

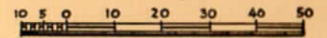


NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO APRIL 14, 1957

Scale of Miles



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 34

Effective Sunday
April 28, 1957
At 12:01 A.M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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

D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

G. H. BAKER, 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.
J. F. Chapman, Asst. Terminal Superintendent Portland, Ore.
H. E. Sipes, 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.
A. B. Ziegler, Road Foreman of Engines Portland, Ore.
G. W. Jones, Road Foreman of Engines Spokane, Wash.
R. E. Haacke, Division Engineer Portland, Ore.
C. W. Lee, General Roadmaster Portland, Ore.
E. C. Shultz, Asst. Supt. of Safety and Courtesy Portland, Ore.
R. L. Hanson, Safety and Courtesy Representative Pocatello, Ida.

H. E. SHUMWAY
General Superintendent Transportation

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

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

WESTWARD					CONDENSED TIME-TABLE					EASTWARD					
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 34 April 28, 1957	FIRST CLASS								
19 Passenger	11 Mail and Express	105 Streamliner Passenger	457 Passenger	17 Passenger			20 Passenger	12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger				
Daily	Daily	Daily	Daily	Daily	STATIONS					Daily	Daily	Daily	Daily	Daily	
	5.35	2.05		4.20	0.0	GRANGER		A 9.00		A12.27	A11.30				
	10.45 12.30	5.45 5.55		9.30 10.20	213.0	POCATELLO		3.45 2.50		8.30 8.20	6.15 5.20				
	3.55	8.25		1.50	373.8	GLENN'S FERRY		11.35		5.45	2.00				
	5.45	9.40		3.35	448.4	BOISE		9.50		4.30	12.15				
	8.35	11.40		6.30	550.1	HUNTINGTON	M.T.	7.10		2.35	9.40				
	7.45	10.40		5.40	649.7	LA GRANDE	P.T.	6.00		1.35	8.30				
	10.35	1.05		8.35	723.9	PENDLETON		3.25		11.10	5.45				
	12.50	3.10		11.00	837.4	SEATTLE		1.05		9.08	3.05				
7.30					941.3	SPOKANE		A 6.30							
9.57					837.4	AYER		4.05							
11.00					786.3	WALLULA		2.55							
A 11.45	1.55	3.55		12.40	755.3	HINKLE		2.20	12.20	8.30	2.10				
	4.10	5.30		3.10	855.4	THE DALLES		10.15		6.50	11.40				
	A 6.45	A 7.30	9.00	A 5.30	939.5	PORTLAND		8.00	A 9.15	5.00	9.30				
			A 1.00		1122.7	SEATTLE				5.00					
								Daily	Daily	Daily	Daily	Daily			
(4.15) 43.1	(26.10) 35.9	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9			..... Thru Time	(4.10) 44.6	(24.00) 39.1	(4.15) 45.4	(18.27) 50.9	(25.00) 37.6			
							..... Average speed per hour								

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 34 April 28, 1957	FIRST CLASS							
29 Passenger	33 Passenger	47 Passenger	35 Passenger	34 Passenger			30 Passenger	36 Passenger	48 Passenger					
Daily	Daily	Daily	Daily	STATIONS					Daily	Daily	Daily	Daily		
	11.20	9.25		0.0	McCAMMON	A 6.15	A 3.50							
	11.50 12.20	A 9.55		22.7	POCATELLO	5.45	3.15 2.45							
	1.45			73.3	IDAHO FALLS		1.10		A 11.55					
				124.3	ASHTON				10.05	A 9.55				
				169.9	VICTOR					8.15				
				180.4	WEST YELLOWSTONE				7.30					
	A 7.30			285.8	BUTTE		7.15							
						Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	(8.10) 35.0	(0.30) 45.4	(1.45) 26.1	(4.45) 22.5		..... Thru Time	(0.30) 45.4	(8.35) 33.3	(4.25) 24.2	(1.40) 27.4				
						..... Average speed per hour								

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				Time-Table No. 34 April 28, 1957	Mile Post	FIRST CLASS			SECOND CLASS				
	125 Time Freight	FIRST CLASS		11 Mail and Express			126 Time Freight							
		105 Streamliner Passenger	17 Passenger					18 Passenger	12 Mail and Express	106 Streamliner Passenger				
Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight						
STATIONS														
BKOPTWXYZ	9.25AM	10.40PM	5.40PM	7.45AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 6.00PM	As 1.35AM	A 5.15AM				
100 P				s 7.55	D LIME BY	384.5	8.10	5.50	1.20					
100 PW					WEATHERBY	377.5								
150 PY				s 8.17	DURKEE	368.9		f 5.25						
100 P					OXMAN	361.7								
138 P				s 8.44	PLEASANT VALLEY	355.4								
WB 91 PY EB 109					ENCINA	351.9								
107 P					QUARTZ	347.3								
WB 109 BKOPW EB 111 XYZ		s 11.53PM	s 7.02	s 9.09	DN BAKER BC	342.0	s 7.00	s 4.36	s 12.10AM					
106 P					WING	337.6								
106 P				s 9.21	D HAINES KB	331.7		f 4.21						
106 P				s 9.32	D NORTH POWDER HD	322.1		f 4.10						
107 P					SAGO	315.5								
154 PVWY				f 9.46	TELOCASET	312.6								
105 P					CROOKS	308.9								
105 PVY					D UNION JCT. UN	302.2								
105 P					LONETREE	294.9								
BKOPTWXYZ	A 1.59AM	A 1.00AM	A 8.25PM	A 10.25AM	DN-R LA GRANDE RA	289.8	5.45AM	3.25PM	11.10PM	2.35AM				
					(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday				
	(2.34) 38.8	(2.20) 42.7	(2.45) 36.2	(2.40) 37.4	..... Thru Time	(2.45) 36.2	(2.35) 38.6	(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				Time-Table No. 34 April 28, 1957	Mile Post	FIRST CLASS			SECOND CLASS				
	125 Time Freight	FIRST CLASS		11 Mail and Express			126 Time Freight							
		17 Passenger	105 Streamliner Passenger					18 Passenger	12 Mail and Express	106 Streamliner Passenger				
Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight						
STATIONS														
BJKOPTWXYZ	12.10PM	8.35PM	10.35AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.35AM	A 3.15PM	A 1.05PM	A 2.25AM				
WB 71 PVWY EB 72					HILGARD	282.1								
139 P					MOTANIC	275.6								
P					NORDEEN	272.1								
141 PWXY					KAMELA	271.1								
P					ROSS	268.3								
WB 105 PW EB 102				s 11.25	MEACHAM	265.5								
136 P					HURON	257.7								
120 PW					CAMP	254.1								
WB 68 PWY EB 69				f 11.56AM	DUNCAN	248.5								
102 P					BONIFER	239.5								
106 PWY				f 12.13PM	GIBBON	236.9								
117 P					HOMLY	229.6								
116 P					MINTHORN	224.7								
115 P					MUNRA	218.9								
69 BJKPV WXYZ		s 11.00	s 12.50	s 3.10	DN PENDLETON FD	215.6	s 3.05	s 1.05	s 9.08					
155 JPX				s 12.56	RIETH	212.0								
135 P					BARNHART	208.3								
135 P					NOLIN	198.9								
135 P		f 11.34	s 1.22		D ECHO HI	192.6								
P		f 11.40	s 1.29	3.37	D STANFIELD ND	188.4								
BJKOPWXYZ	A 3.20PM	A 1.59PM	A 1.45PM	A 3.50AM	DN-R HINKLE UK	184.2	2.10AM	12.20PM	8.30PM	11.15PM				
					(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday				
	(3.10) 33.3	(3.24) 31.4	(3.10) 33.3	(2.45) 38.4	..... Thru Time	(3.25) 30.9	(2.55) 36.2	(2.35) 40.9	(3.10) 33.3	..... 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						EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 34 April 28, 1957	STATIONS		
		125 Time Freight	151 Time Freight	257 Time Freight		11 Mail and Express			105 Streamliner Passenger	17 Passenger
		Daily Except Sunday and Monday	Daily	Daily		Daily			Daily	Daily
	BKOPWXYZ		3.30PM	9.30AM	1.45 ¹⁸ AM			DN-R HINKLE UK		
	P		3.39	9.40	1.55			D ORDNANCE RN		
136	PW		3.42	9.43	1.58			MUNLEY		
136	P		3.49	9.51	2.06			CLARKE		
136	P		3.57	10.00	2.15			DN BOARDMAN BD		
130	P		4.06	10.14	2.26			CASTLE		
19	JP		4.15	10.26	2.37			N HEPPNER JCT. WI		
143	P		4.17 ²⁰⁴	10.28	2.39			WILLOWS		
WB 142 EB 117	BKOPTX		4.29	10.45	2.52			DN ARLINGTON MX		
135	P		4.36	11.05 ¹²	2.59			GILMORE		
132	P		4.43	11.24	3.06			BLALOCK		
134	P		4.51	11.33	3.15			QUINTON		
137	P		5.01	11.48	3.30 ²⁶²			GOFF		
148	P		5.09	11.57AM	3.39			RUFUS		
150	JP		5.15	12.07PM	3.48			DN BIGGS BX		
60	P		5.19	12.13	3.54			MILLER		
	JPV		5.27	12.24	4.05			OREGON TRUNK JCT.		
80	P		5.32	12.30	4.13			DUNE		
	BKOPTWXZ		A 5.50PM	A 12.40PM	A 4.35AM			DN-R THE DALLES DK		
								(98.4)		
		(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.....	

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		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 34 April 28, 1957	STATIONS		
		125 Time Freight	151 Time Freight	257 Time Freight		11 Mail and Express			105 Streamliner Passenger	17 Passenger
		Daily Except Sunday and Monday	Daily	Daily		Daily			Daily	Daily
	BKOPWXYZ		3.30PM	9.30AM	1.45 ¹⁸ AM			DN-R HINKLE UK		
	P		3.39	9.40	1.55			D ORDNANCE RN		
136	PW		3.42	9.43	1.58			MUNLEY		
136	P		3.49	9.51	2.06			CLARKE		
136	P		3.57	10.00	2.15			DN BOARDMAN BD		
130	P		4.06	10.14	2.26			CASTLE		
19	JP		4.15	10.26	2.37			N HEPPNER JCT. WI		
143	P		4.17 ²⁰⁴	10.28	2.39			WILLOWS		
WB 142 EB 117	BKOPTX		4.29	10.45	2.52			DN ARLINGTON MX		
135	P		4.36	11.05 ¹²	2.59			GILMORE		
132	P		4.43	11.24	3.06			BLALOCK		
134	P		4.51	11.33	3.15			QUINTON		
137	P		5.01	11.48	3.30 ²⁶²			GOFF		
148	P		5.09	11.57AM	3.39			RUFUS		
150	JP		5.15	12.07PM	3.48			DN BIGGS BX		
60	P		5.19	12.13	3.54			MILLER		
	JPV		5.27	12.24	4.05			OREGON TRUNK JCT.		
80	P		5.32	12.30	4.13			DUNE		
	BKOPTWXZ		A 5.50PM	A 12.40PM	A 4.35AM			DN-R THE DALLES DK		
								(98.4)		
		(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.....	

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 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		SIXTH SUBDIVISION						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 34 April 28, 1957
	379	151	361	363	97	19	STATIONS		
	Freight	Freight	Freight	Mixed	CMSt.P&P Streamliner Passenger	Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily				
BKPVX		12.35AM			11.05PM	7.30PM	DN-R SPOKANE DS AU	DOUBLE TRACK	
PX		12.45			11.11	7.34	WEST SPOKANE		
48 P		12.55			11.18	7.38	COWLES		
53 P		1.05			11.25	7.43	MARSHALL		
103 PWX		1.20			11.36	7.52	N CHENEY CY		
51 P		1.30			11.44	7.58	GEIB		
52 P		1.40			11.50	8.05	MASON		
53 PW		1.55			11.59PM	8.13	CROSKY		
100 P		2.05			12.05AM	8.18	WELLS		
52 P		2.20			12.12	8.25	PALM LAKE		
44 P		2.30			12.18	8.31	ASHBY		
52 P		2.40			12.24	8.36	EMDEN		
75 JOPVWXY		3.00			A 12.35AM	8.45	DN-R MARENGO RA		
52 P		3.10				8.51	THAVIS		
63 P		3.17				8.56	MACK		
51 P		3.25				9.01	ANKENY		
38 JPWY		3.01PM	3.40			9.12	N-R HOOPER JCT. HR		
53 P		3.15	3.50			9.19	PARK		
146 P		3.45	4.19 ²⁰			9.28	JOSO		
73 P		4.01	4.35 ³⁷⁸			9.36	CHEW		
BJKOPWXY	A	4.20PM	6.00			9.57	DN-R AYER JD		
96 P		6.15				10.05	RUXBY		
96 P		6.30				10.14	SCOTT		
46 P		6.40				10.21	WALKER		
96 P		6.46				10.25	SIMMONS		
96 PW		7.05				10.36	PAGE		
95 P		7.20				10.45	ASH		
94 P		7.30				10.51	HUMORIST		
157 JKPVWXY		7.50	7.25AM	4.30AM		11.00	DN-R WALLULA JN		
JPVXY		7.55	7.30	4.40		11.03	WALLULA JCT.		
157 P		8.20	7.47	5.00		11.15	JUNIPER		
159 P		8.40	8.05	5.20		11.26	COLD SPRINGS		
BJKOPWXYZ	A	9.15AM	8.30AM	5.40AM		11.45PM	DN-R HINKLE UK		

..... Thru Time (1.19) (8.40) (1.05) (1.10) (1.30) (4.15)
 Average speed per hour 11.3 21.4 28.6 26.6 40.7 43.1

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						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 34 April 28, 1957
	362	378	298	364	20	98	STATIONS		
	Freight	Freight	Freight	Mixed	Passenger	CMSt.P&P Streamliner Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily				
BKPVX		12.35AM			11.05PM	7.30PM	DN-R SPOKANE DS AU	DOUBLE TRACK	
PX		12.45			11.11	7.34	WEST SPOKANE		
48 P		12.55			11.18	7.38	COWLES		
53 P		1.05			11.25	7.43	MARSHALL		
103 PWX		1.20			11.36	7.52	N CHENEY CY		
51 P		1.30			11.44	7.58	GEIB		
52 P		1.40			11.50	8.05	MASON		
53 PW		1.55			11.59PM	8.13	CROSKY		
100 P		2.05			12.05AM	8.18	WELLS		
52 P		2.20			12.12	8.25	PALM LAKE		
44 P		2.30			12.18	8.31	ASHBY		
52 P		2.40			12.24	8.36	EMDEN		
75 JOPVWXY		3.00			A 12.35AM	8.45	DN-R MARENGO RA		
52 P		3.10				8.51	THAVIS		
63 P		3.17				8.56	MACK		
51 P		3.25				9.01	ANKENY		
38 JPWY		3.01PM	3.40			9.12	N-R HOOPER JCT. HR		
53 P		3.15	3.50			9.19	PARK		
146 P		3.45	4.19 ²⁰			9.28	JOSO		
73 P		4.01	4.35 ³⁷⁸			9.36	CHEW		
BJKOPWXY	A	4.20PM	6.00			9.57	DN-R AYER JD		
96 P		6.15				10.05	RUXBY		
96 P		6.30				10.14	SCOTT		
46 P		6.40				10.21	WALKER		
96 P		6.46				10.25	SIMMONS		
96 PW		7.05				10.36	PAGE		
95 P		7.20				10.45	ASH		
94 P		7.30				10.51	HUMORIST		
157 JKPVWXY		7.50	7.25AM	4.30AM		11.00	DN-R WALLULA JN		
JPVXY		7.55	7.30	4.40		11.03	WALLULA JCT.		
157 P		8.20	7.47	5.00		11.15	JUNIPER		
159 P		8.40	8.05	5.20		11.26	COLD SPRINGS		
BJKOPWXYZ	A	9.15AM	8.30AM	5.40AM		11.45PM	DN-R HINKLE UK		

..... Thru Time (4.10) (1.25) (1.00) (1.00) (8.30) (1.05)
 Average speed per hour 44.6 45.1 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. 34				Mile Post	SECOND CLASS
	305 Mixed	April 28, 1957					304 Mixed
Daily Except Sunday							
28	WXY	D-R	JOSEPH J		83.8	A10.45 AM	
			5.8				
22	X	D	ENTERPRISE RS		78.0	10.30	
			10.2				
39		f	LOSTINE		67.8	9.47	
			7.8				
27	WXY	D	WALLOWA WO		60.0	9.30 ³⁰⁴	
			12.9				
12	W ^(M.P. 49.0)	f	MINAM		47.1	8.37	
			13.3				
40	W ^(M.P. 32.6)	f	LOOKING GLASS		33.8	8.07	
			8.7				
32		f	GULLING		25.1	7.45	
			4.2				
35	WXY	D	ELGIN GN		20.9	7.35	
			8.6				
18		D	IMBLER BR		12.3	7.02	
			3.9				
20		f	ALICEI		8.4	6.52	
			8.4				
	BJKOPT WXYZ	A	LA GRANDE RA		0.0	6.30 AM	
			(83.8)			Daily Except Saturday	
			(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.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
155	JPX		RIETH		0.0		
			6.7				
22			SPARKS		6.7		
			8.2				
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.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
		DN-R	HINKLE UK		0.0		
			3.9				
95	P	D	HERMISTON MN		3.9		
			6.2				
	PWXY	D	UMATILLA CS		10.1		
			7.8				
63	P		IRRIGON		17.9		
			(17.9)				

WESTWARD		HEPPNER BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
39	PWXY	D-R	HEPPNER HR		45.2		
			8.9				
19	P		LEXINGTON		36.3		
			5.3				
7			JORDAN		31.0		
			2.7				
15	PW	D	IONE ON		28.3		
			3.1				
3			McNAB		25.2		
			5.4				
13			MORGAN		19.8		
			5.3				
3			CECIL		14.5		
			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.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
26	PWXY	D-R	CONDON CD		44.5		
			8.2				
22			GWENDOLEN		36.3		
			4.0				
27			SPEECE		32.3		
			3.7				
26			CLEM		28.6		
			4.2				
29	P		MIKKALO		24.4		
			4.7				
27			BARNETT		19.7		
			3.7				
11	P		ROCK CREEK		16.0		
			8.7				
20			SHUTLER		7.3		
			7.3				
WB 126 BJKO		DN-R	ARLINGTON MX		0.0		
EB 113 PTWX			(44.5)				

WESTWARD		GRASS VALLEY BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
14	Y		KENT		52.5		
			10.0				
10			EAKIN		42.5		
			4.0				
28	PW	D	GRASS VALLEY VY		38.5		
			11.5				
25		D	MORO MR		27.0		
			12.8				
16			KLONDIKE		14.2		
			4.5				
32	PW	D	WASCO WA		9.7		
			4.5				
6			THORNBERRY		5.2		
			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. 34				Mile Post	SECOND CLASS
	313 Mixed	April 28, 1957					314 Mixed
Daily Except Monday							
	BKOP VWXYZ	5-00 AM	DN-R	BEND ND		150.0	A 2.30 PM

BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

WESTWARD		CONDON BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
	JPV	A 12.01 PM	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

WESTWARD		OLYMPIA BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
	JPVXY	R	EAST OLYMPIA		O.O		
			7.3				
			N. P. CROSSING		7.3		
			0.1				
	BKPV WXYZ	D-R	OLYMPIA OA		7.4		
			(7.4)				

WESTWARD		GRASS VALLEY BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
	JPVXY	R	EAST OLYMPIA		O.O		
			7.3				
			N. P. CROSSING		7.3		
			0.1				
	BKPV WXYZ	D-R	OLYMPIA OA		7.4		
			(7.4)				

WESTWARD		BEND BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 34				Mile Post	SECOND CLASS
	307 Mixed	April 28, 1957					308 Mixed
Daily Except Sunday							
	BKOPT WXYZ	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.

WESTWARD		BLAKESLEE BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
	JMPV	2.10 PM	BLAKESLEE JUNCTION		2.4	A 8.35 PM	
			0.0				
	M		N. P. CROSSING		2.4		
			0.0				
	M		C. M. St. P. & P. CROSSING		2.4		
			2.6				
23	P	f	GALVIN		5.0	8.25	
			7.2				
43	JPVX	f	HELISING JUNCTION		12.2	A 7.40 PM f 8.10	
			1.5				
			N-R INDEPENDENCE ND		13.7	7.20 s 7.50	
			8.5				
48	PWX	s	CEDARVILLE		22.2	7.00 f 7.30	
			4.1				
51		f	LANKNER		26.3	6.45 f 7.15	
			4.5				
44	P	f	SAGINAW		30.8	6.35 f 7.05	
			1.7				
5	P	f	SOUTH ELMA		32.5	6.30 f 7.00	
			9.9				
53	PXY	f	SOUTH MONTESANO		42.4	6.05 f 6.35	
			SOUTH MONTESANO		42.4		
			1.5				
	PVX	D	MONTESANO MO		43.9		
			SOUTH MONTESANO		42.4	6.05 f 6.35	
			1.4				
27		f	MELBOURNE		43.8	5.55 f 6.25	
			2.9				
32	P	f	PREACHER'S SLOUGH		46.7	5.45 f 6.15	
			4.5				
83	PXY	f	COSMOPOLIS		51.2	5.30 f 6.00	
			2.0				
	JV		SOUTH ABERDEEN JCT.		53.2		
			0.1				
	M		N. P. CROSSING		53.3		
			0.6				
82	BKPVXZ	A 4.45 PM A 2.35 AM	DN-R	ABERDEEN SA		53.9	5.15 PM s 5.45 PM
			3.6				

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

WESTWARD		HOQUIAM BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Mile Post	Time-Table No. 34				Mile Post	SECOND CLASS
		April 28, 1957					
STATIONS							
	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
		(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					Time-Table No. 34	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					April 28, 1957		
		907 N. P. Freight Daily	373 N. P. Freight Daily Except Sunday	361 Freight Daily Except Sunday	909 N. P. Freight Daily Except Sunday	363 Mixed Daily	STATIONS	
BKOPTVWXYZ						9:30 PM	DN-R YAKIMA NY	
39 X						9:40	UNION GAP	
MP							Block Signals } N. P. CROSSING	
30 P						9:50	PARKER	
M							Block Signals } N. P. CROSSING	
32 P						10:00	DONALD	
18 PV						10:05	SAWYER	
40 PV						10:15	D BUENA BA	
74 PVX						10:25	D ZILLAH AH	
53 P						10:48	GRANGER	
52						11:05	EMERALD	
35 JPXY						11:30 PM	R MIDVALE	
51 PVWX						12:01 AM	DN GRANDVIEW GW	
44 P						12:25	NORTH PROSSER	
53						12:50	CHAFFEE	
42 PX						1:20	BENTON CITY	
53						1:40	ACTON	
51 JPX			7:40 AM	6:20 AM		2:10	R RICHLAND JCT.	
55 BKPVWX			A 8:00 AM	6:50		2:50	DN KENNEWICK KN	
12 P				7:00		3:10	HEDGES	
70 JPV			6:25 PM	7:10	6:35 AM	3:20	VILLARD JCT.	
70 JPWX			A 6:45 PM				ATTALIA	
157 JKPVWXY				A 7:25 AM	A 6:50 AM	A 3:35 AM	DN-R WALLULA JN	
		(0.20)	(0.20)	(1.05)	(0.15)	(6.05)	..... Thru Time
		19.2	17.4	18.1	28.0	16.1	..... Average speed per hour

..... Thru Time
 Average speed per hour

WESTWARD		SUNNYSIDE BRANCH		Time Table No. 34		
				April 28, 1957		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.					STATIONS	
	35 JPXY				R	MIDVALE
PVX				D	SUNNYSIDE SI	
				(2.8)		

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 22.

YAKIMA BRANCH		EASTWARD					Time-Table No. 34	
		SECOND CLASS					April 28, 1957	
Mile Post	STATIONS	908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Mixed		
		98.0	DN-R YAKIMA NY					
94.6	UNION GAP						1:55	
91.3	Block Signals } N. P. CROSSING							
90.8	PARKER						1:45	
89.4	Block Signals } N. P. CROSSING							
86.8	DONALD						1:30	
84.5	SAWYER						1:20	
81.6	D BUENA BA						1:10	
78.5	D ZILLAH AH						12:55	
73.4	GRANGER						12:25	
67.2	EMERALD						12:05 AM	
63.6	R MIDVALE						11:30 PM	
57.7	DN GRANDVIEW GW						11:10	
50.8	NORTH PROSSER						10:50	
43.0	CHAFFEE						10:30	
36.5	BENTON CITY						10:12	
31.3	ACTON						9:55	
19.0	R RICHLAND JCT.		A 5:20 AM	A 5:30 AM			9:25	
13.2	DN KENNEWICK KN		5:00	5:10 AM			8:52	
8.7	HEDGES		4:25				8:38	
7.0	VILLARD JCT.	A 2:35 AM	4:15		A 1:50 PM		8:30	
0.6	ATTALIA	2:15 AM						
0.0	DN-R WALLULA JN		4:00 AM		1:30 PM		8:15 PM	
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
		(0.20)	(1.20)	(0.20)	(0.20)	(6.00)		
		19.2	14.7	17.4	21.0	16.4		

..... Thru Time
 Average speed per hour

SUNNYSIDE BRANCH		EASTWARD		Time-Table No. 34	
				April 28, 1957	
Mile Post	STATIONS				
		0.0	R MIDVALE		
2.8	D SUNNYSIDE SI				
				(2.8)	

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 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					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	381	298	391	387	95	Time-Table No. 34 April 28, 1957	STATIONS
		CMSt.P.&P Freight	Freight	Mixed	Mixed	CMSt.P.&P Streamliner Passenger		
		Daily	Daily	Daily Except Sunday	Daily	Daily		
BKPVX			6:30PM			11:35PM	DN-R SPOKANE DS AU	BLOCK SIGNALS DOUBLE TRACK
IJPX			6:40			11:40	DN N. P. CROSSING CG	
BIJKOP TVWXXZ		9:30PM A	6:50PM	3:30PM	12:30AM	11:45	EAST SPOKANE	
59 IVX			9:40	3:45	12:40	11:50	DN DISHMAN SP	
35			9:58	3:55	12:50	11:56PM	CHESTER	
78			10:21 ⁹⁴	4:10	1:07	12:08AM	D MICA MA	
38			10:38	4:21	1:17	12:13	FREEMAN	
VX		A10:50PM		4:35 ³⁹²	1:30AM	A12:21AM	DN-R MANITO MU	
23				4:46			D ROCKFORD RD	
40				4:57			DARKNELL	
31 VX				5:07			D FAIRFIELD G	
25				5:30			LATAH	
BJOPWXYZ			A 5:50PM				DN-R TEKOA K	
		(1.20)	(0.20)	(2.20)	(1.00)	(0.46) Thru Time	
		13.0	13.2	19.2	17.4	28.4 Average speed per hour	

WESTWARD	PLEASANT VALLEY BRANCH	EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	391	Time-Table No. 34 April 28, 1957	Mile Post
		Freight		
		Daily Except Sunday		
14 JPX	6:20PM	SELTICE	48.0	
		G. N. CROSSING	39.8	
		N. P. CROSSING	39.7	
34 VWX	7:01	D OAKESDALE ON	39.1	
44	7:30	THORNTON	31.2	
M		G. N. CROSSING	30.7	
28 WX	8:15	D ST. JOHN SJ	18.3	
27	8:45	WILLADA	11.5	
53	9:15	GRAVEL PIT	4.4	
63 BJKWXY	A 9:30PM	D-R WINONA WA	0.0	
		(48.0)		

(3.10) Thru Time

15.0 Average speed per hour

WESTWARD	WALLULA BRANCH	EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	61	Time-Table No. 34 April 28, 1957	Mile Post
		Freight		
		Daily		
5 X	DN-R WALLA WALLA BU	30.9		
M	COLLEGE PLACE	28.9		
17 X	W. W. V. RY. CROSSING	28.7		
10	GARRETT	28.6		
12	WHITMAN	24.0		
29 PX	D LOWDEN	19.3		
11	D TOUCHET CH	15.0		
PV	REESE	7.5		
	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	3.8	WALLULA JCT.	0.0	
		(30.9)		

(3.10) Thru Time

15.0 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					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	151	382	388	392	94	Time-Table No. 34 April 28, 1957	STATIONS
		Freight	CMSt.P.&P Freight	Mixed	Mixed	CMSt.P.&P Streamliner Passenger		
		Daily	Daily	Daily	Daily	Daily		
DN-R SPOKANE DS AU		165.4	A10:55PM		A12:35AM		DN N. P. CROSSING CG	BLOCK SIGNALS DOUBLE TRACK
DN N. P. CROSSING CG		163.5	10:45		12:25		EAST SPOKANE	
EAST SPOKANE		161.0	10:40	12:15AM A	8:15AM	A10:30AM A	5:50PM	
DN DISHMAN SP		168.9	10:37		8:05	10:10	5:35	
CHESTER		166.7	10:32		7:55	10:00	5:20	
D MICA MA		149.7	10:21 ³⁸¹		7:33	9:42	5:01	
FREEMAN		146.9	10:16		7:25	9:35	4:47	
DN-R MANITO MU		143.6	10:12PM		7:15AM	9:25AM	4:35 ³⁹¹	
D ROCKFORD RD		138.4					4:20	
DARKNELL		135.1					4:10	
D FAIRFIELD G		131.7					4:01	
LATAH		123.3					3:40	
DN-R TEKOA K		116.1					3:20PM	
		(49.3)						Daily

WESTWARD	MOSCOW BRANCH	EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	379	Time-Table No. 34 April 28, 1957	Mile Post		
		Freight				
		Daily				
BKTVX	9:00AM	5:30PM	D-R MOSCOW MO	28.1	A 8:50AM	A11:15AM
1	9:20	5:41	WHITLOW	20.5	8:36	10:40
23 X	9:35	5:50	D N. P. CROSSING	19.3		
18	9:55 ³⁷⁸	6:03	D PULLMAN XN	18.7	8:33	10:30
19	10:05	6:10	ALBION	12.7	8:13	9:55 ³⁷⁹
JMOWXY	A10:40AM	6:30PM	SHAWNEE	9.7	8:05	9:40
			DN-R COLFAX CA	0.0	7:42AM	9:01AM
			(28.1)		Daily	Daily Except Monday

(1.40) Thru Time

16.9 Average speed per hour

WESTWARD	CONNELL BRANCH	EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	379	Time-Table No. 34 April 28, 1957	Mile Post
		Freight		
		Sunday Wednesday Thursday Saturday		
JOWXY	2:01PM	D-R LA CROSSE JA	0.0	A 6:00AM
11 X	2:50	HOOPER	14.7	5:20
32 JPWXY	A 2:55PM	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)		

(0.54) Thru Time

17.4 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, 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.

WESTWARD						TEKOA-AYER BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 34 April 28, 1957	Mile Post	FIRST CLASS		SECOND CLASS				
	391 Freight	379 Freight	355 Freight	61 Passenger	73 Passenger			74 Passenger	62 Passenger	378 Freight	392 Freight	356 Freight		
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily	STATIONS								
	BJP WXYZ	6:01 PM										A 3:10 PM		
	14 JPX	A 6:15 PM										2:55		
	32 W											2:40		
	M													
	38 VX											2:17		
	32 JMOWXY	11:01 AM			6:30 PM							2:01		
	M							A 7:40 AM	A 8:40 AM			1:30		
	14 East Spur X													
	16 West Spur X	11:15			6:37									
	34	11:25		f	6:42									
	29	11:50 AM		f	6:49									
	27	12:20 PM		s	7:09							12:20		
	63 BJKWXY	12:55		s	7:19			s	6:54	7:10		12:01 PM		
	46	1:15			7:25									
	26 JOWXY	A 1:35 PM		s	7:36			s	6:37	6:15 AM				
	42			f	7:49									
	44			f	8:00									
	42			f	8:18									
	80 JPVWXY			s	8:30			A 5:20 AM	s	5:54				
	M													
	10 JPXY			s	8:39			s	5:09	5:42		A 6:40 PM		
	41 X			s	8:41							6:35		
	54 X			f	8:58			f	4:51	5:21		6:10		
	BJKOPWXY	A 2:00 AM		A	9:05 PM			A	8:55 PM			6:00 PM		

(0.14) 24.4	(2.34) 14.0	(0.55) 13.7	(2.35) 29.9	(0.35) 30.0	..... Thru Time	(0.35) 30.0	(2.25) 32.0	(2.25) 14.9	(3.09) 20.3	(0.40) 18.9
..... Average speed per hour										

WESTWARD POMEROY BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 34 April 28, 1957	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS	
	355 Freight	Monday Wednesday Friday						356 Freight	
		10:30 PM	D-R	POMEROY	PY			28.9	A	9:00 PM
	10:50		ZUMWALT		24.4		8:30		
	11:15		DODGE		16.3		8:00		
	11:25		CHARD		14.5		7:50		
	11:40 PM		JACKSON		11.3		7:30		
	12:01 AM		DELANEY		7.9		7:20		
	A 12:40 AM	D	STARBUCK	SA	0.0		7:00 PM		
					(28.9)		Monday Wednesday Friday		

WESTWARD TUCANNON BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 34 April 28, 1957	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS	
	356 Freight	Monday Wednesday Friday						355 Freight	
		6:40 PM	R	TUCANNON				0.0	A	1:00 AM
	A 6:50 PM	D	STARBUCK	SA	3.8		12:45 AM		
			RELIEF		9.3				
					(9.3)		Tuesday Thursday Saturday		

(0.10) 22.8 Thru Time (0.15) 15.2
..... Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 356 is superior to No. 355 on Tucannon Branch.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.
No. 378 arriving at La Crosse on Connell Branch will run as No. 378 La Crosse to Colfax.
For stations not shown on schedule pages, see page 22.

WESTWARD PENDLETON BRANCH						EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 34 April 28, 1957	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS	
	365 Freight	Daily Except Sunday						366 Freight	
		11:45 AM		ALTO				83.0	
			MENOKEN		75.5				
	11:58 AM	D	BOLLES	SY	71.3	A	9:40 AM		
			PRESCOTT		66.7		9:28		
	12:35 PM		VALLEY GROVE		53.6		8:52		
			N. P. CROSSING		47.2				
			W. W. V. RY. CROSSING		46.6				
	A 12:55 PM	DN-R	WALLA WALLA	BU	46.1		8:30 AM		
			W. W. V. RY. CROSSING		44.2				
			SPOFFORD		39.9				
			W. W. V. RY. CROSSING		36.3				
		D	MILTON-FREEWATER	CO	36.2				
			BLUE MOUNTAIN		26.7				
			DOWNING		23.4				
		D	WESTON	WT	20.9				
		D	ATHENA	CN	17.2				
			ADAMS		12.6				
			BLAKELEY		10.0				
		DN-R	PENDLETON	FD	0.0				
			(83.0)				Daily Except Sunday		
			(1.10) 21.6	..... Thru Time	(1.10) 21.6			
		 Average speed per hour						

WESTWARD DAYTON BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 34 April 28, 1957	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS	
	367 Freight	Daily Except Sunday						366 Freight	368 Freight
		12:01 PM		TURNER				24.8	A	11:50 AM
	12:10		WHESTONE		22.7		11:40		
	A 12:50 PM	D	DAYTON	DA	13.1	A	10:15 AM		
			N. P. CROSSING		13.0		11:00 AM		
			N. P. CROSSING		13.0				
		A	DAYTON JCT.		12.9		10:13 AM		

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

VX		11:25 AM	R	WAITSBURG JCT.	5.2	A	9:53 AM	
28 X		11:31	D	WAITSBURG	BG	3.5	9:49	
28 JWXY		A 1:45 AM		BOLLES		0.0	9:40 AM	
				(24.8)			Daily Except Sunday	
				(0.49) 14.3	(0.44) 17.9	..... Thru Time	(0.35) 22.5 (0.50) 14.0
		 Average speed per hour					

WESTWARD WALLACE BRANCH						EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 34 April 28, 1957	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS				
	387 Mixed	Daily	388 Mixed										
									VX	1:30 AM	DN-R	MANITO	MU	19.8	A	9:25 AM
BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.													
						VX	2:10 AM	DN-R	PLUMMER JCT.	WJ	16.2	A	8:45 AM
						22 X	2:31		CHATCOLET		22.8		8:24
						X	2:53		HARRISON		30.5		7:59
						43	3:05	D	SPRINGSTON	RC	34.0		7:44
						20	3:40		LANE		45.3		7:09
						33	3:55		ROSE LAKE		49.1		6:59
						30	4:20		CATALDO		57.7		6:24
						6 Y	4:35		ENAVILLE		62.5		6:09
						18	4:40		PINE CREEK		64.1		5:59
						JWX			BRADLEY		67.2		
						25 BKOX	A 5:00 AM	DN-R	KELLOGG-WARDNER	DN	69.2		5:30 AM
						31			OSBURN		75.8		
						BKTVWXYZ			WALLACE	WC	80.2		
						M			N. P. CROSSING		80.4		
						M			N. P. CROSSING		80.6		
						JX			WALLACE JCT.		80.7		
						5 VWX		D	BURKE	B	86.9		
									(90.5)				Daily
									(3.30) 19.8	..... Thru Time	(3.55) 17.7		
									..... Average speed per hour				

WESTWARD SIERRA NEVADA BRANCH					EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 34 April 28, 1957	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS				
	366 Freight	Daily Except Sunday						367 Freight	368 Freight			
									JWX			BRADLEY		0.0
						X			END OF TRACK		2.0	
									(2.0)			

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.—See Rule S-72.
No. 368 arriving at Turner will run as No. 367 Turner to Dayton.
For stations not shown on schedule pages, see page 22.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	West	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Yoakum.....	201.7	10	Both	Juno.....	20.8	10	Both
Pendair.....	213.5	80 P	Both	Huntley.....	22.6	2	Both
Mission.....	221.2	18 P	Both	Sunset.....	25.4	30	Both
Cayuse.....(1)	227.1	25 P	Both	Warner.....	45.3	11	Both
Thorn Hollow.....	232.1	48 P	Both	Moscow Branch			
North Fork.....	251.4	14 P	Both	Risbeck.....(6)	4.5	6	Both
		16 P	West	Parvin.....(6)	7.8	8	Both
Third Subdivision				Armstrong.....(6)	15.7	3 W {M.P. 16.2}	Both
Seufert.....	87.2	58	West	Holland.....	21.4	8	Both
Fourth Subdivision				Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett.....(1)(2)	20.3		None	Wacota.....	34.1	4	Both
Latourell.....(1)(2)	23.9		None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6		None	Sulphur.....	46.1	9	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	Tekoa-Ayer Branch			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
Via Kenton				Schreck.....	31.9	14	Both
Champ.....	9.5	7	Both	Thera.....(6)	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
		37 P	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	40 P	West	Pomeroy Branch			
		126 P	West	Houser.....	19.1	1	Both
Sixth Subdivision				Tucannon Branch			
Ice Harbor.....	223.5	23	West	Powers.....	2.7	4	Both
Sheffler.....	242.1	10	West	Pendleton Branch			
Matthews.....	253.3	4	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	5	Both	Bade.....	30.2	13	Both
Teske.....	310.6	2	Both	Barrett.....	33.1	10	Both
Joseph Branch				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
Pilot Rock Branch				McCall.....	69.4	2	Both
McBee.....	2.8	2	East	McKay.....	78.6	6	Both
Lens.....	11.2	4	East	Wallace Branch			
Grass Valley Branch				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	15	West	Smeltonville.....(7)	66.3		None
Erskine.....	31.3	12	Both	Shont.....	72.8	3	Both
Bourbon.....	45.8	9	Both	Polaris.....	74.6	42	East
Grays Harbor Branch				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
Yakima Branch				Dayton Branch			
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				

(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. 363-364.

(6) Flag stop for Nos. 61-62.
 (7) Flag stop for Nos. 387-388.

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 company roadway machines on their own wheels, except wrecking derricks.			25
No. 125 and No. 126, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	With side rods and main rods in place.			25
Motor trains and inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars: On main line. On branch lines.			30 25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
No. 125 and No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Diesel freight and road switch locomotives.	65	65	50	On tracks other than main tracks.	15	15	15
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	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
1800 class Diesel yard locomotives in road service.	50	50	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				

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
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 319.5 and 315.4.		30	25	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25	
Between M.P. 382.6 and 378.1.	40	35	25		Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20		Between M.P. 353.9 and 351.1.	40	35	25	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	50	La Grande Over street crossings within city limits.	20	20	20	Quartz Between M.P. 347.1 and 346.9.	70	60	50	
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 345.1 and 343.6.	45	35	25	
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. 237.9 and 236.6.	35	30	20	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. 233.9 and 232.5.	55	45	35	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. 231.7 and 227.2.	40	35	25	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. 226.1 and 226.0.	70	60	50	Nolin Between M.P. 198.6 and 198.5.	45	35	25	
Between M.P. 250.6 and 249.9.	70	60	50	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 198.2 and 196.8.	55	45	35	
Between M.P. 249.6 and 249.4.	35	30	20		Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.6 and 248.4.	50	40	25		Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 248.1 and 247.2.	35	30	20	Echo Over street crossings.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40	
Between M.P. 246.1 and 245.6.	60	50	40		Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 244.7 and 244.0.	40	35	25		Over other street crossings within city limits.	20	20	20				
Between M.P. 243.2 and 242.5.	60	50	40									

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
	Hoppner 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	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	Quinton Between M.P. 120.8 and 120.6.	60	50	40		
				Between M.P. 123.8 and 123.7.	55	45	35		Between M.P. 118.8 and 118.6.	70	60	50	
				Between M.P. 122.8 and 122.7.	55	45	35		Between M.P. 116.4 and 116.2.	70	60	50	
								The Dalles Over street crossings.	12	12	12		

FOURTH SUBDIVISION

The Dalles Between M.P. 85.1 and 84.4.	20	20	20	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.1.	55	45	35		
Between M.P. 83.5 and 83.0.	45	35	25		Between M.P. 56.0 and 54.7.	35	30		20	Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 82.1 and 81.8.	60	50	40		Between M.P. 54.4 and 53.2.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25	
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.		35	30	20	
	Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 52.3 and 50.4.	60	50		40	Bruun			
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	55	45	35		Troutdale Between Troutdale and Kenton via Fir.		35	35	35
Between M.P. 78.2 and 77.5.	70	60	50	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25		25	25	
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10		
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	50	East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8		
Between M.P. 75.1 and 73.7.	60	50	40		Between M.P. 42.4 and 41.4.	35	30		20	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 72.7 and 71.9.	55	45	35		Between M.P. 39.9 and 38.2.	60	50		40				
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 37.3 and 35.5.	55	45	35						
Between M.P. 71.4 and 68.4.	40	35	25	Dodson Between M.P. 32.8 and 31.7.	70	60	50						
Between M.P. 68.4 and 67.1.	60	50	40		Between M.P. 31.4 and 30.3.	60	50	40					
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 29.4 and 27.5.	60	50	40						
Between M.P. 66.4 and 64.4.	60	50	40	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40						
Between M.P. 63.2 and 63.1.	45	35	25		Between M.P. 24.0 and 23.8.	55	45	35					
					Between M.P. 22.4 and 20.1.	60	50	40					
Hood River Between M.P. 62.1 and 59.4.	55	45	35	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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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		Seattle Over Spokane Street crossing.	20	20	20
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15	Through interlocking.	30	30	30				
				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	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				
Hinkle East and West legs of wye.		20	20	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					Cheney Within city limits.	35	35	35
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Scott Between M.P. 252.8 and 253.0.		45	35	Over street crossings.	15	15	15
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.		45	35	Between M.P. 352.8 and 353.5.	55	45	35
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.		50	40	Between M.P. 354.0 and 363.8 on curves.	60	50	35
Wallula Between M.P. 214.6 and 215.5 over manual switches.		20	20	Chew Between M.P. 268.2 and 269.3.		30	30	Between M.P. 364.2 and 364.4.	45	35	25
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.		25	15	Between M.P. 364.7 and 364.9.	55	45	35
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.		45	35	Between M.P. 365.1 and 366.2.	25	25	15
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.		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. 277.9 and 279.4.		45	35	Over Bridge 367.13.	10	10	10
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.		40	25	Spokane Through Union Station limits.	15	15	15
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.		50	40	Union Station over slip switches.	10	10	10
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.		50	40				
Between M.P. 234.0 and 235.6.		35	25	Between M.P. 290.0 and 291.1.		50	40				
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.		25	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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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	6	Grays Harbor Branch Maximum speed.		30	30	With pile driver 0321.			15
On house track west of McNaught Warehouse.		6	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 Jct. 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 M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Spokane and Manito.	70	60	35	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 3-degree curves.		50	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 4-degree curves.		45	30	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
On 7- and 8-degree curves.		25	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
On 9- and 10-degree curves.		20	20	N. P. Crossing Through interlocking.	15	15	10	Touchet Between M.P. 18.5 and 18.6.		35	25
Tekoa On west leg of wye.		10	10	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. 117.2 and 117.5.		20	20	Through tunnel.	15	15	15	College Place Within city limits.		30	30
Between M.P. 117.8 and 117.9.		45	30	Walla Walla Moscow Branch Maximum speed.				Between M.P. 1.3 and 3.1.		25	20
Between M.P. 118.1 and 118.3.		35	25	On 7- and 8-degree curves.				Between M.P. 5.6 and 7.5.		25	20
Between M.P. 118.5 and 119.7.		25	20	On 9- and 10-degree curves.				Between M.P. 8.4 and 8.8.		25	20
Between M.P. 120.2 and 121.4.		35	25	Colfax Within city limits.				Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 121.6 and 121.9.		25	20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 122.1 and 122.5.		35	25	Wallula Branch Maximum speed.		35	30	Between M.P. 12.2 and 12.5.		25	20
Latah Within city limits.		40	30	On 5- and 6-degree curves.		35	25	Between M.P. 13.4 and 13.6.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 7- and 8-degree curves.		25	20	Between M.P. 14.3 and 14.9.		20	20
Between M.P. 125.1 and 125.7.		35	25	On 9- and 10-degree curves.		20	20	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 127.5 and 128.4.		35	25	Pullman Within city limits.		15	15	Between M.P. 17.9 and 18.0.		25	20
Between M.P. 129.6 and 130.6.		35	25	Over street crossings.		6	6	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Fairfield Within city limits.		25	25	Between M.P. 24.6 and 24.8.		25	20	Between M.P. 25.2 and 25.4.		25	20
Between M.P. 132.6 and 132.8.		45	30	Wallula Jct. West leg of wye.		15	15	Moscow Within city limits.		20	20
Between M.P. 133.3 and 134.6.		25	20	Zangar Jct. Between M.P. 5.1 and 6.4.		25	20	Over street crossings.		12	12
Darknell Between M.P. 135.3 and 136.3.		35	25	Between M.P. 6.7 and 6.8.		25	20				
Between M.P. 136.6 and 139.2.		20	20	Between M.P. 7.0 and 7.1.		20	20				
Rockford Within city limits.		20	20								
Between M.P. 139.4 and 140.4.		45	30								
Between M.P. 141.0 and 141.2.		35	25								
Between M.P. 142.6 and 143.2.		25	20								

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Connell Branch Maximum speed.				Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between La Crosse and Hooper Jct.		30	30	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
Between Hooper Jct. and Connell.		20	20	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 5- and 6-degree curves.		25	25	Between M.P. 25.4 and 26.9.		30	25	Garfield Within city limits.		25	25
On 7- and 8-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Between M.P. 101.1 and 101.5.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 102.0 and 102.4.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 29.7 and 29.9.		45	30	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 7.2 and 7.8.		20	20	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 105.5 and 105.8.		20	20
Between M.P. 9.2 and 9.7.		20	20	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 112.2 and 113.1.		25	25
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 115.6 and 116.0.		20	20
Through west leg of wye on 16- degree curve.		8	8	Jerita Between M.P. 36.2 and 36.9.		25	20	Tekoa On west leg of wye.		10	10
Tekoa-Ayer Branch Maximum speed.		50	30	Between M.P. 37.8 and 39.3.		25	20	Pomeroy Branch Maximum speed.		25	25
Between Tekoa and Colfax, via Garfield.		30	30	La Crosse Between M.P. 43.5 and 43.6.		45	30	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		25	25	Sutton Between M.P. 49.3 and 50.1.		30	20	Tucannon Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Endicott Between M.P. 64.9 and 65.2.		35	25	On curves of 7 degrees and over.		20	20
Between Tucannon and Ayer.		35	25	Between M.P. 65.4 and 65.6.		45	30	Starbuck Within city limits.		15	15
On 4-degree curves.		45	30	Between M.P. 68.2 and 68.5.		35	25	Diamond Between M.P. 68.8 and 69.0.		35	25
On 5- and 6-degree curves.		35	25	Moskone Between M.P. 73.3 and 73.6.		20	20	Between M.P. 69.9 and 70.1.		35	25
On 7- and 8-degree curves.		25	20	Pendleton Branch Maximum speed.		25	25	Between M.P. 74.1 and 74.2.		45	30
On 9- and 10-degree curves.		20	20	On 7-, 8-, 9- and 10-degree curves.		20	20	Crest Between M.P. 74.9 and 77.2.		25	12
Tucannon Between M.P. 14.0 and 14.1.		35	25	Between Barrett and Downing, on descending grade.		15	15	Colfax Within city limits.		12	12
Between M.P. 14.3 and 16.1.		25	25	Pendleton Over Thompson, Main and Aura Streets.		12	12	Between M.P. 78.4 and 78.5.		20	20
Between M.P. 17.1 and 17.2.		15	15	Over other street crossings within city limits.		20	20	Between M.P. 79.8 and 80.7.		20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 2.5 and 3.0.		20	20	Between M.P. 81.5 and 82.3.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 9.5 and 9.8.		20	20	Between M.P. 82.9 and 83.4.		20	20
Between M.P. 18.6 and 18.8.		35	25	Athens Over street crossings.		15	15	Between M.P. 83.7 and 84.5.		20	20
Between M.P. 19.7 and 19.9.		20	20					Between M.P. 86.5 and 87.0.		20	20
Between M.P. 20.9 and 21.5.		45	30					Between M.P. 87.6 and 88.9.		20	20
								Between M.P. 89.1 and 89.4.		20	20

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed. Between Dayton Jct. and Turner. On curves of 7 degrees and over.		25	25	Lane Between M.P. 47.8 and 48.3. Between M.P. 48.6 and 49.0.		45	30		
Between M.P. 25.4 and 26.2.		20	20			15	15			45	30		
Blue Mountain Between M.P. 29.0 and 29.4.		20	20			20	20		Rose Lake Between M.P. 50.6 and 51.0.		35	25	
Between M.P. 29.8 and 30.1.		20	20			20	20						
Between M.P. 30.3 and 30.4.		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. 31.2 and 31.7.		20	20			Dayton Over street crossings west of Touchet River.			15		15	Between M.P. 54.5 and 54.9.		35	25
Between M.P. 32.2 and 32.4.		20	20										
Between M.P. 32.7 and 32.9.		20	20	Over all other street crossings.			10	10	Cataldo Between M.P. 58.7 and 59.1. Between M.P. 60.0 and 60.2. Between M.P. 62.4 and 63.2. Between M.P. 63.4 and 64.0.		45	30	
Milton-Freewater Over street crossings.		15	15	Wallace Branch Maximum speed. Between Plummer Jct. and Chatcolet. Between Chatcolet and Harrison.		50	30				20	20	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15			35	20				45	30	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20			40	25	Kellogg-Wardner Over street crossings. Between M.P. 70.1 and 70.3. Between M.P. 70.7 and 70.9. Between M.P. 71.5 and 71.7. Between M.P. 72.4 and 72.6. Between M.P. 73.4 and 73.6.			10	10	
Walla Walla Over street crossings.		12	12	On 4-degree curves.		45	30			35	25		
Within city limits.		20	20	On 5- and 6-degree curves.		35	25			35	25		
On west leg of wye.		8	8	On 7- and 8-degree curves.		25	20			45	30		
Between M.P. 52.7 and 53.4.		20	20	On 9- and 10-degree curves.		20	20			35	25		
				Plummer Jct. Between M.P. 16.2 and 16.9. Between M.P. 17.9 and 18.2. Between M.P. 18.5 and 20.3. Between M.P. 20.7 and 21.5.		20	20	Osburn Between M.P. 77.1 and 77.2. Between M.P. 77.4 and 77.7. Between M.P. 78.0 and 78.2. Between M.P. 78.6 and 78.7.		45	30		
						25	20				35	25	
					25	20				35	25		
Bolles Between M.P. 71.7 and 72.5.		20	20	Chatcolet Bridge 23.45. Between M.P. 24.1 and 28.4.		15	15	Wallace Over street crossings. Between M.P. 81.4 and 87.3. Burke to Wallace, eastward.		6	6		
Between M.P. 72.8 and 73.2.		20	20			25	20				20	20	
Between M.P. 74.3 and 76.1.		20	20	Springston Between M.P. 34.0 and 34.4. Between M.P. 34.5 and 34.7. Between M.P. 34.9 and 35.2. Between M.P. 38.3 and 38.6. Between M.P. 39.6 and 39.8.		10	10	Sierra Nevada Branch Maximum speed.		10	10		
Between M.P. 78.4 and 78.5.		20	20			45	30				35	25	
Between M.P. 78.9 and 79.3.		20	20			35	25				35	25	
Between M.P. 79.6 and 79.9.		20	20			35	25				35	25	
Between M.P. 80.8 and 81.2.		20	20			45	30				45	30	
Alto													

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. P. Ry. Telegraph Office	Seattle (Joint)
Albina.....Crew Dispatcher's Board Room	Huntington.....Yard Office	.....Union Station Telegraph Office
Argo.....Terminal No. 4 Yard Office	Huntington.....Telegraph Office	Spokane.....Train Dispatcher's Office
Argo.....Yard Office	Kellogg-Wardner.....Telegraph Office	Spokane.....Telegraph Office
Argo.....Enginemen's Register Room	Kennewick.....Telegraph Office	Tacoma.....Yard Office
Arlington.....Telegraph Office	Kenton.....Telegraph Office	Tekoa.....Telegraph Office
Ayer.....Telegraph Office	La Grande.....Crew Dispatcher's Office	The Dalles.....Telegraph Office
Baker.....Telegraph Office	La Grande.....Train Dispatcher's Office	The Dalles.....Switchmen's Locker Room
Bend (Joint).....O. T. Ry. Telegraph Office	La Grande.....Depot Telegraph Office	Wallace.....Telegraph Office
Centralia (Joint).N. P. Ry. Telegraph Office	La Grande.....Yard Office	Walla Walla.....Telegraph Office
East Spokane.....Enginemen's Register Room	Moscow.....Telegraph Office	Walla Walla.....Telegraph Office
East Spokane.....Trainmen's Register Room	Olympia.....Telegraph Office	Winona.....Telegraph Office
Hinkle.....Telegraph Office	Pendleton.....Telegraph Office	Yakima.....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"	28.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

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

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

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

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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