



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 35

Effective Sunday
September 15, 1957
At 12:01 A.M. Pacific Time

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

G. H. BAKER, Superintendent......Portland, Ore.
J. Bowen, Assistant Superintendent.....Portland, Ore.
R. A. Roberts, Assistant Superintendent.....Seattle, Wash.
W. G. Johnson, Assistant Superintendent.....Spokane, Wash.
E. L. Chantry, Assistant Superintendent.....La Grande, Ore.
A. L. McDermott, Terminal Superintendent.....Portland, Ore.
J. F. Chapman, Asst. Terminal Superintendent.....Portland, Ore.
H. E. Sipes, Asst. Terminal Superintendent.....Portland, Ore.
R. B. Hardin, Trainmaster.....Portland, Ore.
G. L. Jensen, Trainmaster.....Spokane, Wash.
A. R. Brown, Trainmaster.....Hinkle, Ore.
J. E. Pickett, Master Mechanic.....Portland, Ore.
J. C. Ladd, Road Foreman of Engines.....La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines.....Portland, Ore.
A. B. Ziegler, Road Foreman of Engines.....Portland, Ore.
G. W. Jones, Road Foreman of Engines.....Spokane, Wash.
R. E. Haacke, Division Engineer.....Portland, Ore.
C. W. Lee, General Roadmaster.....Portland, Ore.
R. L. Hanson, Asst. Supt. of Safety and Courtesy.....Portland, Ore.
L. G. Malzahn, Safety and Courtesy Representative.....Pocatello, Ida.

H. E. SHUMWAY
General Superintendent Transportation

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivision and Branches

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

Sixth Subdivision and Branches

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

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 35 September 15, 1967		FIRST CLASS				
19	105	457	17	11		STATIONS		20	12	458	106	18
Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express				Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger
Daily	Daily	Daily	Daily	Daily								
	2.05		4.20		0.0	GRANGER					A12.27	A11.30
	5.45		9.30	12.50	213.9	POCATELLO		A 2.50			8.30	8.15
	5.55		10.20								8.20	8.20
	8.25		1.50	4.15	373.8	GLENN'S FERRY		11.35			5.45	2.00
	9.40		3.35	6.10	448.4	BOISE		9.50			4.30	12.15
	11.40		6.30	9.05	550.1	M.T. HUNTINGTON M.T.		7.10			2.35	9.40
	10.40		5.40	8.15		P.T. P.T.		6.00			1.35	8.30
	1.05		8.35	11.05	649.7	LA GRANDE		3.25			11.10	5.45
	3.10		11.00	1.20	723.9	PENDLETON		1.05			9.08	3.05
7.30					941.3	SPOKANE	A 6.30					
9.57					837.4	AYER	4.05					
11.00					786.3	WALLULA	2.55					
A11.45	3.55		12.40	2.25	755.3	HINKLE	2.20	12.20			8.30	2.10
	5.30		3.10	4.35	855.4	THE DALLES		10.15			6.50	11.40
	A 7.30	9.00	A 5.30	A 7.30	939.5	PORTLAND		8.00	A 9.15	5.00	9.30	
		A 1.00			1122.7	SEATTLE			5.00			
							Daily	Daily	Daily	Daily	Daily	Daily
(4.15) 43.1	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9	(19.40) 36.9		 Thru Time.....	(4.10)	(17.50)	(4.15)	(18.27)	(25.00)	
						 Average speed per hour.....	44.6	40.7	45.4	50.9	37.6	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 35 September 15, 1967		FIRST CLASS				
		35	33			STATIONS		34	36			
		Passenger	Passenger					Passenger	Passenger			
		Daily	Daily									
			11.20	9.25	0.0	McCAMMON		A 6.15	A 4.05			
			11.50	A 9.55	22.7	POCATELLO		5.45	3.30			
			12.20						3.00			
			1.45		73.3	IDAHO FALLS			1.15			
					124.3	ASHTON						
					169.9	VICTOR						
					180.4	WEST YELLOWSTONE						
			A 7.30		285.8	BUTTE			7.30			
							Daily	Daily				
						 Thru Time.....	(0.30)	(8.35)				
			(8.10) 35.0	(0.30) 45.4		 Average speed per hour.....	45.4	33.3				

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

Main Line..... 776.64
Branches..... 1165.69
Grand Total..... 1942.33

WESTWARD

SECOND CLASS

FIRST CLASS

125
Time Freight

105
Streamliner Passenger

17
Passenger

11
Mail and Express

Daily Except Sunday and Monday

Daily

Daily

Daily

Time-Table No. 35

September 15, 1957

STATIONS

Mile Post

FIRST CLASS

SECOND CLASS

18
Passenger

12
Mail and Express

106
Streamliner Passenger

126
Time Freight

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.

BKOPTWXYZ

9-25AM

10-40PM

5-40PM

8-15AM

100 P

8-25

100 PW

150 PY

8-47

100 P

138 P

9-14

WB 91 PY

EB 109

107 P

WB 109 BKOPW

11-53PM

7-02

9-39

EB 111 XYZ

106 P

106 P

9-51

106 P

10-02

107 P

154 PVWY

10-16

105 P

105 PVY

105 P

BJKOPTWXYZ

11-59AM

1-00AM

8-25PM

10-55AM

CENTRALIZED TRAFFIC CONTROL

DN-R HUNTINGTON HU

4.9

389.4

A 8-30AM

A 6-00PM

A 1-35AM

A 5-15AM

D LIME BY

7.0

384.5

8-10

5-50

1-20

WEATHERBY

8.6

377.5

DURKEE

7.2

368.9

5-20

OXMAN

6.3

361.7

PLEASANT VALLEY

5.5

355.4

ENCINA

4.6

351.9

QUARTZ

5.3

347.3

DN BAKER BC

4.4

342.0

7-00

4-35

12-10AM

WING

5.9

337.6

D HAINES KB

9.6

331.7

4-21

D NORTH POWDER HD

6.6

322.1

4-10

SAGO

2.9

315.5

TELOCASET

3.7

312.6

CROOKS

6.7

308.9

D UNION JCT. UN

7.3

302.2

LONETREE

5.1

294.9

DN-R LA GRANDE RA

Q

289.8

5-45AM

3-25PM

11-10PM

2-35AM

(99.6)

Daily

Daily

Daily

Daily Except Sunday and Monday

(2.34)

(2.20)

(2.45)

(2.40)

..... Thru Time

(2.45)

(2.35)

(2.25)

(2.40)

38.8

42.7

36.2

37.4

..... Average speed per hour

36.2

38.6

41.2

37.4

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

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

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

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS			Time-Table No. 35 September 15, 1957	Mile Post	FIRST CLASS			STATIONS	Mile Post	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										
BJKOPTWXYZ	12-10PM	8-35PM	11-05AM	1-05AM	DN-R LA GRANDE RA	289.8		A 5-35AM	A 3-15PM	A 1-05PM	A 2-25AM			
WB 71 PWY					HILGARD	282.1								
EB 72					MOTANIC	275.6								
139 P					NORDEEN	272.1								
P					KAMELA	271.1								
141 PWXY					ROSS	268.3								
P					MEACHAM	265.5								
WB 105 PW			11-55AM		HURON	257.7								
EB 102					CAMP	254.1								
136 P					DUNCAN	248.5								
120 PW					BONIFER	239.5								
WB 68 PWY			12-26PM		GIBBON	236.9								
EB 69					HOMLY	229.6								
102 P			12-43		MINTHORN	224.7								
106 PWY					MUNRA	218.9								
117 P					DN PENDLETON FD	215.6		3-05	1-05	9-08				
116 P					RIETH	212.0								
115 P					BARNHART	208.3								
69 BJKPV		11-00	1-20	3-10	NOLIN	198.9								
WXYZ					ECHO HI	192.6								
155 JPX			1-26		STANFIELD	188.4								
135 P					DN-R HINKLE UK	184.2		2-10AM	12-20PM	8-30PM	11-15PM			
135 P					(105.6)			Daily	Daily	Daily	Daily Except Saturday and Sunday			
135 P			11-34	1-52										
135 P			11-40	1-59										
P				3-37										
BJKOPWXYZ	A 3-20PM	A 1-59PM	A 2-15PM	A 3-50AM										
CENTRALIZED TRAFFIC CONTROL														
(3.10) (3.24) (3.10) (2.45) Thru Time (3.25) (2.55) (2.35) (3.10) 33.3 31.4 33.3 38.4 Average speed per hour 30.9 36.2 40.9 33.3														

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

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

WESTWARD			THIRD SUBDIVISION									
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS					Time-Table No. 35 September 15, 1957	
			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		
	STATIONS											
BJKOPWXYZ			3.30PM	9.30AM	1.45 ¹⁸ AM			2.25PM	3.55AM	12.40AM	DN-R HINKLE UK	
P			3.39	9.40	1.55			s 2.32		f 12.47	D ORDNANCE RN	
136 PW			3.42	9.43	1.58			2.35	4.02	12.49	MUNLEY	
136 P			3.49	9.51	2.06			2.41	4.07	12.54	CLARKE	
136 P			3.57	10.00	2.15			s 2.49	4.12	s 1.00	DN BOARDMAN BD	
130 P			4.06	10.14	2.26			2.58	4.19	1.12 ¹⁸	CASTLE	
19 JP			4.15	10.26	2.37			3.05		1.21	N HEPPNER JCT. WI	
143 P			4.17 ²⁶⁴	10.28	2.39			3.07	4.26	1.23	WILLOWS	
WB 142 EB 117 BJKOPTX			4.29	10.45	2.52			s 3.18	4.34 ²⁶²	s 1.32	DN ARLINGTON MX	
135 P			4.36	11.05 ¹²	2.59			3.26 ²⁶⁴	4.38	1.49	GILMORE	
132 P			4.43	11.24	3.06			s 3.32	4.42	1.55	BLALOCK	
134 P			4.51	11.33	3.14			3.39	4.47	2.02	QUINTON	
137 P			5.01	11.48	3.30 ²⁶²			3.47	4.54	2.11	GOFF	
130 P			5.09	11.57AM	3.39			3.53	4.59	2.18	RUFUS	
135 JP			5.15	12.07PM	3.48			f 3.59	5.04	2.24	DN BIGGS BX	
60 P			5.19	12.13	3.54			4.04	5.07	2.29	MILLER	
JPV			5.27	12.24	4.05			4.11	5.13	2.36	OREGON TRUNK JCT.	
80 P			5.32	12.30	4.13			4.15	5.17	2.42	DUNE	
BKOPTWXZ			A 5.50PM	A 12.40PM	A 4.35AM			A 4.30PM	As 5.30AM	A 3.00AM	DN-R THE DALLES DK	
(98.4)												
			(2.20)	(3.10)	(2.50)				(2.05)	(1.35)	(2.20)	Thru Time.....
			42.2	31.1	34.7				47.2	62.1	42.2	Average speed per hour.....

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

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

No. 17 will stop at 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.

			THIRD SUBDIVISION						EASTWARD		
Time-Table No. 35 September 15, 1957	Mile Post	STATIONS	FIRST CLASS			SECOND CLASS					
			12	106	18	262	264	126			
			Mail and Express	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight			
BLOCK SIGNALS		DN-R HINKLE UK	184.2	A 12.10PM	A 8.25PM	A 1.45 ²⁵⁷ AM			A 6.30AM	A 5.45PM	A 11.05PM
		D ORDNANCE RN	177.7	11.59AM	8.15	1.36			6.00	5.20	10.53
		MUNLEY	175.8	11.55	8.13	1.34			5.55	5.15	10.51
		CLARKE	170.0	11.50	8.08	1.28			5.45	5.05	10.45
		DN BOARDMAN BD	163.8	11.42	8.03	1.22			5.30	4.50	10.38
		CASTLE	155.7	11.34	7.56	1.12 ¹⁷			5.15	4.35	10.29
		N HEPPNER JCT. WI	148.2	11.27	7.49	1.00			4.59	4.23	10.20
		WILLOWS	147.0	11.25	7.48	12.58			4.56	4.17 ¹²⁵	10.18
		DN ARLINGTON MX	138.5	11.15	7.40	12.47			4.34 ¹⁰⁵	3.45	10.07
		GILMORE	134.0	11.05 ¹⁵¹	7.36	12.29			4.05	3.26 ¹¹	9.59
		BLALOCK	129.3	11.01	7.32	12.25			3.57	2.55	9.53
		QUINTON	123.2	10.55	7.27	12.19			3.48	2.43	9.46
		GOFF	115.0	10.47	7.20	12.12			3.30 ²⁵⁷	2.28	9.37
		RUFUS	109.0	10.41	7.15	12.06			3.17	2.17	9.29
		DN BIGGS BX	103.1	10.36	7.10	12.01AM			3.07	2.07	9.23
		MILLER	100.4	10.32	7.06	11.57PM			3.01	2.01	9.19
		OREGON TRUNK JCT.	95.1	10.26	7.01	11.51			2.50	1.50	9.12
		DUNE	91.9	10.23	6.58	11.48			2.45	1.45	9.08
		DN-R THE DALLES DK	85.8	10.15AM	6.50PM	11.40PM			2.30AM	1.30PM	9.00PM
		(98.4)		Daily	Daily	Daily			Daily	Daily	Daily Except Saturday and Sunday
				(1.55)	(1.35)	(2.05)			(4.00)	(4.15)	(2.05)
				51.3	62.1	47.2			24.6	23.2	47.2
									Thru Time.....		
									Average speed per hour.....		

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

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

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

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

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

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

	(3.40)	(3.40)	(3.25)	(0.20)	(2.55)	(2.00)	(2.20)	 Thru Time.....
	24.7	24.7	26.1	20.4	29.4	42.9	36.8	Average speed per hour.....

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.

.....Thru Time.....	(2.10)	(0.16)	(1.50)	(2.00)	(3.15)	(2.00)	(3.15)
.....Average speed per hour.....	39.6	25.5	46.8	42.9	26.6	42.9	26.6

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland. No. 18 will reduce speed to 30 MPH at Troutdale to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

WESTWARD

FIFTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.

FIRST CLASS

85CMSt.P.&P Streamliner Passenger

457Passenger

83CMSt.P.&P Streamliner Passenger

Daily

Daily

Daily

Time-Table No. 35

September 15, 1957

STATIONS

PORTLAND

6.8

DN NORTH PORTLAND JCT.

1.9

VANCOUVER

LJPVX

9.00 AM

9.16

A 9.21 AM

BLOCK SIGNALS

PORTLAND

6.8

DN NORTH PORTLAND JCT.

1.9

VANCOUVER

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

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

IJ

JP

N. P. CROSSING

1.2

N. P. CROSSING

0.1

N. P. CROSSING

0.3

12.09 PM

A 12.11 PM

BLOCK SIGNALS

DN RESERVATION

0.7

DN TACOMA JCT.

1.1

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

23 07 IPVX

BIJKOP TVWXYZ

BKXPZ

12.42 PM

3.33 PM

12.50

7.30 AM

A 3.45 PM

A 1.00 PM

A 7.50 AM

BLOCK SIGNALS

DN-R BLACK RIVER

0.0

C. M. St. P. & P. & P. C. CROSSING

6.3

DN-R ARGO

3.1

DN-R SEATTLE

3.1

BI

G

OW

DOUBLE TRACK

(183.2)

(0.12)

(4.00)

(0.20)

15.5

45.8

9.3

.....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.

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

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

WESTWARD

THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.

EASTWARD

691

681

8.30 PM

9.00 AM

A 3.30 AM

A 6.00 PM

ALBINA

ARGO

692

690

A 7.00 AM

A 4.30 AM

12.30 AM

7.30 PM

FIFTH SUBDIVISION					EASTWARD				
Time-Table No. 35 September 15, 1957		Mile Post	FIRST CLASS						
			82 CMSt.P.&P Streamliner Passenger	84 CMSt.P.&P Streamliner Passenger	458 Passenger				
STATIONS									
BLOCK SIGNALS	PORTLAND	0.0			A 9.15 PM				
	DN NORTH PORTLAND JCT. KD	6.8			8.55				
	VANCOUVER	8.7			8.51 PM				
BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.									
BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.									
BLOCK SIGNALS	N. P. CROSSING	145.2							
	N. P. CROSSING	146.4							
	N. P. CROSSING	146.5							
	DN RESERVATION RN	146.8			A 5.52 PM				
	DN TACOMA JCT. JN	147.5			5.50 PM				
BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.									
BLOCK SIGNALS	DN-R BLACK RIVER BI	173.8			A 5.15 PM				
	C. M. St. P. & P. & P. C. CROSSING	173.8							
	DN-R ARGO G	180.1	A 8.13 AM	A 4.08 PM	5.07				
	DN-R SEATTLE OW	183.2	8.05 AM	4.00 PM	5.00 PM				
	(183.2)		Daily	Daily	Daily				
Thru Time.....			(0.08)	(0.08)	(4.15)				
Average speed per hour.....			23.3	23.3	45.4				
On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.									
Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision Time-table between Portland and North Portland Jct.									
On Fifth Subdivision, Rule D-97 is in effect.									

WESTWARD				SIXTH SUBDIVISION								Time-Table No. 35 September 15, 1957	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS						STATIONS		
	391	151	361	363				97	19				
	Mixed	Freight	Freight	Mixed				CM St. P. & P. Streamliner Passenger	Passenger				
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily				Daily	Daily				
BKPVX		12.35AM						11.05PM	7.30PM	DN-R SPOKANE 1.7	DS AU		
PX		12.45						11.11	7.34	WEST SPOKANE 3.6			
48 P		12.55						11.18	7.38	COWLES 4.2			
53 P		1.05						11.25	7.43	MARSHALL 7.3			
103 PWX		1.20						11.36	7.52	N CHENEY 5.2	CY		
51 P		1.30						11.44	7.58	GEIB 5.0			
52 P		1.40						11.50	8.05	MASON 7.4			
53 PW		1.55						11.59PM	8.13	CROSKEY 4.0			
109 P		2.05						12.05AM	8.18	WELLS 6.6			
52 P		2.20						12.12	8.25	PALM LAKE 5.2			
44 P		2.30						12.18	8.31	ASHBY 4.2			
52 P		2.40						12.24	8.36	EMDEN 6.7			
75 JOPVWXY		3.00						12.35AM	8.45	DN-R MARENGO 4.8	RA		
52 P		3.10							8.51	THAVIS 4.4			
63 P		3.17							8.56	MACK 4.2			
51 P		3.25							9.01	ANKENY 7.9			
38 JPWY	1.30PM	3.40							9.12	N-R HOOPER JCT. 5.6	HR		
53 P	1.40	3.50							9.19	PARK 6.2			
146 P	1.52	4.19 ²⁰							9.28	JOSO 5.8			
73 P	2.10 ²⁹⁸	4.35							9.36	CHEW 3.8			
BJKOPWXY	A 2.25PM	5.00 ³⁹² 6.00							9.57	DN-R AYER 6.0	JD		
96 P		6.15							10.05	RUXBY 7.8			
96 P		6.30							10.14	SCOTT 5.9			
46 P		6.40							10.21	WALKER 3.0			
96 P		6.46							10.25	SIMMONS 7.8			
96 PW		7.05							10.36	PAGE 7.3			
95 P		7.20							10.45	ASH 6.0			
94 P		7.30							10.51	HUMORIST 7.0			
157 JKPVWXY		7.50	7.25AM	4.30AM					11.00	DN-R WALLULA 1.7	JN		
JPVXY		7.55	7.30	4.40					11.03	WALLULA JCT. 10.3			
157 P		8.20	7.47	5.00					11.15	JUNIPER 9.8			
159 P		8.40	8.05	5.20					11.26	COLD SPRINGS 9.2			
BJKOPWXYZ	A 9.15AM	A 8.30AM	A 5.40AM						11.45PM	DN-R HINKLE 186.0	UK		
(0.55) (8.40) (1.05) (1.10) (1.30) (4.15) 23.3 21.4 28.6 26.6 40.7 43.1 Thru Time.....Average speed per hour.....													

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

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

No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.

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

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

SIXTH SUBDIVISION										EASTWARD			
Time-Table No. 35 September 15, 1957		Mile Post	FIRST CLASS				SECOND CLASS						
			20 Passenger	98 CM St. P. & P. Streamliner Passenger				362 Freight	392 Mixed	298 Freight	364 Mixed		
STATIONS													
BLOCK SIGNALS	DN-R	SPOKANE	DS AU	1.7	367.3	A 6.30AM	A 11.25PM					A 6.30PM	
		WEST SPOKANE		3.6	365.6	6.23	11.05					6.15	
		COWLES		4.2	362.0	6.17	11.01					6.05	
		MARSHALL		7.3	357.8	6.11	10.56					5.55	
	N	CHENEY	CY	5.2	350.5	s 6.02	10.47					5.40	
		GEIB		5.0	345.3	5.55	10.41					5.30	
		MASON		7.4	340.3	5.48	10.36					5.20	
		CROSKEY		4.0	332.9	5.39	10.28					5.05	
		WELLS		6.6	328.9	5.34	10.24					4.57	
		PALM LAKE		5.2	322.3	5.26	10.17					4.45	
		ASHBY		4.2	317.1	5.19	10.12					4.35	
		EMDEN		6.7	312.9	5.14	10.07					4.20	
	DN-R	MARENGO	RA	4.8	306.2	s 5.05	10.00PM					4.00	
		THAVIS		4.4	301.4	4.55						3.29	
	BLOCK SIGNALS G.T.		MACK		4.2	297.0	4.50						3.20
		ANKENY		7.9	292.8	4.44						3.11	
N-R		HOOPER JCT.	HR	5.6	284.9	4.35				A 6.00AM	2.55		
		PARK		6.2	279.3	4.28				5.40	2.40		
		JOSO		5.8	273.1	4.19 ¹⁵¹				5.25	2.28		
		CHEW		3.8	267.3	4.10				5.10	2.10 ³⁹¹		
DN-R		AYER	JD	6.0	263.5	s 4.05				5.00AM ¹⁵¹	2.00		
		RUXBY		7.8	257.5	3.51					12.50		
		SCOTT		5.9	249.7	3.42					12.36		
		WALKER		3.0	243.8	3.34					12.26		
		SIMMONS		7.8	240.8	3.31					12.20PM		
		PAGE		7.3	233.0	3.21					11.59AM		
		ASH		6.0	225.7	3.12					11.40		
		HUMORIST		7.0	219.7	3.05					11.25		
DN-R		WALLULA	JN	1.7	215.2	s 2.55				A 2.45AM	11.10	A 8.05PM	
	WALLULA JCT.		10.3	213.5	2.51				2.40	11.00	8.00		
	JUNIPER		9.8	203.2	2.40				2.22	10.40	7.40		
	COLD SPRINGS		9.2	193.4	2.30				2.05	10.20	7.20		
DN-R	HINKLE	UK	(186.0)	184.2	2.20AM				1.45AM	10.00AM	7.00PM		
					Daily	Daily			Daily Except Sunday	Daily Except Monday	Daily	Daily	
..... Thru Time.....				(4.10)	(1.25)				(1.00)	(1.00)	(8.30)	(1.05)	
..... Average speed per hour.....				44.6	43.1				31.0	21.5	21.9	28.6	

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 35 September 15, 1957	Mile Post	SECOND CLASS		
	305 Mixed					304 Mixed
	Daily Except Sunday					STATIONS
28 WXY	8.00AM	D-R JOSEPH J	83.8	A10.45AM		
22 X	8.30	D ENTERPRISE RS	78.0	10.30		
39	9.00	LOSTINE	67.8	9.47		
27 WXY	9.30 ³⁰⁴	D WALLOWA WO	60.0	9.30 ³⁰⁵		
12 W { M.P. 49.0	10.05	MINAM	47.1	8.37		
40 W { M.P. 32.6	10.35	LOOKING GLASS	33.8	8.07		
32	11.05	GULLING	25.1	7.45		
35 WXY	11.25	D ELGIN GN	20.9	7.35		
18	11.50AM	D IMBLER BR	12.3	7.02		
20	12.10PM	ALICEL	8.4	6.52		
BJKOPT WXYZ	12.50PM	DN-R LA GRANDE RA	0.0	6.30AM		
		(83.8)		Daily Except Saturday		
(4.50)		Thru Time.....		(4.15)		
17.3		Average speed per hour.....		19.7		

WESTWARD		PILOT ROCK BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35 September 15, 1957	Mile Post			
						STATIONS
155 JPX		RIETH	0.0			
22		SPARKS	6.7			
18 WX		D PILOT ROCK RO	14.9			
		(14.9)				

WESTWARD		UMATILLA BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35 September 15, 1957	Mile Post			
						STATIONS
BJKOP WXYZ		DN-R HINKLE UK	0.0			
95 P		D HERMISTON MN	3.9			
PWXY		D UMATILLA CS	10.1			
63 P		IRRIGON	17.9			
		(17.9)				

WESTWARD		HEPPNER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35 September 15, 1957	Mile Post			
						STATIONS
39 PWXY		D-R HEPPNER HR	45.2			
19 P		LEXINGTON	36.3			
7		JORDAN	31.0			
15 PW		D IONE ON	28.3			
3		McNAB	25.2			
13		MORGAN	19.8			
3		CECIL	14.5			
19 JPX		N-R HEPPNER JCT. WI	0.0			
		(45.2)				

WESTWARD		CONDON BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35 September 15, 1957	Mile Post			
						STATIONS
26 PVWXY		D-R CONDON CD	44.5			
22		GWENDOLEN	36.3			
27		SPEECE	32.3			
26		CLEM	28.6			
29 P		MIKKALO	24.4			
27		BARNETT	19.7			
11 P		ROCK CREEK	16.0			
29		SHUTLER	7.3			
WB 126 BJKO EB 113 PTWX		DN-R ARLINGTON MX	0.0			
		(44.5)				

WESTWARD		GRASS VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35 September 15, 1957	Mile Post			
						STATIONS
14 Y		KENT	52.5			
10		EAKIN	42.5			
28 PW		D GRASS VALLEY VY	38.5			
25		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)				

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. 35 September 15, 1957	Mile Post	
		STATIONS		
39 PWXY		D-R HEPPNER HR	45.2	
19 P		LEXINGTON	36.3	
7		JORDAN	31.0	
15 PW		D IONE ON	28.3	
3		McNAB	25.2	
13		MORGAN	19.8	
3		CECIL	14.5	
19 JPX		N-R HEPPNER JCT. WI	0.0	
		(45.2)		
WESTWARD CONDON BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35 September 15, 1957	Mile Post	
		STATIONS		
26 PVWXY		D-R CONDON CD	44.5	
22		GWENDOLEN	36.3	
27		SPEECE	32.3	
26		CLEM	28.6	
29 P		MIKKALO	24.4	
27		BARNETT	19.7	
11 P		ROCK CREEK	16.0	
29		SHUTLER	7.3	
WB 126 BJKO EB 113 PTWX		DN-R ARLINGTON MX	0.0	
		(44.5)		
WESTWARD GRASS VALLEY BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35 September 15, 1957	Mile Post	
		STATIONS		
14 Y		KENT	52.5	
10		EAKIN	42.5	
28 PW		D GRASS VALLEY VY	38.5	
25		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. 35		Mile Post	SECOND CLASS
	313	September 15, 1957			314
	Mixed				Mixed
	Daily Except Monday	STATIONS			
BKOP. VWXYZ	5:00 AM	DN-R	BEND	ND	150.0 A 2.30 PM
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL IN- STRUCTIONS OF OREGON TRUNK RAILWAY.					
JPV	A 12.01PM	OREGON TRUNK JUNCTION		O.O	7.30 AM
		(150.0)			Daily Except Sunday
(7.01) Thru Time..... (7.00)					
21.4 ..Average speed per hour.. 21.4					
BEND BRANCH SHOWN FOR INFORMATION ONLY.					
WESTWARD OLYMPIA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 35		Mile Post	
		September 15, 1957			
		STATIONS			
JPVXY		R	EAST OLYMPIA	O.O	
		7.3 N. P. CROSSING		7.3	
		0.1			
BKPV WXYZ		D-R	OLYMPIA	OA	7.4
		(7.4)			

WESTWARD			GRAYS HARBOR BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 35 September 15, 1957 STATIONS	Mile Post	SECOND CLASS			
	307	309			308	306		
	Mixed	CMSt.P.&P Freight			CMSt.P.&P Freight	Mixed		
	Daily Except Sunday	Daily Except Sunday						
BJKOPT VWXYZ	2.00 PM		DN-R CENTRALIA 2.4	CN	O.O		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	f 2.20		GALVIN	5.0			8.25	
43 JPVX	f 2.40	12.01AM	HELING JUNCTION	12.2	A 7.40PM	f 8.10		
48 PWX	s 2.45	12.05	N-R INDEPENDENCE RD	13.7	7.20	s 7.50		
52 P	f 3.05	12.30	CEDARVILLE	22.2	7.00	f 7.30		
51	f 3.20	12.40	LANKNER	26.3	6.45	f 7.15		
44 P	f 3.30	12.55	SAGINAW	30.8	6.35	f 7.05		
5 P	f 3.35	1.00	SOUTH ELMA	32.5	6.30	f 7.00		
53 PXY	f 4.05	1.35	SOUTH MONTESANO	42.4	6.05	f 6.35		
X			SOUTH MONTESANO	42.4				
PVX			D MONTESANO MO	43.9				
53 PXY	f 4.05	1.35	SOUTH MONTESANO	42.4	6.05	f 6.35		
27	f 4.10	1.43	MELBOURNE	43.8	5.55	f 6.25		
32 P	f 4.20	1.50	PREACHER'S SLOUGH	46.7	5.45	f 6.15		
83 PXY	f 4.35	2.05	COSMOPOLIS	51.2	5.30	f 6.00		
JV			SOUTH ABERDEEN JCT.	53.2				
M			N. P. CROSSING	53.3				
82 BKPVXZ	A 4.45PM	A 2.35AM	DN-R ABERDEEN 3.6	SA 53.9	5.15PM	s 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.								
BJKOPT WYZ	A 5.00 PM	A 3.05 AM	DN-R HOQUIAM	HO 57.5	5.00 PM	5.30 PM		
			(57.5)		Daily Except Sunday	Daily Except Sunday		
(3.00)	(3.04)		Thru Time.....		(2.40)	(3.15)		
19.2	14.8		Average speed per hour.....		17.0	17.6		

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.

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

WESTWARD		SUNNYSIDE BRANCH				Time Table No. 35	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.						September 15, 1957	
						STATIONS	
35	JPXY					R	MIDVALE
	PVX					D	2.8 SUNNYSIDE
							(2.8)

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.

SUNNYSIDE BRANCH				EASTWARD			
Time-Table No. 35 September 15, 1957		Mile Post					
STATIONS							
R	MIDVALE	0.0					
	2.8						
D	SUNNYSIDE	2.8					
	(2.8)						

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.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	West	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Yoakum.....	201.7	10	Both	Juno.....	20.8	10	Both
Pendair.....	213.5	80 P	Both	Huntley.....	22.6	2	Both
Mission.....	221.2	18 P	Both	Sunset.....	25.4	30	Both
Cayuse.....(1).....	227.1	25 P	Both	Warner.....	45.3	11	Both
Thorn Hollow.....	232.1	48 P	Both	Moscow Branch			
North Fork.....	251.4	14 P	Both	Risbeck.....(6).....	4.5	6	Both
Third Subdivision				Parvin.....(6).....	7.8	8	Both
Seufert.....	87.2	58	West	Armstrong.....(6).....	15.7	3 W {M.P. 16.2}	Both
Fourth Subdivision				Holland.....	21.4	8	Both
Montavilla.....	5.9	8	Both	Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett.....(1) (2).....	20.3		None	Wacota.....	34.1	4	Both
Latourell.....(1) (2).....	23.9		None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6	P	None	Sulphur.....	46.1	9	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	Tekoa-Ayer Branch			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
Via Kenton				Schreck.....	31.9	14	Both
Champ.....	9.5	7	Both	Thera.....(7).....	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0	37 P	Both	Walters.....	98.6	10	Both
Sixth Subdivision				Pomeroy Branch			
Ice Harbor.....	223.5	23 West	West	Houser.....	19.1	1	Both
Sheffer.....	242.1	10 West	Both	Tucannon Branch			
Matthews.....	253.3	4 Both	Both	Powers.....	2.7	4	Both
Magallon.....	258.6	5 Both	Both	Pendleton Branch			
Teske.....	310.6	2 Both	Both	Havana.....	6.9	11	Both
Joseph Branch				Bade.....	30.2	13	Both
Island City.....(3).....	2.6	12	Both	Barrett.....	33.1	10	Both
Conley.....(3).....	5.9	6	Both	Prunedale.....	34.2	15	Both
Vincent.....(3).....	40.6	2	East	State Line.....	41.7	10	Both
Sevier.....	56.7	5	West	Langdon.....	43.6	12	Both
Freels.....	75.2	2	West	Russell.....	51.8	11	Both
Marble.....	75.8	5 Both	Both	Hadley.....	56.5	19	Both
Pilot Rock Branch				Berryman.....	59.8	9	Both
McBee.....	2.8	2	East	Ennis.....	60.9	10	Both
Lens.....	11.2	4	East	Robinson.....	67.6	2	Both
Grass Valley Branch				McCall.....	69.4	2	Both
Sandon.....	15.6	8	Both	McKay.....	78.6	6	Both
Hay Canyon.....	19.2	12 East	Both	Wallace Branch			
De Moss.....	23.9	15 West	None	O'Gara.....(8).....	26.3		None
Erskine.....	31.3	12	Both	Black Lake.....(8).....	38.0		None
Bourbon.....	45.8	9	Both	Dudley.....(8).....	52.0	12	Both
Grays Harbor Branch				Smelterville.....(8).....	66.3		None
Raisch.....	2.6	7	Both	Shont.....	72.8	3	Both
Balch.....(4).....	18.3	18 P	Both	Polaris.....	74.6	42	East
Yakima Branch				Gem.....	84.1	5 X	Both
Grosscup.....	28.2	8	Both	Frisco.....	84.4	7 X	Both
Biggam.....(5).....	48.3	10	Both	Dorn.....	85.1	13	Both
Boone.....	76.4	1	East	Dayton Branch			
Flint.....	83.6	18	Both	Taggard.....	4.3	1	West
				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. 363-364.
 (6) Flag stop for Nos. 378-379.

- (7) Flag stop for No. 392.
 (8) Flag stop for Nos. 387-388.

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

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

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

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

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

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

GENERAL

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

FIRST SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	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. 363.6 and 362.1.	45	35	20	Between M.P. 342.2 and 341.5.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	North Powder Between M.P. 321.6 and 321.3.	70	60	50
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	25	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	50	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. 217.6 and 216.3.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25	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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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.				Between M.P. 246.9 and 247.0.		45	35	Marengo Between M.P. 308.6 and 309.0.			
		20	20						60	50	40
Between M.P. 186.0 and 187.3.		60	50	Scott Between M.P. 252.8 and 253.0.		45	35	Cheney Within city limits.			
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Between M.P. 256.9 and 257.1.		45	35		35	35	35
Juniper Between M.P. 209.2 and 211.7.		40	30	Ruxby Between M.P. 260.3 and 260.5.		50	40	Over street crossings.	15	15	15
Wallula Jct. West leg of wye.		15	15					Between M.P. 352.8 and 353.5.	55	45	35
Wallula Between M.P. 214.6 and 215.5 over manual switches.				Chew Between M.P. 268.2 and 269.3.		30	30	Between M.P. 354.0 and 363.8 on curves.			
		20	20	Between M.P. 271.5 and 272.5.		25	15	60	50	35	
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 272.7 and 273.2.		45	35	Between M.P. 364.2 and 364.4.	45	35	25
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 275.1 and 276.9.		40	25	Between M.P. 364.7 and 364.9.	55	45	35
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 277.9 and 279.4.		45	35	Between M.P. 365.1 and 366.2.	25	25	15
Ash Between M.P. 226.8 and 227.0.		50	40	Park Between M.P. 280.0 and 281.6.		40	25	Between M.P. 366.5 and 367.1.	45	35	25
		35	25		Between M.P. 281.9 and 282.2.		50	40	Over Bridge 367.13.	10	10
Between M.P. 230.8 and 232.3.		45	35								
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	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
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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and 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	Olympia Branch Maximum speed.		20	20	Over other street crossings.		10	10
Umatilla Branch Maximum speed.		40	40	Olympia Within city limits.		10	10	Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	50
Hinkle Between M.P. 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 70 and Yakima.		45	30
Hermiston Standard and Union Oil spurs.			6	Grays Harbor Branch Maximum speed.		30	30	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	Centralia Between M.P. 1.0 and 1.3.		10	10	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	Blakeslee Jct. Between M.P. 4.3 and 4.7.		20	20	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	Galvin Between M.P. 5.1 and 5.7.		15	15	Villard Jct. Between M.P. 7.1 and 7.4. Bridge 7.44.		30	30
Between M.P. 9.4 and 11.2.		25	25	Between M.P. 6.5 and 6.8.		10	10	Between M.P. 7.44 and 7.4.		25	15
Umatilla On wye.		10	10	Between M.P. 7.1 and 7.5.		20	20	Kennewick Over street crossings.		8	8
Irrigon				Between M.P. 10.1 and 10.3.		20	20	Between M.P. 35.6 and 35.9.		45	35
Heppner Branch Maximum speed.		25	25	Between M.P. 11.9 and 12.1.		15	15	Benton City Within city limits.		40	30
3-degree curves.		20	20	Independence Between M.P. 14.7 and 15.2.		10	10	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 16.7 and 16.9.		20	20	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Between M.P. 18.5 and 19.8.		15	15	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	South Elma Between M.P. 32.8 and 33.8.		15	15	Zillah Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 34.4 and 34.6.		10	10	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over N. P. Crossing and between home signals governing cross- ing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 36.1 and 36.3.		15	15	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 37.5 and 38.2.		20	20	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	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
Sunnyside Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
				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 Spokane and Manito.	70	60	35	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
Between Manito and Tekoa.		45	30					Between M.P. 10.7 and 10.9.		35	25
				Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 11.1 and 11.4.		35	25
				Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 12.1 and 12.3.		20	20
Tekoa On west leg of wye.		10	10	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.5 and 12.6.		35	25
Between M.P. 117.2 and 117.5.		20	20	Between Chester and Mica, on descending grade.			25	Touchet Between M.P. 18.5 and 18.6.		35	25
Between M.P. 117.8 and 117.9.		45	30					W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 118.1 and 118.3.		35	25					College Place Within city limits.		30	30
Between M.P. 118.5 and 119.7.		25	20	N. P. Crossing Through interlocking.	15	15	10	Walla Walla Maximum speed.		35	25
Between M.P. 120.2 and 121.4.		35	25					On 7- and 8-degree curves.		25	20
Between M.P. 121.6 and 121.9.		25	20	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. 122.1 and 122.5.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Colfax Within city limits.		12	12
				Through tunnel.	15	15	15	Between M.P. 1.3 and 3.1.		25	20
Latah Within city limits.		40	30					Between M.P. 5.6 and 7.5.		25	20
Between M.P. 123.4 and 124.5.		20	20	Pleasant Valley Branch Maximum speed.		25	25	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 125.1 and 125.7.		35	25	G. N. Crossing, M.P. 30.7.		20	20	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 127.5 and 128.4.		35	25	On curves of 7 degrees and over.		20	20	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 129.6 and 130.6.		35	25					Between M.P. 12.2 and 12.5.		25	20
				Fairfield Within city limits.		25	25	Albion Between M.P. 13.4 and 13.6.		25	20
				Between M.P. 132.6 and 132.8.		45	30	Between M.P. 14.3 and 14.9.		20	20
				Between M.P. 133.3 and 134.6.		25	20	Between M.P. 17.5 and 17.7.		25	20
								Between M.P. 17.9 and 18.0.		25	20
Darknell Between M.P. 135.3 and 136.3.		35	25	Wallula Branch Maximum speed.		35	30	Pullman Within city limits.		15	15
Between M.P. 136.6 and 139.2.		20	20	On 5- and 6-degree curves.		35	25	Over street crossings.		6	6
				On 7- and 8-degree curves.		25	20	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
				On 9- and 10-degree curves.		20	20	Between M.P. 24.6 and 24.8.		25	20
Rockford Within city limits.		20	20	Wallula Jct. West leg of wye.		15	15	Between M.P. 25.2 and 25.4.		25	20
Between M.P. 139.4 and 140.4.		45	30	Zangar Jct. Between M.P. 5.1 and 6.4.		25	20	Moscow Within city limits.		20	20
Between M.P. 141.0 and 141.2.		35	25	Between M.P. 6.7 and 6.8.		25	20	Over street crossings.		12	12
Between M.P. 142.6 and 143.2.		25	20	Between M.P. 7.0 and 7.1.		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.
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				
On 9- and 10-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Garfield Within city limits.		25	25
				Between M.P. 27.4 and 27.8.		20	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. 28.2 and 28.7.		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. 29.7 and 29.9.		45	30				
Between M.P. 7.2 and 7.8.		20	20	Hay Between M.P. 30.4 and 31.1.		35	25	Farmington Within city limits.		20	20
Between M.P. 9.2 and 9.7.		20	20	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 104.6 and 104.9.		20	20
				Between M.P. 34.2 and 35.2.		20	20	Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	Jerita Between M.P. 36.2 and 36.9.		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. 37.8 and 39.3.		25	20	Between M.P. 115.6 and 116.0.		20	20
Tekoa-Ayer Branch Maximum speed.		45	30	La Crosse Between M.P. 43.5 and 43.6.		45	30	Tekoa On west leg of wye.		10	10
Between Tekoa and Colfax, via Garfield.		30	30	Sutton Between M.P. 49.3 and 50.1.		30	20	Pomeroy Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	Endicott Between M.P. 64.9 and 65.2.		35	25	Starbuck Within city limits.		15	15
On 7-, 8-, 9- and 10-degree curves.		20	20	Between M.P. 65.4 and 65.6.		45	30	Tucannon Branch Maximum speed.		25	25
Between Tucannon and Ayer.		35	25	Between M.P. 68.2 and 68.5.		35	25	On curves of 7 degrees and over.		20	20
On 4-degree curves.		45	30	Diamond Between M.P. 68.8 and 69.0.		35	25	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		35	25	Between M.P. 69.9 and 70.1.		35	25	Between Starbuck and Relief.		12	12
On 7- and 8-degree curves.		25	20	Mockonema Between M.P. 73.3 and 73.6.		20	20	Pendleton Branch Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 74.1 and 74.2.		45	30	On 7-, 8-, 9- and 10-degree curves.		20	20
				Crest Between M.P. 74.9 and 77.2.		25	12	Between Barrett and Downing, on descending grade.		15	15
Tucannon Between M.P. 14.0 and 14.1.		35	25	Colfax Within city limits.		12	12				
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 78.4 and 78.5.		20	20	Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 79.8 and 80.7.		20	20	Over other street crossings within city limits.		20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 81.5 and 82.3.		20	20	Between M.P. 2.5 and 3.0.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 82.9 and 83.4.		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. 83.7 and 84.5.		20	20	Athena Over street crossings.		15	15
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 86.5 and 87.0.		20	20				
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 87.6 and 88.9.		20	20				
				Between M.P. 89.1 and 89.4.		20	20				

BRANCHES (Continued)											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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			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							35	25
Between M.P. 31.2 and 31.7.		20	20	Dayton Over street crossings west of Touchet River.		15	15	Between M.P. 54.5 and 54.9.		35	25
Between M.P. 32.2 and 32.4.		20	20			10	10	Cataldo Between M.P. 58.7 and 59.1.		45	30
Between M.P. 32.7 and 32.9.		20	20	Wallace Branch Maximum speed.		50	30			20	20
Milton-Freewater Over street crossings.		15	15			35	20			35	25
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	Between Plummer Jet. and Chatcolet.		40	25	Between M.P. 63.4 and 64.0.		45	30
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Chatcolet and Harrison.		45	30	Kellogg-Wardner Over street crossings.		10	10
Walla Walla Over street crossings.		12	12	On 4-degree curves.		35	25			35	25
		20	20	On 5- and 6-degree curves.		25	20	Between M.P. 70.7 and 70.9.		45	30
		8	8	On 7- and 8-degree curves.		20	20	Between M.P. 71.5 and 71.7.		35	25
Within city limits.		20	20	On 9- and 10-degree curves.		25	20	Between M.P. 72.4 and 72.6.		45	30
On west leg of wye.		20	20	Plummer Jet. Between M.P. 16.2 and 16.9.		20	20	Between M.P. 73.4 and 73.6.		35	25
Between M.P. 52.7 and 53.4.		20	20			25	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 17.9 and 18.2.		25	20			35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 18.5 and 20.3.		25	20			35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 78.0 and 78.2.		25	20
Bolles Between M.P. 71.7 and 72.5.		20	20	Chatcolet Bridge 23.45.		15	15	Between M.P. 78.6 and 78.7.		6	6
		20	20			25	20	Wallace Over street crossings.		20	20
Between M.P. 72.8 and 73.2.		20	20	Between M.P. 24.1 and 28.4.		10	10			10	10
Between M.P. 74.3 and 76.1.		20	20	Springston Between M.P. 34.0 and 34.4.		45	30	Sierra Nevada Branch Maximum speed.			
Between M.P. 78.4 and 78.5.		20	20			35	25				
Between M.P. 78.9 and 79.3.		20	20	Between M.P. 34.5 and 34.7.		35	25				
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.		45	30				
Alto				Between M.P. 39.6 and 39.8.							

Standard clocks are located as shown below:											
Aberdeen.....	Telegraph Office	Hinkle.....	Enginemen's Register Room	Portland (Joint)							
Albina.....	Train Dispatcher's Office	Hinkle.....	Yard Office	N. P. T. Co. Telegraph Office							
Albina.....	Yard Telegraph Office	Hoquiam (Joint).....	N. P. Ry. Telegraph Office	Seattle (Joint)							
Albina.....	Crew Dispatcher's Board Room	Huntington.....	Yard Office	Union Station Telegraph Office							
Albina.....	Terminal No. 4 Yard Office	Huntington.....	Telegraph Office	Spokane.....	Train Dispatcher's Office						
Argo.....	Yard Office	Kellogg-Wardner.....	Telegraph Office	Spokane.....	Telegraph Office						
Argo.....	Enginemen's Register Room	Kennewick.....	Telegraph Office	Tacoma.....	Yard Office						
Arlington.....	Telegraph Office	Kenton.....	Telegraph Office	Tekoa.....	Telegraph Office						
Ayer.....	Telegraph Office	La Grande.....	Crew Dispatcher's Office	The Dalles.....	Telegraph Office						
Baker.....	Telegraph Office	La Grande.....	Train Dispatcher's Office	The Dalles.....	Switchmen's Locker Room						
Bend (Joint).....	O. T. Ry. Telegraph Office	La Grande.....	Depot Telegraph Office	Wallace.....	Telegraph Office						
Centralia (Joint).....	N. P. Ry. Telegraph Office	La Grande.....	Yard Office	Walla Walla.....	Telegraph Office						
East Spokane.....	Enginemen's Register Room	Moscow.....	Telegraph Office	Wallula.....	Telegraph Office						
East Spokane.....	Trainmen's Register Room	Olympia.....	Telegraph Office	Winona.....	Telegraph Office						
Hinkle.....	Telegraph Office	Pendleton.....	Telegraph Office	Yakima.....	Telegraph Office						
				Yakima.....	Roundhouse						

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))											
Rule 6.—The following letters, when placed before the figures of the schedule, indicate:											
L—leave;											
A—arrive;											
s—regular stop;											
f—flag stop to receive or discharge traffic.											
Rule 6(A).—The following letters, when placed in the columns provided, indicate:											
B—bulletins;		O—oil;									
C—coal;		P—telephone;									
D—day operator;		R—train register;									
N—night operator;		T—turntable;									
DN—day and night operator;		V—track connection with foreign railroad;									
H—hog drenching;		W—water;									
I—interlocking;		X—yard limits;									
J—junction;		Y—wye;									
K—standard clock;		Z—track scales.									
M—railroad crossing protected by signals or gates;											

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 Jet.....	Portland or beyond, Tuesdays only.	
	North Powder.....		
19	Hooper Jet.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	Hinkle or beyond.