



UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

Stay Alive



in '55

OREGON DIVISION

TIME-TABLE

No. 25

Effective Sunday
January 9, 1955
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.
G. W. Jones, 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.
F. M. Ladd, Safety Representative Portland, Ore.

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivisions and Branches

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

Sixth Subdivision and Branches

P. H. Walsh, Chief Train Dispatcher Spokane, Wash.
J. 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
Ralph M. Dodson	District Surgeon	Portland, Ore.
R. E. Ahlquist	District Surgeon	Spokane, Wash.
Guy L. Boyden	Aurist	Portland, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.
J. P. Craven	Surgeon	Portland, Ore.
David G. Duncan	Surgeon	Portland, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.
M. H. Johnson	Oculist	Portland, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.
George A. Pearson	Surgeon	Parkrose, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.
E. L. Calhoun	Surgeon	Aberdeen, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.
T. J. Higgins	Surgeon	Baker, Ore.
J. R. Higgins	Surgeon	Baker, Ore.
J. O. Vandeventer	Surgeon	Bend, Ore.
George F. Parke	Surgeon	Centralla, Wash.
J. E. Toothaker	Surgeon	Centralla, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.
Don Schwisow	Surgeon	Condon, Ore.
W. W. Day	Surgeon	Dayton, Wash.
Henry Weltz	Surgeon	Dishman, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.
L. M. Farnam	Surgeon	Elma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.
M. W. Munsell	Surgeon	Grandview, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.
F. B. Belt	Surgeon	Hermiston, Ore.
Bruce L. Till	Surgeon	Hermiston, Ore.
H. D. Lewis	Surgeon	Hood River, Ore.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.
John C. Korvell	Surgeon	Hood River, Ore.
R. W. Cordwell	Surgeon	Hoquiam, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.
O. B. Scott	Surgeon	Kellogg, Ida.
Robert E. Staley	Surgeon	Kellogg, Ida.
G. M. Whitesel	Surgeon	Kellogg, Ida.
P. F. Shirey	Surgeon	Kellogg, Ida.
H. F. Craig	Surgeon	Kellogg, Ida.
Lee B. Bouvy	Oculist and Aurist	Kellogg, Ida.

Name	Title	Location
John B. Gregory	Surgeon	La Grande, Ore.
James J. D. Haun	Surgeon	La Grande, Ore.
W. J. Kubler	Surgeon	La Grande, Ore.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
J. E. Carsow	Surgeon	Lewiston, Ida.
C. O. Armstrong	Surgeon	Moscow, Ida.
F. J. Dierickx	Surgeon	Oregon City, Ore.
J. F. Bittner	Surgeon	Pendleton, Ore.
J. P. Brennan	Surgeon	Pendleton, Ore.
G. W. McGowan	Surgeon	Pendleton, Ore.
E. S. Morgan	Surgeon	Pendleton, Ore.
E. I. Silk	Surgeon	Pendleton, Ore.
R. J. Weiland	Surgeon	Pomeroy, Wash.
James L. Gilleland	Surgeon	Pullman, Wash.
J. L. Ash	Aurist	Seattle, Wash.
L. Fred Lundy	Surgeon	Seattle, Wash.
B. E. McConville	Surgeon	Seattle, Wash.
J. A. McDermott	Physician	Seattle, Wash.
John M. Shlach	Oculist	Seattle, Wash.
Stephen J. Wood	Surgeon	Seattle, Wash.
B. P. Jacobson	Surgeon	Spokane, Wash.
M. F. Kepf	Surgeon	Spokane, Wash.
Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. H. Tousey	Surgeon	Spokane, Wash.
H. V. Valentine	Surgeon	Spokane, Wash.
Charles G. Smick	Surgeon	Sprague-Wells, Wash.
Bruce C. McIntyre	Surgeon	St. John, Wash.
A. J. Herrmann	Surgeon	Tacoma, Wash.
Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Ross D. Wright	Surgeon	Tacoma, Wash.
Vern Cressey	Surgeon	Tekin, Wash.
The Dalles Clinic	Surgeons	The Dalles, Ore.
H. M. Wiswall	Surgeon	Vancouver, Wash.
H. C. Mowery	Surgeon	Walla Walla, Wash.
G. A. Falkner	Surgeon	Walla Walla, Wash.
C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
W. F. Holmes	Physician	Walla Walla, Wash.
J. C. Lyman	Surgeon	Walla Walla, Wash.
Wallace A. Pratt	Surgeon	Walla Walla, Wash.
R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
A. J. Hockett	Surgeon	Walla Walla, Wash.
H. C. Lynch	Surgeon	Walla Walla, Wash.
R. P. Scheffer	Oculist and Aurist	Walla Walla, Wash.
John W. Skinner	Surgeon	Walla Walla, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 25 January 9, 1955		FIRST CLASS				
19	11	105	457	17			STATIONS		12	458	106	18	20
Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger					Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily									
	6.05	2.05		4.25	0.0		GRANGER	A 9.05			A12.42	A10.45	
	11.10 1.00	5.45 8.55		9.40 10.45	213.8		POCATELLO	3.50 2.50			8.55 8.45	5.20 4.45	
	4.30	8.25		2.10	373.8		GLENNS FERRY	11.40			6.10	1.30	
	6.30	9.40		3.55	448.4		BOISE	9.55			5.00	11.55	
	9.25	11.40		6.50	550.1		M.T. HUNTINGTON	M.T. 7.10			3.05	9.25	
	8.35	10.40		6.00			P.T. LA GRANDE	P.T. 6.00			2.05	8.15	
	11.30	1.05		8.45	649.7		PENDLETON	3.25			11.40	6.35	
	2.00	3.10		11.10	723.8		SPOKANE	1.05			9.38	2.50	
	9.00				941.3		AYER						A 6.30
	11.27				837.4		WALLULA						4.05
	12.30				786.3		HINKLE						2.55
	1.50	3.05	3.55	12.40	755.3		THE DALLES	12.15			9.00	2.00	2.20
	3.50	5.50	5.30	3.10	855.4		PORTLAND	10.10			7.20	11.35	12.02
	A 6.10	A 8.40	A 7.30	8.00	A 5.30	939.5	TACOMA	8.05	A 9.15		5.30	9.30	10.00
				11.05		1084.6	SEATTLE			5.52			
				A11.59		1122.7				4.45			
								Daily	Daily	Daily	Daily	Daily	
(0.10) 40.4	(27.35) 34.1	(18.25) 51.0	(3.59) 46.0	(26.05) 36.0	 Thru Time.....		(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(24.15) 38.7	(8.30) 43.5		

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 25 January 9, 1955		FIRST CLASS		
29	33	31			STATIONS		32	34	30
Passenger	Passenger	Passenger					Passenger	Passenger	Passenger
Daily	Daily	Daily							
	11.00	9.35		0.0	McCAMMON			A 5.40	A 4.05
	11.30 12.01	10.10 10.55		22.7	POCATELLO			5.10 4.30	3.30 2.55
	1.25	A12.40	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 7.25			285.8	BUTTE				7.15
							Daily	Daily	Daily
(8.25) 33.9	(3.05) 23.7	(3.20) 29.0	 Thru Time.....		(3.20) 29.0	(2.40) 27.5	(8.50) 32.3		

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS			Time-Table No. 25 January 9, 1955	Mile Post	FIRST CLASS			SECOND CLASS
	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
	Daily Except Sunday and Monday	Daily	Daily	Daily						
					STATIONS					
BKOPTWXYZ	9.25 ^{AM}	10.40 ^{PM}	6.00 ^{PM}	8.35 ^{AM}	DN-R HUNTINGTON HU	389.4	A 8.15 ^{AM}	A 6.00 ^{PM}	A 2.05 ^{AM}	A 5.15 ^{AM}
100 P					D LIME BY	384.5	8.02	5.47	1.50	
100 PW					WEATHERBY	377.5				
150 PY				s 9.10	DURKEE	368.9				
100 P					OXMAN	361.7				
170 P					PLEASANT VALLEY	355.4				
WB 01 PY EB 100					ENCINA	351.9				
107 P		11.45	7.05	9.48	QUARTZ	347.3				
WB 109 BKOPW EB 111 XYZ		s 11.55 ^{PM}	s 7.15	s 10.03	DN BAKER BC	342.0	s 6.50	s 4.36	s 12.40	
106 P					WING	337.6	6.37	4.26	12.30 ^{AM}	
106 P				s 10.15	D HAINES KB	331.7		f 4.21		
106 PW				s 10.26	D NORTH POWDER HD	322.1		f 4.11		
107 P					SAGO	315.5				
147 PVWY				f 10.41	TELOCASET	312.6				
105 P					CROOKS	308.9				
105 PVY					D UNION JCT. UN	302.2				
106 P		12.47 ^{AM}	8.20	11.05	LONETREE	294.9				
BJKOPTWXYZ	A 11.59 ^{AM}	A 1.00 ^{AM}	A 8.35 ^{PM}	A 1.20 ^{AM}	DN-R LA GRANDE RA	289.8	5.35 ^{AM}	3.25 ^{PM}	11.40 ^{PM}	2.35 ^{AM}
					(00.6)		Daily	Daily	Daily	Daily Except Sunday and Monday
	(2.34) 38.8	(2.20) 42.7	(2.35) 38.6	(2.45) 36.2	Thru Time.....		(2.40) 37.4	(2.35) 38.6	(2.25) 41.2	(2.40) 37.4
					Average speed per hour.....					

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

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

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

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc., See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS			Time-Table No. 25 January 9, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
		125 Time Freight	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight			
		Daily Except Sunday and Monday	Daily	Daily	Daily									
BJKOPTWXYZ		12.10PM	8.45PM	11.30AM	1.05AM	DN-R LA GRANDE 7.7	289.8	A 5.25AM	A 3.15PM	A 1.35PM	A 2.25AM			
WB 71 PVWXY EB 72						HILGARD 8.5	282.1	5.08	2.58	11.20				
139 P						MOTANIC 3.5	275.6							
P						NORDEEN 1.0	272.1							
141 PWXY						KAMELA 2.8	271.1							
P						ROSS 2.8	268.3							
WB 105 PW EB 102				f 12.30PM		MEACHAM 7.8	265.5							
136 P						HURON 3.8	267.7							
120 PW						CAMP 5.8	264.1							
WB 68 PWY EB 69				f 1.03		DUNCAN 9.0	248.5							
102 P						BONIFER 2.8	239.5							
106 PWY				f 1.21		GIBBON 7.3	236.9							
117 P						HOMLY 4.0	229.6							
116 P						MINTHORN 5.8	224.7							
115 P			10.52	1.44	3.03	MUNRA 3.3	218.9							
69 BJKPV WXYZ			s 11.10	s 2.00	s 3.10	DN PENDLETON 3.8	215.6	s 2.50	s 1.05	s 9.38				
155 JPX						RIETH 3.7	212.0	2.34	12.50	9.29				
135 P						BARNHART 4.1	208.3							
135 P						NOLIN 6.3	198.9							
135 PW			f 11.45	f 2.30		D ECHO 4.2	192.6							
P			f 11.52PM	f 2.36	3.37	STANFIELD 4.2	188.4							
BJKOPWXYZ		A 3.20PM	A 12.10AM	A 2.55PM	A 3.50AM	DN-R HINKLE	184.2	2.00AM	12.15PM	9.00PM	11.15PM			
						(105.0)		Daily	Daily	Daily	Daily Except Saturday and Sunday			
		(3.10) 33.3	(3.25) 30.9	(3.25) 30.9	(2.45) 38.4	Thru Time.....		(3.25) 30.9	(3.00) 35.2	(2.35) 40.9	(3.10) 33.3			
						Average speed per hour.....								

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

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Stinger, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 25	
		257 Time Freight	125 Time Freight	151 Time Freight	11 Mail and Express	105 Streamliner Passenger	19 Passenger	17 Passenger	January 9, 1955
		Daily	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	STATIONS
BJKOPWXYZ		¹⁰⁸ 8.55 ^{PM}	3.30 ^{PM}	¹² 12.05 ^{PM}	3.05 ^{PM}	3.55 ^{AM}	²⁰ 1.50 ^{AM}	12.40 ^{AM}	DN-R HINKLE UK
P		9.10	3.39	12.25	s 3.17		1.58	12.48	0.5 ORDNANCE RN
136 PW		9.13	3.42	12.30	3.21	4.02	2.00	12.50	1.9 MUNLEY 5.8
136 P		9.23	3.49	12.40	3.29	4.07	2.06	12.56	CLARKE 6.2
136 P		9.33	3.57	12.50	s 3.37	4.12	2.12	¹⁸ 1.09 ^{AM} ²⁰ 1.23 ^{AM}	DN BOARDMAN BD
130 P		9.48	4.06	1.03	3.47	4.19	2.20	1.34	CASTLE 7.5
19 JP		10.03	4.15	1.15	3.56		2.27	1.42	N HEPPNER JCT. WI
143 P		¹²⁶ 10.21	²⁶⁴ 4.17	1.18	²⁶⁴ 3.58	4.26	2.29	1.44	WILLOWS 8.5
WB142 EB 117 BJKOPTX		10.40	4.29	1.35	s 4.12	²⁶² 4.34	s 2.40	s 1.55	DN ARLINGTON MX
135 P		10.47	4.36	1.43	4.19	4.38	2.46	2.05	4.5 GILMORE
132 P		10.54	4.43	1.51	s 4.26	4.42	2.51	2.10	4.7 BLALOCK
134 P		11.03	4.51	2.01	4.33	4.47	2.57	2.16	6.1 QUINTON
137 P		11.15	5.01	2.12	4.42	4.54	3.04	2.24	8.2 GOFF 5.0
100 P		11.24	5.08	²⁶⁴ 2.23	4.48	4.59	3.09	2.29	RUFUS 2.8
100 P		11.28	5.11	2.30	4.51		3.12	2.32	GRANT 2.7
80 JP		11.33	5.15	2.37	s 4.56	5.04	²⁶² 3.16	2.35	DN BIGGS BX
64 P		11.41	5.19	2.45	5.01	5.07	3.19	2.39	3.4 MILLER
50 P		11.49	5.23	2.52	5.06	5.12	3.23	2.43	3.7 CEILO
JPV		11.56 ^{PM}	5.25	2.56	5.08	5.14	3.25	2.45	1.0 OREGON TRUNK JCT. VO
74 P		12.04 ^{AM}	5.30	3.01	5.14	5.18	3.30	2.50	2.3 DUNE 6.1
BKOPTWXXZ		A 12.30 ^{AM}	A 5.50 ^{PM}	A 3.20 ^{PM}	A 5.35 ^{PM}	A 5.30 ^{AM}	A 3.45 ^{AM}	A 3.05 ^{AM}	DN-R THE DALLES DK-WH
									(08.4)

BLOCK SIGNALS

DOUBLE TRACK

(3.35)
27.5(2.20)
42.2(3.15)
30.9(2.30)
39.3(1.35)
62.1(1.55)
51.3(2.25)
40.7

..... 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.
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. 25

January 9, 1955

			FIRST CLASS					SECOND CLASS				
			20	12	106	18		262	264	126		
			Passenger	Mailand Express	Streamliner Passenger	Passenger		Time Freight	Time Freight	Time Freight		
STATIONS												
BLOCK SIGNALS	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 5.45PM	A 1.05PM		
		ORDNANCE RN	177.7	1.37	11.55AM	8.45	1.23	6.00	5.20	10.55		
		MUNLEY	175.8	1.35	11.52	8.43	1.21	5.55	5.15	10.53		
		CLARKE	170.0	1.29	11.47	8.38	1.15	5.45	5.05	10.47		
	DN	BOARDMAN BD	163.8	1.23 ¹⁷	11.41	8.33	1.09 ¹⁷	5.30	4.50	10.40		
		CASTLE	165.7	1.16	11.33	8.26	1.00	5.15	4.35	10.31		
	N	HEPPNER JCT. WI	148.2	1.09	11.25	8.19	12.52	4.59	4.23	10.23		
		WILLOWS	147.0	1.07	11.23	8.18	12.50	4.56	4.17 ¹²⁵ 3.58 ¹¹	10.21 ²⁵⁷		
	DN	ARLINGTON MX	138.5	12.57	11.12	8.10	12.40	4.34 ¹⁰⁵	3.25	10.11		
		GILMORE	134.0	12.49	11.03	8.06	12.27	4.07	3.10	9.56		
		BLALOCK	129.3	12.45	10.59	8.02	12.22	4.00	3.01	9.51		
		QUINTON	123.2	12.39	10.53	7.57	12.16	3.51	2.52	9.44		
		GOFF	115.0	12.32	10.46	7.50	12.08	3.37	2.39	9.35		
		RUFUS	109.4	12.27	10.40	7.45	12.02AM	3.27	2.23 ¹⁵¹	9.28		
		GRANT	106.6		10.37		11.59PM	3.22	2.12	9.25		
	DN	BIGGS BX	108.9	12.22	10.34	7.40	11.56	3.16 ¹⁹	2.07	9.22		
		MILLER	100.5	12.19	10.30	7.37	11.52	3.03	2.00	9.18		
		CELILLO	96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14		
	D	OREGON TRUNK JCT. VO	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12		
		DUNE	91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08		
	DN-R	THE DALLES DK-WH	85.8	12.02AM	10.10AM	7.20PM	11.35PM	2.30AM	1.30PM	9.00PM		
	(88.4)			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday		

Thru Time

(1.48)

(1.55)

(1.35)

(2.05)

(4.00)

(4.15)

(2.05)

Average speed per hour

54.7

51.3

62.1

47.2

24.6

23.2

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.
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 or Siding, See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 25	
	125	151	255	257		458	11	105	19	17	January 9, 1955
	Time Freight	Time Freight	Time Freight	Time Freight		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	
	Daily Except Sunday and Monday	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	STATIONS
BKOPTWXZ	6.05 PM	4.00 PM	5.45 AM	3.55 AM			5.50 PM	5.30 AM	3.50 AM	3.10 AM	DN-R THE DALLES DK WH
P	6.15	4.15	5.55	4.05			5.56	5.35	3.56	3.16	CRATES 4.1
130 P	6.25	4.25	6.05	4.15			6.03	5.41	4.03	3.22	ROWENA 5.2
133 P	6.57 ¹⁰⁰	4.40	6.17	4.27			6.13	5.50	4.14	3.33	MOSIER 6.3
WB 72 EB 107 KPVX	7.15	4.52	6.29	4.39			6.26 ¹⁰⁶	6.01	4.27	3.45	HOOD RIVER 7.4
131 P	7.21	5.05	6.37	4.47			6.42	6.06	4.33	3.51	DN HOOD RIVER KI
132 PW	7.34	5.26	6.55	5.05			6.57	6.18	4.47	4.05	MENO 8.5
139 P	7.54 ¹²⁶	5.38	7.09	5.19			7.07	6.27	4.58	4.15	WYETH 7.2
122 PW	8.05	5.45	7.17	5.27			7.13	6.32	5.03	4.22	CASCADE LOCKS 4.3
131 P	8.13	6.11 ¹⁰⁰	7.26	5.36			7.19	6.38	5.09	4.28	DN BONNEVILLE MU
131 PZ	8.23	6.27	7.39	5.49			7.34 ¹²⁶	6.47	5.19	4.38	DODSON 7.3
131 P	8.30	6.34	7.47	5.57			7.45	6.52	5.24	4.43	D BRIDAL VEIL JU
56 IJPW	8.45	6.48	8.01	6.11			7.58	7.00	5.35	4.54	ROOSTER ROCK 3.9
51 P				6.15			8.06	7.03	5.39	4.59	DN TROUTDALE SN
53 P				6.27			8.16	7.09	5.47	5.06	FAIRVIEW 1.7
28 PX	VIA KENTON	VIA KENTON	VIA KENTON	6.35			8.21	7.15	5.53	5.12	CLARNIE 6.0
17 PX				6.43			8.26	7.19	5.58	5.17	GRAHAM 3.5
IJPVXY				6.50			8.30	7.22	6.02	5.21	BRUN 2.5
51 P	8.55	6.58	8.11								EAST PORTLAND 1.4
100 P	9.05	7.08	8.21								HEMLOCK 0.5
73 BKPXZ	9.20	7.20	8.35 ²⁶⁴								DN HEMLOCK 4.6
IJYX				VIA GRAHAM		8.55 PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	D FIR FR
IJPXY						8.57					DN KENTON KN
IJPX	9.35	7.40	8.55			8.59					DN NORTH PORTLAND JCT. KD
BKOPTWXZ	9.45 PM	8.00 PM	9.15 AM	7.05 AM							PENINSULA JCT. 1.2
IJPVXY						9.06	8.30	7.22	6.02	5.21	DN ST. JOHNS JCT. JN
BIKPV						9.15 PM	8.40 PM	7.30 AM	6.10 AM	5.30 AM	DN-R ALBINA B X
											EAST PORTLAND 1.1
											DN-R EAST PORTLAND 0.5
											DN-R PORTLAND P-VC
											VIA GRAHAM (85.8)
											VIA KENTON (92.2)
	(3.40) 24.7	(4.00) 22.7	(3.30) 25.9	(3.10) 28.0		(0.20) 20.4	(2.50) 30.2	(2.00) 42.9	(2.20) 36.8	(2.20) 36.8	 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.

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

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

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

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

FOURTH SUBDIVISION										EASTWARD				
Time-Table No. 25 January 9, 1955			Mile Post	FIRST CLASS						SECOND CLASS				
				457 Passenger	12 Mail and Express	106 Streamliner Passenger	18 Passenger	20 Passenger		264 Time Freight	126 Time Freight	262 Time Freight		
STATIONS														
BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS	DN-R	THE DALLES 4.1 CRATES 5.2 ROWENA 8.8	DK WH DOUBLE TRACK	86.8		A10.05AM	A 7.20PM	A1 1.30PM	A1 1.59PM		A12.30PM	A 8.55PM	A 1.10AM	
				81.7		9.58	7.13	11.19	11.51		11.45AM	8.45	12.52	
				76.5		9.52	7.07	11.13	11.45		11.30	8.39	12.42	
		MOSIER 7.4		70.2		9.42	6.57 ¹²⁵	11.04	11.36		11.15	8.30	12.27	
	DN	HOOD RIVER 4.1	KI	62.8		s 9.33	f 6.48	s10.55	s11.27		11.02	8.22	12.15	
		MENO 5.5		58.7		9.23	6.42 ¹¹	10.46	11.18		10.52	8.16	12.05AM	
		WYETH 7.2		50.2		9.11	6.31	10.34	11.06		10.35	8.04	11.50PM	
		CASCADE LOCKS 4.3		43.0		9.01	6.22	10.25	10.57		10.18	7.54 ¹²⁵	11.32	
	DN	BONNEVILLE 4.8	MU	38.7		f 8.56	6.16	10.20	10.52		10.10	7.49	11.25	
		DODSON 7.3		33.9		8.50	6.11 ¹⁵¹	10.14	10.46		10.00	7.43	11.18	
	D	BRIDAL VEIL 3.9	JU	26.6		8.41	6.04	10.06	10.38		9.50	7.34 ¹¹	11.07	
		ROOSTER ROCK 7.1		22.7		8.37	6.00	10.02	10.34		9.40	7.29	11.00	
	DN	TROUTDALE 1.7	SN	15.6		f 8.29	5.53	9.54	10.27		9.25	7.21	10.45	
		FAIRVIEW 6.9		13.9		8.27	5.51	9.52	s10.23			7.17	10.40	
		CLARNIE 3.5		7.9		8.21	5.45	9.46	10.16		VIA KENTON	7.11	10.28	
		GRAHAM 2.5		4.4		8.16	5.40	9.41	10.11			7.06	10.20	
		BRUNN 1.4		1.9		8.12	5.36	9.37	10.07			7.02	10.14	
		EAST PORTLAND 0.5		0.5		8.09	5.33	9.34	10.04			6.59	10.10	
		HEMLOCK 4.5		17.0							9.05			
	D	FIR 4.8	FR	12.4							8.50			
	DN	KENTON 2.5	KN	8.1							8.35 ²⁵⁵			
	DN	NORTH PORTLAND JCT. 1.2	KD	6.8	A 8.16AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM			VIA GRAHAM	VIA GRAHAM	
		PENINSULA JCT. 1.4		5.6	8.13									
	DN	ST. JOHNS JCT. 2.0	JN	4.2	8.10						8.15			
	DN-R	ALBINA 1.1	B X	1.6	8.07						8.00AM		9.45PM	
	EAST PORTLAND 0.5		0.5	8.04	8.09	5.33	9.34	10.04			6.59			
DN-R	PORTLAND	P-VC	0.0	8.00AM	8.05AM	5.30PM	9.30PM	10.00PM			6.55PM			
VIA GRAHAM (85.8) VIA KENTON (92.2)					Daily	Daily	Daily	Daily	Daily		Daily	Daily Except Saturday and Sunday	Daily	
Thru Time.....				(0.16)	(2.00)	(1.50)	(2.00)	(1.59)		(4.30)	(2.00)	(3.25)		
Average speed per hour.....				25.5	42.9	40.8	42.9	43.3		20.1	42.9	25.3		

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.

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 Sidings, etc. See Rule 6(A), Page 31.						87	85	457	83	81	Time-Table No. 25 January 9, 1955	
						CMSL P&P Passenger	CMSL P&P Streamliner Passenger	Passenger	CMSL P&P Streamliner Passenger	CMSL P&P Passenger		
						Daily	Daily	Daily	Daily	Daily	STATIONS	
IJPVX								8.00 AM			BLOCK SIGNALS	PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.0 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.

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

23 67 IPVX							11.42AM			BLOCK SIGNALS	{	DN-R	BLACK RIVER	BI	DOUBLE TRACK
												0.0			
												C. M. St. P. & P. & P. C. CROSSING			
												0.3			
BIJKOP TVWXYZ						8.24PM	2.48PM	11.50	9.13AM	7.35AM		DN-R	ARGO	G	
													3.1		
BKPXZ						A 8.45PM	A 3.00PM	A 1.59AM	A 9.30AM	A 8.00AM		DN-R	SEATTLE	OW	

(183.2)

(0.21) (0.12) (3.59) (0.17) (0.25)
8.9 15.5 40.0 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 Time-table between Portland and North Portland Jct.

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

WESTWARD

THROUGH FREIGHT SERVICE.
FOR INFORMATION ONLY.

EASTWARD

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

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 25 January 9, 1955		Mile Post	FIRST CLASS						
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger		
STATIONS									
BLOCK SIGNALS {	PORTLAND	0.0				A 9.15 PM			
	6.8 DN NORTH PORTLAND JCT. KD	6.8				8.55			
	1.9								
	VANCOUVER	8.7				8.61 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										
BLOCK SIGNALS {	DN RESERVATION RN	146.8				A 5.37 PM						
	DN TACOMA JCT. JN	147.5				5.35 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 HI	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 9.25 PM					
BLOCK SIGNALS {	DN-R SEATTLE OW	183.2	8.20 AM	9.45 AM	3.15 PM	4.45 PM	9.15 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 Time-table between Portland and North Portland Jct.

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

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS					FIRST CLASS					Time-Table No. 25 January 9, 1955
	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	
STATIONS											DN-R SPOKANE ^{DS} AU ^{DS} 1.7 WEST SPOKANE 3.0 COWLES 4.2 MARSHALL 7.3 CHENEY 5.2 GEIB 5.0 MASON 7.4 CROSBY 4.0 WELLS 6.6 PALM LAKE 5.2 ASHBY 4.2 EMDEN 6.7 DN-R MARENGO RA 4.8 THAVIS 4.4 MACK 4.2 ANKENY 7.9 N-R HOOPER JCT. HR 5.6 PARK 6.2 JOSO 5.8 CHEW 3.0 DN-R AYER JD 5.2 RUXBY 7.7 SCOTT 6.1 WALKER 2.8 SIMMONS 7.6 PAGE 7.5 ASH 6.0 HUMORIST 7.2 DN-R WALLULA JN 1.7 WALLULA JCT. 10.3 JUNIPER 9.8 COLD SPRINGS 9.2 DN-R HINKLE UK (184.0)
BKPVX								10.26 ^{PM}	9.00 ^{PM}	1.05 ^{AM}	
BKOPTWXX		12.45 ^{AM}						10.35 ⁹⁸	9.04	1.11	
48 P		12.55						10.41	9.08	1.18	
53 P		1.05						10.49	9.13	1.25	
103 PWX		1.20						11.00	9.22	1.36	
51 P		1.28						11.10	9.28	1.44	
52 P		1.36						11.16	9.35	1.50	
58 PW		1.46						11.25	9.43	1.59	
102 P		2.05 ⁹⁷						11.31	9.49 ⁹⁸	2.05 ¹⁵¹	
52 P		2.20						11.38	9.56	2.12	
44 P		2.30						11.44	10.02	2.18	
52 P		2.40						11.50	10.07	2.24	
75 JOPVWXY		3.00						11.59 ^{PM}	10.15	2.35 ^{AM}	
53 P		3.10							10.21		
68 P		3.17							10.26		
51 P		3.25							10.31		
38 JPWY	5.00 ^{PM}	3.40							10.42		
55 P	5.15	3.50							10.49		
146 P	5.30	4.19 ²⁰							10.58		
78 P	5.45	4.35 ³⁷⁸							11.07		
BJKOPWXY	A 6.00 ^{PM}	6.00							11.27		
95 P		6.15							11.35		
96 P		6.30							11.44		
48 P		6.40							11.51		
96 P		6.46							11.55 ^{PM}		
96 PW		7.05							12.06 ^{AM}		
95 P		7.20							12.15		
94 P		7.30							12.21		
157 JKPVWXY		7.50	7.25 ^{AM}	4.30 ^{AM}	4.20 ^{AM}		11.45 ^{PM}		12.30		
JPVXY		7.55	7.30	4.40	A 4.25 ^{AM}		11.50 ^{PM}		12.33		
157 P		8.20	7.47	5.00			12.05 ^{AM}		12.46		
100 P		8.40	8.05	5.20			12.18		12.56		
BJKOPWXYZ	A 9.15 ^{AM}	A 8.30 ^{AM}	A 5.40 ^{AM}				A 12.40 ^{AM}		A 1.15 ^{AM}		
	(1.00) 21.5	(8.30) 21.7	(1.05) 28.6	(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.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25		Mile Post	SECOND CLASS
	305 Mixed	January 9, 1955			304 Mixed
	Daily Except Sunday	STATIONS			
28 WXY	12-10PM	D-R	JOSEPH J	83.8	11-16AM
22 X	12-40	D	ENTERPRISE RS	78.0	11-00
39	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 13.3	47.1	9-07
40 W { M.P. 32.0 }	2-50		LOOKING GLASS 8.7	33.8	8-37
32	3-20		GULLING 4.2	25.1	8-15
35 WXY	3-40	D	EIGIN GN	20.9	8-05
18	4-05	D	IMBLER BR	12.3	7-32
20	4-25		ALICEL 6.4	8.4	7-22
BJKOP1 WXYZ	5-00PM	DN-R	LA GRANDE ITA	0.0	7-00AM
		(83.8)		Daily Except Sunday	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 25			
		January 9, 1955		Mile Post	
		STATIONS			
155 JPX			RIETH 5.7	0.0	
22			HPARKS 8.2	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. 25		Mile Post	
		January 9, 1955			
		STATIONS			
BJKOP WXYZ		DN-R	HINKLE	UK	0.0
95 P			HERMISTON		3.9
PWXY		D	UMATILLA	CS	10.1
6 P			IRRIGON		17.9
			(17.9)		

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

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

WESTWARD		HEPPNER BRANCH		EASTWARD	
Our Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25		Mile Post	SECOND CLASS
	329	January 9, 1955			330
	Freight				Freight
	Monday Wednesday Friday	STATIONS			
39 PWXY	9.30AM	D-R	HEPPNER IIR	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
15 PW	10.30	D	2.7 IONE ON	26.3	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
19 JPX	A12.15PM	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. 25			Mile Post	SECOND CLASS	
	327 Freight	January 9, 1955				328 Freight	
	Tuesday Thursday Saturday	STATIONS					
26	PVWXY	10.15 ^{AM}	D-R	CONDON	CD	44.5	A 9.00 ^{AM}
22		10.40		GWENDOLEN		36.3	8.25
27		11.00		SPEECE		32.3	8.10
26		11.10		CLEM		28.6	7.50
29	P	11.30		MIKKALO		24.4	7.30
27		11.50 ^{AM}		BARNETT		19.7	7.10
11	P	12.10 ^{PM}		ROCK CREEK		16.0	6.55
20		12.30		SHUTLER		7.3	6.25
WB 125 BJKO EB 113 PTWX	A 1.15 ^{PM}	DN-R	ARLINGTON	MX		0.0	6.00 ^{AM}
			(44.5)				Tuesday Thursday Saturday
(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. 25		Mile Post	
		January 9, 1955			
		STATIONS			
14	Y		KENT	52.5	
			10.0		
10			EAKIN	42.5	
			4.0		
28	PW	D	GRASS VALLEY VY	38.5	
			11.5		
26		D	MORO MR	27.0	
			12.8		
10			KLONDIKE	14.2	
			4.5		
32	PW	D	WASCO WA	9.7	
			4.5		
6			THORNBERRY	5.2	
			5.2		
80	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. 25 January 9, 1955	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	YO	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. 25 January 9, 1955	Mile Post	
		STATIONS		

30 PWX	R	TONO	5.8	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. 25 January 9, 1955	Mile Post	
		STATIONS		

JPVXY	R	EAST OLYMPIA	7.3	O.O
		N. P. CROSSING	0.1	7.3

BKPV WXYZ	D-R	OLYMPIA	OA	7.4
			(7.4)	

(3.30)	 Thru Time.....	(3.30)
16.4	Average speed per hour.....	16.4

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 GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 25 January 9, 1955
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BKOPT VWXYZ	3.00 PM	DN-R	CENTRALIA	CN	O.O	A 10.30 PM
			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	3.10 PM		BLAKESLEE JUNCTION	2.4		A 10.20 PM
M			N. P. CROSSING	2.4		
M			C. M. St. P. & P. CROSSING	2.4		
23 P	f 3.20		GALVIN	5.0		10.10
43 JPVX	f 3.40	12.01 AM	HELSING JUNCTION	12.2	A 8.10 PM	f 9.50
48 PWX	s 3.45	12.05	N-R INDEPENDENCE ND	18.7	7.50	s 9.45
52 P	f 4.05	12.30	CEDARVILLE	22.2	7.30	f 9.25
51 P	f 4.20	12.40	LANKNER	26.8	7.20	f 9.10
44 P	f 4.30	12.55	BAGINAW	30.8	7.10	f 9.00
5 PW	f 4.35	1.00	SOUTH ELMA	32.5	7.05	f 8.55
53 PXY	f 5.10	1.35	SOUTH MONTESANO	42.4	6.35	f 8.30
X			SOUTH MONTESANO	42.4		
PVX			D MONTESANO MO	48.9		
53 PXY	f 5.10	1.35	SOUTH MONTESANO	42.4	6.35	f 8.30
27 P	f 5.15	1.43	MELBOURNE	48.8	6.05	f 8.15
32 PV	f 5.25	1.50	PREACHER'S SLOUGH	46.7	5.55	f 8.05
83 JPYX	f 5.40	2.05	COSMOPOLIS	51.2	5.40	f 7.50
JV			SOUTH ABERDEEN JCT.	58.2		
M			N. P. CROSSING	58.3		
82 BKPVXZ	A 6.10 PM	A 2.35 AM	DN-R ABERDEEN	SA 58.9	5.20 PM	s 7.30 PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 6.30 PM	A 3.05 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	7.00 PM
				(57.5)			Daily Except Sunday	Daily Except Sunday

(3.30)	 Thru Time.....	(3.30)
16.4	Average speed per hour.....	16.4

WESTWARD

YAKIMA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS		Time-Table No. 25 January 9, 1955	STATIONS
		907	373	361	909	363	63	347		
		N.P. Freight	N.P. Freight	Freight	N.P. Freight	Freight	Passenger	N.P. Passenger		
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		
BKOPTVWXYZ						9:30 PM	8:00 PM		DN-R	YAKIMA NY
30 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			2.6 DONALD
18 PV						10:05	8:24			2.3 SAWYER
40 PV						10:15	8:29			2.9 BUENA
74 PVX						10:25	8:36		D-R	3.1 ZILLAH AH
63 P						10:48	8:44			5.1 GRANGER
52						11:05	8:53			6.3 EMERALD
36 JPXY						11:30 PM ³⁶⁴	9:25		R	2.6 MIDVALE
51 PVWX						12:01 AM	9:37		DN	5.9 GRANDVIEW GW
44 P						12:25	9:49			6.9 NORTH PROSSER
53						12:50	10:01			7.8 CHAFFEE
42 PX						1:20	10:12 ³⁶⁴			6.6 BENTON CITY
53						1:40	10:22			5.2 ACTON
51 JPX			7:40 AM	6:20 AM		2:10	10:40		R	12.3 RICHLAND JCT.
55 BKPVWX			A 8:00 AM	6:50		2:50	11:00		DN	6.8 KENNEWICK KN
12 P				7:00		3:10	11:10			4.5 HEDGES
70 JPV			6:25 PM	7:10	6:35 AM	3:20	11:15	5:25 AM		2.3 VILLARD JCT.
70 JPW X			A 6:45 PM					A 6:37 AM		6.4 ATTALIA
157 JKPVWXY				A 7:25 AM	A 6:50 AM	A 3:35 AM	A 1:30 PM		DN-R	0.6 WALLULA JN
										(98.6)
		(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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 25 January 9, 1955	STATIONS
			63		
			Passenger		
			Daily		
36 JPXY			9:00 PM	R	MIDVALE
PVX			A 9:10 PM	D-R	SUNNYSIDE
					(2.8)
					(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. 25 January 9, 1955			FIRST CLASS			SECOND CLASS					
STATIONS	Mile Post		64	348		908	362	374	910	364	
			Passenger	N. P. Passenger		N. P. Freight	Freight	N. P. Freight	N. P. Freight	Freight	
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										
2.6 DONALD	86.8	f	6.33							1.30	
2.3 SAWYER	84.5	f	6.26							1.20	
2.9 BUENA	81.6	s	6.19							1.10	
3.1 D-R ZILLAH AH	78.5	s	6.11							12.55	
5.1 GRANGER	73.4	f	6.00							12.25	
6.2 EMERALD	67.2	f	5.51							12.05AM	
3.6 R MIDVALE	63.6		5.44							11.30 ³⁶³ PM	
8.9 DN 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	36.5	s	4.57							10.12 ⁶³	
8.2 ACTON	31.3		4.47							9.45	
12.3 R RICHLAND JCT.	19.0		4.30			A 5.20AM	A 5.30AM			9.15	
8.8 DN 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	4.15		A 1.50PM	8.30	
6.4 ATTALIA	0.6			10.38PM		2.15AM					
0.6 DN-R 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)	(8.00)	
..... Average speed per hour			30.9	32.0		19.2	14.7	17.4	21.0	16.4	

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 25 January 9, 1955			FIRST CLASS		
STATIONS	Mile Post		84		
			Passenger		
R MIDVALE	0.0	A	9.25PM		
2.8 D-R SUNNYSIDE SI	2.8		9.15PM		
(2.8)			Daily		
..... Thru Time			(0.10)		
..... Average speed per hour			16.8		

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. 25

January 9, 1955

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			STATIONS
	381 CMStP&P Freight	387 Freight	391 Freight	383 CMStP&P Freight	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	
	Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	
BKPVX	9.30PM	5.00PM	3.30PM	7.10AM		10.55PM	8.15AM	7.00AM
IJPX	9.35	5.15	3.40	7.15		11.00	8.20	7.05
83 X	⁹² 9.50	5.20	³⁸⁴ 3.45	7.20		11.03	8.23	7.08
51 X	9.59	5.25	3.50	7.25		11.06	8.26	7.11
59 JKVX	10.10	5.35	4.05	A 7.30AM		11.10	8.30	7.15
35	10.20	5.45	4.20			³⁸² 11.15	8.34	7.20
78	³⁸² 10.50	⁶⁸ 6.16	4.40			³⁸⁸ 11.27	8.45	7.32
38	³⁸⁸ 11.10 ⁹⁵ 11.31	6.35	4.47			³⁸¹ 11.31	8.50	7.36
JVX	A 11.50PM	6.45	4.55			A 11.36PM	8.56	A 7.41AM
23		³⁹² 7.01	5.15			9.03		
40		7.20	⁶⁸ 5.46			9.10		
31 JX		7.40	³⁹² 6.05			9.16		
25		8.10	6.25			9.31		
BJKOPWXYZ		A 8.45PM	A 6.50PM			A 9.52AM		
	(2.20) 9.3	(3.45) 13.1	(3.20) 14.8	(0.20) 19.5	(0.41) 31.9	(1.37) 30.5	(0.41) 31.9	Thru Time..... Average speed per hour.....

DN-R	SPOKANE	DS AU	DOUBLE TRACK
DN	N. P. CROSSING	CG	
	EAST SPOKANE		
	HILL		
DN	DISHMAN	SP	
	CHESTER		
D	MICA	MA	
	FREEMAN		
DN-R	MANITO	MU	
D	ROCKFORD	RD	
	DARKNELL		
D	FAIRFIELD	G	
	LATAH		
DN-R	TEKOA	K	
	(49.3)		

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 32.	SECOND CLASS	Time -Table No. 25		Mile Post
	391 Freight	January 9, 1955		
	Daily Except Sunday	STATIONS		
14 JPX	7.45PM	SELTICE		48.0
		8.2 G. N. CROSSING		39.8
		0.03 N. P. CROSSING		39.7
		0.55 OAKESDALE		39.1
34 VWX	8.45	D	ON	
44	9.20	THORNTON		31.2
M		0.5 G. N. CROSSING		30.7
28 WX	10.20	D	ST. JOHN	18.3
27	10.50	8.8 WILLADA		11.6
53	11.20	7.1 GRAVEL PIT		4.4
63 BJKWXY	A 11.45PM	D-R	WINONA	0.0
		(48.0)		

WESTWARD

WALLULA BRANCH

EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25		Mile Post	SECOND CLASS
	345 Mixed	January 9, 1955			346 Mixed
	Daily	STATIONS			
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA	30.9	A 6.45AM
5 X			2.0 COLLEGE PLACE	28.9	
M			0.2 W. W. V. RY. CROSSING	28.7	
17 X	9.51		0.1 GARRETT	28.6	5.40
10	10.05		4.6 WHITMAN	24.0	5.25
12	10.18		4.7 LOWDEN	19.3	5.12
20 PX	10.30	D	4.3 TOUCHET	16.0	5.01
11	10.50		7.6 REESE	7.6	4.43
JPV	A10.57PM		3.3 ZANGAR JCT.	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.	0.0	4.26 AM
			(30.5)		Daily

(4.00) Thru Time.....
12.0 Average speed per hour.....(1.20) Thru Time.....
22.9 Average speed per hour.....(2.20) Thru Time.....
13.1 Average speed per hour.....

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 Seltice on 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

Time-Table No. 25

January 9, 1955

		FIRST CLASS				SECOND CLASS			
		94 CMStP&P Streamliner Passenger	68 Passenger	92 CMStP&P Passenger		384 CMStP&P Freight	392 Freight	382 CMStP&P Freight	388 Freight
STATIONS									
BLOCK SIGNALS	DN-R SPOKANE DS 1.9 AU	165.4	12:55AM	6:50PM	10:00PM	4:00PM	8:15PM	12:10AM	12:30AM
	DN N. P. CROSSING CG 0.9	163.5	12:45	6:41	9:52	3:50	8:07	11:59PM	12:20
	EAST SPOKANE	162.6	12:43	6:39	9:50 ³⁸¹	3:45 ³⁰¹	8:02	11:45	12:10
	HILL	161.2	12:40	6:36	9:47	3:37	7:57	11:35	12:05AM
	DN DISHMAN SP 3.2	158.9	12:36	6:33	9:43	3:30PM	7:50	11:25	11:55PM
	CHESTER	155.7	12:31	6:28	9:38		7:43	11:15 ⁰⁵	11:47
	D MICA MA 2.8	149.7	12:20	6:16 ³⁸⁷	9:27		7:30	10:50 ³⁸¹	11:27 ⁰⁵
	FREEMAN	146.9	12:15	6:10	9:22		7:23	10:42	11:10 ³⁸¹
	DN-R MANITO MU 5.2	143.6	12:10AM	6:04	9:17PM		7:15	10:35PM	11:01
	D ROCKFORD RD 3.3	138.4		5:53		7:01 ³⁸⁷			10:44
	DARKNELL	138.1		5:46 ³⁰¹		6:30			10:35
	FAIRFIELD G 8.4	131.7		5:40 ³⁰²		6:05 ³⁰¹ 5:24 ⁰⁸			10:20
	LATAH	123.3		5:24		5:00			9:55
	DN-R TEKOA K (49.3)	116.1		5:11PM		4:40PM			9:30PM
		Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily
Thru Time.....		(0.45)	(1.30)	(0.43)		(0.30)	(3.35)	(1.35)	(3.00)
Average speed per hour.....		20.0	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. 25 January 9, 1955	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25 January 9, 1955	Mile Post	SECOND CLASS
	379	61			62	378		379			378
	Freight	Passenger			Passenger	Freight		Freight			Freight
	Daily Except Monday	Daily						Sunday Wednesday Thursday Saturday			
BKTVX	7:00AM	6:45PM	D-R MOSCOW MO 7.6	28.1	8:50AM	1:50PM	JOWXY	3:45PM	D-R LA CROSSE JA 14.7	0.0	6:00AM
1	7:20	6:56	WHITLOW 1.2	20.5	8:36	1:25	11 X	4:50	HOOPER 1.0	14.7	5:20
			N. P. CROSSING 0.6	19.3			32 JPWXY	4:55PM	N-R HOOPER JOY. HR 7.8	15.7	5:15AM
23 X	8:33 ⁰²	7:05	D PULLMAN XN 6.0	18.7	8:33 ³⁷⁹	1:15	34		D WASHTUCNA FN 13.9	23.5	
18	9:00	7:18	ALBION 3.0	12.7	8:13	12:40	21 V		D KAILLOTUS HO 15.5	37.4	
19	9:10	7:25	SHAWNEE 9.7	9.7	8:05	12:25	18 WXY		R CONNELL N (52.9)	52.9	
JMOWXY	9:40AM	7:45PM	DN-R COLFAX CA (28.1)	0.0	7:42AM	12:01PM					Daily Except Monday
					Daily	Daily Except Monday					
(2.40)		(1.00)	Thru Time.....	(1.08)	(1.49)	(1.10)	Thru Time.....		(0.45)		
10.5		28.1	Average speed per hour.....	24.8	15.5	13.5	Average speed per hour.....		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

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 25 January 9, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
	391 Freight	379 Freight	355 Freight	61 Passenger	73 Passenger			74 Passenger	62 Passenger	378 Freight	392 Freight	356 Freight
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily							
						STATIONS						
BKOP WXYZ	7.20PM					DN-R TEKOA K	116.1				A 4.00PM	
14 JPX	A 7.40PM					R SELTICE	110.4				3.45	
32 W						D FARMINGTON FM	104.5				3.25	
M						N. P. CROSSING	103.4					
						N. P. CROSSING	95.4					
38 VY						D GARFIELD GR	95.1				3.05	
						ELBERTON	89.7				2.40	
32 JMWXY		10.30AM			7.50PM	D-R COLFAX CA	77.4		A 7.40AM	A 11.30AM	2.10	
M						G. N. CROSSING	77.3					
14 East Spur X 16 West Spur X		10.50			7.57	CREST	74.9		7.31	11.10	1.20	
34		11.00AM		f 8.02		MOCKONEMA	72.5		f 7.26	11.00	1.05	
29		12.01PM		f 8.09		DIAMOND	68.5		f 7.19	10.15	12.55	
27		12.30		s 8.29		D ENDICOTT DI	57.9		s 7.04	9.00	12.30	
63 BJKWXY		2.00		s 8.39		D-R WINONA WA	52.1		s 6.54	8.40	12.01PM	
46		2.30		8.45		SUTTON	48.0		6.45	7.25		
26 JOWXY		A 3.15PM		s 8.56		D-R LA CROSSE JA	41.5		s 6.37	7.00AM		
42				f 9.09		JERITA	35.8		f 6.27			
44				f 9.20		HAY	30.2		f 6.17			
42				f 9.38		CANYON	22.1		f 6.01			
60 JPVWXY				s 9.50	9.40PM	DN-R RIPARIA XS	17.5	A 5.35AM	s 5.54			
M						N. P. CROSSING	17.4					
10 JPYX			2.05AM	s 10.01	s 9.49	R TUCANNON	12.6	s 5.24	s 5.42			A 7.40PM
41 X			2.10	10.03	9.51	PATAHA	11.8		5.37			7.35
54 X			2.40	10.21	10.08	RIFTON	2.9	f 5.06	f 5.21			7.10
BJKOPWXY			A 3.00AM	A 10.30PM	A 10.15PM	DN-R AYER JD	0.0	6.00AM	5.15AM			7.00PM
						(116.1)		Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday
	(0.20) 17.1	(4.45) 7.8	(0.55) 13.7	(2.40) 29.0	(0.35) 30.0	 Thru Time	(0.35) 30.0	(2.25) 32.0	(4.30) 8.0	(3.50) 10.0	(0.40) 18.9	

WESTWARD POMEROY BRANCH

EASTWARD

WESTWARD TUCANNON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 25		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 25		Mile Post	SECOND CLASS
	355 Freight		January 9, 1955					356 Freight		January 9, 1955			
	Monday Wednesday Friday		STATIONS					Monday Wednesday Friday		STATIONS			
35 TX	11.30PM	D-R	POMEROY	PY	28.9	A 10.00PM		JPYX	7.40PM	R	TUCANNON	0.0	A 2.00AM
25	11.50PM		ZUMWALT		24.4	9.30		JXY	A 7.50PM	D	STARBUCK	3.8	1.45AM
7	12.16AM		DODGE		16.3	9.00					RELIEF	9.3	
18	12.25		CHARD		14.5	8.50					(9.3)		Tuesday Thursday Saturday
8	12.40		JACKSON		11.3	8.30							
18	1.00		DELANEY		7.9	8.20							
JXY	A 1.40AM	D	STARBUCK	SA	0.0	8.00PM							
			(28.9)			Monday Wednesday Friday							
	(2.10) 13.3		 Thru Time			(2.00) 14.5							

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.
No. 378 arriving at La Crosse on Connell Branch will run as No. 378 La Crosse to Colfax.
For stations not shown on schedule pages, see page 23.

WESTWARD PENDLETON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 25 January 9, 1955	Mile Post	SECOND CLASS	
	366	365			366	365
	Mixed	Mixed			Mixed	Mixed
	STATIONS				STATIONS	
27 X			ALTO	83.0		
23			MENOKEN	75.5		
26 JWX	11.45AM		BOLLES	71.3	A 9.40AM	
26 X	11.58AM	D	PRESCOTT	66.7	9.28	
21	12.35PM		VALLEY GROVE	63.6	8.52	
			N. P. CROSSING	47.2		
M			W. W. V. RY. CROSSING	46.6		
BJKOPTV WXYZ	12.55PM	DN-R	WALLA WALLA	46.1	8.30AM	
M			W. W. V. RY. CROSSING	44.2		
24			SPOFFORD	39.9		
M			W. W. V. RY. CROSSING	36.3		
39 VWX		D	MILTON-FREEWATER	36.2		
50			BLUE MOUNTAIN	26.7		
20			DOWNING	23.4		
30 X		D	ATHENA	17.2		
41			ADAMS	12.6		
15			BLAKELEY	10.0		
BJKVWXYZ		DN-R	PENDLETON	0.0		
			(83.0)			

(1.10) Thru Time..... (1.10)
21.6Average speed per hour..... 21.6

WESTWARD WALLACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 25 January 9, 1955	Mile Post	FIRST CLASS	
	387	67			387	67
	Freight	Passenger			Freight	Passenger
	STATIONS				STATIONS	
BJKOP WXYZ	9.15PM	10.02AM	DN-R TEKOA	0.0	A 5.05PM	387
25	9.35	10.14	LOVELL	6.9	4.50	8.45
17 VX	10.00	10.33	PLUMMER	15.3	4.32	8.15
22 TX	10.20	10.50	CHATCOLET	22.8	4.14	7.45
X	10.50	11.09	HARRISON	30.6	3.54	7.20
43	11.05	11.16	SPRINGSTON	34.0	3.45	7.10
20	11.50PM	11.34	LANE	45.3	3.24	6.42
33	12.10AM	11.40	ROSE LAKE	49.1	3.16	6.32
30	12.30	11.55AM	CATALDO	57.7	2.59	6.10
6 Y	12.45	12.03PM	ENAVILLE	62.6	2.53	5.56
18	12.50	12.07	PINE CREEK	64.1	2.49	5.52
JWX			BRADLEY	67.2		
26 BKOX	A 1.30PM	12.30	KELLOGG-WARDNER	69.2	2.40	5.40PM
31		12.43	OSBURN	75.8	2.22	
BKTVWXYZ		A 1.00PM	WALLACE	80.2	2.15PM	
M			N. P. CROSSING	80.4		
M			N. P. CROSSING	80.6		
JX			WALLACE JCT.	80.7		
5 VWX			BURKE	86.9		
			(86.9)			

(4.15) Thru Time..... (2.58) Thru Time..... (2.50) Thru Time..... (3.35)
18.9Average speed per hour..... 27.0Average speed per hour..... 23.3Average speed per hour..... 22.4

WESTWARD DAYTON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 25 January 9, 1955	Mile Post	SECOND CLASS	
	367	365			366	368
	Mixed	Mixed			Mixed	Mixed
	STATIONS				STATIONS	
29	12.01PM		TURNER	24.8		11.50AM
25	12.10		WHETSTONE	22.7		11.40
26 VWXY	12.50PM	11.01AM	DAYTON	18.1	10.15AM	11.00AM
M			N. P. CROSSING	18.0		
M			N. P. CROSSING	18.0		
JX		11.03AM	DAYTON JCT.	12.9	10.13AM	

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL
BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRU-
CTIONS OF NORTHERN PACIFIC RY.

JX		11.25AM	R WAITSBURG JCT.	5.2	A 9.53AM
28 X		11.31	D WAITSBURG	3.5	9.49
28 JWX		11.45AM	BOLLES	0.0	9.40AM
			(24.8)		
				Daily Except Sunday	Tuesday and Friday

(0.49) Thru Time..... (0.35) Thru Time..... (0.50) Thru Time.....
14.3Average speed per hour..... 22.5Average speed per hour..... 14.0

WESTWARD SIERRA NEVADA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 25 January 9, 1955	Mile Post	FIRST CLASS	
	367	365			366	368
	Mixed	Mixed			Mixed	Mixed
	STATIONS				STATIONS	
JWX			BRADLEY	0.0		
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	Both				
		16 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
Day.....	111.7	104 PW	Both	Holland.....	21.4	8	Both
Fourth Subdivision				Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Eri.....	14.2	4	Both	Gordon.....	8.2	7	Both
Corbett..... (1).....	20.3	.....	None	McAdam.....	29.3	3	Both
Latourell..... (1).....	23.9	.....	None	Wacota.....	34.1	4	Both
Multnomah Falls.....	29.6	 P	None	Estes.....	42.3	7	Both
Oneonta.....	31.1	 P	None	Sulphur.....	46.1	9	Both
Warrendale.....	35.9	.....	None	Curry.....	51.1	12	Both
C. L. Lumber Co.....	45.1	7	East				
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				
		{37	Both	Pomeroy Branch			
Reynolds.....	20.0	{40 P	West	Houser.....	19.1	1	Both
		126	West				
Sixth Subdivision				Tucannon Branch			
Sheffler.....	242.1	4	Both	Powers.....	2.7	4	Both
Matthews.....	253.3	5	Both				
Magallon.....	258.6	2	Both	Pendleton Branch			
Teske.....	310.6	2	Both	Havana.....	6.9	11	Both
Joseph Branch				Weston.....	20.9	66 X	East
Island City..... (2).....	2.6	12	Both	Bade.....	30.2	13	Both
Conley..... (2).....	5.9	6	Both	Barrett.....	33.1	10	Both
Vincent..... (2).....	40.6	2	East	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
Freels.....	75.2	2	West	Langdon.....	43.6	12	Both
Marble.....	75.8	{5	Both	Russell.....	51.8	11	Both
		25	West	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				
De Moss.....	23.9	{15	West	Wallace Branch			
Erskine.....	31.3	12	Both	Tilma.....	2.1	1 X	Both
Bourbon.....	45.8	9	Both	Watt.....	12.1	18	Both
		8	Both	O'Gara..... (5).....	26.3	.....	None
Grays Harbor Branch				Black Lake..... (6).....	38.0	.....	None
Raisch.....	2.6	7	Both	Dudley..... (6).....	52.0	12	Both
Balch..... (3).....	18.3	18 P	Both	Smelterville..... (6).....	66.3	.....	None
Yakima Branch				Shont..... (6).....	72.8	3	Both
Grosscup.....	28.2	8	Both	Polaris.....	74.6	42	East
Biggam..... (4).....	48.3	10	Both	Gem.....	84.1	5 X	Both
Boone.....	76.4	1	East	Frisco.....	84.4	7 X	Both
Flint.....	83.6	18	Both	Dorn.....	85.1	13	Both
				Dayton Branch			
				Taggard.....	4.3	1	West
				Ronan.....	19.3	28	West

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

(3) Flag stop for Nos. 306-307.
 (4) Flag stop for Nos. 53-64.

(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 locomotive and all light-weight roller-bearing passenger train equipment.

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	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.			15
No. 125 and No. 126, within yard limits.		40	40	With side rods and main rods in place.			25
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40 40	40 40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel freight and road switch locomotives.	65	65	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1500 class Diesel road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 15
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1800 class Diesel yard locomotives in road service.	50	50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Steam engines running backward.	20	20	20	On tracks other than main tracks.	15	15	15
3800 class engines.		60	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
3700 and 3900 class engines.		65	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
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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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. 342.6 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	25	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. 206.3 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. 201.6 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 196.8.	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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	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.	55	45	35
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45	Between M.P. 96.9 and 95.9.	55	45	35
Willows Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 123.8 and 123.7.	55	45	35	Dune Between M.P. 88.5 and 87.5.	45	35	25
Between M.P. 141.6 and 140.5.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	The Dalles Over street crossings.	12	12	12
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Between M.P. 118.8 and 118.6.	70	60	45				
Between M.P. 136.2 and 136.1.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45				
Between M.P. 134.8 and 134.7.	70	60	45	Goff Between M.P. 114.9 and 114.7.	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.	20	20	20	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.2.	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	45	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 5000 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.4 and 48.7.	35	30	20	Between Troutdale and Kenton via Fir.	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	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 42.4 and 41.4.	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.	8	8	8
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 39.9 and 38.2.	60	50	40	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
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	45				
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 5000 class engines using cross- over at freight house.			6	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	45				

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	45	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 Spokane.	70	60	45	Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.		50	40
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.	50	40				
Between M.P. 186.0 and 187.3.		60	45	Between M.P. 246.9 and 247.0.	45	35	Marengo Between M.P. 308.6 and 309.0.	60	50	40
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Scott Between M.P. 252.8 and 253.0.	45	35				
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.	45	35	Cheney Within city limits.	35	35	35
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.	50	40	Over street crossings.	15	15	15
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.		20	20	Chew Between M.P. 268.2 and 269.3.	30	30	Between M.P. 352.8 and 353.5.	55	45	35
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.	25	15	Between M.P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.2 and 364.4.	45	35	25
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.	40	25	Between M.P. 364.7 and 364.9.	55	45	35
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.	45	35	Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.	40	25	West Spokane On 16-degree curve west end of yard.	8	8	8
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.	50	40	Between M.P. 366.5 and 367.1.	45	35	25
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40	Over Bridge 367.13.	10	10	10
Between M.P. 234.0 and 235.6.		35	25	Between M.P. 290.6 and 291.1.	50	40	Spokane Through Union Station limits.	15	15	15
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.	25	25	Union Station over slip switches.	10	10	10
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				Grass Valley Branch				Melbourne			
Maximum speed.		30	30	Maximum speed.		25	25	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			
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Within city limits.		15	15
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	Handling logs within city limits.			8
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		20	20	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Aberdeen			
Pilot Rock Branch				Tono Branch				Within city limits.		20	20
Maximum speed.		15	15	Maximum speed.		15	15	Over Boone St. Crossing.		5	5
Umatilla Branch				On curves of 6 degrees and over.		10	10	Over other street crossings.		10	10
Maximum speed.		40	40	Olympia Branch				Yakima Branch			
Hinkle				Maximum speed.		20	20	Maximum speed.			
Between M.P. 0.0 and 0.1.		15	15	Olympia				Between Wallula and Villard Jct.		60	45
Between M.P. 2.3 and 3.7.		20	20	Within city limits.		10	10	Between Villard Jct. and M.P. 70.		50	35
Hermiston				4- and 5-degree curves.		15	15	Between M.P. 70 and Yakima.		45	30
Standard and Union Oil spurs.			6	On curves of 6 degrees and over.		10	10	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	Grays Harbor Branch				On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	Maximum speed.		30	30	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	Centralia				Villard Jct.			
Between M.P. 9.4 and 11.2.		25	25	Between M.P. 1.0 and 1.3.		10	10	Between M.P. 7.1 and 7.4.		30	30
Umatilla				Blakeslee Junction				Bridge 7.44.		25	15
On wye.		10	10	Between M.P. 4.3 and 4.7.		20	20	Kennewick			
Irrigon				Galvin				Over street crossings.		8	8
Heppner Branch				Between M.P. 5.1 and 5.7.		15	15	Between M.P. 35.6 and 35.9.		45	35
Maximum speed.		25	25	Between M.P. 6.5 and 6.8.		10	10	Benton City			
3-degree curves.		20	20	Between M.P. 7.1 and 7.5.		20	20	Within city limits.		40	30
4- and 5-degree curves.		15	15	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 37.5 and 38.5.		20	15
On curves of 6 degrees and over.		10	10	Between M.P. 11.9 and 12.1.		15	15	Grandview			
Condon Branch				Independence				Within city limits.		30	30
Maximum speed.		25	25	Between M.P. 14.7 and 15.2.		10	10	Granger			
3-degree curves.		20	20	Between M.P. 16.7 and 16.9.		20	20	Over street crossings.		30	30
4- and 5-degree curves.		15	15	Between M.P. 18.5 and 19.8.		15	15	Zillah			
On curves of 6 degrees and over.		10	10	South Elma				Over street crossings.		25	15
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 32.4 and 32.7.		15	15	Donald			
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 34.4 and 34.6.		10	10	Yakima River Bridge 89.35, through gauntlet track.		15	15
				Between M.P. 35.0 and 35.4.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20
				Between M.P. 36.1 and 36.3.		15	15	Yakima			
				Between M.P. 37.5 and 38.2.		20	20	Over Yakima Ave., and Walnut Street.		6	6
				Between M.P. 38.5 and 39.7.		15	15	Over other street crossings.		10	10
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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.				Between M.P. 10.7 and 10.9.		35	25
On 4-degree curves.		45	30		35	30	20	Between M.P. 11.1 and 11.4.		35	25
On 5- and 6-degree curves.		35	25		60	50	25	Between M.P. 12.1 and 12.3.		20	20
On 7- and 8-degree curves.		25	20		45	35	25	Between M.P. 12.5 and 12.6.		35	25
On curves of 7 degrees and over with 5000 class engines.		20	20				25	Touchet Between M.P. 18.5 and 18.6.		35	25
On 9- and 10-degree curves.		20	20	Between Chester and Mica, on descending grade.				W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Tekoa On west leg of wye.		10	10	East Spokane Through interlocking.	15	15	15	College Place Within city limits.		30	30
Between M.P. 117.2 and 117.5.		20	20	Spokane Over slip switches at N. P. Crossing.				Walla Walla			
Between M.P. 117.8 and 117.9.		45	30		15	15	10	Moscow Branch Maximum speed.		35	25
Between M.P. 118.1 and 118.3.		35	25		20	20	20	On 7- and 8-degree curves.		25	20
Between M.P. 118.5 and 119.7.		25	20					On 9- and 10-degree curves.		20	20
Between M.P. 120.2 and 121.4.		35	25					Colfax Within city limits.		12	12
Between M.P. 121.6 and 121.9.		25	20	Over street crossings between N. P. Crossing and city limits.	20	20	20	Between M.P. 1.3 and 3.1.		25	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	Between M.P. 5.6 and 7.5.		25	20
Latah Within city limits.		40	30	Through tunnel.	15	15	15	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 123.4 and 124.5.		20	20	Pleasant Valley Branch Maximum speed.				Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 125.1 and 125.7.		35	25			25	25	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 127.5 and 128.4.		35	25			20	20	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 129.6 and 130.6.		35	25	Wallula Branch Maximum speed.		35	30	Albion Between M.P. 13.4 and 13.6.		25	20
Fairfield Within city limits.		25	25	On 5- and 6-degree curves.		35	25	Between M.P. 14.3 and 14.9.		20	20
Between M.P. 132.6 and 132.8.		45	30	On 7- and 8-degree curves.		25	20	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 133.3 and 134.6.		25	20	On 9- and 10-degree curves.		20	20	Between M.P. 17.9 and 18.0.		25	20
Darknell Between M.P. 135.3 and 136.3.		35	25	Wallula Jct. West leg of wye.		15	15	Pullman Within city limits.		15	15
Between M.P. 136.6 and 139.2.		20	20	Zangar Jct. Between M.P. 5.1 and 6.4.				Over street crossings.		6	6
Rockford Within city limits.		20	20			25	20	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Between M.P. 139.4 and 140.4.		45	30			25	20	Between M.P. 24.6 and 24.8.		25	20
Between M.P. 141.0 and 141.2.		35	25	Between M.P. 6.7 and 6.8.		25	20	Between M.P. 25.2 and 25.4.		25	20
Between M.P. 142.6 and 143.2.		25	20	Between M.P. 7.0 and 7.1.		20	20	Moscow Over street crossings.		12	12

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.		25	25	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 7- and 8-degree curves.		20	20	Between M.P. 25.4 and 26.9.		30	25	Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Between M.P. 101.1 and 101.5.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 102.0 and 102.4.		25	25
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 29.7 and 29.9.		45	30	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 9.2 and 9.7.		20	20	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivision.		15	15	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 112.2 and 113.1.		25	25
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 115.6 and 116.0.		20	20
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.		25	20	Tekoa On west leg of wye.		10	10
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.		25	20	Pomeroy Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.		45	30	Starbuck Within city limits.		15	15
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.		30	20	Tucannon Branch Maximum speed.		25	25
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 61.9 and 65.2.		35	25	On curves of 7 degrees and over.		20	20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.		45	30	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.		35	25	Between Starbuck and Relief.		12	12
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.		35	25	Pendleton Branch Maximum speed.		25	25
On curves of 7 degrees and over with 5000 class engines.		20	20	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	Athens 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.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	30
Between M.P. 25.4 and 26.2.		20	20	Between Dayton Jet. and Turner.		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
Between M.P. 29.8 and 30.1.		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. 30.3 and 30.4.		20	20	Dayton Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45	30
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.		10	10	Lane Between M.P. 47.8 and 48.3.		45	30
Between M.P. 32.2 and 32.4.		20	20	Wallace Branch Maximum speed.		50	30	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.7 and 32.9.		20	20	Between Lovell and Chateolet.		35	20	Rose Lake Between M.P. 50.6 and 51.0.		35	25
Milton-Freewater Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	Dudley Between M.P. 53.6 and 54.2.		35	25
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	25	Between M.P. 54.5 and 54.9.		35	25
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	Cataldo Between M.P. 58.7 and 59.1.		45	30
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 60.0 and 60.2.		20	20
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 62.4 and 63.2.		35	25
On west leg of wye.		8	8	Tekoa On west leg of wye.		10	10	Between M.P. 63.4 and 64.0.		45	30
Between M.P. 52.7 and 53.4.		20	20	Lovell Between M.P. 8.0 and 9.0.		25	20	Kellogg-Wardner Over street crossings.		10	10
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 70.1 and 70.3.		35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 70.7 and 70.9.		35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 71.5 and 71.7.		45	30
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 72.4 and 72.6.		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. 73.4 and 73.6.		45	30
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 18.5 and 20.3.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 78.9 and 79.3.		20	20	Chatcolet Bridge 23.45.		15	15	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 24.1 and 28.4.		25	20	Between M.P. 78.6 and 78.7.		25	20
Between M.P. 80.8 and 81.2.		20	20	Alto				Wallace Over street crossings.		6	6
								Between M.P. 81.4 and 87.3.		20	20
								Burke to Wallace, eastward.		10	10
								Sierra Nevada Branch Maximum speed.			10

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'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

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

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

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

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

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

