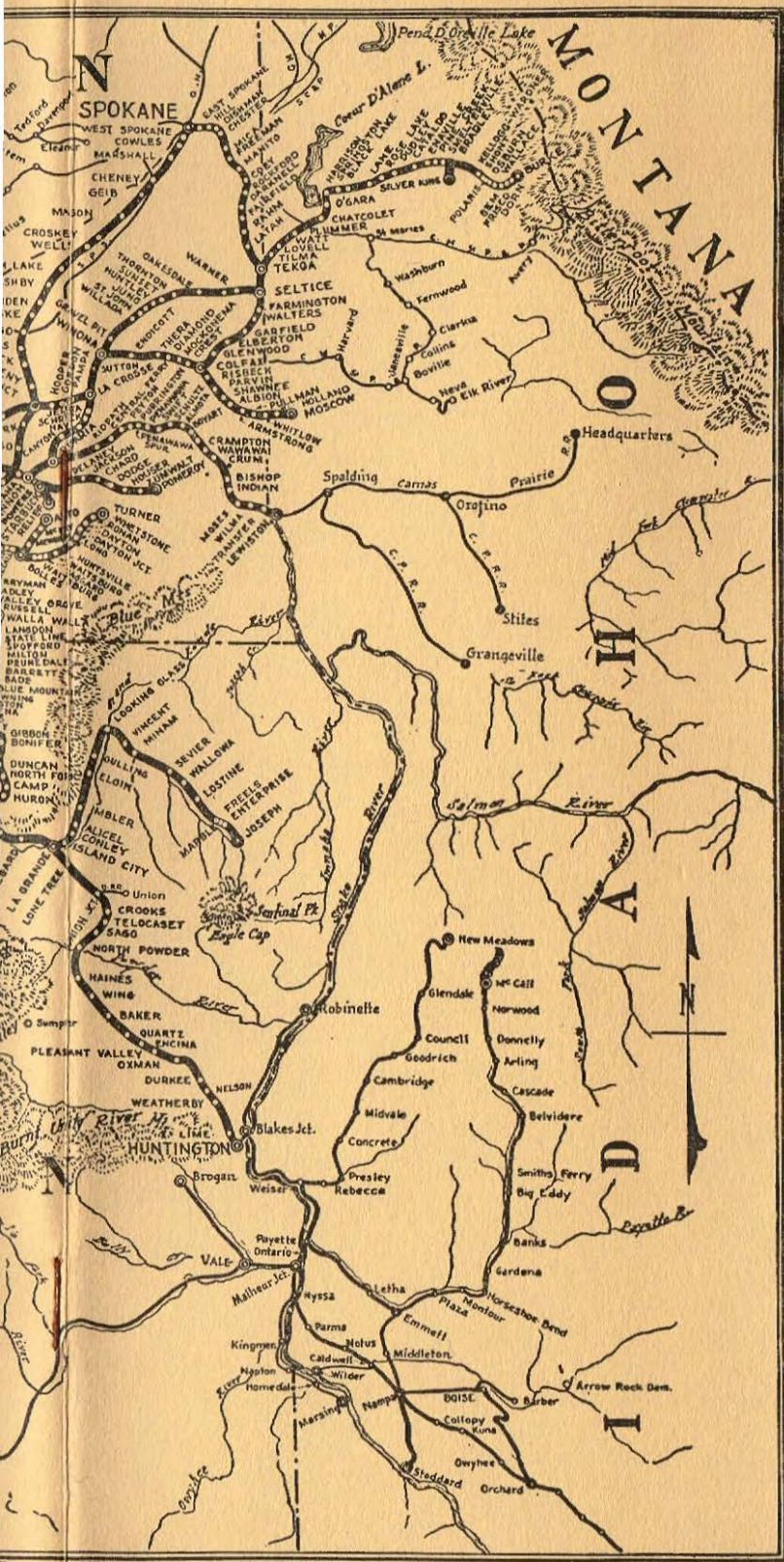




UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE

No. 27

Effective Sunday
September 25, 1955
At 12:01 A.M. Pacific Time

Safety Gains
Where Courtesy Reigns

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.
G. L. Wilmot, Assistant Superintendent Spokane, Wash.
W. G. Johnson, Assistant Superintendent La Grande, Ore.
R. L. Rickard, Terminal Superintendent Portland, Ore.
J. Bowen, Trainmaster Portland, Ore.
D. E. Gardner, Trainmaster Walla Walla, Wash.
J. E. Pickett, 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.
C. W. Lee, 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	Name	Title	Location
Ralph M. Dodson	District Surgeon	Portland, Ore.	H. F. Craig	Surgeon	La Crosse, Wash.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	Lee B. Bouvy	Oculist and Aurlst	La Grande, Ore.
Guy L. Boyden	Aurlst	Portland, Ore.	John B. Gregory	Surgeon	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
J. P. Oraven	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurlst	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Robt. M. Hansen	Aurlst	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
M. H. Johnson	Oculist	Portland, Ore.	F. J. Dierlckx	Surgeon	Oregon City, Ore.
Alfred J. Kreft	Oculist and Aurlst	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
George A. Pearson	Surgeon	Parkrose, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	James L. Gilleland	Surgeon	Pullman, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	J. L. Ash	Aurlst	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurlst	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
J. O. Vandeventer	Surgeon	Bend, Ore.	John M. Shlach	Oculist	Seattle, Wash.
George F. Parke	Surgeon	Centralla, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
Ross M. Galvin	Surgeon	Centralla, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	R. H. Humphreys	Surgeon	Spokane, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.	Robert L. Pohl	Oculist and Aurlst	Spokane, Wash.
Don Schwisow	Surgeon	Condon, Ore.	Carroll Smith	Oculist and Aurlst	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Henry Weltz	Surgeon	Dlehan, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Paul B. Smith	Oculist and Aurlst	Tacoma, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Vern Oressey	Surgeon	Tekoa, Wash.
Bruce L. Till	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
H. D. Lewis	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Walla, Ida.
Stanley E. Wells	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurlst	Walla Walla, Wash.
C. 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.	J. B. Adams	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurlst	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	A. J. Hockett	Surgeon	Wallowa, Ore.
			H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurlst	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 27 September 25, 1955		FIRST CLASS					
19	11	105	457	17					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			STATIONS							
	6.05	2.05		4.25	0.0		GRANGER		A 9.05		A 12.42	A 10.45		
	11.10 12.15	5.45 6.55		9.40 10.45	213.9		POCATELLO		3.50 2.50		8.55 8.45	5.20 4.45		
	3.40	8.25		2.10	373.8		GLENN'S FERRY		11.40		6.10	1.30		
	5.30	9.40		3.55	448.4		BOISE		9.55		5.00	11.55		
	8.20	11.40		6.50	550.1	M.T.	HUNTINGTON		M.T. 7.10		3.05	9.25		
	7.30	10.40		6.00		P.T.			P.T. 6.00		2.05	8.15		
	10.30	1.05		8.45	649.7		LA GRANDE		3.20		11.40	5.35		
	1.00	3.10		11.10	723.9		PENDLETON		12.55		9.38	3.00		
	9.00				941.3		SPOKANE						A 6.30	
	11.27				837.4		AYER						4.05	
	12.30				786.3		WALLULA						2.55	
	1.55	2.05	3.55	12.40	755.3		HINKLE		12.10		9.00	2.10	2.20	
	3.55	4.25	5.30	3.10	855.4		THE DALLES		10.05		7.20	11.50	12.02	
A 6.10	A 7.10	A 7.30	9.00	A 5.30	939.5		PORTLAND		8.00	A 9.30	5.30	9.45	10.00	
			A 1.00		1122.7		SEATTLE			5.00				
									Daily	Daily	Daily	Daily	Daily	
(9.10) 40.4	(26.05) 30.0	(18.25) 61.0	(4.00) 45.8	(26.05) 36.0			Thru Time.....		(24.05) 30.0	(4.30) 40.7	(18.13) 61.6	(24.00) 30.1	(8.30) 43.6	
							...Average speed per hour...							

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammmon	Time-Table No. 27 September 25, 1955		FIRST CLASS				
29	33	31						32	34	30		
Passenger	Passenger	Passenger						Passenger	Passenger	Passenger		
Daily	Daily	Daily				STATIONS						
	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	A 12.40	7.00	73.3		IDAHO FALLS		A 2.30	3.00	1.15		
			8.40	124.3		ASHTON		12.55				
			A 10.20	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) 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. 27 September 25, 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								
BKOPTWXYZ	9.25AM	10.40PM	6.00PM	7.30AM	STATIONS							
100 P				f 7.38	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 6.00PM	A 2.05AM	A 5.15AM		
100 PW					D LIME BY	384.5	8.00	5.46	1.50			
150 PY				s 8.05	WEATHERBY	377.5						
100 P					DURKEE	368.9		s 5.24				
170 P				s 8.30	OKMAN	361.7						
WB 91 PY EB 109					PLEASANT VALLEY	355.4						
107 P		11.45	7.05	8.43	ENCINA	351.9						
WB 100 BKOPW EB 111 XYZ		s 11.55PM	7.15	s 8.58	QUARTZ	347.3						
106 P					DN BAKER BC	342.0	s 6.50	s 4.35	s 12.40			
106 P				s 9.11	WING	337.6	6.37	4.24	12.30AM			
106 PW				s 9.23	D HAINES KB	331.7		f 4.18				
107 P				f 9.38	D NORTH POWDER HD	322.1		f 4.07				
147 PVWY					SAGO	315.5						
105 P					TELOCASET	312.6						
105 PVY					CROOKS	308.9						
105 P		12.47AM	8.20	10.03	D UNION JCT. UN	302.2						
BJKOPTWXYZ	A 11.59AM	A 1.00AM	A 8.35PM	A 10.20AM	LONETREE	294.9						
					DN-R LA GRANDE RA	289.8	5.35AM	3.20PM	11.40PM	2.35AM		
					(90.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.34) 38.8	(2.20) 42.7	(2.35) 38.6	(2.50) 35.1	Thru Time.....		(2.40) 37.4	(2.40) 37.4	(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.

EASTWARD

**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

SECOND CLASS

FIRST CLASS

Time-Table No. 27

September 25, 1955

STATIONS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS					STATIONS
			125 Time Freight	151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	19 Passenger	17 Passenger	
			Daily Except Sunday and Monday	Daily	Daily		Daily	Daily	Daily	Daily	
BJKOPWXYZ			3.30 ^{PM}	12.01 ^{PM}	2.00 ^{AM}		2.05 ^{PM}	3.55 ^{AM}	1.55 ^{AM}	12.40 ^{AM}	DN-R HINKLE UK
P			3.39	12.25	2.10	s	2.15		2.03	12.50	ORDNANCE RN
136 PW			3.42	12.30	2.13		2.18	4.02	2.05	12.52	MUNLEY
136 P			3.49	12.40	2.21		2.25	4.07	2.11	12.59	CLARKE
136 P			3.57	12.50	2.30	s	2.33	4.12	s 2.18	1.16 ¹⁸ 1.26 ²⁰	DN BOARDMAN BD
130 P			4.06	1.03	2.41		2.43	4.19	2.27	1.37	CASTLE
19 JP			4.15	1.16	2.52		2.51		2.34	1.45	N HEPPNER JCT. WI
143 P			4.17 ²⁶⁴	1.18	2.54		2.53	4.26	2.36	1.47	WILLOWS
WB 142 EB 117 BJKOPTX			4.29	1.35	3.07	s	3.04	4.34 ²⁶²	s 2.47	s 1.58	DN ARLINGTON MX
135 P			4.36	1.43	3.14		3.12 ²⁰⁴	4.38	2.53	2.07	GILMORE
132 P			4.43	1.51	3.21	s	3.18	4.42	2.58	2.12	BLALOCK
134 P			4.51	2.01	3.30		3.24	4.47	3.04	2.18	QUINTON
137 P			5.01	2.12	3.45 ²⁰²		3.33	4.54	3.11	2.26	GOFF
100 P			5.08	2.23 ²⁶⁴	3.53		3.39	4.59	3.16	2.31	RUFUS
100 P			5.11	2.30	3.58		3.42			2.34	GRANT
80 JP			5.15	2.37	4.04	s	3.46	5.04	3.21 ²⁰²	2.37	DN BIGGS BX
54 P			5.19	2.45	4.10		3.51	5.07	3.24	2.40	MILLER
50 P			5.23	2.52	4.17		3.56	5.12	3.28	2.44	CELILO
JPV			5.25	2.56	4.21		3.58	5.14	3.30	2.46	D OREGON TRUNK JCT. VO
74 P			5.30	3.01	4.30		4.04	5.18	3.35	2.51	DUNE
BKOPTWXZ			A 5.50 ^{PM}	A 3.20 ^{PM}	A 5.00 ^{AM}		A 4.20 ^{PM}	A 5.30 ^{AM}	A 3.50 ^{AM}	A 3.05 ^{AM}	DN-R THE DALLES DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(98.4)

(2.20)
42.2(3.19)
29.6(3.00)
32.8(2.15)
43.8(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 Ordinance on Saturday and Sunday for passengers.

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

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 27

September 25, 1955

FIRST CLASS

SECOND CLASS

Mile
Post

20
Passenger

12
Mail and
Express

106
Streamliner
Passenger

18
Passenger

262
Time
Freight

264
Time
Freight

126
Time
Freight

STATIONS

BLOCK SIGNALS

DOUBLE TRACK

DN-R	HINKLE	UK	184.2	A 1.55 ¹⁰ AM	A 12.01 ¹⁵¹ PM	A 8.55PM	A 1.45AM	A 6.30AM	A 5.45PM	A 1.05PM		
	ORDNANCE	RN	177.7	1.40	11.47AM	8.45	1.30	6.00	5.20	10.49		
	MUNLEY		175.8	1.38	11.44	8.43	1.28	5.55	5.15	10.47		
	CLARKE		170.0	1.32	11.38	8.38	1.22	5.45	5.05	10.41		
DN	BOARDMAN	BD	163.8	1.26 ¹⁷	11.32	8.33	1.16 ¹⁷	5.30	4.50	10.34		
	CASTLE		155.7	1.19	11.24	8.26	1.09	5.15	4.35	10.25		
N	HEPPNER JCT.	WI	148.2	1.12	11.17	8.19	1.02	4.59	4.23	10.17		
	WILLOWS		147.0	1.10	11.15	8.18	1.00	4.56	4.17 ¹²⁵	10.15		
DN	ARLINGTON	MX	138.5	1.00	11.05	8.10	12.50	4.34 ¹⁰⁵	3.35	10.04		
	GILMORE		134.0	12.49	10.55	8.06	12.37	4.12	3.12 ¹¹	9.55		
	BLALOCK		129.8	12.45	10.51	8.02	12.33	4.05	2.55	9.50		
	QUINTON		123.2	12.39	10.45	7.57	12.27	3.56	2.46	9.43		
	COFF		115.0	12.32	10.37	7.50	12.20	3.45 ²⁵⁷	2.34	9.34		
	RUFUS		109.4	12.27	10.32	7.45	12.15	3.35	2.23 ¹⁵¹	9.28		
	GRANT		106.6		10.29			3.30	2.12	9.25		
DN	BIGGS	BX	103.9	12.22	10.26	7.40	12.10	3.21 ¹⁰	2.07	9.22		
	MILLER		100.5	12.19	10.22	7.37	12.07	3.03	2.00	9.18		
	CELLO		96.8	12.15	10.18	7.33	12.03	2.55	1.53	9.14		
D	OREGON TRUNK JCT.	VO	95.2	12.13	10.16	7.31	12.01AM	2.50	1.50	9.12		
	DUNE		91.9	12.10	10.13	7.28	11.58PM	2.45	1.45	9.08		
DN-R	THE DALLES	DK-WH	85.8	12.02AM	10.05AM	7.20PM	11.50PM	2.30AM	1.30PM	9.00PM		
	(98.4)			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday		

.....Thru Time.....	(1.53)	(1.58)	(1.35)	(1.55)	(4.00)	(4.15)	(2.05)
.....Average speed per hour.....	62.2	50.0	62.1	61.3	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 of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 27 September 25, 1955	
	125 Time Freight	151 Time Freight	255 Time Freight	257 Time Freight	458 Passenger	11 Mail and Express	105 Streamliner Passenger	19 Passenger	17 Passenger		
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
BKOPTWXZ	6.05PM	4.30PM	8.20AM	4.00AM		4.25PM	5.30AM	3.55AM	3.10AM	BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R THE DALLES ^{4.1} DK WH ^{4.1} DOUBLE TRACK
P	6.16	4.40	8.36	4.10		4.31	5.35	4.01	3.16		CRATES ^{5.2}
130 P	6.25	4.50	8.45	4.20		4.37	5.41	4.07	3.22		ROWENA ^{6.3}
133 P	¹⁰⁰ 6.57	5.02	8.58	4.32		^s 4.47	5.50	4.18	3.33		MOSIER ^{7.4}
WB 72 EB 107 PVX	7.16	5.13	¹² 9.29	4.44		^s 5.00	^f 6.01	^s 4.30	^s 3.45		DN HOOD RIVER ^{4.1} KI
131 P	7.21	5.21	9.40	4.52		5.06	6.06	4.36	3.51		MENO ^{5.5}
132 PW	7.34	5.35	9.58	5.10		5.20	6.18	4.50	4.05		WYETH ^{7.2}
139 P	¹²⁶ 7.54	5.49	²⁶⁴ 10.18	5.24		^s 5.30	6.27	5.00	4.15		CASCADE LOCKS ^{4.3}
122 PW	8.06	¹⁰⁶ 6.16	10.28	5.32		^s 5.38	6.32	5.05	^s 4.22		DN BONNEVILLE ^{4.8} MU
121 P	8.13	6.28	10.38	5.41		5.44	6.38	5.11	4.28		DODSON ^{7.3}
131 PZ	8.23	6.41	10.52	5.54		^s ¹⁰⁶ 6.04	6.47	5.21	4.38	BLOCK SIGNALS	D BRIDAL VEIL ^{3.9} JU
131 P	8.30	6.49	11.01	6.02		6.13	6.52	5.26	4.43		ROOSTER ROCK ^{7.1}
⁵⁶ 107 IJPW	8.46	7.05	11.15	6.16		^s 6.28	7.00	5.37	^s 4.54		DN TROUTDALE ^{1.7} SN
61 P				6.21		^s 6.36	7.03	5.40	4.59		FAIRVIEW ^{6.0}
63 P				6.32		6.45	7.09	5.47	5.06		CLARNIE ^{8.5}
28 PX	VIA KENTON	VIA KENTON	VIA KENTON	6.40		6.50	7.16	5.53	5.12		GRAHAM ^{2.5}
17 PX				6.48		6.55	7.19	5.58	5.17		BRUUN ^{1.4}
IJPVXY				6.55		¹²⁶ 6.59	7.22	6.02	5.21		EAST PORTLAND ^{0.5}
61 P	8.56	7.15	11.25								HEMLOCK ^{5.0}
100 P	9.05	7.26	11.35								D FIR ^{4.3} FR
73 BKPXZ	9.20	7.40	11.50AM							BLOCK SIGNALS	DN KENTON ^{2.5} KN
LJVB				VIA GRAHAM	9.10PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		DN NORTH PORTLAND JCT. ^{1.2} KD
IJPXY					9.12						PENINSULA JCT. ^{1.4}
IJPX	9.36	7.55	12.05PM		9.14						DN ST. JOHNS JCT. ^{2.6} JN
BKOPTWXZ	A 9.46PM	A 8.10PM	A 12.30PM	A 7.10AM							DN-R ALBINA ^{1.1} X
IJPVXY					9.21	¹²⁶ 6.59	7.22	6.02	5.21		EAST PORTLAND ^{0.5}
BIKPV					A 9.30PM	A 7.10PM	A 7.30AM	A 6.10AM	A 5.30AM		DN-R PORTLAND ^{0.5} P-VC
											VIA GRAHAM (85.8)
											VIA KENTON (92.2)
	(3.40) 24.7	(3.40) 24.7	(4.10) 21.5	(3.10) 26.6	(0.20) 20.4	(2.46) 31.2	(2.00) 42.9	(2.15) 38.1	(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. 27

September 25, 1955

STATIONS	Mile Post	FIRST CLASS						SECOND CLASS			
		12 Mail and Express	457 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger		264 Time Freight	126 Time Freight	262 Time Freight	
DN-R THE DALLES ^{DK} 4.1 WH } DOUBLE CRATES TRACK 5.2 ROWENA 6.3 MOSIER 7.4	85.8	A 10:00 AM		As 7:20 PM	A 11:45 PM	A 11:59 PM		A 12:30 PM	A 8:55 PM	A 1:10 AM	
	81.7	9:53		7:13	11:33	11:49		11:45 AM	8:45	12:52	
	76.6	9:47		7:07	11:27	11:43		11:30	8:39	12:42	
	70.2	9:38		6:57 ¹²⁵	11:18	11:34		11:15	8:30	12:27	
DN HOOD RIVER KI	62.8	s 9:29 ²⁵⁵		f 6:48	s 11:09	s 11:25		11:02	8:22	12:15	
	58.7	9:20		6:42	11:00	11:16		10:52	8:16	12:05 AM	
	50.2	9:08		6:31	10:48	11:04		10:35	8:04	11:50 PM	
	43.0	8:58		6:22	10:39	10:55		10:18 ²⁵⁵	7:54 ¹²⁵	11:32	
DN BONNEVILLE MU	38.7	f 8:53		6:16 ¹⁵¹	10:34	10:50		10:10	7:49	11:25	
	33.9	8:47		6:11	10:28	10:44		10:00	7:43	11:18	
D BRIDAL VEIL JU	26.6	8:39		6:04 ¹¹	10:20	10:36		9:50	7:34	11:07	
	22.7	8:35		6:00	10:16	10:32		9:40	7:29	11:00	
DN TROUTDALE SN	15.6	f 8:27		5:53	10:09	10:24		9:25	7:21	10:45	
	13.9	s 8:24		5:51	10:07	10:22			7:17	10:40	
	7.9	8:16		5:45	10:01	10:16			7:11	10:28	
	4.4	8:11		5:40	9:56	10:11		VIA KENTON	7:06	10:20	
	1.9	8:07		5:36	9:52	10:07			7:02	10:14	
	0.6	8:04		5:33	9:49	10:04			6:59 ¹¹	10:10	
D HEMLOCK FR	17.0							9:05			
	12.4							8:50			
DN KENTON KN	8.1							8:35			
DN NORTH PORTLAND JCT. KD	6.8	VIA GRAHAM	A 9:16 AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM			VIA GRAHAM	VIA GRAHAM	
	5.6		9:13								
DN ST. JOHNS JCT. JN	4.2		9:10					8:15			
DN-R ALBINA BX	1.6		9:07					8:00 AM		9:45 PM	
	0.6	8:04	9:04	5:33	9:49	10:04			6:59 ¹¹		
DN-R PORTLAND P-VC	0.0	8:00 AM	9:00 AM	5:30 PM	9:45 PM	10:00 PM			6:55 PM		
VIA GRAHAM (85.8) VIA KENTON (82.2)		Daily	Daily	Daily	Daily	Daily		Daily	Daily Except Saturday and Sunday	Daily	
Thru Time		(2.00)	(0.16)	(1.50)	(2.00)	(1.59)		(4.30)	(2.00)	(3.25)	
Average speed per hour		42.9	25.5	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.

85
CMSt. P & P
Streamliner
Passenger

457
Passenger

83
CMSt. P & P
Streamliner
Passenger

Daily

Daily

Daily

Time-Table No. 27

September 25, 1955

STATIONS

IJPVX

9.00 AM

9.16

A 9.21 AM

BLOCK
SIGNALS

PORTLAND

DN NORTH PORTLAND JCT.

KD

VANCOUVER

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

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

IJ

JP

12.09 PM

A 12.11 PM

BLOCK
SIGNALS

N. P. CROSSING

N. P. CROSSING

N. P. CROSSING

DN RESERVATION

RN

DN TACOMA JCT.

JN

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.

67
IPVX

BIJKOP
TVWXYZ

BKPXZ

12.42 PM

2.48 PM 12.50 9.13 AM

A 3.00 PM A 1.00 PM A 9.30 AM

BLOCK
SIGNALS

DN-R BLACK RIVER BI

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

DN-R ARGO G

DN-R SEATTLE OW

DOUBLE
TRACK

(183.2)

(0.12) (4.00) (0.17)
15.5 45.8 10.9

..... 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.

THROUGH FREIGHT SERVICE.
FOR INFORMATION ONLY.

WESTWARD

EASTWARD

691

681

5.15 PM 6.00 AM

A 4.30 AM A 6.00 PM

ALBINA

ARGO

690

692

A 4.30 AM A 7.00 AM

7.30 PM 11.00 PM

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 27			FIRST CLASS								
September 25, 1955			Mile Post	82	84	458					
				CMSt.P.&P Streamliner Passenger	CMSt.P.&P Streamliner Passenger	Passenger					
STATIONS											
BLOCK SIGNALS	PORTLAND		0.0			A 9.30 PM					
	{	DN NORTH PORTLAND JCT.	6.8			9.10					
	VANCOUVER		8.7			0.06 PM					

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

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

BLOCK SIGNALS	N. P. CROSSING	145.2							
	N. P. CROSSING	146.4							
	N. P. CROSSING	146.5							
	DN RESERVATION RN	146.8			A 5.52 PM				
	DN TACOMA JCT. JN	147.6			5.50 PM				

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

BLOCK SIGNALS	DN-R BLACK RIVER BI	173.8			A 5.16 PM				
	C. M. St. P. & P. & P. C. CROSSING	173.8							
	DN-R ARGO G	180.1	A 9.53 AM	A 3.23 PM	5.07				
	DN-R SEATTLE OW	183.2	9.45 AM	3.15 PM	5.00 PM				
(183.2)			Daily	Daily	Daily				

..... Thru Time.	(0.08)	(0.08)	(4.30)
..... Average speed per hour.....	28.3	28.3	40.7

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

SECOND CLASS

FIRST CLASS

Time-Table No. 27

September 25, 1955

Car Capacity of Seating, etc. See Rule (A), Page 31.	SECOND CLASS				FIRST CLASS				STATIONS
	379	151	361	363		63	19	97	
	Freight	Freight	Freight	Freight		Passenger	Passenger	CMStP&P Streamline Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily		Daily	Daily	Daily	
BKPVX		12.35AM					9.00PM	1.05AM	DN-R SPOKANE AU DS
PX		12.45					9.04	1.11	1.7
48 P		12.55					9.08	1.18	WEST SPOKANE
53 P		1.05					9.13	1.25	3.6 COWLES
103 PWX		1.20					9.22	1.36	4.2 MARSHALL
51 P		1.28					9.28	1.44	7.3 CHENEY CY
52 P		1.36					9.35	1.50	8.2 GEIB
53 PW		1.46					9.43	1.59	6.0 MASON
109 P		2.05 ⁹⁷					9.49 ⁹⁸	2.05 ¹⁵¹	7.4 CROSKEY
52 P		2.20					9.56	2.12	4.0 WELLS
44 P		2.30					10.02	2.18	6.6 PALM LAKE
52 P		2.40					10.07	2.24	5.2 ASHBY
75 JOPVWXY		3.00					10.15	2.35AM	4.2 EMDEN
52 P		3.10					10.21		6.7 DN-R MARENGO RA
53 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 N-R HOOPER JCT. HR
146 P	5.30	4.19 ²⁰					10.58		5.0 PARK
73 P	5.45	4.35 ³⁷⁸					11.07		6.2 JOSO
BJKOPWXY	A 6.00PM	6.00					11.27		5.8 CHEW
06 P		6.15					11.35		3.9 DN-R AYER JD
06 P		6.30					11.44		6.2 RUXBY
46 P		6.40					11.51		7.7 SCOTT
06 P		6.46					11.55PM		6.1 WALKER
06 PW		7.05					12.06AM		2.8 SIMMONS
06 P		7.20					12.15		7.6 PAGE
04 P		7.30					12.21		7.5 ASH
157 JKFVWXY		7.50	7.25AM	4.30AM		11.30PM	12.30		6.0 HUMORIST
JPVXY		7.55	7.30	4.40		11.35	12.33		7.2 DN-R WALLULA JN
157 P		8.20	7.47	5.00		11.50PM	12.46		1.7 WALLULA JCT.
159 P		8.40	8.05	5.20		12.03AM	12.56		10.3 JUNIPER
BJKOPWXYZ	A 9.15AM	A 8.30AM	A 5.40AM			A 12.25AM	A 1.15AM		0.8 COLD SPRINGS
									0.2 DN-R HINKLE UK
									(186.0)

(1.00)
21.6(8.40)
21.4(1.05)
28.6(1.10)
26.6(0.55)
33.8(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. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.

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

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

For stations not shown on schedule pages, see page 32.

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 27 September 25, 1955		FIRST CLASS					SECOND CLASS			
STATIONS		Mile Post	20 Passenger	64 Passenger	98 CMStP&P Streamliner Passenger		362 Freight	378 Freight	298 Freight	364 Freight
DN-R	SPOKANE ^{DS} _{1.7} ^{AU}	367.3	A 6.30AM		A 10.45PM				A 6.30PM	
	WEST SPOKANE ^{3.0}	366.6	6.23		10.35				6.15	
	COWLES ^{4.2}	362.0	6.17		10.29				6.05	
	MARSHALL ^{7.3}	357.8	6.11		10.24				5.55	
N	CHENEY ^{5.2} ^{CY}	350.5	B 6.02		10.15				5.40	
	GETB ^{5.0}	345.3	5.55		10.08				5.30	
	MASON ^{7.4}	340.3	5.48		10.02				5.20	
	CROSBY ^{4.0}	332.9	5.39		9.54				5.05	
	WELLS ^{6.6}	328.9	5.34		9.49 ¹⁰				4.57	
	PALM LAKE ^{5.2}	322.3	5.26		9.35				4.45	
	ASHBY ^{4.2}	317.1	5.19		9.29				4.35	
	EMDEN ^{6.7}	312.9	5.14		9.23				4.20	
DN-R	MARENGO ^{4.8} ^{RA}	306.2	A 5.05		9.15PM				4.00	
	THAVIS ^{4.4}	301.4	4.55						3.29	
	MACK ^{4.2}	297.0	4.50						3.22	
	ANKENY ^{7.9}	292.8	4.44						3.15	
N-R	HOOPER JCT. ^{5.6} ^{HR}	284.9	4.35				A 5.15AM		3.00	
	PARK ^{6.2}	279.3	4.28				5.02		2.45	
	JOSO ^{5.8}	273.1	4.19 ¹⁵¹				4.50		2.33	
	CHEW ^{3.9}	267.3	4.10				4.35 ¹⁵¹		2.15	
DN-R	AYER ^{6.2} ^{JD}	263.4	A 4.05				4.15AM		2.00	
	RUXBY ^{7.7}	257.2	3.51						12.50	
	SCOTT ^{6.1}	249.5	3.42						12.36	
	WALKER ^{2.8}	243.4	3.34						12.26	
	SIMMONS ^{7.6}	240.6	3.31						12.20PM	
	PAGE ^{7.5}	233.0	3.21						11.59AM	
	ASH ^{6.0}	225.5	3.12						11.40	
	HUMORIST ^{7.2}	219.5	3.05						11.25	
DN-R	WALLULA ^{1.7} ^{JN}	215.2	S 2.55	A 3.40AM			A 2.45AM		11.10	A 8.05PM
	WALLULA JCT. ^{10.3}	213.5	2.51	3.35			2.40		11.00	8.00
	JUNIPER ^{9.8}	208.2	2.40	3.22			2.22		10.40	7.40
	COLD SPRINGS ^{9.2}	193.4	2.30	3.10			2.05		10.20	7.20
DN-R	HINKLE ^{180.0} ^{UK}	184.2	2.20AM	2.55AM			1.45AM		10.00AM	7.00PM
			Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily
..... Thru Time.....			(4.10)	(0.45)	(1.30)		(1.00)	(1.00)	(8.30)	(1.05)
..... Average speed per hour.....			44.6	41.3	40.7		31.0	21.5	21.9	28.5

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

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

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27		Mile Post	SECOND CLASS
	305 Mixed	September 25, 1955			304 Mixed
	Daily Except Sunday	STATIONS			
28 WXY	12.10PM	D-R	JOSEPH J	83.8	11.15AM
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	47.1	9.07
40 W { M.P. } 32.6	2.50		LOOKING GLASS	33.8	8.37
32	3.20		GULLING	25.1	8.15
35 WXY	3.40	D	ELGIN GN	20.9	8.05
18	4.05	D	IMBLER BR	12.3	7.32
20	4.25		ALICEL	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)		Thru Time.....		(4.15)	
17.3		Average speed per hour.....		19.7	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 27			
		September 25, 1955		Mile Post	
		STATIONS			
155 JPX		RIETH 0.7		0.0	
22		SPARKS 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. 27		Mile Post	
		September 25, 1955			
		STATIONS			
BJKOP WXYZ		DN-R	HINKLE	UK	0.0
95 P			3.9 HERMISTON		3.9
PWXY		D	6.2 UMATILLA	CS	10.1
63 P			7.8 IRRIGON		17.9
			(17.9)		

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

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

WESTWARD		HEPPNER BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27				Mile Post	SECOND CLASS	
	329 Freight	September 25, 1955					330 Freight	
	Monday Wednesday Friday	STATIONS						
30	PWXY	9.30AM	D-R	HEPPNER	HR	45.2	A 8.45AM	
19	P	9.55		LEXINGTON		36.3	8.00	
7		10.10		JORDAN		31.0	7.40	
15	PW	10.30	D	IONE	ON	28.3	7.25	
3		10.45		McNAB		25.2	7.10	
13		11.05		MORGAN		19.8	6.55	
3		11.30AM		CECIL		14.6	6.35	
19	JPX	12.15PM	N-R	HEPPNER JCT.	WI	0.0	6.00AM	
				(48.2)			Monday Wednesday Friday	
(2.45)		Thru Time.....						(2.46)
16.4		..Average speed per hour.....						16.4

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27		Mile Post	SECOND CLASS
	327 Freight	September 25, 1955			328 Freight
	Tuesday Thursday Saturday	STATIONS			
26	PVWXY	10.15AM	D-R CONDON 8.2	CD 44.5	A 9.00AM
22		10.40	GWENDOLEN 4.0	36.3	8.25
27		11.00	SPEECE 3.7	32.3	8.10
26		11.10	CLEM 4.2	28.6	7.50
29	P	11.30	MIKKALO 4.7	24.4	7.30
27		11.50AM	BARNETT 3.7	19.7	7.10
11	P	12.10PM	ROCK CREEK 8.7	16.0	6.55
29		12.30	SHUTLER 7.3	7.3	6.25
WB 126 BJKO EB 113 PTWX		A 1.15PM	DN-R ARLINGTON 7.3	MX 0.0	6.00AM
			(44.5)		Tuesday Thursday Saturday
(3.00)		 Thru Time.....		(3.00)	
14.8		 Average speed per hour.....		14.8	

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 27			
		September 25, 1955		Mile Post	
		STATIONS			
14	Y		KENT		62.5
			10.0		
10			EAKIN		42.5
			4.0		
28	PW	D	GRASS VALLEY	VY	38.5
			11.5		
25		D	MORO	MR	27.0
			12.8		
16			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
			(62.5)		

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday			
BKOP VWXYZ	5.00 AM	DN-R BEND ND	150.0	A 2.30 PM

BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

JPV	A 12.01 PM	D ORE. TRUNK JUNCTION VO	O.O	7.30 AM
		(160.0)		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.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday			
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.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday			
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. 27 September 25, 1955	Mile Post	SECOND CLASS	
	307 Mixed	309 CMStP&P Freight			308 CMStP&P Freight	306 Mixed
	Daily Except Sunday	Daily Except Sunday				
BKOPT VWXYZ	2.00 PM		DN-R CENTRALIA CN	O.O		A 9.30 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	2.10 PM		BLAKESLEE JUNCTION	2.4		A 9.20 PM
M			N. P. CROSSING	2.4		
M			C. M. St. P. & P. CROSSING	2.4		
23 P	f 2.20		GALVIN	6.0		9.10
43 JPVX	f 2.40	12.01 AM	HELSING JUNCTION	12.2	A 8.10 PM	f 8.50
48 PWX	s 2.45	12.05	N-R INDEPENDENCE ND	13.7	7.50	s 8.45
52 P	f 3.05	12.30	CEDARVILLE	22.2	7.30	f 8.25
51 P	f 3.20	12.40	LANKNER	26.3	7.20	f 8.10
44 P	f 3.30	12.55	SAGINAW	30.8	7.10	f 8.00
6 P	f 3.35	1.00	SOUTH ELMA	32.5	7.05	f 7.55
53 PXY	f 4.10	1.35	SOUTH MONTESANO	42.4	6.35	f 7.30
X			SOUTH MONTESANO	42.4		
PVX			MONTESANO MO	43.9		
53 PXY	f 4.10	1.35	SOUTH MONTESANO	42.4	6.35	f 7.30
27 P	f 4.15	1.43	MELBOURNE	43.8	6.05	f 7.15
32 P	f 4.25	1.50	PREACHER'S SLOUGH	46.7	5.55	f 7.05
83 PXY	f 4.40	2.05	COSMOPOLIS	51.2	5.40	f 6.50
JV			SOUTH ABERDEEN JCT.	53.2		
M			N. P. CROSSING	58.8		
82 BKPVXZ	A 5.15 PM	A 2.35 AM	DN-R ABERDEEN SA	58.9	5.15 PM	s 6.30 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 5.30 PM	A 3.05 AM	DN-R HOQUIAM HO	57.5	5.00 PM	G.00 PM
			(57.5)		Daily Except Sunday	Daily Except Sunday
	(3.30) 16.4	(3.04) 14.8			(3.10) 14.3	(3.30) 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

YAKIMA BRANCH

SECOND CLASS

FIRST CLASS

Time-Table No. 27

September 25, 1955

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS					FIRST CLASS		STATIONS
		907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight	63 Passenger	347 N. P. Passenger	
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	
BKOPTVWXYZ						9.30PM	8.00PM		DN-R YAKIMA NY
39 X						9.40	8.06		3.4 UNION GAP 3.3
MP									Block Sps } N. P. CROSSING 0.6
30 P						9.50	8.12		PARKER 1.4
M									Block Sps } N. P. CROSSING 2.6
32 P						10.00	8.19		DONALD 2.3
18 PV						10.05	8.24		SAWYER 2.9
40 PV						10.15	8.29		BUENA 3.1
74 PVX						10.25	8.36		D-R ZILLAH AH
63 P						10.48	8.44		GRANGER 6.2
62						11.05	8.53		EMERALD 3.6
35 JPXY						11.30PM ³⁶⁴	9.25		R MIDVALE 5.9
61 PVWX						12.01AM	9.37		DN GRANDVIEW GW
44 P						12.25	9.49		NORTH PROSSER 7.8
53						12.50	10.01		CHAPFEE 6.5
42 PX						1.20	10.12 ³⁶⁴		BENTON CITY 6.2
53						1.40	10.22		ACTON 12.3
61 JPX			7.40AM	6.20AM		2.10	10.40		R RICHLAND JCT. 6.8
65 BKPVWX			A 8.00AM	6.50		2.50	11.00		DN KENNEWICK KN
12 P				7.00		3.10	11.10		HEDGES 2.3
70 JPV		6.25PM		7.10	6.35AM	3.20	11.15	5.25AM	VILLARD JCT. 6.4
70 JPWX		A 6.45PM						A 5.37AM	ATTALIA 0.6
167 JKPVWXY				A 7.25AM	A 6.50AM	A 3.35AM	A 1.30PM		DN-R WALLULA JN
									(98.6)
		(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(0.16) 28.0	(0.05) 16.1	(3.30) 28.2	(0.12) 32.0	 Thru Time..... Average speed per hour.....

WESTWARD

SUNNYSIDE BRANCH

FIRST CLASS

Time-Table No. 27

September 25, 1955

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		FIRST CLASS		STATIONS
		63 Passenger		
		Daily		
36 JPXY		9.00PM	R	MIDVALE 2.8
PVX		A 9.10PM	D-R	SUNNYSIDE SI
				(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. 27 September 25, 1955		Mile Post	FIRST CLASS			SECOND CLASS						
			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 7:00 AM								
	3.4 UNION GAP		94.6	6:50							A 2:15 AM	
	2.3 N. P. CROSSING		91.3								1:55	
Black Spts	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	
	2.0 BUENA		81.6	s 6:19							1:10	
D-R	3.1 ZILLAH	AH	78.5	s 6:11							12:55	
	5.1 GRANGER		73.4	f 6:00							12:25	
	6.2 EMERALD		67.2	f 5:51							12:05 AM	
	3.6 MIDVALE		63.6	5:44							11:30 PM	
R	5.9 GRANDVIEW	GW	57.7	s 5:35							11:10	
	6.0 NORTH PROSSER		50.8	f 5:19							10:50	
	7.8 CHAFFEE		43.0	f 5:07							10:30	
	6.5 BENTON CITY		36.5	a 4:57							10:12 ⁶³	
	5.2 ACTON		31.3	4:47							9:45	
R	12.3 RICHLAND JCT.		19.0	4:30			A 5:20 AM	A 5:30 AM			9:15	
DN	5.8 KENNEWICK	KN	13.2	a 4:20			5:00	5:10 AM			8:55	
	4.5 HEDGES		8.7	f 4:05			4:25				8:38	
	2.3 VILLARD JCT.		7.0	f 4:00	A 10:50 PM	A 2:35 AM	4:15		A 1:50 PM		8:30	
	6.4 ATTALIA		0.6		10:38 PM	2:15 AM						
DN-R	0.8 WALLULA	JN	0.0	3:50 AM			4:00 AM		1:30 PM		8:15 PM	
(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		10.2	14.7	17.4	21.0	16.4		

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 27 September 25, 1955		Mile Post	FIRST CLASS			
			84 Passenger			
STATIONS						
R	MIDVALE	0.0	A 9:25 PM			
D-R	2.8 SUNNYSIDE	SI	2.8	9:15 PM		
(2.8)			Daily			
.....Thru Time.....			(0.10)			
.....Average speed per hour.....			10.8			

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. 27

September 25, 1955

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				STATIONS	
	381 CMStP&P Freight	298 Freight	387 Freight	391 Freight		95 CMStP&P Streamliner Passenger	67 Passenger			
	Daily	Daily	Daily	Daily Except Sunday		Daily	Daily			
BKPVX		6.30 PM				10.55 PM	8.15 AM		DN-R	SPOKANE 1.0 DS AU
JPX		6.42 ⁶⁸				11.00	8.20		DN	N. P. CROSSING 2.5 CG
BJKOP TVWXX	10.00 PM	A 6.50 PM	5.20 PM	3.50 PM		11.05	8.25			EAST SPOKANE 2.1
50 IVX	10.10		5.35	4.05		11.10	8.30		DN	DISHMAN 3.2 SP
35	10.20		5.45	4.20		11.15 ³⁸²	8.34			CHESTER 6.0
78	10.50 ³⁸²		6.15 ⁶⁸	4.40		11.27 ³⁸⁸	8.45		D	MICA 2.8 MA
38	11.10 ³⁸⁸		6.35	4.47		11.31 ³⁸¹	8.50			FREEMAN 8.3
VX	A 11.50 PM		6.45	4.55		A 11.36 PM	8.56		DN-R	MANITO 5.2 MU
28			7.01 ³⁰²	5.15			9.03		D	ROCKFORD 8.3 RD
40			7.20	5.45 ⁶⁸			9.10			DARKNELL 3.4
31 VX			7.40	6.05 ³⁰²			9.16		D	FAIRFIELD 8.4 G
25			8.10	6.25			9.31			LATAH 7.2
BJKOPWXYZ			A 8.45 PM	A 6.50 PM			A 9.52 AM		DN-R	TEKOA 49.8 K
	(1.50) 9.5	(0.20) 13.2	(3.25) 13.1	(3.00) 15.0		(0.41) 31.0	(1.37) 30.5		Thru Time.....	
									Average speed per hour.....	

BLOCK SIGNALS

DOUBLE
TRACK

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27		Mile Post
	391 Freight		September 25, 1955		
	Daily Except Sunday		STATIONS		
14 JPX	7.45 PM		SELTICE 8.2 G. N. CROSSING 0.03 N. P. CROSSING 0.55	48.0 39.8 39.7	
24 VWX	8.45	D	OAKESDALE ON 7.9	39.1	
44	9.20		THORNTON 0.5 G. N. CROSSING 12.4	31.2 30.7	
M					
28 WX	10.20	D	ST. JOHN SJ 6.8	18.3	
27	10.50		WILLADA 7.1	11.5	
53	11.20		GRAVEL PIT 4.4	4.4	
63 BJKWXY	A 11.45 PM	D-R	WINONA WA	0.0	
			(49.0)		

WESTWARD

WALLULA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 27			
		September 25, 1955		Mile Post	
		STATIONS			
BJKOPTVWXYZ	DN-R	WALLA WALLA	Z BU	30.9	
5 X		2.0 COLLEGE PLACE		28.9	
M		0.2 W. W. V. RY. CROSSING		28.7	
17 X		0.1 GARRETT		28.6	
10		4.6 WHITMAN		24.0	
12		4.7 LOWDEN		19.3	
29 PX	D	4.3 TOUCHET	CH	15.0	
11		7.5 REESE		7.5	
PV		3.3 ZANGAR JCT.		3.8	
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
JPVXY		3.8 WALLULA JCT.		0.0	
		(30.5)			

(4.00) Thru Time.....
12.0 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. 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 N. P. Crossing 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. 298 arriving at Spokane on Sixth Subdivision will run as No. 298 on Spokane-Tekoa Branch Spokane to East Spokane.

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. 27 September 25, 1955		Mile Post	FIRST CLASS				SECOND CLASS						
			94 CMStP&P Streamliner Passenger	68 Passenger				151 Freight	392 Freight	382 CMStP&P Freight	388 Freight		
STATIONS													
BLOCK SIGNALS	DN-R SPOKANE ^{DS} AU	DOUBLE TRACK	165.4	A 12.55 AM	A 6.50 PM				A 12.35 AM				
	DN N. P. CROSSING ^{CG}		163.5	12.45	6.42 ²⁹⁸				12.25				
	EAST SPOKANE ^{2.1}	161.0	12.40	6.37				12.15 AM	A 8.05 PM	A 11.40 PM	A 12.10 AM		
	DN DISHMAN ^{3.2}	SP	158.9	12.36	6.33				7.50	11.25	11.55 PM		
	CHESTER ^{6.0}		155.7	12.31	6.28				7.43	11.15 ⁹⁵	11.47		
	D MICA ^{2.8}	MA	149.7	12.20	6.16 ³⁸⁷				7.30	10.50 ³⁸¹	11.27 ⁹⁵		
	FREEMAN ^{3.3}		146.9	12.15	6.10				7.23	10.42	11.10 ³⁸¹		
	DN-R MANITO ^{5.2}	MU	143.6	12.10 AM	6.04				7.15	10.35 PM	11.01		
	D ROCKFORD ^{3.3}	RD	138.4		5.53				7.01 ³⁸⁷		10.44		
	DARKNELL ^{3.4}		135.1		5.46 ³⁹¹				6.30		10.35		
	FAIRFIELD ^{8.4}	G	131.7		5.40 ³⁹²				6.05 ³⁹¹		10.20		
	LATAH ^{7.2}		129.3		5.24				5.00		9.55		
	DN-R TEKOA ^{49.3}	K	116.1		5.11 PM				4.40 PM		9.30 PM		
			Daily	Daily				Daily	Daily Except Monday	Daily	Daily		
Thru Time.....			(0.45)	(1.39)				(0.20)	(3.25)	(1.05)	(2.40)		
Average speed per hour.....			29.0	29.9				13.2	13.1	10.1	10.8		

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. 27 September 25, 1955	Mile Post		FIRST CLASS	SECOND CLASS					Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post				
	379	61				62	378						379						
	Freight	Passenger				Passenger	Freight						Freight						
	Daily Except Monday	Daily	STATIONS										Sunday Wednesday Thursday Saturday						
BKTVX	7.00 AM	6.45 PM	D-R MOSCOW MO	28.1	A 8.50 AM	A 1.50 PM						JOWXY	3.45 PM	D-R LA CROSSE JA	0.0	A 6.00 AM			
1	7.20	6.56	WHITLOW ^{7.0}	20.5	8.36	1.25						11 X	4.50	HOOPER ^{14.7}	14.7	5.20			
			N. P. CROSSING ^{1.2}	19.3								32 JPWXY	A 4.55 PM	N-R HOOPER JCT. HR ^{1.0}	15.7	5.15 AM			
23 X	8.33 ⁶²	7.06	D PULLMAN KN ^{0.6}	18.7	8.33 ³⁷⁹	1.15						34		D WASH TUCNA FN ^{7.8}	23.6				
18	9.00	7.18	ALBION ^{6.0}	12.7	8.13	12.40						21 V		D KAHLOTUS HO ^{13.9}	37.4				
10	9.10	7.25	SHAWNEE ^{3.0}	9.7	8.05	12.25						18 WXY		R CONNELL N ^{15.5}	52.9				
JMOWXY	A 9.40 AM	A 7.45 PM	DN-R COLFAX CA	0.0	7.42 AM	12.01 PM								(52.9)				Daily Except Monday	
			(28.1)		Daily	Daily Except Monday													
(2.40)			(1.00)	Thru Time.....			(1.08)	(1.49)	(1.10)			Thru Time.....			(0.45)	Thru Time.....			(0.45)
10.5			28.1	Average speed per hour.....			24.8	15.5	13.5			Average speed per hour.....			20.9	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. 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 N. P. Crossing 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. 27 September 25, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
	391	379	355	61	73			74	62	378	392	356
	Freight	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Freight
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily	STATIONS						
BKOP WXYZ	7.20PM					DN-R TEKOA K	116.1				A 4.00PM	
14 JPK	A 7.40PM					R SELTICE	110.4				3.45	
32 W						D FARMINGTON FM	104.5				3.25	
M						N. P. CROSSING	103.4					
38 VX						N. P. CROSSING	95.4					
						D GARFIELD OR	95.1				3.05	
32 JMWXY		10.30AM		7.50PM		ELBERTON	89.7				2.40	
M						D-R COLFAX CA	77.4		A 7.40AM	A 1.30AM	2.10	
14 East Spur X 16 West Spur						G. N. CROSSING	77.3					
34		10.50		7.57		CREST	74.9		7.31	11.10	1.20	
20		11.00AM ³⁷⁸		8.02		MOCKONEMA	72.5		7.26	11.00 ³⁷⁹	1.05	
27		12.01PM		8.09		DIAMOND	68.5		7.19	10.15	12.55	
63 BJWXY		12.30 ³⁹²		8.29		D ENDICOTT DI	67.9		7.04	9.00	12.30 ³⁷⁹	
46		2.00		8.39		D-R WINONA WA	62.1		6.54	8.40	12.01PM	
20 JOWXY		2.30		8.45		SUTTON	48.0		6.45	7.25		
42		A 3.15PM		8.56		D-R LA CROSSE JA	41.5		6.37	7.00AM		
44				9.09		JERITA	35.8		6.27			
42				9.20		HAY	30.2		6.17			
60 JPVWXY				9.38		CANYON	22.1		6.01			
M				9.50	9.40PM	DN-R RIPARIA XS	17.5	A 5.35AM	5.54			
10 JPKY			2.05AM	10.01	9.49	N. P. CROSSING	17.4					A 7.40PM
41 X			2.10	10.03	9.51	R TUCANNON	12.6	s 5.24	s 5.42			
64 X			2.40	10.21	10.08	PATAHIA	11.8		5.37			7.35
BJKOPWXY			A 3.00AM	A 10.30PM	A 10.15PM	RIFTON	2.9	f 5.06	f 5.21			7.10
						AYER JD	0.0	5.00AM	5.15AM			7.00PM
						(116.1)		Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday
	(0.20) 17.1	(4.45) 7.0	(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	(3.60) 10.0	(0.40) 18.9
						Average speed per hour.....						

WESTWARD POMEROY BRANCH

EASTWARD

WESTWARD TUCANNON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS	
	355	356			355	356		356	355			355	356
	Freight	Freight			Freight	Freight		Freight	Freight			Freight	Freight
	Monday Wednesday Friday	Monday Wednesday Friday	STATIONS					Monday Wednesday Friday	Monday Wednesday Friday	STATIONS			
35 TX	11.30PM	D-R POMEROY PY	28.9	A 10.00PM	JPKY	7.40PM	R TUCANNON	0.0	A 2.00AM				
25	11.50PM	ZUMWALT	24.4	9.30	JXY	A 7.50PM	D STARBUCK SA	3.8	1.45AM				
7	12.15AM	DODGE	16.3	9.00	19		RELIEF	9.3					
18	12.25	CHARD	14.5	8.50			(9.3)						
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									
			(28.0)	Monday Wednesday Friday									
	(2.10) 13.3	Thru Time.....		(2.00) 14.5									
		Average speed per hour.....											

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.

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. 27		Mile Post	SECOND CLASS	
	365		September 25, 1955			366	
	Mixed Daily Except Sunday		STATIONS			Mixed	
27 X			ALTO		83.0		
23			7.5 MENOKEN		76.6		
26 JWX	11-45AM		4.2 BOLLES		71.3	A 9-40AM	
26 X	11-58AM	D	4.6 PRESCOTT SY		66.7	9-28	
21	12-35PM		13.1 VALLEY GROVE		53.6	8-52	
			6.4 N. P. CROSSING		47.2		
M			0.6 W. W. V. RY. CROSSING		46.6		
BJKOPTV WXYZ	A12-55PM	DN-R	0.5 WALLA WALLA BU		46.1	8-30AM	
M			1.0 W. W. V. RY. CROSSING		44.2		
24			4.3 SPOFFORD		39.9		
M			3.6 W. W. V. RY. CROSSING		36.3		
39 VWX		D	0.1 MILTON-FREEWATER CO		36.2		
50			0.5 BLUE MOUNTAIN		26.7		
20			3.3 DOWNING		23.4		
20 X		D	6.2 ATHENA CN		17.2		
41			4.6 ADAMS		12.6		
15			2.6 BLAKELEY		10.0		
BJKVWXYZ		DN-R	10.0 PENDLETON FD		0.0		
			(83.0)			Daily Except Sunday	

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

(1.10)
21.6

WESTWARD WALLACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 27 September 25, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
	387 Freight		67 Passenger				68 Passenger		388 Freight		
	Daily		Daily								
			STATIONS								
BJKOP WXYZ	9.15 ³⁸⁸ PM	10.02 ³⁸⁷ AM	DN-R	TEKOA	K	0.0	A	5.05 ³⁸⁷ PM	A	9.15 ³⁸⁷ PM	
26	9.35	10.14		LOVELL		6.9	f	4.50		8.45	
17	VX	10.00	s	10.33	D	PLUMMER	MR	15.3	s	4.32	8.15
22	TX	10.20	a	10.50		CHATCOLET		22.8	f	4.14	7.45
	X	10.50	s	11.09		HARRISON		30.5	s	3.54	7.20
43		11.05	s	11.16	D	SPRINGSTON	RC	34.0	a	3.45	7.10
20		11.50 ^{PM}	s	11.34		LANE		46.3	s	3.24	6.42
33		12.10 ^{AM}	s	11.40		ROSE LAKE		49.1	s	3.16	6.32
30		12.30	a	11.55 ^{AM}		CATALDO		57.7	f	2.59	6.10
6	Y	12.45	s	12.03 ^{PM}		ENAVILLE		62.5	s	2.53	5.56
18		12.50	f	12.07		PINE CREEK		64.1	f	2.49	5.52
	JWX		f			BRADLEY		67.2	f		
25	BKOX	A 1.30 ^{AM}	s	12.30	D-R	KELLOGG-WARDNER	DN	69.2	s	2.40	5.40 ^{PM}
31				12.43		OSBURN		75.8	f	2.22	
	BKTVWXYZ		A	1.00 ^{PM}	D-R	WALLACE	WC	80.2		2.15 ^{PM}	
	M					N. P. CROSSING		80.4			
	M					N. P. CROSSING		80.6			
	JX					WALLACE JCT.		80.7			
5	VWX				D	BURKE	B	86.9			
						(86.9)			Daily	Daily	

(4.16) Thru Time.....
18.0 Average speed per hour.....

(2.58)
27.0

(2.50) Thru Time.....
28.3 Average speed per hour.....

(3.35)
22.4

WESTWARD DAYTON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS	
	367	365			366	368
	Mixed Tuesday and Friday	Mixed Daily Except Sunday			Mixed	Mixed
			STATIONS			
29	12-01PM		TURNER	24.8	A 11-50AM	
25	12-10		WHETSTONE	22.7	11-40	
26 VWXY	A 12-50PM	11-01AM	D DAYTON DA	13.1	A 10-15AM	11-00AM
M			N. P. CROSSING	13.0		
M			N. P. CROSSING	13.0		
VX		A 11-03AM	DAYTON JCT.	12.9	10-13AM	

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

VX	11-26AM	R	WAITSBURG JCT.	6.2	A 9-53AM	
28 X	11-31	D	WAITSBURG BG	3.6	9-49	
28 JWX	A 1-45AM		BOLLES	0.0	9-40AM	
			(24.8)		Daily Except Sunday	Tuesday and Friday

(0.40) Thru Time.....
14.3 Average speed per hour.....

(0.44)
17.9

(0.35) Thru Time.....
22.5 Average speed per hour.....

(0.50)
14.0

WESTWARD SIERRA NEVADA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 27		Mile Post
	September 25, 1955		
	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				Pleasant Valley Branch			
Nelson.....	372.9	54 P	West	Juno.....	20.8	10	Both
Second Subdivision				Huntley.....	22.6	2	Both
Yoakum.....	201.7	10	Both	Sunset.....	25.4	30	Both
Pondair.....	213.5	80 P	Both	Warner.....	45.3	11	Both
Mission.....	221.2	{18 25} P	Both	Moscow Branch			
Cayuse..... (1).....	227.1	48 P	Both	Risbeck..... (5).....	4.5	6	Both
Thorn Hollow.....	232.1	14 P	Both	Parvin..... (5).....	7.8	8	Both
North Fork.....	251.4	16 P	West	Armstrong..... (5).....	15.7	3 W {M. P. 16.2}	Both
Third Subdivision				Holland.....	21.4	8	Both
Seufert.....	87.7	13	West	Connell Branch			
Fourth Subdivision				Pampa.....	4.0	15	Both
Quarry Spur.....	6.5	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett..... (1).....	20.3		None	Wacota.....	34.1	4	Both
Latourell..... (1).....	23.9		None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6	 P	None	Sulphur.....	46.1	8	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	Tekoa-Ayer Branch			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
Via Kenton				Schreck.....	31.9	14	Both
Champ.....	9.5	7	Both	Thera..... (5).....	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0	{37 40 126} P	Both West West	Walters.....	98.6	10	Both
Sixth Subdivision				Pomeroy Branch			
Sheffler.....	242.1	4	Both	Houser.....	19.1	1	Both
Matthews.....	253.3	5	Both	Tucannon Branch			
Magallon.....	258.6	2	Both	Powers.....	2.7	4	Both
Teske.....	310.6	2	Both	Pendleton Branch			
Joseph Branch				Havana.....	6.9	11	Both
Island City..... (2).....	2.6	12	Both	Weston.....	20.9	66 X	East
Conley..... (2).....	5.0	6	Both	Bade.....	30.2	13	Both
Vincent..... (2).....	40.6	2	East	Barrett.....	33.1	10	Both
Sevier.....	56.7	5	West	Prunedale.....	34.2	15	Both
Freels.....	75.2	2	West	State Line.....	41.7	10	Both
Marble.....	75.8	{5 25}	Both West	Langdon.....	43.6	12	Both
Pilot Rock Branch				Russell.....	51.8	11	Both
McBee.....	2.8	2	East	Hadley.....	56.5	19	Both
Lens.....	11.2	4	East	Berryman.....	59.8	9	Both
Grass Valley Branch				Ennis.....	60.9	10	Both
Sandon.....	15.6	8	Both	Robinson.....	67.6	2	Both
Hay Canyon.....	19.2	{12 15}	East West	McCall.....	69.4	2	Both
De Moss.....	23.9	12	Both	McKay.....	78.6	6	Both
Erskine.....	31.3	9	Both	Wallace Branch			
Bourhon.....	45.8	8	Both	Tilma.....	2.1	1 X	Both
Grays Harbor Branch				Watt.....	12.1	18	Both
Raisch.....	2.6	7	Both	O'Gara..... (6).....	26.8		None
Balch..... (3).....	18.3	18 P	Both	Black Lake..... (6).....	38.0		None
Yakima Branch				Dudley..... (6).....	52.0	12	Both
Grosscup.....	28.2	8	Both	Smelterville..... (6).....	66.3		None
Biggam..... (4).....	48.3	10	Both	Shont..... (6).....	72.8	3	Both
Boone.....	76.4	1	East	Polaris.....	74.6	42	East
Flint.....	83.6	18	Both	Gem.....	84.1	5 X	Both
Spokane-Tekoa Branch				Frisco.....	84.4	7 X	Both
Rahm.....	125.9	4	Both	Dorn.....	85.1	13	Both
Coe.....	141.7	17	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. 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 locomotive and all light-weight roller-bearing passenger train equipment.

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

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

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

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

GENERAL

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

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	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	50
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 383.9 and 382.0.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	25	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	50	Between M.P. 349.8 and 348.4.	30	25	20	La Grande			
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	50				
Descending grade, M.P. 365.0 to Durkee.			25	Between M.P. 345.1 and 343.6.	45	35	25				

SECOND SUBDIVISION

La Grande Between M.P. 290.1 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	50
Hilgard Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.6 and 201.4.	70	60	50
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 231.7 and 227.2.	40	35	25	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	50	Between M.P. 226.1 and 226.0.	70	60	50	Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 249.6 and 249.4.	35	30	20	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Between M.P. 217.6 and 216.3.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Arlington Between M.P. 138.0 and 137.8.	35	35	25	Goff Between M.P. 114.9 and 114.7.	70	60	45
				Between M.P. 136.2 and 136.1.	70	60	50	Between M.P. 114.5 and 112.5.	60	50	40
				Between M.P. 134.8 and 134.7.	70	60	50	Between M.P. 110.2 and 110.0.	70	60	50
Castle Between M.P. 154.5 and 149.4.	70	60	50	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Miller Between M.P. 100.1 and 95.2.	55	45	35
				Between M.P. 131.0 and 130.4.	60	50	40				
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45	Dune Between M.P. 88.5 and 87.5.	70	60	50
				Between M.P. 124.8 and 124.0.	70	60	45				
				Between M.P. 123.8 and 123.7.	55	45	35	The Dalles (Over street crossings.	12	12	12
Willows Between M.P. 147.0 and 146.3.	70	60	50	Quinton Between M.P. 120.8 and 120.6.	60	50	40				
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 118.8 and 118.6.	70	60	45				
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 116.4 and 116.2.	70	60	45				

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	60	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
				Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.	35	30	20
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.3 and 50.4.	60	50	40	Bruun			
Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 49.9 and 49.6.	55	45	35	Troutdale Between Troutdale and Kenton via Fir.	35	35	35
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 78.2 and 77.6.	70	60	50	Between M.P. 48.7 and 43.3.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 77.0 and 76.3.	60	50	40	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	50	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. 75.8 and 75.1.	55	45	35	Between M.P. 42.4 and 41.4.	35	30	20	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40				
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 71.9 and 71.4.	30	25	20	Dodson Between M.P. 32.8 and 31.7.	70	60	50				
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Between M.P. 24.0 and 23.8.	55	45	35				
Between M.P. 63.2 and 63.1.	45	35	25	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
Hood River 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	50				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	70	60	45	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	20
	20	20	15	Between M.P. 180.7 and 180.9.	35	35	25				

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Simmons Between M.P. 242.5 and 243.5.		40	25	Ankeny Between M.P. 294.4 and 294.5.		40	25
Between Wallula and 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	Marengo Between M.P. 308.6 and 309.0.			
Between M.P. 186.0 and 187.3.		60	50	Between M.P. 246.9 and 247.0.		45	35		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	Cheney Within city limits.			
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.		45	35		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	Between M.P. 366.5 and 367.1.	45	35	25
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.		50	40	Over Bridge 367.13.	10	10	10
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.		50	40	Spokane Through Union Station limits.	15	15	15
Between M.P. 234.0 and 235.6.		35	25			50	40	Union Station over slip switches.	10	10	10
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 290.6 and 291.1.		50	40				
Between M.P. 239.0 and 239.8.		50	40	Between M.P. 291.9 and 292.3.		25	25				

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		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	50
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 crossing.		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	6
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.	Pggr.	Frt.		Str.	Pggr.	Frt.		Str.	Pggr.	Frt.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
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 Spokane and Manito.	70	60	35	Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
On 3-degree curves.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 4-degree curves.		45	30					Between M.P. 10.7 and 10.9.		35	25
On 5- and 6-degree curves.		35	25	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 11.1 and 11.4.		35	25
On 7- and 8-degree curves.		25	20	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 12.1 and 12.3.		20	20
On 9- and 10-degree curves.		20	20	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.5 and 12.6.		35	25
Tekoa On west leg of wye.		10	10	Between Chester and Mica, on descending grade.			25	Touchet Between M.P. 18.5 and 18.6.		35	25
Between M.P. 117.2 and 117.5.		20	20					W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.8 and 117.9.		45	30	N. P. Crossing Through Interlocking.	15	15	10	College Place Within city limits.		30	30
Between M.P. 118.1 and 118.3.		35	25					Walla Walla			
Between M.P. 118.5 and 119.7.		25	20	Spokane Over street crossings between N. P. Crossing and city limits.	20	20	20	Moscow Branch Maximum speed.		35	25
Between M.P. 120.2 and 121.4.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	On 7- and 8-degree curves.		25	20
Between M.P. 121.6 and 121.9.		25	20	Through tunnel.	15	15	15	On 9- and 10-degree curves.		20	20
Between M.P. 122.1 and 122.5.		35	25					Colfax Within city limits.		12	12
Latah Within city limits.		40	30	Pleasant Valley Branch Maximum speed.		25	25	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 123.4 and 124.5.		20	20	G. N. Crossing, M.P. 30.7.		20	20	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 125.1 and 125.7.		35	25	On curves of 7 degrees and over.		20	20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 127.5 and 128.4.		35	25					Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 129.6 and 130.6.		35	25	Wallula Branch Maximum speed.		35	30	Between M.P. 10.8 and 11.2.		25	20
Fairfield Within city limits.		25	25	On 5- and 6-degree curves.		35	25	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 132.6 and 132.8.		45	30	On 7- and 8-degree curves.		25	20	Albion Between M.P. 13.4 and 13.6.		25	20
Between M.P. 133.3 and 134.6.		25	20	On 9- and 10-degree curves.		20	20	Between M.P. 14.3 and 14.9.		20	20
Darknell Between M.P. 135.3 and 136.3.		35	25					Between M.P. 17.5 and 17.7.		25	20
Between M.P. 136.6 and 139.2.		20	20	Wallula Jct. West leg of wye.		15	15	Between M.P. 17.9 and 18.0.		25	20
Rockford Within city limits.		20	20					Pullman Within city limits.		15	15
Between M.P. 139.4 and 140.4.		45	30	Zangar Jct. Between M.P. 5.1 and 6.4.		25	20	Over street crossings.		6	6
Between M.P. 141.0 and 141.2.		35	25	Between M.P. 6.7 and 6.8.		25	20	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Between M.P. 142.6 and 143.2.		25	20	Between M.P. 7.0 and 7.1.		20	20	Between M.P. 24.6 and 24.8.		25	20
								Between M.P. 25.2 and 25.4.		25	20
								Moscow Over street crossings.		12	12

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	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
		30	30	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
Between Hooper Jct. and Connell.		20	20	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 5- and 6-degree curves.		25	25	Between M.P. 25.4 and 26.9.		30	25				
On 7- and 8-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 101.1 and 101.5.		25	25
				Between M.P. 28.2 and 28.7.		20	20	Between M.P. 102.0 and 102.4.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 29.7 and 29.9.		45	30	Farmington Within city limits.		20	20
Between M.P. 6.6 and 6.8.		25	25	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 105.5 and 105.8.		20	20
Between M.P. 9.2 and 9.7.		20	20	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 112.2 and 113.1.		25	25
Hooper Jct. On connection between Connell Branch and Sixth Subdivision.		15	15	Jerita Between M.P. 36.2 and 36.9.		25	20	Between M.P. 115.6 and 116.0.		20	20
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 37.8 and 39.3.		25	20	Tekoa On west leg of wye.		10	10
Tekoa-Ayer Branch Maximum speed.		50	30	La Crosse Between M.P. 43.5 and 43.6.		45	30	Pomeroy Branch Maximum speed.		25	25
Between Tekoa and Colfax, via Garfield.		30	30	Sutton Between M.P. 49.3 and 50.1.		30	20	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		25	25	Endicott Between M.P. 64.9 and 65.2.		35	25	Tucannon Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Between M.P. 65.4 and 65.6.		45	30	On curves of 7 degrees and over.		20	20
Between Tucannon and Ayer.		35	25	Between M.P. 68.2 and 68.5.		35	25	Starbuck Within city limits.		15	15
On 4-degree curves.		45	30	Diamond Between M.P. 68.8 and 69.0.		35	25	Between Starbuck and Relief.		12	12
On 5- and 6-degree curves.		35	25	Between M.P. 69.9 and 70.1.		35	25				
On 7- and 8-degree curves.		25	20	Mockonema Between M.P. 73.3 and 73.6.		20	20	Pendleton Branch Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 74.1 and 74.2.		45	30	On 7-, 8-, 9- and 10-degree curves.		20	20
Tucannon Between M.P. 14.0 and 14.1.		35	25	Crest Between M.P. 74.9 and 77.2.		25	12	Between Barrett and Downing, on descending grade.		15	15
Between M.P. 14.3 and 16.1.		25	25	Colfax Within city limits.		12	12				
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 78.4 and 78.5.		20	20	Pendleton Over Thompson, Main and Aura Streets.		12	12
Over Snake River Bridge 17.23.		5	5	Between M.P. 79.8 and 80.7.		20	20	Over other street crossings within city limits.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 81.5 and 82.3.		20	20	Between M.P. 2.5 and 3.0.		20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 82.9 and 83.4.		20	20	Between M.P. 9.5 and 9.8.		20	20
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 83.7 and 84.5.		20	20	Athena Over street crossings.		15	15
Between M.P. 20.9 and 21.5.		45	30	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 Jct. 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 Chateolet 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	Sierra Nevada Branch Maximum speed.				Wallace Over street crossings.		6	6
Alto								Between M.P. 81.4 and 87.3.		20	20
								Burke to Wallace, eastward.		10	10
											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).....●. T. Ry. Telegraph Office
 Centralia (Joint).N. P. Ry. Telegraph Office
 East Spokane.Enginemen's Register Room
 East Spokane...Trainmen's Register Room
 Hinkle.....Telegraph Office
 Hinkle.....Enginemen's Register Room

Hinkle.....Yard Office
 Hoquiam (Joint).N. P. Ry. Telegraph Office
 Huntington.....Yard Office
 Huntington.....Telegraph Office
 Kellogg-Wardner.....Telegraph Office
 Kennewick.....Telegraph Office
 Kenton.....Telegraph Office
 La Grande.....Crew Dispatcher's Office
 La Grande.....Train Dispatcher's Office
 La Grande.....Depot Telegraph Office
 La Grande.....Yard Office
 Moscow.....Telegraph Office
 Olympia.....Telegraph Office
 Pendleton.....Telegraph Office
 Portland (Joint)
N. P. T. Co. Telegraph Office

Seattle (Joint)
Union Station Telegraph Office
 Spokane.....Train Dispatcher's Office
 Spokane.....Telegraph Office
 Tacoma.....Yard Office
 Tekoa.....Telegraph Office
 The Dalles....."DK" Telegraph Office
 The Dalles....."WH" Telegraph Office
 The Dalles.....Yard Office
 Wallace.....Telegraph Office
 Wallace.....Enginemen's Register Room
 Walla Walla.....Passenger Depot
 Wallula.....Telegraph Office
 Winona.....Telegraph Office
 Yakima.....Telegraph Office
 Yakima.....Roundhouse

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

SYMBOLS AND ABBREVIATIONS
 (Rules 6 and 6(A))

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

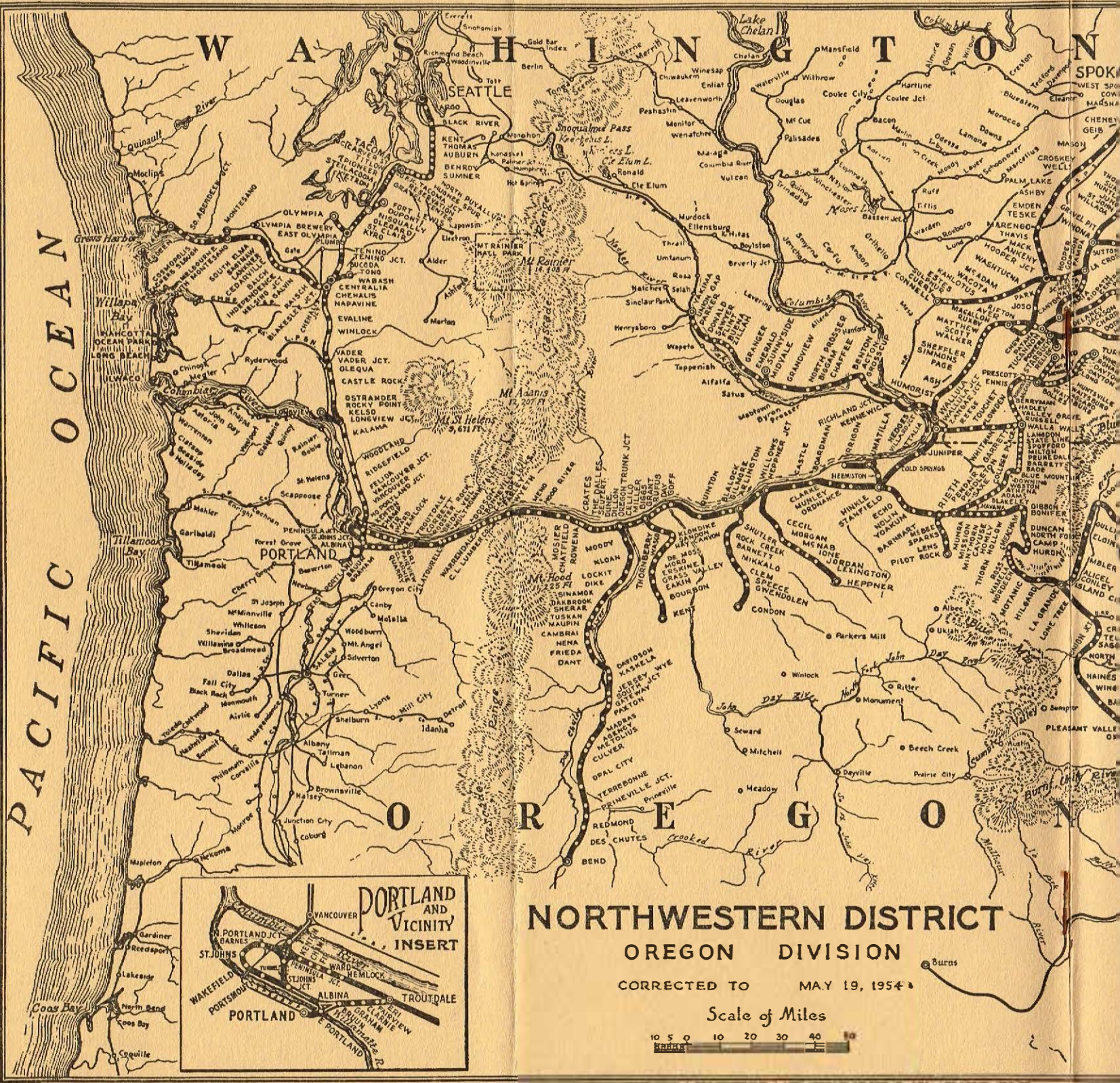
L—leave;
 A—arrive;
 s—regular stop;
 f—flag stop to receive or discharge traffic.

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

B—bulletins;	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
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordance.....	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.



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 19, 1954

Scale of Miles

