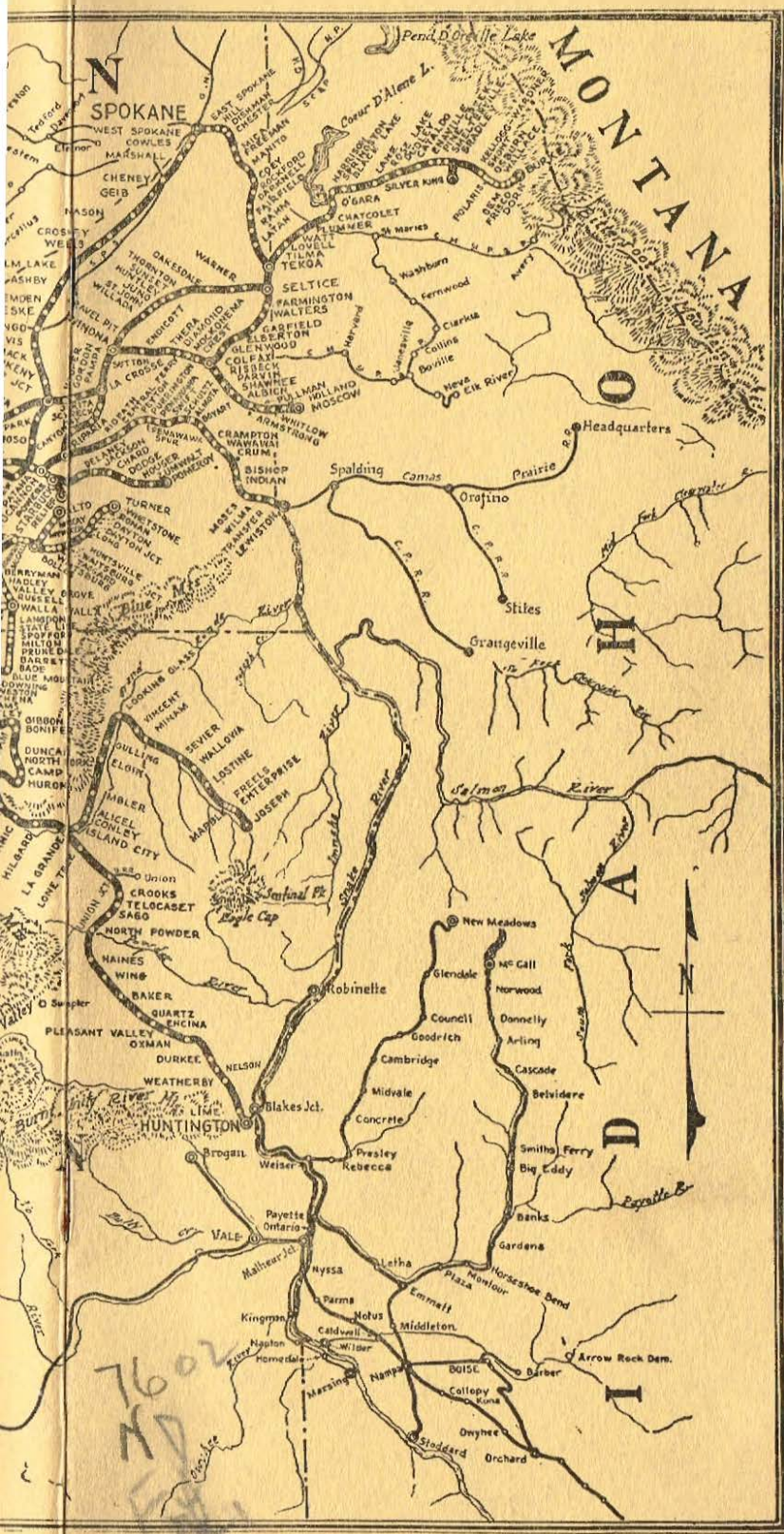


2607-Kor.



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

Safety Is No Accident



OREGON DIVISION
TIME-TABLE
No. 21

Effective Sunday
June 20, 1954
At 12:01 A.M. Pacific Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

Printed by ABBOTT, KERN & BELL COMPANY, Portland, Oregon, U.S.A.

A. McALLISTER
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

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

First and Second Subdivisions and Branches
B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher La Grande, Ore.

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 21 June 20, 1954	FIRST CLASS					
19	11	105	457	17	25			12	458	106	26	18	20
Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily		STATIONS						
	5.25	2.05		4.25		0.0	GRANGER	A 9.05		A12.42		A10.30	
	10.20	5.45		9.45	1.15	213.9	POCATELLO	3.50		8.55	A 3.30	5.20	
	11.15	6.55		10.35				3.00		8.45		4.45	
	2.15	8.25		2.00	4.55	373.8	GLENNS FERRY	11.40		6.10	11.45	1.30	
	3.59	9.40		3.45	7.45	448.4	BOISE	9.55		5.00	9.45	11.50	
	6.25	11.40		6.25	10.35	550.1	M.T. HUNTINGTON	7.10		3.05	6.25	9.25	
	5.35	10.40		5.35	9.45		P.T.	6.00		2.05	5.15	8.15	
	8.15	1.05		8.20	12.35	649.7	LA GRANDE	3.25		11.40	2.35	5.35	
	10.30	3.10		10.50	3.00	723.9	PENDLETON	1.05		9.38	12.05	2.50	
9.00						941.3	SPOKANE					A 6.30	
11.27						837.4	AYER					4.05	
12.30						786.3	WALLULA					2.55	
1.50	11.25	3.55		12.20	4.00	755.3	HINKLE	12.15		9.00	11.15	2.00	
3.50	1.45	5.30		3.00	6.25	856.4	THE DALLES	10.10		7.20	9.00	11.35	
6.10	4.00	7.30	8.00	5.30	9.30	939.5	PORTLAND	8.05	A 9.15	5.30	6.55	9.30	
			11.05			1084.6	TACOMA			6.52			
			A11.59			1122.7	SEATTLE			4.45			
								Daily	Daily	Daily	Daily	Daily	
(9.10) 40.4	(23.35) 39.8	(18.25) 51.0	(3.50) 40.0	(20.05) 35.0	(21.15) 34.1	Thru Time.....	(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(10.35) 37.0	(24.00) 39.1	(8.30) 43.5
						Average speed per hour.....						

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammion	Time-Table No. 21 June 20, 1954	FIRST CLASS			
29	33	47	35			34	30	36	48
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily		STATIONS				
10.10	9.35		12.05	0.0	McCAMMON	A 5.40	A 4.30	A 2.55	
10.45	10.10		12.40	22.7	POCATELLO	5.10	3.55	2.25	
11.30	10.40		1.05			4.30	3.05	1.55	
12.55	A12.25		2.45	73.3	IDAHO FALLS	3.00	1.25	12.15	
		5.30	6.10	124.3	ASHTON			10.05	A 9.55
		A 7.15		169.9	VICTOR				8.15
			A 7.30	180.4	WEST YELLOWSTONE			7.30	
A 7.10				285.8	BUTTE		7.15		
						Daily	Daily	Daily	Daily
(9.00) 31.8	(2.50) 25.0	(1.45) 20.1	(7.25) 24.3		.....Thru Time.....	(2.40) 27.5	(0.15) 30.9	(7.25) 24.3	(1.40) 27.4
					.....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.	FIRST CLASS				Time-Table No. 21 June 20, 1954	Mile Post	FIRST CLASS							
	105 Streamliner Passenger	17 Passenger	25 Mail and Express	11 Passenger			26 Mail and Express	18 Passenger	12 Passenger	106 Streamliner Passenger				
	Daily	Daily	Daily	Daily										
	BKOPTWXYZ	10.40 ^{PM}	5.35 ^{PM}	9.45 ^{AM}	5.35 ^{AM}									
100	P					DN-R HUNTINGTON HU	389.4	A 5.15 ^{AM}	A 8.15 ^{AM}	A 6.00 ^{PM}	A 2.05 ^{AM}			
100	PW					D LIME BY	384.5	5.00	8.02	5.47	1.50			
150	PY			10.17		WEATHERBY	377.5							
100	P					DURKEE	368.9							
170	P					OXMEN	361.7							
WB 91 EB 100	PY					PLEASANT VALLEY	355.4							
107	P	11.45	6.46	10.55	6.40	ENCINA	351.9							
WB100 EB 111	BKOPW XYZ	11.55 ^{PM}	6.59	11.10	6.50	QUARTZ	347.3							
105	P					DN BAKER BC	342.0	3.50	6.50	4.36	12.40			
106	P					WING	337.6	3.34	6.37	4.26	12.30 ^{AM}			
106	PW			11.22		D HAINES KB	331.7			4.21				
107	P			11.33		D NORTH POWDER HD	322.1			4.11				
147	PVWY			11.48 ^{AM}		SAGO	315.5							
105	P					TELOCASET	312.6							
105	PVY					CROOKS	308.9							
105	P	12.47 ^{AM}	8.01	12.13 ^{PM}	7.53	D UNION JCT. UN	302.2							
	BJKOPTWXYZ	A 1.00 ^{AM}	A 8.10 ^{PM}	A 12.25 ^{PM}	A 8.05 ^{AM}	Q RA LONE'TREE	294.9							
						DN-R LA GRANDE	289.8	2.35 ^{AM}	5.35 ^{AM}	3.25 ^{PM}	11.40 ^{PM}			
						(99.6)		Daily	Daily	Daily	Daily			
		(2.20) 42.7	(2.35) 38.6	(2.40) 37.4	(2.30) 39.8	..... Thru Time		(2.40)	(2.40)	(2.35)	(2.25)			
						..... Average speed per hour.....		37.4	37.4	38.6	41.2			

CENTRALIZED TRAFFIC CONTROL

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 8(A), Page 31.	FIRST CLASS				Time-Table No. 21 June 20, 1954	Mile Post	FIRST CLASS						
	17 Passenger	25 Mail and Express	11 Passenger	105 Streamliner Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express			
	Daily	Daily	Daily	Daily									
					STATIONS								
BJKOPTWXYZ	8:20PM	12:35PM	8:15AM	1:05AM	DN-R LA GRANDE RA 7.7	289.8	A 5:25AM	A 3:15PM	A 1:35PM	A 2:25AM			
WB 71 PVWXY EB 72					HILGARD 8.3	282.1	5:08	2:58	11:20	2:07			
139 P					MOTANIC 3.5	275.6							
P					NORDEEN 1.0	272.1							
141 FWXY		f 1:18			KAMELA 2.8	271.1							
P					ROSS 2.8	268.3							
WB 105 PW EB 102		f 1:32			MEACHAM 7.8	265.5							
130 P					HURON 3.6	267.7							
120 PW					CAMP 5.6	264.1							
WB 68 PWY EB 69		f 2:05			DUNCAN 9.0	248.5							
102 P					BONIFER 2.6	239.5							
106 PWY		f 2:23			GIBBON 7.3	236.9							
117 P					HOMLY 4.9	229.6							
116 P					MINTHORN 5.8	224.7							
115 P	10:37	2:46	10:20	3:03	MUNRA 3.3	218.9							
60 BJKPV WXYZ	10:50	3:00	10:30	3:10	DN PENDLETON FD 8.6	215.6	2:50	1:05	9:38	12:05AM			
165 JPX					RIETH 3.7	212.0	2:34	12:50	9:29	11:50PM			
135 P					BARNHART 0.4	208.3							
135 P					NOLIN 6.3	198.9							
135 PW	f 11:25	f 3:30			D ECHO HI 4.2	192.6							
P	f 11:32	f 3:35	11:05	3:37	STANFIELD 4.2	188.4							
BJKOPWXYZ	A 1:50PM	A 3:50PM	A 1:15AM	A 3:50AM	DN-R HINKLE UK (105.6)	184.2	2:00AM	12:15PM	9:00PM	11:15PM			
	(3.30) 30.2	(3.15) 32.5	(3.00) 35.2	(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								

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

For conditional stops to discharge or pick up passengers, see page 31.
For stations not shown on schedule pages, see page 22.

389.4
50.4

439.8

488.4
456.6

31.8
19.5

51.3 W of Boise

389.4
101.7

538.8
488.4

50.4

WESTWARD

THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 21 June 20, 1954	
		257 Time Freight	151 Time Freight		25 Mail and Express	11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger		
		Daily	Daily		Daily	Daily	Daily	Daily	Daily		
BJKOPWXYZ		9.30 ^{PM}	12.05 ^{PM} ¹²		4.00 ^{PM}	11.25 ^{AM}	3.55 ^{AM}	1.50 ^{AM} ²⁰	12.20 ^{AM}	BLOCK SIGNALS	DN-R HINKLE UK
P		9.40	12.30		4.08	11.33		1.58	12.28		6.5 ORDNANCE RN
136 PW		9.43	12.35		4.11	11.35	4.02	2.00	12.30		1.9 MUNLEY 5.8
136 P		9.53	12.45		4.17	11.47 ¹²	4.07	2.06	12.36		6.2 CLARKE
136 P		10.03	12.56		4.26 ²⁶⁴	11.55 ^{AM}	4.12	2.12	12.42		8.1 DN BOARDMAN BD
130 P		10.23 ²⁶	1.09		4.35	12.03 ^{PM}	4.19	2.20	12.54 ¹⁸ 1.16 ²⁰		7.5 CASTLE
18 JP		10.37	1.21		4.42	12.11		2.27	1.27		1.2 N HEPPNER JCT. WI
143 P		10.39	1.23		4.44	12.13	4.26	2.29	1.29		8.5 WILLOWS
WB 136 BJKOPT EB 113 WX		10.55	1.45		4.55	12.24	4.34 ²⁶²	2.40	1.40		4.5 DN ARLINGTON MX
135 P		11.02	1.52		5.03	12.32	4.38	2.46	1.51		4.7 GILMORE
132 P		11.09	1.59		5.09	12.37	4.42	2.51	1.56		6.1 BLALOCK
96 P		11.17	2.10		5.15	12.43	4.47	2.57	2.02		8.2 QUINTON
137 P		11.29	2.22		5.23	12.52	4.54	3.04	2.11		3.3 GOFF
104 PW		11.34	2.27 ²⁶⁴		5.27	12.55	4.57	3.07	2.14		2.8 DAY
100 P		11.38	2.31		5.31	12.57	4.59	3.09	2.17		2.8 RUFUS
100 P		11.42	2.35		5.34	1.00		3.12	2.20		2.7 GRANT
80 JP { M.P. }		11.47	2.40		5.38	1.03	5.04	3.16 ²⁶²	2.24		8.4 DN BIGGS BX
54 P { W 101.7 }		11.53 ^{PM}	2.45		5.42	1.07	5.07	3.19	2.28		3.7 MILLER
50 P		12.01 ^{AM}	2.52		5.48	1.12	5.12	3.23	2.32		3.3 CELLO
JPV		12.06	2.56		5.50	1.14	5.14	3.25	2.34		3.3 D OREGON TRUNK JCT. VO
74 P		12.14	3.01		5.56	1.20	5.18	3.30	2.38	6.1 DUNE	
BKOPTWX2		12.40 ^{AM}	3.20 ^{PM}		6.15 ^{PM}	1.40 ^{PM}	5.30 ^{AM}	3.45 ^{AM}	2.55 ^{AM}	6.1 DN-R THE DALLES DK-WH	

(3.10) 31.1 (3.15) 30.9 (2.15) 43.7 (2.15) 43.7 (1.35) 62.1 (1.55) 51.3 (2.35) 38.1 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.—See Rule S-72.

The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 as provided by Operating Rules 86 and S-89.

No. 17 will stop at Ordnanace 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. 21

June 20, 1954

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS			
		20	12	106	26	18	262	264		
		Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Time Freight	Time Freight		
DN-R HINKLE UK 6.5	184.2	A 1.50 ¹⁹ AM	A 12.05 ¹⁵¹ PM	A 8.55PM	A 11.05PM	A 1.40AM	A 6.30AM	A 5.30PM		
ORDNANCE RN 1.9	177.7	1.37	11.55AM	8.45	10.45	1.19	6.00	5.02		
MUNLEY 5.8	175.8	1.35	11.53	8.43	10.43	1.17	5.55	4.59		
CLARKE 6.2	170.0	1.29	11.47 ¹¹	8.38	10.37	1.11	5.45	4.45		
DN BOARDMAN BD 8.1	168.8	1.23	11.41	8.33	10.31	1.02	5.30	4.26 ²⁵		
CASTLE 7.5	155.7	1.16 ¹⁷	11.33	8.26	10.23 ²⁵⁷	12.54 ¹⁷	5.15	3.55		
N HEPPNER JCT. WI 1.2	148.2	1.09	11.25	8.19	10.15	12.47	4.59	3.42		
WILLOWS 8.5	147.0	1.07	11.23	8.18	10.13	12.45	4.56	3.40		
DN ARLINGTON MX 4.5	138.5	12.57	11.12	8.10	10.02	12.35	4.34 ¹⁰⁵	3.20		
GILMORE 4.7	134.0	12.49	11.03	8.06	9.50	12.23	4.07	3.05		
BLALOCK 6.1	129.3	12.45	10.59	8.02	9.46	12.19	4.00	2.56		
QUINTON 8.2	123.2	12.39	10.53	7.57	9.40	12.13	3.51	2.47		
GOFF 3.3	118.0	12.32	10.46	7.50	9.32	12.06	3.37	2.33		
DAY 2.3	111.7	12.29	10.42	7.47	9.29	12.03	3.32	2.27 ¹⁵¹		
RUFUS 2.8	109.4	12.27	10.40	7.45	9.27	12.01AM	3.27	2.17		
GRANT 2.7	106.6		10.37		9.24	11.58PM	3.22	2.12		
DN BIGGS BX 3.4	103.9	12.22	10.34	7.40	9.21	11.55	3.16 ¹⁰	2.07		
MILLER 3.7	100.8	12.19	10.30	7.37	9.17	11.52	3.03	2.00		
CELILLO 1.6	96.8	12.15	10.25	7.33	9.13	11.48	2.55	1.53		
D OREGON TRUNK JCT. VO 3.3	95.2	12.13	10.23	7.31	9.11	11.46	2.50	1.50		
DUNE 6.1	91.9	12.10	10.19	7.28	9.08	11.43	2.45	1.45		
DN-R THE DALLES DK-WH (98.4)	85.8	12.02AM	10.10AM	7.20PM	9.00PM	11.35PM	2.30AM	1.30PM		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		

BLOCK SIGNALS

DOUBLE TRACK

10.23A

1.40A

1.50A

..... Thru Time	(1.48)	(1.55)	(1.35)	(2.05)	(2.05)	(4.00)	(4.00)
..... Average speed per hour	54.7	51.3	62.1	47.2	47.2	24.6	24.6

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 as provided by Operating Rules 86 and S-89.
 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. 21		
	151	255	257	25	458	11	105	19	17	June 20, 1964		
	Time Freight	Time Freight	Time Freight	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	STATIONS		
BKOPTWXZ	4.00PM	5.45AM	3.55AM			1.45PM	5.30AM	3.50AM	3.00AM	DN-R THE DALLES DK WH DOUBLE TRACK		
P	4.15	5.55	4.05			1.51	5.35	3.56	3.06	4.1 CRATES		
136 P	4.25	6.05	4.15			1.57	5.41	4.03	3.12	5.2 ROWENA		
133 P	4.40	6.17	4.27			2.08	5.50	4.14	3.23	6.3 MOSIER		
WB 72 EB 107 KPVWX	4.52	6.29	4.39			2.20	6.01	4.27	3.35	7.4 DN HOOD RIVER KI		
131 P	5.05	6.37	4.47			2.26	6.06	4.33	3.41	4.1 MENO		
132 PW	5.25	6.55	5.05			2.40	6.18	4.47	3.55	8.5 WYETH		
139 P	5.38	7.09	5.19			2.50	6.27	4.58	4.05	7.2 CASCADE LOCKS		
122 PW	5.45	7.17	5.27			2.55	6.32	5.03	4.15	4.3 DN BONNEVILLE MU		
131 P	6.11 ¹⁰⁶	7.26	5.36			3.00	6.38	5.09	4.23	4.8 DODSON		
131 PZ	6.27	7.39	5.49			3.10	6.47	5.19	4.33	7.3 D BRIDAL VEIL JU		
131 P	6.34	7.47	5.57			3.14	6.52	5.24	4.38	3.9 ROOSTER ROCK		
56 IJPW	A 6.48PM	A 8.01AM	6.11			3.25	7.00	5.35	4.50	7.1 DN TROUTDALE SN		
51 P			6.15			3.29	7.03	5.39	4.55	1.7 FAIRVIEW		
53 P			6.27			3.35	7.09	5.47	5.03	6.0 CLARNIE		
28 PX			6.35			3.41	7.15	5.53	5.09	2.5 GRAHAM		
17 PX			6.43			3.46	7.19	5.58	5.14	2.5 BRUUN		
IJPVXY			A 6.50AM			3.50	7.22	6.02	5.18	1.4 EAST PORTLAND		
BIKPV						A 9.30PM ¹⁸	A 9.15PM	A 4.00PM	A 7.30AM	A 6.10AM	A 5.30AM	DN-R PORTLAND P-VC
	(2.48)	(2.16)	(2.55)			(8.05)	(0.09)	(2.15)	(2.00)	(2.20)	(2.30)	(8.5.8)
	25.1	31.0	20.2			27.8	3.3	38.1	42.9	30.8	34.3 Thru Time.....
											 Average speed per hour.....

WESTWARD

KENTON LINE

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS				Time-Table No. 21		
	151	255					458	June 20, 1964	
	Time Freight	Time Freight					Passenger	STATIONS	
108 IJPWX	6.48PM	8.01AM						DN TROUTDALE SN	
51 P	6.58	8.11						6.0 HEMLOCK	
100 P	7.08	8.21						4.0 D FIR FR	
73 BKPX	7.20	8.35 ²⁰⁴						4.3 DN KENTON KN	
LJWX							8.55PM	2.5 DN NORTH PORTLAND JCT. KD	
IJPXY							8.57	1.2 PENINSULA JCT.	
IJPX	7.40	8.55					8.59	1.4 DN ST. JOHNS JCT. JN	
BKOPTWXZ	A 8.00PM	A 9.15AM						2.6 DN-R ALBINA B X	
IJPVXY							A 9.06PM	1.1 EAST PORTLAND	
	(1.12)	(1.14)					(0.11)	(22.7)	
	17.0	16.5					34.4	..... Thru Time.....	
								..... Average speed per hour.....	

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

The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 as provided by Operating Rules 86 and S-89.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.

No. 11 will reduce speed to 30 MPH at Troutdale to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 21 June 20, 1954		Mile Post	FIRST CLASS						SECOND CLASS					
			457 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	20 Passenger	10	264 Time Freight	262 Time Freight			
STATIONS														
DN-R	THE DALLES 4.1	DK Wfl	DOUBT TRACK	85.8		Δ10:05AM	As 7:20PM	A 8:55PM	Δ11:30PM	Δ11:59PM	8.45A	Δ12:30PM	A 1:10AM	
	CRATES 5.2			81.7		9:58	7:13	8:43	11:19	11:51			11:45AM	12:52
	ROWENA 6.3			76.5		9:52	7:07	8:37	11:13	11:45			11:30	12:42
	MOSIER 7.4		70.2		9:42	6.57 ²⁵	8:28	11:04	11:36			11:15	12:27	
DN	HOOD RIVER 4.1	KI		62.8	s 9:33	f 6:48	8:20	s 10:55	s 11:27	8.15A		11:02	12:15	
	MENO 8.5		58.7		9:23	6:42	8:14	10:46	11:18			10:52	12:05AM	
	WYETH 7.2		50.2		9:11	6:31	8:02	10:34	11:06			10:35	11:50PM	
	CASCADE LOCKS 4.3		43.0		9:01	6:22	7.52 ²⁵	10:25	10:57			10:18	11:32	
DN	BONNEVILLE 4.8	MU		38.7	f 8:56	6:16	7:47	10:20	10:52			10:10	11:25	
	DODSON 7.3		33.9		8:50	6.11 ¹⁵¹	7:41	10:14	10:46			10:00	11:18	
D	BRIDAL VEIL 3.9	JU		26.6		8:41	6:04	7:32	10:06	10:38		9:50	11:07	
	ROOSTER ROCK 7.1		22.7		8:37	6:00	7:28	10:02	10:34			9:40	11:00	
DN	TROUTDALE 1.7	SN		15.6	f 8:29	5:53	7:20	9:54	10:27			9:25AM	10:45PM	
	FAIRVIEW 6.0		13.9		8:27	5:51	7:17	9:52	s 10:23					
	CLARNIE 3.5		7.9		8:21	5:45	7:11	9:46	10:16					
	GRAHAM 2.5		4.4		8:16	5:40	7:06	9:41	10:11					
	BRUUN 1.4		1.9		8:12	5:36	7:02	9:37	10:07					
	EAST PORTLAND 0.5		0.5		Δ 8:04AM	8:09	5:33	6:59	9:34	10:04				
DN-R	PORTLAND	P-VC		0.0	8:00AM	8:05AM	5:30PM	6:55PM	9.30 ²⁵ PM	10:00PM	7.00A			
	(85.8)				Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	
	Thru Time.....				(0.04)	(2.00)	(1.50)	(2.00)	(2.00)	(1.50)		(3.05)	(2.25)	
	Average speed per hour.....				7.5	42.9	46.8	42.0	42.9	43.3		22.8	29.0	

KENTON LINE

EASTWARD

Time-Table No. 21 June 20, 1954		Mile Post	FIRST CLASS				SECOND CLASS			
			457 Passenger				257 Time Freight	264 Time Freight	262 Time Freight	
STATIONS										
DN	TROUTDALE 5.0	SN	22.0						Δ 9:25AM	Δ10:45PM
	HEMLOCK 4.6		17.0						9:05	10:20
D	FIR 4.3	FR	12.4						8:50	10:05
DN	KENTON 2.5	KN	8.1						8.35 ²⁵⁵	9:50
DN	NORTH PORTLAND JCT. 1.2	KD	6.8	Δ 8:16AM						
	PENINSULA JCT. 1.4		5.6	8:13						
DN	ST. JOHNS JCT. 2.6	JN	4.2	8:10					8:15	9:30
DN-R	ALBINA 1.1	B X	1.6	8:07				Δ 7:05AM	8:00AM	9:15PM
	EAST PORTLAND 0.5		0.5	8:04AM				6:50AM		
	(22.7)			Daily				Daily	Daily	Daily
	Thru Time.....			(0.12)				(0.15)	(1.25)	(1.30)
	Average speed per hour.....			31.5				4.4	14.4	13.6

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

The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 as provided by Operating Rules 86 and S-89.

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

Trains and engines will be governed by Northern Pacific Terminal 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

Time-Table No. 21

June 20, 1954

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

87 CMSt. P&P Passenger	85 CMSt. P&P Streamliner Passenger	457 Passenger	83 CMSt. P&P Streamliner Passenger	81 CMSt. P&P Passenger
Daily	Daily	Daily	Daily	Daily

STATIONS

IJPVX										BLOCK SIGNALS {	PORTLAND	
						8.00 AM					0.8	DN NORTH PORTLAND JCT. KD
						8.16					1.0	VANCOUVER
						A 8.21 AM						

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

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

IJ										BLOCK SIGNALS {	N. P. CROSSING	
											1.2	N. P. CROSSING
											0.1	N. P. CROSSING
JP										0.3	DN RESERVATION RN	
										0.7	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.

23 07 IPVX											BLOCK SIGNALS {	DN-R BLACK RIVER BI	
												0.0	C. M. St. P. & P. C. CROSSING
BIJKOP TVWXYZ												0.3	DN-R ARGO G
BKPXZ												3.1	DN-R SEATTLE OW
												(183.2)	

(0.21) 8.9 (0.12) 15.5 (3.59) 46.0 (0.17) 10.9 (0.25) 7.4 Thru Time
 Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.
On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY. EASTWARD

			691	681		692	690			
			5.15 PM	6.00 AM	ALBINA	A 2.00 PM	A 11.00 AM			
			A 4.30 AM	A 6.00 PM	ARGO	3.00 AM	7.30 PM			

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 21

June 20, 1954

FIRST CLASS

STATIONS	Mile Post	80	82	84	458	86				
		CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Passenger				
PORTLAND	0.0									
DN NORTH PORTLAND JCT. KD	6.8				A 9.15 PM					
VANCOUVER	8.7				8.56					
					8.51 PM					

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

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

N. P. CROSSING	145.2									
N. P. CROSSING	146.4									
N. P. CROSSING	146.6									
DN RESERVATION RN	146.8				A 5.37 PM					
DN TACOMA JCT. JN	147.6				5.36 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.

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

..... Thru Time	(0.00)	(0.08)	(0.08)	(4.30)	(0.10)
..... Average speed per hour	20.7	23.3	23.3	40.7	18.6

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.
On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

Time-Table No. 21
June 20, 1954

Car Capacity of Siding, etc. See Rule 8(A), Page 31.	SECOND CLASS					FIRST CLASS					STATIONS	
	379	151	361	363	346	63	99	19	97	Time-Table No. 21 June 20, 1954		
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMS&P&P Passenger	Passenger	CMS&P&P Streamliner Passenger			
Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
BKPVX							10:25 ^{PM}	9:00 ^{PM}	1:05 ^{AM}	DN-R	SPOKANE	DS AU
BKOPTWXZ		12:45 ^{AM}					10:35 ⁹⁸	9:04	1:11		WEST SPOKANE	DOUBLE TRACK
48 P		12:55					10:41	9:08	1:18		COWLES	3.6
53 P		1:05					10:49	9:13	1:25		MARSHALL	4.2
103 PWX		1:20					11:00 ^s	9:22 ^s	1:36	N	CHENEY	7.3 CY
51 P		1:28					11:10	9:28	1:44		GEIB	5.2
52 P		1:36					11:16	9:35	1:50		MASON	6.0
53 PW		1:46					11:25	9:43	1:59		CROSKY	7.4 4.0
109 P		2:05 ⁹⁷					11:31	9:49 ⁹⁸	2:05 ¹⁵¹		WELLS	8.8
52 P		2:20					11:38	9:56	2:12		PALM LAKE	6.2
44 P		2:30					11:44	10:02	2:18		ASHBY	4.2
52 P		2:40					11:50	10:07	2:24		EMDEN	6.7
75 JOPVWXY		3:00					11:59 ^{PM}	10:15 ^s	2:35 ^{AM}	DN-R	MARENGO	4.8 RA
52 P		3:10						10:21			THAVIS	4.4
68 P		3:17						10:26			MACK	4.2
51 P		3:25						10:31			ANKENY	7.0
38 JPWY	3:00 ²⁰⁸	3:40						10:42		N-R	HOOPER JCT.	5.0 HR
53 P	3:15	3:50						10:49			PARK	6.2
146 P	3:30	4:19 ²⁰						10:58			JOSO	5.8
73 P	3:45	4:35 ³⁷⁸						11:07			CHEW	3.9
BJKOPWXY	A 4:00 ^{PM}	6:00						11:27 ^s		DN-R	AYER	6.2 JD
96 P		6:15						11:35			RUXBY	7.7
96 P		6:30						11:44			SCOTT	6.1
46 P		6:40						11:51			WALKER	2.8
96 P		6:46						11:55 ^{PM}			SIMMONS	7.6
96 PW		7:05						12:06 ^{AM}		N	PAGE	7.5 MS
95 P		7:20						12:15			ASH	6.0
94 P		7:30						12:21			HUMORIST	7.2
157 JIKPVWXY		7:50	7:25 ^{AM}	4:30 ^{AM}	4:20 ^{AM}		11:45 ^{PM}	12:30 ^s		DN-R	WALLULA	1.7 JN
JPVXY		7:55	7:30	4:40	A 4:25 ^{AM}		11:50 ^{PM}	12:33			WALLULA JCT.	10.3
157 P		8:20	7:47	5:00			12:05 ^{AM}	12:46			JUNIPER	9.8
159 P		8:40	8:05	5:20			12:18	12:56			COLD SPRINGS	9.2
BJKOPWXYZ		A 9:15 ^{AM}	A 8:30 ^{AM}	A 5:40 ^{AM}			A 12:40 ^{AM}	A 1:15 ^{AM}		DN-R	HINKLE	180.0 UK

(1.00) 21.6 (8.30) 21.7 (1.05) 28.0 (1.10) 26.8 (0.05) 20.4 (0.55) 33.8 (1.34) 30.0 (4.15) 43.1 (1.30) 40.7

..... Thru Time
..... Average speed per hour

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.
At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
No. 379 arriving at Hooper Jct. on Connell Branch will run as No. 379 on Sixth Subdivision Hooper Jct. to Ayer.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 21 June 20, 1964	Mile Post	FIRST CLASS					SECOND CLASS				
		20 Passenger	64 Passenger	96 CMS&P&P Passenger	98 CMS&P&P Streamliner Passenger	10	362 Freight	378 Freight	298 Freight	364 Freight	345 Mixed
STATIONS											
DN-R SPOKANE ^{DS} AU _{1.7}	367.3	A 6.30AM		A 7.15AM	A 10.45PM	1.50P					
WEST SPOKANE ^{3.8}	365.6	6.23		7.06	10.35 ⁹⁹				A 6.30PM		
COWLES ^{4.2}	362.0	6.17		6.59	10.29				6.05		
MARSHALL ^{7.8}	357.8	6.11		6.54	10.24				5.55		
N CHENEY ^{5.2} CY	350.5	^s 6.02		^s 6.45	10.15	(3) ← 1.25P			5.40		
GEIB ^{5.0}	345.3	5.55		6.34	10.08				5.30		
MASON ^{7.4}	340.3	5.48		6.28	10.02				5.20		
CROSKEY ^{4.0}	332.9	5.39		6.20	9.54				5.05		
WELLS ^{6.6}	328.9	5.34		6.15	9.49 ¹⁹				4.57		
PALM LAKE ^{5.2}	322.3	5.26		6.05	9.35				4.45		
ASHBY ^{4.2}	317.1	5.19		5.58	9.29				4.35		
EMDEN ^{6.7}	312.9	5.14		5.51	9.23				4.20		
DN-R MARENGO ^{4.8} RA	306.2	^s 5.05		5.41AM	9.15PM	12.44			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				12.20P		A 5.15AM	3.00 ³⁷⁹		
PARK ^{6.2}	279.3	4.28						5.02	2.45		
JOSO ^{8.8}	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	^s 4.05				11.55A		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		
N PAGE ^{7.5} MS	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			11.00A	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}	203.2	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 ^(186.0) UK	184.2	2.20AM	2.55AM			10.30A	1.45AM		10.00AM	7.00PM	
		Daily	Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily	

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

..... Thru Time.....	(4.10)	(0.45)	(1.34)	(1.30)	55.8	(1.00)	(1.00)	(8.30)	(1.05)	(0.10)
..... Average speed per hour.....	44.6	41.3	39.0	40.7	37.0	31.0	21.5	21.7	28.6	10.2

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 No. 345 arriving Zangar Jct. on Wallula Branch will run as No. 345 on Sixth Subdivision Wallula Jct. to Wallula.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

6'50"

WESTWARD		JOSEPH BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 21			Mile Post	SECOND CLASS
	305 Mixed	June 20, 1954				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10 PM	D-R	JOSEPH	J	83.8	A 1.15 AM
22 X	12.40	D	ENTERPRISE	RS	78.0	11.00
30	1.10		LOSTINE		67.8	10.07
27 WXY	1.45	D	WALLOWA	WO	60.0	9.50
12 W {M.P. 49.0}	2.20		MINAM		47.1	9.07
40 W {M.P. 32.6}	2.50		LOOKING GLASS		33.8	8.37
32	3.20		GULLING		26.1	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	5.00 PM	DN-R	LA GRANDE	RA	0.0	7.00 AM
		(83.8)			Daily Except Sunday	
(4.50) Thru Time.....					(4.16)	
17.3 Average speed per hour.....					10.7	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 21			Mile Post		
	June 20, 1954					
	STATIONS					
155 JPX			RIETH		0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
		(14.9)				

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 21			Mile Post		
	June 20, 1954					
	STATIONS					
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
95 P			HERMISTON		3.9	
PWXY		D	UMATILLA	CS	10.1	
63 P			IRRIGON		17.9	
		(17.0)				

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

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

WESTWARD		HEPPNER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 21			Mile Post	SECOND CLASS
	329 Freight	June 20, 1954				330 Freight
	Monday Wednesday Friday	STATIONS				
30 PWXY	9.30 AM	D-R	HEPPNER	HR	45.2	A 8.45 AM
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	11.30 AM		CECIL		14.5	6.35
19 JPX	12.15 PM	N-R	HEPPNER JCT.	WI	0.0	6.00 AM
		(45.2)			Monday Wednesday Friday	
(2.45) Thru Time.....					(2.45)	
15.4 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. 21			Mile Post	SECOND CLASS
	327 Freight	June 20, 1954				328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS				
20 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
20	11.10		CLEM		28.6	7.50
20 PW	11.30		MIKICALO		24.4	7.30
27	11.50 AM		BARNETT		19.7	7.10
11 PW	12.10 PM		ROCK CREEK		16.0	6.55
20	12.30		SHUTLER		7.3	6.25
WB 120 BJKO EB 113 PTWX	1.15 PM	DN-R	ARLINGTON	MX	0.0	6.00 AM
		(44.5)			Tuesday Thursday Saturday Sunday	
(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. 21			Mile Post		
	June 20, 1954					
	STATIONS					
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
25		D	MORO	MR	27.0	
18			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNBERRY		5.2	
60 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. 21 June 20, 1954	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

BKOP VWXYZ	5.00 AM	DN-R BEND ND	160.0	A 2.30 PM
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BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

JPV	A 12.01 PM	D ORE. TRUNK JUNCTION VO	O.O	7.30 AM
		(150.0)		Daily Except Sunday

(7.01) Thru Time (7.00)
21.4 Average speed per hour 21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 21 June 20, 1954	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

30 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.

BJKOPT 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. 21 June 20, 1954	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

JPVXY	R	EAST OLYMPIA	O.O	
		N. P. CROSSING	7.3	
BKPV WXYZ	D-R	OLYMPIA OA	7.4	

(7.4)

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 21 June 20, 1954	Mile Post	SECOND CLASS
	307 Mixed			309 CMStP&P Freight	306 Mixed	308 CMStP&P Freight
	Daily Except Sunday	STATIONS		

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

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	6.10 PM	BLAKESLEE JUNCTION	2.4	A 3.35 AM
M		N. P. CROSSING	2.4	
M		C. M. St. P. & P. CROSSING	2.4	
23 P	f 6.20	GALVIN	5.0	3.25
43 JPVX	f 6.40	12.01 AM		
48 PWX	s 6.45	12.05		
52 P	f 7.05	12.30		
61 P	f 7.20	12.40		
44 P	f 7.35 ³⁰⁸	12.55		
5 PW	f 7.40	1.00		
53 PXY	f 8.25	1.35 ³⁰⁶		
X				
PVX				
53 PXY	f 8.25	1.35 ³⁰⁶		
27 P	f 8.30	1.43		
32 PV	f 8.40	1.50		
83 JPYX	f 8.55	2.05		
JV				
M				
82 BKPVXZ	A 9.25 PM	A 2.35 AM	DN-R ABERDEEN SA	58.9

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 9.55 PM	A 3.05 AM	DN-R HOQUIAM HO	57.5	12.01 AM	5.30 PM
			(57.5)		Daily Except Monday	Daily Except Saturday
	(3.55)	(3.04)	..... Thru Time	(3.40)	(3.10)	
	14.7	14.8	..... Average speed per hour	15.0	14.3	

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

WESTWARD

YAKIMA BRANCH

SECOND CLASS

FIRST CLASS

Time-Table No. 21

June 20, 1954

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					9:30 ^M	8:00 ^M	DN-R	YAKIMA NY
39 X					9:40	8:06		2.4 UNION GAP
MP								2.5 N. P. CROSSING
80 P					9:50	8:12		0.5 PARKER
M							(S)	1.4 N. P. CROSSING
32 P					10:00	8:19		2.8 DONALD
18 PV					10:05	8:24		2.3 SAWYER
40 PV					10:15	8:29		2.3 BUENA BA
74 PVX					10:25	8:36	D-R	3.1 ZILLAH AH
63 P					10:48	8:44		3.1 GRANGER
62					11:05	8:53		4.2 EMERALD
35 JPXY					11:30 ³⁶⁴ ^M	9:25	R	3.4 MIDVALE
61 PVWX					12:01 ^{AM}	9:37	N	5.9 GRANDVIEW GW
44 P					12:25	9:49		6.9 NORTH PROSSER
43					12:50	10:01		7.8 CHAFFEE
42 PWX					1:20	10:12 ³⁶⁴	D	8.4 BENTON CITY BC
53					1:40	10:22		6.2 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	5.8 KENNEWICK KN
12 P			7:00		3:10	11:10		4.6 HEDGES
70 JPV		6:25 ^{PM}	7:10	6:35 ^{AM}	3:20	11:15	U	2.3 VILLARD JCT.
70 JPWX		A 6:45 ^{PM}					L	6.4 ATTALIA
157 JKPVWXY			A 7:25 ^{AM}	A 6:50 ^{AM}	A 3:35 ^{AM}	11:30 ^{PM}	U	0.6 WALLULA JN
								(98.6)
	(0.20) 10.2	(0.20) 17.4	(1.05) 18.1	(0.15) 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. 21

June 20, 1954

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		STATIONS
		63 Passenger	
		Daily	
35 JPXY		9:00 ^{PM} R	MIDVALE
PVX		A 9:10 ^{PM} 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. 21 June 20, 1954		Mile Post	FIRST CLASS				SECOND CLASS			
			64	348	908	352	374	910	364	
			Passenger	N. P. Passenger	N. P. Freight	Freight	N. P. Freight	N. P. Freight	Freight	
STATIONS										
DN-R	YAKIMA NY	98.0	A 7-00AM							A 2-15AM
	3.4 UNION GAP	94.6	6-50							1-55
	3.3 N. P. CROSSING	91.3								
	0.5 PARKER	90.8	f 6-43							1-45
	1.4 N. P. CROSSING	89.4								
	2.6 DONALD	86.8	f 6-33							1-30
	2.3 SAWYER	84.5	f 6-26							1-20
	2.9 BUENA BA	81.6	s 6-19							1-10
D-R	3.1 ZILLAH AI	78.5	s 6-11							12-55
	6.1 GRANGER	78.4	f 6-00							12-25
	6.2 EMERALD	67.2	f 5-51							12-05AM
	3.6 MIDVALE	63.6	5-44							11-30 ³⁶³ PM
R	5.9 GRANDVIEW GW	57.7	s 5-35							11-10
N	6.9 NORTH PROSSER	50.8	f 5-19							10-50
	7.8 CHAFFEE	43.0	f 5-07							10-30
	6.5 BENTON CITY BC	36.5	s 4-57							10-12 ⁶³
	5.2 ACTON	31.3	4-47							9-45
R	12.3 RICHLAND JCT.	19.0	4-30			A 5-20AM	A 5-30AM			9-15
DN	5.8 KENNEWICK KN	13.2	s 4-20			5-00	5-10AM			8-55
	4.5 HEDGES	8.7	f 4-05			4-25				8-38
	2.3 VILLARD JCT.	7.0	f 4-00	A 10-50PM		A 2-35AM	4-15		A 1-50PM	8-30
	6.4 ATTALIA	0.6		10-38PM		2-15AM				
U.T.C.	0.6 WALLULA JN	0.0	3-50AM			4-00AM			1-30PM	8-15PM
	(98.6)		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
..... Thru Time			(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(0.20)	(6.00)
..... Average speed per hour			30.9	32.0	19.2	14.7	17.4	21.0		16.4

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 21 June 20, 1954		Mile Post	FIRST CLASS			
STATIONS			84			
			Passenger			
R	MIDVALE	0.0	A 9-25PM			
D-R	SUNNYSIDE SI	2.8	9-15PM			
	(2.8)		Daily			
..... Thru Time			(0.10)			
..... Average speed per hour			18.8			

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. 21

June 20, 1954

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				STATIONS
	381 CMS&P Freight	387 Freight	391 Freight	383 CMS&P Freight	95 CMS&P Streamliner Passenger	67 Passenger	91 CMS&P Passenger	69 Spokane Internat'l Passenger	
	Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily	
BKPVX	9.30PM	5.00PM	1.00PM	7.00AM	10.55PM	8.15AM	7.45AM	1.00AM	DN-R SPOKANE 1.9 DN N. P. CROSSING 0.9 EAST SPOKANE 1.4 HILL 2.3 DN OISHMAN 3.2 CHESTER 6.0 D MICA 2.8 FREEMAN 3.3 DN-R MANITO 5.2 ROCKFORD 3.3 DARKNELL 3.4 D FAIRFIELD 8.4 LATAH 7.3 DN-R TEKOA (49.3)
JPX	9.35	5.15	1.25	7.05	11.00	8.20	7.50	A 1.05AM	
83 X	⁹² 9.50	5.20	2.00	7.10	11.03	8.23	7.53		
51 X	9.59	5.25	2.05	7.15	11.06	8.26	7.56		
59 JKVX	10.10	5.35	2.20	A 7.20AM	11.10	8.30	8.00		
35	10.20	5.45	2.35		³⁸² 11.15	8.34	8.05		
49	³⁸² 10.50	⁶⁸ 6.16	2.55		³⁸⁸ 11.27	8.45	8.17		
38	³⁸⁸ 11.10 ⁸⁵ 11.31	6.35	3.02		³⁸¹ 11.31	8.50	8.21		
JVX	A 11.50PM	6.50	3.10		A 11.36PM	8.56	A 8.26AM		
23		³⁰² 7.10	3.30			9.03			
40		7.20	3.40			9.10			
81 JWX		7.40	4.00			9.16			
25		8.10	4.20			9.31			
DNKOPTWXYZ	A 8.45PM	A 4.50PM			A 9.52AM				

BLOCK SIGNALS

(2.20) 9.3 (3.45) 13.1 (3.50) 12.9 (0.20) 19.5 (0.41) 31.9 (1.37) 30.5 (0.41) 31.9 (0.05) 22.8

..... Thru Time
..... Average speed per hour

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

WESTWARD WALLULA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 21 June 20, 1954	Mile Post
	391 Freight			
	Daily Except Sunday	STATIONS		
14 JPX	5.45PM	SELTICE	48.0	
		8.2 G. N. CROSSING	39.8	
		0.03 N. P. CROSSING	39.7	
34 VWX	6.45 D	0.65 OAKESDALE ON	39.1	
44	7.20	7.9 THORNTON	31.2	
M		0.5 G. N. CROSSING	30.7	
28 WX	8.20 D	12.4 ST. JOHN SJ	18.3	
27	8.50	6.8 WILLADA	11.5	
53	9.20	7.1 GRAVEL PIT	4.4	
53 JWXY	A 9.45PM	4.4 WINONA WA	0.0	
		(48.0)		

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 21 June 20, 1954	Mile Post	SECOND CLASS	
	345 Mixed					346 Mixed
	Daily	STATIONS				
BJKOPTVWXYZ	9.45PM	DN-R WALLA WALLA BU	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	f 9.51	4.0 GARRETT	28.6	f 5.40		
10	f 10.05	4.0 WHITMAN	24.0	f 5.25		
12	f 10.18	4.7 LOWDEN	19.3	f 5.12		
29 PX	9.30 D	4.3 TOUCHET CH	15.0	5.01		
11	f 10.50	7.5 REESE	7.5	f 4.43		
JPV	A 10.57PM	3.3 ZANGAR JCT.	3.8	4.35AM		
JPVXY	A 11.05 PM	3.8 WALLULA JCT.	0.0	4.25 AM		
		(30.5)		Daily		

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.

(4.00) 12.0 Thru Time (1.20) 22.9 Thru Time (2.20) 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

Car Capacity of Sidings, etc. See Rule 6(A) Page 31.	Time-Table No. 21		Mile Post	FIRST CLASS				SECOND CLASS				
	June 20, 1954			94	70	68	92	384	392	382	388	
				CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Freight	Freight	CMStP&P Freight	Freight	
	STATIONS											
BKPVX	DN-R	SPOKANE DS AU	165.4	12:55AM	1:50PM	6:50PM	10:00PM	4:00PM	9:15PM	12:10AM	12:30AM	
NPX	DN	N. P. CROSSING CG	163.6	12:45	1:43PM	6:41	9:52	3:45	9:00	11:59PM	12:20	
83 X		EAST SPOKANE	162.6	12:43		6:39	9:50 ³⁸¹	3:42	8:55	11:45	12:10	
51 X		HILL	161.2	12:40		6:36	9:47	3:37	8:50	11:35	12:05AM	
59 JKVX	DN	DISHMAN SP	158.9	12:36		6:33	9:43	3:30PM	8:25	11:25	11:55PM	
35		CHESTER	155.7	12:31		6:28	9:38		8:10	11:15 ⁰⁵	11:47	
49	D	MICA MA	149.7	12:20		6:16 ³⁸⁷	9:27		7:55	10:50 ³⁸¹	11:27 ⁹⁵	
38		FREEMAN	146.9	12:15		6:10	9:22		7:45	10:42	11:10 ³⁸¹	
JVX	DN-R	MANITO MU	143.6	12:10AM		6:04	9:17PM		7:35	10:35PM	11:01	
23	D	ROCKFORD RD	138.4			5:53			7:10 ³⁸⁷		10:44	
40		DARKNELL	135.1			5:46			6:55		10:35	
31 JWV	D	FAIRFIELD	131.7			5:40			6:30		10:20	
25		LATAH	128.3			5:24			6:05		9:55	
BJKOPTWXYZ	DN-R	TEKOA K	116.1			5:11PM			5:40PM		9:30PM	
		(49.3)						Daily Except Sunday	Daily Except Monday	Daily	Daily	
.....Thru Time.....				(0.45)	(0.07)	(1.30)	(0.43)	(0.30)	(3.35)	(1.35)	(3.00)	
.....Average speed per hour.....				29.0	16.3	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. 21	Mile Post	FIRST CLASS		SECOND CLASS		Time-Table No. 21	Mile Post	SECOND CLASS			
	379		61				62		378				379		378	
	Freight	Passenger	Passenger	Freight			Passenger	Freight	Freight	Freight			Freight	Freight		
	STATIONS						STATIONS						STATIONS			
BKTWVX	5:00AM	6:45PM	D-R	MOSCOW MO	28.1	8:50AM	1:50PM	BJKOWXY	1:45PM	D-R	LA CROSSE JA	0.0	6:00AM			
1	6:20	6:56		WITLOW	20.5	8:36	1:25	11 X	2:50		HOOPER	14.7	5:20			
				N. P. CROSSING	19.3			32 JPWXY	2:55PM	A	HOOPER JCT. HR	16.7	5:15AM			
23 X	6:45	7:05	D	PULLMAN XN	18.7	8:33	1:15	34			WASHUCNA FN	23.6				
18	7:00	7:18		ALBION	12.7	8:13	12:40	21 V			KAHLOTUS HO	37.4				
19	7:10	7:25	f	SHAWNEE	9.7	8:05	12:25	18 WXY			CONNELL N	52.9				
BJKMOWXY	7:42AM ⁶²	7:45PM	DN-R	COLFAX CA	0.0	7:42AM ³⁷⁹	12:01PM				(52.9)		Daily Except Monday			
				(28.1)		Daily	Daily Except Monday									
.....Thru Time.....				(1.00)	(1.08)	(1.49)	(1.10)	.....Thru Time.....				(0.45)			
.....Average speed per hour.....				28.1	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.—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. 21 June 20, 1964	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				
BJKOPT WXYZ	5:20 PM					DN-R	116.1					A 5:00 PM
14 JPX	A 5:40 PM					R	110.4					4:30
32 W						D	104.5					4:00
M							103.4					
38 VWX						D	95.1					3:35
32 BJKMOWXY		8:30 AM					89.7					3:00
M							77.4		A 7:40 AM	A 1:30 AM		2:20
14 East Spur X 16 West Spur X		8:50					77.3					
34		9:20					74.9					1:45
29		10:15 ³⁷⁸					72.5		f 7:26	10:50		1:30
27		11:00 AM					68.5		f 7:19	10:15 ³⁷⁹		1:15
03 JWXY		12:01 PM ³⁹²					57.9		s 7:04	9:00		12:40
46		12:30					52.1		s 6:54	8:40		12:01 PM ³⁷⁹
26 BJKOWXY		A 1:15 PM					48.0			7:25		
42							41.5		s 6:37	7:00 AM		
44							35.8		f 6:27			
42							30.2		f 6:17			
60 JPVWXY							22.1		f 6:01			
M							17.5		A 5:35 AM	5:54		
10 JPXY			2:05 AM				17.4					
41 X			2:10				12.6		s 5:24	s 5:42		A 7:40 PM
64 X			2:40				11.8			5:37		7:35
BJKOPWXY			A 3:00 AM				2.9		f 5:06	f 5:21		7:10
			A 10:30 PM				0.0		5:00 AM	5:15 AM		7:00 PM
							(116.1)		Daily	Daily	Daily Except Monday	Daily Except Monday
	(0.20)	(4.45)	(0.55)	(2.40)	(0.35)	.....	Thru Time.....	(0.35)	(2.25)	(4.30)	(4.50)	(0.40)
	17.1	7.6	13.7	29.0	30.0	.....	Average speed per hour.....	30.0	32.0	8.0	14.8	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. 21		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 21		Mile Post	SECOND CLASS		
	355 Freight	Monday Wednesday Friday	June 20, 1964			356 Freight	356 Freight		June 20, 1964		355 Freight	Monday Wednesday Friday		June 20, 1964		355 Freight
	STATIONS						STATIONS									
35 TWX	11:30 PM	D-R	POMEROY	PY	28.9	A 10:00 PM		JPXY	7:40 PM	R	TUCANNON	0.0	A 2:00 AM			
25	11:50 PM		ZUMWALT		24.4	9:30		JWXY	A 7:50 PM	D	STARBUCK	3.8	1:45 AM			
7	12:15 AM		DODGE		16.3	9:00		19			RELIEF	9.3				
18 W	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										
JWXY	A 1:40 AM	D	STARBUCK	SA	0.0	8:00 PM										
			(28.9)													
	(2.10)	.....	Thru Time.....	(2.00)											
	13.3	.....	Average speed per hour.....	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 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	Moscow Branch			
		16 P	West	Risbeck..... (5).....	4.5	6	Both
Third Subdivision				Parvin..... (5).....	7.8	8	Both
Seufert.....	87.7	13	West	Armstrong..... (5).....	15.7	3 W {M. P. 16.2}	Both
Dillon.....	93.5		None	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	Tekoa-Ayer Branch			
Farley.....	47.0	102 P	Both	Schreck.....	31.9	14	Both
Viento.....	55.2		None	Thera..... (5).....	64.8	15	Both
Chatfield.....	71.8	20 P	West	Glenwood.....	83.5	13	Both
Kenton Line				Walters.....	98.6	10	Both
Champ.....	9.5	7	Both	Pomeroy Branch			
Wurd.....	14.2	6	Both	Houser.....	19.1	1	Both
		37	Both	Tucannon Branch			
Reynolds.....	20.0	{ 40 P	West	Powers.....	2.7	4	Both
		126	West	Pendleton Branch			
Sixth Subdivision				Havana.....	6.9	11	Both
Sheffler.....	242.1	4	Both	Weston.....	20.9	66 X	East
Matthews.....	253.3	5	Both	Bade.....	30.2	13	Both
Magallon.....	258.6	2	Both	Barrett.....	33.1	10	Both
Teske.....	310.6	2	Both	Prunedale.....	34.2	15	Both
Joseph Branch				State Line.....	41.7	10	Both
Island City..... (2).....	2.6	12	Both	Langdon.....	43.6	12	Both
Conley..... (2).....	5.9	6	Both	Russell.....	51.8	11	Both
Vincent..... (2).....	40.6	2	East	Hadley.....	56.5	19	Both
Sevier.....	56.7	5	West	Berryman.....	59.8	9	Both
Freels.....	75.2	2	West	Ennis.....	60.9	10	Both
Marble.....	75.8	{ 5	Both	Robinson.....	67.6	2	Both
		25	West	McCall.....	69.4	2	Both
Pilot Rock Branch				McKay.....	78.6	6	Both
McBee.....	2.8	2	East	Wallace Branch			
Lens.....	11.2	4	East	Tilma.....	2.1	1 X	Both
Grass Valley Branch				Watt.....	12.1	18	Both
San don.....	15.6	8	Both	O'Gara..... (6).....	26.3		None
		{ 12	East	Black Lake..... (6).....	38.0		None
Hay Canyon.....	19.2	15	West	Dudley..... (6).....	52.0	12	Both
De Moss.....	23.9	12	Both	Smeltonville..... (6).....	66.3		None
Erskine.....	31.3	9	Both	Shont..... (6).....	72.8	3	Both
Bourbon.....	45.8	8	Both	Polaris.....	74.6	42	East
Grays Harbor Branch				Gem.....	84.1	5 X	Both
Raisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Balch..... (3).....	18.3	18 P	Both	Dorn.....	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam..... (4).....	48.3	10	Both	Ronan.....	19.3	28	West
Flint.....	83.6	18	Both				

(1) Regular stop for No. 25.
 (2) Flag stop for Nos. 304-305.

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with 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
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels, except wrecking derricks.			20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35				
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Diesel-electric freight and road switch locomotives.	65	65	50	With side rods and main rods in place.			25
1500 class Diesel-electric road freight locomotives.	50	50	50	Jordan spreaders and other machines of spreader type, when in operation.			15
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35	Trains handling scale test cars: On main line. On branch lines.			30 25
1800 class Diesel-electric yard locomotives in road service.	50	50	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Steam engines running backward.	20	20	20	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
3800 class engines.		60	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15
3700 and 3900 class engines.		65	50		10	10	10
5000 class engines.		50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
7000-7800 class engines.		70	50		15	15	15
MacArthur type engines with 63-inch drivers.		55	50	On tracks other than main tracks.			
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.			
0-6-0 and 0-8-0 type yard engines.		20	20		20	20	20
C. M. St. P. & P. class N3-S engines.		50	40	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.)			
C. M. St. P. & P. class L engines.		35	35				25
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				15

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour						
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.				
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15				
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20								
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20				
Lime High line track and connection.	60	50	40					Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	North Powder Between M.P. 321.6 and 321.3.	70	60	45
				Between M.P. 383.9 and 382.6.	40	35	25	Between M.P. 319.5 and 315.4.	30	25	20				
				Between M.P. 382.6 and 378.1.	40	35	25	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25					Between M.P. 314.3 and 311.8.	55	45	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 354.5 and 354.1.	60	50	25					Between M.P. 311.8 and 307.4.	45	35	25
				Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 353.9 and 351.1.	40	35	35	La Grande	35	30	20
				Durkee Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 349.8 and 348.4.	30	25	20				
Descending grade, M.P. 365.0 to Durkee.			25					Quartz Between M.P. 347.1 and 346.9.	70	60	45				
				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. 240.6 and 240.3.	70	60	45				
				Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.2 and 240.1.	30	25	20	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. 240.0 and 238.3.	55	45	35	Between M.P. 206.3 and 205.9.	70	60	45
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.	60	50	40
				Between M.P. 233.0 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	45
				Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 200.9 and 200.6.	60	50	40
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Nolin Between M.P. 198.6 and 198.5.	45	35	25
				Between M.P. 251.9 and 251.4.	60	50	40				
				Between M.P. 251.2 and 251.0.	35	30	20	Minthorn Between M.P. 223.8 and 222.8.	35	30	20
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 220.5 and 220.1.	55	45	35				
Between M.P. 249.6 and 249.4.	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. 248.6 and 248.4.	50	40	25	Between M.P. 217.6 and 216.3.	40	35	25				
Between M.P. 248.1 and 247.2.	35	30	20	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 246.1 and 245.6.	60	50	40								
Between M.P. 244.7 and 244.0.	40	35	25								
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Hinkle Between M. P. 182.0 and 181.7.	60	50	40	Gilmore Between M. P. 132.8 and 132.7.	70	60	45	Day Between M. P. 110.2 and 110.0.	70	60	45
Castle Between M. P. 154.5 and 149.4.	70	60	45	Between M. P. 131.0 and 130.4.	60	50	40	Miller Between M. P. 100.1 and 97.5.	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				
Between M. P. 141.6 and 140.5.	70	60	45	Quinton Between M. P. 120.8 and 120.6.	60	50	40				
Arlington Between M. P. 138.0 and 137.8.	35	35	25	Between M. P. 118.8 and 118.6.	70	60	45	Dune Between M. P. 88.5 and 87.5.	45	35	25
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	The Dalles Over street crossings.	12	12	12
				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	Kenton Line Between Troutdale and Kenton.	35	35	35
Between M. P. 78.2 and 77.5.	70	60	45	Between M. P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M. P. 77.0 and 76.3.	60	50	40	Between M. P. 48.7 and 43.3.	55	45	35	Troutdale 5000 class engines using lead and other tracks in Reynolds plant.			6
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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.								
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									Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	20	20	20
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15										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.				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.	60	50	40	
Between M. P. 186.0 and 187.3.		60	45	Between M. P. 246.9 and 247.0.	45	35														
Cold Springs Between M. P. 200.7 and 201.0.		50	40	Scott Between M. P. 252.8 and 253.0.				Cheney Within city limits.			35	35	35							
Juniper Between M.P. 209.2 and 211.7.		40	30											Between M. P. 256.9 and 257.1.	45	35	Over street crossings.	15	15	15
Wallula Jct. West leg of wye.		15	15	Ruxby Between M. P. 260.3 and 260.5.				Between M. P. 352.8 and 353.5.			55	45	35							
Wallula Between M. P. 214.6 and 215.5 over manual operated switches.		20	20											Chew Between M. P. 268.2 and 269.3.	30	30	Between M. P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.	25	15	Between M. P. 364.2 and 364.4.	45	35	25										
Between M. P. 219.1 and 219.5.		50	40	Between M. P. 272.7 and 273.2.	45	35	Between M. P. 364.7 and 364.9.	55	45	35										
Humorist Between M. P. 224.2 and 224.5.		50	40	Between M. P. 275.1 and 276.9.	40	25	Between M. P. 365.1 and 366.2.	25	25	15										
Ash Between M.P. 226.8 and 227.0.		50	40	Between M. P. 277.9 and 279.4.	45	35	West Spokane On 16-degree curve west end of yard.			8	8	8								
Between M. P. 228.1 and 229.9.		35	25	Park Between M. P. 280.0 and 281.6.									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.				Spokane Through Union Station limits.			15	15	15							
Between M.P. 234.0 and 235.6.		35	25											Between M.P. 290.6 and 291.1.	50	40	Union Station over slip switches.	10	10	10
Between M.P. 236.3 and 238.1.		35	25											Between M. P. 291.9 and 292.3.	25	25				
Between M.P. 239.0 and 239.8.		50	40																	

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between I.a Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and 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. Between Wallula and Villard Jct.		60	45
Hinkle Between M.P. 0.0 and 0.1.		15	15	Olympia Branch Maximum speed.		20	20	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	Olympia Within city limits.		10	10	Between M.P. 70 and Yakima.		45	30
Hermiston Standard and Union Oil spurs.			6	4- and 5-degree curves.		15	15	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	On curves of 6 degrees and over.		10	10	On 4-degrec curves.		45	35
Over road crossing east end of depot.		15	15	Grays Harbor Branch Maximum speed.		30	30	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	Centralia Between M.P. 1.0 and 1.3.		10	10	Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	Blakeslee Junction Between M.P. 4.3 and 4.7.		20	20	Bridge 7.44.		25	15
Umatilla On wye.		10	10	Galvin Between M.P. 5.1 and 5.7.		15	15	Kennewick Over street crossings.		8	8
Irrigon				Between M.P. 6.5 and 6.8.		10	10	Between M.P. 35.6 and 35.9.		45	35
Heppner Branch Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	Benton City Within city limits.		40	30
3-degree curves.		20	20	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 11.9 and 12.1.		15	15	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Independence Between M.P. 14.7 and 15.2.		10	10	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	Zillah Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	South Elma Between M.P. 32.4 and 32.7.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 34.4 and 34.6.		10	10	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15				
				Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
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	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.5 and 154.3, westward.	60	50	35	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, eastward.	60	50	25	Between M.P. 12.1 and 12.3.		20	20
On curves of 7 degrees and over with 5000 class engines.		20	20	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.5 and 12.6.		35	25
On 9- and 10-degree curves.		20	20	Between Chester and Mica, on descending grade.			25	Touchet Between M.P. 18.5 and 18.6.		35	25
Tekoa On west leg of wye.		10	10	East Spokane Through interlocking.	15	15	15	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.2 and 117.5.		20	20	Spokane Over slip switches at N. P. Crossing.	15	15	10	College Place Within city limits.		30	30
Between M.P. 117.8 and 117.9.		45	30	Over street crossings between N. P. Crossing and city limits.	20	20	20	Walla Walla Moscow Branch Maximum speed.		35	25
Between M.P. 118.1 and 118.3.		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. 118.5 and 119.7.		25	20	Through tunnel.	15	15	15	On 9- and 10-degree curves.		20	20
Between M.P. 120.2 and 120.4.		35	25	Pleasant Valley Branch Maximum speed.		25	25	Colfax Within city limits.		12	12
Between M.P. 120.7 and 121.4.		35	25	G. N. Crossing, M.P. 30.7.		20	20	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 121.6 and 121.9.		25	20	Wallula Branch Maximum speed.		35	30	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 122.1 and 122.5.		35	25	On 5- and 6-degree curves.		35	25	Between M.P. 8.4 and 8.8.		25	20
Latah Within city limits.		40	30	On 7- and 8-degree curves.		25	20	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 125.1 and 125.7.		35	25	Wallula Jct. West leg of wye.		15	15	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 127.5 and 128.4.		35	25	Zagar Jct. Between M.P. 5.1 and 6.4.		25	20	Albion Between M.P. 13.4 and 13.6.		25	20
Between M.P. 129.6 and 130.6.		35	25	Between M.P. 6.7 and 6.8.		25	20	Between M.P. 14.3 and 14.9.		20	20
Fairfield Within city limits.		25	25	Between M.P. 7.0 and 7.1.		20	20	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 132.6 and 132.8.		45	30					Between M.P. 17.9 and 18.0.		25	20
Between M.P. 133.3 and 134.6.		25	20					Pullman Within city limits.		15	15
Darknell Between M.P. 135.3 and 136.3.		35	25					Over street crossings.		6	6
Between M.P. 136.6 and 139.2.		20	20					N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Rockford Within city limits.		25	25					Between M.P. 24.6 and 24.8.		25	20
Between M.P. 139.4 and 139.7.		45	30					Between M.P. 25.2 and 25.4.		25	20
Between M.P. 139.8 and 140.4.		45	30					Moscow Over street crossings.		12	12
Between M.P. 141.0 and 141.2.		35	25								
Between M.P. 142.6 and 143.2.		25	20								

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
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. 64.9 and 65.2.			35 25	On curves of 7 degrees and over.			20 20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.			45 30	Starbuck Within city limits.			15 15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.			35 25	Between Starbuck and Relief.			12 12
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.			35 25	Pendleton Branch Maximum speed.			25 25
On 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.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		
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 Chatcolet.		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		Sierra Nevada Branch Maximum speed.				Over street crossings.		6	6	
Alto								Between M.P. 81.4 and 87.3.		20	20		
								Burke to Wallace, eastward.		10	10		

Standard clocks are located as shown below:

Aberdeen.....	Telegraph Office	Huntington.....	Yard Office	Spokane.....	Telegraph Office
Albina.....	Train Dispatcher's Office	Huntington.....	Telegraph Office	Tacoma.....	Yard Office
Albina.....	Yard Telegraph Office	Kellogg-Wardner.....	Telegraph Office	Tekoa.....	Telegraph Office
Albina.....	Enginemen's Register Room	Kennewick.....	Telegraph Office	The Dalles.....	"DK" Telegraph Office
Argo.....	Yard Office	Kenton.....	Telegraph Office	The Dalles.....	"WH" Telegraph Office
Argo.....	Enginemen's Register Room	La Grande.....	Crew Dispatcher's Office	The Dalles.....	Yard Office
Arlington.....	Telegraph Office	La Grande.....	Depot Telegraph Office	Wallace.....	Telegraph Office
Ayer.....	Telegraph Office	La Grande.....	Yard Office	Wallace.....	Enginemen's Register Room
Baker.....	Telegraph Office	Moscow.....	Telegraph Office	Walla Walla.....	Passenger Depot
Bend (Joint).....	O. T. Ry. Telegraph Office	Olympia.....	Telegraph Office	Wallula.....	Telegraph Office
Centralia (Joint).....	N. P. Ry. Telegraph Office	Pendleton.....	Telegraph Office	West Spokane.....	Enginemen's Register Room
Colfax.....	Telegraph Office	Portland (Joint)		Winona.....	Telegraph Office
Hinkle.....	Telegraph Office	.....	N. P. T. Co. Telegraph Office	Yakima.....	Telegraph Office
Hinkle.....	Enginemen's Register Room	Seattle (Joint)		Yakima.....	Roundhouse
Hinkle.....	Yard Office	.....	Union Station Telegraph Office		
Hoquiam (Joint).....	N. P. Ry. Telegraph Office	Spokane.....	Train Dispatcher's Office		

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
11	Haines, North Powder, Echo, Stanfield.....		Portland or beyond.
11	Any station.....	Pocatello or beyond.	
12	Echo, Stanfield..	Portland or beyond.	
12	Any station.....		Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnanee.....	Portland or beyond.	
18	{ Union Jct..... 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.

Father's Day Card - 1954

