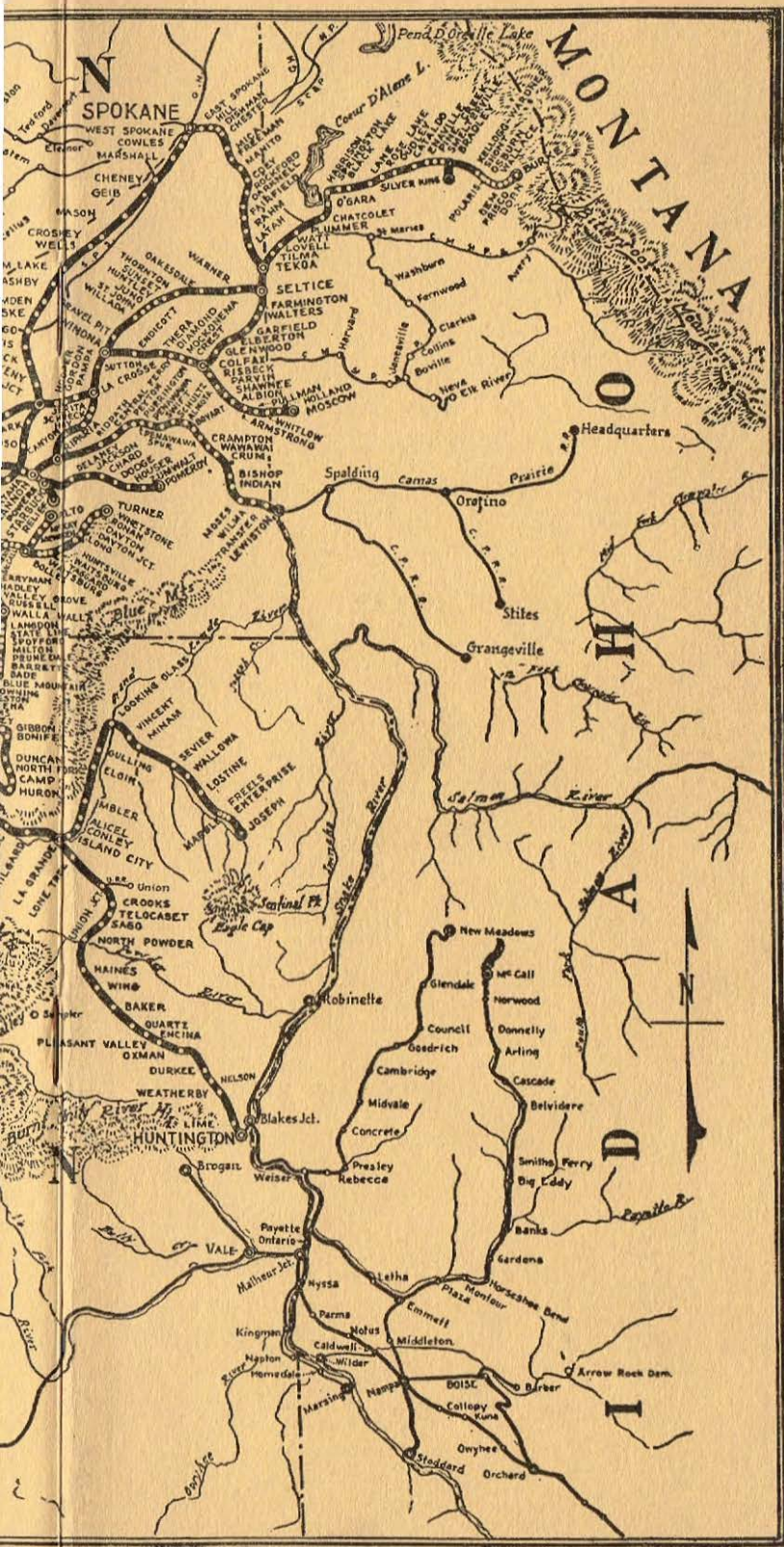




UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

Safety Is



No Accident

OREGON DIVISION

TIME-TABLE

No. 23

Effective Sunday
September 26, 1954
 At 12:01 A.M. Pacific Time

**Careful Handling
 Prevents Damage**

FOR EMPLOYEES ONLY

A. McALLISTER
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

J. G. KIMMELL, Superintendent Portland, Ore.
C. B. Lisher, Assistant Superintendent Portland, Ore.
R. A. Roberts, Assistant Superintendent Seattle, Wash.
H. A. Achenbach, Assistant Superintendent Spokane, Wash.
G. L. Wilmot, Assistant Superintendent La Grande, Ore.
R. L. Rickard, Terminal Superintendent Portland, Ore.
J. Bowen, Trainmaster Portland, Ore.
D. E. Gardner, Trainmaster Walla Walla, Wash.
A. Rau, Master Mechanic Portland, Ore.
R. L. Norris, 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.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
E. F. Kidder, Division Engineer Portland, Ore.
H. L. Mathewson, General Roadmaster Portland, Ore.
E. L. Briggs, Safety Representative Portland, Ore.

First and Second Subdivisions and Branches
B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant 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.

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. S. Ellison, Assistant Chief Train Dispatcher Spokane, Wash.
J. A. Walsh, Assistant Chief Train Dispatcher Spokane, Wash.
C. E. Wizemann, 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.	James J. D. Haun	Surgeon	La Grande, Ore.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	W. J. Kubler	Surgeon	La Grande, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
J. P. Craven	Surgeon	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
David G. Duncan	Surgeon	Portland, Ore.	F. J. Dierlckx	Surgeon	Oregon City, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
S. I. Hardy	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	L. Fred Lundy	Surgeon	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
J. B. Higgins	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. C. Vandervert	Surgeon	Bend, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralla, Wash.	M. F. Kepi	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralla, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
Don Schwisow	Surgeon	Condon, Ore.	W. H. Touzey	Surgeon	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
Henry Weltz	Surgeon	Dishman, Wash.	O. M. Anderson	Physician	Spokane, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	Charles G. Smick	Surgeon	Sprague Wells, Wash.
L. M. Farnam	Surgeon	Elma, Wash.	Bruce O. McIntyre	Surgeon	St. John, Wash.
Lyie C. Ham	Surgeon	Enterprise, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
M. W. Munsell	Surgeon	Grandview, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Vern Cressey	Surgeon	Tekoa, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	Griffith, Vogt, Mills, Merriss, Stevenson, Wilkinson, Meyer	Surgeons	The Dalles, Ore.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
John C. Korvell	Surgeon	Hoquiam, Wash.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
O. I. Gibbon	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	J. O. Lyman	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
P. F. Sbirey	Surgeon	Kennewick, Wash.	A. J. Hockett	Surgeon	Walla Walla, Ore.
H. F. Craig	Surgeon	La Crosse, Wash.	H. C. Lynch	Surgeon	Yakima, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
John B. Gregory	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 23 September 26, 1954		FIRST CLASS						
		19 Passenger	11 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger			12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger			
		Daily	Daily	Daily	Daily	Daily										
								STATIONS								
			5.25	2.05		5.05	0.0	GRANGER	A 9.05		A12.42	A10.30				
			10.20 11.15	5.45 6.55		10.05 10.55	213.9	POCATELLO	3.50 2.50		8.55 8.45	5.20 4.45				
			2.15	8.25		2.20	373.8	GLENNS FERRY	11.40		6.10	1.30				
			3.59	9.40		4.05	448.4	BOISE	9.55		5.00	11.55				
			6.25	11.40		6.50	550.1	M.T. HUNTINGTON	7.10		3.05	9.25				
			5.35	10.40		6.00		P.T. HUNTINGTON	6.00		2.05	8.15				
			8.15	1.05		8.45	649.7	LA GRANDE	3.25		11.40	5.35				
			10.30	3.10		11.10	723.9	PENDLETON	1.05		9.38	2.50				
		9.00					941.3	SPOKANE					A 6.30			
		11.27					837.4	AYER					4.05			
		12.30					786.3	WALLULA					2.55			
		1.50	11.25	3.55		12.40	755.3	HINKLE	12.15		9.00	2.00	2.20			
		3.50	1.45	5.30		3.10	855.4	THE DALLES	10.10		7.20	11.35	12.02			
		A 6.10	A 4.00	A 7.30	8.00	A 5.30	939.5	PORTLAND	8.05	A 9.15	5.30	9.30	10.00			
					11.05		1084.6	TACOMA			5.52					
					A1 1.59		1122.7	SEATTLE			4.45					
									Daily	Daily	Daily	Daily	Daily			
		(0.10) 40.4	(23.35) 39.8	(18.25) 51.0	(3.59) 46.0	(25.25) 37.0	 Thru Time.....		(24.00) 30.1	(4.30) 40.7	(18.12) 51.6	(24.00) 39.1	(8.30) 43.5			
...Average speed per hour...																

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCannon	Time-Table No. 23 September 26, 1954	FIRST CLASS				
		29 Passenger	33 Passenger	31 Passenger			32 Passenger	34 Passenger	30 Passenger		
		Daily	Daily	Daily		STATIONS					
		10.10	9.35		0.0	McCAMMON		A 5.40	A 4.05		
		10.45 11.30	10.10 10.40		22.7	POCATELLO		5.10 4.30	3.30 2.55		
		1.00	A12.25	7.00	73.3	IDAHO FALLS	A 2.30	3.00	1.15		
				8.40	124.3	ASHTON	12.55				
				A10.20	169.9	VICTOR	11.10				
					180.4	WEST YELLOWSTONE					
		A 7.10			285.8	BUTTE			7.15		
							Daily	Daily	Daily		
		(9.00) 31.8	(2.50) 25.9	(3.20) 29.0	 Thru Time.....		(3.20) 20.0	(2.40) 27.5	(8.50) 32.3		
..... Average speed per hour.....											

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS			Time-Table No. 23 September 26, 1954	Mile Post	FIRST CLASS			SECOND CLASS
	125 Mixed	105 Streamliner Passenger	17 Passenger	11 Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger	126 Mixed
	Daily	Daily	Daily	Daily						
STATIONS										
BKOPTW XYZ	9:55AM	10:40PM	6:00PM	5:35AM	DN-R HUNTINGTON HU	389.4	A 8:15AM	A 6:00PM	A 2:05AM	A 5:15AM
100 P					D LIME BY	384.5	8:02	5:47	1:50	5:00
100 PW					WEATHERBY	377.5				
160 PY	10:27				DURKEE	368.9				
100 P					OXMAN	361.7				
170 P					PLEASANT VALLEY	355.4				
WB 91 PY EB 109					ENCINA	351.9				
107 P	11:00	11:45	7:05	6:40	QUARTZ	347.3				
WB 109 BKOPW EB 111	11:15	11:55PM	7:15	6:50	DN BAKER BC	342.0	6:50	4:36	12:40	3:50
106 P					WING	337.6	6:37	4:26	12:30AM	3:34
106 P	11:27				D HAINES KB	331.7		4:21		
106 PW	11:38				D NORTH POWDER HD	322.1		4:11		
107 P					SAGO	315.5				
147 PVWY	11:53AM				TELOCASET	312.6				
105 P					CROOKS	308.9				
105 PVY					D UNION JCT. UN	302.2				
105 P	12:17PM	12:47AM	8:20	7:53	LONETREE	294.9				
BJKOPTW XYZ	12:30PM	1:00AM	8:35PM	8:05AM	DN-R LA GRANDE RA	289.8	5:35AM	3:25PM	11:40PM	2:35AM
					(99.6)		Daily	Daily	Daily	Daily
	(2.35) 38.6	(2.20) 42.7	(2.35) 38.6	(2.30) 39.8	Thru Time.....		(2.40) 37.4	(2.35) 38.6	(2.25) 41.2	(2.40) 37.4
					Average speed per hour.....					

CENTRALIZED TRAFFIC CONTROL

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 Stages, etc. See Rule 6 (A), Page 31.	SECOND CLASS		FIRST CLASS				Time-Table No. 23 September 26, 1954	Mile Post	FIRST CLASS			SECOND CLASS	
		125	17	11	105	18			12	106	126		
		Mixed	Passenger	Passenger	Streamliner Passenger	Passenger			Passenger	Streamliner Passenger	Mixed		
		Daily	Daily	Daily	Daily								
						STATIONS							
BIKOPTWXYZ		12.40PM	8.45PM	8.15AM	1.05AM	DN-R LA GRANDE	289.8	A 5.25AM	A 3.15PM	A 11.35PM	A 2.25AM		
WB 71 PVWXY						7.7							
EB 72						HILGARD	282.1	5.08	2.58	11.20	2.07		
130 P						0.6							
P						MOTANIC	275.0						
141 PVWXY						3.6							
P						NORDEEN	272.1						
						1.0							
						KAMELA	271.1						
						2.8							
						ROSS	268.3						
						2.8							
WB 106 PW		1.34				MEACHAM	265.6						
EB 102						7.8							
136 P						HULTON	257.7						
120 PW						3.0							
WB 88 PVY		2.07				CAMP	254.1						
EB 69						5.0							
102 P						DUNCAN	248.5						
100 PVY		2.25				9.0							
117 P						BONIFER	239.6						
116 P						2.6							
115 P		2.47	10.52	10.20	3.03	GIBBON	236.9						
69 BJKPV		3.00	11.10	10.30	3.10	7.3							
WXYZ						HOMLY	229.6						
155 JPX						4.9							
135 P						MINTHORN	224.7						
135 P						5.8							
135 PW		3.30	11.45			MUNRA	218.9						
P		3.35	11.52PM	11.05	3.37	3.3							
BJKOPWXYZ		A 3.50PM	A 12.10AM	A 11.15AM	A 3.50AM	DN PENDLETON	216.0	S 2.50	S 1.05	S 9.38	S 12.05AM		
						3.6							
						RIETH	212.0	2.34	12.50	9.29	11.50PM		
						3.7							
						BARNHART	208.3						
						9.4							
						NOLIN	198.9						
						6.3							
						ECHO	192.0						
						4.2							
						STANFIELD	188.4						
						4.2							
						DN-R HINKLE	184.2	2.00AM	12.15PM	9.00PM	11.15PM		
						(105.6)		Daily	Daily	Daily	Daily		
		(3.10)	(3.25)	(3.00)	(2.45)	Thru Time.....		(3.25)	(3.00)	(2.35)	(3.10)		
		33.3	30.9	35.2	38.4	... Average speed per hour ...		30.9	35.2	40.0	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 Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS				Time-Table No. 23 September 26, 1954	
			257	125	151		11	105	19	17	
			Time Freight	Mixed	Time Freight		Passenger	Streamliner Passenger	Passenger	Passenger	
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	
											STATIONS
	BJKOPWXYZ		¹⁰⁶ 8.55 ^{PM}	4.00 ^{PM}	¹² 12.05 ^{PM}		11.25 ^{AM}	3.55 ^{AM}	²⁰ 1.50 ^{AM}	12.40 ^{AM}	DN-R HINKLE UK
	P		9.10	4.08	12.30		11.33		1.58	12.48	ORDNANCE RN
136	PW		9.13	4.11	12.35		11.35	4.02	2.00	12.50	MUNLEY 5.8
136	P		9.23	4.17	12.45		¹² 11.47	4.07	2.06	12.56	CLARKE 0.2
136	P		9.33	²⁰⁴ 4.26	12.56		11.55 ^{AM}	4.12	2.12	¹⁸ 1.09 ²⁰ 1.23	DN BOARDMAN BD
130	P		9.48	4.35	1.09		12.03 ^{PM}	4.19	2.20	1.34	CASTLE 7.5
10	JP		10.03	4.43	1.21		12.11		2.27	1.42	N HEPPNER JCT. WI
143	P		¹²⁶ 10.21	4.45	1.23		12.13	4.26	2.29	1.44	WILLOWS 8.5
WB 142 EB 117	BJKOPT WX		10.40	4.56	1.45		²⁰² 12.24	²⁰² 4.34	2.40	1.55	DN ARLINGTON MX
135	P		10.47	5.04	1.52		12.32	4.38	2.46	2.05	GILMORE 4.5
132	P		10.54	5.09	1.59		12.37	4.42	2.51	2.10	BLALOCK 4.7
96	P		11.03	5.16	2.10		12.43	4.47	2.57	2.16	QUINTON 6.1
137	P		11.15	5.25	2.22		12.52	4.54	3.04	2.24	GOFF 8.2
104	PW		11.20	5.29	²⁰⁴ 2.27		12.55	4.57	3.07	2.27	DAY 2.3
100	P		11.24	5.32	2.31		12.57	4.59	3.09	2.29	RUFUS 2.8
100	P		11.28	5.35	2.35		1.00		3.12	2.32	GRANT 2.7
80 JP { 54 P {	M. P. } W 101.7 }		11.33	5.39	2.40		1.03	5.04	²⁰² 3.16	2.35	DN BIGGS BX
50	P		11.41	5.43	2.45		1.07	5.07	3.19	2.39	MILLER 3.4
	P		11.49	5.49	2.52		1.12	5.12	3.23	2.43	CEILO 3.7
	JPV		11.56 ^{PM}	5.51	2.56		1.14	5.14	3.25	2.45	D OREGON TRUNK JCT. VO
74	P		12.04 ^{AM}	5.57	3.01		1.20	5.18	3.30	2.50	DUNE 3.3
	BJKOPTWXZ		A 12.30 ^{AM}	A 6.15 ^{PM}	A 3.20 ^{PM}		A 1.40 ^{PM}	A 5.30 ^{AM}	A 3.45 ^{AM}	A 3.05 ^{AM}	DN-R THE DALLES DK-WH
											(118.4)
			(3.35) 27.5	(3.15) 43.7	(3.15) 30.9		(2.15) 43.7	(1.35) 62.1	(1.55) 51.3	(2.25) 40.7	 Thru Time
											 Average speed per hour

BLOCK SIGNALS

DOUBLE TRACK

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. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.

The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.

No. 17 will stop at Ordnance on Saturday and Sunday for passengers.

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

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 23

September 26, 1954

STATIONS

Mile
Post

FIRST CLASS

20
Passenger

12
Passenger

106
Streamliner
Passenger

18
Passenger

SECOND CLASS

262
Time
Freight

264
Time
Freight

126
Mixed

BLOCK SIGNALS

DOUBLE TRACK

DN-R	HINKLE	UK	184.2	A 1.50 ¹⁹ AM	A 12.05 ¹⁵¹ PM	A 8.55 ²⁵⁷ PM	A 1.40AM	A 6.30AM	A 5.30PM	A 1.05PM
	0.5									
	ORDNANCE	RN	177.7	1.37	11.55AM	8.45	1.23	6.00	5.02	10.55
	1.9									
	MUNLEY		175.8	1.35	11.53	8.43	1.21	5.55	4.59	10.53
	6.8									
	CLARKE		170.0	1.29	11.47 ¹¹	8.38	1.15	5.45	4.45	10.47
	6.2									
DN	BOARDMAN	BD	163.8	1.23 ¹⁷	11.41	8.33	1.09 ¹⁷	5.30	4.26 ¹²⁵	10.40
	8.1									
	CASTLE		155.7	1.16	11.33	8.26	1.00	5.15	3.55	10.31
	7.5									
N	HEPPNER JCT.	WI	148.2	1.09	11.25	8.19	12.52	4.59	3.42	10.23
	1.2									
	WILLOWS		147.0	1.07	11.23	8.18	12.50	4.56	3.40	10.21 ²⁵⁷
	8.5									
DN	ARLINGTON	MX	138.5	12.57	11.12	8.10	12.40	4.34 ¹⁰⁵	3.20	10.11
	4.5									
	GILMORE		134.0	12.49	11.03	8.06	12.27	4.07	3.05	9.56
	4.7									
	BLALOCK		129.3	12.45	10.59	8.02	12.22	4.00	2.56	9.51
	8.1									
	QUINTON		123.2	12.39	10.53	7.57	12.16	3.51	2.47	9.44
	8.2									
	GOFF		115.0	12.32	10.46	7.50	12.08	3.37	2.33	9.35
	3.3									
	DAY		111.7	12.29	10.42	7.47	12.04	3.32	2.27 ¹⁵¹	9.31
	2.3									
	RUFUS		109.4	12.27	10.40	7.45	12.02AM	3.27	2.17	9.28
	2.8									
	GRANT		106.6		10.37		11.59PM	3.22	2.12	9.25
	2.7									
DN	BIGGS	BX	103.9	12.22	10.34	7.40	11.56	3.16 ¹⁹	2.07	9.22
	3.4									
	MILLER		100.5	12.19	10.30	7.37	11.52	3.03	2.00	9.18
	3.7									
	CEHALO		96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14
	1.6									
D	OREGON TRUNK JCT.	VO	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12
	3.3									
	DUNE		91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08
	6.1									
DN-R	THE DALLES	DK-WH	85.8	12.02AM	10.10AM	7.20PM	11.35PM	2.30AM	1.30PM	9.00PM
	(08.4)			Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time	(1.48)	(1.55)	(1.35)	(2.05)	(4.00)	(4.00)	(2.05)
Average speed per hour	54.7	61.3	62.1	47.2	24.6	24.6	47.2

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. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.

The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 23 September 26, 1954
	125 Mixed	151 Time Freight	255 Time Freight	257 Time Freight	458 Passenger	11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKOPTWXZ	6.25PM	4.00PM	5.45AM	3.55AM		1.45PM	5.30AM	3.50AM	3.10AM	BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS
P	6.31	4.15	5.55	4.05		1.51	5.35	3.56	3.16	
130 P	6.37	4.25	6.05	4.15		1.57	5.41	4.03	3.22	
133 P	6.57 ¹⁰⁰	4.40	6.17	4.27		2.08	5.50	4.14	3.33	
WB 72 EB 107 KPVWX	7.15	4.52	6.29	4.39		2.20	6.01	4.27	3.45	
131 P	7.21	5.05	6.37	4.47		2.26	6.06	4.33	3.51	
132 PW	7.34	5.25	6.55	5.05		2.40	6.18	4.47	4.05	
130 P	7.52 ¹²⁰	5.38	7.09	5.19		2.50	6.27	4.58	4.15	
122 PW	8.04	5.45	7.17	5.27		2.55	6.32	5.03	4.22	
131 P	8.12	6.11 ¹⁰⁰	7.26	5.36		3.00	6.38	5.09	4.28	
131 PZ	8.25	6.27	7.39	5.49		3.10	6.47	5.19	4.38	
131 P	8.34	6.34	7.47	5.57		3.14	6.52	5.24	4.43	
56 LJPW	8.50	6.48PM	8.01AM	6.11		3.25	7.00	5.35	4.54	
61 P	8.58			6.15		3.29	7.03	5.39	4.59	
53 P	9.07			6.27		3.35	7.09	5.47	5.06	
28 PX	9.13			6.35		3.41	7.15	5.53	5.12	
17 PX	9.18			6.43		3.46	7.19	5.58	5.17	
LJPVXY	9.22			6.50AM	9.06PM	3.50	7.22	6.02	5.21	
BKPV	9.30PM ¹⁸				9.15PM	4.00PM	7.30AM	6.10AM	5.30AM	
	(3.06) 27.8	(2.48) 26.1	(2.10) 31.0	(2.55) 20.2	(0.09) 3.3	(2.15) 38.1	(2.00) 42.9	(2.20) 36.8	(2.20) 36.8	
										Thru Time.....
										Average speed per hour.....

WESTWARD

KENTON LINE

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 23 September 26, 1954
	151 Time Freight	255 Time Freight		458 Passenger	
	Daily	Daily		Daily	
108 LJPWX	6.48PM	8.01AM			BLOCK SIGNALS
61 P	6.58	8.11			
100 P	7.08	8.21			
73 BKPXZ	7.20	8.35 ²⁰⁴			
LJVX				8.55PM	
LJPXY				8.57	
LJPX	7.40	8.55		8.59	
BKOPTWXZ	8.00PM	9.15AM			
LJPVXY				9.06PM	
	(1.12) 17.0	(1.14) 16.5		(0.11) 34.4	
					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. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.

The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.

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. 11 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.

FOURTH SUBDIVISION												EASTWARD		
Time-Table No. 23			Mile Post	FIRST CLASS						SECOND CLASS				
September 26, 1954				457	12	106	18	20		264	126	262		
STATIONS				Passenger	Passenger	Streamliner Passenger	Passenger	Passenger		Time Freight	Mixed	Time Freight		
DN-R	THE DALLES	DK WH	DOUBLE TRACK	85.8		A 10:05 AM	A 7:20 PM	A 11:30 PM	A 11:59 PM		A 12:30 PM	A 8:55 PM	A 1:10 AM	
	4.1 CRATES			81.7		9:58	7:13	11:19	11:51		11:45 AM	8:43	12:52	
	5.2 ROWENA			76.5		9:52	7:07	11:13	11:45		11:30	8:37	12:42	
	6.3 MOSIER			70.2		9:42	6:57 ¹²⁵	11:04	11:36		11:15	8:28	12:27	
	7.4													
DN	HOOD RIVER	KI	62.8		s 9:33	f 6:48	s 10:55	s 11:27		11:02	8:20	12:15		
	4.1 MIENO		58.7		9:23	6:42	10:46	11:18		10:52	8:14	12:05 AM		
	5.5 WYETH		50.2		9:11	6:31	10:34	11:06		10:35	8:02	11:50 PM		
	7.2													
	CASCADE LOCKS		48.0		9:01	6:22	10:25	10:57		10:18	7:52 ¹²⁵	11:32		
DN	4.3 BONNEVILLE	MU	38.7		f 8:56	6:16	10:20	10:52		10:10	7:47	11:25		
	4.8													
	DODSON		33.9		8:50	6:11 ¹⁵¹	10:14	10:46		10:00	7:41	11:18		
	7.3													
D	BRIDAL VEIL	JU	26.8		8:41	6:04	10:06	10:38		9:50	7:32	11:07		
	2.9													
	ROOSTER ROCK		22.7		8:37	6:00	10:02	10:34		9:40	7:28	11:00		
	7.1													
DN	TROUTDALE	SN	15.6		f 8:29	5:53	9:54	10:27		9:25 AM	7:20	10:45 PM		
	1.7													
	FAIRVIEW		13.9		8:27	5:51	9:52	s 10:23			7:17			
	6.0													
	CLARNIE		7.9		8:21	5:45	9:46	10:16			7:11			
	3.5													
	GRAHAM		4.4		8:16	5:40	9:41	10:11			7:06			
	2.6													
	BRUUN		1.9		8:12	5:36	9:37	10:07			7:02			
	1.4													
	EAST PORTLAND		0.5		A 8:04 AM	8:09	5:33	9:34	10:04		6:59			
	0.5													
DN-R	PORTLAND	P-VC	0.0		8:00 AM	8:05 AM	5:30 PM	9:30 PM ¹²⁵	10:00 PM		6:55 PM			
	(85.8)				Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Thru Time.....					(0.04)	(2.00)	(1.50)	(2.00)	(1.50)	(3.00)	(2.00)	(2.25)		
Average speed per hour.....					7.5	42.9	46.8	42.9	43.3	22.8	42.9	29.0		

KENTON LINE										EASTWARD		
Time-Table No. 23 September 26, 1954				Mile Post	FIRST CLASS					SECOND CLASS		
					457 Passenger						257 Time Freight	264 Time Freight
STATIONS												
DN	TROUTDALE	SN	22.0							A 9:25 AM	A 10:45 PM	
	5.0 HEMLOCK		17.0							9:05	10:20	
D	4.6 FIR	FR	12.4							8:50	10:05	
	4.3											
DN	KENTON	KN	8.1							8:35 ²⁵⁵	9:50	
DN	2.5 NORTH PORTLAND JCT.	KD	6.8	A	8:16 AM							
	1.2 PENINSULA JCT.		5.8		8:13							
DN	1.4 ST. JOHNS JCT.	JN	4.2		8:10					8:15	9:30	
	2.6											
DN-R	ALBINA	B X	1.6		8:07				A 7:05 AM	8:00 AM	9:15 PM	
	1.1 EAST PORTLAND		0.5		8:04 AM				6:50 AM			
	(22.7)			Daily					Daily	Daily	Daily	
Thru Time.....				(0.12)					(0.16)	(1.25)	(1.30)	
Average speed per hour.....				31.6					4.4	14.4	13.6	

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. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.

The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.

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 and No. 20 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

FIRST CLASS

Car Capacity of Siding, etc. See Rule 6(A), Page 31.						87	85	457	83	81	Time-Table No. 23 September 26, 1954	
						CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Passenger		
						Daily	Daily	Daily	Daily	Daily	STATIONS	
IJPVX								8.00 AM			BLOCK SIGNALS {	PORTLAND 0.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER
								8.16				
								A 8.21 AM				

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											BLOCK SIGNALS {	N. P. CROSSING 1.2 N. P. CROSSING 0.1 N. P. CROSSING 0.3 RESERVATION RN 0.7 TACOMA JCT. JN
								11.09 AM				
								A 11.11 AM				

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.

28 07 IPVX						11.42AM			BLOCK SIGNALS {	DN-R	BLACK RIVER	BI	
											0.0		
											C. M. St. P. & P. & P. C. CROSSING		
											6.3		
BIJKOP TVWXYZ					9.24PM	2.48PM	11.50	9.13AM	7.35AM	DN-R	ARGO	G	
BKFXZ					A 9.45PM	A 3.00PM	A 11.59AM	A 9.30AM	A 8.00AM	DN-R	3.1 SEATTLE	OW	
											(183.2)		

(0.21) (0.12) (3.59) (0.17) (0.25)
8.9 15.5 46.0 10.9 7.4

..... 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 and Kenton Line time-tables between Portland and North Portland Jct.

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

THROUGH FREIGHT SERVICE.
FOR INFORMATION ONLY.

WESTWARD

EASTWARD

			691	681		692	690				
			5.16 PM	6.00 AM	ALBINA	A 6.00 PM	A 6.00 AM				
			A 4.30 AM	A 6.00 PM	ARGO	3.00 AM	9.00 PM				

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 23 September 26, 1964			FIRST CLASS							
STATIONS			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger			
BLOCK SIGNALS	PORTLAND	0.0				A 8.15 PM				
	DN NORTH PORTLAND JCT. KD	6.8				8.55				
	1.9									
	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								
	1.2									
	N. P. CROSSING	146.4								
	0.1									
	N. P. CROSSING	146.5								
	0.3									
DN	RESERVATION RN	146.8				A 5.37 PM				
DN	TACOMA JCT. JN	147.5				5.35 PM				
	0.7									

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 RI	173.8				A 5.00 PM				
	0.0									
	C. M. St. P. & P. & P. C. CROSSING	173.8								
	6.3									
	DN-R ARGO G	180.1	A 8.29 AM	A 9.53 AM	A 3.23 PM	4.52	A 10.25 PM			
	3.1									
DN-R	SEATTLE OW	183.2	8.20 AM	9.45 AM	3.15 PM	4.45 PM	10.15 PM			
	(183.2)		Daily	Daily	Daily	Daily	Daily			

Thru Time	(0.09)	(0.08)	(0.08)	(4.30)	(0.10)
Average speed per hour	20.7	23.3	23.3	40.7	18.6

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 and Kenton Line time-tables between Portland and North Portland Jct.
On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Sixties etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS				Time-Table No. 23 September 26, 1954
	379	151	361	363	346	63	99	19	97	
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	
BKPVX							10:25PM	9:00PM	1:05AM	DN-R SPOKANE AU DS
BKOPTWXZ		12:45AM					10:35 ⁹⁸	9:04	1:11	1.7
49 P		12:55					10:41	9:08	1:18	WEST SPOKANE
53 P		1:05					10:49	9:13	1:25	3.6 COWLES
103 PWX		1:20					11:00 ^s	9:22	1:36	4.2 MARSHALL
51 P		1:28					11:10	9:28	1:44	7.3 CHENEY CY
52 P		1:36					11:16	9:35	1:50	6.2 GEIB
53 PW		1:46					11:25	9:43	1:59	5.0 MASON
109 P		2:05 ⁹⁷					11:31	9:49 ⁹⁸	2:05 ¹⁵¹	7.4 CROSKEY
52 P		2:20					11:38	9:56	2:12	4.0 WELLS
44 P		2:30					11:44	10:02	2:18	5.6 PALM LAKE
52 P		2:40					11:50	10:07	2:24	5.2 ASHBY
75 JOPVWXY		3:00					11:59PM ^{A1}	10:15 ^s	2:35AM ^A	4.2 EMDEN
52 P		3:10						10:21		6.7 MARENGO RA
63 P		3:17						10:26		4.8 THAVIS
51 P		3:25						10:31		4.4 MACK
38 JPWY	5:00PM	3:40						10:42		4.2 ANKENY
53 P	5:15	3:50						10:49		7.9 HOOPER JCT. HR
146 P	5:30	4:19 ²⁰						10:58		5.6 PARK
73 P	5:45	4:35 ³⁷⁸						11:07		6.2 JOBO
BJKOPWXY	A 6:00PM	6:00						11:27 ^s		8.0 CHEW
96 P		6:15						11:35		6.2 AYER JD
96 P		6:30						11:44		7.7 RUXBY
46 P		6:40						11:51		7.7 SCOTT
96 P		6:46						11:55PM		6.1 WALKER
96 PW		7:05						12:06AM		2.8 SIMMONS
95 P		7:20						12:15		7.6 PAGE
94 P		7:30						12:21		7.6 ASH
157 JKPVWXY		7:50	7:25AM	4:30AM	4:20AM	11:45PM		12:30 ^s		6.0 HUMORIST
JPVXY		7:55	7:30	4:40	A 4:25AM	11:50PM		12:33		7.2 WALLULA JN
157 P		8:20	7:47	5:00		12:05AM		12:46		1.7 WALLULA JCT.
159 P		8:40	8:05	5:20		12:18		12:56		10.3 JUNIPER
BJKOPWXYZ	A 9:15AM	A 8:30AM	A 5:40AM			12:40AM ^{A1}		1:15AM ^A		9.8 COLD SPRINGS
										6.2 DN-R HINKLE UK
										(185.0)
	(1.00) 21.5	(8.30) 21.7	(1.05) 28.0	(1.10) 26.6	(0.05) 20.4	(0.55) 33.8	(1.34) 39.0	(4.15) 43.1	(1.30) 40.7	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. 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. 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. 23 September 26, 1954			Mile Post	FIRST CLASS				SECOND CLASS					
STATIONS				20 Passenger	64 Passenger	96 CMStP&P Passenger	98 CMStP&P Streamliner Passenger	362 Freight	378 Freight	298 Freight	364 Freight	345 Mixed	
DN-R	SPOKANE	DS AU 1.7	DOUBLE TRACK	367.3	A 6:30AM		A 7:15AM	A 10:45PM					
				WEST SPOKANE	365.6	6:23		7:06	10:35 ⁹⁹			A 6:30PM	
	COWLES	3.6		362.0	6:17		6:59	10:29			6:05		
	MARSHALL	4.2		357.8	6:11		6:54	10:24			5:55		
N	CHENEY	7.3	CY	350.5	s 6:02		s 6:45	10:15			5:40		
	GEIB	8.2		345.3	5:55		6:34	10:08			5:30		
	MASON	9.0		340.3	5:48		6:28	10:02			5:20		
	CROSBY	7.4		332.9	5:39		6:20	9:54			5:05		
	WELLS	4.0		328.9	5:34		6:15	9:49 ¹⁰			4:57		
	PALM LAKE	8.6		322.3	5:26		6:05	9:35			4:45		
	ASHBY	5.2		317.1	5:19		5:58	9:29			4:35		
	EMDEN	4.2		312.9	5:14		5:51	9:23			4:20		
DN-R	MARENGO	0.7	RA	306.2	s 5:05		5:41AM	9:15PM			4:00		
	THAVIS	4.8		301.4	4:55						3:29		
	MACK	4.4		297.0	4:50						3:22		
	ANKENY	4.2		292.8	4:44						3:15		
N-R	HOOPER JCT.	7.9	HR	284.9	4:35				A 5:15AM		3:00		
	PARK	5.6		279.3	4:28				5:02		2:45		
	JOSO	0.2		273.1	4:19 ¹⁵¹				4:50		2:33		
	CHEW	8.6		267.3	4:10				4:35 ¹⁵¹		2:15		
DN-R	AYER	3.9	JD	263.4	s 4:05				4:15AM		2:00		
	RUXBY	0.2		257.2	3:51						12:50		
	SCOTT	7.7		249.5	3:42						12:36		
	WALKER	6.1		243.4	3:34						12:26		
	SIMMONS	2.8		240.6	3:31						12:20PM		
	PAGE	7.8		233.0	3:21						11:59AM		
	ASH	7.5		225.5	3:12						11:40		
	HUMORIST	6.0		219.5	3:05						11:25		
DN-R	WALLULA	7.2	JN	215.2	s 2:55	A 3:40AM		A 2:45AM			11:10	A 8:05PM	A 11:15PM
	WALLULA JCT.	1.7		213.5	2:51	3:35		2:40			11:00	8:00	11:05PM
	JUNIPER	10.3		208.2	2:40	3:22		2:22			10:40	7:40	
	COLD SPRINGS	9.8		198.4	2:30	3:10		2:05			10:20	7:20	
DN-R	HINKLE	9.2	UK	184.2	2:20AM	2:55AM		1:45AM			10:00AM	7:00PM	
	(186.0)				Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily
.....Thru Time.....				(4.10)	(0.45)	(1.34)	(1.30)	(1.00)	(1.00)	(5.30)	(1.05)	(0.10)	
.....Average speed per hour.....				44.6	41.3	39.0	40.7	81.0	21.5	21.7	28.6	10.2	

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. 345 arriving Zangar Jct. on Wallula Branch will run as No. 345 on Sixth Subdivision Wallula Jct. to Wallula.

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. 23		Mile Post	SECOND CLASS
	305 Mixed	September 26, 1954			304 Mixed
	Daily Except Sunday	STATIONS			
28 WXY	12.10PM	D-R	JOSEPH J	83.8	A 11.15AM
22 X	12.40	D	ENTERPRISE RS	78.0	11.00
30	1.10		LOSTINE	67.8	10.07
27 WXY	1.45	D	WALLOWA WO	60.0	9.50
12 W { M.P. 49.0	2.20		MINAM	47.1	9.07
40 W { M.P. 32.6	2.50		LOOKING GLASS	38.8	8.37
32	3.20		GULLING	25.1	8.15
36 WXY	3.40	D	ELGIN GN	20.9	8.05
18	4.05	D	IMBLER BR	12.3	7.32
20	4.25		ALICEI	8.4	7.22
BJKOPT WXYZ	5.00PM	DN-R	LA GRANDE Q RA	0.0	7.00AM
			(83.8)		Daily Except Sunday
(4.50) 17.3		Thru Time.....		(4.15) 19.7	
		Average speed per hour.....			

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 23			
		September 26, 1954		Mile Post	
		STATIONS			
155 JPX			RIETH	0.0	
22			6.7 SPARKS	6.7	
			8.2		
18 WX		D	PILOT ROCK	RO	14.9
			(14.9)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 23 September 26, 1954		Mile Post	
		STATIONS			
BJKOP WXYZ		DN-R	HINKLE	UK	0.0
95 P			HERMISTON		3.9
PWXY		D	UMATILLA	CS	10.1
63 P			IRRIGON		17.9
			(17.0)		

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 32.	SECOND CLASS	Time-Table No. 23		Mile Post	SECOND CLASS
	329	September 26, 1954			330
	Freight				Freight
	Monday Wednesday Friday	STATIONS			
39 PWXY	9.30AM	D-R	HEPPNER HR	45.2	A 8.45AM
19 P	9.55		8.9 LEXINGTON	36.3	8.00
7	10.10		5.3 JORDAN	31.0	7.40
16 PW	10.30	D	2.7 IONE ON	28.3	7.25
3	10.45		3.1 McNAB	25.2	7.10
13	11.05		5.4 MORGAN	19.8	6.55
3	11.30AM		5.3 CECIL	14.5	6.35
10 JPX	12.15PM	N-R	14.5 HEPPNER JCT. WI	0.0	6.00AM
			(45.2)		Monday Wednesday Friday
	(2.45) 15.4	Thru Time.....			(2.45) 16.4
		Average speed per hour.....			

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23		Mile Post	SECOND CLASS
	327 Freight	September 26, 1954			328 Freight.
	Tuesday Thursday Saturday Sunday	STATIONS			
26 PVWXY	10.15AM	D-R	CONDON	CD	44.5 A 9.00AM
22	10.40		GWENDOLEN		36.3 8.25
27	11.00		SPEECE		32.3 8.10
20	11.10		CLEM		28.6 7.50
20 PW	11.30		MIKKALO		24.4 7.30
27	11.50AM		BARNETT		19.7 7.10
11 PW	12.10PM		ROCK CREEK		16.0 6.55
20	12.30		SHUTLER		7.3 6.25
WB 126 BJKO EB 113 PTWX	A 1.15PM	DN-R	ARLINGTON	MX	0.0 6.00AM
			(44.5)		Tuesday Thursday Saturday Sunday
	(3.00) 14.8	Thru Time.....			(3.00) 14.8
		Average speed per hour.....			

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 23		Mile Post	
		September 26, 1954			
		STATIONS			
14	Y		KENT	62.5	
10			10.0 EAKIN	42.5	
28	PW	D	4.0 GRASS VALLEY	38.5	VY
25		D	11.5 MORO	27.0	MI
16			12.8 KLONDIKE	14.2	
32	PW	D	4.5 WASCO	9.7	WA
6			4.5 THORNBERRY	5.2	
80	JPX	DN-R	5.2 BIGGS	0.0	BX
			(52.5)		

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

BKOP VWXYZ	5.00 AM	DN-R	BEND	ND	150.0	A 2.30 PM
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BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

JPV	A 12.01 PM	D ORE. TRUNK JUNCTION VO	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 TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 23 September 26, 1954		Mile Post
	STATIONS		

39 PWX	R	TONO	8.0
27 JX		WABASH	2.2

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

BKOPT VWXYZ	DN-R	CENTRALIA	CN	O.O
		(8.0)		

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 23 September 26, 1954		Mile Post
	STATIONS		

JPVXY	R	EAST OLYMPIA	O.O
		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. 23 September 26, 1954	Mile Post	SECOND CLASS	
	307	309			306	308
	Mixed	CMStP&P Freight			Mixed	CMStP&P Freight
	Daily Except Sundays	Daily Except Sundays			STATIONS	

BKOPT VWXYZ	6.00 PM	DN-R	CENTRALIA	CN	O.O	A 3.50 AM
			2.4			

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	6.10PM		BLAKESLEE JUNCTION	2.4	A 3.35AM
M			0.0 N. P. CROSSING	2.4	
M			0.0 C. M. St. P. & P. CROSSING	2.4	
23 P	f 6.20		2.6 GALVIN	5.0	3.25
43 JPVX	f 6.40	12.01AM	7.2 HELSING JUNCTION	12.2	f 3.05 A 8.40PM
48 PWX	s 6.45	12.05	1.5 N-R INDEPENDENCE RD	18.7	s 3.00 8.19
52 P	f 7.05	12.30	5.5 CEDARVILLE	22.2	f 2.35 7.55
51 P	f 7.20	12.40	4.1 LANKNER	26.3	f 2.20 7.45
44 P	f 7.35	12.55	4.5 SAGINAW	30.8	f 2.05 7.35
5 PW	f 7.40	1.00	1.7 SOUTH ELMA	32.5	f 2.00 7.30
53 PXY	f 8.25	1.35	9.9 SOUTH MONTESANO	42.4	f 1.35 7.00
X				42.4	
PVX			1.5 D MONTESANO MO	48.9	
53 PXY	f 8.25	1.35	300 SOUTH MONTESANO	42.4	f 1.35 7.00
27 P	f 8.30	1.43	1.4 MELBOURNE	43.8	f 1.15 6.30
32 PV	f 8.40	1.50	2.9 PREACHER'S SLOUGH	46.7	f 1.05 6.20
83 JPVY	f 8.55	2.05	4.5 COSMOPOLIS	51.2	f 12.50 6.05
JV			2.0 SOUTH ABERDEEN JCT.	53.2	
M			0.1 N. P. CROSSING	58.8	
82 BKPXZ	A 9.25PM	A 2.35AM	0.6 DN-R ABERDEEN SA	58.9	s 12.30AM 5.50PM

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 VYZ	A 9.55 PM	A 3.05 AM	DN-R	HOQUIAM	HO	57.5	12.01 AM	5.30 PM
				(57.5)			Daily Except Monday	Daily Except Saturday
	(3.55)	(3.04)					(3.40)	(3.10)
	14.7	14.8					15.0	14.3

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

YAKIMA BRANCH

SECOND CLASS

FIRST CLASS

Time-Table No. 23

September 26, 1964

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.								STATIONS
		907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight		
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
BKOPTVWXYZ						9:30PM	8:00PM	DN-R YAKIMA NY
20 X						9:40	8:06	3.4 UNION GAP
MP								3.3 N. P. CROSSING
30 P						9:50	8:12	0.5 PARKER
M								1.4 N. P. CROSSING
32 P						10:00	8:19	2.5 DONALD
18 PV						10:05	8:24	2.3 SAWYER
40 PV						10:15	8:29	2.9 BUENA BA
74 PVX						10:25	8:36	3.1 ZILLAH AH
53 P						10:48	8:44	5.1 GRANGER
52						11:05	8:53	6.2 EMERALD
35 JPYX						11:30 ³⁶⁴ PM	9:25	3.0 MIDVALE
51 PVWX						12:01AM	9:37	5.9 GRANDVIEW GW
44 P						12:25	9:49	6.9 NORTH PROSSER
53						12:50	10:01	7.8 CHAFEE
42 PWX						1:20	10:12 ³⁶⁴	6.5 BENTON CITY BC
53						1:40	10:22	5.2 ACTON
51 JPX			7:40AM	6:20AM		2:10	10:40	12.3 RICHLAND JCT.
55 BKPVWX			A 8:00AM	6:50		2:50	11:00	5.8 KENNEWICK KN
12 P				7:00		3:10	11:10	4.5 HEDGES
70 JPV			6:25PM	7:10	6:35AM	3:20	11:15	2.3 VILLARD JCT.
70 JPWX			A 6:45PM				A 5:37AM	6.4 ATTALIA
167 JKPVWXY				A 7:25AM	A 6:50AM	A 3:35AM	A 1:30PM	9.6 DN-R WALLULA JN
(05.6)								
		(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(0.15) 28.0	(6.05) 16.1	(3.30) 28.2	(0.12) 32.0
		Thru Time.....						
		Average speed per hour.....						

WESTWARD

SUNNYSIDE BRANCH

FIRST CLASS

Time-Table No. 23

September 26, 1964

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.			STATIONS
		63 Passenger	
		Daily	
35 JPYX		9:00PM R	MIDVALE
PVX		A 9:10PM	D.R. SUNNYSIDE SI
			(0.8)
		(0.10) 16.8	Thru Time.....
		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. 23 September 26, 1954			FIRST CLASS			SECOND CLASS						
			Mile Post	64 Passenger	348 N. P. 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		
	3.3 N. P. CROSSING		91.3									
	0.5 PARKER		90.8	f 6.43						1.45		
	1.4 N. P. CROSSING		89.4									
	2.0 DONALD		86.8	f 6.33						1.30		
	2.3 SAWYER		84.5	f 6.26						1.20		
	2.9 BUENA	BA	81.6	s 6.19						1.10		
D-R	5.1 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		
	8.6 MIDVALE		63.6	5.44						11.30 ³⁶³ PM		
N	8.9 GRANDVIEW	GW	57.7	s 5.35						11.10		
	6.9 NORTH PROSSER		50.8	f 5.19						10.50		
	7.8 CHAFFEE		43.0	f 5.07						10.30		
	8.5 BENTON CITY	BC	36.5	s 4.57						10.12 ⁶³		
	8.2 ACTON		31.3	4.47						9.45		
R	12.3 RICHLAND JCT.		19.0	4.30			A 5.20AM	A 5.30AM		9.15		
DN	8.8 KENNEWICK	KN	13.2	s 4.20			5.00	5.10AM		8.55		
	4.5 HEDGES		8.7	f 4.05			4.25			8.38		
	2.3 VILLARD JCT.		7.0	f 4.00	A 10.50PM		A 2.35AM		A 1.50PM	8.30		
	6.4 ATTALIA		0.8		10.38PM		2.15AM					
DN-R	0.6 WALLULA	JN	0.0	3.50AM			4.00AM			1.30PM	8.15PM	
(98.6)				Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
..... Thru Time.....			(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(6.00)			
..... Average speed per hour.....			30.9	32.0	19.2	14.7	17.4	21.0	10.4			

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 23 September 26, 1954			FIRST CLASS				
			Mile Post	84 Passenger			
STATIONS							
R	MIDVALE		0.0	A 9.25PM			
D-R	2.8 SUNNYSIDE	SI	2.8	9.15PM			
(2.8)				Daily			
..... Thru Time.....			(0.10)				
..... Average speed per hour.....			16.8				

10.5 KH 15
5.8
16.3

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.

WESTWARD

SPOKANE-TEKOA BRANCH

SECOND CLASS

FIRST CLASS

Time-Table No. 23

September 26, 1954

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			STATIONS	BLOCK SIGNALS	DOUBLE TRACK
	381 CMS&P&P Freight	387 Freight	391 Freight	383 CMS&P&P Freight		95 CMS&P&P Streamliner Passenger	67 Passenger	91 CMS&P&P Passenger		
	Daily	Daily	Daily Except Sunday	Daily Except Saturday		Daily	Daily	Daily		
BKPVX	9.30PM	5.00PM	3.00PM	7.00AM		10.55PM	8.15AM	7.45AM	DN-R	SPOKANE DS AU
JPX	9.35	5.15	3.10	7.05		11.00	8.20	7.50	DN	N. P. CROSSING CG
83 X	⁰² 9.50	5.20	³⁸⁴ 3.45	7.10		11.03	8.23	7.53		EAST SPOKANE
51 X	9.59	5.25	3.50	7.15		11.06	8.26	7.56		HILL
50 JKVX	10.10	5.35	4.05	A 7.20AM		11.10	s 8.30	8.00	DN	DISHMAN 3.2 SP
36	10.20	5.45	4.20			³⁸² 11.15	f 8.34	8.05		CHESTER 6.0
78	³⁸² 10.50	⁶⁸ 6.16	4.40			³⁸⁸ 11.27	s 8.45	8.17	D	MICA 2.8 MA
38	³⁸⁸ 11.10	6.35	4.47			³⁸¹ 11.31	f 8.50	8.21		FREEMAN 8.8
JVX	A 11.50PM	6.50	4.55			A 11.36PM	s 8.56	A 8.26AM	DN-R	MANITO 5.2 MU
23		7.10	5.15				s 9.03		D	ROCKFORD 3.3 RD
40		³⁹² 7.20	⁶⁸ 6.46				9.10			DARKNELL 3.4
31 JWX		7.40	6.10				s 9.16		D	FAIRFIELD 8.4 G
25		8.10	³⁹² 6.30				s 9.31			LA TAH 7.2
BJKOPTWXYZ	A 8.45PM	A 6.50PM					A 9.52AM		DN-R	TEKOA 49.3 K
	(2.20) 0.3	(3.45) 13.1	(3.50) 12.9	(0.20) 10.5		(0.41) 31.0	(1.37) 30.5	(0.41) 31.9	Thru Time..... Average speed per hour.....	

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Time-Table No. 23

September 26, 1954

Mile
Post

STATIONS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 23		Mile Post
	391 Freight	Daily Except Sunday	September 26, 1954		
			STATIONS		
14 JPX	7.45PM		SELTICE	48.0	
			8.2 G. N. CROSSING	39.8	
			0.03 N. P. CROSSING	39.7	
34 VWX	8.45	D	0.55 OAKESDALE ON	39.1	
44	9.20		7.0 THORNTON	31.2	
M			0.5 G. N. CROSSING	30.7	
28 WX	10.20	D	12.4 ST. JOHN SJ	18.3	
27	10.50		0.8 WILLADA	11.5	
53	11.20		7.1 GRAVEL PIT	4.4	
63 JWXY	11.45PM	D-R	4.4 WINONA WA	0.0	
			(48.0)		

WESTWARD

WALLULA BRANCH

EASTWARD

Time-Table No. 23

September 26, 1954

Mile
Post

SECOND CLASS

346
Mixed

STATIONS

Car Capacity of Sidings, etc. (See Rule 6(A), Page 31.)	SECOND CLASS		Time-Table No. 23 September 26, 1964	Mile Post	SECOND CLASS	
	345 Mixed				346 Mixed	
	Daily	STATIONS				
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA 2.0 COLLEGE PLACE	30.9	A	6.45AM
5 X			0.2 W. W. V. RY. CROSSING	28.9		
M			0.1 GARRETT	28.7		
17 X	f 9.51		4.0 WHITMAN	28.6	f	5.40
10	f 10.05		4.7 LOWDEN	24.0	f	5.25
12	f 10.18		4.3 TOUCHET	19.3	f	5.12
20 PX	s 10.30	D	7.5 REESE	15.0	s	5.01
11	f 10.50		3.3 ZANGAR JCT.	7.6	f	4.43
JPV	A 10.57PM			3.8		4.35AM
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. TIME SHOWN AT WALLULA JCT. IS FOR INFORMATION ONLY.						
JPVXY	A 11.05 PM		3.8 WALLULA JCT.	O.O		4.25 AM
			(30.6)			Daily
	(4.00) 12.0	Thru Time..... Average speed per hour.....				(2.20) 13.1

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 384, No. 392, No. 382 and No. 388.—See Rule S-72.

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

Track between S. I. Jct. and East Spokane interlocking tower is protected by automatic block signals.

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

No. 346 arriving at Wallula Jct. on Sixth Subdivision will run as No. 346 Zangar Jct. to Walla Walla.

No. 391 arriving at Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.

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

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31	Time-Table No. 23 September 26, 1954		Mile Post	FIRST CLASS				SECOND CLASS					
				94	68	92		384	392	382	388		
				CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger		CMStP&P Freight	Freight	CMStP&P Freight	Freight		
				STATIONS									
BKPVX	BLOCK SIGNALS	DN-R SPOKANE ^{1.9} DN N. P. CROSSING ^{0.9} CG	DS AU	DOUBLE TRACK	165.4	A 12:55AM	A 6:50PM	A 10:00PM		A 4:00PM	A 9:15PM	A 12:10AM	A 12:30AM
IJPX				168.5	12:45	6:41	9:52		3:50	9:00	11:59PM	12:20	
83 X		EAST SPOKANE		162.6	12:43	6:39	9:50 ³⁸¹		3:45 ³⁹¹	8:55	11:45	12:10	
51 X		HILL		161.2	12:40	6:36	9:47		3:37	8:50	11:35	12:05AM	
59 JKVX		DN DISHMAN ^{2.3} 3.2	8P	158.9	12:36	6:33	9:43		3:30PM	8:25	11:25	11:55PM	
36		CHESTER ^{6.0}		155.7	12:31	6:28	9:38			8:15	11:15 ⁹⁵	11:47	
78		D MICA ^{2.8}	MA	149.7	12:20	6:16 ³⁸⁷	9:27			8:02	10:50 ³⁸¹	11:27 ⁹⁵	
38		FREEMAN ^{3.3}		146.9	12:15	6:10	9:22			7:55	10:42	11:10 ³⁸¹	
JVX		DN-R MANITO ^{5.2}	MU	143.6	12:10AM	6:04	9:17PM			7:47	10:35PM	11:01	
23		D ROCKFORD ^{3.3}	RD	138.4		5:53				7:35		10:44	
40		DARKNELL ^{3.4}		135.1		5:46 ³⁹¹				7:20 ³⁸⁷		10:35	
31 JWX		D FAIRFIELD ^{8.4}	G	131.7		5:40				6:55		10:20	
25		LATAH ^{7.2}		123.3		5:24				6:30 ³⁹¹		9:55	
BJKOPTWXYZ	DN-R TEKOA	K	116.1		5:11PM				5:40PM		9:30PM		
		(49.3)			Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily	
Thru Time.....					(0.45)	(1.39)	(0.43)		(0.30)	(3.35)	(1.35)	(3.00)	
Average speed per hour.....					29.0	29.9	30.4		13.0	13.8	13.8	16.4	

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 23 September 26, 1954	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS
	379	61			62	378		379			378
	Freight	Passenger			Passenger	Freight		Freight			Freight
	Daily Except Monday	Daily						Sunday Wednesday Thursday Saturday			STATIONS
BKTVWX	7.00AM	6.45PM	D-R MOSCOW MO	28.1	A 8.50AM	A 1.50PM	BJKOWXY	3.45PM	D-R LA CROSSE JA	0.0	A 6.00AM
1	7.20	6.56	7.0 WHITLOW	20.5	8.36	1.25	11 X	4.50	14.7 HOOPER	14.7	5.20
			1.2 N. P. CROSSING	19.3			32 JPWXY	A 4.55PM	1.0 N-R HOOPER JCT. Hlt	15.7	5.15AM
23 X	8.33 ⁹²	7.05	0.6 D PULLMAN XN	18.7	8.33 ³⁷⁹	1.15	34		7.8 D WASH TUCNA FN	23.5	
18	9.00	7.18	0.0 ALBION	12.7	8.13	12.40	21 V		13.9 D KAHLOTUS HO	37.4	
10	9.10	7.25	3.0 SHAWNEE	9.7	8.05	12.25	18 WXY		15.5 R CONNELL N	52.9	
BJMOWXY	A 9.40AM	A 7.45PM	DN-R COLFAX CA	0.0	7.42AM	12.01PM			(52.9)		Daily Except Monday
			(28.1)		Daily	Daily Except Monday					
	(2.40) 10.5	(1.00) 28.1	 Thru Time..... Average speed per hour		(1.08) 24.8	(1.49) 16.5		(1.10) 13.5	 Thru Time..... Average speed per hour		(0.45) 20.9

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 384, No. 392, No. 382 and No. 388, and except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule S-72.

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

Track between S. I. Jct. and East Spokane interlocking tower is protected by automatic block signals.

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

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.

No. 379 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 379 La Crosse to Hooper Jct.

No. 378 arriving at Hooper Jct. on Sixth Subdivision will run as No. 378 Hooper Jct. to La Crosse.

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

WESTWARD PENDLETON BRANCH EASTWARD					WESTWARD WALLACE BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 23 September 26, 1954	Mile Post	FIRST CLASS	SECOND CLASS
	365			366		387	67			68	388
	Mixed Daily Except Sunday			Mixed		Freight	Passenger			Passenger	Freight
STATIONS											
27 X		ALTO 7.5	83.0		RJKOPT WXYZ	388 9.15 PM	10.02 AM	DN-R TEKOA K	0.0	A 5.05 PM	A 9.15 PM
23		MENOKEN 4.2	75.5			9.35	10.14	LOVELL 8.4	6.9	4.50	8.45
26 JWX	11.45 AM	BOLLES 4.6	71.3	A 9.10 AM							
26 X	11.58 AM	D PRESCOTT SY	66.7	8.58	17 VX	10.00	10.33	D PLUMMER MR	15.3	4.32	8.15
21	12.35 PM	VALLEY GROVE 13.1	53.6	8.22	22 TWX	10.20	10.50	CHATCOLET 7.7	22.8	4.14	7.45
		N. P. CROSSING 6.4	47.2		X	10.50	11.09	HARRISON	30.5	3.54	7.20
M		W. W. V. RY. CROSSING 0.6	46.6		43	11.05	11.16	D SPRINGSTON RC	34.0	3.45	7.10
RJKOPTV WXYZ	A12.55 PM	DN-R WALLA WALLA BU	46.1	8.00 AM	20	11.50 PM	11.34	LANE 3.8	45.3	3.24	6.42
M		W. W. V. RY. CROSSING 1.9	44.2		33	12.10 AM	11.40	ROSE LAKE 8.5	49.1	3.16	6.32
24		SPOFFORD 4.3	39.9		30	12.30	11.55 AM	CATALDO	57.7	2.59	6.10
M		W. W. V. RY. CROSSING 3.6	36.3		6 Y	12.45	12.03 PM	ENAVILLE 4.3	62.5	2.53	5.56
39 VWX		D MILTON-FREEWATER CO	36.2		18	12.50	12.07	PINE CREEK 1.6	64.1	2.49	5.52
50		BLUE MOUNTAIN 9.5	26.7		JWX			BRADLEY 2.0	67.2		
20		DOWNING 3.3	23.4		25 BKOX	A 1.30 AM	12.30	D-R KELLOGG-WARDNER DN	69.2	2.40	5.40 PM
20 X		D ATHENA CN	17.2		31		12.43	OSBURN 6.6	75.8	2.22	
41		ADAMS 6.2	12.6		BKTVWXXZ		1.00 PM	D-R WALLACE WC	80.2	2.15 PM	
15		BLAKELEY 4.0	10.0		M			N. P. CROSSING 0.2	80.4		
BJKVWXYZ		DN-R PENDLETON FD	0.0		M			N. P. CROSSING 0.2	80.6		
		(83.0)		Daily Except Sunday	JX			WALLACE JCT. 6.2	80.7		
					5 VWX			D BURKE B	86.9		
								(86.9)		Daily	Daily
(1.10) Thru Time..... (1.10)					(4.16) Thru Time..... (2.60)					(3.35)	
21.6 Average speed per hour..... 21.6					18.9 27.0 Average speed per hour..... 28.3 22.4						

WESTWARD			DAYTON BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS		
	367 Mixed	365 Mixed			366 Mixed	368 Mixed	
	Tuesday and Friday	Daily Except Sunday					
	STATIONS						
29	12-01 PM		TURNER 2.1	24.8		A 11-50 AM	
25	12-10		WHETSTONE 0.6	22.7		11-40	
26 VWXY	A 12-50 PM	11-01 AM	D DAYTON DA 0.09	13.1	A 9-45 AM	11-00 AM	
M			N. P. CROSSING 0.01	13.0			
M			N. P. CROSSING 0.1	13.0			
JX		A 11-03 AM	DAYTON JCT. 0.1	12.9	9-43 AM		
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.							
JX		11.25 AM	R WAITSBURG JCT. 1.7	5.2	A 9-23 AM		
28 X		11-31	D WAITSBURG BG 3.5	3.5	9-19		
28 JWX		A 11-45 AM	BOLLES (24.8)	0.0	9-10 AM		
					Daily Except Sunday	Tuesday and Friday	
(0.49) 14.3		(0.44) 17.9	 Thru Time..... Average speed per hour.....		(0.35) 22.5	(0.50) 14.0	

SIERRA NEVADA BRANCH			
WESTWARD		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 23 September 26, 1954		Mile Post
	STATIONS		
JWX	BRALEY	0.0	
	2.0		
X	END OF TRACK	2.0	
	(2.0)		
This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.			
Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.			
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.			
No. 368 arriving at Turner will run as No. 367 Turner to Dayton.			
For stations not shown on schedule pages, see page 22.			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	West	Rahm.....	125.9	4	Both
Second Subdivision				Coey.....	141.7	17	Both
Yoakum.....	201.7	10	Both	Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	18 P	Both	Huntley.....	22.6	2	Both
Cayuse..... (1).....	227.1	25 P	Both	Sunset.....	25.4	30	Both
Thorn Hollow.....	232.1	48 P	Both	Warner.....	45.3	11	Both
North Fork.....	251.4	14 P	West	Moscow Branch			
Third Subdivision				Risbeck..... (5).....	4.5	6	Both
Seufert.....	87.7	13	West	Parvin..... (5).....	7.8	8	Both
Dillon.....	93.5	-----	None	Armstrong..... (5).....	15.7	3 W {M. P. 16.2}	Both
Fourth Subdivision				Holland.....	21.4	8	Both
Quarry Spur.....	6.5	13	West	Connell Branch			
Eri.....	14.2	4	Both	Pampa.....	4.6	15	Both
Corbett..... (1).....	20.3	-----	None	Gordon.....	8.2	7	Both
Latourell..... (1).....	23.9	-----	None	McAdam.....	29.3	3	Both
Multnomah Falls.....	29.6	----- P	None	Wacota.....	34.1	4	Both
Oneonta.....	31.1	----- P	None	Estes.....	42.3	7	Both
Warrendale.....	35.9	-----	None	Sulphur.....	46.1	9	Both
C. I. Lumber Co.....	45.1	7	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	Tekoa-Ayer Branch			
Viento.....	55.2	-----	None	Schreck.....	31.9	14	Both
Chatfield.....	71.8	20 P	West	Thera..... (5).....	64.8	15	Both
Kenton Line				Glenwood.....	83.5	13	Both
Champ.....	9.5	7	Both	Walters.....	98.6	10	Both
Ward.....	14.2	6	Both	Pomeroy Branch			
Raynolds.....	20.0	37 P	Both	Houser.....	19.1	1	Both
Sixth Subdivision				Tucannon Branch			
Shoffler.....	242.1	4	Both	Powers.....	2.7	4	Both
Matthews.....	253.3	5	Both	Pendleton Branch			
Magallon.....	258.6	2	Both	Havana.....	6.9	11	Both
Teske.....	310.6	2	Both	Weston.....	20.9	66 X	East
Joseph Branch				Bade.....	30.2	13	Both
Island City..... (2).....	2.6	12	Both	Barrett.....	33.1	10	Both
Conley..... (2).....	5.0	6	Both	Prunedale.....	34.2	15	Both
Vincent..... (2).....	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 P	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 P	East	Wallace Branch			
De Moss.....	23.9	15	West	Tilma.....	2.1	1 X	Both
Erskine.....	31.3	12	Both	Watt.....	12.1	18	Both
Bourbon.....	45.8	9	Both	O'Gara..... (6).....	26.3	-----	None
Grays Harbor Branch				Black Lake..... (6).....	38.0	-----	None
Ruisch.....	2.6	7	Both	Dudley..... (6).....	52.0	12	Both
Baleh..... (3).....	18.3	18 P	Both	Smelterville..... (6).....	66.3	-----	None
Yakima Branch				Shont..... (6).....	72.8	3	Both
Grossep.....	28.2	8	Both	Polaris.....	74.6	42	East
Biggam..... (4).....	48.3	10	Both	Gem.....	84.1	5 X	Both
Flint.....	83.6	18	Both	Frisco.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both
				Dayton Branch			
				Taggard.....	4.3	1	West
				Ronan.....	19.3	28	West

(1) Regular stop for No. 125.
 (2) Flag stop for Nos. 304-305.

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

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

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

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

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric 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	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35
No. 125 and No. 126, maximum speed.		60	60	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
Motor trains and inspection bus cars.		40	40	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
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks.			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 dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
No. 125 and No. 126, within yard limits.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric 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 40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
1500 class Diesel-electric road freight locomotives.	50	50	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1800 class Diesel-electric yard locomotives in road service.	50	50	50	On tracks other than main tracks.	15	15	15
Steam engines running backward.	20	20	20	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
3800 class engines.		60	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
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 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 342.6 and 341.2.	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	45
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	35	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 349.8 and 348.4.	30	25	20	La Grande			
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	45				
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. 290.1 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. 205.3 and 205.9.	70	60	45
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.0 and 201.4.	70	60	45
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.9 and 251.4.	60	50	40	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. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 198.2 and 195.8.	55	45	35
Between M.P. 250.6 and 249.9.	70	60	45	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. 249.6 and 249.4.	35	30	20	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. 248.6 and 248.4.	50	40	25	Between M.P. 219.0 and 217.7.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 248.1 and 247.2.	35	30	20	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. 246.1 and 245.6.	60	50	40	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 244.7 and 244.0.	40	35	25	Over other street crossings within city limits.	20	20	20				
Between M.P. 243.2 and 242.5.	60	50	40								

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Castle Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 100.1 and 97.5. Between M.P. 96.9 and 95.9.			
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45		55	45	35
Willows Between M.P. 147.0 and 146.3. Between M.P. 144.0 and 143.9. Between M.P. 141.6 and 140.5.				Between M.P. 124.8 and 124.0.	70	60	45		55	45	35
	70	60	45	Between M.P. 123.8 and 123.7.	55	45	35	Oregon Trunk Jct. Between M.P. 91.7 and 91.3.			
	60	50	40	Quinton Between M.P. 120.8 and 120.6. Between M.P. 118.8 and 118.6. Between M.P. 116.4 and 116.2.	60	50	40		70	60	45
Between M.P. 141.6 and 140.5.	70	60	45		70	60	45	Duns Between M.P. 88.5 and 87.5.	45	35	25
Arlington Between M.P. 138.0 and 137.8. Between M.P. 136.2 and 136.1. Between M.P. 134.8 and 134.7.	35	35	25		70	60	45				
	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45	The Dalles Over street crossings.	12	12	12
	70	60	45	Between M.P. 114.5 and 112.5.	60	50	40				

FOURTH SUBDIVISION

The Dalles Between M.P. 85.1 and 84.4. Between M.P. 83.5 and 83.0. Between M.P. 82.1 and 81.8.	20	20	20	Meno Between M.P. 58.5 and 56.0. Between M.P. 56.0 and 54.7. Between M.P. 54.4 and 53.2.	60	50	40	Fairview Between M.P. 13.5 and 13.2. Between M.P. 12.0 and 10.9.	55	45	35
	45	35	25		35	30	20		50	50	40
	60	50	40		60	50	40		50	40	25
Crates Between M.P. 81.2 and 80.1. Between M.P. 80.1 and 79.3. Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 52.8 and 52.3. Between M.P. 52.3 and 50.4. Between M.P. 49.9 and 49.6.	55	45	35	Clarnie Between M.P. 7.6 and 2.7. Graham Between M.P. 2.7 and 1.0. Bruun Kenton Line Between Troutdale and Kenton.			
	70	60	45		60	50	40		35	30	20
	55	45	35		55	45	35				
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct. Troutdale 5000 class engines using lead and other tracks in Reynolds plant. Between Albina and Portland, over street crossings.	35	35	35
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35		25	25	25
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7. Between M.P. 42.4 and 41.4. Between M.P. 39.9 and 38.2.	70	60	45				
Between M.P. 75.1 and 73.7.	60	50	40		35	30	20	East Portland Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.			
Between M.P. 72.7 and 71.9.	55	45	35		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		10	10	10
Between M.P. 71.4 and 68.4.	40	35	25	Dodson Between M.P. 32.8 and 31.7. Between M.P. 31.4 and 30.3. Between M.P. 29.4 and 27.5.	70	60	45	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.			
Between M.P. 68.4 and 67.1.	60	50	40		60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25		60	50	40		8	8	8
Between M.P. 66.4 and 64.4.	60	50	40	Bridal Veil Between M.P. 25.9 and 24.8. Between M.P. 24.0 and 23.8.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25		55	45	35		6	6	6
Hood River 5000 class engines using cross- over at freight house. Between M.P. 62.1 and 59.4.											
			6	Rooster Rock Between M.P. 22.4 and 20.1. Between M.P. 18.5 and 18.2. Between M.P. 17.9 and 14.8.	60	50	40				
	55	45	35		60	50	40				
					70	60	45				

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

SIXTH SUBDIVISION

Maximum speed.				Simmons Between M.P. 242.5 and 243.5.		40	25	Ankeny Between M.P. 294.4 and 294.5.		40	25
Between Hinkle and Wallula.	70	70	45			50	40			50	40
Between Wallula and Spokane.	70	60	45			50	40				
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.		50	40	Marengo Between M.P. 308.6 and 309.0.			
		60	45	Between M.P. 246.9 and 247.0.		45	35		60	50	40
Between M.P. 186.0 and 187.3.				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			45	35		35	35	35
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.				Over street crossings.	15	15	15
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.		50	40	Between M.P. 352.8 and 353.5.	55	45	35
								Between M.P. 354.0 and 363.8 on curves.	60	50	35
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. 364.2 and 364.4.	45	35	25
		45	35			25	15	Between M.P. 364.7 and 364.9.	55	45	35
Between M.P. 217.2 and 217.4.				Between M.P. 272.7 and 273.2.		45	35	Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 275.1 and 276.9.		40	25	West Spokane On 16-degree curve west end of yard.			
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 277.9 and 279.4.		45	35		8	8	8
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			50	40	Over Bridge 367.13.	10	10	10
Between M.P. 228.1 and 229.9.				Hooper Jct. Between M.P. 286.1 and 286.5.		50	40	Spokane Through Union Station limits.		15	15
Between M.P. 230.8 and 232.3.		45	35			50	40				
Page Between M.P. 233.0 and 233.4.		50	40			25	25		10	10	10
		35	25					Union Station over slip switches.			
Between M.P. 234.0 and 235.6.				Between M.P. 290.6 and 291.1.		50	40				
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.		25	25				
Between M.P. 239.0 and 239.8.		50	40								

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	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.		15	15	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	Tono Branch Maximum speed.		15	15	Over other street crossings.		10	10
Umatilla Branch Maximum speed.		40	40	On curves of 6 degrees and over.		10	10	Yakima Branch Maximum speed.			
Hinkle Between M.P. 0.0 and 0.1.		15	15	Olympia Branch Maximum speed.		20	20	Between Wallula and Villard Jct.		60	45
Between M.P. 2.3 and 3.7.		20	20	Olympia Within city limits.		10	10	Between Villard Jct. and M.P. 70.		50	35
Hermiston Standard and Union Oil spurs.			6	4- and 5-degree curves.		15	15	Between M.P. 70 and Yakima.		45	30
On house track west of McNaught Warehouse.			6	On curves of 6 degrees and over.		10	10	With pile driver 0321.			15
Over road crossing east end of depot.		15	15	Grays Harbor Branch Maximum speed.		30	30	On 4-degree curves.		45	35
Between M.P. 5.9 and 6.0.		35	35	Centralia Between M.P. 1.0 and 1.3.		10	10	On 5- and 6-degree curves.		35	25
Between M.P. 9.4 and 11.2.		25	25	Blakeslee Junction Between M.P. 4.3 and 4.7.		20	20	Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Umatilla On wye.		10	10	Galvin Between M.P. 5.1 and 5.7.		15	15	Bridge 7.44.		25	15
Irrigon				Between M.P. 6.5 and 6.8.		10	10	Kennewick Over street crossings.		8	8
Heppner Branch Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	Between M.P. 35.6 and 35.9.		45	35
3-degree curves.		20	20	Between M.P. 10.1 and 10.3.		20	20	Benton City Within city limits.		40	30
4- and 5-degree curves.		15	15	Between M.P. 11.9 and 12.1.		15	15	Between M.P. 37.5 and 38.5.		20	15
On curves of 6 degrees and over.		10	10	Independence Between M.P. 14.7 and 15.2.		10	10	Grandview Within city limits.		30	30
Condon Branch Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	Granger Over street crossings.		30	30
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	Zillah Over street crossings.		25	15
4- and 5-degree curves.		15	15	South Elma Between M.P. 32.4 and 32.7.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
On curves of 6 degrees and over.		10	10	Between M.P. 34.4 and 34.6.		10	10	Over N. P. Crossing and between home signals governing cross- ing.		20	20
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Yakima Over Yakima Ave., and Walnut Street.		6	0
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15	Over other street crossings.		10	10
				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.	Page.	Frt.		Str.	Page.	Frt.		Str.	Page.	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
Spokane-Tekoa Branch Maximum speed.				Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Spokane and Manito.	70	60	35	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 3-degree curves.		50	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 4-degree curves.		45	30	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
On 7- and 8-degree curves.		25	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
On curves of 7 degrees and over with 5000 class engines.		20	20	East Spokane Through Interlocking.	15	15	15	Touchet Between M.P. 18.5 and 18.6.		35	25
On 9- and 10-degree curves.		20	20	Spokane Over slip switches at N. P. Crossing.	15	15	10	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Tekoa On west leg of wye.		10	10	Over street crossings between N. P. Crossing and city limits.	20	20	20	College Place Within city limits.		30	30
Between M.P. 117.2 and 117.5.		20	20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Walla Walla			
Between M.P. 117.8 and 117.9.		45	30	Through tunnel.	15	15	15	Moscow Branch Maximum speed.		35	25
Between M.P. 118.1 and 118.3.		35	25	Pleasant Valley Branch Maximum speed.		25	25	On 7- and 8-degree curves.		25	20
Between M.P. 118.5 and 119.7.		25	20	G. N. Crossing, M.P. 30.7.		20	20	On 9- and 10-degree curves.		20	20
Between M.P. 120.2 and 121.4.		35	25	Wallula Branch Maximum speed.		35	30	Colfax Within city limits.		12	12
Between M.P. 121.6 and 121.9.		25	20	On 5- and 6-degree curves.		35	25	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 122.1 and 122.5.		35	25	On 7- and 8-degree curves.		25	20	Between M.P. 5.6 and 7.5.		25	20
Latah Within city limits.		40	30	On 9- and 10-degree curves.		20	20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 123.4 and 124.5.		20	20	Wallula Jct. West leg of wye.		15	15	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 125.1 and 125.7.		35	25	Zangar Jct. Between M.P. 5.1 and 6.4.		25	20	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 127.5 and 128.4.		35	25	Between M.P. 6.7 and 6.8.		25	20	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 129.6 and 130.6.		35	25	Between M.P. 7.0 and 7.1.		20	20	Between M.P. 14.3 and 14.9.		20	20
Fairfield Within city limits.		25	25					Between M.P. 17.5 and 17.7.		25	20
Between M.P. 132.6 and 132.8.		45	30					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					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					Between M.P. 24.6 and 24.8.		25	20
Between M.P. 139.4 and 140.4.		45	30					Between M.P. 25.2 and 25.4.		25	20
Between M.P. 141.0 and 141.2.		35	25					Moscow Over street crossings.		12	12
Between M.P. 142.6 and 143.2.		25	20								

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.				Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between Hooper Jct. and Connell.		30	30	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.		20	20	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.		25	25	Between M.P. 25.4 and 26.9.		30	25	Garfield Within city limits.			
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.				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 Subdivision.				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.		15	15	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.				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.		8	8	Between M.P. 37.8 and 39.3.		25	20	Pomeroy Branch Maximum speed.		25	25
On 5- and 6-degree curves.		50	30	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.		30	30	Sutton Between M.P. 49.3 and 50.1.		30	20	Tucannon Branch Maximum speed.		25	25
Between Tucannon and Ayer.		25	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.		20	20	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.		45	30	Diamond Between M.P. 68.8 and 69.0.		35	25	Pendleton Branch Maximum speed.		25	25
On curves of 7 degrees and over with 5000 class engines.		35	25	Between M.P. 69.9 and 70.1.		35	25	On 7-, 8-, 9- and 10-degree curves.		20	20
On 9- and 10-degree curves.		20	20	Mockonema Between M.P. 73.3 and 73.6.		20	20	Between Barrett and Downing, on descending grade.		15	15
Tucannon Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.		45	30	Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 14.3 and 16.1.		25	25	Crest Between M.P. 74.9 and 77.2.		25	12	Over other street crossings within city limits.		20	20
Between M.P. 17.1 and 17.2.		15	15	Colfax Within city limits.		12	12	Between M.P. 2.5 and 3.0.		20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 78.4 and 78.5.		20	20	Between M.P. 9.5 and 9.8.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 79.8 and 80.7.		20	20	Athena Over street crossings.		15	15
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 81.5 and 82.3.		20	20				
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 82.9 and 83.4.		20	20				
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 83.7 and 84.5.		20	20				
				Between M.P. 86.5 and 87.0.		20	20				
				Between M.P. 87.6 and 88.9.		20	20				
				Between M.P. 89.1 and 89.4.		20	20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	30
Between M.P. 25.4 and 26.2.		20	20			15	15	Between M.P. 34.5 and 34.7.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 34.9 and 35.2.		35	25
		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Between M.P. 38.3 and 38.6.		35	25
Between M.P. 29.8 and 30.1.		20	20			20	20	Between M.P. 39.6 and 39.8.		45	30
Between M.P. 30.3 and 30.4.		20	20	Dayton Over street crossings west of Touchet River.		15	15	Lane Between M.P. 47.8 and 48.3.		45	30
Between M.P. 31.2 and 31.7.		20	20			10	10	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.2 and 32.4.		20	20	Over all other street crossings.		10	10	Rose Lake Between M.P. 50.6 and 51.0.		35	25
Between M.P. 32.7 and 32.9.		20	20	Wallace Branch Maximum speed.		50	30	Dudley Between M.P. 53.6 and 54.2.		35	25
Milton-Freewater Over street crossings.		15	15			35	20	Between M.P. 54.5 and 54.9.		35	25
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	Between Lovell and Chatcolet.		40	25	Cataldo Between M.P. 58.7 and 59.1.		45	30
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Chatcolet and Harrison.		45	25	Between M.P. 60.0 and 60.2.		20	20
Walla Walla Over street crossings.		12	12	On 4-degree curves.		35	25	Between M.P. 62.4 and 63.2.		35	25
		20	20	On 5- and 6-degree curves.		25	20	Between M.P. 63.4 and 64.0.		45	30
Within city limits.		20	20	On 7- and 8-degree curves.		20	20	Kellogg-Wardner Over street crossings.		10	10
On west leg of wye.		8	8	On 9- and 10-degree curves.				Between M.P. 70.1 and 70.3.		35	25
Between M.P. 52.7 and 53.4.		20	20	Tekoa On west leg of wye.		10	10	Between M.P. 70.7 and 70.9.		35	25
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Lovell Between M.P. 8.0 and 9.0.		25	20	Between M.P. 71.5 and 71.7.		45	30
		20	20			25	20	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 73.4 and 73.6.		45	30
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 11.1 and 12.1.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 12.3 and 13.0.		15	15			35	25
		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 72.8 and 73.2.		20	20	Plummer Between M.P. 17.9 and 18.2.		25	20	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 74.3 and 76.1.		20	20			25	20	Between M.P. 78.6 and 78.7.		25	20
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 18.5 and 20.3.		25	20	Wallace Over street crossings.		6	6
Between M.P. 78.9 and 79.3.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 81.4 and 87.3.		20	20
Between M.P. 79.6 and 79.9.		20	20	Chatcolet Bridge 23.45.		15	15	Burke to Wallace, eastward.		10	10
Between M.P. 80.8 and 81.2.		20	20			25	20	Sierra Nevada Branch Maximum speed.			10
Alto				Between M.P. 24.1 and 28.4.							

Standard clocks are located as shown below:

Aberdeen.....Telegraph Office
 Albina.....Train Dispatcher's Office
 Albina.....Yard Telegraph Office
 Albina.....Enginemen's Register Room
 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
 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....."WH" Telegraph Office
 The Dalles.....Yard Office
 Wallace.....Telegraph Office
 Wallace.....Enginemen's Register Room
 Walla Walla.....Passenger Depot
 Wallula.....Telegraph Office
 West Spokane.....Enginemen's Register Room
 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'	16.
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'	7.6
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
H—hog drenching;	foreign railroad;
I—interlocking;	W—water;
J—junction;	X—yard limits;
K—standard clock;	Y—wye;
M—railroad crossing protected	Z—track scales.
by signals or gates;	

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

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Haines, North Powder, Echo, Stanfield.....		Portland or beyond.
11	Any station.....	Pocatello or beyond.	
12	Echo, Stanfield ..	Portland or beyond.	
12	Any station.....		Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnanee.....	Portland or beyond.	
18	Union Jct.....	Portland or beyond, Tuesdays only.	
	North Powder... Haines.....		
19	Any station.....	From Wallula or beyond.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.

