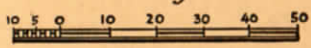


**NORTHWESTERN DISTRICT**

OREGON DIVISION

CORRECTED TO APRIL 14, 1957

Scale of Miles



**UNION PACIFIC RAILROAD COMPANY**  
 NORTHWESTERN DISTRICT



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 35**

**Effective Sunday**  
**September 15, 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.  
E. 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.  
R. L. Hanson, Asst. Supt. of Safety and Courtesy ..... Portland, Ore.  
L. G. Malzahn, 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.	John B. Gregory	Surgeon	La Grande, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
Robt. M. Hansen	Aurist	Portland, Ore.	F. J. Dierckx	Surgeon	Oregon City, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
R. L. Olsen	Surgeon	Parkrose, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	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. Shlach	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	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
Conrad Wetzl, Jr.	Surgeon	Colfax, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	Bruce C. McIntyre	Surgeon	St. John, Wash.
S. A. McCool	Surgeon	Elma, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Ross D. Wright	Surgeon	Tacoma, Wash.
W. H. Wolff	Surgeon	Heppner, Ore.	E. J. Purdy	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	J. S. Reinschmidt	Surgeon	Tekoa, Wash.
Bruce L. Till	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
H. D. Lewis	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
Stanley E. Wells	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	G. A. Falkner	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	C. D. Hoganson	Oculist and Aurist	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
J. D. Freund	Surgeon	Kennewick, Wash.	A. J. Hockett	Surgeon	Walla Walla, Wash.
			H. C. Lynch	Surgeon	Wallowa, Ore.
			R. P. Scheffer	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. 35 September 15, 1967		FIRST CLASS								
19 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	11 Mail and Express		20 Passenger	12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger						
Daily	Daily	Daily	Daily	Daily		STATIONS										
	2.05		4.20		0.0	GRANGER										
	5.45 5.55		9.30 10.20	12.50	213.9	POCATELLO					A 2.50		8.30 8.20	8.15 8.20		
	8.25		1.50	4.15	373.8	GLENN'S FERRY						11.35		5.45	2.00	
	9.40		3.35	6.10	448.4	BOISE						9.50		4.30	12.15	
	11.40		6.30	9.05	550.1	M.T.	HUNTINGTON					M.T.	7.10		2.35	9.40
	10.40		5.40	8.15	649.7	P.T.						P.T.	6.00		1.35	8.30
	1.05		8.35	11.05	723.9	LA GRANDE						3.25		11.10	5.45	
	3.10		11.00	1.20	794.3	PENDLETON						1.05		9.08	3.05	
	7.30				837.4	SPOKANE					A 6.30					
	9.57				786.3	AYER						4.05				
	11.00				755.3	WALLULA						2.55				
	A 11.45	3.55	12.40	2.25	855.4	HINKLE						2.20	12.20		8.30	2.10
		5.30	3.10	4.35	939.5	THE DALLES							10.15		6.50	11.40
		A 7.30	A 5.30	A 7.30	1122.7	PORTLAND							8.00	A 9.15	5.00	9.30
						SEATTLE								5.00		
											Daily	Daily	Daily	Daily	Daily	
(4.15) 43.1	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9	(19.40) 36.9		..... Thru Time .....					(4.10)	(17.50)	(4.15)	(18.27)	(25.00)	
						..... Average speed per hour .....					44.6	40.7	45.4	50.9	37.6	

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 35 September 15, 1967		FIRST CLASS						
		35 Passenger	33 Passenger		34 Passenger	36 Passenger							
		Daily	Daily		STATIONS								
				0.0	McCAMMON					A 6.15	A 4.05		
				22.7	POCATELLO					5.45	3.30 3.00		
				73.3	IDAHO FALLS						1.15		
				124.3	ASHTON								
				169.9	VICTOR								
				180.4	WEST YELLOWSTONE								
				285.8	BUTTE						7.30		
										Daily	Daily		
						..... Thru Time .....					(0.30)	(8.35)	
						..... Average speed per hour .....					45.4	33.3	

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. 35 September 15, 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	5-40PM	8-15AM	DN-R HUNTINGTON HU	389.4	A 8-30AM	A 6-00PM	Aa 1-35AM	A 5-15AM				
100 P				s 8-25	D LIME BY	384.5	8-10	5-50	1-20					
100 PW					WEATHERBY	377.5								
150 PY				s 8-47	DURKEE	368.9		f 5-20						
100 P					OXMAN	361.7								
138 P				s 9-14	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 9-39	DN BAKER BC	342.0	s 7-00	s 4-35	s 12-10AM					
106 P					WING	337.6								
106 P				s 9-51	D HAINES KB	331.7		f 4-21						
106 P				s 10-02	D NORTH POWDER HD	322.1		f 4-10						
107 P					SAGO	315.5								
154 PVWY				f 10-16	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 10-55AM	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	FIRST CLASS			Time-Table No. 35 September 15, 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	8-35PM	11-05AM	1-05AM	DN-R LA GRANDE RA	289.8	A 5-35AM	A 3-15PM	A 1-05PM	A 2-25AM			
WB 71 PWY 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 11-55AM		MEACHAM	266.5							
136 P						HURON	257.7							
120 PW						CAMP	254.1							
WB 68 PWY EB 69				f 12-26PM		DUNCAN	248.5							
102 P						BONIFER	239.5							
106 PWY				f 12-43		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 1-20	s 3-10	DN PENDLETON FD	216.6	s 3-05	s 1-05	s 9-08				
155 JPX				s 1-26		RIETH	212.0							
135 P						BARNHART	208.3							
135 P						NOLIN	198.9							
135 P			f 11-34	s 1-52		D ECHO HI	192.6							
P			f 11-40	s 1-59	3-37	STANFIELD	188.4							
BJKOPWXYZ		A 3-20PM	A 1-59PM	A 2-15PM	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 Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 35 September 15, 1957	STATIONS	SECOND CLASS				
		125 Time Freight	151 Time Freight	257 Time Freight		11 Mail and Express			105 Streamliner Passenger	17 Passenger	262 Time Freight	264 Time Freight	126 Time Freight
		Daily Except Sunday and Monday	Daily	Daily		Daily			Daily	Daily			
BJKOPWXYZ		3.30PM	9.30AM	1.45AM <sup>18</sup>		2.25PM	3.55AM	12.40AM	DN-R HINKLE UK				
P		3.39	9.40	1.55		2.32		12.47	D ORDNANCE RN				
136 PW		3.42	9.43	1.58		2.35	4.02	12.49	MUNLEY				
136 P		3.49	9.51	2.06		2.41	4.07	12.54	CLARKE				
136 P		3.57	10.00	2.15		2.49	4.12	1.00	DN BOARDMAN BD				
130 P		4.06	10.14	2.26		2.58	4.19	1.12 <sup>18</sup>	CASTLE				
19 JP		4.15	10.26	2.37		3.05		1.21	N HEPPNER JCT. WI				
143 P		4.17 <sup>264</sup>	10.28	2.39		3.07	4.26	1.23	WILLOWS				
WB 142 EB 117 BJKOPTX		4.29	10.45	2.52		3.18	4.34 <sup>262</sup>	1.32	DN ARLINGTON MX				
135 P		4.36	11.05 <sup>12</sup>	2.59		3.26 <sup>264</sup>	4.38	1.49	GILMORE				
132 P		4.43	11.24	3.06		3.32	4.42	1.55	BLALOCK				
134 P		4.51	11.33	3.14		3.39	4.47	2.02	QUINTON				
137 P		5.01	11.48	3.30 <sup>262</sup>		3.47	4.54	2.11	GOFF				
130 P		5.09	11.57AM	3.39		3.53	4.59	2.18	RUFUS				
135 JP		5.15	12.07PM	3.48		3.59	5.04	2.24	DN BIGGS BX				
60 P		5.19	12.13	3.54		4.04	5.07	2.29	MILLER				
JPV		5.27	12.24	4.05		4.11	5.13	2.36	OREGON TRUNK JCT.				
80 P		5.32	12.30	4.13		4.15	5.17	2.42	DUNE				
BKOPTWXZ		A 5.50PM	A 12.40PM	A 4.35AM		A 4.30PM	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		(2.05) 47.2	(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				
Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 35 September 15, 1957	STATIONS	SECOND CLASS				
		12 Mail and Express	106 Streamliner Passenger	18 Passenger		262 Time Freight			264 Time Freight	126 Time Freight	262 Time Freight	264 Time Freight	126 Time Freight
		Daily	Daily	Daily		Daily			Daily	Daily	Daily	Daily	Daily
BJKOPWXYZ		3.30PM	9.30AM	1.45AM <sup>18</sup>		2.25PM	3.55AM	12.40AM	DN-R HINKLE UK				
P		3.39	9.40	1.55		2.32		12.47	D ORDNANCE RN				
136 PW		3.42	9.43	1.58		2.35	4.02	12.49	MUNLEY				
136 P		3.49	9.51	2.06		2.41	4.07	12.54	CLARKE				
136 P		3.57	10.00	2.15		2.49	4.12	1.00	DN BOARDMAN BD				
130 P		4.06	10.14	2.26		2.58	4.19	1.12 <sup>18</sup>	CASTLE				
19 JP		4.15	10.26	2.37		3.05		1.21	N HEPPNER JCT. WI				
143 P		4.17 <sup>264</sup>	10.28	2.39		3.07	4.26	1.23	WILLOWS				
WB 142 EB 117 BJKOPTX		4.29	10.45	2.52		3.18	4.34 <sup>262</sup>	1.32	DN ARLINGTON MX				
135 P		4.36	11.05 <sup>12</sup>	2.59		3.26 <sup>264</sup>	4.38	1.49	GILMORE				
132 P		4.43	11.24	3.06		3.32	4.42	1.55	BLALOCK				
134 P		4.51	11.33	3.14		3.39	4.47	2.02	QUINTON				
137 P		5.01	11.48	3.30 <sup>262</sup>		3.47	4.54	2.11	GOFF				
130 P		5.09	11.57AM	3.39		3.53	4.59	2.18	RUFUS				
135 JP		5.15	12.07PM	3.48		3.59	5.04	2.24	DN BIGGS BX				
60 P		5.19	12.13	3.54		4.04	5.07	2.29	MILLER				
JPV		5.27	12.24	4.05		4.11	5.13	2.36	OREGON TRUNK JCT.				
80 P		5.32	12.30	4.13		4.15	5.17	2.42	DUNE				
BKOPTWXZ		A 5.50PM	A 12.40PM	A 4.35AM		A 4.30PM	A 5.30AM	A 3.00AM	DN-R THE DALLES DK				
									(98.4)				
		(1.55) 51.3	(1.35) 62.1	(2.05) 47.2		(4.00) 24.6	(4.15) 23.2	(2.05) 47.2	..... Thru Time .....				
									..... Average speed per hour .....				

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

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

No. 12, daily except Saturday and Sunday, will reduce speed to 30 MPH at Blalock 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		FIFTH SUBDIVISION						EASTWARD	
Cat Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS						Time-Table No. 35		
			85	457	83			September 15, 1957	
			CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Streamliner Passenger				
		Daily		Daily		Daily		STATIONS	
				9.00 AM			BLOCK SIGNALS	PORTLAND	
IJPVX				9.16				DN NORTH PORTLAND JCT. KD	
		A 9.21 AM				VANCOUVER			

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

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

							BLOCK SIGNALS	N. P. CROSSING	
								N. P. CROSSING	
IJ				12.09 PM				DN RESERVATION RN	
JP				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.

23 67 IPVX				12.42 PM			BLOCK SIGNALS	DN-R BLACK RIVER BI	
								C. M. St. P. & P. & P. C. CROSSING	
BLJKOP TVWXYZ		3.33 PM		12.50	7.30 AM			DN-R ARGO G	
BKPXZ		A 3.45 PM		A 1.00 PM	A 7.50 AM		DN-R SEATTLE OW		
							(183.2)		
				(0.12)	(4.00)	(0.20)	..... Thru Time .....		
				15.5	45.8	9.3	..... Average speed per hour .....		

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision Time-table between Portland and North Portland Jct.  
On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD		THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD	
		691	681		692	690	
		8.30 PM	9.00 AM		A 7.00 AM	A 4.30 AM	
		A 3.30 AM	A 6.00 PM		12.30 AM	7.30 PM	
		ALBINA					
		ARGO					

WESTWARD		FIFTH SUBDIVISION						EASTWARD	
Time-Table No. 35		FIRST CLASS						Time-Table No. 35	
September 15, 1957		82		84		458		September 15, 1957	
		CMSt.P&P Streamliner Passenger		CMSt.P&P Streamliner Passenger		Passenger			
		Daily		Daily		Daily		STATIONS	
BLOCK SIGNALS	PORTLAND						A 9.15 PM		
	DN NORTH PORTLAND JCT. KD						8.55		
	VANCOUVER						8.51 PM		

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.

				145.2			BLOCK SIGNALS	N. P. CROSSING	
				146.4				N. P. CROSSING	
IJ				146.5				N. P. CROSSING	
JP				146.8			DN RESERVATION RN		
				147.5			DN TACOMA JCT. JN		
							A 5.52 PM		
							5.50 PM		

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

23 67 IPVX				173.8			BLOCK SIGNALS	DN-R BLACK RIVER BI	
				173.8				C. M. St. P. & P. & P. C. CROSSING	
BLJKOP TVWXYZ		3.33 PM		180.1	A 8.13 AM			A 4.08 PM	
BKPXZ		A 3.45 PM		183.2	8.05 AM		4.00 PM		
							5.07		
							5.00 PM		
				(183.2)	Daily		Daily		
				(0.08)	(0.08)	(4.15)	..... Thru Time .....		
				23.3	23.3	45.4	..... 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. 35 September 15, 1957		STATIONS	
		SECOND CLASS				FIRST CLASS							
		391	151	361	363	97	19						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Mixed	Freight	Freight	Mixed	CM St. P & P Streamliner Passenger	Passenger						
		Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	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	CROSKEY			
109 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		1.30PM	3.40						9.12	N-R HOOPER JCT. HR			
53 P		1.40	3.50						9.19	PARK			
146 P		1.52	4.19 <sup>20</sup>						9.28	JOSO			
73 P		2.10 <sup>298</sup>	4.35						9.36	CHEW			
BJKOPWXY		A 2.25PM	5.00 <sup>302</sup> 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	A 8.30AM	A 5.40AM					A 11.45PM	DN-R HINKLE UK			
										(186.0)			

(0.55) (8.40) (1.05) (1.10) (1.30) (4.15) ..... Thru Time .....  
23.3 21.4 28.6 26.6 40.7 43.1 ..... Average speed per hour .....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—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. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 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. 35 September 15, 1957		STATIONS	
		FIRST CLASS				SECOND CLASS							
		20	98			362	392	298	364				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Passenger	CM St. P & P Streamliner Passenger			Freight	Mixed	Freight	Mixed				
DN-R SPOKANE DS AU	DOUBLE TRACK	367.3	A 6.30AM	A 11.25PM								A 6.30PM	
WEST SPOKANE		365.6	6.23	11.05								6.15	
COWLES		362.0	6.17	11.01								6.05	
MARSHALL		357.8	6.11	10.56								5.55	
N CHENEY CY		350.5	6.02	10.47								5.40	
GEIB		345.3	5.55	10.41								5.30	
MASON		340.3	5.48	10.36								5.20	
CROSKEY		332.9	5.39	10.28								5.05	
WELLS		328.9	5.34	10.24								4.57	
PALM LAKE		322.3	5.26	10.17								4.45	
ASHBY		317.1	5.19	10.12								4.35	
EMDEN		312.9	5.14	10.07								4.20	
DN-R MARENGO RA		306.2	5.05	10.00PM								4.00	
THAVIS		301.4	4.55									3.29	
MACK		297.0	4.50									3.20	
ANKENY		292.8	4.44									3.11	
N-R HOOPER JCT. HR		284.9	4.35			A 6.00AM						2.55	
PARK		279.3	4.28			5.40						2.40	
JOSO		273.1	4.19 <sup>151</sup>			5.25						2.28	
CHEW		267.3	4.10			5.10						2.10 <sup>391</sup>	
DN-R AYER JD		263.5	4.05			5.00AM <sup>151</sup>						2.00	
RUXBY		257.5	3.51									12.50	
SCOTT		249.7	3.42									12.36	
WALKER		243.8	3.34									12.26	
SIMMONS		240.8	3.31									12.20PM	
PAGE		233.0	3.21									11.59AM	
ASH		225.7	3.12									11.40	
HUMORIST		219.7	3.05									11.25	
DN-R WALLULA JN		215.2	2.55			A 2.45AM						11.10	
WALLULA JCT.		213.5	2.51			2.40						8.00	
JUNIPER		203.2	2.40			2.22						10.40	
COLD SPRINGS		193.4	2.30			2.05						10.20	
DN-R HINKLE UK		184.2	2.20AM			1.45AM						10.00AM	
			Daily	Daily		Daily Except Sunday		Daily	Daily			Daily	

(4.10) (1.25) (1.00) (1.00) (8.30) (1.05)  
44.6 43.1 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. 392.—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. 35 September 15, 1957	Mile Post	SECOND CLASS	304 Mixed
	305 Mixed				
28 WXY	8:00AM	D-R JOSEPH J	83.8	A10:45AM	
22 X	8:30	D ENTERPRISE RS	78.0	10:30	
39	9:00	LOSTINE	67.8	9:47	
27 WXY	9:30 <sup>304</sup>	D WALLOWA WO	60.0	9:30 <sup>304</sup>	
12 W <sup>(M.P. 49.0)</sup>	10:05	MINAM	47.1	8:37	
40 W <sup>(M.P. 32.6)</sup>	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	12:50PM	DN-R LA GRANDE RA	0.0	6:30AM	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.	Time-Table No. 35 September 15, 1957	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. 35 September 15, 1957	Mile Post	STATIONS		
			BJKOP WXYZ	DN-R HINKLE UK	0.0
95 P	D HERMISTON MN	3.9			
PWXY	D UMATILLA CS	10.1			
63 P	IRRIGON	17.9			
(17.9)					

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 35 September 15, 1957	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. 35 September 15, 1957	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. 35 September 15, 1957	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)					

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. 35 September 15, 1957	Mile Post	SECOND CLASS	314 Mixed
	313 Mixed				
BKOP WXYZ	5:00 AM	DN-R BEND ND	150.0	A 2:30 PM	

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

JPV	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
		(150.0)		Daily Except Sunday
(7.01) Thru Time.....		(7.00)		
21.4 Average speed per hour.....		21.4		

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 35 September 15, 1957	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		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 35 September 15, 1957	Mile Post	STATIONS		
			JPVXY	R EAST OLYMPIA	0.0
			N. P. CROSSING	7.3	
BKPV WXYZ			D-R OLYMPIA OA	7.4	
(7.4)					

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 5:00 PM	A 3:05 AM	DN-R HOQUIAM HO	57.5	5:00 PM	5:30 PM
		(57.5)			Daily Except Sunday	Daily Except Sunday
(3.00) Thru Time.....		(3.04)		(2.40)		(3.15)
19.2 Average speed per hour.....		14.8		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		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 35 September 15, 1957	Mile Post	SECOND CLASS	308 CMSt.P&P Freight
	307 Mixed				
BJKOPT 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.

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

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

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 35 September 15, 1957	Mile Post	STATIONS		
			JPVXY	R EAST OLYMPIA	0.0
			N. P. CROSSING	7.3	
BKPV WXYZ			D-R OLYMPIA OA	7.4	
(7.4)					

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 5:00 PM	A 3:05 AM	DN-R HOQUIAM HO	57.5	5:00 PM	5:30 PM
		(57.5)			Daily Except Sunday	Daily Except Sunday
(3.00) Thru Time.....		(3.04)		(2.40)		(3.15)
19.2 Average speed per hour.....		14.8		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						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					Time-Table No. 35		
		907	373	361	909	363	STATIONS	
		N. P. Freight	N. P. Freight	Freight	N. P. Freight	Mixed		
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily			
BKOPTVWXYZ						9.30 PM	DN-R YAKIMA NY	
39 X						9.40	3.4 UNION GAP	
MP							3.3 N. P. CROSSING	
30 P						9.50	0.5 PARKER	
M							1.4 N. P. CROSSING	
32 P						10.00	2.6 DONALD	
18 PV						10.05	2.3 SAWYER	
40 PV						10.15	2.9 BUENA BA	
74 PVX						10.25	3.1 ZILLAH AH	
53 P						10.48	5.1 GRANGER	
52						11.05	6.2 EMERALD	
							3.6 MIDVALE	
35 JPXY						11.30 PM	R	
51 PVWX						12.01 AM	5.9 DN GRANDVIEW GW	
44 P						12.25	6.9 NORTH PROSSER	
53						12.50	7.8 CHAFFEE	
42 PX						1.20	6.5 BENTON CITY	
53						1.40	5.2 ACTON	
							12.3 R RICHLAND JCT.	
51 JPX		7.40 AM	6.20 AM			2.10	5.8 DN KENNEWICK KN	
55 BKPVWX		A 8.00 AM	6.50			2.50	4.5 HEDGES	
12 P			7.00			3.10	2.3 VILLARD JCT.	
70 JPV		6.25 PM	7.10	6.35 AM	3.20		6.4 ATTALIA	
70 JPWX		A 6.45 PM					0.6 DN-R WALLULA JN	
157 JKPVWXY			A 7.25 AM	A 6.50 AM	A 3.35 AM		(98.6)	
		(0.20)	(0.20)	(1.05)	(0.15)	(0.05)	..... Thru Time .....	
		19.2	17.4	18.1	28.0	16.1	..... Average speed per hour .....	

WESTWARD		SUNNYSIDE BRANCH						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.						Time Table No. 35		
						September 15, 1957		
						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. 35		SECOND CLASS						
September 15, 1957		908	362	374	910	364		
		N. P. Freight	Freight	N. P. Freight	N. P. Freight	Mixed		
STATIONS								
DN-R	YAKIMA NY						A 2.15 AM	
	3.4 UNION GAP						1.55	
	3.3 N. P. CROSSING							
	0.5 PARKER						1.45	
	1.4 N. P. CROSSING							
	2.6 DONALD						1.30	
	2.3 SAWYER						1.20	
D	2.9 BUENA BA						1.10	
D	3.1 ZILLAH AH						12.55	
	5.1 GRANGER						12.25	
	6.2 EMERALD						12.05 AM	
	3.6 MIDVALE						11.30 PM	
R	5.9 GRANDVIEW GW						11.10	
DN	6.9 NORTH PROSSER						10.50	
	7.8 CHAFFEE						10.30	
	6.5 BENTON CITY						10.12	
	5.2 ACTON						9.55	
	12.3 R RICHLAND JCT.						9.25	
DN	5.8 KENNEWICK KN		A 5.20 AM	A 5.30 AM			8.52	
	4.5 HEDGES		5.00	5.10 AM			8.38	
	2.3 VILLARD JCT.		4.25				8.30	
	6.4 ATTALIA		A 2.35 AM		A 1.50 PM		8.30	
	0.6 DN-R WALLULA JN		2.15 AM				8.15 PM	
	(98.6)		4.00 AM		1.30 PM		8.15 PM	
	(98.6)	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
	..... Thru Time .....	(0.20)	(1.20)	(0.20)	(0.20)	(0.00)		
	..... Average speed per hour .....	19.2	14.7	17.4	21.0	16.4		

		SUNNYSIDE BRANCH					EASTWARD	
Time-Table No. 35								
September 15, 1957								
STATIONS								
R	MIDVALE	0.0						
D	SUNNYSIDE SI	2.8						
	(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		TEKOA-AYER BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 35 September 15, 1957	Mile Post	FIRST CLASS		SECOND CLASS	
	391 Mixed	355 Freight	73 Passenger	73 Passenger			74 Passenger	392 Mixed	356 Freight	
					<b>STATIONS</b>					
BJOP WXYZ		8.30AM			DN-R TEKOA K	116.1			A10.40AM	
14 JPX		A 8.45AM			R SELTICE	110.4			10.30	
32 W	VIA PLEASANT VALLEY BRANCH				D FARMINGTON FM	104.5			10.20	
M					N. P. CROSSING	103.4				
38 VX					D GARFIELD GR	95.1			10.00	
32 JMOVXY					ELBERTON	89.7			9.45	
M					D-R COLFAX CA	77.4			s 9.25	
14 East Spur X 16 West Spur					G. N. CROSSING	77.3				
34					CREST	74.9			8.15	
29					MOCKONEMA	72.5			f 8.05	
27					DIAMOND	68.5			f 7.55	
63 BJKWXY			12.15PM			D ENDICOTT DI	57.9			s 7.30
46		12.25			D-R WINONA WA	52.1			s 7.15	
26 JOWXY		A12.40PM			BUTTON	48.0			7.05	
42					D-R LA CROSSE JA	41.5			6.50AM	
44					JERITA	35.8				
42					HAY	30.2				
60 JPVWXY					CANYON	22.1				
M					DN-R RIPARIA XS	17.5		A 5.20AM		
10 JPXY		1.05AM			N. P. CROSSING	17.4				
41 X		1.10			R TUCANNON	12.6		s 5.09		A 6.40PM
54 X		1.40			PATAHA	11.8				6.35
BJKOPWXY		A 2.00AM			RIFTON	2.9		f 4.51		6.10
					AYER JD	0.0		4.45AM		6.00PM
					(116.1)			Daily		Daily Except Saturday
		(0.40) 25.0	(0.55) 13.7	(0.35) 30.0	..... Thru Time .....	(0.35) 30.0	(3.50) 19.5	(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. 35 September 15, 1957		Mile Post	SECOND CLASS
	355 Freight	STATIONS			356 Freight
35 X	10.30PM	D-R POMEROY	PY	28.9	A 9.00PM
25	10.50	ZUMWALT		24.4	8.30
7	11.15	DODGE		16.3	8.00
18	11.25	CHARD		14.5	7.50
8	11.40PM	JACKSON		11.3	7.30
18	12.01AM	DELANEY		7.9	7.20
JXY	A12.40AM	D STARBUCK	SA	0.0	7.00PM
		(28.9)			Daily Except Saturday
		(2.10) 13.3	..... Thru Time .....	(2.00) 14.5	..... Average speed per hour .....

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 35 September 15, 1957		Mile Post	SECOND CLASS
	356 Freight	STATIONS			355 Freight
JPXY	6.40PM	R TUCANNON		0.0	A 1.00AM
JXY	A 6.50PM	D STARBUCK	SA	3.8	12.45AM
19		RELIEF		9.3	
		(9.3)			Daily Except Sunday
		(0.10) 22.8	..... Thru Time .....	(0.15) 15.2	..... Average speed per hour .....
<p>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.</p> <p>Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.</p> <p>No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.</p> <p>No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.</p> <p>For stations not shown on schedule pages, see page 22.</p>					

WESTWARD		PENDLETON BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 35 September 15, 1957		Mile Post	SECOND CLASS	SECOND CLASS	
	365 Freight	STATIONS			366 Freight		
27 X					ALTO	83.0	
23					MENOKEN	75.5	
26 JWXY	11.45AM				BOLLES	71.3	
26 X	11.58AM	D	PRESCOTT	SY	68.7	A 9.40AM	
21	12.35PM				VALLEY GROVE	53.6	
					N. P. CROSSING	47.2	
M					W. W. V. RY. CROSSING	46.6	
BJKOPTV WXYZ	A12.55PM	DN-R	WALLA WALLA	BU	46.1	8.30AM	
M					W. W. V. RY. CROSSING	44.2	
24					SPOFFORD	39.9	
M					W. W. V. RY. CROSSING	36.3	
39 VWX		D	MILTON-FREEWATER	CO	36.2		
50					BLUE MOUNTAIN	26.7	
20					DOWNING	23.4	
66 X		D	WESTON	WT	20.9		
20 X		D	ATHENA	CN	17.2		
41					ADAMS	12.6	
15					BLAKELEY	10.0	
BJKVWXYZ		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. 35 September 15, 1957		Mile Post	SECOND CLASS	
	367 Freight	365 Freight	STATIONS		366 Freight	
29	12.01PM				A1 1.50AM	
25	12.10				11.40	
26 VWXY	A12.50PM	11.01AM	D	DAYTON DA	13.1	A10.15AM
M					N. P. CROSSING	13.0
M					N. P. CROSSING	13.0
VX		A1 1.03AM			DAYTON JCT.	12.9
					10.13AM	
<p>BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</p>						
VX		11.25AM	R	WAITSBURG JCT.	6.2	A 9.53AM
28 X		11.31	D	WAITSBURG BG	3.6	9.49
28 JWXY		A1 1.45AM			BOLLES	0.0
					(24.8)	Daily Except Sunday
		(0.49) 14.3	(0.44) 17.9	..... Thru Time .....	(0.35) 22.5	(0.50) 14.0

WESTWARD		WALLACE BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 35 September 15, 1957		Mile Post	SECOND CLASS	SECOND CLASS	
	387 Mixed	STATIONS			388 Mixed		
VX		1.30 AM	DN-R	MANITO MU	19.8	A 9.25 AM	
<p>BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL &amp; PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.</p>							
					DN-R	WJ	
		2.10AM			PLUMMER JCT.	16.2	
22 X		f 2.31			CHATCOLET	22.8	
X		f 2.53			HARRISON	30.5	
43		f 3.05			D SPRINGSTON RC	34.0	
20		f 3.40			LANE	45.3	
33		f 3.55			ROSE LAKE	49.1	
30		f 4.20			CATALDO	57.7	
6 Y		f 4.35			ENAVILLE	62.5	
18		f 4.40			PINE CREEK	64.1	
					BRADLEY	67.2	
25 BKOX		A 5.00AM			DN-R	DN	
31					KELLOGG-WARDNER	69.2	
					OSBURN	75.8	
					D-R	WC	
					WALLACE	80.2	
					N. P. CROSSING	80.4	
					N. P. CROSSING	80.6	
					WALLACE JCT.	80.7	
5 VWX					D	B	
					BURKE	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. 35 September 15, 1957		Mile Post	SECOND CLASS	
	366 Freight	STATIONS			368 Freight	
JWX					BRADLEY	0.0
X					END OF TRACK	2.0
					(2.0)	
<p>This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.</p>						
<p>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.</p> <p>No. 368 arriving at Turner will run as No. 367 Turner to Dayton.</p> <p>For stations not shown on schedule pages, see page 22.</p>						



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>Spokane-Tekoa Branch</b>			
Nelson.....	372.9	54 P	West	Rahm.....	125.9	4	Both
<b>Second Subdivision</b>				<b>Pleasant Valley Branch</b>			
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	<b>Moscow Branch</b>			
North Fork.....	251.4	14 P	Both	Risbeck.....(6)	4.5	6	Both
<b>Third Subdivision</b>				Parvin.....(6)	7.8	8	Both
Seufert.....	87.2	58	West	Armstrong.....(6)	15.7	3 W {M.P. 16.2}	Both
<b>Fourth Subdivision</b>				Holland.....	21.4	8	Both
Montavilla.....	5.9	8	Both	<b>Connell Branch</b>			
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	<b>Tekoa-Ayer Branch</b>			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
<b>Via Kenton</b>				Schreck.....	31.9	14	Both
Champ.....	9.5	7	Both	Thera.....(7)	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0	{37 P	Both	Walters.....	98.6	10	Both
<b>Sixth Subdivision</b>				<b>Pomeroy Branch</b>			
Ice Harbor.....	223.5	{23 West	West	Houser.....	19.1	1	Both
Sheffer.....	242.1	10 West	West	<b>Tucannon Branch</b>			
Matthews.....	253.3	4 Both	Both	Powers.....	2.7	4	Both
Magallon.....	258.6	5 Both	Both	<b>Pendleton Branch</b>			
Teske.....	310.6	2 Both	Both	Havana.....	6.9	11	Both
<b>Joseph Branch</b>				Bade.....	30.2	13	Both
Island City.....(3)	2.6	12 Both	Both	Barrett.....	33.1	10	Both
Conley.....(3)	5.9	6 Both	Both	Prunedale.....	34.2	15	Both
Vincent.....(3)	40.6	2 East	East	State Line.....	41.7	10	Both
Sevier.....	56.7	5 West	West	Langdon.....	43.6	12	Both
Freels.....	75.2	2 West	West	Russell.....	51.8	11	Both
Marble.....	75.8	{5 Both	Both	Hadley.....	56.5	19	Both
<b>Pilot Rock Branch</b>				Berryman.....	59.8	9	Both
McBee.....	2.8	2 East	East	Ennis.....	60.9	10	Both
Lens.....	11.2	4 East	East	Robinson.....	67.6	2	Both
<b>Grass Valley Branch</b>				McCall.....	69.4	2	Both
Sandon.....	15.6	8 Both	Both	McKay.....	78.6	6	Both
Hay Canyon.....	19.2	{12 East	Both	<b>Wallace Branch</b>			
De Moss.....	23.9	15 West	Both	O'Gara.....(8)	26.3		None
Erskine.....	31.3	12 Both	Both	Black Lake.....(8)	38.0		None
Bourbon.....	45.8	9 Both	Both	Dudley.....(8)	52.0	12	Both
<b>Grays Harbor Branch</b>				Smeltonville.....(8)	66.3		None
Raisch.....	2.6	7 Both	Both	Shont.....	72.8	3	Both
Balch.....(4)	18.3	18 P Both	Both	Polaris.....	74.6	42	East
<b>Yakima Branch</b>				Gem.....	84.1	5 X	Both
Grosscup.....	28.2	8 Both	Both	Frisco.....	84.4	7 X	Both
Biggam.....(5)	48.3	10 Both	Both	Dorn.....	85.1	13	Both
Boone.....	76.4	1 East	East	<b>Dayton Branch</b>			
Flint.....	83.6	18 Both	Both	Taggard.....	4.3	1	West
				Ronan.....	19.3	28	West

(1) Regular stop for No. 11. (4) Flag stop for Nos. 306-307. (7) Flag stop for No. 392.  
 (2) Regular stop for No. 12. (5) Flag stop for Nos. 363-364. (8) Flag stop for Nos. 387-388.  
 (3) Flag stop for Nos. 304-305. (6) Flag stop for Nos. 378-379.

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.	70	70	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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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. 363.6 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	<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. 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	<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	<b>Quartz</b> Between M.P. 347.1 and 346.9.	70	60	50	<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	Between M.P. 349.8 and 348.4.	30	25	20				
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. 217.6 and 216.3.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25	<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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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 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	<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	<b>Bridal Veil</b> 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>Rooster Rock</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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		
Maximum speed.	70	60	45	<b>Argo</b> Over slip switch, Lucille 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
				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	Over street crossings.	15	15	15
<b>Juniper</b> Between M.P. 209.2 and 211.7.		40	30	<b>Chew</b> Between M.P. 268.2 and 269.3.	30	30	Between M.P. 352.8 and 353.5.	55	45	35							
<b>Wallula Jct.</b> West leg of wye.		15	15				Between M.P. 271.5 and 272.5.	25	15	Between M.P. 354.0 and 363.8 on curves.	60	50	35				
<b>Wallula</b> Between M.P. 214.6 and 215.5 over manual switches.		20	20				Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.2 and 364.4.	45	35	25				
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 275.1 and 276.9.	40	25	Between M.P. 364.7 and 364.9.	55	45	35							
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 277.9 and 279.4.	45	35	Between M.P. 365.1 and 366.2.	25	25	15							
<b>Humorist</b> Between M.P. 224.2 and 224.5.		50	40	<b>Park</b> Between M.P. 280.0 and 281.6.	40	25	Between M.P. 366.5 and 367.1.	45	35	25							
<b>Ash</b> Between M.P. 226.8 and 227.0.		50	40				Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10	10				
Between M.P. 228.1 and 229.9.		35	25				<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.	50	40	<b>Spokane</b> Through Union Station limits.	15	15	15				
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 290.0 and 291.1.	50	40				Union Station over slip switches.	10	10	10				
<b>Page</b> Between M.P. 233.0 and 233.4.		50	40	Between M.P. 291.9 and 292.3.	25	25											
Between M.P. 234.0 and 235.6.		35	25														
Between M.P. 236.3 and 238.1.		35	25														
Between M.P. 239.0 and 239.8.		50	40														

**BRANCHES**

On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below, but in no case may permissible speed for such branch be exceeded.

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		
<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>Olympia Branch</b> Maximum speed.	20	20	Over Boone St. Crossing.		5	5			
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Olympia</b> Within city limits.	10	10	Over other street crossings.		10	10			
<b>Umatilla Branch</b> Maximum speed.		40	40	4- and 5-degree curves.	15	15	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.		60	50			
<b>Hinkle</b> Between M.P. 0.0 and 0.1.		15	15	On curves of 6 degrees and over.	10	10	Between Villard Jct. and M.P. 70.		50	35			
Between M.P. 2.3 and 3.7.		20	20	<b>Grays Harbor Branch</b> Maximum speed.	30	30	Between M.P. 70 and Yakima.		45	30			
<b>Hermiston</b> Standard and Union Oil spurs.			6	<b>Centralia</b> Between M.P. 1.0 and 1.3.	10	10	With pile driver 0321.			15			
On house track west of McNaught Warehouse.			6	<b>Blakeslee Jct.</b> Between M.P. 4.3 and 4.7.	20	20	On 4-degree curves.		45	35			
Over road crossing east end of depot.		15	15	<b>Galvin</b> Between M.P. 5.1 and 5.7.	15	15	On 5- and 6-degree curves.		35	25			
Between M.P. 5.9 and 6.0.		35	35	Between M.P. 6.5 and 6.8.	10	10	<b>Villard Jct.</b> Between M.P. 7.1 and 7.4. Bridge 7.44.		30	30			
Between M.P. 9.4 and 11.2.		25	25	Between M.P. 7.1 and 7.5.	20	20	Over street crossings.		8	8			
<b>Umatilla</b> On wye.		10	10	Between M.P. 10.1 and 10.3.	20	20	Between M.P. 35.6 and 35.9.		45	35			
<b>Irrigon</b>				Between M.P. 11.9 and 12.1.	15	15	<b>Benton City</b> Within city limits.		40	30			
<b>Heppner Branch</b> Maximum speed.		25	25	<b>Independence</b> Between M.P. 14.7 and 15.2.	10	10	Between M.P. 37.5 and 38.5.		20	15			
3-degree curves.		20	20	Between M.P. 16.7 and 16.9.	20	20	<b>Grandview</b> Within city limits.		30	30			
4- and 5-degree curves.		15	15	Between M.P. 18.5 and 19.8.	15	15	<b>Granger</b> Over street crossings.		30	30			
On curves of 6 degrees and over.		10	10	<b>South Elma</b> Between M.P. 32.8 and 33.8.	15	15	<b>Zillah</b> Over street crossings.		25	15			
<b>Condon Branch</b> Maximum speed.		25	25	Between M.P. 34.4 and 34.6.	10	10	<b>Donald</b> Yakima River Bridge 89.35, through gauntlet track.		15	15			
3-degree curves.		20	20	Between M.P. 35.0 and 35.4.	15	15	Over N. P. Crossing and between home signals governing cross- ing.		20	20			
4- and 5-degree curves.		15	15	Between M.P. 36.1 and 36.3.	15	15	<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6			
On curves of 6 degrees and over.		10	10	Between M.P. 37.5 and 38.2.	20	20	Over other street crossings.		10	10			
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 38.5 and 39.7.	15	15							
On descending grades between Barnett and Rock Creek.		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.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	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.		45	30	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
<b>Tekoa</b> On west leg of wye.		10	10	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
Between M.P. 117.2 and 117.5.		20	20	<b>Mica</b> Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
Between M.P. 117.8 and 117.9.		45	30	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
Between M.P. 118.1 and 118.3.		35	25	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
Between M.P. 118.5 and 119.7.		25	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
Between M.P. 120.2 and 121.4.		35	25	<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. 121.6 and 121.9.		25	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. 122.1 and 122.5.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	<b>College Place</b> Within city limits.		30	30
<b>Latah</b> Within city limits.		40	30	Through tunnel.	15	15	15	<b>Walla Walla</b> Maximum speed.		35	25
Between M.P. 123.4 and 124.5.		20	20	<b>Pleasant Valley Branch</b> Maximum speed.		25	25	On 7- and 8-degree curves.		25	20
Between M.P. 125.1 and 125.7.		35	25	G. N. Crossing, M.P. 30.7.		20	20	On 9- and 10-degree curves.		20	20
Between M.P. 127.5 and 128.4.		35	25	On curves of 7 degrees and over.		20	20	<b>Colfax</b> Within city limits.		12	12
Between M.P. 129.6 and 130.6.		35	25	<b>Wallula Branch</b> Maximum speed.		35	30	Between M.P. 1.3 and 3.1.		25	20
<b>Fairfield</b> Within city limits.		25	25	On 5- and 6-degree curves.		35	25	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 132.6 and 132.8.		45	30	On 7- and 8-degree curves.		25	20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 133.3 and 134.6.		25	20	On 9- and 10-degree curves.		20	20	<b>Shawnee</b> Between M.P. 9.9 and 10.0.		25	20
<b>Darknell</b> Between M.P. 135.3 and 136.3.		35	25	<b>Wallula Jct.</b> West leg of wye.	15	15		Between M.P. 10.8 and 11.2.		25	20
Between M.P. 136.6 and 139.2.		20	20	<b>Zangar Jct.</b> Between M.P. 5.1 and 6.4.		25	20	Between M.P. 12.2 and 12.5.		25	20
<b>Rockford</b> Within city limits.		20	20	Between M.P. 6.7 and 6.8.		25	20	<b>Albion</b> Between M.P. 13.4 and 13.6.		25	20
Between M.P. 139.4 and 140.4.		45	30	Between M.P. 7.0 and 7.1.		20	20	Between M.P. 14.3 and 14.9.		20	20
Between M.P. 141.0 and 141.2.		35	25	<b>Moscow</b> Within city limits.		20	20	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 142.6 and 143.2.		25	20	Over street crossings.		12	12	Between M.P. 17.9 and 18.0.		25	20

## BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	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	<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	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	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	<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	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	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	<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	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	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	Between M.P. 112.2 and 113.1.		25	25
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 115.6 and 116.0.		20	20
<b>Tekoa-Ayer Branch</b> Maximum speed.		45	30	<b>Jerita</b> Between M.P. 36.2 and 36.9.		25	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	<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	<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	<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	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	<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	<b>Pendleton Branch</b> Maximum speed.		25	25
On 7- and 8-degree curves.		25	20	<b>Diamond</b> Between M.P. 68.8 and 69.0.		35	25	On 7-, 8-, 9- and 10-degree curves.		20	20
On 9- and 10-degree curves.		20	20	Between M.P. 69.9 and 70.1.		35	25	Between Starbuck and Relief.		12	12
<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	<b>Pendleton</b> Over Thompson, Main and Aura Streets.		12	12
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.1 and 74.2.		45	30	Over other street crossings within city limits.		20	20
Between M.P. 17.1 and 17.2.		15	15	<b>Crest</b> Between M.P. 74.9 and 77.2.		25	12	Between M.P. 2.5 and 3.0.		20	20
Over Snake River Bridge 17.23.		5	5	<b>Colfax</b> Within city limits.		12	12	Between M.P. 9.5 and 9.8.		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	<b>Athens</b> Over street crossings.		15	15
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 79.8 and 80.7.		20	20				
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.		20	20				
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 82.9 and 83.4.		20	20				
				Between M.P. 83.7 and 84.5.		20	20				
				Between M.P. 86.5 and 87.0.		20	20				
				Between M.P. 87.6 and 88.9.		20	20				
				Between M.P. 89.1 and 89.4.		20	20				



**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.	
<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 Dayton Jct. and Turner.		15		15	Between M.P. 48.6 and 49.0.		45
<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		<b>Dayton</b> Over street crossings west of Touchet River.		15		15	Between M.P. 54.5 and 54.9.		35
Between M.P. 31.2 and 31.7.		20	20	<b>Cataldo</b> Between M.P. 58.7 and 59.1.			45	30	Between M.P. 60.0 and 60.2.		20	20
Between M.P. 32.2 and 32.4.		20	20			Between M.P. 62.4 and 63.2.		35	25	Between M.P. 63.4 and 64.0.		45
Between M.P. 32.7 and 32.9.		20	20	Over all other street crossings.		10	10	<b>Kellogg-Wardner</b> Over street crossings.		10	10	
<b>Milton-Freewater</b> Over street crossings.		15	15	<b>Wallace Branch</b> Maximum speed.		50	30		Between M.P. 70.1 and 70.3.		35	25
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	Between Plummer Jct. and Chatcolet.		35	20	Between M.P. 70.7 and 70.9.		35	25	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Chatcolet and Harrison.		40	25	Between M.P. 71.5 and 71.7.		45	30	
<b>Walla Walla</b> Over street crossings.				On 4-degree curves.		45	30	Between M.P. 72.4 and 72.6.		35	25	
				On 5- and 6-degree curves.		35	25	Between M.P. 73.4 and 73.6.		45	30	
				On 7- and 8-degree curves.		25	20	<b>Osburn</b> Between M.P. 77.1 and 77.2.		35	25	
Within city limits.		20	20	On 9- and 10-degree curves.		20	20		Between M.P. 77.4 and 77.7.		35	25
On west leg of wye.		8	8	<b>Plummer Jct.</b> Between M.P. 16.2 and 16.9.		20	20	Between M.P. 78.0 and 78.2.		35	25	
Between M.P. 52.7 and 53.4.		20	20		Between M.P. 17.9 and 18.2.		25	20	Between M.P. 78.6 and 78.7.		25	20
<b>Valley Grove</b> Between M.P. 64.8 and 64.9.				Between M.P. 18.5 and 20.3.		25	20	<b>Wallace</b> Over street crossings.		6	6	
				Between M.P. 20.7 and 21.5.		25	20		Between M.P. 81.4 and 87.3.		20	20
				Between M.P. 65.5 and 66.0.		20	20	Between M.P. 81.4 and 87.3.		20	20	
Between M.P. 66.1 and 66.3.		20	20	<b>Chatcolet</b> Bridge 23.45.		15	15	<b>Sierra Nevada Branch</b> Maximum speed.		10	10	
<b>Bolles</b> Between M.P. 71.7 and 72.5.		20	20		Between M.P. 24.1 and 28.4.		25		20	Burke to Wallace, eastward.		10
	Between M.P. 72.8 and 73.2.		20	20	<b>Springston</b> Between M.P. 34.0 and 34.4.		10	10	<b>Sierra Nevada Branch</b> Maximum speed.			10
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 34.5 and 34.7.			45	30		10		
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 34.9 and 35.2.		35	25					
Between M.P. 78.9 and 79.3.		20	20	Between M.P. 38.3 and 38.6.		35	25					
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 39.6 and 39.8.		45	30					
Between M.P. 80.8 and 81.2.		20	20									
<b>Alto</b>												

**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
Albina.....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	Wallula.....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"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

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

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

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

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

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

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnance.....	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.