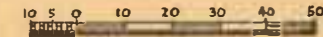


NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 19, 1954

Scale of Miles



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 31

Effective Sunday
September 23, 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.

WESTWARD		FIRST SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS			Time-Table No. 31 September 23, 1966	Mile Post	FIRST CLASS			SECOND CLASS
	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
	Daily Except Sunday and Monday	Daily	Daily	Daily						
BKOPTWXYZ	9.25AM	10.40PM	5.50PM	7.45AM	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 6.30PM	As 1.35AM	A 5.15AM
100 P				f	D LIME BY	384.5	7.55	6.17	1.20	
100 PW					WEATHERBY	377.5				
150 PY				s 8.17	DURKEE	368.9		f 5.55		
160 P					OXMAN	361.7				
170 P				s 8.44	PLEASANT VALLEY	355.4				
WB 01 PY EB 100					ENCINA	351.9				
107 P		11.43	6.55	8.57	QUARTZ	347.3				
WB100 BKOPW EB 111 XYZ		s 11.53PM	s 7.07	s 9.09	DN BAKER RC	342.0	s 6.45	s 5.05	s 12.10AM	
106 P					WING	337.6	6.32	4.48	11.59PM	
106 P				s 9.21	D HAINES KB	331.7		f 4.43		
106 PW				s 9.32	D NORTH POWDER HD	322.1		f 4.32		
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				
BKOPTWXYZ	A 1.59AM	A 1.00AM	A 8.30PM	A 10.25AM	DN-R LA GRANDE RA	289.8	5.35AM	3.45PM	11.10PM	2.35AM
					(00.0)		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) 37.4	(2.45) 36.2	(2.25) 41.2	(2.40) 37.4	
					..... Average speed per hour					

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.	SECOND CLASS	FIRST CLASS			Time-Table No. 31 September 23, 1966	Mile Post	FIRST CLASS			SECOND CLASS
	125 Time Freight	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
	Daily Except Sunday and Monday	Daily	Daily	Daily						
BJKOPTWXYZ	12.10PM	8.40PM	10.35AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.35PM	A 11.05PM	A 2.25AM
WB71 PVWY EB 72					HILGARD	282.1	5.00	3.15	10.50	
139 P					MOTANIC	275.6				
P					NORDEEN	272.1				
141 PVWY					KAMELA	271.1				
P					ROSS	268.3				
WB 105 PW EB 102			f 11.25		MEACHAM	265.5				
136 P					HURON	257.7				
120 PW					CAMP	254.1				
WB 68 PVWY EB 69			f 11.56AM		DUNCAN	248.5				
102 P					BONIFER	239.5				
106 PVWY			f 12.13PM		GIBBON	236.9				
117 P					HOMLY	229.6				
118 P					MINTHORN	224.7				
116 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	215.6	s 3.00	s 1.25	s 9.08	
166 JPX			s 12.57		RIETH	212.0	2.45	1.13	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 11.45	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	12.40PM	8.30PM	11.15PM
					(105.0)		Daily	Daily	Daily	Daily Except Saturday and Sunday
	(3.10) 33.3	(3.19) 31.8	(3.10) 33.3	(2.45) 38.4	..... Thru Time	(3.15) 32.5	(2.55) 36.2	(2.35) 40.9	(3.10) 33.8	
					..... Average speed per hour					

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 Streamliner, etc. See Route 8(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 31 September 23, 1956	STATIONS
	125	151	257	11	105	17		
	Time Freight	Time Freight	Time Freight	Mail and Express	Streamliner Passenger	Passenger		
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily		
BJKOPWXY2	3.30PM	9.30AM	1.45 ¹⁸ AM	1.55PM	3.55AM	12.40AM	DN-R HINKLE UK	
P	3.39	9.40	1.55	2.05		12.47	ORDNANCE RN	
136 PW	3.42	9.43	1.58	2.08	4.02	12.49	MUNLEY	
136 P	3.49	9.51	2.06	2.14	4.07	12.54	CLARKE	
136 P	3.57	10.00	2.15	2.22	4.12	1.00	DN BOARDMAN BD	
130 P	4.06	10.14	2.26	2.31	4.19	1.12 ¹⁸	CASTLE	
19 JP	4.15	10.26	2.37	2.38		1.21	N HEPPNER JCT. WI	
143 P	4.17 ²⁰⁴	10.28	2.39	2.40	4.26	1.23	WILLOWS	
WB142 EB 117 BJKOPTX	4.29	10.45	2.52	2.51	4.34 ²⁰²	1.32	DN ARLINGTON MX	
135 P	4.36	10.55	2.59	2.59	4.38	1.49	GILMORE	
132 P	4.43	11.16 ¹²	3.06	3.05 ²⁰⁴	4.42	1.55	BLALOCK	
134 P	4.51	11.33	3.15	3.12	4.47	2.02	QUINTON	
137 P	5.01	11.48	3.30 ²⁰²	3.20	4.54	2.11	GOFF	
148 P	5.09	11.57AM	3.39	3.26	4.59	2.18	RUFUS	
150 JP	5.15	12.07PM	3.48	3.32	5.04	2.24	DN BIGGS BX	
60 P	5.19	12.13	3.54	3.37	5.07	2.29	MILLER	
JPV	5.27	12.24	4.05	3.44	5.13	2.36	OREGON TRUNK JCT.	
80 P	5.32	12.30	4.13	3.49	5.17	2.42	DUNE	
BKOPTWXX	Λ 5.50PM	Λ 12.40PM	Λ 4.35AM	Λ 4.05PM	Λ 5.30AM	Λ 3.00AM	DN-R THE DALLES DK	
	(2.20)	(3.10)	(2.50)	(2.10)	(1.35)	(2.20)	..... Thru Time
	42.2	31.1	34.7	45.4	62.1	42.2	..... Average speed per hour

BLOCK SIGNALS

DOUBLE TRACK

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. 31 September 23, 1956	Mile Post	FIRST CLASS			SECOND CLASS		
		12	106	18	262	264	126
		Mail and Express	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight
DN-R HINKLE UK	184.2	Λ 12.30PM	Λ 8.25PM	Λ 1.45 ²⁵⁷ AM	Λ 6.30AM	Λ 5.45PM	Λ 11.05PM
ORDNANCE RN	177.7	12.15	8.15	1.36	6.00	5.20	10.53
MUNLEY	175.8	12.11	8.13	1.34	5.55	5.15	10.51
CLARKE	170.0	12.05PM	8.08	1.28	5.45	5.05	10.45
DN BOARDMAN BD	168.8	11.57AM	8.03	1.22	5.30	4.50	10.38
CASTLE	155.7	11.49	7.56	1.12 ¹⁷	5.15	4.35	10.29
N HEPPNER JCT. WI	148.2	11.42	7.49	1.00	4.59	4.23	10.20
WILLOWS	147.0	11.40	7.48	12.58	4.56	4.17 ¹²⁶	10.18
DN ARLINGTON MX	138.6	11.30	7.40	12.47	4.34 ¹⁰⁶	3.35	10.07
GILMORE	134.0	11.20	7.36	12.29	4.05	3.20	9.59
BLALOCK	129.3	11.16 ¹⁵¹	7.32	12.25	3.57	3.05 ¹¹	9.53
QUINTON	128.2	11.10	7.27	12.19	3.48	2.43	9.46
GOFF	116.0	11.02	7.20	12.12	3.30 ²⁶⁷	2.28	9.37
RUFUS	109.0	10.56	7.15	12.06	3.17	2.17	9.29
DN BIGGS BX	103.1	10.51	7.10	12.01AM	3.07	2.07	9.23
MILLER	100.4				3.01	2.01	
OREGON TRUNK JCT.	95.1	10.41	7.01	11.51PM	2.50	1.50	9.12
DUNE	91.9	10.38	6.58	11.48	2.45	1.45	9.08
DN-R THE DALLES DK	85.8	10.30AM	6.50PM	11.40PM	2.30AM	1.30PM	9.00PM
	(98.4)	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday
..... Thru Time		(2.00)	(1.35)	(2.05)	(4.00)	(4.15)	(2.05)
..... Average speed per hour		49.2	62.1	47.2	24.6	23.2	47.2

BLOCK SIGNALS

DOUBLE TRACK

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 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 31 September 23, 1956		STATIONS
	125 Time Freight	161 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 DK	DOUBLE TRACK	
P	6:15	1:25	5:45		4:15	5:35		3:16	CRATES		
136 P	6:37 ¹⁰⁰	1:35	5:55		4:21	5:41		3:22	ROWENA	BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS	
133 P	6:55	1:47	6:07		4:30	5:50		3:33	MOSIER		
WB 72 EB 107 PVX	7:15	2:00	6:20		4:42	6:01		3:45	DN HOOD RIVER KI		
131 P	7:21	2:07	6:27		4:48	6:06		3:51	MENO		
132 PW	7:34	2:25	6:44		5:00	6:18		4:05	WYETH		
139 P	7:54 ¹²⁶	2:39	6:57		5:10	6:27		4:15	DN CASCADE LOCKS CJ		
122 PW	8:05	2:47	7:05		5:17	6:32		4:22	D BONNEVILLE MU		
131 P	8:13	2:56	7:14		5:23	6:38		4:28	DODSON		
131 PZ	8:23	3:10	7:27		5:35 ¹⁰⁵	6:47		4:38	D BRIDAL VEIL JU		
131 P	8:30	3:18	7:35		5:44	6:52		4:43	ROOSTER ROCK		
56 107 IJP	8:45	3:32	7:50		5:58	7:00		4:54	DN TROUTDALE SN		
51 P					6:05	7:03		4:59	FAIRVIEW		
53 P	VIA KENTON	VIA KENTON	VIA KENTON		6:15	7:09		5:06	CLARNIE		
28 PX					6:21	7:15		5:12	GRAHAM		
17 PX					6:27	7:19		5:17	BRUN		
IJPVXY					6:31	7:22		5:21	EAST PORTLAND		
51 P	8:55	3:42	8:00					5:0	HEMLOCK		
100 P	9:05	3:52	8:10					5:0	D FIR FR		
73 BKPXZ	9:20	4:15	8:25					5:0	DN KENTON KN		
IJVX					8:55PM	VIA GRAHAM	VIA GRAHAM	5:25AM	VIA GRAHAM	BLOCK SIGNALS	
IJPXY					8:57			5:28	DN NORTH PORTLAND JCT. KD		
IJPX	9:35	4:30	8:40		8:59			5:31	PNINSULA JCT.		
BKOPTWXZ	A 9:45PM	A 4:55PM	A 9:00AM						DN ST. JOHNS JCT. JN		
IJPVXY					9:06	6:31	7:22	5:38	5:21	DN-R ALBINA BX	
BIKPV					A 9:15PM	A 6:45PM	A 7:30AM	A 5:45AM	A 5:30AM	EAST PORTLAND	
									DN-R PORTLAND P-VC		
									VIA GRAHAM (85.8)		
									VIA KENTON (92.2)		

..... 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.

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.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 31 September 23, 1956	Mile Post	FIRST CLASS					SECOND CLASS		
		12 Mailand Express	457 Passenger	106 Streamliner Passenger	18 Passenger	401 Passenger	264 Time Freight	126 Time Freight	262 Time Freight
STATIONS									
DN-R THE DALLES DK	85.8	A10:25AM		A 6:50PM	A11:30PM		A12:45PM	A 8:55PM	A 1:00AM
CRATES	81.7	10:15		6:43	11:18		12:27	8:45	12:42
ROWENA	78.5	10:09		6:37 ¹²⁵	11:12		12:17	8:39	12:32
MOSIER	70.2	10:00		6:27	11:03		12:05PM	8:30	12:20
DN HOOD RIVER KI	62.8	9:50		6:18	10:54		11:53AM	8:22	12:08
MENO	58.7	9:39		6:12	10:44		11:46	8:16	12:01AM
WYETH	50.2	9:27		6:01	10:32		11:30	8:04	11:45PM
DN CASCADE LOCKS CJ	43.0	9:17		5:52	10:23		11:17	7:54 ¹²⁵	11:32
D BONNEVILLE MU	38.7	9:09		5:47	10:18		11:09	7:49	11:25
DODSON	33.9	9:00		5:42	10:12		11:00	7:43	11:17
D BRIDAL VEIL JU	26.6	8:50		5:35 ¹¹	10:04		10:50	7:34	11:06
ROOSTER ROCK	22.7	8:39		5:30	10:00		10:40	7:29	10:59
DN TROUTDALE SN	15.6	8:27		5:23	9:53		10:25	7:21	10:45
FAIRVIEW	13.9	8:24		5:21	9:51		10:19	7:17	10:40
CLARNIE	7.9	8:16		5:15	9:45		10:07	7:11	10:28
GRAHAM	4.4	8:11		5:10	9:40		9:59	7:06	10:20
BRUN	1.9	8:07		5:06	9:36		9:54	7:02	10:14
EAST PORTLAND	0.6	8:04		5:03	9:33		9:50	6:59	10:10
HEMLOCK	17.0								
D FIR FR	12.4								
DN KENTON KN	8.1								
DN NORTH PORTLAND JCT. KD	6.8	VIA GRAHAM	A 9:16AM	VIA GRAHAM	VIA GRAHAM	A12:01AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
PNINSULA JCT.	5.6		9:13			11:58PM			
DN ST. JOHNS JCT. JN	4.2		9:10			11:55			
DN-R ALBINA BX	1.6						9:30AM		9:45PM
EAST PORTLAND	0.6	8:04	9:04	5:03	9:33	11:49		6:59	
DN-R PORTLAND P-VC	0.0	8:00AM	9:00AM	5:00PM	9:30PM	11:45PM		6:55PM	
VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily
VIA KENTON (92.2)									

..... 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.

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		FIFTH SUBDIVISION												
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	FIRST CLASS								Time-Table No. 31					
					401 Passenger	85 CM St. P. & P. Streamliner Passenger	457 Passenger	83 CM St. P. & P. Streamliner Passenger	September 23, 1956					
					Daily	Daily	Daily	Daily	STATIONS					
					11.45 PM			9.00 AM		BLOCK SIGNALS {	PORTLAND			
					12.01 AM			9.16	DN NORTH PORTLAND JCT. KD					
IJPVX					A 12.06 AM			A 9.21 AM	VANCOUVER					

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

										BLOCK SIGNALS {	N. P. CROSSING			
									DN RESERVATION RN					
IJ					5.00 AM			12.09 PM	TACOMA JCT. JN					
JP					A 5.02 AM			A 12.11 PM						

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

23 07 IPVX					5.50 AM			12.42 PM		BLOCK SIGNALS {	DN-R BLACK RIVER BI			
									C. M. St. P. & P. & P. C. CROSSING					
BIJKOP TVWXYZ					6.00	2.48 PM	12.50	9.13 AM	DN-R ARGO G			DOUBLE TRACK		
BKPXZ					A 6.15 AM	A 3.00 PM	A 1.00 PM	A 9.30 AM	DN-R SEATTLE OW					

(6.30) (0.12) (4.00) (0.17) Thru Time
 28.2 16.6 45.8 10.9 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.
 Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision Time-table between Portland and North Portland Jct.
 On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD		THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD			
		691	681			690	692		
		5.15 PM	9.00 AM		ALBINA	A 4.30 AM	A 7.00 AM		
		A 4.30 AM	A 6.00 PM		ARGO	7.30 PM	11.00 PM		

WESTWARD		FIFTH SUBDIVISION				EASTWARD								
		FIRST CLASS								Time-Table No. 31				
						82 CM St. P. & P. Streamliner Passenger	84 CM St. P. & P. Streamliner Passenger	458 Passenger	402 Passenger	September 23, 1956				
						Daily	Daily	Daily	Daily	STATIONS				
										BLOCK SIGNALS {	PORTLAND			
									DN NORTH PORTLAND JCT. KD					
									VANCOUVER					

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

										BLOCK SIGNALS {	N. P. CROSSING			145.2
									DN RESERVATION RN			146.8		
									TACOMA JCT. JN			147.5		

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

										BLOCK SIGNALS {	DN-R BLACK RIVER BI			173.8
									C. M. St. P. & P. & P. C. CROSSING			173.8		
									DN-R ARGO G			180.1		
									DN-R SEATTLE OW			183.2		

(0.08) (0.08) (4.15) (6.00) Thru Time
 23.8 23.3 45.4 30.5 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.
 Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision Time-table between Portland and North Portland Jct.
 On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

Cat. Capacity of Sidings, etc. See Rule 9 (A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 31 September 23, 1956	STATIONS
	379	151	361	363	63	19	97		
	Freight	Freight	Freight	Freight	Passenger	Passenger	CMS&P&P Streamliner Passenger		
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily			
BKPVX		12.35AM				7.30PM	1.05AM	DN-R SPOKANE DS 1.7 AU	
PX		12.45				7.34	1.11	WEST SPOKANE	
48 P		12.55				7.38	1.18	3.6 COWLES	
63 P		1.05				7.43	1.25	4.2 MARSHALL	
103 PWX		1.20			s	7.52	1.36	7.3 N CHENEY CY	
51 P		1.28				7.58	1.44	5.2 GETB	
62 P		1.36				8.05	1.50	5.0 MASON	
63 PW		1.46				8.13	1.59	7.4 CROSKEY	
109 P		2.05 ⁹⁷				8.18	2.05 ¹⁶¹	4.0 WELLS	
52 P		2.20				8.25	2.12	6.6 PALM LAKE	
44 P		2.30				8.31	2.18	5.2 ASHBY	
62 P		2.40				8.36	2.24	4.2 EMDEN	
75 JOPVWXY		3.00			s	8.45	A 2.35AM	6.7 DN-R MARENGO RA	
52 P		3.10				8.51		4.8 THAVIS	
63 P		3.17				8.56		4.4 MACK	
61 P		3.25				9.01		4.2 ANKENY	
38 JPWY	5.00PM	3.40				9.12		7.9 N-R HOOPER JCT. HR	
63 P	5.15	3.50				9.19		5.0 PARK	
146 P	5.30	4.19 ²⁰				9.28		6.2 JOSO	
73 P	5.45	4.35 ³⁷⁸				9.36		5.8 CHEW	
BJKOPWXY	A 6.00PM	6.00			s	9.57		3.8 DN-R AYER JD	
98 P		6.15				10.05		6.0 RUXBY	
96 P		6.30				10.14		7.8 SCOTT	
48 P		6.40				10.21		5.9 WALKER	
98 P		6.46				10.25		3.0 SIMMONS	
98 PW		7.05				10.36		7.8 PAGE	
95 P		7.20				10.45		7.3 ASH	
94 P		7.30				10.51		6.0 HUMORIST	
167 JKPVWXY		7.50	7.25AM	4.30AM		10.15PM	11.00	7.0 DN-R WALLULA JN	
JPVXY		7.55	7.30	4.40		10.18	11.03	1.7 WALLULA JCT.	
157 P		8.20	7.47	5.00		10.31	11.15	10.3 JUNIPER	
160 P		8.40	8.05	5.20		10.42	11.26	9.8 COLD SPRINGS	
BJKOPWXYZ	A	9.15AM	A 8.30AM	A 5.40AM		A 11.10PM	A 11.45PM	9.2 DN-R HINKLE UK	

.....Thru Time..... (1.00) (8.40) (1.05) (1.10) (0.65) (4.15) (1.30) (180.0)
Average speed per hour..... 21.5 21.4 28.6 28.6 33.8 43.1 40.7

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. 31 September 23, 1956	Mile Post	FIRST CLASS			SECOND CLASS			
		20	64	98	362	378	298	364
		Passenger	Passenger	CMS&P&P Streamliner Passenger	Freight	Freight	Freight	Freight
STATIONS								
DN-R SPOKANE DS 1.7 AU	367.3	A 6.30AM		A 10.45PM				A 6.30PM
WEST SPOKANE	366.6	6.23		10.35				6.15
3.6 COWLES	362.0	6.17		10.29				6.05
4.2 MARSHALL	357.8	6.11		10.23				5.55
7.3 N CHENEY CY	350.6	s 6.02		10.13				5.40
5.2 GETB	345.8	5.55		10.05				5.30
5.0 MASON	340.8	5.48		9.58				5.20
7.4 CROSKEY	332.9	5.39		9.50				5.05
4.0 WELLS	328.9	5.34		9.44				4.57
6.6 PALM LAKE	322.3	5.26		9.35				4.45
5.2 ASHBY	317.1	5.19		9.29				4.35
4.2 EMDEN	312.9	5.14		9.23				4.20
6.7 DN-R MARENGO RA	306.2	s 5.05		9.15PM				4.00
4.8 THAVIS	301.4	4.55						3.29
4.4 MACK	297.0	4.50						3.22
4.2 ANKENY	292.8	4.44						3.15
7.9 N-R HOOPER JCT. HR	284.9	4.35			A 5.15AM			3.00
5.0 PARK	279.3	4.28			5.02			2.45
6.2 JOSO	273.1	4.19 ¹⁶¹			4.50			2.33
5.8 CHEW	267.3	4.10			4.35 ¹⁵¹			2.15
3.8 DN-R AYER JD	263.5	s 4.05			4.15AM			2.00
6.0 RUXBY	257.5	3.51						12.50
7.8 SCOTT	249.7	3.42						12.36
5.9 WALKER	243.8	3.34						12.26
3.0 SIMMONS	240.8	3.31						12.20PM
7.8 PAGE	238.0	3.21						11.59AM
7.3 ASH	225.7	3.12						11.40
6.0 HUMORIST	219.7	3.05						11.25
7.0 DN-R WALLULA JN	216.2	s 2.55	A 3.40AM			A 2.45AM		11.10
1.7 WALLULA JCT.	213.5	2.51	3.35			2.40		11.00
10.3 JUNIPER	208.2	2.40	3.22			2.22		10.40
9.8 COLD SPRINGS	193.4	2.30	3.10			2.05		10.20
9.2 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

.....Thru Time..... (4.10) (0.45) (1.30) (1.00) (1.00) (8.30) (1.05)
Average speed per hour..... 44.6 41.3 40.7 31.0 21.5 21.9 28.6

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. 31 September 23, 1966	Mile Post	SECOND CLASS	Mile Post	
	305					304
	Mixed					Mixed
	Daily Except Monday					
28 WXY	8:00AM	D-R JOSEPH	83.8	10:45AM		
22 X	8:30	D ENTERPRISE RS	78.0	10:30		
39	9:00	LOSTINE	67.8	9:47		
27 WXY	9:30 ³⁰⁴	D WALLOWA WO	60.0	9:30 ³⁰⁵		
12 W {M.P. 49.0}	10:05	MINAM	47.1	8:37		
40 W {M.P. 32.6}	10:35	LOOKING GLASS	33.8	8:07		
32	11:05	CULLING	25.1	7:45		
35 WXY	11:25	D ELGIN GN	20.9	7:35		
18	1:50AM	D IMBLER BR	12.3	7:02		
20	12:10PM	ALICEI	8.4	6:52		
BJKOPT WXYZ	12:50PM	DN-R LA GRANDE RA	0.0	6:30AM		
	(4.50) Thru Time			(4.15)		
	17.3 Average speed per hour			19.7		

WESTWARD		PILOT ROCK BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 31 September 23, 1966	Mile Post	STATIONS	Mile Post	STATIONS				
						155 JPX	RIETH	0.0	
						22	SPARKS	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. 31 September 23, 1966	Mile Post	STATIONS	Mile Post	STATIONS				
						BJKOP WXYZ	DN-R HINKLE UK	0.0	
						95 P	HERMISTON	3.9	
PWXY	D UMATILLA CB	10.1							
63 P	IRRIGON	17.9							
	(17.9)								

WESTWARD		HEPPNER BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 31 September 23, 1966	Mile Post	STATIONS	Mile Post	STATIONS				
						39 PWXY	D-R HEPPNER HF	45.2	
						19 P	LEXINGTON	38.3	
7	JORDAN	31.0							
15 PW	D IONE ON	28.3							
3	McNAB	26.2							
13	MORGAN	19.8							
3	CECIL	14.5							
10 JPX	N-R HEPPNER JCT. WI	0.0							
	(45.2)								

WESTWARD		CONDON BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 31 September 23, 1966	Mile Post	STATIONS	Mile Post	STATIONS				
						26 PVWXY	D-R CONDON CD	44.5	
						22	GWENDOLEN	36.3	
27	SPEECE	32.3							
26	CLEM	28.6							
29 P	MIKIKALO	24.4							
27	BARNETT	19.7							
11 P	ROCK CREEK	16.0							
29	SHUTLER	7.3							
WB 126 BJKO EB 113 PTWX	DN-R ARLINGTON MX	0.0							
	(44.5)								

WESTWARD		GRASS VALLEY BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 31 September 23, 1966	Mile Post	STATIONS	Mile Post	STATIONS				
						14 Y	KENT	52.5	
						10	EAKIN	42.5	
28 PW	D GRASS VALLEY VY	38.5							
25	MORO MR	27.0							
16	KLONDIKE	14.2							
32 PW	D WASCO WA	9.7							
5	THORNBERRY	5.2							
150 JPX	DN-R BIGGS BX	0.0							
	(52.5)								

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		BEND BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 31 September 23, 1966	Mile Post	SECOND CLASS	Mile Post	
	313					314
	Mixed					Mixed
	Daily Except Monday					
BKOP VWX YZ	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	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
		(150.0)		Daily Except Sunday

(7.01) Thru Time (7.00)
21.4 Average speed per hour 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. 31 September 23, 1966	Mile Post	STATIONS	Mile Post	STATIONS				
						JPVXY	R EAST OLYMPIA	0.0	
							N. P. CROSSING	7.3	
BKPV WXYZ	D-R OLYMPIA OA	7.4							
	(7.4)								

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		GRAYS HARBOR BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 31 September 23, 1966	Mile Post	SECOND CLASS	Mile Post	STATIONS	STATIONS		
	307							308	306
	Mixed							CMStP&P Freight	Mixed
	Daily Except Sunday								
BJKOPT VWXYZ	2:00 PM	DN-R CENTRALIA CN	0.0			A 8:45 PM			

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	2.4		A 8:35PM
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
23 P	2:20	GALVIN	5.0		8:25
43 JPVX	2:40	12:01AM			8:10
48 PWX	2:45	12:05			7:50
52 P	3:05	12:30			7:30
51 P	3:20	12:40			7:15
44 P	3:30	12:55			7:05
5 P	3:35	1:00			7:00
63 PXY	4:05	1:35			6:35
X					
PVX					
53 PXY	4:05	1:35			6:35
27 P	4:10	1:43			6:25
32 P	4:20	1:50			6:15
83 PXY	4:35	2:05			6:00
JV					
M					
82 BKPVXZ	A 4:45PM	A 2:35AM	DN-R ABERDEEN SA	53.9	5:15PM

BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 5:00 PM	A 3:05 AM	DN-R HOQUIAM HO	57.5	5:00 PM	5:30 PM
			(57.5)		Daily Except Sunday	Daily Except Sunday

(3.00) Thru Time (3.04)
19.2 Average speed per hour 14.8 (2.40) (3.15)
17.0 17.6

WESTWARD		YAKIMA BRANCH						FIRST CLASS		Time-Table No. 31 September 23, 1956	
Car Capacity of Bidders, etc. See Rule 6(A), Page 31.	SECOND CLASS					63 Passenger	STATIONS	63 Passenger	STATIONS	Mile Post	
	907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight						
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily						
BKOPTVWXYZ					9.30PM		6.45PM	DN-R	YAKIMA NY		
39 X					9.40		6.51		UNION GAP		
MP								North Side	N. P. CROSSING		
80 P					9.50		6.57		PARKER		
M								North Side	N. P. CROSSING		
89 P					10.00		7.04	f	DONALD		
18 PV					10.05		7.09	f	SAWYER		
40 PV					10.15		7.14	s	BUENA		
74 PVX					10.25		7.21	s	ZILLAH AH		
53 P					10.48		7.29	f	GRANGER		
82					11.05		7.38	f	EMERALD		
85 JPXY					11.30PM ³⁰⁴		8.10	R	MIDVALE		
51 PVWX					12.01AM		8.22	DN	GRANDVIEW GW		
44 P					12.25		8.34	f	NORTH PROSSER		
53					12.50		8.46	f	CHAFFEE		
42 PX					1.20		8.57	s	BENTON CITY		
53					1.40		9.07		ACTON		
51 JPX			7.40AM	6.20AM	2.10		9.25	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	f	HEDGES		
70 JPV			6.25PM	7.10	6.35AM	3.20	10.00	f	VILLARD JCT.		
70 JPWX			A 6.45PM					U.T.G.	ATTALIA		
157 JKPVWXY				A 7.25AM	A 6.50AM	A 3.35AM	10.15PM	U.T.G.	WALLULA JN		
									(98.0)		
		(0.20)	(0.20)	(1.05)	(0.15)	(0.05)	(3.30)		Thru Time		
		19.2	17.4	18.1	28.0	10.1	28.2		Average speed per hour		

WESTWARD		SUNNYSIDE BRANCH		Time-Table No. 31 September 23, 1956	
Car Capacity of Bidders, etc. See Rule 6(A), Page 31.	FIRST CLASS		63 Passenger	STATIONS	Mile Post
	Daily	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.

WESTWARD		YAKIMA BRANCH						FIRST CLASS		Time-Table No. 31 September 23, 1956	
Car Capacity of Bidders, etc. See Rule 6(A), Page 31.	SECOND CLASS					63 Passenger	STATIONS	63 Passenger	STATIONS	Mile Post	
	907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight						
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily						
BKOPTVWXYZ					9.30PM		6.45PM	DN-R	YAKIMA NY		
39 X					9.40		6.51		UNION GAP		
MP								North Side	N. P. CROSSING		
80 P					9.50		6.57		PARKER		
M								North Side	N. P. CROSSING		
89 P					10.00		7.04	f	DONALD		
18 PV					10.05		7.09	f	SAWYER		
40 PV					10.15		7.14	s	BUENA		
74 PVX					10.25		7.21	s	ZILLAH AH		
53 P					10.48		7.29	f	GRANGER		
82					11.05		7.38	f	EMERALD		
85 JPXY					11.30PM ³⁰⁴		8.10	R	MIDVALE		
51 PVWX					12.01AM		8.22	DN	GRANDVIEW GW		
44 P					12.25		8.34	f	NORTH PROSSER		
53					12.50		8.46	f	CHAFFEE		
42 PX					1.20		8.57	s	BENTON CITY		
53					1.40		9.07		ACTON		
51 JPX			7.40AM	6.20AM	2.10		9.25	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	f	HEDGES		
70 JPV			6.25PM	7.10	6.35AM	3.20	10.00	f	VILLARD JCT.		
70 JPWX			A 6.45PM					U.T.G.	ATTALIA		
157 JKPVWXY				A 7.25AM	A 6.50AM	A 3.35AM	10.15PM	U.T.G.	WALLULA JN		
									(98.0)		
		(0.20)	(0.20)	(1.05)	(0.15)	(0.05)	(3.30)		Thru Time		
		19.2	17.4	18.1	28.0	10.1	28.2		Average speed per hour		

WESTWARD		SUNNYSIDE BRANCH		Time-Table No. 31 September 23, 1956	
Car Capacity of Bidders, etc. See Rule 6(A), Page 31.	FIRST CLASS		63 Passenger	STATIONS	Mile Post
	Daily	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.

WESTWARD

SPOKANE-TEKOA BRANCH

Table with columns for Car Capacity, Second Class (381, 387, 298, 391), First Class (95, 67), and Time-Table No. 31. Includes station names like BKPX, IJX, BIJKOP, TVWXZ, IVX, and TEKOA.

Thru Time and Average speed per hour data for Spokane-Tekoa Branch.

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

Table for Pleasant Valley Branch showing Second Class 391 Freight, stations like SELTICE, G. N. CROSSING, OAKESDALE, THORNTON, ST. JOHN, WILLADA, GRAVEL PIT, WINONA.

WESTWARD WALLULA BRANCH EASTWARD

Table for Wallula Branch showing stations like WALLA WALLA, COLLEGE PLACE, W. W. V. RY. CROSSING, GARRETT, WHITMAN, LOWDEN, TOUCHET, REESE, ZANGAR JCT., WALLULA JCT.

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

Thru Time and Average speed per hour data for Wallula Branch.

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392, No. 382 and No. 388.—See Rule S-72.

SPOKANE-TEKOA BRANCH

EASTWARD

Table for Spokane-Tekoa Branch Eastward showing First Class (94, 68) and Second Class (151, 392, 388, 382). Includes station names like SPOKANE, N. P. CROSSING, EAST SPOKANE, DISHMAN, CHESTER, MICA, FREEMAN, MANITO, ROCKFORD, DARKNELL, FAIRFIELD, LATAH, TEKOA.

Thru Time and Average speed per hour data for Spokane-Tekoa Branch Eastward.

WESTWARD MOSCOW BRANCH EASTWARD

Table for Moscow Branch showing Second Class 379 Freight and First Class 61 Passenger. Includes stations like MOSCOW, WHITFLOW, N. P. CROSSING, PULLMAN, ALBION, SHAWNEE, COLFAX.

Thru Time and Average speed per hour data for Moscow Branch.

WESTWARD CONNELL BRANCH EASTWARD

Table for Connell Branch showing Second Class 379 Freight. Includes stations like JOWXY, LA CROSSE, HOOPER, WASHUCNA, KAHLOTUS HO, CONNELL.

Thru Time and Average speed per hour data for Connell Branch.

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule S-72.

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 P 25 P}	Both	Moscow Branch			
Cayuse.....(1).....	227.1	48 P	Both	Risbeck.....(6).....	4.5	6	Both
Thorn Hollow.....	232.1	14 P	Both	Parvin.....(6).....	7.8	8	Both
North Fork.....	251.4	16 P	West	Armstrong.....(6).....	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)(2).....	20.3	.....	None	Estes.....	42.3	7	Both
Latourell.....(2).....	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.....(6).....	64.8	15	Both
Champ.....	0.5	7	Both	Glenwood.....	83.5	13	Both
Ward.....	14.2	6	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	{37 P 40 P 126 P}	Both West West	Pomeroy Branch			
Sixth Subdivision				Houser.....	19.1	1	Both
Sheffler.....	242.1	4	Both	Tucannon Branch			
Matthews.....	253.3	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.....(3).....	2.6	12	Both	Bade.....	30.2	13	Both
Conley.....(3).....	5.9	6	Both	Barrett.....	33.1	10	Both
Vincent.....(3).....	40.6	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 P 25 P}	Both West	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	Ennis.....	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 P 15 P}	Both East West	McKay.....	78.6	6	Both
De Moss.....	23.9	12	Both	Wallace Branch			
Erskine.....	31.3	9	Both	O'Gara.....(7).....	26.3	.....	None
Bourbon.....	45.8	8	Both	Black Lake.....(7).....	38.0	.....	None
Grays Harbor Branch				Dudley.....(7).....	52.0	12	Both
Raisch.....	2.6	7	Both	Smelterville.....(7).....	66.3	.....	None
Balch.....(4).....	18.3	18 P	Both	Shont.....(7).....	72.8	3	Both
Yakima Branch				Polaris.....	74.6	42	East
Grosscup.....	28.2	8	Both	Gem.....	84.1	5 X	Both
Biggam.....(5).....	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) Regular stop for No. 12.
 (3) Flag stop for Nos. 304-305.

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

(6) Flag stop for Nos. 61-62.
 (7) 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
●P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel freight and road switch locomotives.	65	65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1500 class Diesel road freight locomotives.	50	50	50	On tracks other than main tracks.	15	15	15
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	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
1800 class Diesel yard locomotives in road service.	50	50	50	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
Steam engines running backward.	20	20	20	MacArthur type engines with 63-inch drivers.			50
3800 class engines.		60	50	MacArthur type engines with 57-inch drivers.			35
3700 and 3900 class engines.		65	50	0-6-0 and 0-8-0 type yard engines.			20
5000 class engines.		50	50				
7000-7800 class engines.		70	50				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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
Line 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. 204.5 and 202.2.	60	50	40
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. 201.6 and 201.4.	70	60	50
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. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 231.7 and 227.2.	40	35	25	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	50	Between M.P. 226.1 and 226.0.	70	60	50	Between M.P. 198.2 and 196.8.	55	45	35
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. 195.6 and 195.4.	60	50	40
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. 194.5 and 193.4.	45	35	25
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	Echo Over street crossings.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Between M.P. 217.6 and 216.3.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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. 99.3 and 98.8.	60	50	40
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 130.0 and 129.2.	70	60	50	Between M.P. 98.8 and 96.5.	70	60	50
				Between M.P. 124.8 and 124.0.	70	60	50	Dune Between M.P. 88.5 and 87.5.	70	60	50
				Between M.P. 123.8 and 123.7.	55	45	35	The Dalles Over street crossings.	12	12	12
				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 48.3.	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				
Hood River Between M.P. 62.1 and 59.4.	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				

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.	30	30	30	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.	40	25		Ankeny Between M.P. 294.4 and 294.5.		40	25		
Between Wallula and Marengo.		60	45									50	40
Between Marengo and Spokane.	70	60	45									50	40
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.	50	40	Between M.P. 246.9 and 247.0.	45	35	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. 249.9 and 250.0.	45	35		Scott Between M.P. 252.8 and 253.0.	45		35	Cheney Within city limits.	35
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Between M.P. 256.9 and 257.1.	45	35	Ruxby Between M.P. 260.3 and 260.5.		50	40	Over street crossings.		15
Juniper Between M.P. 209.2 and 211.7.		40	30	Chew Between M.P. 268.2 and 269.3.	30	30		Between M.P. 352.8 and 353.5.	55	45		35	
Wallula Jct. West leg of wye.		15	15	Between M.P. 271.5 and 272.5.	25	15	Between M.P. 354.0 and 363.8 on curves.	60	50	35			
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.		20	20	Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.2 and 364.4.	45	35	25			
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 275.1 and 276.9.	40	25	Between M.P. 364.7 and 364.9.	55	45	35			
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 277.9 and 279.4.	45	35	Between M.P. 365.1 and 366.2.	25	25	15			
Humorist Between M.P. 224.2 and 224.5.		50	40	Park Between M.P. 280.0 and 281.6.	40	25	Between M.P. 366.5 and 367.1.	45	35	25			
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10	10			
Between M.P. 228.1 and 229.9.		35	25	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40	Spokane Through Union Station limits.	15	15	15			
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 290.6 and 291.1.	50	40		Union Station over slip switches.	10	10	10		
Page Between M.P. 233.0 and 233.4.		50	40	Between M.P. 291.9 and 292.3.	25	25							
Between M.P. 234.0 and 235.6.		35	25										
Between M.P. 236.3 and 238.1.		35	25										
Between M.P. 239.0 and 239.8.		50	40										

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		3-degree curves.		20		20	Between M.P. 46.3 and 46.8.		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	Over other street crossings.		10	10
Umatilla Branch Maximum speed.		40	40	Olympia Within city limits.		10	10	Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	50
Hinkle Between M.P. 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 70 and Yakima.		45	30
Hermiston Standard and Union Oil spurs.			6	Grays Harbor Branch Maximum speed.		30	30	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	Centralia Between M.P. 1.0 and 1.3.		10	10	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	Blakeslee Junction Between M.P. 4.3 and 4.7.		20	20	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	Galvin Between M.P. 5.1 and 5.7.		15	15	Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	Between M.P. 6.5 and 6.8.		10	10	Bridge 7.44.		25	15
Umatilla On wye.		10	10	Between M.P. 7.1 and 7.5.		20	20	Kennewick Over street crossings.		8	8
Irrigon				Between M.P. 10.1 and 10.3.		20	20	Between M.P. 35.6 and 35.9.		45	35
Heppner Branch Maximum speed.		25	25	Between M.P. 11.9 and 12.1.		15	15	Benton City Within city limits.		40	30
3-degree curves.		20	20	Independence Between M.P. 14.7 and 15.2.		10	10	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 16.7 and 16.9.		20	20	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Between M.P. 18.5 and 19.8.		15	15	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	South Elma Between M.P. 32.8 and 33.8.		15	15	Zillah Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 34.4 and 34.6.		10	10	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 36.1 and 36.3.		15	15	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 37.5 and 38.2.		20	20	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	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	College Place Within city limits.		30	30
Between M.P. 118.1 and 118.3.		35	25	Through tunnel.	15	15	15	Walla Walla			
Between M.P. 118.5 and 119.7.		25	20	Pleasant Valley Branch Maximum speed.			25	Moscow Branch Maximum speed.		35	25
Between M.P. 120.2 and 121.4.		35	25	G. N. Crossing, M.P. 30.7.			20	On 7- and 8-degree curves.		25	20
Between M.P. 121.6 and 121.9.		25	20	On curves of 7 degrees and over.			20	On 9- and 10-degree curves.		20	20
Between M.P. 122.1 and 122.5.		35	25	Wallula Branch Maximum speed.			35	Colfax Within city limits.		12	12
Latah Within city limits.		40	30	On 5- and 6-degree curves.			35	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 7- and 8-degree curves.			25	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 125.1 and 125.7.		35	25	On 9- and 10-degree curves.			20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 127.5 and 128.4.		35	25	Shawnee Between M.P. 9.9 and 10.0.			25	Albion Between M.P. 13.4 and 13.6.		25	20
Between M.P. 129.6 and 130.6.		35	25	Between M.P. 10.8 and 11.2.			25	Between M.P. 14.3 and 14.9.		20	20
Fairfield Within city limits.		25	25	Between M.P. 12.2 and 12.5.			25	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 132.6 and 132.8.		45	30	Albion Between M.P. 13.4 and 13.6.			25	Between M.P. 17.9 and 18.0.		25	20
Between M.P. 133.3 and 134.6.		25	20	Between M.P. 14.3 and 14.9.			20	Pullman Within city limits.		15	15
Darknell Between M.P. 135.3 and 136.3.		35	25	Between M.P. 17.5 and 17.7.			25	Over street crossings.		6	6
Between M.P. 136.6 and 139.2.		20	20	Between M.P. 17.9 and 18.0.			25	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Rockford Within city limits.		20	20	Wallula Jct. West leg of wye.			15	Between M.P. 24.6 and 24.8.		25	20
Between M.P. 139.4 and 140.4.		45	30	Zangar Jct. Between M.P. 5.1 and 6.4.			25	Between M.P. 25.2 and 25.4.		25	20
Between M.P. 141.0 and 141.2.		35	25	Between M.P. 6.7 and 6.8.			25	Moscow Within city limits.		20	20
Between M.P. 142.6 and 143.2.		25	20	Between M.P. 7.0 and 7.1.			20	Over street crossings.		12	12

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.				Elberton Within city limits.		25	25
Between Hooper Jct. and Connell.		30	30	Between M.P. 23.6 and 23.7.				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.				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.				Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.1 and 27.2.				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.				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.				Farmington Within city limits.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 29.7 and 29.9.				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.				Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	Between M.P. 32.0 and 33.8.				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.				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.				Tekoa On west leg of wye.		10	10
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.				Pomeroy Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.				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.				Tucannon Branch Maximum speed.		25	25
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.				On curves of 7 degrees and over.		20	20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.				Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.				Between Starbuck and Relief.		12	12
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.				Pendleton Branch Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 69.9 and 70.1.				On 7-, 8-, 9- and 10-degree curves.		20	20
Tucannon Between M.P. 14.0 and 14.1.		35	25	Mockonema Between M.P. 73.3 and 73.6.				Between Barrett and Downing, on descending grade.		15	15
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.1 and 74.2.				Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 17.1 and 17.2.		15	15	Crest Between M.P. 74.9 and 77.2.				Over other street crossings within city limits.		20	20
Over Snake River Bridge 17.23.		5	5	Colfax Within city limits.				Between M.P. 2.5 and 3.0.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 78.4 and 78.5.				Between M.P. 9.5 and 9.8.		20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 79.8 and 80.7.				Athens Over street crossings.		15	15
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.							
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 82.9 and 83.4.							
				Between M.P. 83.7 and 84.5.							
				Between M.P. 86.5 and 87.0.							
				Between M.P. 87.6 and 88.9.							
				Between M.P. 89.1 and 89.4.							

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.				Between M.P. 54.5 and 54.9.		35	25	
Between M.P. 31.2 and 31.7.		20	20	Cataldo Between M.P. 58.7 and 59.1.					Between M.P. 60.0 and 60.2.		20	20	
Between M.P. 32.2 and 32.4.		20	20			Between M.P. 62.4 and 63.2.				Between M.P. 63.4 and 64.0.		45	30
Between M.P. 32.7 and 32.9.		20	20			Over all other street crossings.		10	10	Kellogg-Wardner Over street crossings.		10	10
Milton-Freewater Over street crossings.		15	15	Wallace Branch Maximum speed.		50	30	Between M.P. 70.1 and 70.3.			35	25	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15		Between Plummer Jct. and Chatcolet.		35	20	Between M.P. 70.7 and 70.9.		35	25	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Chatcolet and Harrison.		40	25	Between M.P. 71.5 and 71.7.		45	30		
Walla Walla Over street crossings.		12	12	On 4-degree curves.		45	30	Between M.P. 72.4 and 72.6.		35	25		
Within city limits.		20	20	On 5- and 6-degree curves.		35	25	Between M.P. 73.4 and 73.6.		45	30		
On west leg of wye.		8	8	On 7- and 8-degree curves.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25		
Between M.P. 52.7 and 53.4.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 77.4 and 77.7.		35	25		
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..... Enginemen's Register Room	Portland (Joint)
Albina..... Train Dispatcher's Office	Hinkle..... Yard Office	..... N. P. T. Co. Telegraph Office
Albina..... Yard Telegraph Office	Hoquiam (Joint), N. E. Ry. Telegraph Office	Seattle (Joint)
Albina..... Crew Dispatcher's Board Room	Huntington..... Yard Office	..... Union Station Telegraph Office
Albina..... Enginemen's Register Room	Huntington..... Telegraph Office	Spokane..... Train Dispatcher's Office
Albina..... Terminal No. 4 Yard Office	Kellogg-Wardner..... Telegraph Office	Spokane..... Telegraph Office
Argo..... Yard Office	Kennewick..... Telegraph Office	Tacoma..... Yard Office
Argo..... Enginemen's Register Room	Kenton..... Telegraph Office	Tekoa..... Telegraph Office
Arlington..... Telegraph Office	La Grande..... Crew Dispatcher's Office	The Dalles..... "DK" Telegraph Office
Ayer..... Telegraph Office	La Grande..... Train Dispatcher's Office	The Dalles..... Switchmen's Locker Room
Baker..... Telegraph Office	La Grande..... Depot Telegraph Office	Wallace..... Telegraph Office
Bend (Joint)..... O. T. Ry. Telegraph Office	La Grande..... Yard Office	Walla Walla..... Telegraph Office
Centralia (Joint), N. P. Ry. Telegraph Office	Moscow..... Telegraph Office	Walla Walla..... Telegraph Office
East Spokane..... Enginemen's Register Room	Olympia..... Telegraph Office	Winona..... Telegraph Office
East Spokane..... Trainmen's Register Room	Pendleton..... Telegraph Office	Yakima..... Telegraph Office
Hinkle..... 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'	7.5
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 beyond.	
18	Any station.....	.....	Pocatello beyond.
18	Ordinance.....	Portland or beyond.	
18	{ Union Jct..... North Powder... Haines.....	{ Portland or beyond, Tuesdays only.	
19	Hooper Jct.....	.....	Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.