



UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE

No. 32

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

J. G. KIMMELL
General Superintendent

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivisions and Branches

L. L. Rudd, Chief Train Dispatcher.....	Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher.....	Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher....	Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher.....	Albina, Ore.

Sixth Subdivision and Branches

P. H. Walsh, Chief Train Dispatcher..... Spokane, Wash.
J. A. Walsh, Assistant Chief Train Dispatcher..... Spokane, Wash.
C. E. Wizemann, Assistant Chief Train Dispatcher..... Spokane, Wash.
R. S. Larabee, Assistant Chief Train Dispatcher.... Spokane, Wash.

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

Name	Title	Location	Name	Title	Location
Ralph M. Dodson	District Surgeon	Portland, Ore.	J. D. Freund	Surgeon	Kennewick, Wash.
H. V. Valentine	District Surgeon	Spokane, Wash.	H. F. Craig	Surgeon	La Crosse, Wash.
Guy L. Boyden	Aurist	Portland, Ore.	Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	John B. Gregory	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	J. E. Carssow	Surgeon	Lewiston, Ida.
M. H. Johnson	Oculist	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	R. J. Welland	Surgeon	Pomeroy, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Carl R. Kostol	Surgeon	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
C. Palmer McKim	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
Mehzie McKim, Jr.	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. C. Vandeventer	Surgeon	End, Ore.	B. P. Jacobsen	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	R. E. Humphreys	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 Weltz, Jr.	Surgeon	Colfax, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Q. M. Thomas	Surgeon	Condon, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
Henry Weltz	Surgeon	Dishman, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Ross D. Wright	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	E. J. Purdy	Surgeon	Tekoa, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	J. S. Reinschmidt	Surgeon	Tekoa, Wash.
A. D. McMurdo	Surgeon	Hepburn, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
F. B. Bell	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Bruce L. Till	Surgeon	Hermiston, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
H. D. Lewis	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	C. D. Hengerson	Oculist and Aurist	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	W. F. Holmes	Physician	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	J. B. Adams	Surgeon	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Walla Walla, Ore.
G. M. Whiteeel	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 32 February 24, 1967	FIRST CLASS						
401 Passenger	19 Passenger	11 Mail and Express	105 Streamliner Passenger	457 Passenger	17 Passenger			12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	402 Passenger	
Daily	Daily	Daily	Daily	Daily	Daily									
			5.35	2.05		4.20	0.0	GRANGER	A 9.25		A 12.27	A 1.10		
			10.45 12.15	5.45 8.55		9.35 10.35	213.9	POCATELLO	4.10 3.25		8.30 8.20	5.35 4.55		
			3.45	8.25		2.00	373.8	GLENNS FERRY	12.05		5.45	1.40		
			5.45	9.40		3.45	448.4	BOISE	10.20		4.30	11.55		
			8.35	11.40		6.40	550.1	M.T. HUNTINGTON	M.T. 7.40		2.35	9.25		
			7.45	10.40		5.50		P.T. HUNTINGTON	P.T. 6.30		1.35	8.15		
			10.35	1.05		8.40	649.7	LA GRANDE	3.45		11.10	5.35		
			12.50	3.10		11.05	723.9	PENDLETON	1.25		9.08	3.00		
			7.30				941.3	SPOKANE				A 6.30		
			9.57				837.4	AYER				4.05		
			11.00				786.3	WALLULA				2.55		
			A 11.45	1.55	3.55		12.40	HINKLE	12.40		8.30	2.10	2.20	
				4.10	5.30		3.10	THE DALLES	10.30		6.50	11.40		
			11.45	A 6.45	A 7.30	9.00	A 5.30	PORTLAND	8.00	A 9.15	5.00	9.30		A 5.45
	A 6.15					A 1.00		SEATTLE		5.00				11.45
									Daily	Daily	Daily	Daily	Daily	Daily

(6.30) (4.15) (26.10) (18.25) (4.00) (26.10)

28.2 43.1 35.9 51.0 45.8 35.9

.....Thru Time.....

...Average speed per hour...

(24.25) (4.15) (18.27) (24.40) (4.10) (6.00)

38.5 45.4 50.9 38.3 44.6 30.5

FIRST CLASS					Distance from McCammon	Time-Table No. 32 February 24, 1967	FIRST CLASS				
			29 Passenger	33 Passenger			34 Passenger	30 Passenger			
			Daily	Daily			STATIONS				
			10.45	9.30	0.0	McCAMMON	A 5.55	A 4.50			
			11.15	A 10.00	22.7	POCATELLO	<u>5.25</u>	4.15			
			1.15		73.3	IDAHO FALLS		1.50			
					124.3	ASHTON					
					169.9	VICTOR					
					180.4	WEST YELLOWSTONE					
			A 7.10		285.9	BUTTE		8.00			
							Daily	Daily			
			(8.25) 33.9	(0.30) 45.4	 Thru Time		(0.30) 45.4	(8.50) 32.3	 Average speed per hour		

MILEAGE	
Main Line.....	776.64
Branches.....	1165.69
Grand Total.....	<u>1942.33</u>

WESTWARD					FIRST SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS			Time-Table No. 32 February 24, 1957	Mile Post	FIRST CLASS			SECOND CLASS			
	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express	18 Passenger			12 Mail and Express	106 Streamliner Passenger	126 Time Freight				
	Daily Except Sunday and Monday	Daily	Daily	Daily										
	STATIONS													
BKOPTWXYZ	9.25AM	10.40PM	5.50PM	7.45AM	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 6.30PM	As 1.35AM	A 5.15AM				
100 P				f	4.9 D LIME BY	384.5	7.55	6.17	1.20					
100 PW					7.0 WEATHERBY	377.5								
150 PY				s 8.17	8.6 DURKEE	368.9		f 5.55						
100 P					7.2 OXMAN	361.7								
170 P				s 8.44	6.3 PLEASANT VALLEY	355.4								
WB 91 PY EB 109					3.5 ENCINA	351.9								
107 P		11.43	6.55	8.57	4.6 QUARTZ	347.3								
WB 109 BKOPW EB 111 XYZ		s 11.53PM	s 7.07	s 9.09	5.3 DN BAKER BC	342.0	s 6.45	s 5.05	s 12.10AM					
106 P					4.4 WING	337.6	6.32	4.48	11.59PM					
106 P				s 9.21	5.9 D HAINES KB	331.7		f 4.43						
106 PW				s 9.32	9.0 D NORTH POWDER HD	322.1		f 4.32						
107 P					6.6 SAGO	315.5								
147 PVWY				f 9.46	2.9 TELOCASET	312.6								
105 P					3.7 CROOKS	308.9								
105 PVY					6.7 D UNION JCT. UN	302.2								
105 P		12.45AM	8.13	10.11	7.3 LONETREE	294.9								
BJKOPTWXYZ	A 1.59AM	A 1.00AM	A 8.30PM	A 10.25AM	5.1 DN-R LA GRANDE RA	289.8	5.35AM	3.45PM	11.10PM	2.35AM				
					(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday				
(2.34) 38.8					(2.20) 42.7	(2.40) 37.4	(2.40) 37.4	 Thru Time			(2.40) 37.4			
								Average speed per hour.....			(2.45) 36.2			
											(2.25) 41.2			
											(2.40) 37.4			

No. 12 and No. 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS			Time-Table No. 32 February 24, 1957	Mile Post	FIRST CLASS			SECOND CLASS	
		125 Time Freight	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight	
		Daily Except Sunday and Monday	Daily	Daily	Daily							
	STATIONS											
BJKOPTWXYZ		12.10PM	8.40PM	10.35AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.35PM	A 1.05PM	A 2.25AM	
WB 71 PVWY EB 72						HILGARD	282.1	5.00	3.15	10.50		
139 P						MOTANIC	275.6					
P						NORDEEN	272.1					
141 PWXY						KAMELA	271.1					
P						ROSS	268.3					
WB 105 PW EB 102				f 11.25		MEACHAM	265.5					
136 P						HURON	257.7					
120 PW						CAMP	254.1					
WB 68 PWY EB 69				f 11.56AM		DUNCAN	248.5					
102 P						BONIFER	239.5					
106 PWY				f 12.13PM		GIBBON	236.9					
117 P						HOMLY	229.6					
116 P						MINTHORN	224.7					
115 P			10.40	12.35	2.55	MUNRA	218.9					
69 BJKPV WXYZ			s 11.05	s 12.50	s 3.10	DN PENDLETON FD	215.6	s 3.00	s 1.25	s 9.08		
155 JPX				s 12.57		RIETH	212.0	2.45	1.13	8.59		
135 P						BARNHART	208.3					
135 P						NOLIN	198.9					
135 PW			f 11.39	s 1.22		D ECHO HI	192.6					
P			f 11.45	s 1.29	3.37	STANFIELD	188.4					
BJKOPWXYZ		A 3.20PM	A 1.59PM	A 1.45PM	A 3.50AM	DN-R HINKLE UK	184.2	2.10AM	12.40PM	8.30PM	11.15PM	
						(106.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday	
	(3.10) 33.3	(3.19) 31.8	(3.10) 33.3	(2.45) 38.4	 Thru Time	(3.15) 32.5	(2.55) 36.2	(2.35) 40.9	(3.10) 33.3			

For conditional stops to discharge or pick up passengers, see page 31.

For stations not shown on schedule pages, see page 22.

WESTWARD			THIRD SUBDIVISION								
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 32 February 24, 1957			STATIONS	
		125 Time Freight	151 Time Freight	257 Time Freight			11 Mail and Express	105 Streamliner Passenger	17 Passenger		
		Daily Except Sunday and Monday	Daily	Daily			Daily	Daily	Daily		
BJKOPWXYZ		3.30PM	9.30AM	1.45 ¹⁸ AM			1.55PM	3.55AM	12.40AM	DN-R	HINKLE UK
P		3.39	9.40	1.55			2.05		12.47		ORDNANCE RN
136 PW		3.42	9.43	1.58			2.08	4.02	12.49		MUNLEY
136 P		3.49	9.51	2.06			2.14	4.07	12.54		CLARKE
136 P		3.57	10.00	2.15			2.22	4.12	1.00	DN	BOARDMAN BD
130 P		4.06	10.14	2.26			2.31	4.19	1.12 ¹⁸		CASTLE
19 JP		4.15	10.26	2.37			2.38		1.21	N	HEPPNER JCT. WI
143 P		4.17 ²⁶⁴	10.28	2.39			2.40	4.26	1.23		WILLOWS
WB 142 EB 117 BJKOPTX		4.29	10.45	2.52			2.51	4.34 ²⁶²	1.32	DN	ARLINGTON MX
135 P		4.36	10.55	2.59			2.59	4.38	1.49		GILMORE
132 P		4.43	11.16 ¹²	3.06			3.05 ²⁶⁴	4.42	1.55		BLALOCK
134 P		4.51	11.33	3.15			3.12	4.47	2.02		QUINTON
137 P		5.01	11.48	3.30 ²⁶²			3.20	4.54	2.11		GOFF
148 P		5.09	11.57AM	3.39			3.26	4.59	2.18		RUFUS
150 JP		5.15	12.07PM	3.48			3.32	5.04	2.24	DN	BIGGS BX
60 P		5.19	12.13	3.54			3.37	5.07	2.29		MILLER
JPV		5.27	12.24	4.05			3.44	5.13	2.36		OREGON TRUNK JCT.
80 P		5.32	12.30	4.13			3.49	5.17	2.42		DUNE
BKOPTWXX		A 5.50PM	A 12.40PM	A 4.35AM			A 4.05PM	A 5.30AM	A 3.00AM	DN-R	THE DALLES DK
											(98.4)
		(2.20) 42.2	(3.10) 31.1	(2.50) 34.7			(2.10) 45.4	(1.35) 62.1	(2.20) 42.2	Thru Time.....	
										Average speed per hour.....	

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

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

No. 17 will stop at Ordinance 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								
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 32 February 24, 1957			STATIONS	
		125 Time Freight	151 Time Freight	257 Time Freight			11 Mail and Express	106 Streamliner Passenger	18 Passenger		
		Daily Except Sunday and Monday	Daily	Daily			Daily	Daily	Daily		
BJKOPWXYZ		3.30PM	9.30AM	1.45 ¹⁸ AM			1.55PM	3.55AM	12.40AM	DN-R	HINKLE UK
P		3.39	9.40	1.55			2.05		12.47		ORDNANCE RN
136 PW		3.42	9.43	1.58			2.08	4.02	12.49		MUNLEY
136 P		3.49	9.51	2.06			2.14	4.07	12.54		CLARKE
136 P		3.57	10.00	2.15			2.22	4.12	1.00	DN	BOARDMAN BD
130 P		4.06	10.14	2.26			2.31	4.19	1.12 ¹⁸		CASTLE
19 JP		4.15	10.26	2.37			2.38		1.21	N	HEPPNER JCT. WI
143 P		4.17 ²⁶⁴	10.28	2.39			2.40	4.26	1.23		WILLOWS
WB 142 EB 117 BJKOPTX		4.29	10.45	2.52			2.51	4.34 ²⁶²	1.32	DN	ARLINGTON MX
135 P		4.36	10.55	2.59			2.59	4.38	1.49		GILMORE
132 P		4.43	11.16 ¹²	3.06			3.05 ²⁶⁴	4.42	1.55		BLALOCK
134 P		4.51	11.33	3.15			3.12	4.47	2.02		QUINTON
137 P		5.01	11.48	3.30 ²⁶²			3.20	4.54	2.11		GOFF
148 P		5.09	11.57AM	3.39			3.26	4.59	2.18		RUFUS
150 JP		5.15	12.07PM	3.48			3.32	5.04	2.24	DN	BIGGS BX
60 P		5.19	12.13	3.54			3.37	5.07	2.29		MILLER
JPV		5.27	12.24	4.05			3.44	5.13	2.36		OREGON TRUNK JCT.
80 P		5.32	12.30	4.13			3.49	5.17	2.42		DUNE
BKOPTWXX		A 5.50PM	A 12.40PM	A 4.35AM			A 4.05PM	A 5.30AM	A 3.00AM	DN-R	THE DALLES DK
											(98.4)
		(2.20) 42.2	(3.10) 31.1	(2.50) 34.7			(2.10) 45.4	(1.35) 62.1	(2.20) 42.2	Thru Time.....	
										Average speed per hour.....	

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

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

No. 12, daily except Saturday and Sunday, will reduce speed to 30 MPH at Blalock to permit exchange of mail.

No. 18, daily except Saturday and Sunday, will reduce speed to 30 MPH at Boardman to permit exchange of mail.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

WESTWARD				FOURTH SUBDIVISION						Time-Table No. 32 February 24, 1957	
Car Capacity of Sidings, etc. (See Rule 6(A), Page 31.)	SECOND CLASS			FIRST CLASS					STATIONS		
		125 Time Freight	151 Time Freight	257 Time Freight		458 Passenger	11 Mail and Express	105 Streamliner Passenger		402 Passenger	17 Passenger
		Daily Except Sunday and Monday	Daily	Daily		Daily	Daily	Daily		Daily	Daily
BKOPTWXZ		6.05PM	1.15PM	5.35AM			4.10PM	5.30AM		3.10AM	DN-R THE DALLES DK 4.1 CRATES 5.2 ROWENA 6.3 MOSIER 7.4 DN HOOD RIVER KI 4.1 MENO 8.5 WYETH 7.2 DN CASCADE LOCKS CJ 4.3 D BONNEVILLE MU 4.8 DODSON 7.3 D BRIDAL VEIL JU 3.9 ROOSTER ROCK 7.1 DN TROUTDALE SN 1.7 FAIRVIEW 6.0 CLARNIE 3.5 GRAHAM 2.5 BRUUN 1.4 EAST PORTLAND 0.5 HEMLOCK 4.6 FIR 4.3 DN KENTON KN 2.5 DN NORTH PORTLAND JCT. KD 1.2 PENINSULA JCT. 1.4 DN ST. JOHNS JCT. JN 2.6 DN-R ALBINA B X 1.1 EAST PORTLAND 0.5 DN-R PORTLAND P-V
P		6.15	1.25	5.45			4.15	5.35		3.16	
13 P		6.37 ¹⁰⁶	1.35	5.55			4.21	5.41		3.22	
133 P		6.55	1.47	6.07			4.30	5.50		3.33	
WB 72 EB 107 PVX		7.15	2.00	6.20			4.42	6.01		3.45	
131 P		7.21	2.07	6.27			4.48	6.06		3.51	
132 PW		7.34	2.25	6.44			5.00	6.18		4.05	
139 P		7.54 ¹²⁶	2.39	6.57			5.10	6.27		4.15	
122 PW		8.05	2.47	7.05			5.17	6.32		4.22	
131 P		8.13	2.56	7.14			5.23	6.38		4.28	
131 PZ		8.23	3.10	7.27			5.35 ¹⁰⁶	6.47		4.38	
131 P		8.30	3.18	7.35			5.44	6.52		4.43	
56 107 IJP		8.45	3.32	7.50			5.58	7.00		4.54	
51 P							6.05	7.03		4.59	
53 P							6.15	7.09		5.06	
28 PX		VIA KENTON	VIA KENTON	VIA KENTON			6.21	7.15		5.12	
17 PX							6.27	7.19		5.17	
IJPVXY							6.31	7.22		5.21	
51 P		8.55	3.42	8.00							
100 P		9.05	3.52	8.10							
73 BKPXZ		9.20	4.15	8.25							
IJVX							8.55PM VIA GRAHAM	VIA GRAHAM	5.25AM	VIA GRAHAM	
IJPXY							8.57		5.28		
IJPX		9.35	4.30	8.40			8.59		5.31		
BKOPTWXZ	A	9.45PM	A 4.55PM	A 9.00AM							
IJPVXY							9.06	6.31	7.22	5.38	
BIKPV							A 9.15PM	A 6.45PM	A 7.30AM	A 5.45AM	
										</	

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

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

FOURTH SUBDIVISION										EASTWARD			
Time-Table No. 32 February 24, 1957			Mile Post	FIRST CLASS						SECOND CLASS			
STATIONS				12 Mail and Express	457 Passenger	106 Streamliner Passenger	18 Passenger	401 Passenger	264 Time Freight	126 Time Freight	262 Time Freight		
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R	THE DALLES	DK	85.8	10:25AM		As 6:50PM	11:30PM			12:45PM	8:55PM	1:00AM
		4.1 CRATES		81.7	10:15		6:43	11:18			12:27	8:45	12:42
		5.2 ROWENA		76.5	10:09		6:37 ¹²⁵	11:12			12:17	8:39	12:32
		6.3 MOSIER		70.2	10:00		6:27	11:03			12:05PM	8:30	12:20
		7.4 HOOD RIVER	KI	62.8	9:50		6:18	10:54			11:53AM	8:22	12:08
		4.1 MENO		58.7	9:39		6:12	10:44			11:46	8:16	12:01AM
		8.5 WYETH		50.2	9:27		6:01	10:32			11:30	8:04	11:45PM
		7.2 CASCADE LOCKS	CJ	43.0	9:17		5:52	10:23			11:17	7:54 ¹²⁵	11:32
		4.3 BONNEVILLE	MU	38.7	9:09		5:47	10:18			11:09	7:49	11:25
		4.8 DODSON		33.9	9:00		5:42	10:12			11:00	7:43	11:17
BLOCK SIGNALS		7.3 BRIDAL VEIL	JU	26.6	8:50		5:35 ¹¹	10:04			10:50	7:34	11:06
		3.9 ROOSTER ROCK		22.7	8:39		5:30	10:00			10:40	7:29	10:59
		7.1 TROUTDALE	SN	15.6	8:27		5:23	9:53			10:25	7:21	10:45
		1.7 FAIRVIEW		13.9	8:24		5:21	9:51			10:19	7:17	10:40
		6.0 CLARNIE		7.9	8:16		5:15	9:45			10:07	7:11	10:28
		3.5 GRAHAM		4.4	8:11		5:10	9:40			9:59	7:06	10:20
		2.5 BRUUN		1.9	8:07		5:06	9:36			9:54	7:02	10:14
		1.4 EAST PORTLAND		0.5	8:04		5:03	9:33			9:50	6:59	10:10
		0.5 HEMLOCK		17.0									
		4.6 FIR	FR	12.4									
	4.3 KENTON	KN	8.1										
	DN	NORTH PORTLAND JCT	KD	6.8	VIA GRAHAM	9:16AM	VIA GRAHAM	VIA GRAHAM	12:01AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
	1.2 PENINSULA JCT.		5.6		9:13			11:58PM					
	DN	ST. JOHNS JCT.	JN	4.2		9:10		11:55					
	1.4 ALBINA	B X	1.6							9:30AM		9:45PM	
	2.6 EAST PORTLAND		0.5	8:04	9:04	5:03	9:33	11:49		6:59			
	0.5 PORTLAND	P-VC	0.0	8:00AM	9:00AM	5:00PM	9:30PM	11:45PM		6:55PM			
	VIA GRAHAM (85.8) VIA KENTON (92.2)				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily	
Thru Time.....				(2.25)	(0.16)	(1.50)	(2.00)	(0.16)	(3.15)	(2.00)	(3.15)		
Average speed per hour.....				35.5	26.5	46.8	42.9	26.5	26.6	42.9	26.6		

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

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.

No. 18 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

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 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.

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.

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.

	(8.30)	(0.12)	(4.00)	(0.17)	 Thru Time
	28.2	15.5	45.8	10.9	 Average speed per hour

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

Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision Time-table between Portland and North Portland Jct.

On Fifth Subdivision, Rule D-97 is in effect.

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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 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.

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.

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.

..... Thru Time.....	(0.08)	(0.08)	(4.15)	(6.00)
..... Average speed per hour.....	23.3	23.3	45.4	30.5

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							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 32			
	379	151	361	363		63	19	97	February 24, 1957			
	Freight	Freight	Freight	Freight		Passenger	Passenger	CMS&P Streamliner Passenger				
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily		Daily	Daily	Daily	STATIONS			
BKPVX		12.35AM					7.30PM	12.25AM	DN-R	SPOKANE	DS AU	
PX		12.45					7.34	12.31	WEST SPOKANE			
48 P		12.55					7.38	12.38	COWLES			
53 P		1.05					7.43	12.45	MARSHALL			
108 PWX		1.20					7.52	12.56	N	CHENEY	CY	
51 P		1.30					7.58	1.04	GEIB			
52 P		1.40					8.05	1.10	MASON			
53 PW		1.55					8.13	1.19	CROSKY			
109 P		2.05					8.18	1.25	WELLS			
52 P		2.20					8.25	1.32	PALM LAKE			
44 P		2.30					8.31	1.38	ASHBY			
52 P		2.40					8.36	1.44	EMDEN			
75 JOPVWXY		3.00					8.45	1.55AM	DN-R	MARENGO	RA	
52 P		3.10					8.51		THAVIS			
53 P		3.17					8.56		MACK			
51 P		3.25					9.01		ANKENY			
38 JPWY	5.00PM	3.40					9.12		N-R	HOOPER JCT.	HR	
53 P	5.15	3.50					9.19		PARK			
146 P	5.30	4.19 ²⁰					9.28		JOSO			
73 P	5.45	4.35 ³⁷⁸					9.36		CHEW			
BJKOPWXY	A 6.00PM	6.00					9.57		DN-R	AYER	JD	
98 P		6.15					10.05		RUXBY			
98 P		6.30					10.14		SCOTT			
48 P		6.40					10.21		WALKER			
98 P		6.46					10.25		SIMMONS			
98 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			10.15PM	11.00	DN-R	WALLULA	JN	
JPVXY		7.55	7.30	4.40			10.18	11.03	WALLULA JCT.			
157 P		8.20	7.47	5.00			10.31	11.15	JUNIPER			
159 P		8.40	8.05	5.20			10.42	11.26	COLD SPRINGS			
BJKOPWXYZ	A 9.15AM	A 8.30AM	A 5.40AM				11.10PM	11.45PM	DN-R	HINKLE	UK	
(186.0)												
Thru Time.....												
Average speed per hour.....												
(1.00) (8.40) (1.05) (1.10) (0.55) (4.15) (1.30)												
21.5 21.4 28.6 26.6 33.8 43.1 40.7												

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.

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

No. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.

No. 379 arriving at Hooper Jct. on Connell Branch will run as No. 379 on Sixth Subdivision Hooper Jct. to Ayer.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

SIXTH SUBDIVISION										EASTWARD			
Time-Table No. 32 February 24, 1957		Mile Post	FIRST CLASS				SECOND CLASS						
			20 Passenger	64 Passenger	98 CM&P&P Streamliner Passenger			362 Freight	378 Freight	298 Freight	364 Freight		
STATIONS													
BLOCK SIGNALS C.T.C.	DN-R SPOKANE AU	367.3	A 6.30AM		A 11.15PM					A 6.30PM			
	WEST SPOKANE	365.6	6.23		11.05					6.15			
	COWLES	362.0	6.17		10.59					6.05			
	MARSHALL	357.8	6.11		10.53					5.55			
	N CHENEY CY	350.5	6.02		10.43					5.40			
	GEIB	345.3	5.55		10.35					5.30			
	MASON	340.3	5.48		10.28					5.20			
	CROSKY	332.9	5.39		10.20					5.05			
	WELLS	328.9	5.34		10.14					4.57			
	PALM LAKE	322.3	5.26		10.05					4.45			
	ASHBY	317.1	5.19		9.59					4.35			
	EMDEN	312.9	5.14		9.53					4.20			
	DN-R MARENGO RA	306.2	5.05		9.45PM					4.00			
	THAVIS	301.4	4.55							3.29			
	MACK	297.0	4.50							3.22			
	ANKENY	292.8	4.44							3.15			
	N-R HOOPER JCT. HR	284.9	4.35						A 5.15AM	3.00			
	PARK	279.3	4.28						5.02	2.45			
	JOSO	273.1	4.19 ¹⁵¹						4.50	2.33			
	CHEW	267.3	4.10						4.35 ¹⁵¹	2.15			
	DN-R AYER JD	263.5	4.05						4.15AM	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 3.40AM					A 2.45AM	11.10	A 8.05PM		
	WALLULA JCT.	213.5	2.51	3.35					2.40	11.00	8.00		
	JUNIPER	203.2	2.40	3.22					2.22	10.40	7.40		
	COLD SPRINGS	193.4	2.30	3.10					2.05	10.20	7.20		
DN-R HINKLE UK	184.2	2.20AM	2.55AM					1.45AM	10.00AM	7.00PM			
(186.0)		Daily	Daily	Daily				Daily Except Sunday	Daily Except Monday	Daily	Daily		
Thru Time.....		(4.10)	(0.46)	(1.30)				(1.00)	(1.00)	(8.30)	(1.05)		
Average speed per hour.....		44.6	41.3	40.7				31.0	21.5	21.9	28.6		

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.

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

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32 February 24, 1957	Mile Post	SECOND CLASS	
	305 Mixed			304 Mixed	
	Daily Except Monday				
28 WXY	8:00AM	D-R JOSEPH J	83.8	A10:45AM	
22 X	8:30	D ENTERPRISE RS	78.0	10:30	
29	9:00	LOSTINE	67.8	9:47	
27 WXY	9:30 ³⁰⁴	D WALLOWA WO	60.0	9:30 ³⁰⁶	
12 W (M.P. 49.0)	10:05	MINAM	47.1	8:37	
40 W (M.P. 32.6)	10:35	LOOKING GLASS	33.8	8:07	
32	11:05	GULLING	25.1	7:45	
35 WXY	11:25	D ELGIN GN	20.9	7:35	
18	11:50AM	D IMBLER BR	12.3	7:02	
20	12:10PM	ALICEL	8.4	6:52	
BKOPT WXYZ	A12:50PM	DN-R LA GRANDE RA	0.0	6:30AM	
		(83.8)		Daily Except Sunday	
(4.80) Thru Time..... (4.15)				(17.3) Average speed per hour..... 19.7	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 32 February 24, 1957	Mile Post		
155 JPX		RIETH	0.0		
22		SPARKS	6.7		
18 WX		D PILOT ROCK RO	14.9		
		(14.9)			

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 32 February 24, 1957	Mile Post		
BKOP WXYZ		DN-R HINKLE UK	0.0		
95 P		HERMISTON	3.9		
PWXY		D UMATILLA CS	10.1		
63 P		IRRIGON	17.9		
		(17.9)			

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 32 February 24, 1957	Mile Post		
39 PWXY		D-R HEPPNER HR	45.2		
19 P		LEXINGTON	36.3		
7		JORDAN	31.0		
15 PW		D IONE ON	28.3		
3		McNAB	25.2		
13		MORGAN	19.8		
3		CECIL	14.5		
19 JPX		N-R HEPPNER JCT. WI	0.0		
		(45.2)			

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 32 February 24, 1957	Mile Post		
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 BKOP		DN-R ARLINGTON MX	0.0		
EB 113 PTWX		(44.5)			

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 32 February 24, 1957	Mile Post		
14 Y		KENT	52.5		
10		EAKIN	42.5		
28 PW		D GRASS VALLEY VY	38.5		
25		D MORO MR	27.0		
16		KLONDIKE	14.2		
32 PW		D WASCO WA	9.7		
6		THORNBERRY	5.2		
150 JPX		DN-R BIGGS BX	0.0		
		(52.5)			

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32 February 24, 1957	Mile Post	SECOND CLASS	
	313 Mixed			314 Mixed	
	Daily Except Monday				
BKOP WXYZ	7:00 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. 32 February 24, 1957	Mile Post		
JPVXY		R EAST OLYMPIA	0.0		
		N. P. CROSSING	7.3		
BKPV WXYZ		D-R OLYMPIA OA	7.4		
		(7.4)			

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 32 February 24, 1957	Mile Post	SECOND CLASS	
	307 Mixed			308 Mixed	
	Daily Except Sunday				
BKOPT WXYZ	2:00 PM	DN-R CENTRALIA CN	0.0	A 8:45 PM	

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

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	HELING JUNCTION	12.2	A 7:40PM	8:10
48 PWX	2:45	N-R INDEPENDENCE ND	13.7	7:20	7:50
52 P	3:05	CEDARVILLE	22.2	7:00	7:30
51 P	3:20	LANKNER	26.3	6:45	7:15
44 P	3:30	SAGINAW	30.8	6:35	7:05
5 P	3:35	SOUTH ELMA	32.5	6:30	7:00
53 PXY	4:05	SOUTH MONTESANO	42.4	6:05	6:35
X		SOUTH MONTESANO	42.4		
PVX		D MONTESANO MO	43.9		
53 PXY	4:05	SOUTH MONTESANO	42.4	6:05	6:35
27 P	4:10	MELBOURNE	43.8	5:55	6:25
32 P	4:20	PREACHER'S SLOUGH	46.7	5:45	6:15
53 PXY	4:35	COSMOPOLIS	51.2	5:30	6:00
JV		SOUTH ABERDEEN JCT.	53.2		
M		N. P. CROSSING	53.3		
52 BKPVXZ	A 4:45PM	DN-R ABERDEEN SA	53.9	5:15PM	5:45PM

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	DN-R HOQUIAM HO	57.5	5:00 PM	5:30 PM
		(57.5)		Daily Except Sunday	Daily Except Sunday
(3.00) Thru Time..... (2.40)				(3.15) Average speed per hour..... 17.6	
19.2		14.8			

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						FIRST CLASS			Time-Table No. 32 February 24, 1957			
			907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight			63 Passenger			
			Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily			Daily	STATIONS		
BKOPTVWXYZ						9.30PM			6.45PM	DN-R	YAKIMA	NY	
39 X						9.40			6.51		3.4 UNION GAP		
MP										Block Spts	3.3 N. P. CROSSING		
30 P						9.50			6.57		0.5 PARKER		
M										Block Spts	1.4 N. P. CROSSING		
32 P						10.00			f 7.04		2.6 DONALD		
18 PV						10.05			f 7.09		2.3 SAWYER		
40 PV						10.15			s 7.14		2.9 BUENA		
74 PVX						10.25			s 7.21	D-R	3.1 ZILLAH	AH	
53 P						10.48			f 7.29		5.1 GRANGER		
52						11.05			f 7.38		6.2 EMERALD		
35 JPXY						11.30 ³⁶⁴ PM			8.10	R	3.6 MIDVALE		
51 PVWX						12.01AM			s 8.22	DN	5.9 GRANDVIEW	GW	
44 P						12.25			f 8.34		6.9 NORTH PROSSER		
53						12.50			f 8.46		7.8 CHAFFEE		
42 PX						1.20			s 8.57		6.5 BENTON CITY		
53						1.40			9.07		5.2 ACTON		
51 JPX			7.40AM	6.20AM		2.10			9.25 ³⁶⁴	R	12.3 RICHLAND JCT.		
55 BKPVWX			A 8.00AM	6.50		2.50			s 9.45	DN	5.8 KENNEWICK	KN	
12 P				7.00		3.10			f 9.55		4.5 HEDGES		
70 JPV			6.25PM		7.10	6.35AM	3.20		f 10.00		2.3 VILLARD JCT.		
70 JPWX			A 6.45PM								6.4 ATTALIA		
157 JKPVWXY				A 7.25AM	A 6.50AM	A 3.35AM			A 10.15PM	DN-R	0.6 WALLULA	JN	
											(98.6)		
		(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(0.16) 28.0	(6.05) 16.1	(3.30) 28.2			 Thru Time..... Average speed per hour.....			

WESTWARD				SUNNYSIDE BRANCH			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 32			
				63	February 24, 1957		
				Passenger			
				Daily	STATIONS		
35 JPXY				7.45PM	R	MIDVALE	
PVX				A 7.55PM	D-R	2.8 SUNNYSIDE	
						(2.8)	
				(0.10)	Thru Time		
				16.8	Average speed per hour		

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

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

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

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.

No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

For stations not shown on schedule pages, see page 22.

YAKIMA BRANCH										EASTWARD				
Time-Table No. 32 February 24, 1957		Mile Post	FIRST CLASS			SECOND CLASS								
			64 Passenger			908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Freight				
STATIONS														
DN-R	YAKIMA NY	98.0	A 7.00AM								A 2.15AM			
	3.4 UNION GAP	94.6	6.50								1.55			
Back Spts	N. P. CROSSING	91.3												
	0.5 PARKER	90.8	f 6.43								1.45			
Back Spts	N. P. CROSSING	89.4												
	2.6 DONALD	86.8	f 6.33								1.30			
	2.3 SAWYER	84.5	f 6.26								1.20			
	2.9 BUENA	81.6	s 6.19								1.10			
D-R	3.1 ZILLAH AH	78.5	s 6.11								12.55			
	5.1 GRANGER	73.4	f 6.00								12.25			
	6.2 EMERALD	67.2	f 5.51								12.05AM			
	3.6													
R	5.9 MIDVALE	63.6	5.44								11.30 ⁸⁶³ PM			
DN	6.9 GRANDVIEW GW	57.7	s 5.35								11.10			
	7.8 NORTH PROSSER	50.8	f 5.19								10.50			
	6.5 CHAFFEE	43.0	f 5.07								10.30			
	5.2 BENTON CITY	36.5	s 4.57								10.12			
	12.3 ACTON	31.3	4.47								9.55			
R	5.8 RICHLAND JCT.	19.0	4.30					A 5.20AM	A 5.30AM		9.25 ⁶³			
DN	4.5 KENNEWICK KN	13.2	s 4.20					5.00	5.10AM		8.52			
	2.3 HEDGES	8.7	f 4.05					4.25			8.38			
G.P.C.	6.4 VILLARD JCT.	7.0	f 4.00				A 2.35AM	4.15		A 1.50PM	8.30			
	0.6 ATTALIA	0.6					2.15AM							
DN-R	0.0 WALLULA JN	0.0	3.50AM					4.00AM		1.30PM	8.15PM			
(98.6)			Daily				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily			
Thru Time		(3.10)				(0.20)		(1.20)	(0.20)	(0.20)	(0.00)			
Average speed per hour		30.9				19.2		14.7	17.4	21.0	16.4			

WESTWARD						TEKOA-AYER BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 32 February 24, 1957	Mile Post	FIRST CLASS		SECOND CLASS							
	391	379	355	61	73			74	62	378	392	356					
	Freight	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Freight					
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily												
BJOP WXYZ	7.20PM					DN-R TEKOA K	116.1			A 4.00PM							
14 JPX	A 7.40PM					R BELTICE	110.4			3.45							
32 W						D FARMINGTON FM	104.5			3.25							
M						N. P. CROSSING	103.4										
38 VX						N. P. CROSSING	95.4										
						D GARFIELD GR	95.1			3.05							
						ELBERTON	89.7			2.40							
32 JMWXY	10.30AM			6.30PM		D-R COLFAX CA	77.4	A 7.40AM	A 11.30AM	2.10							
M						G. N. CROSSING	77.3										
14 East Spur X 16 West Spur X	10.50			6.37		BLOCK SIGNALS CREST	74.9		7.31	11.10	1.20						
34	11.00AM			6.42		MOCKONEMA	72.5		7.26	11.00	1.05						
29	12.01PM			6.49		DIAMOND	68.5		7.19	10.15	12.55						
27	12.30			7.09		D ENDICOTT DI	57.9		7.04	9.00	12.30						
63 BJKWXY	2.00			7.19		D-R WINONA WA	52.1		6.54	8.40	12.01PM						
46	2.30			7.25		BUTTON	48.0		6.45	7.25							
26 JOWXY	A 3.15PM			7.36		D-R LA CROSSE JA	41.5		6.37	7.00AM							
42				7.49		JERITA	35.8		6.27								
44				8.00		HAY	30.2		6.17								
42				8.18		CANYON	22.1		6.01								
60 JPVWXY				8.30	8.20PM	DN-R HIPARIA XS	17.5	A 5.20AM	5.54								
M						N. P. CROSSING	17.4										
10 JPXY		2.05AM		8.39	8.29	R TUCANNON	12.6	5.09	5.42			A 7.40PM					
41 X		2.10		8.41	8.31	PATAHA	11.8		5.37			7.35					
54 X		2.40		8.58	8.48	RIPTON	2.9	4.51	5.21			7.10					
BJKOPWXY		A 3.00AM		9.05PM	8.55PM	DN-R AYER JD	0.0	4.45AM	5.15AM			7.00PM					
						(116.1)											
	(0.20) 17.1	(4.45) 7.6	(0.55) 13.7	(2.35) 29.9	(0.35) 30.0	Thru Time.....		(0.35) 30.0	(2.25) 32.0	(4.30) 8.0	(3.59) 16.0	(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. 32 February 24, 1957	Mile Post	SECOND CLASS						
	355				356						
	Freight				Freight						
	Tuesday and Friday	Monday Wednesday Friday									
35 TX	11.30PM	D-R POMEROY PY	28.9	A 10.00PM							
25	11.50PM	ZUMWALT	24.4	9.30							
7	12.15AM	DODGE	16.3	9.00							
18	12.25	CHARD	14.5	8.50							
8	12.40	JACKSON	11.3	8.30							
18	1.00	DELANEY	7.9	8.20							
JXY	A 1.40AM	D STARBUCK SA	0.0	8.00PM							
	(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. 32 February 24, 1957	Mile Post	SECOND CLASS						
	356				355						
	Freight				Freight						
	Tuesday and Friday	Monday Wednesday Friday									
JPXY	7.40PM	R TUCANNON	0.0	A 2.00AM							
JXY	A 7.50PM	D STARBUCK SA	3.8	1.45AM							
19		RELIEF	9.3								
	(0.10) 22.8	Thru Time.....		(0.15) 15.2							
		Average speed per hour.....									
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes. No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse. No. 378 arriving at La Crosse on Connell Branch will run as No. 378 La Crosse to Colfax. For stations not shown on schedule pages, see page 22.											

WESTWARD PENDLETON BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 32 February 24, 1957	Mile Post	SECOND CLASS						
	365				366						
	Freight				Freight						
	Daily Except Sunday										
27 X			ALTO	83.0							
23			MENOKEN	75.5							
26 JWXY	11.45AM		BOLLES	71.3	A 9.40AM						
26 X	11.58AM	D PRESCOTT SY	66.7	9.28							
21	12.35PM	VALLEY GROVE	53.6	8.52							
		N. P. CROSSING	47.2								
M		W. W. V. RY. CROSSING	46.6								
BJKOPTV WXYZ	A 12.55PM	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	36.2								
50		BLUE MOUNTAIN	26.7								
20		DOWNING	23.4								
20 X		D ATHENA CN	17.2								
41		ADAMS	12.6								
15		BLAKELEY	10.0								
BJKVWXYZ		DN-R PENDLETON FD	0.0								
		(83.0)									
	(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. 32 February 24, 1957	Mile Post	SECOND CLASS						
	367	365			366	368					
	Freight	Freight			Freight	Freight					
	Tuesday and Friday	Daily Except Sunday									
29	12.01PM		TURNER	24.8		A 1.50AM					
25	12.10		WHETSTONE	22.7		11.40					
26 VWXY	A 12.50PM	11.01AM	D DAYTON DA	18.1	A 10.15AM	11.00AM					
M			N. P. CROSSING	18.0							
M			N. P. CROSSING	18.0							
VX		A 11.03AM	DAYTON JCT.	12.9	10.13AM						
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.											
VX		11.25AM	R WAITSBURG JCT.	5.2	A 9.53AM						
28 X		11.31	D WAITSBURG BG	3.5	9.49						
28 JWXY		A 11.45AM	BOLLES	0.0	9.40AM						
			(24.8)								
	(0.49) 14.3	(0.44) 17.9	Thru Time.....		(0.35) 22.5	(0.50) 14.0					
			Average speed per hour.....								

WESTWARD			WALLACE BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 32 February 24, 1957		Mile Post	FIRST CLASS	SECOND CLASS	
	387 Freight	67 Passenger				68 Passenger	388 Freight	
	Daily	Daily	STATIONS					
VX	8.25 PM	9.00 AM	DN-R	MANITO MU 19.8		A 4.05 PM	A 10.00 PM	
BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.								
VX	10.00PM	9.35AM	DN-R	PLUMMER JCT. WJ	16.2	A 3.30PM	A 9.05PM	
22 TX	10.20	9.50	6.6	CHATCOLET	22.8	f 3.12	8.30	
X	10.50	10.09	7.7	HARRISON	30.5	s 2.52	8.07	
43	11.05	10.16	3.5	D SPRINGSTON RC	34.0	s 2.43	7.55	
20	11.50PM	10.34	11.3	LANE	45.3	s 2.22	7.23	
33	12.10AM	10.40	3.8	ROSE LAKE	49.1	s 2.14	7.10	
30	12.30	10.55	8.6	CATALDO	57.7	f 1.57	6.43	
6 Y	12.45	11.03	4.8	ENAVILLE	62.5	s 1.53	6.25	
18	12.50	11.07	1.6	PINE CREEK	64.1	f 1.47	6.15	
JWX			2.1	BRADLEY	67.2	f		
			2.0					
25 BKOX	A 1.30AM	11.30	D-R	KELLOGG-WARDNER DN	69.2	s 1.38	6.00PM	
31		11.43	6.6	OSBURN	75.8	f 1.21		
BKTVWXX		A 1.59AM	4.4	D-R WALLACE WC	80.2	1.15PM		
M			0.2	N. P. CROSSING	80.4			
M			0.2	N. P. CROSSING	80.6			
JX			0.1	WALLACE JCT.	80.7			
6 VWX			6.2	BURKE B	86.9			
			(90.5)			Daily	Daily	
(5.05) 14.3		(2.59) 28.1		 Thru Time		(2.50) 29.6		
				Average speed per hour		(4.00) 18.2		

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 51	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 51	Switch Connection
First Subdivision				Pleasant Valley Branch			
Nelson.....	372.9	54 P	West	Juno.....	20.8	10	Both
Second Subdivision				Huntley.....	22.6	2	Both
Yoakum.....	201.7	10	Both	Sunset.....	25.4	30	Both
Pendair.....	213.5	80 P	Both	Warner.....	45.3	11	Both
Mission.....	221.2	18 P	Both	Moscow Branch			
Cayuse.....(1).....	227.1	48 P	Both	Risbeck.....(6).....	4.5	6	Both
Thorn Hollow.....	232.1	14 P	Both	Parvin.....(6).....	7.8	8	Both
North Fork.....	251.4	16 P	West	Armstrong.....(6).....	15.7	3 W {M. P. 16.2}	Both
Third Subdivision				Holland.....	21.4	8	Both
Seufert.....	87.2	58	West	Connell Branch			
Fourth Subdivision				Pampa.....	4.6	15	Both
Quarry Spur.....	6.5	13	West	Gordon.....	8.2	7	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	McAdam.....	29.3	3	Both
Eri.....	14.2	4	Both	Wacota.....	34.1	4	Both
Corbett.....(1) (2).....	20.3		None	Estes.....	42.3	7	Both
Latourell.....(2).....	23.9		None	Sulphur.....	46.1	9	Both
Multnomah Falls.....	29.6	 P	None	Curry.....	51.1	12	Both
C. L. Lumber Co.....	45.1	11 P	East	Tekoa-Ayer Branch			
Farley.....	47.0	102 P	Both	Pierson.....	20.1	3	West
Chatfield.....	71.8	20 P	West	Schreck.....	31.9	14	Both
Via Kenton				Thera.....(6).....	64.8	15	Both
Champ.....	9.5	7	Both	Glenwood.....	83.5	13	Both
Ward.....	14.2	6	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	37 P	Both	Pomeroy Branch			
Sixth Subdivision				Houser.....	19.1	1	Both
Sheffler.....	242.1	4	Both	Tucannon Branch			
Matthews.....	253.3	5	Both	Powers.....	2.7	4	Both
Magallon.....	258.6	2	Both	Pendleton Branch			
Teske.....	310.6	2	Both	Havana.....	6.9	11	Both
Joseph Branch				Weston.....	20.9	66 X	East
Island City.....(3).....	2.6	12	Both	Bade.....	30.2	13	Both
Conley.....(3).....	5.9	6	Both	Barrett.....	33.1	10	Both
Vincent.....(3).....	40.6	2	East	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
Freels.....	75.2	2	West	Langdon.....	43.6	12	Both
Marble.....	75.8	5 P	Both	Russell.....	51.8	11	Both
Pilot Rock Branch				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Eanis.....	60.9	10	Both
Grass Valley Branch				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	12 P	East	McKay.....	78.6	6	Both
De Moss.....	23.9	12	Both	Wallace Branch			
Erskine.....	31.3	9	Both	O'Gara.....(7).....	26.3		None
Bourbon.....	45.8	8	Both	Black Lake.....(7).....	33.0		None
Grays Harbor Branch				Dudley.....(7).....	52.0	12	Both
Raisch.....	2.6	7	Both	Smelterville.....(7).....	66.3		None
Balch.....(4).....	18.3	18 P	Both	Shont.....(7).....	72.8	3	Both
Yakima Branch				Polaris.....	74.6	42	East
Grosscup.....	28.2	8	Both	Gem.....	84.1	5 X	Both
Biggam.....(5).....	48.3	10	Both	Frisco.....	84.4	7 X	Both
Boone.....	76.4	1	East	Dorn.....	85.1	13	Both
Flint.....	83.6	18	Both	Dayton Branch			
Spokane-Tekoa Branch				Taggard.....	4.3	1	West
Rahm.....	125.9	4	Both	Ronan.....	19.3	28	West

- (1) Regular stop for No. 11.
 (2) Regular stop for No. 12.
 (3) Flag stop for Nos. 304-305.

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

- (6) Flag stop for Nos. 61-62.
 (7) Flag stop for Nos. 67-68.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
No. 125 and No. 126, maximum speed.		60	60	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Motor trains and inspection bus cars.		40	40	With side rods and main rods in place.			25
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling scale test cars: On main line. On branch lines.			30 25
No. 125 and No. 126, within yard limits.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel freight and road switch locomotives.	65	65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1500 class Diesel road freight locomotives.	50	50	50	On tracks other than main tracks.	15	15	15
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
1800 class Diesel yard locomotives in road service.	50	50	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
Steam engines running backward.	20	20	20				
3800 class engines.		60	50				
3700 and 3900 class engines.		65	50				
5000 class engines.		50	50				
7000-7800 class engines.		70	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
0-6-0 and 6-8-0 type yard engines.		20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.0 and 362.1.	45	35	20	Between M.P. 342.2 and 341.5.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	North Powder Between M.P. 321.6 and 321.3.	70	60	50
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 305.0.	50	40	20	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	25	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	50	Between M.P. 349.8 and 348.4.	30	25	20	La Grande Over street crossings within city limits.	20	20	20
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	50				
Descending grade, M.P. 365.0 to Durkee.			25	Between M.P. 345.1 and 343.6.	45	35	25				

SECOND SUBDIVISION

La Grande Between M.P. 290.5 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70	60	50
Hilgard Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.6 and 201.4.	70	60	50
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 231.7 and 227.2.	40	35	25	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	50	Between M.P. 226.1 and 226.0.	70	60	50	Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 249.6 and 249.4.	35	30	20	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	Echo Over street crossings.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Between M.P. 217.0 and 216.3.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Arlington Between M.P. 138.0 and 137.8.	35	35	25	Goff Between M.P. 114.9 and 114.7.	70	60	50
Castle Between M.P. 154.5 and 149.4.	70	60	50	Between M.P. 136.2 and 136.1.	70	60	50	Between M.P. 114.5 and 112.5.	60	50	40
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 134.8 and 134.7.	70	60	50	Between M.P. 110.5 and 110.1.	70	60	50
Willows Between M.P. 147.0 and 146.3.	70	60	50	Gilmore Between M.P. 132.8 and 132.7.	70	60	50	Rufus Between M.P. 105.2 and 104.7.	70	60	50
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 99.3 and 98.8.	60	50	40
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 130.0 and 129.2.	70	60	50	Between M.P. 98.8 and 96.5.	70	60	50
				Between M.P. 124.8 and 124.0.	70	60	50	Dune Between M.P. 88.5 and 87.5.	70	60	50
				Between M.P. 123.8 and 123.7.	55	45	35	The Dalles Over street crossings.	12	12	12
				Quinton Between M.P. 120.8 and 120.6.	60	50	40				
				Between M.P. 118.8 and 118.6.	70	60	50				
				Between M.P. 116.4 and 116.2.	70	60	50				

FOURTH SUBDIVISION

The Dalles Between M.P. 85.1 and 84.4.	20	20	20	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.1.	55	45	35
Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 54.4 and 53.2.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 52.3 and 50.4.	60	50	40	Bruun			
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	55	45	35	Troutdale Between Troutdale and Kenton via Fir.	35	35	35
Between M.P. 78.2 and 77.5.	70	60	50	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	50	East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 42.4 and 41.4.	35	30	20	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 39.9 and 38.2.	60	50	40				
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 71.4 and 68.4.	40	35	25	Dodson Between M.P. 32.8 and 31.7.	70	60	50				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 24.0 and 23.8.	55	45	35				
Hood River Between M.P. 62.1 and 59.4.	55	45	35	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
				Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	50				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	70	60	45								
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.		10	10	Argo Yard All turn-outs.			10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15	Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	20	20	20
				Between M.P. 180.7 and 180.9.	35	35	25				

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Simmons Between M.P. 242.5 and 243.5.	40	25	Ankeny Between M.P. 294.4 and 294.5.	40	25
Between Wallula and Marengo.		60	45	Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.	50	40
Between Marengo and Spokane.	70	60	45	Between M.P. 246.1 and 246.3.	50	40			
Hinkle East and West legs of wye.		20	20	Between M.P. 246.9 and 247.0.	45	35			
Between M.P. 186.0 and 187.3.		60	50				Marengo Between M.P. 308.6 and 309.0.	60	50
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Scott Between M.P. 252.8 and 253.0.	45	35			
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.	45	35	Cheney Within city limits.	35	35
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.	50	40	Over street crossings.	15	15
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.		20	20	Chew Between M.P. 268.2 and 269.3.	30	30	Between M.P. 352.8 and 353.5.	55	45
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.6 and 272.5.	25	15	Between M.P. 354.0 and 363.8 on curves.	60	50
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.2 and 364.4.	45	35
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.	40	25	Between M.P. 364.7 and 364.9.	55	45
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.	45	35	Between M.P. 365.1 and 366.2.	25	25
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.	40	25	Between M.P. 366.5 and 367.1.	45	35
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40	Spokane Through Union Station limits.	15	15
Between M.P. 234.0 and 235.6.		35	25	Between M.P. 290.6 and 291.1.	50	40	Union Station over slip switches.	10	10
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.	25	25			
Between M.P. 239.0 and 239.8.		50	40						

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thorn- berry.		20	20	Aberdeen Within city limits.		20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.		5	5
Pilot Rock Branch Maximum speed.		15	15					Over other street crossings.		10	10
Umatilla Branch Maximum speed.		40	40	Olympia Branch Maximum speed.		20	20	Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	50
Hinkle Between M.P. 0.0 and 0.1.		15	15	Olympia Within city limits.		10	10	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	4- and 5-degree curves.		15	15	Between M.P. 70 and Yakima.		45	30
Hermiston Standard and Union Oil spurs.			6	On curves of 6 degrees and over.		10	10	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	Grays Harbor Branch Maximum speed.		30	30	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	Centralia Between M.P. 1.0 and 1.3.		10	10	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	Blakeslee Junction Between M.P. 4.3 and 4.7.		20	20	Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	Galvin Between M.P. 5.1 and 5.7.		15	15	Bridge 7.44.		25	15
Umatilla On wye.		10	10	Between M.P. 6.5 and 6.8.		10	10	Kennewick Over street crossings.		8	8
Irrigon				Between M.P. 7.1 and 7.5.		20	20	Between M.P. 35.6 and 35.9.		45	35
Heppner Branch Maximum speed.		25	25	Between M.P. 10.1 and 10.3.		20	20	Benton City Within city limits.		40	30
3-degree curves.		20	20	Between M.P. 11.9 and 12.1.		15	15	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Independence Between M.P. 14.7 and 15.2.		10	10	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Between M.P. 16.7 and 16.9.		20	20	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	Between M.P. 18.5 and 19.8.		15	15	Zillah Over street crossings.		25	15
3-degree curves.		20	20	South Elma Between M.P. 32.8 and 33.8.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	Between M.P. 34.4 and 34.6.		10	10	Over N. P. Crossing and between home signals governing cross- ing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 35.0 and 35.4.		15	15	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 36.1 and 36.3.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pggr.	Frt.		Str.	Pggr.	Frt.		Str.	Pggr.	Frt.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
				Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
Sunnyside Within city limits.		30	30	Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
				Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
Spokane-Tekoa Branch Maximum speed.				Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
Between Spokane and Manito.	70	60	35					Between M.P. 10.7 and 10.9.		35	25
Between Manito and Tekoa.		50	30					Between M.P. 11.1 and 11.4.		35	25
On 3-degree curves.		50	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 12.1 and 12.3.		20	20
On 4-degree curves.		45	30	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 12.5 and 12.6.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.7 and 155.5.	45	35	25	Touchet Between M.P. 18.5 and 18.6.		35	25
On 7- and 8-degree curves.		25	20	Between Chester and Mica, on descending grade.			25	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
On 9- and 10-degree curves.		20	20					College Place Within city limits.		30	30
Tekoa On west leg of wye.		10	10	N. P. Crossing Through Interlocking.	15	15	10	Walla Walla			
Between M.P. 117.2 and 117.5.		20	20					Moscow Branch Maximum speed.		35	25
Between M.P. 117.8 and 117.9.		45	30					On 7- and 8-degree curves.		25	20
Between M.P. 118.1 and 118.3.		35	25	Spokane Over street crossings between N. P. Crossing and city limits.	20	20	20	On 9- and 10-degree curves.		20	20
Between M.P. 118.5 and 119.7.		25	20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Colfax Within city limits.		12	12
Between M.P. 120.2 and 121.4.		35	25	Through tunnel.	15	15	15	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 121.6 and 121.9.		25	20					Between M.P. 5.6 and 7.5.		25	20
Between M.P. 122.1 and 122.5.		35	25	Pleasant Valley Branch Maximum speed.		25	25	Between M.P. 8.4 and 8.8.		25	20
Latah Within city limits.		40	30	G. N. Crossing, M.P. 30.7.		20	20	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 123.4 and 124.5.		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 125.1 and 125.7.		35	25					Between M.P. 12.2 and 12.5.		25	20
Between M.P. 127.5 and 128.4.		35	25	Wallula Branch Maximum speed.		35	30	Albion Between M.P. 13.4 and 13.6.		25	20
Between M.P. 129.6 and 130.6.		35	25	On 5- and 6-degree curves.		35	25	Between M.P. 14.3 and 14.9.		20	20
Fairfield Within city limits.		25	25	On 7- and 8-degree curves.		25	20	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 132.6 and 132.8.		45	30	On 9- and 10-degree curves.		20	20	Between M.P. 17.9 and 18.0.		25	20
Between M.P. 133.3 and 134.6.		25	20					Pullman Within city limits.		15	15
Darknell Between M.P. 135.3 and 136.3.		35	25	Wallula Jct. West leg of wye.		15	15	Over street crossings.		6	6
Between M.P. 136.6 and 139.2.		20	20					N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Rockford Within city limits.		20	20	Zangar Jct. Between M.P. 5.1 and 6.4.		25	20	Between M.P. 24.6 and 24.8.		25	20
Between M.P. 139.4 and 140.4.		45	30	Between M.P. 6.7 and 6.8.		25	20	Between M.P. 25.2 and 25.4.		25	20
Between M.P. 141.0 and 141.2.		35	25	Between M.P. 7.0 and 7.1.		20	20	Moscow Within city limits.		20	20
Between M.P. 142.6 and 143.2.		25	20					Over street crossings.		12	12

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pggr.	Frt.		Str.	Pggr.	Frt.		Str.	Pggr.	Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.		30	30	Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton 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	Garfield 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
La Crosse 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	Farmington 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	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	Between M.P. 32.0 and 33.8.		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
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.		25	20	Tekoa 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	Pomeroy Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.		45	30	Starbuck Within city limits.		15	15
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.		30	20	Tucannon Branch Maximum speed.		25	25
Between Tucannon and Ayer.		35	25	Endicott 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	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.		35	25	Between Starbuck and Relief.		12	12
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.		35	25	Pendleton Branch Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 69.9 and 70.1.		35	25	On 7-, 8-, 9- and 10-degree curves.		20	20
Tucannon Between M.P. 14.0 and 14.1.		35	25	Mockonema Between M.P. 73.3 and 73.6.		20	20	Between Barrett and Downing, on descending grade.		15	15
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.1 and 74.2.		45	30	Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 17.1 and 17.2.		15	15	Crest Between M.P. 74.9 and 77.2.		25	12	Over other street crossings within city limits.		20	20
Over Snake River Bridge 17.23.		5	5	Colfax Within city limits.		12	12	Between M.P. 2.5 and 3.0.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 78.4 and 78.5.		20	20	Between M.P. 9.5 and 9.8.		20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 79.8 and 80.7.		20	20	Athens Over street crossings.		15	15
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.		20	20				
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.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Lane Between M.P. 47.8 and 48.3.		45	30
Between M.P. 25.4 and 26.2.		20	20	Between Dayton Jct. and Turner.		15	15	Between M.P. 48.6 and 49.0.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Rose Lake Between M.P. 50.6 and 51.0.		35	25
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Dudley Between M.P. 53.6 and 54.2.		35	25
Between M.P. 30.3 and 30.4.		20	20					Between M.P. 54.5 and 54.9.		35	25
Between M.P. 31.2 and 31.7.		20	20	Dayton Over street crossings west of Touchet River.		15	15	Cataldo Between M.P. 58.7 and 59.1.		45	30
Between M.P. 32.2 and 32.4.		20	20					Between M.P. 60.0 and 60.2.		20	20
Between M.P. 32.7 and 32.9.		20	20	Over all other street crossings.		10	10	Between M.P. 62.4 and 63.2.		35	25
Milton-Freewater Over street crossings.		15	15	Wallace Branch Maximum speed.		50	30	Between M.P. 63.4 and 64.0.		45	30
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	Between Plummer Jct. and Chatcolet.		35	20	Kellogg-Wardner Over street crossings.		10	10
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Chatcolet and Harri- son.		40	25	Between M.P. 70.1 and 70.3.		35	25
Walla Walla Over street crossings.		12	12	On 4-degree curves.		45	30	Between M.P. 70.7 and 70.9.		35	25
Within city limits.		20	20	On 5- and 6-degree curves.		35	25	Between M.P. 71.5 and 71.7.		45	30
On west leg of wye.		8	8	On 7- and 8-degree curves.		25	20	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 52.7 and 53.4.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 73.4 and 73.6.		45	30
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Plummer Jct. Between M.P. 16.2 and 16.9.		20	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 17.9 and 18.2.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 18.5 and 20.3.		25	20	Between M.P. 78.0 and 78.2.		35	25
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 78.6 and 78.7.		25	20
Between M.P. 72.8 and 73.2.		20	20	Chatcolet Bridge 23.45.		15	15	Wallace Over street crossings.		6	6
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 24.1 and 28.4.		25	20	Between M.P. 81.4 and 87.3.		20	20
Between M.P. 78.4 and 78.5.		20	20	Springston Between M.P. 34.0 and 34.1.		45	30	Burke to Wallace, eastward.		10	10
Between M.P. 78.9 and 79.3.		20	20	Between M.P. 34.5 and 34.7.		45	30	Sierra Nevada Branch Maximum speed.			10
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 34.9 and 35.2.		35	25				
Between M.P. 80.8 and 81.2.		20	20	Between M.P. 38.3 and 38.6.		35	25				
Alto				Between M.P. 39.6 and 39.8.		45	30				

Standard clocks are located as shown below:

Aberdeen.....Telegraph Office
 Albina.....Train Dispatcher's Office
 Albina.....Yard Telegraph Office
 Albina.....Crew Dispatcher's Board Room
 Albina.....Enginemen's Register Room
 Albina.....Terminal No. 4 Yard Office
 Argo.....Yard Office
 Argo.....Enginemen's Register Room
 Arlington.....Telegraph Office
 Ayer.....Telegraph Office
 Baker.....Telegraph Office
 Bend (Joint).....O. T. Ry. Telegraph Office
 Centralia (Joint).....N. P. Ry. Telegraph Office
 East Spokane.....Enginemen's Register Room
 East Spokane.....Trainmen's Register Room
 Hinkle.....Telegraph Office

Hinkle.....Enginemen's Register Room
 Hinkle.....Yard Office
 Hoquiam (Joint).....N. P. Ry. Telegraph Office
 Huntington.....Yard Office
 Huntington.....Telegraph Office
 Kellogg-Wardner.....Telegraph Office
 Kennewick.....Telegraph Office
 Kenton.....Telegraph Office
 La Grande.....Crew Dispatcher's Office
 La Grande.....Train Dispatcher's Office
 La Grande.....Depot Telegraph Office
 La Grande.....Yard Office
 Moscow.....Telegraph Office
 Olympia.....Telegraph Office
 Pendleton.....Telegraph Office

Portland (Joint).....N. P. T. Co. Telegraph Office
 Seattle (Joint).....Union Station Telegraph Office
 Spokane.....Train Dispatcher's Office
 Spokane.....Telegraph Office
 Tacoma.....Yard Office
 Tekoa.....Telegraph Office
 The Dalles....."DK" Telegraph Office
 The Dalles.....Switchmen's Locker Room
 Wallace.....Telegraph Office
 Walla Walla.....Telegraph Office
 Wallula.....Telegraph Office
 Winona.....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	Ordinance.....	Portland or beyond.	
18	Union Jct..... North Powder... Haines.....	Portland or beyond, Tuesdays only.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.