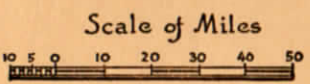




**NORTHWESTERN DISTRICT**

**OREGON DIVISION**

CORRECTED TO MAY 19, 1954



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



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 32**

**Effective Sunday**  
**February 24, 1957**  
**At 12:01 A.M. Pacific Time**

**Safety Always**  
**Makes a Suggestion**

**FOR EMPLOYEES ONLY**

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

**D. F. WENGERT**  
General Manager

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

**J. G. KIMMELL**  
General Superintendent

**C. B. LISHER, Superintendent**.....Portland, Ore.  
J. Bowen, Assistant Superintendent.....Portland, Ore.  
R. A. Roberts, Assistant Superintendent.....Seattle, Wash.  
W. G. Johnson, Assistant Superintendent.....Spokane, Wash.  
E. L. Chantry, Assistant Superintendent.....La Grande, Ore.  
A. L. McDermott, Terminal Superintendent.....Portland, Ore.  
A. D. Cook, Asst. Terminal Superintendent.....Portland, Ore.  
J. F. Chapman, Asst. Terminal Superintendent.....Portland, Ore.  
R. B. Hardin, Trainmaster.....Portland, Ore.  
G. L. Jensen, Trainmaster.....Spokane, Wash.  
A. R. Brown, Trainmaster.....Hinkle, Ore.  
J. E. Pickett, Master Mechanic.....Portland, Ore.  
J. C. Ladd, 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.  
G. W. Jones, Road Foreman of Engines.....Spokane, Wash.  
W. B. Vercoe, Division Engineer.....Portland, Ore.  
C. W. Lee, General Roadmaster.....Portland, Ore.  
E. C. Shultz, Asst. Supt. of Safety and Courtesy.....Portland, Ore.

**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. A. Walsh, Assistant Chief Train Dispatcher.....Spokane, Wash.  
C. E. Wizemann, Assistant Chief Train Dispatcher.....Spokane, Wash.  
R. S. Larabee, 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. Craig	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	Moscow, Ida.
Alfred J. Krefl	Oculist and Aurist	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
George A. Pearson	Surgeon	Parkrose, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pomeroy, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	R. J. Welland	Surgeon	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Carl R. Kostol	Surgeon	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
C. Palmer McKim	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
Mehzle McKim, Jr.	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. C. Vandevort	Surgeon	Bend, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
E. M. Galvin	Surgeon	Centralia, Wash.	R. H. Humphreys	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
W. A. Gannon	Surgeon	Centralia, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Q. M. Thomas	Surgeon	Condon, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Ross D. Wright	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	E. J. Purdy	Surgeon	Tekoa, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	J. S. Reinschmidt	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. Hogsenson	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.
O. B. Scott	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
G. M. Whitesel	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffter	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 32 February 24, 1957	FIRST CLASS					
401	19	11	105	457	17			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		<b>STATIONS</b>						
		5.35	2.05		4.20	0.0	GRANGER	A 9.25		A12.27	A11.10		
		10.45	5.45		9.35	213.9	POCATELLO	4.10		8.30	5.35		
		12.15	6.55		10.35			3.25		8.20	4.55		
		3.45	8.25		2.00	373.8	GLENNS FERRY	12.05		5.45	1.40		
		5.45	9.40		3.45	448.4	BOISE	10.20		4.30	11.55		
		8.35	11.40		6.40	550.1	M.T. HUNTINGTON	M.T. 7.40		2.35	9.25		
		7.45	10.40		5.50	640.7	P.T. LA GRANDE	P.T. 6.30		1.35	8.15		
		10.35	1.05		8.40	649.7	PENDLETON	1.25		11.10	5.35		
		12.50	3.10		11.05	723.9	SPOKANE				A 6.30		
	7.30					841.3	AYER				4.05		
	9.57					837.4	WALLULA				2.55		
	11.00					786.3	HINKLE	12.40		8.30	2.10	2.20	
	A11.45	1.55	3.55		12.40	755.3	THE DALLES	10.30		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		5.00			11.45	
A 6.15				A 1.00		1122.7		Daily	Daily	Daily	Daily	Daily	
(6.30)	(4.15)	(26.10)	(18.25)	(4.00)	(26.10)		..... Thru Time .....	(24.25)	(4.15)	(18.27)	(24.40)	(4.10)	(6.00)
28.2	43.1	35.9	51.0	45.8	35.9		..... Average speed per hour .....	38.5	45.4	50.9	38.3	44.0	30.5

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 32 February 24, 1957	FIRST CLASS			
	29	33				34	30		
	Passenger	Passenger				Passenger	Passenger		
	Daily	Daily			<b>STATIONS</b>				
	10.45	9.30	0.0		MCCAMMON	A 5.55	A 4.50		
	11.55	A10.00	22.7		POCATELLO	5.25	4.15	3.30	
	1.15		73.3		IDAHO FALLS		1.50		
			124.3		ASHTON				
			169.9		VICTOR				
			180.4		WEST YELLOWSTONE				
	A 7.10		285.8		BUTTE		8.00		
						Daily	Daily		
	(8.25)	(0.30)			..... Thru Time .....	(0.30)	(8.50)		
	33.9	45.4			..... Average speed per hour .....	45.4	32.3		

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.	SECOND CLASS	FIRST CLASS			Time-Table No. 32 February 24, 1957	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							
STATIONS											
BKOPTWXYZ	9.25AM	10.40PM	5.50PM	7.45AM	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 6.30PM	A 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			
100 P					OXMAN	361.7					
170 P				s 8.44	PLEASANT VALLEY	355.4					
WB 91 PY EB 100					ENCINA	351.9					
107 P		11.43	6.55	8.57	QUARTZ	347.3					
WB 100 BKOPW EB 111 XYZ		s 11.53PM	s 7.07	s 9.09	DN BAKER BC	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	315.5					
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	3.45PM	11.10PM	2.35AM	
					(99.6)		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)	(2.45)	(2.25)	(2.40)	..... Average speed per hour .....	
						37.4	36.2	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.	SECOND CLASS	FIRST CLASS			Time-Table No. 32 February 24, 1957	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							
STATIONS											
BJKOPTWXYZ		12.10PM	8.40PM	10.35AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.35PM	A 1.05PM	A 2.25AM
WB 71 PVWY EB 72						HILGARD	282.1	5.00	3.15	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				
136 P						HURON	257.7				
120 PW						CAMP	254.1				
WB 68 PWY EB 69						DUNCAN	248.5				
102 P						BONIFER	239.5				
106 PWY						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 PD	215.6	s 3.00	s 1.25	s 9.08	
155 JPX						RIETH	212.0	2.45	1.13	8.59	
135 P						BARNHART	208.3				
135 P						NOLIN	198.9				
135 PW						ECHO HI	192.6				
P						STANFIELD	188.4				
BJKOPWXYZ		A 3.20PM	A 1.59PM	A 1.45PM	A 3.50AM	DN-R HINKLE UR	184.2	2.10AM	12.40PM	8.30PM	11.15PM
						(106.6)		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)	(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						EASTWARD	
Car Capacity of Siding, etc. (See Rule 6 (A), Page 31.)	SECOND CLASS			FIRST CLASS			Time-Table No. 32 February 24, 1957		
		125 Time Freight	151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	17 Passenger	STATIONS
		Daily Except Sunday and Monday	Daily	Daily		Daily	Daily	Daily	
	BKOPWXYZ	3.30PM	9.30AM	1.45 <sup>18</sup> 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 <sup>18</sup>	CASTLE
19	JP	4.15	10.26	2.37		2.38		1.21	N HEPPNER JCT. WI
143	P	4.17 <sup>264</sup>	10.28	2.39		2.40	4.26	1.23	WILLOWS
WB 142 EB 117	BKOPTX	4.29	10.45	2.52		2.51	4.34 <sup>262</sup>	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 <sup>12</sup>	3.06		3.05 <sup>264</sup>	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 <sup>262</sup>		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
	BKOPTWZZ	A 5.50PM	A 12.40PM	A 4.35AM		A 4.05PM	A 5.30AM	A 3.00AM	DN-R THE DALLES DK
									(98.4)
		(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.

WESTWARD		THIRD SUBDIVISION						EASTWARD	
Time-Table No. 32 February 24, 1957		Mile Post	FIRST CLASS			SECOND CLASS			
STATIONS			12 Mail and Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight	
BLOCK SIGNALS	DN-R HINKLE UK	184.2	A 12.30PM	A 8.25PM	A 1.45 <sup>257</sup> AM	A 6.30AM	A 5.45PM	A 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	163.8	11.57AM	8.03	1.22	5.30	4.50	10.38	
	CASTLE	155.7	11.49	7.56	1.12 <sup>17</sup>	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 <sup>125</sup>	10.18	
	DN ARLINGTON MX	138.5	11.30	7.40	12.47	4.34 <sup>105</sup>	3.35	10.07	
	GILMORE	134.0	11.20	7.36	12.29	4.05	3.20	9.59	
	BLALOCK	129.3	11.16 <sup>151</sup>	7.32	12.25	3.57	3.05 <sup>11</sup>	9.53	
	QUINTON	128.2	11.10	7.27	12.19	3.48	2.43	9.46	
	GOFF	115.0	11.02	7.20	12.12	3.30 <sup>257</sup>	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		
			Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	
			(2.00) 49.2	(1.35) 62.1	(2.05) 47.2	(4.00) 24.6	(4.15) 23.2	(2.05) 47.2	

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					EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 32					
	125	151	257	458	11	105	402	17	February 24, 1957					
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	STATIONS					
Daily Except Sunday and Monday	Daily	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					
P	6:15	1:25	5:45		4:15	5:35		3:16	CRATES					
13 P	6:37 <sup>106</sup>	1:35	5:55		4:21	5:41		3:22	ROWENA					
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 <sup>126</sup>	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 <sup>106</sup>	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 LJP	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					6:15	7:09		5:06	CLARNIE					
28 PX	VIA KENTON	VIA KENTON	VIA KENTON		6:21	7:15		5:12	GRAHAM					
17 PX					6:27	7:19		5:17	BRUUN					
IJPVXY					6:31	7:22		5:21	EAST PORTLAND					
51 P	8:55	3:42	8:00						HEMLOCK					
100 P	9:05	3:52	8:10						D FIR FR					
73 BKPXZ	9:20	4:15	8:25						DN KENTON KN					
IJVX					8:55 <sup>PM</sup>	VIA GRAHAM	VIA GRAHAM	5:25 <sup>AM</sup>	VIA GRAHAM	DN NORTH PORTLAND JCT. KD				
IJPXY					8:57			5:28		PENINSULA JCT.				
IJPX	9:35	4:30	8:40		8:59			5:31		DN ST. JOHNS JCT. JN				
BKOPTWXZ	A 9:45 <sup>PM</sup>	A 4:55 <sup>PM</sup>	A 9:00 <sup>AM</sup>							DN-R ALBINA B X				
IJPVXY					9:06	6:31	7:22	5:38	5:21	EAST PORTLAND				
BIKPV					A 9:15 <sup>PM</sup>	A 6:45 <sup>PM</sup>	A 7:30 <sup>AM</sup>	A 5:45 <sup>AM</sup>	A 5:30 <sup>AM</sup>	DN-R PORTLAND P-V				
										VIA GRAHAM (85.8) VIA KENTON (92.2)				
	(3.40) 24.7	(3.40) 24.7	(3.25) 26.1		(0.30) 20.4	(2.35) 33.2	(2.00) 42.9	(0.20) 20.4	(2.20) 36.8	..... 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.

WESTWARD		FOURTH SUBDIVISION					EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 32					
	125	151	257	458	11	105	402	17	February 24, 1957					
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	STATIONS					
Daily Except Sunday and Monday	Daily	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					
P	6:15	1:25	5:45		4:15	5:35		3:16	CRATES					
13 P	6:37 <sup>106</sup>	1:35	5:55		4:21	5:41		3:22	ROWENA					
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 <sup>126</sup>	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 <sup>106</sup>	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 LJP	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					6:15	7:09		5:06	CLARNIE					
28 PX	VIA KENTON	VIA KENTON	VIA KENTON		6:21	7:15		5:12	GRAHAM					
17 PX					6:27	7:19		5:17	BRUUN					
IJPVXY					6:31	7:22		5:21	EAST PORTLAND					
51 P	8:55	3:42	8:00						HEMLOCK					
100 P	9:05	3:52	8:10						D FIR FR					
73 BKPXZ	9:20	4:15	8:25						DN KENTON KN					
IJVX					8:55 <sup>PM</sup>	VIA GRAHAM	VIA GRAHAM	5:25 <sup>AM</sup>	VIA GRAHAM	DN NORTH PORTLAND JCT. KD				
IJPXY					8:57			5:28		PENINSULA JCT.				
IJPX	9:35	4:30	8:40		8:59			5:31		DN ST. JOHNS JCT. JN				
BKOPTWXZ	A 9:45 <sup>PM</sup>	A 4:55 <sup>PM</sup>	A 9:00 <sup>AM</sup>							DN-R ALBINA B X				
IJPVXY					9:06	6:31	7:22	5:38	5:21	EAST PORTLAND				
BIKPV					A 9:15 <sup>PM</sup>	A 6:45 <sup>PM</sup>	A 7:30 <sup>AM</sup>	A 5:45 <sup>AM</sup>	A 5:30 <sup>AM</sup>	DN-R PORTLAND P-V				
										VIA GRAHAM (85.8) VIA KENTON (92.2)				
	(3.40) 24.7	(3.40) 24.7	(3.25) 26.1		(0.30) 20.4	(2.35) 33.2	(2.00) 42.9	(0.20) 20.4	(2.20) 36.8	..... 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				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 32 February 24, 1957			
		401 Passenger	85 CMSt.P.&P Streamliner Passenger	457 Passenger	83 CMSt.P.&P Streamliner Passenger	STATIONS		
		Daily	Daily	Daily	Daily			
		11.45 PM		9.00 AM		PORTLAND		
LJPVX		12.01 AM		9.16		DN NORTH PORTLAND JCT. KD		
		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.

						N. P. CROSSING	
						1.2	
						N. P. CROSSING	
						0.1	
						N. P. CROSSING	
						0.3	
LJ		5.00 AM		12.09 PM		DN RESERVATION RN	
JP		A 5.04 AM		A 12.11 PM		DN TACOMA JCT. JN	

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.

						N. P. CROSSING	
23 67 IPVX		5.50 AM		12.42 PM		DN-R BLACK RIVER BI	
						0.0	
						C. M. St. P. & P. & P. C. CROSSING	
						0.3	
BLJKOP TVWXYZ		6.00	3.18 PM	12.50	8.33 AM	DN-R ARGO G	
BKPXZ		A 6.15 AM	A 3.30 PM	A 1.00 PM	A 8.50 AM	DN-R SEATTLE OW	

(6.30) (0.12) (4.00) (0.17) ..... Thru Time .....  
28.2 15.6 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.

THROUGH FREIGHT SERVICE.  
FOR INFORMATION ONLY.

WESTWARD				EASTWARD	
		691	681	690	692
		5.15 PM	9.00 AM	A 4.30 AM	A 7.00 AM
		A 4.30 AM	A 6.00 PM	7.30 PM	11.00 PM

WESTWARD		FIFTH SUBDIVISION				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 32 February 24, 1957			
		82 CMSL P.&P Streamliner Passenger	84 CMSL P.&P Streamliner Passenger	458 Passenger	402 Passenger	STATIONS		
		Daily	Daily	Daily	Daily			
					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.

						N. P. CROSSING	
						145.2	
						N. P. CROSSING	
						0.1	
						N. P. CROSSING	
						0.3	
						DN RESERVATION RN	
						DN TACOMA JCT. JN	

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.

						N. P. CROSSING	
						173.8	
						C. M. St. P. & P. & P. C. CROSSING	
						0.3	
						DN-R ARGO G	
						DN-R SEATTLE OW	

(6.08) (0.08) (4.15) (6.00) ..... Thru Time .....  
25.3 29.3 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				Time-Table No. 32	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			February 24, 1957		
	379	151	361	363	63	19	97	STATIONS		
	Freight	Freight	Freight	Freight	Passenger	Passenger	CMStP&P Streamliner Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			
BKPVX		12.35AM				7.30PM	12.25AM	DN-R SPOKANE DS AU 1.7		
PX		12.45				7.34	12.31	WEST SPOKANE } DOUBLE TRACK		
48 P		12.55				7.38	12.38	COWLES 3.6		
53 P		1.05				7.43	12.45	MARSHALL 4.2		
103 PWX		1.20				7.52	12.56	N CHENEY CY 7.3		
51 P		1.30				7.58	1.04	GEIB 5.2		
52 P		1.40				8.05	1.10	MASON 5.0		
53 PW		1.55				8.13	1.19	CROSKEY 7.4		
109 P		2.05				8.18	1.25	WELLS 4.0		
52 P		2.20				8.25	1.32	PALM LAKE 6.6		
44 P		2.30				8.31	1.38	ASHBY 5.2		
52 P		2.40				8.36	1.44	EMDEN 4.2		
75 JOPVWXY		3.00				8.45	A 1.55AM	DN-R MARENGO RA 6.7		
52 P		3.10				8.51		THAVIS 4.8		
63 P		3.17				8.56		MACK 4.4		
51 P		3.25				9.01		ANKENY 4.2		
38 JPWY	5.00PM	3.40				9.12		N-R HOOPER JCT. HR 7.9		
53 P	5.15	3.50				9.19		PARK 5.6		
146 P	5.30	4.19 <sup>20</sup>				9.28		JOSO 6.2		
73 P	5.45	4.35 <sup>378</sup>				9.36		CHEW 5.8		
BJKOPWXY	A 6.00PM	6.00				9.57		DN-R AYER JD 3.8		
98 P		6.15				10.05		RUXBY 6.0		
98 P		6.30				10.14		SCOTT 7.8		
46 P		6.40				10.21		WALKER 5.9		
98 P		6.46				10.25		SIMMONS 3.0		
98 PW		7.05				10.36		PAGE 7.8		
95 P		7.20				10.45		ASH 7.3		
94 P		7.30				10.51		HUMORIST 6.0		
157 JKPVWXY		7.50	7.25AM	4.30AM		10.15PM	11.00	DN-R WALLULA JN 7.0		
JPVXY		7.55	7.30	4.40		10.18	11.03	WALLULA JCT. 1.7		
157 P		8.20	7.47	5.00		10.31	11.15	JUNIPER 10.3		
159 P		8.40	8.05	5.20		10.42	11.26	COLD SPRINGS 9.8		
BJKOPWXYZ	A 9.15AM	A 8.30AM	A 5.40AM			A 11.10PM	A 11.45PM	DN-R HINKLE UK 9.2		
								(188.0)		

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.

WESTWARD					SIXTH SUBDIVISION				Time-Table No. 32	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			February 24, 1957		
	362	378	298	364	20	64	98	STATIONS		
	Freight	Freight	Freight	Freight	Passenger	Passenger	CMStP&P Streamliner Passenger			
	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily	Daily	Daily			
								DN-R SPOKANE DS AU 1.7		
								WEST SPOKANE } DOUBLE TRACK		
								COWLES 3.6		
								MARSHALL 4.2		
								N CHENEY CY 7.3		
								GEIB 5.2		
								MASON 5.0		
								CROSKEY 7.4		
								WELLS 4.0		
								PALM LAKE 6.6		
								ASHBY 5.2		
								EMDEN 4.2		
								DN-R MARENGO RA 6.7		
								THAVIS 4.8		
								MACK 4.4		
								ANKENY 4.2		
								N-R HOOPER JCT. HR 7.9		
								PARK 5.6		
								JOSO 6.2		
								CHEW 5.8		
								DN-R AYER JD 3.8		
								RUXBY 6.0		
								SCOTT 7.8		
								WALKER 5.9		
								SIMMONS 3.0		
								PAGE 7.8		
								ASH 7.3		
								HUMORIST 6.0		
								DN-R WALLULA JN 7.0		
								WALLULA JCT. 1.7		
								JUNIPER 10.3		
								COLD SPRINGS 9.8		
								DN-R HINKLE UK 9.2		
								(188.0)		

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. 32 February 24, 1957	Mile Post	SECOND CLASS	304 Mixed	
	305 Mixed					
	Daily Except Monday					
28 WXY	8:00AM	D-R JOSEPH J	83.8	A10:45AM		
22 X	8:30	D ENTERPRISE RS	78.0	10:30		
29	9:00	LOSTINE	67.8	9:47		
27 WXY	9:30 <sup>304</sup>	D WALLOWA WO	60.0	9:30 <sup>306</sup>		
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	GULLING	25.1	7:45		
35 WXY	11:25	D ELGIN GN	20.9	7:35		
18	11:50AM	D IMBLER BR	12.3	7:02		
20	12:10PM	ALICEL	8.4	6:52		
BJKOPT WXYZ	A12:50PM	DN-R LA GRANDE RA	0.0	6:30AM		
		(83.8)		Daily Except Sunday		
(4.80) 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. 32 February 24, 1957	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. 32 February 24, 1957	Mile Post	STATIONS	Mile Post	STATIONS				
						BJKOP WXYZ	DN-R HINKLE UK	0.0	
						95 P	HERMISTON	3.9	
PWXY	D UMATILLA CS	10.1							
63 P	IRRIGON	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.	Time-Table No. 32 February 24, 1957	Mile Post	STATIONS	Mile Post	STATIONS				
						39 PWXY	D-R HEPPNER HR	45.2	
						19 P	LEXINGTON	36.3	
7	JORDAN	31.0							
15 PW	D IONE ON	28.3							
3	McNAB	25.2							
13	MORGAN	19.8							
3	CECIL	14.5							
19 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. 32 February 24, 1957	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	MIKKALO	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. 32 February 24, 1957	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							
6	THORNBERRY	5.2							
150 JPX	DN-R BIGGS BX	0.0							
		(52.5)							

WESTWARD		BEND BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32 February 24, 1957	Mile Post	SECOND CLASS	314 Mixed	
	313 Mixed					
	Daily Except Monday					
BKOP VWXYZ	7:00 AM	DN-R BEND ND	150.0	A 2:30 PM		
<b>BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.</b>						
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			
<b>BEND BRANCH SHOWN FOR INFORMATION ONLY.</b>						

WESTWARD		OLYMPIA BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 32 February 24, 1957	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)							

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32 February 24, 1957	Mile Post	SECOND CLASS	308 Mixed	
	307 Mixed					
	Daily Except Sunday					
BJKOPT VWXYZ	2:00 PM	DN-R CENTRALIA CN	0.0	A 8:45 PM		
<b>BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b>						
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	HELSING JUNCTION	12.2	A 7:40PM	8:10	
48 PWX	2:45	N-R INDEPENDENCE ND	13.7	7:20	7:50	
62 P	3:05	CEDARVILLE	22.2	7:00	7:30	
61 P	3:20	LANKNER	26.3	6:45	7:15	
44 P	3:30	SAGINAW	30.8	6:35	7:05	
5 P	3:35	SOUTH ELMA	32.5	6:30	7:00	
53 PXY	4:05	SOUTH MONTESANO	42.4	6:05	6:35	
X		SOUTH MONTESANO	42.4			
PVX		D MONTESANO MO	43.9			
53 PXY	4:05	SOUTH MONTESANO	42.4	6:05	6:35	
27 P	4:10	MELBOURNE	43.8	5:55	6:25	
32 P	4:20	PREACHER'S SLOUGH	46.7	5:45	6:15	
63 PXY	4:35	COSMOPOLIS	51.2	5:30	6:00	
JV		SOUTH ABERDEEN JCT.	53.2			
M		N. P. CROSSING	53.3			
62 BKPVXZ	A 4:45PM	DN-R ABERDEEN SA	53.9	5:15PM	5:45PM	
<b>BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b>						
TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.						
BKOPT WYZ	A 5:00 PM	DN-R HOQUIAM HO	57.5	5:00 PM	5:30 PM	
		(57.5)		Daily Except Sunday	Daily Except Sunday	
(3.00) Thru Time			(2.40)		(3.15)	
19.2 Average speed per hour			17.0		17.6	

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						FIRST CLASS		Time-Table No. 32	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						63 Passenger	February 24, 1957			
	907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight	STATIONS					
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily						
BKOPTVWXYZ						9.30 PM			6.45 PM	DN-R YAKIMA NY	
39 X						9.40			6.51	UNION GAP	
MP										N. P. CROSSING	
30 P						9.50			6.57	PARKER	
M										N. P. CROSSING	
32 P						10.00		f 7.04		DONALD	
18 PV						10.05		f 7.09		SAWYER	
40 PV						10.15		s 7.14		BUENA	
74 PVX						10.25		s 7.21		ZILLAH AH	
53 P						10.48		f 7.29		GRANGER	
52						11.05		f 7.38		EMERALD	
35 JPXY						11.30 PM <sup>364</sup>			8.10	R MIDVALE	
51 PVWX						12.01 AM		s 8.22		DN GRANDVIEW GW	
44 P						12.25		f 8.34		NORTH PROSSER	
53						12.50		f 8.46		CHAFFEE	
42 PX						1.20		s 8.57		BENTON CITY	
53						1.40		9.07		ACTON	
51 JPX			7.40 AM	6.20 AM		2.10		9.25 <sup>364</sup>		R RICHLAND JCT.	
55 BKPVWX			A 8.00 AM	6.50		2.50		s 9.45		DN KENNEWICK KN	
12 P				7.00		3.10		f 9.55		HEDGES	
70 JPV			6.25 PM		7.10	6.35 AM		f 10.00		VILLARD JCT.	
70 JPWX			A 6.45 PM			3.20				ATTALIA	
157 JKPVWXY				A 7.25 AM	A 6.50 AM	A 3.35 AM		A 10.15 PM		DN-R WALLULA JN	
										(98.6)	
	(0.20)	(0.20)	(1.05)	(0.15)	(0.05)	(3.30)	Thru Time				
	19.2	17.4	18.1	28.0	16.1	28.2	Average speed per hour				

WESTWARD		SUNNYSIDE BRANCH		FIRST CLASS		Time-Table No. 32	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.			63 Passenger	February 24, 1957			
				STATIONS			
35 JPXY			7.45 PM	R	MIDVALE		
PVX			A 7.55 PM	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						EASTWARD		
Time-Table No. 32		FIRST CLASS		SECOND CLASS						
February 24, 1957		Mile Post	64 Passenger	908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Freight		
STATIONS										
DN-R	YAKIMA NY	98.0	A 7.00 AM							A 2.15 AM
	UNION GAP	94.6	6.50							1.55
Block Spts	N. P. CROSSING	91.3								
	PARKER	90.8	f 6.43							1.45
Block Spts	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	73.4	f 6.00							12.25
	EMERALD	67.2	f 5.51							12.05 AM
R	MIDVALE	63.6	5.44							11.30 PM <sup>363</sup>
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 5.20 AM	A 5.30 AM			9.25 <sup>63</sup>
DN	KENNEWICK KN	13.2	s 4.20			5.00	5.10 AM			8.52
	HEDGES	8.7	f 4.05			4.25				8.38
U.P.	VILLARD JCT.	7.0	f 4.00			A 2.35 AM	4.15		A 1.50 PM	8.30
U.P.	ATTALIA	0.6				2.15 AM				
U.P.	WALLULA JN	0.0	3.50 AM			4.00 AM			1.30 PM	8.15 PM
	(98.6)		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
			(3.10)	(0.20)	(1.20)	(0.20)	(0.20)	(6.00)		
			30.9	19.2	14.7	17.4	21.0	16.4		

WESTWARD		SUNNYSIDE BRANCH		EASTWARD		FIRST CLASS	
Time-Table No. 32		Mile Post	84 Passenger	February 24, 1957			
STATIONS							
R	MIDVALE	0.0	A 8.10 PM				
D-R	SUNNYSIDE SI	2.8	8.00 PM				
	(2.8)		Daily				
		(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				FIRST CLASS		Time-Table No. 32		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						February 24, 1957			
	381	387	298	391	95	67				
	CMS&P&P Freight	Freight	Freight	Mixed	CMS&P&P Streamliner Passenger	Passenger				
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	STATIONS			
BKPVX				6.30PM		11.25PM	8.15AM	DN-R SPOKANE DS AU	DOUBLE TRACK	
IJPX				6.40		11.30	8.20	DN N. P. CROSSING CG		
BLJKOP TVWXZ	10.00PM	7.20PM	6.50PM	3.30PM	11.35	8.25	EAST SPOKANE			
59 IVX	10.10	7.30		3.45	11.40	8.30	DN DISHMAN SP			
35	10.28	7.40		3.55	11.50	8.34	CHESTER			
78	10.50	7.57		4.17	12.02	8.45	D MICA MA			
38	11.05	8.07		4.30	12.07	8.50	FREEMAN			
VX	11.20PM	8.25PM		4.45	12.11	9.00AM	DN-R MANITO MU			
28				5.10			D ROCKFORD RD			
40				5.40			DARKNELL			
31 VX				5.55			D FAIRFIELD G			
25				6.20			LATAH			
BJOPWXYZ				6.50PM			DN-R TEKOA K			
				(49.3)						
				(1.20) 13.0	(1.05) 16.1	(0.20) 13.2	(3.20) 13.5	(0.46) 28.4	(0.45) 29.0	..... Thru Time .....
				..... Average speed per hour .....						

..... Thru Time ..... (0.45) (0.45) (0.20) (2.50) (1.05) (1.20) (1.20) 13.2 15.8 16.1 13.0  
 ..... Average speed per hour ..... 29.0 29.0

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32		Mile Post	
	391	February 24, 1957			
	Freight				
	Daily Except Sunday	STATIONS			
14 JPX	7.45PM	SELTICE	48.0		
		G. N. CROSSING	39.8		
		N. P. CROSSING	39.7		
34 VWX	8.45	D OAKESDALE ON	39.1		
44	9.20	THORNTON	31.2		
M		G. N. CROSSING	30.7		
28 WX	10.20	D ST. JOHN SJ	18.3		
27	10.50	WILLADA	11.5		
53	11.20	GRAVEL PIT	4.4		
63 BJKWXY	11.45PM	D-R WINONA WA	0.0		
		(48.0)			

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32		Mile Post	
	391	February 24, 1957			
	Freight				
	Daily Except Sunday	STATIONS			
BJKOPTVWXYZ		DN-R WALLA WALLA BU	30.9		
5 X		COLLEGE PLACE	28.9		
M		W. W. V. RY. CROSSING	28.7		
17 X		GARRETT	28.6		
10		WHITMAN	24.0		
12		LOWDEN	19.3		
29 PX		D TOUCHET CH	15.0		
11		REESE	7.5		
PV		ZANGAR JCT.	3.8		
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
JPVXY		WALLULA JCT.	0.0		
		(30.5)			

(4.00) ..... Thru Time ..... 12.0  
 ..... Average speed per hour .....

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.  
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.  
 No. 298 arriving at Spokane on Sixth Subdivision will run as No. 298 on Spokane-Tekoa Branch Spokane to East Spokane.  
 No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.  
 For stations not shown on schedule pages, see page 22.

WESTWARD		SPOKANE-TEKOA BRANCH				FIRST CLASS		Time-Table No. 32	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						February 24, 1957		
	151	392	388	382	68	94			
	Freight	Mixed	Freight	CMS&P&P Freight	Passenger	CMS&P&P Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
DN-R SPOKANE DS AU	165.4	A 4.50PM	A 12.15AM					A 12.35AM	
DN N. P. CROSSING CG	163.5	4.43	12.06					12.25	
EAST SPOKANE	161.0	4.38	12.01AM					12.15AM A 7.20PM A 11.05PM A 11.55PM	
DN DISHMAN SP	158.9	4.34	11.56PM					7.05 10.45 11.40 <sup>95</sup>	
CHESTER	155.7	4.29	11.50 <sup>95</sup>					6.55 10.28 <sup>381</sup> 11.15	
D MICA MA	149.7	4.17	11.39					6.40 10.12 10.50 <sup>381</sup>	
FREEMAN	146.9	4.11	11.34					6.30 10.06 10.42	
DN-R MANITO MU	143.6	4.05PM	11.30PM					6.15 10.00PM 10.35PM	
D ROCKFORD RD	138.4							5.55	
DARKNELL	135.1							5.40 <sup>391</sup>	
D FAIRFIELD G	131.7							5.15	
LATAH	123.3							4.50	
DN-R TEKOA K	116.1							4.30PM	
				(49.3)					
				(0.45) 29.0	(0.45) 29.0	(0.20) 13.2	(2.50) 15.8	(1.05) 16.1	(1.20) 13.0
				..... Average speed per hour .....					

..... Thru Time ..... (0.45) (0.45) (0.20) (2.50) (1.05) (1.20) (1.20) 13.2 15.8 16.1 13.0  
 ..... Average speed per hour ..... 29.0 29.0

WESTWARD		MOSCOW BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 32		Mile Post
	379	61	February 24, 1957		
	Freight	Passenger			
	Daily Except Monday	Daily	STATIONS		
BKTVX	7.00AM	5.30PM	D-R MOSCOW MO	28.1	A 8.50AM A 1.50PM
1	7.20	5.41	WHITLOW	20.5	8.36 1.25
			N. P. CROSSING	19.3	
23 X	8.33 <sup>62</sup>	5.50	D PULLMAN XN	18.7	8.33 <sup>379</sup> 1.15
18	9.00	6.03	ALBION	12.7	8.13 12.40
19	9.10	6.10	SHAWNEE	9.7	8.05 12.25
JMOWXY	A 9.40AM	A 6.30PM	DN-R COLFAX CA	0.0	7.42AM 12.01PM
			(28.1)		Daily Daily Except Monday

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32		Mile Post	
	379	February 24, 1957			
	Freight				
	Sunday Wednesday Thursday Saturday	STATIONS			
JOWXY	3.45PM	D-R LA CROSSE JA	0.0	A 6.00AM	
11 X	4.50	HOOPER	14.7	5.20	
32 JPWXY	A 4.55PM	N-R HOOPER JCT. HR	15.7	5.15AM	
34		WASHTUCNA	23.5		
21 V		D KAHLOTUS HO	37.4		
18 WXY		R CONNELL	52.9		
		(52.9)			Daily Except Monday

(2.40) (1.00) ..... Thru Time ..... (1.08) (1.49) (1.10) ..... Thru Time ..... (0.45)  
 10.5 28.1 Average speed per hour ..... 24.8 15.5 13.5 Average speed per hour ..... 20.9

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, and except that No. 379 is superior to No. 378 on Moscow Branch.—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.  
 Between Moscow and Colfax, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.  
 No. 379 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 379 La Crosse to Hooper Jct.  
 No. 378 arriving at Hooper Jct. on Sixth Subdivision will run as No. 378 Hooper Jct. to La Crosse.  
 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
<b>First Subdivision</b>				<b>Pleasant Valley Branch</b>			
Nelson.....	372.9	54 P	West	Juno.....	20.8	10	Both
<b>Second Subdivision</b>				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	Both	<b>Moscow Branch</b>			
Cayuse.....(1).....	227.1	25 P	Both	Risbeck.....(6).....	4.5	6	Both
Thorn Hollow.....	232.1	48 P	Both	Parvin.....(6).....	7.8	8	Both
North Fork.....	251.4	14 P	Both	Armstrong.....(6).....	15.7	3 W {M. P. 16.2}	Both
		16 P	West	Holland.....	21.4	8	Both
<b>Third Subdivision</b>				<b>Connell Branch</b>			
Seufert.....	87.2	58	West	Pampa.....	4.6	15	Both
<b>Fourth Subdivision</b>				Gordon.....	8.2	7	Both
Quarry Spur.....	6.5	13	West	McAdam.....	29.3	3	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	Wacota.....	34.1	4	Both
Eri.....	14.2	4	Both	Estes.....	42.3	7	Both
Corbett.....(1) (2).....	20.3		None	Sulphur.....	46.1	9	Both
Latourell.....(2).....	23.9		None	Curry.....	51.1	12	Both
Multnomah Falls.....	29.6		None	<b>Tekoa-Ayer Branch</b>			
C. L. Lumber Co.....	45.1	11 P	East	Pierson.....	20.1	3	West
Farley.....	47.0	102 P	Both	Schreck.....	31.9	14	Both
Chatfield.....	71.8	20 P	West	Thera.....(6).....	64.8	15	Both
<b>Via Kenton</b>				Glenwood.....	83.5	13	Both
Champ.....	9.5	7	Both	Walters.....	98.6	10	Both
Ward.....	14.2	6	Both	<b>Pomeroy Branch</b>			
		37 P	Both	Houser.....	19.1	1	Both
Reynolds.....	20.0	40 P	West	<b>Tucannon Branch</b>			
		128 P	West	Powers.....	2.7	4	Both
<b>Sixth Subdivision</b>				<b>Pendleton Branch</b>			
Sheffler.....	242.1	4	Both	Havana.....	6.9	11	Both
Matthews.....	253.3	5	Both	Weston.....	20.9	66 X	East
Magallon.....	258.6	2	Both	Bade.....	30.2	13	Both
Teske.....	310.6	2	Both	Barrett.....	33.1	10	Both
<b>Joseph Branch</b>				Prunedale.....	34.2	15	Both
Island City.....(3).....	2.6	12	Both	State Line.....	41.7	10	Both
Conley.....(3).....	5.9	6	Both	Langdon.....	43.6	12	Both
Vincent.....(3).....	40.6	2	East	Russell.....	51.8	11	Both
Sevier.....	56.7	5	West	Hadley.....	56.5	19	Both
Freels.....	75.2	2	West	Berryman.....	59.8	9	Both
Marble.....	75.8	5	Both	Ennis.....	60.9	10	Both
		25	West	Robinson.....	67.6	2	Both
<b>Pilot Rock Branch</b>				McCall.....	69.4	2	Both
McBee.....	2.8	2	East	McKay.....	78.6	6	Both
Lens.....	11.2	4	East	<b>Wallace Branch</b>			
<b>Grass Valley Branch</b>				O'Gara.....(7).....	26.3		None
Sandon.....	15.6	8	Both	Black Lake.....(7).....	38.0		None
Hay Canyon.....	19.2	12	East	Dudley.....(7).....	52.0	12	Both
De Moss.....	23.9	12	Both	Smeltonville.....(7).....	66.3		None
Erskine.....	31.3	9	Both	Shont.....(7).....	72.8	3	Both
Bourbon.....	45.8	8	Both	Polaris.....	74.6	42	East
<b>Grays Harbor Branch</b>				Gem.....	84.1	5 X	Both
Raisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Balch.....(4).....	18.3	18 P	Both	Dorn.....	85.1	13	Both
<b>Yakima Branch</b>				<b>Dayton Branch</b>			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam.....(5).....	48.3	10	Both	Ronan.....	19.3	28	West
Boone.....	76.4	1	East				
Flint.....	83.6	18	Both				
<b>Spokane-Tekoa Branch</b>							
Rahm.....	125.9	4	Both				

(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 "Frnt."** —Train with freight cars; train with cabooses only; locomotive without cars.  
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frnt." 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.	Psg.	Frnt.		Str.	Psg.	Frnt.
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	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
G.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.			
3800 class engines.		60	50	MacArthur type engines with 57-inch drivers.			
3700 and 3900 class engines.		65	50	0-6-0 and 6-8-0 type yard engines.			
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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>Huntington</b> Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	<b>Baker</b> Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.0 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	<b>Oxman</b> Between M.P. 360.5 and 355.9.	30	25	20	<b>North Powder</b> Between M.P. 321.6 and 321.3.	70	60	50
<b>Lime</b> High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 366.0.	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	<b>Pleasant Valley</b> 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
<b>Weatherby</b> 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	<b>La Grande</b> Over street crossings within city limits.	20	20	20
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25	<b>Quartz</b> 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**

<b>La Grande</b> Between M.P. 290.5 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	<b>Rieth</b> 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	<b>Barnhart</b> 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
<b>Hilgard</b> 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
<b>Huron</b> 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	<b>Nolin</b> 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	<b>Minthorn</b> 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	<b>Echo</b> Over street crossings.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Between M.P. 217.0 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	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12	<b>Hinkle</b>			
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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>Hinkle</b> Between M.P. 182.0 and 181.7.	60	50	40	<b>Arlington</b> Between M.P. 138.0 and 137.8.	35	35	25	<b>Goff</b> Between M.P. 114.9 and 114.7.	70	60	50
<b>Castle</b> 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
<b>Heppner Jct.</b> 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
<b>Willows</b> Between M.P. 147.0 and 146.3.	70	60	50	<b>Gilmore</b> Between M.P. 132.8 and 132.7.	70	60	50	<b>Rufus</b> 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	<b>Miller</b> 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	<b>Dune</b> Between M.P. 88.5 and 87.5.	70	60	50
				Between M.P. 123.8 and 123.7.	55	45	35	<b>The Dalles</b> Over street crossings.	12	12	12
				<b>Quinton</b> 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**

<b>The Dalles</b> Between M.P. 85.1 and 84.4.	20	20	20	<b>Meno</b> Between M.P. 58.5 and 56.0.	60	50	40	<b>Fairview</b> 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	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25
<b>Crates</b> Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.8 and 52.3.	55	45	35	<b>Graham</b> 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	<b>Bruun</b>			
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	55	45	35	<b>Troutdale</b> 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	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	50	<b>East Portland</b> 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	<b>Portland</b> 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	<b>Dodson</b> 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	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				
<b>Hood River</b> Between M.P. 62.1 and 59.4.	55	45	35	<b>Bridal Veil</b> 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.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		
Maximum speed.	70	60	45	<b>Argo</b> Over slip switch, Luella Street, all engines, eastward and westward trains until entire train through slip switch.				<b>Argo Yard</b> All turn-outs.			10		
<b>Tacoma</b> On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10									10	10
<b>Reservation</b> On curves between Reservation Tower and Tacoma Jct.	20	20	15									30	30
				Through interlocking.	30	30	30	<b>Seattle</b> 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	<b>Simmons</b> Between M.P. 242.5 and 243.5.	40	25	<b>Ankeny</b> Between M.P. 294.4 and 294.5.		40	25							
Between Wallula and Marengo.		60	45								Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.	50	40	
Between Marengo and Spokane.	70	60	45								Between M.P. 246.1 and 246.3.	50	40	Between M.P. 246.9 and 247.0.	45	35	
<b>Hinkle</b> East and West legs of wye.		20	20	<b>Scott</b> Between M.P. 252.8 and 253.0.	45	35	<b>Marengo</b> Between M.P. 308.6 and 309.0.	60	50	40							
Between M.P. 186.0 and 187.3.		60	50								Between M.P. 256.9 and 257.1.	45	35	<b>Cheney</b> Within city limits.	35	35	35
<b>Cold Springs</b> Between M.P. 200.7 and 201.0.		50	40								Between M.P. 260.3 and 260.5.	50	40				
<b>Juniper</b> Between M.P. 209.2 and 211.7.		40	30	<b>Ruxby</b> Between M.P. 268.2 and 269.3.	30	30	<b>Chew</b> Between M.P. 271.6 and 272.5.	25	15	35							
<b>Wallula Jct.</b> West leg of wye.		15	15								Between M.P. 272.7 and 273.2.	45	35	Between M.P. 352.8 and 353.5.	55	45	35
<b>Wallula</b> Between M.P. 214.6 and 215.5 over manual operated switches.		20	20								Between M.P. 275.1 and 276.9.	40	25	Between M.P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 217.2 and 217.4.		45	35	<b>Park</b> Between M.P. 280.0 and 281.6.	40	25	<b>Humorist</b> Between M.P. 277.9 and 279.4.	45	35	35							
Between M.P. 219.1 and 219.5.		50	40								Between M.P. 281.9 and 282.2.	50	40	Between M.P. 364.2 and 364.4.	45	35	25
<b>Humorist</b> Between M.P. 224.2 and 224.5.		50	40								Between M.P. 364.7 and 364.9.	55	45	Between M.P. 364.7 and 364.9.	55	45	35
<b>Ash</b> Between M.P. 226.8 and 227.0.		50	40	<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.	50	40	<b>Park</b> Between M.P. 280.0 and 281.6.	40	25	25							
Between M.P. 228.1 and 229.9.		35	25								Between M.P. 365.1 and 366.2.	25	25	Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 230.8 and 232.3.		45	35								Between M.P. 281.9 and 282.2.	50	40	Between M.P. 366.5 and 367.1.	45	35	25
<b>Page</b> Between M.P. 233.0 and 233.4.		50	40	<b>Spokane</b> Through Union Station limits.	15	15	<b>Over Bridge 367.13.</b>	10	10	10							
Between M.P. 234.0 and 235.6.		35	25								Between M.P. 290.6 and 291.1.	50	40	Over street crossings.	15	15	15
Between M.P. 236.3 and 238.1.		35	25								Between M.P. 291.9 and 292.3.	25	25	Union Station over slip switches.	10	10	10
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.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.	25	25	<b>Melbourne</b> Between M.P. 44.3 and 45.5.		15	15			
3-degree curves.		20	20								Between M.P. 46.3 and 46.8.	20	20
4- and 5-degree curves.		15	15								<b>Cosmopolis</b> Within city limits.		15
On curves of 6 degrees and over.		10	10	Between Kent and M.P. 39.0.	25	25	Handling logs within city limits			8			
Between La Grande and M.P. 13.0.		25	25	Between M.P. 33.0 and Thornberry.	20	20	Between M.P. 53.5 and 53.7.	10	10				
Between M.P. 25.0 and 55.0.		25	25	Between Thornberry and Biggs, on descending grades.	10	10	<b>Aberdeen</b> Within city limits.		20	20			
Between M.P. 72.0 and Joseph.		25	25	<b>Pilot Rock Branch</b> Maximum speed.		15	15	Over Boone St. Crossing.		5	5		
<b>Umatilla Branch</b> Maximum speed.		40	40	<b>Olympia Branch</b> Maximum speed.		20	20	Over other street crossings.		10	10		
<b>Hinkle</b> Between M.P. 0.0 and 0.1.		15	15	<b>Olympia</b> Within city limits.		10	10	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.		60	50		
Between M.P. 2.3 and 3.7.		20	20	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.		50	35		
<b>Hermiston</b> Standard and Union Oil spurs.			6	On curves of 6 degrees and over.		10	10	Between M.P. 70 and Yakima.		45	30		
On house track west of McNaught Warehouse.			6	<b>Grays Harbor Branch</b> Maximum speed.		30	30	With pile driver 0321.			15		
Over road crossing east end of depot.		15	15	<b>Centralia</b> Between M.P. 1.0 and 1.3.		10	10	On 4-degree curves.		45	35		
Between M.P. 5.9 and 6.0.		35	35	<b>Blakeslee Junction</b> Between M.P. 4.3 and 4.7.		20	20	On 5- and 6-degree curves.		35	25		
Between M.P. 9.4 and 11.2.		25	25	<b>Galvin</b> Between M.P. 5.1 and 5.7.		15	15	<b>Villard Jct.</b> Between M.P. 7.1 and 7.4.		30	30		
<b>Umatilla</b> On wye.		10	10	Between M.P. 6.5 and 6.8.		10	10	Bridge 7.44.		25	15		
<b>Irrigon</b>				Between M.P. 7.1 and 7.5.		20	20	<b>Kennewick</b> Over street crossings.		8	8		
<b>Hepner Branch</b> Maximum speed.		25	25	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 35.6 and 35.9.		45	35		
3-degree curves.		20	20	Between M.P. 11.9 and 12.1.		15	15	<b>Benton City</b> Within city limits.		40	30		
4- and 5-degree curves.		15	15	<b>Independence</b> Between M.P. 14.7 and 15.2.		10	10	Between M.P. 37.5 and 38.5.		20	15		
On curves of 6 degrees and over.		10	10	Between M.P. 16.7 and 16.9.		20	20	<b>Grandview</b> Within city limits.		30	30		
<b>Condon Branch</b> Maximum speed.		25	25	Between M.P. 18.5 and 19.8.		15	15	<b>Granger</b> Over street crossings.		30	30		
3-degree curves.		20	20	<b>South Elma</b> Between M.P. 32.8 and 33.8.		15	15	<b>Zillah</b> Over street crossings.		25	15		
4- and 5-degree curves.		15	15	Between M.P. 34.4 and 34.6.		10	10	<b>Donald</b> Yakima River Bridge 89.35, through gauntlet track.		15	15		
On curves of 6 degrees and over.		10	10	Between M.P. 35.0 and 35.4.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20		
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 36.1 and 36.3.		15	15	<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6		
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 37.5 and 38.2.		20	20	Over other street crossings.		10	10		
				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.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>Sunnyside Branch</b> Maximum speed.	45	30		<b>Manito</b> Between M.P. 144.4 and 144.6.	60	50	35	<b>Reese</b> Between M.P. 7.7 and 8.0.	25	20	
<b>Sunnyside</b> 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	
<b>Spokane-Tekoa Branch</b> 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		<b>Mica</b> 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 Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.	35	25	
<b>Tekoa</b> On west leg of wye.	10	10		<b>N. P. Crossing</b> Through interlocking.	15	15	10	<b>Touchet</b> Between M.P. 18.5 and 18.6.	35	25	
Between M.P. 117.2 and 117.5.	20	20		<b>Spokane</b> 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	<b>College Place</b> Within city limits.	30	30	
Between M.P. 118.1 and 118.3.	35	25		Through tunnel.	15	15	15	<b>Walla Walla</b> Maximum speed.	35	25	
Between M.P. 118.5 and 119.7.	25	20		<b>Pleasant Valley Branch</b> Maximum speed.		25	25	On 7- and 8-degree curves.	25	20	
Between M.P. 120.2 and 121.4.	35	25		G. N. Crossing, M.P. 30.7.	20	20	20	On 9- and 10-degree curves.	20	20	
Between M.P. 121.6 and 121.9.	25	20		On curves of 7 degrees and over.	20	20	20	<b>Colfax</b> Within city limits.	12	12	
Between M.P. 122.1 and 122.5.	35	25		<b>Wallula Branch</b> Maximum speed.	35	30	30	Between M.P. 1.3 and 3.1.	25	20	
<b>Latah</b> Within city limits.	40	30		On 5- and 6-degree curves.	35	25	25	Between M.P. 5.6 and 7.5.	25	20	
Between M.P. 123.4 and 124.5.	20	20		On 7- and 8-degree curves.	25	20	20	Between M.P. 8.4 and 8.8.	25	20	
Between M.P. 125.1 and 125.7.	35	25		On 9- and 10-degree curves.	20	20	20	<b>Shawnee</b> Between M.P. 9.9 and 10.0.	25	20	
Between M.P. 127.5 and 128.4.	35	25		<b>Wallula Jct.</b> West leg of wye.	15	15	15	Between M.P. 10.8 and 11.2.	25	20	
Between M.P. 129.6 and 130.6.	35	25		<b>Zangar Jct.</b> Between M.P. 5.1 and 6.4.	25	20	20	Between M.P. 12.2 and 12.5.	25	20	
<b>Fairfield</b> Within city limits.	25	25		Between M.P. 6.7 and 6.8.	25	20	20	<b>Albion</b> Between M.P. 13.4 and 13.6.	25	20	
Between M.P. 132.6 and 132.8.	45	30		Between M.P. 7.0 and 7.1.	20	20	20	Between M.P. 14.3 and 14.9.	20	20	
Between M.P. 133.3 and 134.6.	25	20		<b>Moscow</b> Within city limits.	20	20	20	Between M.P. 17.5 and 17.7.	25	20	
<b>Darknell</b> Between M.P. 135.3 and 136.3.	35	25		Over street crossings.	6	6	6	Between M.P. 17.9 and 18.0.	25	20	
Between M.P. 136.6 and 139.2.	20	20		<b>N. P. Crossing</b> Between M.P. 19.9 and 20.0.	25	20	20	<b>Pullman</b> Within city limits.	15	15	
<b>Rockford</b> Within city limits.	20	20		Between M.P. 24.6 and 24.8.	25	20	20	Over street crossings.	6	6	
Between M.P. 139.4 and 140.4.	45	30		Between M.P. 25.2 and 25.4.	25	20	20	<b>N. P. Crossing</b> Between M.P. 19.9 and 20.0.	25	20	
Between M.P. 141.0 and 141.2.	35	25		<b>Moscow</b> Within city limits.	20	20	20	Between M.P. 24.6 and 24.8.	25	20	
Between M.P. 142.6 and 143.2.	25	20		Over street crossings.	12	12	12	Between M.P. 25.2 and 25.4.	25	20	

## BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.	30	30		<b>Canyon</b> Between M.P. 23.1 and 23.6.	35	25	25	<b>Elberton</b> Within city limits.	25	25	
Between Hooper Jct. and Connell.	20	20		Between M.P. 23.6 and 23.7.	30	20	20	Between M.P. 90.7 and 91.9.	20	20	
On 5- and 6-degree curves.	25	25		Between M.P. 24.5 and 25.0.	35	25	25	Between M.P. 92.4 and 92.9.	25	25	
On 7- and 8-degree curves.	20	20		Between M.P. 25.4 and 26.9.	30	25	25	<b>Garfield</b> Within city limits.	25	25	
On 9- and 10-degree curves.	20	20		Between M.P. 27.1 and 27.2.	25	20	20	Between M.P. 101.1 and 101.5.	25	25	
<b>La Crosse</b> Between M.P. 3.4 and 3.6.	25	25		Between M.P. 27.4 and 27.8.	20	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	20	<b>Farmington</b> 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	30	Between M.P. 104.6 and 104.9.	20	20	
Between M.P. 9.2 and 9.7.	20	20		<b>Hay</b> Between M.P. 30.4 and 31.1.	35	25	25	Between M.P. 105.5 and 105.8.	20	20	
<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivision.	15	15		Between M.P. 32.0 and 33.8.	25	20	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	20	Between M.P. 115.6 and 116.0.	20	20	
<b>Tekoa-Ayer Branch</b> Maximum speed.	50	30		<b>Jerita</b> Between M.P. 36.2 and 36.9.	25	20	20	<b>Tekoa</b> 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	20	<b>Pomeroy Branch</b> Maximum speed.	25	25	
On 5- and 6-degree curves.	25	25		<b>La Crosse</b> Between M.P. 43.5 and 43.6.	45	30	30	<b>Starbuck</b> Within city limits.	15	15	
On 7-, 8-, 9- and 10-degree curves.	20	20		<b>Sutton</b> Between M.P. 49.3 and 50.1.	30	20	20	<b>Tucannon Branch</b> Maximum speed.	25	25	
Between Tucannon and Ayer.	35	25		<b>Endicott</b> Between M.P. 64.9 and 65.2.	35	25	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	30	<b>Starbuck</b> Within city limits.	15	15	
On 5- and 6-degree curves.	35	25		Between M.P. 68.2 and 68.5.	35	25	25	Between Starbuck and Relief.	12	12	
On 7- and 8-degree curves.	25	20		<b>Diamond</b> Between M.P. 68.8 and 69.0.	35	25	25	<b>Pendleton Branch</b> Maximum speed.	25	25	
On 9- and 10-degree curves.	20	20		Between M.P. 69.9 and 70.1.	35	25	25	On 7-, 8-, 9- and 10-degree curves.	20	20	
<b>Tucannon</b> Between M.P. 14.0 and 14.1.	35	25		<b>Mockonema</b> Between M.P. 73.3 and 73.6.	20	20	20	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.	45	30	30	<b>Pendleton</b> Over Thompson, Main and Aura Streets.	12	12	
Between M.P. 17.1 and 17.2.	15	15		<b>Crest</b> Between M.P. 74.9 and 77.2.	25	12	12	Over other street crossings within city limits.	20	20	
Over Snake River Bridge 17.23.	5	5		<b>Colfax</b> Within city limits.	12	12	12	Between M.P. 2.5 and 3.0.	20	20	
<b>Riparia</b> Between M.P. 17.7 and 18.1.	25	20		Between M.P. 78.4 and 78.5.	20	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. 79.8 and 80.7.	20	20	20	<b>Athens</b> Over street crossings.	15	15	
Between M.P. 19.7 and 19.9.	20	20		Between M.P. 81.5 and 82.3.	20	20	20				
Between M.P. 20.9 and 21.5.	45	30		Between M.P. 82.9 and 83.4.	20	20	20				
				Between M.P. 83.7 and 84.5.	20	20	20				
				Between M.P. 86.5 and 87.0.	20	20	20				
				Between M.P. 87.6 and 88.9.	20	20	20				
				Between M.P. 89.1 and 89.4.	20	20	20				

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.		
<b>Downing</b> Between M.P. 24.0 and 24.5.		20	20	<b>Dayton Branch</b> Maximum speed.		25	25	<b>Lane</b> Between M.P. 47.8 and 48.3.		45	30		
Between M.P. 25.4 and 26.2.		20	20		Between M.P. 48.6 and 49.0.		15	15	Between M.P. 48.6 and 49.0.		45	30	
<b>Blue Mountain</b> Between M.P. 29.0 and 29.4.		20	20		On curves of 7 degrees and over.		20	20	<b>Rose Lake</b> Between M.P. 50.6 and 51.0.		35	25	
Between M.P. 29.8 and 30.1.		20	20		<b>Bolles</b> Between M.P. 0.4 and 0.6.		20	20	<b>Dudley</b> Between M.P. 53.6 and 54.2.		35	25	
Between M.P. 30.3 and 30.4.		20	20			Between M.P. 54.5 and 54.9.		35	25	<b>Cataldo</b> Between M.P. 58.7 and 59.1.		45	30
Between M.P. 31.2 and 31.7.		20	20			Over street crossings west of Touchet River.		15	15		Between M.P. 60.0 and 60.2.		20
Between M.P. 32.2 and 32.4.		20	20		Over all other street crossings.		10	10	Between M.P. 62.4 and 63.2.			35	25
Between M.P. 32.7 and 32.9.		20	20	<b>Wallace Branch</b> Maximum speed.		50	30	Between M.P. 63.4 and 64.0.		45	30		
<b>Milton-Freewater</b> Over street crossings.		15	15		Between Plummer Jct. and Chatcolet.		35	20	<b>Kellogg-Wardner</b> Over street crossings.		10	10	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15		Between Chatcolet and Harrison.		40	25	Between M.P. 70.1 and 70.3.		35	25	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20		On 4-degree curves.		45	30	Between M.P. 70.7 and 70.9.		35	25	
<b>Walla Walla</b> Over street crossings.		12	12		On 5- and 6-degree curves.		35	25	Between M.P. 71.5 and 71.7.		45	30	
Within city limits.		20	20	On 7- and 8-degree curves.		25	20	Between M.P. 72.4 and 72.6.		35	25		
On west leg of wye.		8	8	On 9- and 10-degree curves.		20	20	Between M.P. 73.4 and 73.6.		45	30		
Between M.P. 52.7 and 53.4.		20	20	<b>Plummer Jct.</b> Between M.P. 16.2 and 16.9.		20	20	<b>Osburn</b> Between M.P. 77.1 and 77.2.		35	25		
<b>Valley Grove</b> Between M.P. 64.8 and 64.9.		20	20		Between M.P. 17.9 and 18.2.		25	20	Between M.P. 77.4 and 77.7.		35	25	
Between M.P. 65.5 and 66.0.		20	20		Between M.P. 18.5 and 20.3.		25	20	Between M.P. 78.0 and 78.2.		35	25	
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 78.6 and 78.7.		25	20		
<b>Bolles</b> Between M.P. 71.7 and 72.5.		20	20	<b>Chatcolet</b> Bridge 23.45.		15	15	<b>Wallace</b> Over street crossings.		6	6		
Between M.P. 72.8 and 73.2.		20	20	Between M.P. 24.1 and 28.4.		25	20	Between M.P. 81.4 and 87.3.		20	20		
Between M.P. 74.3 and 76.1.		20	20	<b>Sierra Nevada Branch</b> Maximum speed.				Burke to Wallace, eastward.		10	10		
Between M.P. 78.4 and 78.5.		20	20		<b>Springston</b> Between M.P. 34.0 and 34.1.		45	30	<b>Sierra Nevada Branch</b> Maximum speed.				
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			
<b>Alto</b>				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)	N. P. T. Co. Telegraph Office
Albina.....	Train Dispatcher's Office	Hinkle.....	Yard Office	Seattle (Joint)	Union Station Telegraph Office
Albina.....	Yard Telegraph Office	Hoquiam (Joint)	N. P. Ry. Telegraph Office	Spokane.....	Train Dispatcher's Office
Albina.....	Crew Dispatcher's Board Room	Huntington.....	Yard Office	Spokane.....	Telegraph Office
Albina.....	Enginemen's Register Room	Huntington.....	Telegraph Office	Tacoma.....	Yard Office
Albina.....	Terminal No. 4 Yard Office	Kellogg-Wardner.....	Telegraph Office	Tekoa.....	Telegraph Office
Argo.....	Yard Office	Kennewick.....	Telegraph Office	The Dalles.....	"DK" Telegraph Office
Argo.....	Enginemen's Register Room	Kenton.....	Telegraph Office	The Dalles.....	Switchmen's Locker Room
Arlington.....	Telegraph Office	La Grande.....	Crew Dispatcher's Office	Wallace.....	Telegraph Office
Ayer.....	Telegraph Office	La Grande.....	Train Dispatcher's Office	Walla Walla.....	Telegraph Office
Baker.....	Telegraph Office	La Grande.....	Depot Telegraph Office	Wallula.....	Telegraph Office
Bend (Joint).....	O. T. Ry. Telegraph Office	La Grande.....	Yard Office	Winona.....	Telegraph Office
Centralia (Joint).....	N. P. Ry. Telegraph Office	Moscow.....	Telegraph Office	Yakima.....	Telegraph Office
East Spokane.....	Enginemen's Register Room	Olympia.....	Telegraph Office	Yakima.....	Roundhouse
East Spokane.....	Trainmen's Register Room	Pendleton.....	Telegraph Office		
Hinkle.....	Telegraph Office				

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"	70.0	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	Hooper Jct.....	.....	Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.