		30	20	54.5 and 54.9		35	25
Watt 12.3 and 13.0		15	15	55.6 and 55.8		50	30
14.4 and 14.6		30	20	56.0 and 56.3		50	30
17.9 and 18.2		30	20	Cataldo 58.7 and 59.1		45	30
18.5 and 20.3		30	20	59.3 and 59.7		50	30
20.7 and 21.5		30	20	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	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	Wallace, over street crossings.		6	6
48.6 and 49.0		45	30	81.4 and 87.3		20	20
Rose Lake 49.3 and 49.6		50	30	Burke to Wallace, eastward.		20	10
				Sierra Nevada Branch.		10	10

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.		