

L. A. COLLINS
General Manager

H. E. SHUMWAY
General Superintendent Transportation

G. J. MULICK
Assistant General Manager

M. C. WILLIAMS, Superintendent Spokane, Wash.
F. E. Doak, Assistant Superintendent Walla Walla, Wash.
E. F. Kidder, Division Engineer Spokane, Wash.
J. D. Killian, Master Mechanic Portland, Ore.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
P. H. Walsh, Chief Train Dispatcher Spokane, Wash.
J. S. Ellison, Asst. Chief Train Dispatcher Spokane, Wash.
J. A. Walsh, Asst. Chief Train Dispatcher Spokane, Wash.

Time Inspectors are located as shown below:

Spokane Nelson Jewelry Co.
Tekoa O. O. Gossett
Colfax Kincaid and Wilson
Moscow Gem Shop
Walla Walla Martin Jewelry Co.
Pendleton E. A. McElvain
Yakima Carson & Stedman
Wallace H. M. Hueman
Pomeroy L. T. Christopherson
Lewiston T. E. Dean
Kellogg-Wardner R. J. Coats

Standard clocks are located as shown below :

Spokane Dispatcher's Office
Spokane Telegraph Office
West Spokane Enginemen's Register Room
Ayer Telegraph Office
Wallula Telegraph Office
Umatilla Telegraph Office
Umatilla Enginemen's Register Room
Tekoa Telegraph Office
Tekoa Enginemen's Register Room
Colfax Telegraph Office
Moscow Telegraph Office
Walla Walla Passenger Depot
Walla Walla Enginemen's Register Room
Pendleton Telegraph Office
Yakima Telegraph Office
Yakima Roundhouse
Kellogg-Wardner Telegraph Office
Wallace Telegraph Office
Wallace Enginemen's Register Room

Railroad Surgeons are located as shown below :

Name	Title	Location	Territory
Ralph M. Dodson	Medical Director	Portland, Ore.	
John H. O'Shea	Division Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
R. E. Ahlquist	Surgeon	Spokane, Wash.	Tekoa-Spokane.
M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa to Spokane
Carroll Smith	Specialist	Spokane, Wash.	Spokane-Tekoa.
R. L. Pohl	Specialist	Spokane, Wash.	Spokane-Tekoa.
Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
O. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
Conrad Wertz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
Donald M. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
Wallace A. Pratt	Surgeon	Walla Walla, Wn.	Pendleton to Walla Walla.
J. O. Lyman	Surgeon	Walla Walla, Wn.	Pendleton to Walla Walla.
R. W. Stevens	Specialist	Walla Walla, Wn.	Pendleton to Riparia.
O. D. Hogenson	Specialist	Walla Walla, Wn.	Walla Walla to Yakima.
P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Umatilla.
Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.
R. D. McClure	Surgeon	Yakima, Wash.	Yakima to Spokane.
J. W. Sherief	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.
H. C. Mowery	Surgeon	Wallace, Idaho.	Tekoa to Burke.
G. McCaffery	Surgeon	Kellogg, Idaho.	Tekoa to Wallace.
Robert E. Staley	Surgeon	Kellogg, Idaho.	Tekoa to Wallace.
James L. Gilleland	Surgeon	Pullman, Wash.	Moscow to Colfax.
O. O. Armstrong	Surgeon	Moscow, Idaho.	Colfax to Moscow.
J. E. Carsow	Surgeon	Lewiston, Idaho.	Riparia to Lewiston.

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



WASHINGTON DIVISION

TIME - TABLE
No. 78

Effective Sunday,
June 29, 1947
at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

FIRST CLASS

105	19	65	17	457	11
Streamliner Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily
10.40PM			6.00PM		6.30AM
1.08AM			9.10PM		9.25AM
3.25			12.25AM		12.05PM
3.35			12.35		12.15
	9.30PM	7.40PM			
	11.48PM	10.00			
	1.20AM	11.30PM			
	2.20	12.20AM			
5.55	5.00		4.00		3.18
A 8.00AM	A 7.30AM	A 1.30AM Pendleton	A 6.30AM	8.30AM	A 5.30PM
				11.20AM	
				1.00PM	
				2.05	
				A 2.15PM	

Distance from
Huntington

Time Table No. 78
June 29, 1947

STATIONS

HUNTINGTON
LA GRANDE
PENDLETON
RIETH
SPOKANE
AYER
WALLULA
UMATILLA
THE DALLES
PORTLAND

CENTRALIA
TACOMA
ARGO
SEATTLE

(9.20)	(10.00)	(5.50)	(12.30)	(5.45)	(11.00)	 Thru Time
41.7	36.7	88.9	31.2	31.8	35.4	Average Speed per Hour

WESTWARD

CONNELL BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 9 (A).		SECOND CLASS	Time-Table No. 78			Mile Post	SECOND CLASS
		391 Freight Daily Except Monday	June 29, 1947				392 Freight
			STATIONS				
JOWXY		1.45PM	D-R	LA CROSSE	JA	0.0	A 7.30AM
15		2.10		4.6 PAMPA		4.6	7.10
				5.6 GORDON		8.2	
11	X	2.50		6.5 HOOPER		14.7	6.35
32 JPWXY	A	2.55PM	N-R	1.0 HOOPER JCT.	HR	16.7	6.30AM
34			D	7.8 WASHTUCNA	FN	23.5	
8				5.8 McADAM		29.3	
4				4.8 WACOTA		34.1	
21	V		D	3.3 KAHLOTUS	HO	37.4	
7				4.9 ESTES		42.3	
9				3.8 SULPHUR		46.1	
12				5.0 CURRY		51.1	
18 WXY	R		R	1.8 CONNELL	N	52.9	
			(52.9)				Daily

(1.10)	Thru Time.....	(1.00)
13.4	Average Speed per Hour.....	15.7

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Train arriving at LaCrosse on Tekoa-Ayer Branch as No. 391 will run as same train
LaCrosse to Hooper Jct.
Train arriving at Hooper Jct. on Sixth Subdivision as No. 392 will run as same train
Hooper Jct. to LaCrosse.

EASTWARD

FIRST CLASS

66	12	458	106	18	20
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger
	A 7.00 PM		A 2.50 AM	A 7.55 AM	
	4.00		12.05 AM	5.05	
	1.30		9.43 PM	2.25	
	1.10 PM		9.28	1.50 AM	
A 7.50 AM					A 7.00 AM
5.15					4.23
3.55					3.05
2.50					2.05
	10.20 AM		7.20	11.15 PM	11.25
L 12.45 AM	8.10 AM	A 8.50 PM	5.30 PM	9.10 PM	9.20
Pendleton					
		6.26			
		5.05			
		3.58			
		3.50 PM			
Daily	Daily	Daily	Daily	Daily	Daily

Distance from
Portland

Time-Table No. 78
June 29, 1947

STATIONS

HUNTINGTON
LA GRANDE
PENDLETON
RIETH
SPOKANE
AYER
WALLULA
UMATILLA
THE DALLES
PORTLAND

CENTRALIA
TACOMA
ARGO
SEATTLE

Thru Time.....	(7.05)	(10.50)	(5.00)	(9.20)	(10.45)	(9.40)
Average Speed per Hour.....	32.0	35.9	36.6	41.7	36.2	38.0

MILEAGE

WASHINGTON DIVISION	
Main Line	183.64
Branches	675.37
Total	<u>859.01</u>

WESTWARD

MOSCOW BRANCH

EASTWARD

Our Capacity of Sliding, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS		Time-Table No. 78				FIRST CLASS			SECOND CLASS	
	379		61	June 29, 1947				Mile Post	62		378	
	Freight		Passenger						Passenger		Freight	
	Daily Except Sunday		Daily	STATIONS								
BKTVWX	7.30 PM		5.45 PM	D-R	MOSCOW	MO	28.1	A 9.15 AM			A 5.35 PM	
11	7.42		5.53		4.0 GARRISON		24.1	9.04			5.24	
8					2.7 HOLLAND		21.4					
1					0.9 WHITLOW		20.5					
					1.2 N. P. CROSSING		19.3					
23	X 8.00	s	6.05	D	0.6 PULLMAN	XN	18.7	s 8.52			5.10	
3	W(M.P.16.2) 8.10	f	6.11		3.0 ARMSTRONG		15.7	f 8.40			5.00	
18	8.20	s	6.18		3.0 ALBION		12.7	s 8.33			4.50	
19	8.30	f	6.25		3.0 SHAWNEE		9.7	f 8.25			4.38	
8	8.40	f	6.29		1.9 PARVIN		7.8	f 8.21			4.30	
6	8.55	f	6.36		3.3 RISBECK		4.5	f 8.13			4.15	
BJKMOWXY	A 9.30 PM	A	6.45 PM	DN-R	4.5 COLFAX	CA	0.0	8.00 AM			4.00 PM	
					(28.1)			Daily			Daily Except Sunday	

(2.00)	(1.00)	 Thru Time.....	(1.15)	(1.35)
14.1	28.1	 Average Speed per Hour.....	22.5	17.7

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD					SIXTH SUBDIVISION									
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS				FIRST CLASS									
			151	391	363		63	99	19	65	97			
			Time Freight	Freight	Freight		Passenger	CMSt. P&P Passenger	Passenger	Passenger	CMSt. P&P Streamliner Passenger			
			Daily	Daily Ex. Mon.	Daily Ex. Mon.		Daily	Daily	Daily	Daily	Daily			
BKPVX								9.40PM	9.30PM	7.40PM	12.01AM			
BKOPTWXZ			7.50PM					⁹⁸ 9.49	9.34	7.44	12.06			
48 P			8.05					9.55	⁹⁸ 9.39	7.49	12.12			
53 P			8.15					10.02	9.45	7.55	12.19			
50 PW			8.30					10.15	9.56	8.06	12.30			
51 P			8.40					10.22	10.03	8.13	12.39			
52 P			8.50					10.28	10.08	8.18	12.45			
53 PW			⁹⁸ 9.04					10.37	10.16	8.26	12.54			
52 P			9.15					10.42	10.20	8.30	12.58			
52 P			9.30					10.50	10.27	8.37	1.05			
44 P			9.40					10.56	10.33	⁹⁸ 8.45	1.11			
52 P			9.50					11.01	10.38	8.50	1.16			
75 JOPV WXY			¹⁹ 10.46					A 11.10PM	¹⁵¹ 10.46	8.57	A 1.25AM			
52 P			11.06						10.52	9.02				
63 P			11.18						10.57	9.07				
51 P			11.30						11.02	9.12				
38 JPWY			11.55PM	3.00PM					11.13	9.21				
53 P			12.11AM	3.15					11.20	9.28				
51 P			12.30	3.30					11.29	9.37				
73 P			12.54	3.45					11.38	9.46				
BJKOPWXY			1.15	A 4.00PM					11.48	10.00				
96 P			1.40						11.57PM	10.09				
96 P			2.10						12.05AM	10.17				
PW			2.30						12.12	10.24				
96 P			2.50						12.15	10.27				
96 PW			²⁰ 3.39						12.26	10.38				
95 P			⁶⁶ 4.19						12.35	10.47				
94 P			5.10						12.42	10.54				
28 JPXY			6.20		2.20AM		10.40PM		12.51	11.03				
M														
M														
BJKOP VWXY			²⁹⁸ 7.30		A 2.30AM		A 10.50PM		²⁰ 12.59 1.20	¹¹ 11.10 11.30				
96 P			7.55						1.32	11.42				
96 P			8.15						1.39	11.49				
95 P			8.35						1.50	11.59PM				
BJKOP TWXY			A 9.00AM						²⁰ A 2.05AM	A 12.15AM				

WESTWARD										YAKIMA BRANCH										EASTWARD									
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS			Time-Table No. 78			Mile Post	FIRST CLASS				SECOND CLASS															
	363		63		83	June 29, 1947				64		84		364															
	Freight		Passenger		Passenger					Passenger		Passenger		Freight															
	Daily Ex. Sun.		Daily		Daily	STATIONS																							
BKOPTVWXYZ	9.30 PM					DN-R	YAKIMA	NY	98.0	A	8.05 AM				A	11.55 PM													
39	9.40						UNION GAP		94.6		7.55					11.15													
MP							N. P. CROSSING		91.3																				
20	P	9.50					PARKER		90.8	f	7.48					11.00													
						BUA SOS	N. P. CROSSING		89.4																				
22	P	10.00	f 7.34				DONALD		86.8	f	7.38					10.40													
18	PV	10.05	f 7.39				SAWYER	SR	84.5	f	7.32					10.30													
18							FLINT		83.6																				
40	PV	10.15 ³⁶⁴	s 7.44				BUENA	BA	81.6	s	7.25					10.15 ³⁶³													
74	PVX	10.25	s 7.50			D-R	ZILLAH	AH	78.5	s	7.18					9.55													
53	P	10.48	f 7.58				GRANGER		73.4	f	7.06					9.35													
52		11.05	f 8.07				EMERALD		67.2	f	6.53					9.05													
35	JPXY	11.15	8.14 ³⁶⁴			R	MIDVALE		63.6		6.45					8.14 ⁶³													
35	JPXY		8.14 PM		6.23 AM	R	MIDVALE		0.0	A	6.45 AM		A	8.36 PM															
	PVX		A 8.24 PM		A 6.33 AM	D-R	SUNNYSIDE	SI	2.8		6.35 AM		8.27 PM																
25	JPXY	11.15	8.36			R	MIDVALE		63.6		6.23					8.14 ⁶³													
51	PVWX	11.35	s 8.47			N	GRANDVIEW	GW	57.7	s	6.11					7.45													
8			8.52				CAPP		54.8		6.03																		
44	P	11.55 PM	f 8.59				NORTH PROSSER		50.8	f	5.57					7.10													
10			f 9.03				BIGGAM		48.3	f	5.52																		
2							MEEK		46.5																				
53		12.20 AM	f 9.11				CHAFFEE		43.0	f	5.43					6.25													
5			f 9.17				CORRAL		39.3	f	5.36																		
42	PWX	12.40	s 9.22			D	BENTON CITY	BC	36.5	s	5.31					5.50													
53		12.55	9.32				ACTON		31.3		5.22					5.20													
8							GROSSCUP		28.2																				
53		1.25	9.50				LESLIE		20.8		5.05					4.30													
55	PVWX	1.45	s 10.10			N	KENNEWICK	KN	13.2	s	4.50					4.00													
12	P	1.55	f 10.20				HEDGES		8.7	f	4.35					3.45													
							N. P. CROSSING		7.3																				
53		2.05	f 10.25				VILLARD		6.7	f	4.30					3.35													
16	JPXY	A 2.20 AM	A 10.40 PM				ATTALIA		0.0		4.20 AM					3.15 PM													
							(98.0)				Daily		Daily			Daily Ex. Sat.													

Eastward trains are superior to trains of the same class in the opposite direction, except No. 83 is superior to No. 64 and No. 63 is superior to No. 84 between Midvale and Sunnyside.

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

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

Train arriving at Midvale as No. 64 will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.

Car Capacity of Sidings, etc. See Rule 6 (A).		WESTWARD				TEKOA-AYER BRANCH				EASTWARD			
		SECOND CLASS		FIRST CLASS		Time-Table No. 78 June 29, 1947		Mile Post		FIRST CLASS		SECOND CLASS	
		355 Freight	391 Freight	73 Passenger	61 Passenger					62 Passenger	74 Passenger	392 Freight	356 Freight
		Monday, Wednesday & Friday	Daily Except Monday	Daily	Daily	STATIONS							
BJKOPTWXYZ		6.00AM			DN-R	TEKOA	K	116.1				A 3.00PM	
14 JPX		6.30			R	SELTICE		110.4				2.40	
32 W		VIA THORNTON			D	FARMINGTON	FM	104.5				2.10	
M						N. P. CROSSING		103.4					
10						WALTERS		98.6				1.45	
						N. P. CROSSING		95.4					
38 VWX					D	GARFIELD	GR	95.1				1.25	
						ELBERTON		89.7				1.00	
13						GLENWOOD		83.5				12.25PM	
82 BJKOWXY				6.50PM	BLOCK SIGNALS	D-R	COLFAX	CA	77.4	A 7.55AM		11.45AM	
M							S. C. & P. CROSSING		77.3				
14 East Spur	X			6.57			CREST		74.9	7.45		11.05	
16 West Spur				f 7.02			MOCKONEMA		72.5	f 7.40		10.45	
34				f 7.09		DIAMOND		68.5	f 7.32		10.25		
29				f 7.16		THERA		64.8	f 7.25		10.00		
15				s 7.29		ENDICOTT	DI	57.4	s 7.14		9.30		
27				s 7.40		D-R	WINONA	WA	52.1	s 7.04		9.00	
63 JWXY													
14 JPX		6.30		VIA COLFAX	R	SELTICE		48.0					
11						WARNER		45.3					
11		7.00				FLETCHER		42.5					
						S. C. & P. CROSSING		39.8					
						N. P. CROSSING		39.7					
24 VWX		7.45			D	OAKESDALE	ON	39.1		VIA COLFAX		VIA COLFAX	
		8.30				THORNTON		31.2					
M						S. C. & P. CROSSING		30.7					
26		9.00				SUNSET		25.4					
						HUNTLEY		22.6					
10						JUNO		20.8					
28 WX		10.00			D	ST. JOHN	SJ	18.3					
		10.30				WILLADA		11.5					
53		11.00				GRAVEL PIT		4.4					
63 JWXY		11.45AM			D-R	WINONA	WA	0.0					
46		12.15PM	7.47			SUTTON		48.0	6.57				8.35
26 JOWXY		A12.45PM	s 7.57	D-R	LA CROSSE	JA	41.5	s 6.49			8.10AM		
42			f 8.12		JERITA		35.8	f 6.36					
14					SCHRECK		31.9						
44			f 8.26		HAY		30.2	f 6.25					
			f 8.44		CANYON		22.1	f 6.10					
60 JPVWXY			8.35PM	s 8.55	DN-R	RIPARIA	XS	17.5	s 6.00	A 6.10AM			
M					N. P. CROSSING		17.4						
10 JPXY		8.25PM	s 8.45	s 9.05	R	TUCANNON		12.6	s 5.45	s 6.00		A 8.35PM	
41 X		8.30	8.47	9.08		PATAHA		11.8	5.42	5.57		8.33	
54 X		8.50	f 9.03	f 9.22		RIFTON		2.9	f 5.26	f 5.41		8.10	
BJKOPWXY	A 9.00PM		A 9.10PM	A 9.30PM	DN-R	AYER	JD	0.0	5.20AM	5.35AM		8.00PM	
						(115.9) Via Colfax (105.5) Via Thornton				Daily	Daily	Daily	Sunday, Tuesday & Thurs.
		(0.35) 21.6	(6.45) 9.5	(0.35) 30.0	(2.40) 29.0	 Thru Time.....		(2.35) 29.9	(0.35) 30.0	(6.50) 10.9		(0.35) 21.6	
		 Average Speed per Hour.....											

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				SPOKANE-TEKOA BRANCH									
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS					Time-Table No. 78 June 29, 1947				
	381 CMSt. P&P Freight	387 Freight	383 CMSt. P&P Freight		69 Spokane Internat'l Passenger	95 CMSt. P&P Streamliner Passenger	93 CMSt. P&P Passenger	67 Passenger				91 CMSt. P&P Passenger	
	Daily	Daily Except Sunday	Daily Except Saturday		Daily	Daily	Daily	Daily	Daily				
BKPVX	9.30PM	5.30PM	7.45AM		11.59PM	10.15PM	8.30PM	8.10AM	8.00AM	BLOCK SIGNALS	DN-R	Dispr. SPOKANE DS AU	DISHMAN SP
IPX	9.40	5.40	7.50		A12.04AM	10.20	8.36	8.15	8.05		N. P. CROSSING	1.9	
83 X	9.51	5.46	7.55			10.23	8.39	8.18	8.08		EAST SPOKANE	0.9	
51 X											HILL	1.4	
59 JKVX	10.10	382 6.00	A 8.05AM			10.30	f 8.46	s 8.25	8.15		DN	2.3	
35	10.20	6.14				10.34	92 8.54	f 8.29	8.19		CHESTER	3.2	
17	10.35	68 6.32				10.41	9.00	8.35	8.26		REDLIN	3.6	
49	95 10.46	6.42				381 10.46	s 9.06	s 8.40	8.31		D	2.4	
38	94 11.03	6.58				10.50	f 9.12	f 8.45	8.35		MICA	2.8	
JVX	A11.25PM	7.15				94 A10.55PM	A 9.18PM	s 8.51	A 8.40AM		DN-R	3.3	
17										MANITO	1.2		
23		7.30								COEY	4.0		
40		7.40						s 8.58		D	3.3		
31 WX		7.55						9.05		ROCKFORD	3.3		
4								s 9.11		D	3.4		
		8.20						s 9.25		FAIRFIELD	5.1		
BJKOPTWXYZ	A 8.45PM							A 9.45AM		RAHM	3.3		
										LATAH	7.2		
										DN-R	TEKOA	K	
	(1.55) 11.4	(3.15) 15.2	(0.20) 19.5		(0.05) 22.8	(0.40) 22.7	(0.48) 27.3	(1.35) 31.1	(0.40) 32.7		(49.3)		
	Thru Time												
	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.

Between Manito and Tekoa, extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.

SPOKANE-TEKOA BRANCH										EASTWARD		
Our Capacity of Sidings, etc. See Rule 6 (A).	Time-Table No. 78 June 29, 1947			Mile Post	FIRST CLASS					SECOND CLASS		
					90	70	68	92	94	384	382	388
					CMSt. P&P Passenger	Spokane Internat'l Passenger	Passenger	CMSt. P&P Passenger	CMSt. P&P Streamliner Passenger	CMSt. P&P Freight	CMSt. P&P Freight	Freight
	STATIONS											
BLOCK SIGNALS												
BKPVX	DN-R SPOKANE	Dispr. DS AU	DOUBT THICK	165.4	A 6.45AM	A 12.15PM	A 7.05PM	A 9.15PM	A 11.50PM	A 4.00PM	A 7.00PM	A 1.30AM
IPX	N. P. CROSSING	1.9		163.5	6.35	12.08PM	6.57	9.08	11.35	3.45	6.50	1.20
83 X	EAST SPOKANE	0.0		162.6	6.32		6.55	9.06	11.33	3.40	6.40	1.15
51 X	HILL	1.4		161.2								
59 JKVX	DN DISHMAN	2.3	SP	158.9	f 6.25		s 6.45	8.59	11.26	3.30PM	387 6.00	1.05
35	CHESTER	3.2		156.7	6.20		f 6.39	98 8.54	11.20		5.51	12.52
17	REDLIN	3.6		152.1	6.12		387 6.32	8.48	11.13		5.40	12.37
49	D MICA	2.4	MA	149.7	6.07		f 6.27	8.43	11.08		5.32	12.27
38	FREEMAN	2.8		146.9	6.02		f 6.21	8.38	381 11.03		5.26	12.17
JVX	DN-R MANITO	3.3	MU	143.6	5.50AM		f 6.16	8.33PM	95 10.55PM		5.15PM	12.02AM
17	COEY	1.2		142.4								
23	D ROCKFORD	4.0	RD	138.4			s 6.05					11.46PM
40	DARKNELL	3.3		136.1			5.59					11.35
31 WX	D FAIRFIELD	3.4	G	131.7			s 5.53					11.20
4	RAHM	5.1		126.6								
	LATAH	3.3		123.3			s 5.38					10.55
BJKOPTWXYZ	DN-R TEKOA	7.2	K	116.1			5.25PM					10.30PM
	(49.3)				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
Thru Time.....					(0.55)	(0.07)	(1.40)	(0.42)	(0.55)	(0.30)	(1.45)	(3.00)
Average Speed per Hour.....					23.8	16.3	29.6	31.1	23.8	13.0	12.4	16.4

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

Between Manito and Tekoa, extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.

WESTWARD			POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		Time-Table No. 78 June 29, 1947		SECOND CLASS	
	355	Freight			356	Freight
	Monday Wed. & Fri.		STATIONS			
				Mile Post		
35 TWX	6.00PM	D-R	POMEROY	PY 28.9	A10.45PM	
25	6.20		ZUMWALT	24.4	10.30	
1	6.40		HOUSER	19.1	10.10	
7	6.50		DODGE	16.3	10.00	
18 W	6.57		CHARD	14.5	9.50	
8	7.10		JACKSON	11.3	9.35	
18	7.25		DELANEY	7.9	9.20	
BJKOWXY	A 8.15PM	D-R	STARBUCK	SA 0.0	8.50PM	
			(28.9)			Sunday, Tuesday & Thurs.
	(2.15) 12.8		Thru Time		(1.55) 15.1	
			Average Speed per Hour			

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD				WALLACE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS		Time-Table No. 78 June 29, 1947	Mile Post	FIRST CLASS		SECOND CLASS			
	393	67				68		394			
	Freight	Passenger				Passenger		Freight			
	Daily Except Saturday	Daily									
BJKOPTWXYZ	11.30PM	9.50AM		DN-R TEKOA K	0.0	A 5.20PM	A 9.30PM				
1 X				2.1 TILMA	2.1						
25	11.50PM	10.02		4.8 LOVELL	6.9	5.08	8.50				
18	12.10AM	10.13		5.2 WATT	12.1	4.58	8.30				
17 VX	12.23	10.19		3.2 D PLUMMER MR	15.3	4.48	8.10				
22 TWX	12.55	10.33		7.5 CHATCOLET	22.8	4.28	7.45				
		10.41		3.5 O'GARA	26.3	4.20					
40 WX	1.25	10.52		4.2 HARRISON	30.5	4.12	7.20				
43	1.40	10.59		3.8 D SPRINGSTON RC	34.0	4.05	7.10				
	1.55	11.07		4.0 BLACK LAKE	38.0	3.57	6.59				
Spur	2.10	11.14		3.3 MEDIMONT	41.3	3.51	6.51				
20	2.25	11.21		4.0 LANE	45.3	3.44	6.42				
33	2.40	11.27		3.8 ROSE LAKE	49.1	3.37	6.32				
12	2.50	11.34		2.9 DUDLEY	52.0	3.32	6.24				
30	3.10	11.45		5.7 CATALDO	57.7	3.24	6.10				
	3.30	11.56		4.8 ENAVILLE	62.5	3.17	6.00				
18	3.35	11.59AM		1.6 PINE CREEK	64.1	3.14	5.55				
				2.2 SMELTERVILLE	66.3						
				0.9 BRADLEY	67.2						
JWX				2.0 D-R KELLOGG-WARDNER DN	69.2	3.05	5.40				
25 BKOX	4.00	12.12PM		3.6 SHONT	72.8						
8				3.0 OSBURN	75.8	2.52	5.10				
31	4.25	12.28		4.4 D-R WALLACE WC	80.2	2.45PM	5.00PM				
BKOTVWXYZ	A 5.00AM	A12.45PM		0.2 N. P. CROSSING	80.4						
				0.2 N. P. CROSSING	80.6						
				0.1 WALLACE JCT.	80.7						
JX				3.4 GEM	84.1						
5 X				0.3 FRISCO	84.4						
7 X				0.7 DORN	85.1						
13				1.8 D BURKE B	86.9						
5 VWX											
				(86.9)		Daily	Daily Except Sunday				

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.

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

WESTWARD SIERRA NEVADA BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).		Time-Table No. 78	
		June 29, 1947	Mile Post
		STATIONS	
		BRADLEY	0.0
		3.2	
JWX		END OF TRACK	3.2
X			

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

WESTWARD			WALLULA BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS	Time-Table No. 78 June 29, 1947		Mile Post	FIRST CLASS	SECOND CLASS
	345 Freight	63 Passenger				64 Passenger	346 Freight
	Daily	Daily					
	STATIONS						
BJKOPVWXY	4.30AM	4.20AM	DN-R	WALLULA JN	0.0	A10.50PM	A10.00PM
11	4.46	4.35		7.5 REESE	7.5	10.35	9.25
29 PWX	5.04	4.50	D	7.5 TOUCHET CH	15.0	10.20	9.10
12	5.14	5.00		4.3 LOWDEN	19.3	10.10	9.00
10	5.24	5.10		4.7 WHITMAN	24.0	10.00	8.50
17 X	5.34	5.20		4.6 AUKER	28.6	9.50	8.40
M				0.1 W. W. V. RY. CROSSING	28.7		
5 X				0.2 ARTESIA	28.9		
BJKOPTVWXYZ	A 6.00AM	A 5.30AM	DN-R	2.0 WALLA WALLA } Z BU	30.9	9.45PM	8.30PM
				(30.9)		Daily	Daily
	(1.30) 20.6	(1.10) 26.5	Thru Time.....			(1.05) 28.5	(1.30) 20.6
			Average Speed per Hour.....				

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

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

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A).	SECOND CLASS		Mile Post	STATIONS	Mile Post	STATIONS	Mile Post	SECOND CLASS		Mile Post	STATIONS
	365	367						366	368		
	Freight	Freight						Freight	Freight		
	Daily Except Sunday	Tuesday and Friday									
29 T		368 1.15PM	24.8	TURNER		A 1.15PM					
25		1.24	22.7	WHETSTONE		1.04					
Spur		1.38	19.3	RONAN		12.50					
26 VWXY	2.05PM	A 2.05PM	13.1	D-R DAYTON DA		A12.25PM	12.25PM				
			13.0	N. P. CROSSING							
			13.0	N. P. CROSSING							
JX	2.07PM		12.9	DAYTON JCT.		12.23PM					
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RAILWAY.											
JX	2.30PM	R	5.2	WAITSBURG JCT.		12.03PM					
Spur X			4.1	LOYD							
23 X	2.34	D	3.5	WAITSBURG BG		11.59AM					
26 JWY	A 2.45PM	R	0.0	BOLLES		11.50AM					
				(24.8)							
	(0.40) 19.8	(0.50) 14.0		 Thru Time.....	(0.35) 22.6	(0.50) 14.0					
				 Average Speed per Hour.....							

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Train arriving at Turner as No. 368 will run as No. 367 Turner to Dayton.

WESTWARD				TUCANNON-PENDLETON BRANCH				EASTWARD			
Car Capacity of Siding, etc. See Rule 6 (A).	SECOND CLASS			Time-Table No. 78 June 29, 1947	Mile Post	SECOND CLASS					
		356	365				362	366			
		Freight	Freight				Freight	Freight			
		Sunday, Tuesday & Thurs.	Daily Except Sunday	Daily							
	JPKY	8.35PM			R	TUCANNON			A 8.25PM		
1						2.1 POWERS					
						1.7					
	BJKOWXY	A 8.45PM			D-R	STARBUCK	SA		8.15PM		
19						5.5 RELIEF					
27	X					5.7 ALTO					
5						4.4 McKAY					
23						3.1 MENOKEN					
26	JWX		2.45PM		R	BOLLES		A 11.50AM			
26	X		3.00		D	PRESCOTT	SY	11.38			
10			3.15			5.8 ENNIS		11.22			
9			3.20			1.1 BERRYMAN		11.18			
19			3.30			3.3 HADLEY		11.10			
21			3.40			2.9 VALLEY GROVE		11.02			
11			3.45			1.8 RUSSELL		10.55			
						4.6 N. P. CROSSING					
	M					0.6 W. W. V. RY. CROSSING					
						0.5					
	BJKOPTVWXYZ	A 4.00PM	3.00AM		DN-R	WALLA WALLA	Z BU	A 10.30AM	10.40AM		
						1.9 W. W. V. RY. CROSSING					
	M					0.6 LANGDON					
10				3.15		1.9 STATE LINE		10.10			
24				3.20		1.8 SPOFFORD		10.05			
						3.6 W. W. V. RY. CROSSING					
	M					0.1					
29	VWX			4.00	D	MILTON	CO	9.50			
15	VX					2.0 PRUNEDALE					
10				4.10		1.1 BARRETT		9.35			
13				4.20		2.9 BADE		9.20			
50				4.32		3.5 BLUE MOUNTAIN		9.05			
20				4.45		3.3 DOWNING		8.50			
Spur				4.55		2.5 WESTON	WT	8.40			
20	WX			5.15	D	ATHENA	CN	8.30			
41				5.30		4.6 ADAMS		8.15			
15				5.40		2.6 BLAKELEY		8.05			
11				5.53		3.1 HAVANA		7.55			
26				6.05		2.9 SAXE		7.45			
						3.7 W. D. JCT.					
	BJKVWXYZ		A 6.30AM		DN-R	PENDLETON	FD	7.30AM			
						(98.7)					
							Daily	Daily Ex. Sun.	Monday, Wednesday & Friday		
(0.10) 22.8 (1.15) 20.1 (3.30) 13.4 Thru Time. (3.00) 15.6 (1.10) 21.6 (0.10) 22.8 Average Speed per Hour											
Eastward trains are superior to trains of the same class in the opposite direction, except that No. 361 is superior to No. 362.—See Rule S-72.											

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:											
Designation "Str."		—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.									
Designation "DE-Psgr."		—Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.									
Designation "Psgr."		—Train with steam locomotive and all passenger train equipment.									
Designation "Frt."		—Train with freight cars; train with caboose only; locomotive without cars.									
When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 70 miles per hour must not be exceeded.											
When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.											
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.											
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.											
GENERAL											
Location		Miles Per Hour				Location		Miles Per Hour			
		Str.	DE-Psgr.	Psgr.	Frt.			Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.		70	60	60	40	Trains handling Fuller snow plow 0330.					35
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.				50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.					20 6
3800 and 3900 class engines.				55	40						
2-10-2 type engines.				45	40	Through tunnels.		40	40	40	25
MacArthur type engines with 63-inch drivers.				50	40	When using cross-overs or turnouts.		15	15	15	15
MacArthur type engines with 57-inch drivers.				35	35	On tracks other than main tracks.		15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.				35	35	Through interlocking.		15	15	15	15
On curves of 7 degrees and over with 2-10-2 type engines.				25	20	Railroad crossings where governed by automatic interlocking signals with non-operative approach signals, between the two home signals governing movement over the crossing.		15	15	15	15
0-6-0 and 0-8-0 type yard engines.				20	20	Over spring switches, when using turnouts.		15	15	15	15
C. M. St. P. & P. class N-3-S engines.				50	40	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.		20	20	20	20
Light engines.				35	35	Trains handling scale test cars:					
Engines running backward.		20	20	20	20	On main line.					30
Trains handling company roadway machines on their own wheels.					25	On branch lines.					25
Trains handling gravel loaded in Rodger or Hart ballast cars.					25						
SIXTH SUBDIVISION											
Eastward over N. P. crossings at M.P. 212.6 and 212.0, between home signals governing movement over crossing.		20	20	20	20	Between Mile Posts— Riverview 191.2 and 192.0		30	25	25	20
Within yard limits.		50	40	40	25	192.5 and 192.9		45	35	35	25
3800 & 3900 Class Locomotives				55	40	193.3 and 193.4		45	35	35	25
Between Mile Posts— Umatilla 186.7 and 186.8		60	50	50	40	Cold Springs 194.5 and 194.7		60	50	50	40
187.1 and 187.3		60	50	50	40	194.9 and 196.3		35	30	30	20
187.6 and 187.7		60	50	50	40	196.5 and 196.6		60	50	50	40
188.6 and 189.0		35	30	30	20	Sand 197.4 and 197.7		55	45	45	35
189.2 and 190.4		30	25	25	20	199.0 and 199.1		60	50	50	40

SIXTH SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Between Mile Posts— 199.3 and 199.4	60	50	50	40	Between Mile Posts— 247.0 and 247.2	60	50	50	40
200.7 and 200.8	60	50	50	40	Scott 252.8 and 253.0	55	45	45	35
201.8 and 201.9	60	50	50	40	256.9 and 257.1	55	45	45	35
Juniper 204.3 and 204.6	55	45	45	35	Ruxby 260.3 and 260.5	60	50	50	40
205.2 and 205.3	60	50	50	40	Ayer 268.2 and 269.3	30	30	30	30
206.1 and 207.2	35	30	30	20	271.5 and 272.5	25	25	25	15
207.5 and 208.5	35	30	30	20	272.7 and 273.2	55	45	45	35
210.0 and 210.3	25	25	25	20	275.1 and 276.9	40	40	40	25
Attalia 217.2 and 217.4	55	45	45	35	277.9 and 278.5	60	50	50	40
219.1 and 219.5	60	50	50	40	278.9 and 279.4	55	45	45	35
Humorist 224.2 and 224.5	60	50	50	40	Park 280.0 and 281.6	40	40	40	25
Ash 226.9 and 227.1	60	50	50	40	281.9 and 282.2	60	50	50	40
228.1 and 228.4	45	35	35	25	Hooper Jct. 286.1 and 286.5	60	50	50	40
228.8 and 229.9	40	35	35	25	290.6 and 291.1	60	50	50	40
230.8 and 231.4	60	50	50	40	291.9 and 292.3	25	25	25	25
231.9 and 232.3	55	45	45	35	Ankeny 294.4 and 294.5	40	40	40	25
233.0 and 233.4	60	50	50	40	295.4 and 297.0	60	50	50	40
Page 234.0 and 234.5	40	35	35	25	Marengo 308.6 and 309.0	60	50	50	40
234.9 and 235.6	40	35	35	25	Cheney , over street crossings.	15	15	15	15
236.3 and 236.5	40	35	35	25	352.8 and 353.5	55	45	45	35
236.8 and 236.9	60	50	50	40	354.0 and 363.8 on curves	60	50	50	35
237.9 and 238.1	45	35	35	25	364.2 and 364.4	45	35	35	25
239.0 and 239.3	60	50	50	40	364.7 and 364.9	55	45	45	35
239.6 and 239.8	60	50	50	40	365.1 and 366.2	25	25	25	15
Simmons 242.4 and 242.6	40	40	40	25	West Spokane , on 16-degree curve west end of yard.	8	8	8	8
242.9 and 243.1	45	35	35	25	366.5 and 367.1	40	35	35	25
243.4 and 243.5	60	50	50	40	Over Bridge 367.13	10	10	10	10
Walker Pit 244.5 and 244.6	60	50	50	40	Spokane , through Union Station limits.	15	15	15	15
246.1 and 246.3	60	50	50	40	Spokane Union Station over slip switches	10	10	10	10

BRANCHES

General At any point, within yard limits, except between Spokane and Manito.	30	30	30	15	On 3 degree curves			50	40
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.					On 4 degree curves			45	35
					On 5 and 6 degree curves			35	25
					On 7 and 8 degree curves			30	20
					On curves of 7 degrees and over with 2-10-2 type engines			25	20
					On 9 and 10 degree curves			25	20

BRANCHES (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Spokane-Tekoa Branch.					Spokane-Tekoa Branch (Continued) Spokane, over slip switches at N. P. Crossing.	15	15	15	10
Between Spokane and Manito.	70	60	60	35	Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.			12	12
Between Spokane and Manito, within yard limits.	50	40	40	25	Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	20
Between Manito and Tekoa.			50	30		Str.	Psgr.	Frt.	
Between Mile Posts— Tekoa					Tekoa-Ayer Branch. Maximum speed.		50		30
117.2 and 117.5			25	20	Between Tekoa and Colfax, via Garfield.		30		30
117.8 and 117.9			45	30	Between Tucannon and Ayer.		35		25
118.1 and 118.3			35	25	Between Mile Posts— Ayer		35		25
118.5 and 119.7			30	20	14.0 and 14.1		25		25
120.2 and 120.4			35	25	14.3 and 16.1		15		15
120.7 and 121.4			35	25	17.1 and 17.2		5		5
121.6 and 121.9			30	20	Over Snake River Bridge 17.23		35		25
122.1 and 122.5			35	25	18.6 and 18.8		25		20
122.9 and 123.2			50	30	19.7 and 19.9		30		20
Latah					Canyon		30		20
123.4 and 124.5			25	20	23.6 and 23.7		35		25
125.1 and 125.7			35	25	24.5 and 25.0		30		25
Rahm					25.4 and 26.9		30		20
127.5 and 128.4			35	25	27.1 and 27.2		25		20
129.6 and 130.6			50	30	27.4 and 27.8		25		20
130.8 and 131.0				25	28.2 and 28.7		35		25
Fairfield , over street crossings.					Hay		30		20
132.6 and 132.8			45	30	30.4 and 31.1		25		20
133.3 and 134.6			30	20	Schreck		30		20
135.3 and 136.3			35	25	32.0 and 33.8		25		20
Darknell					34.2 and 35.2		30		20
136.6 and 139.2			25	20	Jerita		30		20
Rockford					36.2 and 36.9		25		20
139.4 and 139.7			45	30	37.8 and 39.3		30		20
139.8 and 140.4			45	30	Sutton		30		20
141.0 and 141.2			35	25	49.3 and 50.1		35		25
Coey					Thera		45		30
142.6 and 143.2			30	20	64.9 and 65.2		35		25
Manito					65.4 and 65.6		35		25
144.4 and 144.6	60	50	50	35	68.2 and 68.5		35		25
145.5 and 146.0	55	45	45	35	Diamond		35		25
146.2 and 146.4	60	50	50	35	68.8 and 69.0		35		25
146.9 and 147.2	60	50	50	35	69.9 and 70.1		35		25
Freeman									
147.3 and 148.8	45	35	35	25					
149.1 and 149.2	60	50	50	35					
Mica									
150.5 and 151.9	35	30	30	20					
Redlin									
152.1 and 152.4	35	30	30	20					
152.6 and 153.0	45	35	35	25					
153.2 and 153.9	35	30	30	20					
154.3 and 154.5, westward	60	50	50	35					
154.3 and 154.5, eastward	60	50	50	25					
154.7 and 155.5	40	35	35	25					
Between Chester and Mica, on descending grade.				25					
Spokane, through tunnel.	15	15	15	15					

BRANCHES (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Tekoa-Ayer Branch (Continued) Between Mile Posts— Mockonema 73.3 and 73.6		25	20	Tucannon-Pendleton Branch (Cont'd) Between Mile Posts— Downing 24.0 and 24.5		25	20
Colfax, over street crossings.		12	12	25.4 and 26.2		25	20
74.9 and 77.2		25	12	Blue Mountain 29.0 and 29.4		25	20
78.4 and 78.5		30	20	29.8 and 30.1		25	20
79.8 and 80.7		30	20	Bade 30.3 and 30.4		25	20
81.5 and 82.3		25	20	31.2 and 31.7		25	20
82.9 and 83.4		25	20	32.2 and 32.4		25	20
Glenwood 83.7 and 84.5		30	20	32.7 and 32.9		25	20
86.5 and 87.0		25	20	Milton, over street crossings.		15	15
87.6 and 88.9		30	20	Walla Walla, over street crossings.		12	12
89.1 and 89.4		25	20	Walla Walla, on west leg of wye.		8	8
Elberton , over street crossings		25	25	Russell 52.7 and 53.4		25	20
91.0 and 91.9		25	20	Ennis 64.8 and 64.9		25	20
92.4 and 92.9		30	25	65.5 and 66.0		25	20
95.6 and 95.8		30	25	66.1 and 66.3		25	20
Walters 101.1 and 101.5		30	25	71.7 and 72.5		25	20
102.0 and 102.4		30	25	72.8 and 73.2		25	20
N. P. Crossing 104.6 and 104.9		30	20	74.3 and 76.1		25	20
Farmington 105.5 and 105.8		30	20	Menoken 78.4 and 78.5		25	20
112.2 and 113.1		30	25	McKay 78.9 and 79.3		25	20
Tekoa , McGoldrick's Spur.			10	79.6 and 79.9		25	20
Between Winona and Seltice via Thornton.		25	25	80.8 and 81.2		25	20
Tucannon-Pendleton Branch. Maximum speed.		30	30	95.1 and 95.2		25	20
Between Tucannon and Downing.		25	25	Powers 96.2 and 96.3		25	20
Between Starbuck and Alto.		25	12	Tucannon			
Between Walla Walla and Pendleton, with MacArthur type engines.		25	25	Yakima Branch. Maximum speed.		45	30
Between Barrett and Downing, on descend- ing grade.		15	15	With pile driver 0321.			15
Pendleton, over Thompson, Main and Aura Streets.		12	12	Between Mile Posts— Attalia			
Pendleton, over other street crossings within city limits.		20	20	Bridge 7.44		25	15
Between Mile Posts— Pendleton 1.2 and 1.4		30	25	Kennewick, over street crossings.		8	8
Havana 9.5 and 9.8		30	20	37.5 and 38.1		25	20
Athena, over street crossings.		15	15	Granger, over street crossings.		30	30
20.9 and 21.3		30	25				

BRANCHES (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Yakima Branch (Continued) Zillah , over street crossings.		25	15	Connell Branch (Continued) Between Mile Posts— La Crosse 3.4 and 3.6		35	25
Yakima River Bridge 89.35, through gauntlet track.		15	15	Pampa 6.6 and 6.8		35	25
Yakima, over Yakima Ave., and Walnut Street.		6	6	7.2 and 7.8		25	20
Yakima, over other street crossings.		10	10	Gordon 9.2 and 9.7		30	20
Wallula Branch. Maximum speed.		35	30	Hooper Junction on connection between Connell Branch and Sixth Sub-Division		15	15
Between Mile Posts— Wallula				Moscow Branch. Maximum speed.		35	25
0.8 and 1.1		30	20	Between Mile Posts— Colfax , over street crossings.		12	12
1.6 and 2.0		25	20	2.3 and 3.5		30	20
2.6 and 2.7		35	25	Risbeck 5.6 and 6.7		25	20
2.9 and 3.1		35	25	6.8 and 7.5		30	20
3.5 and 3.6		35	25	Parvin 8.4 and 8.8		25	20
4.0 and 4.3		35	25	Shawnee 9.9 and 10.0		30	20
4.8 and 5.3		30	20	10.8 and 11.2		25	20
5.9 and 6.4		35	25	12.2 and 12.5		30	20
6.7 and 6.8		30	20	Albion 13.4 and 13.6		30	20
7.0 and 7.1		25	20	14.3 and 14.9		25	20
Reese 7.7 and 8.0		30	20	Armstrong 17.5 and 17.7		30	20
8.2 and 8.4		35	25	17.9 and 18.0		30	20
8.7 and 9.1		30	20	Pullman , over street crossings.		6	6
9.5 and 9.7		30	20	19.9 and 20.0		30	20
10.0 and 10.1		35	25	Garrison 24.6 and 24.8		30	20
10.7 and 10.9		35	25	25.2 and 25.4		30	20
11.1 and 11.4		35	25	Moscow , over street crossings.		12	12
12.1 and 12.3		25	20	Wallace Branch. Maximum speed: Between Tilma and Lovell.		50	30
12.5 and 12.6		35	25	Between Lovell and Chatcolet.		35	20
18.5 and 18.6		35	25	Between Chatcolet and Harrison.		40	25
Walla Walla				Between Harrison and Wallace.		50	30
Pomeroy Branch. Maximum Speed: Between Mile Post 15 & Pomeroy		20 15	20 15	Between Mile Posts— Tekoa 2.3 and 4.7		30	20
Dayton Branch. Maximum speed: Between Dayton and Bolles.		25	25				
Between Mile Posts— Bolles 0.4 and 0.6		25	20				
Dayton, over street crossings west of Touchet River.		15	15				
Dayton, over all other street crossings.		10	10				
12.9 and 24.8		15	15				
Connell Branch. Maximum speed: Between LaCrosse and Hooper Jct.		35	30				
Between Hooper Jct. and Connell.		20	20				
Between Mile Posts—							

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr't.		Str.	Psgr.	Fr't.
Wallace Branch (Continued) Between Mile Posts— Lovell 8.0 and 9.0		30	20	Wallace Branch (Continued) Between Mile Posts— 50.6 and 51.0		35	25
9.4 and 9.7		35	20	51.5 and 52.0		50	30
9.9 and 10.7		30	20	Dudley 53.6 and 54.2		35	25
11.1 and 12.1		30	20	54.5 and 54.9		35	25
Watt 12.3 and 13.0		15	15	55.6 and 55.8		50	30
14.4 and 14.6		30	20	56.0 and 56.3		50	30
17.9 and 18.2		30	20	Cataldo 58.7 and 59.1		45	30
18.5 and 20.3		30	20	59.3 and 59.7		50	30
20.7 and 21.5		30	20	60.0 and 60.2		20	20
Bridge, 23.45		15	15	60.2 and 61.2		50	30
24.1 and 25.3		35	25	Enaville 62.4 and 63.2		35	25
25.6 and 27.7		25	20	63.4 and 64.0		45	30
28.0 and 28.4		30	20	70.1 and 70.3		35	25
Springston 34.0 and 34.1		45	30	70.7 and 70.9		35	25
34.5 and 34.7		45	30	71.5 and 71.7		45	30
34.9 and 35.2		35	25	72.4 and 72.6		35	25
36.2 and 36.4		50	30	Shont 73.4 and 73.6		45	30
38.3 and 38.6		35	25	Osburn 77.1 and 77.2		35	25
Black Lake 39.6 and 39.8		45	30	77.4 and 77.7		35	25
Medimont 42.2 and 42.5		50	30	78.0 and 78.2		35	25
43.7 and 43.9		50	30	78.6 and 78.7		35	25
Lane 47.8 and 48.3		45	30	Wallace, over street crossings.		6	6
48.6 and 49.0		45	30	81.4 and 87.3		20	20
Rose Lake 49.3 and 49.6		50	30	Burke to Wallace, eastward.		20	10
				Sierra Nevada Branch.		10	10

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	51"	70.6	1' 2"	58.	1' 12"	50.	2' 15"	26.6
31"	116.1	42"	85.7	52"	69.2	1' 3"	57.1	1' 15"	48.	2' 30"	24.
32"	112.5	43"	83.7	53"	67.9	1' 4"	56.2	1' 20"	45.	2' 45"	21.8
33"	109.1	44"	81.8	54"	66.6	1' 5"	55.3	1' 25"	42.3	3'	20.
34"	105.9	45"	80.	55"	65.4	1' 6"	54.5	1' 30"	40.	3' 30"	17.1
35"	102.9	46"	78.3	56"	64.2	1' 7"	53.7	1' 35"	37.9	4'	15.
36"	100.	47"	76.6	57"	63.1	1' 8"	52.9	1' 40"	36.	5'	12.
37"	97.3	48"	75.	58"	62.	1' 9"	52.1	1' 45"	34.3	6'	10.
38"	94.7	49"	73.5	59"	61.	1' 10"	51.4	1' 50"	32.7	7'	8.6
39"	92.3	50"	72.	1'	60.	1' 11"	50.7	1' 55"	31.3	8'	7.5
40"	90.			1' 1"	59.			2'	30.	10'	6.