

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



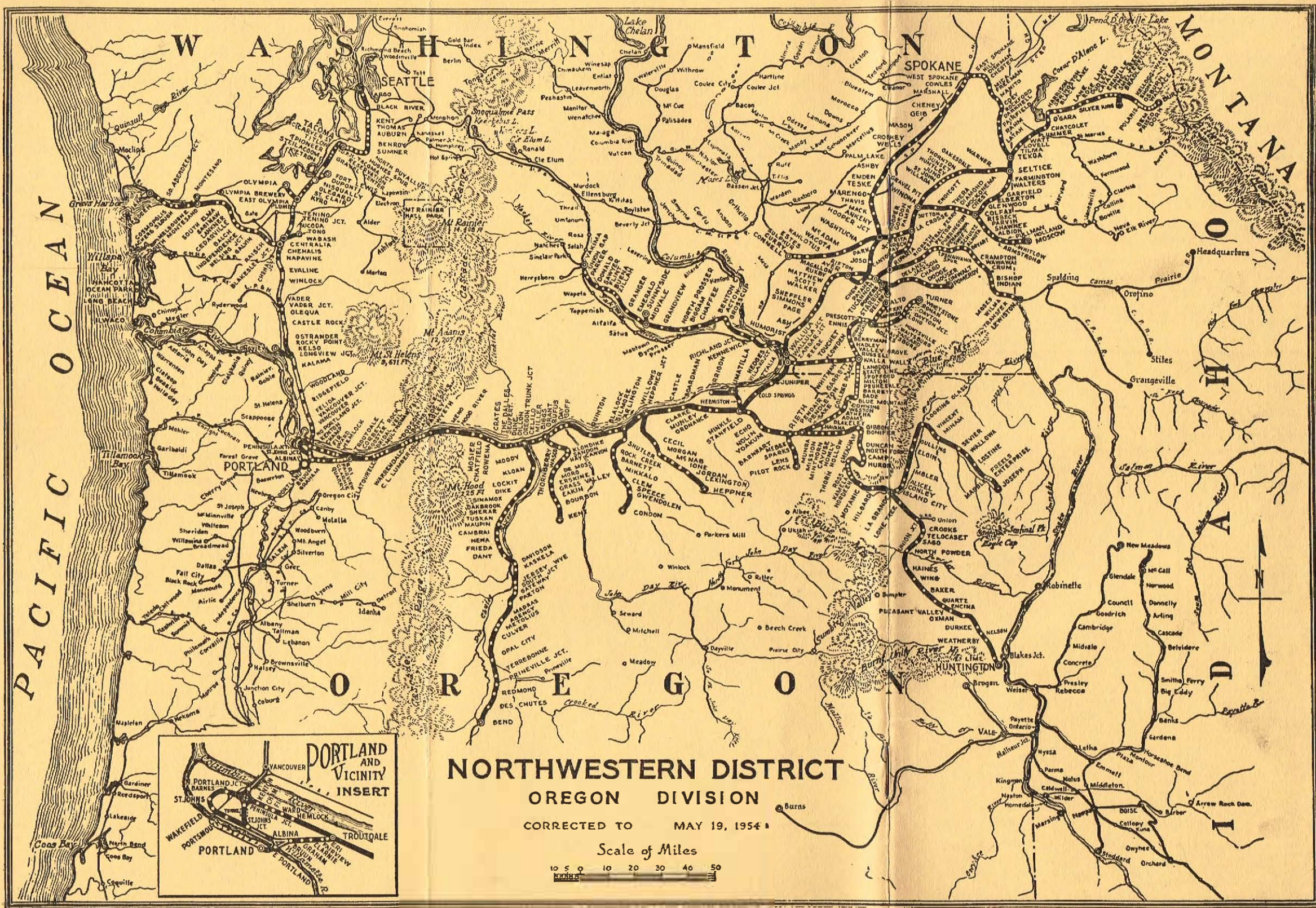
OREGON DIVISION
TIME-TABLE
No. 30

Effective Sunday
April 15, 1956
At 12:01 A.M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

Press of ABBOTT, KERNS & BELL COMPANY, Portland, Oregon, U.S.A.



D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

C. B. LISHER, Superintendent..... Portland, Ore.
J. Bowen, Assistant Superintendent..... Portland, Ore.
R. A. Roberts, Assistant Superintendent..... Seattle, Wash.
G. L. Wilmot, Assistant Superintendent..... Spokane, Wash.
W. G. Johnson, Assistant Superintendent..... La Grande, Ore.
R. L. Rickard, Terminal Superintendent..... Portland, Ore.
R. B. Hardin, Trainmaster..... Portland, Ore.
J. E. Pickett, Master Mechanic..... Portland, Ore.
G. W. Jones, Road Foreman of Engines..... La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines..... Portland, Ore.
J. C. Haydon, Road Foreman of Engines..... Portland, Ore.
R. R. Lowden, Road Foreman of Engines..... Walla Walla, Wash.
E. F. Kidder, Division Engineer..... Portland, Ore.
C. W. Lee, General Roadmaster..... Portland, Ore.
F. M. Ladd, Safety Representative..... Portland, Ore.

H. E. SHUMWAY
General Superintendent Transportation

First and Second Subdivisions and Branches
J. B. McLaughlin, Chief Train Dispatcher..... La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher... La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher... La Grande, Ore.
F. H. Cavallo, Assistant Chief Train Dispatcher... La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches
L. L. Rudd, Chief Train Dispatcher..... Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher..... Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher.... Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher..... Albina, Ore.

Sixth Subdivision and Branches
P. H. Walsh, Chief Train Dispatcher..... Spokane, Wash.
J. S. Ellison, Assistant Chief Train Dispatcher.... Spokane, Wash.
J. A. Walsh, Assistant Chief Train Dispatcher.... Spokane, Wash.
C. E. Wizemann, Assistant Chief Train Dispatcher. Spokane, Wash.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
Ralph M. Dodson	District Surgeon	Portland, Ore.	J. D. Freund	Surgeon	Kennewick, Wash.
H. V. Valentine	District Surgeon	Spokane, Wash.	H. F. Craigh	Surgeon	La Crosse, Wash.
Guy L. Boyden	Aurist	Portland, Ore.	Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	John B. Gregory	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
M. H. Johnson	Oculist	Portland, Ore.	C. O. Armstrong	Surgeon	Oregon City, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	F. J. Dierickx	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
J. C. Vandever	Surgeon	Bend, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	R. H. Humphreys	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
Don Schwisow	Surgeon	Condon, Ore.	W. H. Touzey	Surgeon	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Charles G. Smick	Surgeon	Sprague Wells, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Vern Oressey	Surgeon	Tekoa, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
F. B. Belt	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Bruce L. Till	Surgeon	Hermiston, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
H. D. Lewis	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	W. F. Holmes	Physician	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	J. B. Adams	Surgeon	Walla Walla, Wash.
© B. Scott	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD							CONDENSED TIME-TABLE										EASTWARD	
FIRST CLASS							Time-Table No. 30 April 15, 1956	FIRST CLASS										
401	19	11	105	457	17	Distance from Granger via Boise		12	458	106	18	20	402					
Passenger	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger			Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily		STATIONS											
		5.35	2.05		4.20	0.0	GRANGER	A 9.10		A 12.27	A 11.10							
		10.45	5.45		9.35	213.9	POCATELLO	3.50		8.30	5.35							
		12.15	5.55		10.35			2.50		8.20	4.55							
		3.45	8.25		2.00	373.8	GLENN'S FERRY	11.30		5.45	1.40							
							BOISE	9.40		4.30	11.55							
		5.45	9.40		3.45	448.4				2.35	9.25							
		8.35	11.40		6.40	550.1	M.T. HUNTINGTON	M.T. 7.00		1.35	8.15							
		7.45	10.40		5.50		P.T. LA GRANDE	P.T. 5.50		11.10	5.35							
		10.35	1.05		8.40	649.7	PENDLETON	12.55		9.08	3.00							
		12.50	3.10		11.05	723.9	SPOKANE					A 6.30						
	7.30					941.3	AYER						4.05					
	9.57					837.4	WALLULA						2.55					
	11.00					786.3	HINKLE	12.10		8.30	2.10	2.20						
	A 11.45	1.55	3.55		12.40	755.3	THE DALLES	10.05		6.50	11.40							
		4.10	5.30		3.10	855.4	PORTLAND	8.00	A 9.15	5.00	9.30		A 5.45					
	11.45	A 6.45	A 7.30	9.00	A 5.30	939.5	SEATTLE											
A 6.15				A 1.00		1122.7			5.00									
								Daily	Daily	Daily	Daily	Daily	Daily					
(6.30)	(4.15)	(26.10)	(18.25)	(4.00)	(20.10)		..... Thru Time.....	(24.10)	(4.15)	(18.27)	(24.40)	(4.10)	(6.00)				
28.2	43.1	35.9	51.0	46.8	35.9		..... Average speed per hour...	38.9	46.4	50.0	38.3	44.0	30.5				

WESTWARD					CONDENSED TIME-TABLE										EASTWARD	
FIRST CLASS					Time-Table No. 30 April 15, 1956	FIRST CLASS										
29	33	47	35	Distance from McCammon		34	30	36	48							
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger						
Daily	Daily	Daily	Daily		STATIONS											
	11.00	9.30		12.05	0.0	McCAMMON	A 6.55	A 4.05	A 2.55							
	12.30	10.00		12.40	22.7	POCATELLO	5.25	3.30	2.25							
	1.35	A 12.40		2.45	73.3	IDAHO FALLS	3.00	1.00	12.15							
				5.30	124.3	ASHTON			10.05	A 9.55						
				A 7.15	169.9	VICTOR				8.15						
				A 7.30	180.4	WEST YELLOWSTONE			7.30							
	A 7.25				285.8	BUTTE		7.15								
							Daily	Daily	Daily	Daily						
(8.25)	(3.10)	(1.45)	(7.25)			..... Thru Time.....	(2.55)	(8.50)	(7.25)	(1.40)					
33.9	23.1	26.1	24.3			..... Average speed per hour.....	26.1	32.3	24.3	27.4					

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

Main Line.....	776.64
Branches.....	1165.69
Grand Total.....	1942.33

WESTWARD FIRST SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 30 April 15, 1956	Mile Post	FIRST CLASS				SECOND CLASS
	125	105	17	11			18	12	106	126	
	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight	
Daily Except Sunday and Monday	Daily	Daily	Daily	STATIONS							
BKOPTWXYZ	9.25AM	10.40PM	5.50PM	7.45AM	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 5.50PM	As 1.35AM	A 5.15AM	
100 P				f	D LIME BY	384.5	7.55	5.37	1.20		
100 PW					WEATHERBY	377.5					
150 PY				s 8.17	DURKEE	368.9		f 5.15			
100 P					OKMAN	361.7					
170 P				s 8.44	PLEASANT VALLEY	365.4					
WB 01 PY EB 109					ENCINA	351.9					
107 P		11.43	6.55	8.57	QUARTZ	347.3					
WB109 BKOPW EB 111 XYZ		s 11.53PM	s 7.07	s 9.09	DN BAKER BC	342.0	s 6.45	s 4.26	s 12.10AM		
106 P					WING	337.6	6.32	4.16	11.59PM		
106 P				s 9.21	D HAINES KB	331.7		f 4.11			
106 PW				s 9.32	D NORTH POWDER HD	322.1		f 4.00			
107 P					SAGO	316.5					
147 PVWY				f 9.46	TELOCASET	312.6					
105 P					CROOKS	308.9					
105 PVY					D UNION JCT. UN	302.2					
105 P		12.45AM	8.13	10.11	LONETREE	294.9					
BJKOPTWXYZ	A 1.59AM	A 1.00AM	A 8.30PM	A 10.25AM	DN-R LA GRANDE RA	289.8	5.35AM	3.15PM	11.10PM	2.35AM	
					(90.4)		Daily	Daily	Daily	Daily Except Sunday and Monday	
	(2.34) 38.8	(2.20) 42.7	(2.40) 37.4	(2.40) 37.4	.....Thru Time.....	(2.40)	(2.35)	(2.25)	(2.40)		
					.....Average speed per hour.....	37.4	38.6	41.2	37.4		

No. 12 and No. 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD SECOND SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 30 April 15, 1956	Mile Post	FIRST CLASS				SECOND CLASS
	125	17	11	105			18	12	106	126	
	Time Freight	Passenger	Mail and Express	Streamliner Passenger			Passenger	Mail and Express	Streamliner Passenger	Time Freight	
Daily Except Sunday and Monday	Daily	Daily	Daily	STATIONS							
BJKOPTWXYZ	12.10PM	8.40PM	10.35AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.05PM	A 1.05PM	A 2.25AM	
WB71 PVWY EB 72					HILGARD	282.1	5.00	2.45	10.50		
139 P					MOTANIC	275.6					
P					NORDEEN	272.1					
141 PWXY					KAMELA	271.1					
P					ROSS	268.3					
WB 105 PW EB 102			f 11.25		MEACHAM	265.5					
138 P					HURON	257.7					
120 PW					CAMP	254.1					
WB 68 PWY EB 69			f 11.56AM		DUNCAN	248.5					
102 P					BONIFER	239.5					
106 PWY			f 12.13PM		GIBBON	236.9					
117 P					HOMLY	229.6					
116 P					MINTHORN	224.7					
115 P		10.40	12.35	2.55	MUNRA	218.9					
69 BJKPV WXYZ		s 11.05	s 12.50	s 3.10	DN PENDLETON FD	215.8	s 3.00	s 12.55	s 9.08		
155 JPX			s 12.57		RIETH	212.0	2.45	12.43	8.59		
135 P					BARNHART	208.3					
135 P					NOLIN	198.9					
135 PW		f 11.39	s 1.22		D ECHO HI	192.6					
P		f 1.45	s 1.29	3.37	STANFIELD	188.4					
BJKOPWXYZ	A 3.20PM	A 1.59PM	A 1.45PM	A 3.50AM	DN-R HINKLE UK	184.2	2.10AM	12.10PM	8.30PM	11.15PM	
					(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday	
	(3.10) 33.3	(3.10) 31.8	(3.10) 33.3	(2.45) 38.4	.....Thru Time.....	(3.15)	(2.55)	(2.35)	(3.10)		
					.....Average speed per hour.....	32.5	36.2	40.9	33.3		

For conditional stops to discharge or pick up passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD

THIRD SUBDIVISION

Car Capacity of Stages, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 30 April 15, 1956	STATIONS
	125 Time Freight	151 Time Freight	257 Time Freight	11 Mail and Express	105 Streamliner Passenger	17 Passenger		
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily		
BJKOPWXYZ	3.30PM	9.30AM	1.45AM ¹⁸	1.55PM	3.55AM	12.40AM	DN-R HINKLE UK	
P	3.39	9.40	1.55	2.05		12.50	ORDNANCE RN	
136 PW	3.42	9.43	1.58	2.08	4.02	12.52	MUNLEY	
136 P	3.49	9.51	2.06	2.14	4.07	12.59	CLARKE	
136 P	3.57	10.00	2.15	2.22	4.12	1.15 ¹⁸	DN BOARDMAN BD	
130 P	4.06	10.14	2.26	2.31	4.19	1.27	CASTLE	
19 JP	4.15	10.26	2.37	2.38		1.35	N HEPPNER JCT. WI	
143 P	4.17 ²⁶⁴	10.28	2.39	2.40	4.26	1.37	WILLOWS	
WB 142 EB 117 BJKOPTX	4.29	11.05 ¹²	2.52	2.51	4.34 ²⁰²	1.48	DN ARLINGTON MX	
135 P	4.36	11.15	2.59	2.59	4.38	1.57	GILMORE	
132 P	4.43	11.22	3.06	3.05 ²⁴⁴	4.42	2.02	BLALOCK	
134 P	4.51	11.30	3.15	3.12	4.47	2.08	QUINTON	
137 P	5.01	11.44	3.30 ²⁶²	3.20	4.54	2.16	GOFF	
135 P	5.09	11.53AM	3.39	3.26	4.59	2.22	RUFUS	
80 JP	5.15	12.02PM	3.48	3.32	5.04	2.27	DN BIGGS BX	
54 P	5.19	12.08	3.54	3.37	5.07	2.31	MILLER	
50 P		12.15	4.01	3.42	5.11	2.36	CELILO	
JPV	5.27	12.19	4.05	3.44	5.13	2.38	D OREGON TRUNK JCT. VO	
76 P	5.32	12.25	4.13	3.49	5.17	2.44	DUNE	
BKOPTWXZ	A 5.50PM	A 12.40PM	A 4.35AM	A 4.05PM	A 5.30AM	A 3.00AM	DN-R THE DALLES DK-WH	

(2.20) 42.2 (3.10) 31.1 (2.50) 34.7 (2.10) 45.4 (1.35) 62.1 (2.20) 42.2 Thru Time Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.

The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

No. 17 will stop at Ordnance on Saturday and Sunday for passengers. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 30 April 15, 1956	Mile Post	FIRST CLASS			SECOND CLASS		
		12 Mail and Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday
DN-R HINKLE UK	184.2	A 12.01PM	A 8.25PM	A 1.45AM ²⁵⁷	A 6.30AM	A 5.45PM	A 11.05PM
ORDNANCE RN	177.7	11.47AM	8.15	1.29	6.00	5.20	10.53
MUNLEY	175.8	11.44	8.13	1.27	5.55	5.15	10.51
CLARKE	170.0	11.38	8.08	1.21	5.45	5.05	10.45
DN BOARDMAN BD	163.8	11.32	8.03	1.15 ¹⁷	5.30	4.50	10.38
CASTLE	155.7	11.24	7.56	1.07	5.15	4.35	10.29
N HEPPNER JCT. WI	148.2	11.17	7.49	1.00	4.59	4.23	10.20
WILLOWS	147.0	11.15	7.48	12.58	4.56	4.17 ¹²⁵	10.18
DN ARLINGTON MX	138.5	11.05 ¹⁵¹	7.40	12.47	4.34 ¹⁰⁵	3.35	10.07
GILMORE	134.0	10.55	7.36	12.29	4.05	3.20	9.59
BLALOCK	129.3	10.51	7.32	12.25	3.57	3.05 ¹¹	9.53
QUINTON	123.2	10.45	7.27	12.19	3.48	2.43	9.46
GOFF	115.0	10.37	7.20	12.12	3.30 ²⁵⁷	2.28	9.37
RUFUS	109.0	10.31	7.15	12.06	3.17	2.17	9.29
DN BIGGS BX	103.9	10.26	7.10	12.01AM	3.07	2.07	9.23
MILLER	100.5				3.01	2.01	
CELILO	96.8	10.18	7.03	11.53PM	2.54	1.54	9.15
D OREGON TRUNK JCT. VO	94.9	10.16	7.01	11.51	2.50	1.50	9.12
DUNE	91.9	10.13	6.58	11.48	2.45	1.45	9.08
DN-R THE DALLES DK-WH	85.8	10.05AM	6.50PM	11.40PM	2.30AM	1.30PM	9.00PM

(1.50) 50.9 (1.35) 63.1 (2.05) 47.2 (4.00) 24.6 (4.15) 23.2 (2.05) 47.2 Thru Time Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.

The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

No. 12, daily except Saturday and Sunday, will reduce speed to 30 MPH at Blalock and Boardman to permit exchange of mail.

No. 18, daily except Saturday and Sunday, will reduce speed to 30 MPH at Boardman to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

WESTWARD

FOURTH SUBDIVISION

EASTWARD

FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rules 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 30 April 15, 1956	STATIONS
	125 Time Freight	151 Time Freight	257 Time Freight	458 Passenger	11 Mail and Express	105 Streamliner Passenger	402 Passenger	17 Passenger		
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
BKOPTWXZ	6.05PM	1.15PM	5.35AM		4.10PM	5.30AM		3.10AM	DN-R THE DALLES	
P	6.15	1.25	5.45		4.16	5.35		3.16	CRATES	
136 P	6.37 ¹⁰⁶	1.35	5.55		4.22	5.41		3.22	ROWENA	
133 P	6.55	1.47	6.07		4.31	5.50		3.33	MOSIER	
WB 72 EB 107 PVX	7.15	2.00	6.20		4.44	6.01		3.45	HOOD RIVER	
131 P	7.21	2.07	6.27		4.50	6.06		3.51	MENO	
132 PW	7.34	2.25	6.44		5.04	6.18		4.05	WYETH	
128 P	7.54 ¹²⁶	2.39	6.57		5.15	6.27		4.15	CASCADE LOCKS	
122 PW	8.05	2.47	7.05		5.22	6.32		4.22	BONNEVILLE	
121 P	8.13	2.56	7.14		5.41 ¹⁰⁶	6.38		4.28	DODSON	
131 PZ	8.23	3.10	7.27		5.52	6.47		4.38	BRIDAL VEIL	
131 P	8.30	3.18	7.35		5.58	6.52		4.43	ROOSTER ROCK	
56 107 IJPW	8.45	3.32	7.50		6.11	7.00		4.54	TROUTDALE	
61 P					6.15	7.03		4.59	FAIRVIEW	
63 P	VIA KENTON	VIA KENTON	VIA KENTON		6.23	7.09		5.06	CLARNIE	
28 PX					6.28	7.15		5.12	GRAHAM	
17 PX					6.33	7.19		5.17	BRUN	
IJPVXY					6.37	7.22		5.21	EAST PORTLAND	
51 P	8.55	3.42	8.00						HEMLOCK	
100 P	9.05	3.52	8.10						FIR	
73 BKPXZ	9.20	4.15	8.25						KENTON	
IJYX					8.55PM	VIA GRAHAM	5.25AM	VIA GRAHAM	NORTH PORTLAND JCT.	
IJPXY					8.57		5.28		PENINSULA JCT.	
IJPX	9.35	4.30	8.40		8.59		5.31		ST. JOHNS JCT.	
BKOPTWXZ	A 9.45PM	A 4.55PM	A 9.00AM						ALBINA	
IJPVXY					9.06	6.37	7.22	5.38	EAST PORTLAND	
BKPV					A 9.15PM	A 6.45PM	A 7.30AM	A 5.45AM	A 5.30AM	PORTLAND

..... Thru Time.....
..... Average speed per hour.....

(3.40) (3.40) (3.25) (0.20) (2.35) (2.00) (0.20) (2.20)
24.7 24.7 26.1 20.4 33.2 42.9 20.4 36.8

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.
The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

Time-Table No. 30 April 15, 1956	Mile Post	FIRST CLASS					SECOND CLASS		
		12 Mail and Express	457 Passenger	106 Streamliner Passenger	18 Passenger	401 Passenger	264 Time Freight	126 Time Freight	262 Time Freight
DN-R THE DALLES	85.8	A 10.00AM		A 6.50PM	A 11.30PM		A 11.45AM	A 8.55PM	A 1.00AM
CRATES	81.7	9.53		6.43	11.18		11.27	8.45	12.42
ROWENA	76.5	9.47		6.37 ¹²⁵	11.12		11.17	8.39	12.32
MOSIER	70.2	9.38		6.27	11.03		11.05	8.30	12.20
HOOD RIVER	62.8	9.29		6.18	10.54		10.53	8.22	12.08
MENO	58.7	9.20		6.12	10.44		10.46	8.16	12.01AM
WYETH	60.2	9.08		6.01	10.32		10.30	8.04	11.45PM
CASCADE LOCKS	43.0	8.58		5.52	10.23		10.17	7.54 ¹²⁵	11.32
BONNEVILLE	38.7	8.53		5.46	10.18		10.09	7.49	11.25
DODSON	33.9	8.47		5.41 ¹¹	10.12		10.00	7.43	11.17
BRIDAL VEIL	26.6	8.39		5.34	10.04		9.50	7.34	11.06
ROOSTER ROCK	22.7	8.35		5.30	10.00		9.40	7.29	10.59
TROUTDALE	15.6	8.27		5.23	9.53		9.25	7.21	10.45
FAIRVIEW	13.9	8.24		5.21	9.51		9.19	7.17	10.40
CLARNIE	7.9	8.16		5.15	9.45		9.07	7.11	10.28
GRAHAM	4.4	8.11		5.10	9.40		8.59	7.06	10.20
BRUN	1.9	8.07		5.06	9.36		8.54	7.02	10.14
EAST PORTLAND	0.6	8.04		5.03	9.33		8.50	6.59	10.10
HEMLOCK	17.0								
FIR	12.4								
KENTON	8.1								
NORTH PORTLAND JCT	6.8	VIA GRAHAM	A 9.16AM	VIA GRAHAM	VIA GRAHAM	A 12.01AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
PENINSULA JCT.	5.6		9.13			11.58PM			
ST. JOHNS JCT.	4.2		9.10			11.55			
ALBINA	1.6						8.30AM		9.45PM
EAST PORTLAND	0.5	8.04	9.04	5.03	9.33	11.49		6.59	
PORTLAND	0.0	8.00AM	9.00AM	5.00PM	9.30PM	11.45PM		6.55PM	

..... Thru Time.....
..... Average speed per hour.....

(2.00) (0.16) (1.50) (2.00) (0.16) (3.15) (2.00) (3.15)
42.9 25.6 40.8 42.9 25.6 26.0 42.9 26.0

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.
The time of No. 125 and No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.
No. 18 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 30 April 15, 1966	STATIONS
	379	151	361	363	63	19	97		
	Freight	Freight	Freight	Freight	Passenger	Passenger	CMS&P Streamliner Passenger		
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily		
BKPVX		12-35AM				7-30PM	1-05AM	DN-R SPOKANE AU DS 1.7	
PX		12-45				7-34	1-11	WEST SPOKANE	
48 P		12-55				7-38	1-18	COWLES	
53 P		1-05				7-43	1-25	MARSHALL	
103 PWX		1-20				7-52	1-36	N CHIENEY CY	
51 P		1-28				7-58	1-44	GEIB	
52 P		1-36				8-05	1-50	MASON	
58 PW		1-46				8-13	1-59	CROSBY	
109 P		2-05 ⁹⁷				8-18	2-05 ¹⁵¹	WELLS	
52 P		2-20				8-25	2-12	PALM LAKE	
44 P		2-30				8-31	2-18	ASHBY	
52 P		2-40				8-36	2-24	EMDEN	
75 JOPVWXY		3-00				8-45	2-35AM	DN-R MARENGO RA	
52 P		3-10				8-51		THAVIS	
63 P		3-17				8-56		MACK	
61 P		3-25				9-01		ANKENY	
38 JPWY	5-00PM	3-40				9-12		N-R HOOPER JCT. HR	
58 P	5-15	3-50				9-19		PARK	
146 P	5-30	4-19 ²⁰				9-28		JOSO	
73 P	5-45	4-35 ³⁷⁸				9-36		CHEW	
BJKOPWXY	A 6-00PM	6-00				9-57		DN-R AYER JD	
96 P		6-15				10-05		RUXBY	
96 P		6-30				10-14		SCOTT	
46 P		6-40				10-21		WALKER	
96 P		6-46				10-25		SIMMONS	
96 PW		7-05				10-36		PAGE	
95 P		7-20				10-45		ASH	
94 P		7-30				10-51		HUMORIST	
157 JKPVWXY		7-50	7-25AM	4-30AM		10-15PM	11-00	DN-R WALLULA JN	
JPVXY		7-55	7-30	4-40		10-18	11-03	WALLULA JCT.	
157 P		8-20	7-47	5-00		10-31	11-15	JUNIPER	
159 P		8-40	8-05	5-20		10-42	11-26	COLD SPRINGS	
BJKOPWXY%		A 9-15AM	A 8-30AM	A 5-40AM		A 1-10PM	A 1-45PM	DN-R HINKLE UK	

(1.00) 21.5 (8.40) 21.4 (1.05) 28.6 (1.10) 26.6 (0.55) 33.8 (4.15) 43.1 (1.30) 40.7 Thru Time..... Average speed per hour.....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 No. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.
 No. 379 arriving at Hooper Jct. on Connell Branch will run as No. 379 on Sixth Subdivision Hooper Jct. to Ayer.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 30 April 15, 1966	Mile Post	FIRST CLASS			SECOND CLASS			
		20	64	98	362	378	298	364
		Passenger	Passenger	CMS&P Streamliner Passenger	Freight	Freight	Freight	Freight
DN-R SPOKANE AU DS 1.7	867.8	A 6-30AM		A 10-45PM				A 6-30PM
WEST SPOKANE	865.6	6-23		10-35				6-15
COWLES	862.0	6-17		10-29				6-05
MARSHALL	857.8	6-11		10-23				5-55
N CHIENEY CY	850.5	6-02		10-13				5-40
GEIB	845.8	5-55		10-05				5-30
MASON	840.8	5-48		9-58				5-20
CROSBY	832.9	5-39		9-50				5-05
WELLS	828.9	5-34		9-44				4-57
PALM LAKE	822.8	5-26		9-35				4-45
ASHBY	817.1	5-19		9-29				4-35
EMDEN	812.9	5-14		9-23				4-20
DN-R MARENGO RA	806.2	5-05		9-15PM				4-00
THAVIS	801.4	4-55						3-29
MACK	297.0	4-50						3-22
ANKENY	292.8	4-44						3-15
N-R HOOPER JCT. HR	284.9	4-35				A 5-15AM		3-00
PARK	279.8	4-28				5-02		2-45
JOSO	278.1	4-19 ¹⁵¹				4-50		2-33
CHEW	267.8	4-10				4-35 ¹⁵¹		2-15
DN-R AYER JD	265.5	4-05				4-15AM		2-00
RUXBY	257.5	3-51						12-50
SCOTT	249.7	3-42						12-36
WALKER	248.8	3-34						12-26
SIMMONS	240.8	3-31						12-20PM
PAGE	238.0	3-21						11-59AM
ASH	225.7	3-12						11-40
HUMORIST	219.7	3-05						11-25
DN-R WALLULA JN	215.2	2-55	A 3-40AM			A 2-45AM		11-10
WALLULA JCT.	213.5	2-51	3-35			2-40		11-00
JUNIPER	208.2	2-40	3-22			2-22		10-40
COLD SPRINGS	198.4	2-30	3-10			2-05		10-20
DN-R HINKLE UK	184.2	2-20AM	2-55AM			1-45AM		10-00AM
(180.0)		Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily

(4.10) 44.0 (0.45) 41.3 (1.30) 40.7 (1.00) 31.0 (1.00) 21.5 (8.30) 21.9 (1.05) 28.6 Thru Time..... Average speed per hour.....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 30		Mile Post	SECOND CLASS
	305 Mixed	April 15, 1956			304 Mixed
	Daily Except Monday	STATIONS			
28 WXY	8.00AM	D-R	JOSEPH J	83.8	A 10.45AM
22 X	8.30	D	ENTERPRISE RS	78.0	10.30
39	9.00		LOSTINE	67.8	f 9.47
27 WXY	9.30 ³⁰⁴	D	WALLOWA WO	60.0	s 9.30 ³⁰⁵
12 W (M.P. 49.0)	10.05		MINAM 13.3	47.1	f 8.37
40 W (M.P. 32.6)	10.35		LOOKING GLASS 8.7	33.8	f 8.07
32	11.05		GULLING 4.2	26.1	f 7.45
35 WXY	11.25	D	ELGIN ON	20.9	s 7.35
18	1.50AM	D	IMBLER BR	12.3	s 7.02
20	12.10PM		ALICEL 8.4	8.4	f 6.52
BJKOPT WXYZ	12.50PM	DN-R	LA GRANDE RA	0.0	6.30AM
			(89.8)		Daily Except Sunday
(4.60)	Thru Time		(4.10)	Average speed per hour	
17.3			19.7		

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 30		Mile Post		
	April 15, 1956				
	STATIONS				
155 JPX			RIETH 6.7	0.0	
22			SPARKS 8.2	6.7	
18 WX		D	PILOT ROCK RO	14.9	
			(14.9)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 30		Mile Post		
	April 15, 1956				
	STATIONS				
BJKOP WXYZ		DN-R	HINKLE UK	0.0	
95 P			HERMISTON 3.9	3.9	
PWXY		D	UMATILLA CS	10.1	
63 P			IRRIGON 7.8	17.9	
			(17.9)		

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 30		Mile Post	SECOND CLASS
	329 Freight	April 15, 1956			330 Freight
	Monday Wednesday Friday	STATIONS			
39 PWXY	9.30AM	D-R	HEPPNER HR	46.2	A 8.45AM
19 P	9.55		LEXINGTON 8.9	36.3	8.00
7	10.10		JORDAN 5.3	31.0	7.40
15 PW	10.30	D	IONE ON	28.3	7.25
3	10.45		McNAB 2.7	25.2	7.10
13	11.05		MORGAN 5.4	19.8	6.55
3	11.30AM		CECIL 5.3	14.5	6.35
19 JPX	12.15PM	N-R	HEPPNER JCT. WI	0.0	6.00AM
			(48.2)		Monday Wednesday Friday
(2.45)	Thru Time		(2.45)	Average speed per hour	
16.4			16.4		

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 30		Mile Post	SECOND CLASS
	327 Freight	April 15, 1956			328 Freight
	Tuesday Thursday Saturday	STATIONS			
26 PVWXY	10.15AM	D-R	CONDON CD	44.5	A 9.00AM
22	10.40		GWENDOLEN 8.2	36.8	8.25
27	11.00		SPEECE 4.0	32.3	8.10
20	11.10		CLEM 3.7	28.6	7.50
20 P	11.30		MIKKALO 4.2	24.4	7.30
27	11.50AM		BARNETT 4.7	19.7	7.10
11 P	12.10PM		ROCK CREEK 3.7	16.0	6.55
29	12.30		SHUTLER 8.7	7.3	6.25
WB 126 BJKO EB 113 PTWX	1.15PM	DN-R	ARLINGTON MX	0.0	6.00AM
			(44.5)		Tuesday Thursday Saturday
(3.00)	Thru Time		(3.00)	Average speed per hour	
14.8			14.8		

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 30		Mile Post		
	April 15, 1956				
	STATIONS				
14 Y			KENT 10.0	52.5	
10			EAKIN 4.0	42.5	
28 PW		D	GRASS VALLEY VY	38.5	
25		D	MORO MR	27.0	
16			KLONDIKE 12.8	14.2	
32 PW		D	WASCO WA	9.7	
8			THORNBERRY 4.5	5.2	
80 JPX		DN-R	BIGGS BX	0.0	
			(82.5)		

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 30		Mile Post	SECOND CLASS
	313 Mixed	April 15, 1956			314 Mixed
	Daily Except Monday	STATIONS			
BKOP VWXYZ	5.00 AM	DN-R	BEND ND	150.0	A 2.30 PM
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.					
JPV	12.01PM	D	ORE TRUNK JUNCTION VO	0.0	7.30 AM
			(160.0)		Daily Except Sunday
(7.01)	Thru Time		(7.00)	Average speed per hour	
21.4			21.4		
BEND BRANCH SHOWN FOR INFORMATION ONLY.					

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 30		Mile Post		
	April 15, 1956				
	STATIONS				
JPVXY		R	EAST OLYMPIA 7.3	0.0	
			N. P. CROSSING 0.1	7.3	
BKOP WXYZ		D-R	OLYMPIA OA	7.4	
			(7.4)		

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 30		Mile Post
	307 Mixed	309 CMStP&P Freight	April 15, 1956		
	Daily Except Sunday	Daily Except Sunday	STATIONS		
BJKOPT VWXYZ	2.00 PM		DN-R	CENTRALIA 2.4	CN 0.0
BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.					
JMPV	2.10PM		BLAKESLEE JUNCTION 0.0	2.4	A 8.35PM
M			N. P. CROSSING 0.0	2.4	
M			C. M. St. P. & P. CROSSING 2.6	2.4	
23 P	2.20		GALVIN 7.2	5.0	8.25
43 JPVX	2.40	12.01AM	HELSING JUNCTION 1.5	12.2	A 7.40PM f 8.10
48 PWX	2.45	12.05	N-R INDEPENDENCE ND	13.7	7.20 s 7.50
62 P	3.05	12.30	CEDARVILLE 8.5	22.2	7.00 f 7.30
51 P	3.20	12.40	LANKNER 4.1	26.3	6.45 f 7.15
44 P	3.30	12.55	SAGINAW 4.5	30.8	6.35 f 7.05
5 P	3.35	1.00	SOUTH ELMA 1.7	32.5	6.30 f 7.00
53 PXY	4.05	1.35	SOUTH MONTESANO 9.9	42.4	6.05 f 6.35
X			SOUTH MONTESANO 1.5	42.4	
PVX			MONTESANO MO	43.9	
PXY	4.05	1.35	SOUTH MONTESANO 1.4	42.4	6.05 f 6.35
27 P	4.10	1.43	MELBOURNE 2.0	43.8	5.55 f 6.25
32 P	4.20	1.50	PREACHER'S SLOUGH 4.5	46.7	5.45 f 6.15
83 PXY	4.35	2.05	COSMOPOLIS 2.0	51.2	5.30 f 6.00
JV			SOUTH ABERDEEN JCT. 0.1	53.2	
M			N. P. CROSSING 0.6	53.3	
82 BKPVXZ	4.45PM	2.35AM	DN-R	ABERDEEN 3.6	SA 53.9
				5.15PM	s 5.45PM
(3.00)	Thru Time		(3.04)	Average speed per hour	
19.2			14.8		

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD

YAKIMA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS		Time-Table No. 30	
	907	373	361	909	363	63		April 15, 1966	
	N. P. Freight	N. P. Freight	Freight	N. P. Freight	Freight	Passenger		STATIONS	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily			
BKOPTVWXYZ					9.30PM	6.45PM		DN-R	YAKIMA NY
39 X					9.40	6.51			UNION GAP
MP								Back Sigs	N. P. CROSSING
30 P					9.50	6.57			PARKER
M								Back Sigs	N. P. CROSSING
32 P					10.00	7.04			DONALD
18 PV					10.05	7.09			SAWYER
40 PV					10.15	7.14			BUENA
74 PVX					10.25	7.21		D-R	ZILLAH AH
58 P					10.48	7.29			GRANGER
52					11.05	7.38			EMERALD
35 JPXY					11.30 ³⁶⁴ PM	8.10		R	MIDVALE
51 PVWX					12.01AM	8.22		DN	GRANDVIEW GW
44 P					12.25	8.34			NORTH PROSSER
53					12.50	8.46			CHAFFEE
42 PX					1.20	8.57			BENTON CITY
53					1.40	9.07			ACTON
51 JPX		7.40AM	6.20AM		2.10	9.25 ³⁶⁴		R	RICHLAND JCT.
55 BKPVWX		A 8.00AM	6.50		2.50	9.45		DN	KENNEWICK KN
12 P			7.00		3.10	9.55			HEDGES
70 JPV		6.25PM	7.10	6.35AM	3.20	10.00			VILLARD JCT.
70 JPW X		A 6.45PM							ATTALIA
157 JKPVWXY			A 7.25AM	A 6.50AM	A 3.35AM	A 10.15PM		DN-R	WALLULA JN
									(98.6)
	(0.20)	(0.20)	(1.05)	(0.15)	(6.05)	(3.30)			Thru Time
	19.2	17.4	18.1	28.0	16.1	28.2			Average speed per hour

WESTWARD SUNNYSIDE BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		Time-Table No. 30	
	63		April 15, 1966	
	Passenger		STATIONS	
	Daily			
35 JPXY		7.45PM	R	MIDVALE
PVX		A 7.55PM	D-R	SUNNYSIDE SI
				(2.8)
	(0.10)	Thru Time		
	16.8	Average speed per hour		

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

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

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

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.

No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

For stations not shown on schedule pages, see page 22.

YAKIMA BRANCH

EASTWARD

Time-Table No. 30	Mile Post	FIRST CLASS		SECOND CLASS					
		64		908	362	374	910	364	
		Passenger		N. P. Freight	Freight	N. P. Freight	N. P. Freight	Freight	
STATIONS									
DN-R	YAKIMA NY	98.0	A 7.00AM						A 2.15AM
	UNION GAP	94.6	6.50						1.55
Back Sigs	N. P. CROSSING	91.3							
	PARKER	90.8	f 6.43						1.45
Back Sigs	N. P. CROSSING	89.4							
	DONALD	86.8	f 6.33						1.30
	SAWYER	84.5	f 6.26						1.20
	BUENA	81.6	s 6.19						1.10
D-R	ZILLAH AH	78.5	s 6.11						12.55
	GRANGER	78.4	f 6.00						12.25
	EMERALD	67.2	f 5.51						12.05AM
R	MIDVALE	63.6	5.44						11.30 ³⁶³ PM
DN	GRANDVIEW GW	57.7	s 5.35						11.10
	NORTH PROSSER	50.8	f 5.19						10.50
	CHAFFEE	43.0	f 5.07						10.30
	BENTON CITY	36.5	s 4.57						10.12
	ACTON	31.3	4.47						9.55
R	RICHLAND JCT.	19.0	4.30			A 5.20AM	A 5.30AM		9.25 ⁰³
DN	KENNEWICK KN	13.2	s 4.20			5.00	5.10AM		8.52
	HEDGES	8.7	f 4.05			4.25			8.38
	VILLARD JCT.	7.0	f 4.00			A 2.35AM		A 1.50PM	8.30
	ATTALIA	0.6				2.15AM			
DN-R	WALLULA JN	0.0	3.50AM			4.00AM			1.30PM
									8.15PM
	(98.6)		Daily			Daily	Daily Except Sunday	Daily Except Sunday	Daily
	Thru Time	(3.10)		(0.20)	(1.20)	(0.20)	(0.20)	(0.00)	
	Average speed per hour	30.9		19.2	14.7	17.4	21.0	16.4	

SUNNYSIDE BRANCH EASTWARD

Time-Table No. 30	Mile Post	FIRST CLASS	
		84	
		Passenger	
STATIONS			
R	MIDVALE	0.0	A 8.10PM
D-R	SUNNYSIDE SI	2.8	8.00PM
			Daily
	Thru Time	(0.10)	
	Average speed per hour	16.8	

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

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

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

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.

No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

For stations not shown on schedule pages, see page 22.

WESTWARD			TEKOA-AYER BRANCH					EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 30 April 15, 1956	Mile Post	FIRST CLASS		SECOND CLASS				
	391	379	355	61	73			74	62	378	392	356		
	Freight	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Freight		
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily	STATIONS								
HJOP WXYZ	7:20PM					DN-R	TEKOA	K	116.1			A	4:00PM	
14 JPX	A 7:40PM					R	SELTICE		110.4				3:45	
32 W						D	FARMINGTON	FM	104.5				3:25	
M							N. P. CROSSING		103.4					
							N. P. CROSSING		95.4					
38 VX						D	GARFIELD	GR	95.1				3:05	
							ELBERTON		89.7				2:40	
32 JMOVXY	10:30AM				6:30PM		D-R COLFAX	CA	77.4		A 7:40AM	A 11:30AM	2:10	
M							G. N. CROSSING		77.3					
14 East Spur 16 West Spur	10:50				6:37		CREST		74.9			7:31	11:10 1:20	
34	11:00AM			6:42			MOCKONEMA		72.5		7:26	11:00	1:05	
20	12:01PM			6:49			DIAMOND		68.5		7:19	10:15	12:55	
				7:09		D	ENDICOTT	DI	57.9		7:04	9:00	12:30	
03 BJKWXY	2:00			7:19		D-R	WINONA	WA	52.1		6:54	8:40	12:01PM	
40	2:30			7:25			SUTTON		48.0		6:45	7:25		
26 JOWXY	A 3:15PM			7:36		D-R	LA CROSSE	JA	41.5		6:37	7:00AM		
42				7:49			JERITA		35.8		6:27			
44				8:00			HAY		30.2		6:17			
42				8:18			CANYON		22.1		6:01			
60 JPVWXY				8:30	8:20PM	DN-R	RIPARIA	X8	17.5		A 5:20AM		5:54	
M							N. P. CROSSING		17.4					
10 JPXY		2:05AM		8:39	8:29	R	TUCANNON		12.0		5:09	5:42	A 7:40PM	
41 X		2:10		8:41	8:31		PATAHA		11.8			5:37	7:35	
64 X		2:40		8:58	8:48		RIFTON		2.9		4:51	5:21	7:10	
BJKOPWXY	A 3:00AM	A 9:05PM	A 8:55PM	DN-R	AYER	JD			0.0		4:45AM	5:15AM	7:00PM	
							(116.1)				Daily	Daily	Monday Wednesday Friday	
	(0.20) 17.1	(4.45) 7.8	(0.55) 13.7	(2.35) 20.9	(0.35) 30.0	..... Thru Time			(0.35) 30.0	(2.25) 32.0	(4.30) 8.0	(3.50) 16.0	(0.40) 18.9
..... Average speed per hour														

WESTWARD POMEROY BRANCH			EASTWARD			WESTWARD TUCANNON BRANCH			EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 30 April 15, 1956	Mile Post	SECOND CLASS			Time-Table No. 30 April 15, 1956	Mile Post	SECOND CLASS					
	355					356					356			355		
	Freight					Freight					Freight			Freight		
	Tuesday and Friday	Monday Wednesday Friday		STATIONS												
35 TX	11:30PM	D-R	POMEROY	PY	28.9	A 10:00PM			JPYX	7:40PM	R	TUCANNON	0.0	A 2:00AM		
25	11:50PM		ZUMWALT		24.4	9:30			JXY	A 7:50PM	D	STARBUCK	SA	3.8		
7	12:15AM		DODGE		18.8	9:00						RELIEF		9.3		
18	12:25		CHARD		14.5	8:50						(0.2)				
8	12:40		JACKSON		11.3	8:30								Tuesday Thursday Saturday		
18	1:00		DELANEY		7.9	8:20										
JXY	A 1:40AM	D	STARBUCK	SA	0.0	8:00PM								Monday Wednesday Friday		
			(28.0)													
	(2.10) 13.3	..... Thru Time			(2.00) 14.5	..... Average speed per hour								

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 579 arriving at Colfax on Moscow Branch will run as No. 573 Colfax to La Crosse.
No. 378 arriving at La Crosse on Connell Branch will run as No. 378 La Crosse to Colfax.
For stations not shown on schedule pages, see page 22.

WESTWARD PENDLETON BRANCH EASTWARD					WESTWARD WALLACE BRANCH					EASTWARD												
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 30 April 15, 1956	Mile Post	SECOND CLASS		Time-Table No. 30 April 15, 1956	Mile Post	FIRST CLASS		Time-Table No. 30 April 15, 1956	Mile Post	FIRST CLASS		SECOND CLASS							
	365				366				68				387			67						
	Freight				Freight				Passenger				Freight			Passenger						
	Daily Except Sunday			STATIONS						Daily			Daily									
27 X				83.0			ALTO					VX	8:25 PM	9:00 AM	DN-R	MANITO	MU	19.8			A 4:05 PM	A 10:00 PM
23				75.5			MENOKEN					BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.										
28 JWY	11:45AM			71.3		A 9:40AM	BOLLES					VX	10:00PM	9:35AM	DN-R	PLUMMER JCT.	WJ	16.2		A 3:30PM	A 9:05PM	
28 X	11:58AM	D	PRESCOTT	8Y	66.7	9:28						22 TX	10:20	9:50		CHATCOLET		22.8		3:12	8:30	
21	12:35PM			63.8		8:52	VALLEY GROVE					X	10:50	10:09		HARRISON		30.5		2:52	8:07	
				47.2			N. P. CROSSING					43	11:05	10:16	D	SPRINGSTON	RC	34.0		2:43	7:55	
M				46.6			W. W. V. RY. CROSSING					20	11:50PM	10:34		LANE		45.3		2:22	7:23	
BJKOPTV WXYZ	A 12:55PM	DN-R	WALLA WALLA	BU	46.1	8:30AM						33	12:10AM	10:40		ROSE LAKE		49.1		2:14	7:10	
M				44.2			W. W. V. RY. CROSSING					30	12:30	10:55		CATALDO		57.7		1:57	6:43	
24				39.9			SPOFFORD					6 Y	12:45	11:03		ENAVILLE		62.5		1:53	6:25	
M				36.3			W. W. V. RY. CROSSING					18	12:50	11:07		PINE CREEK		64.1		1:47	6:15	
39 VWX				36.2			MILTON-FREEWATER									OSBURN		75.8		1:21		
50				26.7			BLUE MOUNTAIN									WALLACE JCT.		80.7				
20				23.4			DOWNING									N. P. CROSSING		80.4				
20 X				17.2			ATHENA	CN								N. P. CROSSING		80.6				
41				12.6			ADAMS									WALLACE JCT.		80.7				
16				10.0			BLAKELEY									BURKE	B	86.9				
RJKVWXYZ				0.0			DN-R PENDLETON	FD								(90.5)				Daily	Daily	
	(1.10) 21.6	..... Thru Time			(1.10) 21.8	..... Average speed per hour															

WESTWARD DAYTON BRANCH			EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 30 April 15, 1956	Mile Post	SECOND CLASS			
	367	365			366	368		
	Freight	Freight			Freight	Freight		
	Tuesday and Friday	Daily Except Sunday	STATIONS					
29	12:01PM			24.8		A 11:50AM		
25	12:10			22.7		11:40		
26 VWXY	A 12:50PM	11:01AM	D	DAYTON	DA	13.1	A 10:15AM	11:00AM
M				N. P. CROSSING		13.0		
M				N. P. CROSSING		13.0		
VX		A 1:03AM		DAYTON JCT.		12.9	10:13AM	
				(24.8)				
	(0.40) 14.3	(0.44) 17.9	..... Thru Time			(0.35) 22.5	(0.60) 14.0	
..... Average speed per hour								

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

WESTWARD SIERRA NEVADA BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 30 April 15, 1956			Mile Post	Time-Table No. 30 April 15, 1956	
	STATIONS				STATIONS	
JWX				BRADLEY	0.0	
X				END OF TRACK	2.0	
				(2.0)		
This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.						
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.						
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.						
No. 368 arriving at Turner will run as No. 367 Turner to Dayton.						
For stations not shown on schedule pages, see page 22.						

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Pleasant Valley Branch			
Nelson.....	372.9	54 P	West	Juno.....	20.8	10	Both
Second Subdivision				Huntley.....	22.6	2	Both
Yoakum.....	201.7	10	Both	Sunset.....	25.4	30	Both
Pendair.....	213.5	80 P	Both	Warner.....	45.3	11	Both
Mission.....	221.2	{18 25} P	Both	Moscow Branch			
Cayuse.....(1).....	227.1	48 P	Both	Risbeck.....(5).....	4.5	6	Both
Thorn Hollow.....	232.1	14 P	Both	Parvin.....(5).....	7.8	8	Both
North Fork.....	251.4	16 P	West	Armstrong.....(5).....	15.7	3 W {M. P. 16.2}	Both
Third Subdivision				Holland.....	21.4	8	Both
Seufert.....	87.2	58	West	Connell Branch			
Fourth Subdivision				Pampa.....	4.6	15	Both
Quarry Spur.....	6.5	13	West	Gordon.....	8.2	7	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	McAdam.....	29.3	3	Both
Eri.....	14.2	4	Both	Wacota.....	34.1	4	Both
Corbett.....(1).....	20.3		None	Estes.....	42.3	7	Both
Latourell.....(1).....	23.9		None	Sulphur.....	46.1	9	Both
Multnomah Falls.....	29.6	..... P	None	Curry.....	51.1	12	Both
C. L. Lumber Co.....	45.1	11 P	East	Tekoa-Ayer Branch			
Farley.....	47.0	102 P	Both	Pierson.....	20.1	3	West
Chatfield.....	71.8	20 P	West	Schreck.....	31.9	14	Both
Via Kenton				Thera.....(5).....	64.8	15	Both
Champ.....	9.5	7	Both	Glenwood.....	83.5	13	Both
Ward.....	14.2	6	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	{37 40} P	Both	Pomeroy Branch			
Sixth Subdivision				Houser.....	19.1	1	Both
Sheffler.....	242.1	4	Both	Tucannon Branch			
Matthews.....	258.3	5	Both	Powers.....	2.7	4	Both
Magallon.....	258.6	2	Both	Pendleton Branch			
Teske.....	310.6	2	Both	Havana.....	6.9	11	Both
Joseph Branch				Weston.....	20.9	66 X	East
Island City.....(2).....	2.6	12	Both	Bode.....	30.2	13	Both
Conley.....(2).....	5.9	6	Both	Barrett.....	33.1	10	Both
Vincent.....(2).....	40.8	2	East	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
Freels.....	75.2	2	West	Langdon.....	43.6	12	Both
Marble.....	75.8	{5 25}	Both	Russell.....	51.8	11	Both
Pilot Rock Branch				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Eunis.....	60.9	10	Both
Grass Valley Branch				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	{12 15}	East	McKay.....	78.6	6	Both
De Moss.....	23.9	12	Both	Wallace Branch			
Erskine.....	31.3	9	Both	O'Gara.....(6).....	26.3	.....	None
Bourbon.....	45.8	8	Both	Black Lake.....(6).....	38.0	.....	None
Grays Harbor Branch				Dudley.....(6).....	52.0	12	Both
Raisch.....	2.6	7	Both	Smelterville.....(6).....	66.3	.....	None
Balch.....(3).....	18.3	18 P	Both	Shont.....(6).....	72.8	3	Both
Yakima Branch				Polaris.....	74.6	42	East
Grosscup.....	28.2	8	Both	Gem.....	84.1	5 X	Both
Biggam.....(4).....	48.3	10	Both	Frisco.....	84.4	7 X	Both
Boone.....	76.4	1	East	Dorn.....	85.1	13	Both
Flint.....	83.6	18	Both	Dayton Branch			
Spokane-Tekoa Branch				Taggard.....	4.3	1	West
Rahm.....	125.9	4	Both	Ronan.....	19.3	28	West

(1) Regular stop for No. 11.
(2) Flag stop for Nos. 304-305

(3) Flag stop for Nos. 306-307.
(4) Flag stop for Nos. 63-64.

(5) Flag stop for Nos. 61-62.
(6) Flag stop for Nos. 67-68.

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
No. 125 and No. 126, maximum speed.		60	60	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Motor trains and inspection bus cars.		40	40	With side rods and main rods in place.			25
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling scale test cars: On main line. On branch lines.			30 25
No. 125 and No. 126, within yard limits.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel freight and road switch locomotives.	65	65	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1500 class Diesel road freight locomotives.	50	50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	On tracks other than main tracks.	15	15	15
1800 class Diesel yard locomotives in road service.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Steam engines running backward.	20	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
3800 class engines.		60	50				
3700 and 3900 class engines.		65	50				
5000 class engines.		50	50				
7000-7800 class engines.		70	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 342.2 and 341.5.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	North Powder Between M.P. 321.6 and 321.3.	70	60	50
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	25	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	50	Between M.P. 349.8 and 348.4.	30	25	20	La Grande Over street crossings within city limits.	20	20	20
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	50				
Descending grade, M.P. 365.0 to Durkee.			25	Between M.P. 345.1 and 343.6.	45	35	25				

SECOND SUBDIVISION

La Grande Between M.P. 290.5 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70	60	50
Hilgard Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 206.3 and 205.9.	70	60	50
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	50
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 250.6 and 249.9.	70	60	50	Between M.P. 226.1 and 226.0.	70	60	50	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 249.6 and 249.4.	35	30	20	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 246.1 and 245.6.	60	50	40	Between M.P. 217.6 and 216.3.	40	35	25	Echo Over street crossings.	30	30	30
Between M.P. 244.7 and 244.0.	40	35	25	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20	Hinkle			

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Arlington Between M.P. 138.0 and 137.8.	35	35	25	Goff Between M.P. 114.9 and 114.7.	70	60	50
Castle Between M.P. 154.5 and 149.4.	70	60	50	Between M.P. 136.2 and 136.1.	70	60	50	Between M.P. 114.5 and 112.5.	60	50	40
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 134.8 and 134.7.	70	60	50	Between M.P. 110.5 and 110.1.	70	60	50
Willows Between M.P. 147.0 and 146.3.	70	60	50	Gilmore Between M.P. 132.8 and 132.7.	70	60	50	Rufus Between M.P. 105.2 and 104.7.	70	60	50
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 100.1 and 95.2.	55	45	35
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 130.0 and 129.2.	70	60	50	Dune Between M.P. 88.5 and 87.5.	70	60	50
				Between M.P. 124.8 and 124.0.	70	60	50	The Dalles Over street crossings.	12	12	12
				Between M.P. 123.8 and 123.7.	55	45	35				
				Quinton Between M.P. 120.8 and 120.6.	60	50	40				
				Between M.P. 118.8 and 118.6.	70	60	50				
				Between M.P. 116.4 and 116.2.	70	60	50				

FOURTH SUBDIVISION

The Dalles Between M.P. 85.1 and 84.4.	20	20	20	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.1.	55	45	35
Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 54.4 and 53.2.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 52.3 and 50.4.	60	50	40	Bruun			
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	55	45	35	Troutdale Between Troutdale and Kenton via Fir.	35	35	35
Between M.P. 78.2 and 77.5.	70	60	50	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	50	East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 42.4 and 41.4.	35	30	20	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 39.9 and 38.2.	60	50	40				
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 71.4 and 68.4.	40	35	25	Dodson Between M.P. 32.8 and 31.7.	70	60	50				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 24.0 and 23.8.	55	45	35				
				Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
				Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	50				
Hood River Between M.P. 62.1 and 59.4.	55	45	35								

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		
Maximum speed.	70	60	45	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				Argo Yard All turn-outs.			10		
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10									10	10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15									30	30	30
				Through interlocking.				Seattle Over Spokane Street crossing.	20	20	20		
				Between M.P. 180.7 and 180.9.	35	35	25						

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Simmons Between M.P. 242.5 and 243.5.				Ankeny Between M.P. 294.4 and 294.5.			40	25
Between Wallula and Marengo.		60	45										40	40
Between Marengo and Spokane.	70	60	45	Between M.P. 244.5 and 244.6.				Between M.P. 295.4 and 297.0.			50	40
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.				Marengo Between M.P. 308.6 and 309.0.	60	50	40	
Between M.P. 186.0 and 187.3.		60	50	Between M.P. 246.9 and 247.0.			45						35
Cold Springs Between M.P. 200.7 and 201.0.			50	40	Scott Between M.P. 252.8 and 253.0.							
Juniper Between M.P. 209.2 and 211.7.		40	30	45									35
Wallula Jct. West leg of wye.		15	15	45	35	Cheney Within city limits.	35	35	35			
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.		20	20	Ruxby Between M.P. 260.3 and 260.5.	50							
Between M.P. 217.2 and 217.4.		45	35			Between M.P. 268.2 and 269.3.	30	30	55	45	35	
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 271.5 and 272.5.	25	15	Between M.P. 352.8 and 353.5.	60	50	35		
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 272.7 and 273.2.	45	35	Between M.P. 354.0 and 363.8 on curves.			60	50	35
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 275.1 and 276.9.	40	25	Between M.P. 364.2 and 364.4.	45	35	45	35	25
Between M.P. 228.1 and 229.9.		35	25	Between M.P. 277.9 and 279.4.	45	35	Between M.P. 364.7 and 364.9.	55	45	35		
Between M.P. 230.8 and 232.3.		45	35	Park Between M.P. 280.0 and 281.6.	40	25	Between M.P. 365.1 and 366.2.	25	25	15		
Page Between M.P. 233.0 and 233.4.		50	40				Between M.P. 281.9 and 282.2.	50	40	Between M.P. 366.5 and 367.1.	45	35	25
Between M.P. 234.0 and 235.6.		35	25	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40	Over Bridge 367.13.	10	10	10		
Between M.P. 236.3 and 238.1.		35	25				Spokane Through Union Station limits.	15	15	Between M.P. 367.13.	10	10	10
Between M.P. 239.0 and 239.8.		50	40	Between M.P. 290.6 and 291.1.	50	40				Union Station over slip switches.	10	10	10
				Between M.P. 291.9 and 292.3.	25	25						

BRANCHES

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.

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.	
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.			15	15
3-degree curves.		20	20									
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.			15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits				8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between M.P. 53.5 and 53.7.			10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		20	20	Aberdeen Within city limits.			20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.			5	5
Pilot Rock Branch Maximum speed.		15	15	Olympia Branch Maximum speed.		20	20	Yakima Branch Maximum speed. Between Wallula and Villard Jct.			60	50
Umatilla Branch Maximum speed.		40	40										Between Villard Jct. and M.P. 70.			50	35
Hinkle Between M.P. 0.0 and 0.1.		15	15	Olympia Within city limits.		10	10	Between M.P. 70 and Yakima.			45	30
Between M.P. 2.3 and 3.7.		20	20	4- and 5-degree curves.		15	15	On curves of 6 degrees and over.				15
Hermiston Standard and Union Oil spurs.			6	On curves of 6 degrees and over.		10	10	With pile driver 0321.				45
On house track west of McNaught Warehouse.			6	Grays Harbor Branch Maximum speed.		30	30	On 4-degree curves.				45
Over road crossing east end of depot.		15	15	Centralia Between M.P. 1.0 and 1.3.		10	10	On 5- and 6-degree curves.				35
Between M.P. 5.9 and 6.0.		35	35	Blakeslee Junction Between M.P. 4.3 and 4.7.		20	20	Villard Jct. Between M.P. 7.1 and 7.4.			30	30
Between M.P. 9.4 and 11.2.		25	25	Galvin Between M.P. 5.1 and 5.7.		15	15	Bridge 7.44.			25	15
Umatilla On wye.		10	10	Between M.P. 6.5 and 6.8.		10	10	Kennewick Over street crossings.			8	8
Irrigon				Between M.P. 7.1 and 7.5.		20	20	Between M.P. 35.6 and 35.9.			45	35
Hoppner Branch Maximum speed.		25	25	Between M.P. 10.1 and 10.3.		20	20	Benton City Within city limits.			40	30
3-degree curves.		20	20	Between M.P. 11.9 and 12.1.		15	15	Between M.P. 37.5 and 38.5.			20	15
4- and 5-degree curves.		15	15	Independence Between M.P. 14.7 and 15.2.		10	10	Grandview Within city limits.			30	30
On curves of 6 degrees and over.		10	10	Between M.P. 16.7 and 16.9.		20	20	Granger Over street crossings.			30	30
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 18.5 and 19.8.		15	15	Zillah Over street crossings.			25	15
On descending grades between Barnett and Rock Creek.		15	15	South Elma Between M.P. 32.8 and 33.8.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.			15	15
				Between M.P. 34.4 and 34.6.		10	10	Over N. P. Crossing and between home signals governing crossing.			20	20
				Between M.P. 35.0 and 35.4.		15	15	Yakima Over Yakima Ave., and Walnut Street.			6	6
				Between M.P. 36.1 and 36.3.		15	15	Over other street crossings.			10	10
				Between M.P. 37.5 and 38.2.		20	20					
				Between M.P. 38.5 and 39.7.		15	15					
				Between M.P. 41.5 and 42.3.		15	15					

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
Sunnyside Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35	Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
On 3-degree curves.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 4-degree curves.		45	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 7- and 8-degree curves.		25	20	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
On 9- and 10-degree curves.		20	20	Between M.P. 154.7 and 155.5. Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
Tekoa On west leg of wye.		10	10	N. P. Crossing Through interlocking.	15	15	10	Touchet Between M.P. 18.5 and 18.6.		35	25
Between M.P. 117.2 and 117.5.		20	20	Spokane Over street crossings between N. P. Crossing and city limits.	20	20	20	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.8 and 117.9.		45	30	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	College Place Within city limits.		30	30
Between M.P. 118.1 and 118.3.		35	25	Through tunnel.	15	15	15	Walla Walla Maximum speed.		35	25
Between M.P. 118.5 and 119.7.		25	20	Pleasant Valley Branch Maximum speed.		25	25	On 7- and 8-degree curves.		25	20
Between M.P. 120.2 and 121.4.		35	25	On curves of 7 degrees and over.		20	20	On 9- and 10-degree curves.		20	20
Between M.P. 121.6 and 121.9.		25	20	Wallula Branch Maximum speed.		35	30	Colfax Within city limits.		12	12
Between M.P. 122.1 and 122.5.		35	25	On 5- and 6-degree curves.		35	25	Between M.P. 1.3 and 3.1.		25	20
Latah Within city limits.		40	30	On 7- and 8-degree curves.		25	20	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 125.1 and 125.7.		35	25	Shawnee Between M.P. 9.9 and 10.0.		20	20	Albion Between M.P. 13.4 and 13.6.		25	20
Between M.P. 127.5 and 128.4.		35	25	Between M.P. 10.8 and 11.2.		25	20	Between M.P. 14.3 and 14.9.		20	20
Between M.P. 129.6 and 130.6.		35	25	Between M.P. 12.2 and 12.5.		25	20	Between M.P. 17.5 and 17.7.		25	20
Fairfield Within city limits.		25	25	Pullman Within city limits.		15	15	Between M.P. 17.9 and 18.0.		25	20
Between M.P. 132.6 and 132.8.		45	30	Over street crossings.		6	6	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Between M.P. 133.3 and 134.6.		25	20	Wallula Jct. West leg of wye.		15	15	Between M.P. 24.6 and 24.8.		25	20
Darknell Between M.P. 135.3 and 136.3.		35	25	Zangar Jct. Between M.P. 5.1 and 6.4.		25	20	Between M.P. 25.2 and 25.4.		25	20
Between M.P. 136.6 and 139.2.		20	20	Between M.P. 6.7 and 6.8.		25	20	Moscow Within city limits.		20	20
Rockford Within city limits.		20	20	Between M.P. 7.0 and 7.1.		20	20	Over street crossings.		12	12
Between M.P. 139.4 and 140.4.		45	30								
Between M.P. 141.0 and 141.2.		35	25								
Between M.P. 142.6 and 143.2.		25	20								

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.				Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between Hooper Jct. and Connell.		30	30	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
On 5- and 6-degree curves.		20	20	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 7- and 8-degree curves.		25	25	Between M.P. 25.4 and 26.9.		30	25	Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Between M.P. 101.1 and 101.5.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 102.0 and 102.4.		25	25
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 29.7 and 29.9.		45	30	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 9.2 and 9.7.		20	20	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivision.		15	15	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 112.2 and 113.1.		25	25
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 115.6 and 116.0.		20	20
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.		25	20	Tekoa On west leg of wye.		10	10
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.		25	20	Pomeroy Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.		45	30	Starbuck Within city limits.		15	15
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.		30	20	Tucannon Branch Maximum speed.		25	25
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.		35	25	On curves of 7 degrees and over.		20	20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.		45	30	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.		35	25	Between Starbuck and Relief.		12	12
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.		35	25	Pendleton Branch Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 69.9 and 70.1.		35	25	On 7-, 8-, 9- and 10-degree curves.		20	20
Tucannon Between M.P. 14.0 and 14.1.		35	25	Crest Between M.P. 74.9 and 77.2.		25	12	Between Barrett and Downing, on descending grade.		15	15
Between M.P. 14.3 and 16.1.		25	25	Colfax Within city limits.		12	12	Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 78.4 and 78.5.		20	20	Over other street crossings within city limits.		20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 79.8 and 80.7.		20	20	Between M.P. 2.5 and 3.0.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 81.5 and 82.3.		20	20	Between M.P. 9.5 and 9.8.		20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 82.9 and 83.4.		20	20	Athens Over street crossings.		15	15
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 83.7 and 84.5.		20	20				
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 86.5 and 87.0.		20	20				
				Between M.P. 87.6 and 88.9.		20	20				
				Between M.P. 89.1 and 89.4.		20	20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.	
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Lane Between M.P. 47.8 and 48.3.		45	30	
Between M.P. 25.4 and 26.2.		20	20		Between Dayton Jct. and Turner.		15		15	Between M.P. 48.6 and 49.0.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Rose Lake Between M.P. 50.6 and 51.0.		35	25	
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Dudley Between M.P. 53.6 and 54.2.		35	25	
Between M.P. 30.3 and 30.4.		20	20		Dayton Over street crossings west of Touchet River.		15		15	Between M.P. 54.5 and 54.9.		35	25
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.			10	10	Cataldo Between M.P. 58.7 and 59.1.		45	30
Between M.P. 32.2 and 32.4.		20	20	Wallace Branch Maximum speed.			50	30		Between M.P. 60.0 and 60.2.		20	20
Between M.P. 32.7 and 32.9.		20	20		Between Plummer Jct. and Chatcolet.		35	20		Between M.P. 62.4 and 63.2.		35	25
Milton-Freewater Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	Between M.P. 63.4 and 64.0.		45	30	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	30	Kellogg-Wardner Over street crossings.		10	10	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25		Between M.P. 70.1 and 70.3.		35	25
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 70.7 and 70.9.		35	25	
	Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 71.5 and 71.7.		45	30
	On west leg of wye.		8	8	Osburn Between M.P. 77.1 and 77.2.		35	25	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 52.7 and 53.4.		20	20	Between M.P. 77.4 and 77.7.			35	25	Between M.P. 73.4 and 73.6.		45	30
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Plummer Jct. Between M.P. 16.2 and 16.9.		20	20	Between M.P. 78.0 and 78.2.		35	25	
	Between M.P. 65.5 and 66.0.		20	20	Between M.P. 17.9 and 18.2.		25	20	Between M.P. 78.6 and 78.7.		25	20
	Between M.P. 66.1 and 66.3.		20	20	Between M.P. 18.5 and 20.3.		25	20	Wallace Over street crossings.		6	6
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 81.4 and 87.3.			20	20
	Between M.P. 72.8 and 73.2.		20	20	Chatcolet Bridge 23.45.		15	15	Burke to Wallace, eastward.		10	10
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 24.1 and 28.4.		25	20	Sierra Nevada Branch Maximum speed.			10	
Between M.P. 78.4 and 78.5.		20	20	Springston Between M.P. 34.0 and 34.1.		45	30					
Between M.P. 78.9 and 79.3.		20	20		Between M.P. 34.5 and 34.7.		45		30			
Between M.P. 79.6 and 79.9.		20	20		Between M.P. 34.9 and 35.2.		35		25			
Between M.P. 80.8 and 81.2.		20	20		Between M.P. 38.3 and 38.6.		35		25			
Alto					Between M.P. 39.6 and 39.8.		45	30				

Standard clocks are located as shown below:

Aberdeen Telegraph Office	Hinkle Yard Office	Seattle (Joint)
Albina Train Dispatcher's Office	Hoquiam (Joint). N. P. Ry. Telegraph Office	Union Station Telegraph Office
Albina Yard Telegraph Office	Huntington Yard Office	Spokane Train Dispatcher's Office
Albina Enginemen's Register Room	Huntington Telegraph Office	Spokane Telegraph Office
Argo Yard Office	Kellogg-Wardner Telegraph Office	Tacoma Yard Office
Argo Enginemen's Register Room	Kennewick Telegraph Office	Tekoa Telegraph Office
Arlington Telegraph Office	Kenton Telegraph Office	The Dalles "DK" Telegraph Office
Ayer Telegraph Office	La Grande Crew Dispatcher's Office	The Dalles "WII" Telegraph Office
Baker Telegraph Office	La Grande Train Dispatcher's Office	The Dalles Yard Office
Bend (Joint) O. T. Ry. Telegraph Office	La Grande Depot Telegraph Office	Wallace Telegraph Office
Centralia (Joint). N. P. Ry. Telegraph Office	La Grande Yard Office	Wallace Enginemen's Register Room
East Spokane . Enginemen's Register Room	Moscow Telegraph Office	Walla Walla Passenger Depot
East Spokane . Trainmen's Register Room	Olympia Telegraph Office	Wallula Telegraph Office
Hinkle Telegraph Office	Pendleton Telegraph Office	Winona Telegraph Office
Hinkle Enginemen's Register Room	Portland (Joint)	Yakima Telegraph Office
	. . . . . N. P. T. Co. Telegraph Office	Yakima Roundhouse

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	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.6
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A))

Rule 6.—The following letters, when placed before the figures of the schedule, indicate:

- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

Rule 6(A).—The following letters, when placed in the columns provided, indicate:

- B—bulletins;
- C—coal;
- D—day operator;
- N—night operator;
- DN—day and night operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- V—track connection with foreign railroad;
- W—water;
- X—yard limits;
- Y—wye;
- Z—track scales.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station	Pocatello or beyond.	
18	Any station		Pocatello or beyond.
18	Ordinance	Portland or beyond.	
18	{ Union Jct. North Powder Haines }	Portland or beyond, Tuesdays only.	
19	Any station	From Wallula or beyond.	
19	Hooper Jct.		Hinkle or beyond.
20	Any station	Hinkle or beyond . .	Hinkle or beyond.