

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

Safety Is



No Accident

OREGON DIVISION

TIME-TABLE

No. 22

J. P. Boyle
Effective Sunday

August 1, 1954

At 12:01 A.M. Pacific Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

A. McALLISTER
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

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

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

Third, Fourth and Fifth Subdivisions and Branches
L. L. Rudd, Chief Train Dispatcher Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher Albina, Ore.

Sixth Subdivision and Branches
P. H. Walsh, Chief Train Dispatcher Spokane, Wash.
J. S. Ellison, Assistant Chief Train Dispatcher Spokane, Wash.
J. A. Walsh, Assistant Chief Train Dispatcher Spokane, Wash.
C. E. Wizemann, Assistant Chief Train Dispatcher Spokane, Wash.

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

Name	Title	Location	Name	Title	Location
Ralph M. Dodson	District Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	J. E. Carssow	Surgeon	Lewiston, Ida.
Kenneth C. Brown	Surgeon	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
J. P. Craven	Surgeon	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
David G. Duncan	Surgeon	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Alfred J. Kraft	Oculist and Aurist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	H. S. McKenzie	Oculist and Aurist	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
J. C. Vandevent	Surgeon	Bend, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
George F. Parke	Surgeon	Centralia, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Don Schisow	Surgeon	Condon, Ore.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	C. M. Anderson	Physician	Spokane, Wash.
L. M. Farnam	Surgeon	Elma, Wash.	Charles G. Smick	Surgeon	Sprague, Wash.
Lyle C. Ham	Surgeon	Enterprise, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
M. W. 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	Hernston, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	Vera Cressey	Surgeon	Tekoa, Wash.
Oscar Stenberg, Jr	Surgeon	Hood River, Ore.	Griffith, Vogt, Mills, Merries, Stevenson, Wilkinson, Meyer	Surgeons	The Dalles, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
John C. Korvell	Surgeon	Hoquiam, Wash.	H. C. Mowery	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	G. A. Falkner	Surgeon	Walla Walla, Wash.
O. I. Gibbon	Surgeon	Kellogg, Ida.	C. D. Hogsenson	Oculist and Aurist	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.	A. J. Hockett	Surgeon	Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
John B. Gregory	Surgeon	La Grande, Ore.	R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Idaho	Time-Table No. 22 August 1, 1954	FIRST CLASS						
19 Passenger	11 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger			12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger		
Daily	Daily	Daily	Daily	Daily		STATIONS							
		5.25	2.05		4.25	0.0	GRANGER	A 9.05		A12.42	A10.30		
		10.20	5.45		9.45	213.9	POCATELLO	3.50		8.55	5.20		
					10.35					8.45	4.45		
		2.15	8.25		2.00	373.8	GLENNS FERRY	11.40		6.10	1.30		
		3.59	9.40		3.45	448.4	BOISE	9.55		5.00	11.50		
		6.25	11.40		6.25	550.1	M.T. HUNTINGTON	M.T. 7.10		3.05	9.25		
		5.35	10.40		5.35		P.T. HUNTINGTON	P.T. 6.00		2.05	8.15		
		8.15	1.05		8.20	649.7	LA GRANDE	3.25		11.40	5.35		
		10.30	3.10		10.50	723.9	PENDLETON	1.05		9.38	2.50		
	9.00					941.3	SPOKANE					A 6.30	
	11.27					837.4	AYER						4.05
	12.30					786.3	WALLULA						2.55
	1.50	11.25	3.55		12.20	755.3	HINKLE	12.15		9.00	2.00	2.20	
	3.50	1.45	5.30		3.00	855.4	THE DALLES	10.10		7.20	11.35	12.02	
	A 6.10	A 4.00	A 7.30		8.00	939.5	PORTLAND	8.05	A 9.15	5.30	9.30	10.00	
					11.05	1084.6	TACOMA			5.52			
					A11.59	1122.7	SEATTLE			4.45			
								Daily	Daily	Daily	Daily	Daily	
	(9.10) 40.4	(23.35) 39.8	(18.25) 51.0	(3.59) 46.0	(26.05) 35.0		..... Thru Time	(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(24.00) 39.1	(8.30) 43.5	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammion	Time-Table No. 22 August 1, 1954	FIRST CLASS			
29 Passenger	33 Passenger	47 Passenger	35 Passenger			34 Passenger	30 Passenger	36 Passenger	48 Passenger
Daily	Daily	Daily	Daily		STATIONS				
10.10	9.35		12.05	0.0	McCAMMON	A 5.40	A 4.30	A 2.55	
11.35	10.10		12.40	22.7	POCATELLO	5.10	3.55	2.25	
	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	5.10	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) 25.9	(1.45) 26.1	(7.25) 24.3		..... Thru Time	(2.40) 27.5	(9.15) 30.9	(7.25) 24.3	(1.40) 27.4

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. 22 August 1, 1954	Mile Post	FIRST CLASS				SECOND CLASS
	125	105	17	11	18	12	106	126							
	Mixed	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Mixed							
	Daily	Daily	Daily	Daily											
BKOPTWXYZ	9.45AM	10.40PM	5.35PM	5.35AM	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 6.00PM	As 2.05AM	A 5.15AM					
100 P					D LIME BY	384.6	8.02	5.47	1.50	5.00					
100 PW					WEATHERBY	377.5									
150 PY	s10.17				DURKEE	368.9									
100 P					OXMAN	361.7									
170 P					PLEASANT VALLEY	355.4									
WB 91 PY EB 109					ENCINA	351.9									
107 P	10.55	11.45	6.46	6.40	QUARTZ	347.3									
WB 109 BKOPW EB 111 XYZ	s11.10	s11.55PM	s 6.59	s 6.50	DN BAKER BC	342.0	s 6.50	s 4.36	s12.40	s 3.50					
106 P					WING	337.6	6.37	4.26	12.30AM	3.34					
106 P	s11.22				D HAINES KB	331.7		f 4.21							
106 PW	s11.33				D NORTH POWDER HD	322.1		f 4.11							
107 P					SAGO	315.5									
147 PVWY	f11.48AM				TELOCASET	312.6									
106 P					CROOKS	308.9									
106 PVY					D UNION JCT. UN	302.2									
106 P	12.13PM	12.47AM	7.58	7.53	LONETREE	294.9									
BJKOPTWXYZ	A12.25PM	A 1.00AM	A 8.10PM	A 8.05AM	DN-R LA GRANDE RA	289.8	5.35AM	3.25PM	11.40PM	2.35AM					
					(89.6)		Daily	Daily	Daily	Daily					
	(2.40) 37.4	(2.20) 42.7	(2.35) 38.6	(2.30) 39.8	.....Thru Time.....	(2.40)	(2.35)	(2.25)	(2.40)					
					.....Average speed per hour.....	37.4	38.6	41.2	37.4					

CENTRALIZED TRAFFIC CONTROL

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

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

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS			SECOND CLASS	
		125 Mixed	17 Passenger	11 Passenger	105 Streamliner Passenger		18 Passenger	12 Passenger			106 Streamliner Passenger	126 Mixed			
		Daily	Daily	Daily	Daily										
	STATIONS														
BJKOPTWXYZ		12.35PM	8.20PM	8.15AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.15PM	A 11.35PM	A 2.25AM				
WB 71 PWXY EB 72						HILGARD	282.1	5.08	2.58	11.20	2.07				
139 P						MOTANIC	275.6								
P						NORDEEN	272.1								
141 PWXY						KAMELA	271.1								
P						ROSS	268.3								
WB 105 PW EB 102		f 1.32				MEACHAM	265.5								
136 P						HURON	257.7								
120 PW						CAMP	254.1								
WB 68 PWY EB 69		f 2.05				DUNCAN	248.5								
102 P						BONIFER	239.5								
106 PWY		f 2.23				GIBBON	236.9								
117 P						HOMLY	229.6								
116 P						MINTHORN	224.7								
115 P		2.46	10.37	10.20	3.03	MUNRA	218.9								
69 BJKPV WXYZ		s 3.00	s 10.50	s 10.30	s 3.10	DN PENDLETON FD	215.6	s 2.50	s 1.05	s 9.38	s 12.05AM				
155 JPX						RIETH	212.0	2.34	12.50	9.29	11.50PM				
135 P						BARNHART	208.3								
135 P						NOLIN	198.9								
135 PW		f 3.30	f 11.25			D ECHO HI	192.6								
P		f 3.35	f 11.32	11.05	3.37	STANFIELD	188.4								
BJKOPWXYZ		A 3.50PM	A 11.50PM	A 11.15AM	A 3.50AM	DN-R HINKLE UK	184.2	2.00AM	12.15PM	9.00PM	11.15PM				
						(105.6)		Daily	Daily	Daily	Daily				

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

(3.15)	(3.30)	(3.00)	(2.45)	..... Thru Time.....	(3.25)	(3.00)	(2.35)	(3.10)
32.5	30.2	35.2	38.4	..... Average speed per hour.....	30.9	35.2	40.9	33.3

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

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

WESTWARD

THIRD SUBDIVISION

Time-Table No. 22

August 1, 1954

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS				STATIONS
		257 Time Freight	125 Mixed	151 Time Freight		11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	
		Daily	Daily	Daily		Daily	Daily	Daily	Daily	
BJKOPWXYZ		8.55 ¹⁰⁶ PM	4.00PM	12.05 ¹² PM		11.25AM	3.55AM	1.50 ²⁰ AM	12.20AM	DN-R HINKLE UK
P		9.10	4.08	12.30		11.33		1.58	12.28	6.5 ORDNANCE RN
136 PW		9.13	4.11	12.35		11.35	4.02	2.00	12.30	1.9 MUNLEY 5.8
136 P		9.23	4.17	12.45		11.47 ¹²	4.07	2.06	12.36	CLARKE 6.2
136 P		9.33	4.26 ²⁶⁴	12.56		11.55AM	4.12	2.12	12.42	DN BOARDMAN BD
130 P		9.48	4.35	1.09		12.03PM	4.19	2.20	12.54 ¹⁸ 1.16 ²⁰	8.1 CASTLE 7.5
19 JP		10.03	4.43	1.21		12.11		2.27	1.27	N HEPPNER JCT. WI
143 P		10.21 ¹²⁶	4.45	1.23		12.13	4.26	2.29	1.29	1.2 WILLOWS 8.5
WB 142 BJKOPT EB 117 WX		10.40	4.56	1.45		12.24	4.34 ²⁶²	2.40	1.40	DN ARLINGTON MX
135 P		10.47	5.04	1.52		12.32	4.38	2.46	1.51	4.5 GILMORE 4.7
132 P		10.54	5.09	1.59		12.37	4.42	2.51	1.56	BLALOCK 6.1
96 P		11.03	5.16	2.10		12.43	4.47	2.57	2.02	QUINTON 8.2
137 P		11.15	5.25	2.22		12.52	4.54	3.04	2.11	GOFF 2.3
104 PW		11.20	5.29	2.27 ²⁶⁴		12.55	4.57	3.07	2.14	DAY 2.3
100 P		11.24	5.33	2.31		12.57	4.59	3.09	2.17	RUFUS 2.8
100 P		11.28	5.36	2.35		1.00		3.12	2.20	GRANT 2.7
80 JP { M. P. }		11.33	5.40	2.40		1.03	5.04	3.16 ²⁶²	2.24	DN BIGGS BX
84 P { W 101.7 }		11.41	5.44	2.45		1.07	5.07	3.19	2.28	3.4 MILLER 3.7
50 P		11.49	5.50	2.52		1.12	5.12	3.23	2.32	CELLO 1.6
JPV		11.56PM	5.52	2.56		1.14	5.14	3.25	2.34	D OREGON TRUNK JCT. VO
74 P		12.04AM	5.58	3.01		1.20	5.18	3.30	2.38	3.3 DUNE 6.1
BKOPTWXZ		12.30AM	6.15PM	3.20PM		1.40PM	5.30AM	3.45AM	2.55AM	DN-R THE DALLES DK-WH

BLOCK SIGNAL

DOUBLE TRACK

(98.4)

(3.35)	(2.15)	(3.15)	(2.15)	(1.35)	(1.55)	(2.35)	..... Thru Time
27.5	43.7	30.9	43.7	62.1	51.3	38.1	..... Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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 and 20 as provided by Operating Rules 86 and S-89.

No. 17 will reduce speed to 30 MPH at Ordinance to permit exchange of mail.

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. 22

August 1, 1964

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		20 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Mixed	
DN-R HINKLE UK	184.2	A 1.50 ¹⁹ AM	A 12.05 ¹⁵¹ PM	A 8.55 ²⁵⁷ PM	A 1.40AM	A 6.30AM	A 5.30PM	A 11.05PM	
ORDNANCE RN	177.7	1.37	11.55AM	8.45	1.19	6.00	5.02	10.55	
MUNLEY	175.8	1.35	11.53	8.43	1.17	5.55	4.59	10.53	
CLARKE	170.0	1.29	11.47 ¹¹	8.38	1.11	5.45	4.45	10.47	
DN BOARDMAN BD	168.8	1.23	11.41	8.33	1.02	5.30	4.26 ¹²⁵	10.40	
CASTLE	165.7	1.16 ¹⁷	11.33	8.26	12.54 ¹⁷	5.15	3.55	10.31	
N HEPPNER JCT. WI	148.2	1.09	11.25	8.19	12.47	4.59	3.42	10.23	
WILLOWS	147.0	1.07	11.23	8.18	12.45	4.56	3.40	10.21 ²⁵⁷	
DN ARLINGTON MX	138.5	12.57	11.12	8.10	12.35	4.34 ¹⁰⁵	3.20	10.11	
GILMORE	134.0	12.49	11.03	8.06	12.23	4.07	3.05	9.56	
BLALOCK	129.3	12.45	10.59	8.02	12.19	4.00	2.56	9.51	
QUINTON	123.2	12.39	10.53	7.57	12.13	3.51	2.47	9.44	
GOFF	115.0	12.32	10.46	7.50	12.06	3.37	2.33	9.35	
DAY	111.7	12.29	10.42	7.47	12.03	3.32	2.27 ¹⁵¹	9.31	
RUFUS	109.4	12.27	10.40	7.45	12.01AM	3.27	2.17	9.28	
GRANT	108.6		10.37		11.58PM	3.22	2.12	9.25	
DN BIGGS BX	103.9	12.22	10.34	7.40	11.55	3.16 ¹⁹	2.07	9.22	
MILLER	100.5	12.19	10.30	7.37	11.52	3.03	2.00	9.18	
CELILO	96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14	
D OREGON TRUNK JCT. VO	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12	
DUNE	91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08	
DN-R THE DALLES WH	85.8	12.02AM	10.10AM	7.20PM	11.35PM	2.30AM	1.30PM	9.00PM	
(98.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

BLOCK SIGNALS

DOUBLE TRACK

..... Thru Time.....	(1.48)	(1.65)	(1.35)	(2.05)	(4.00)	(4.00)	(2.05)
..... Average speed per hour.....	54.7	51.3	62.1	47.2	24.6	24.6	47.2

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.
 No. 12 will reduce speed to 30 MPH at Rufus, 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. 22 August 1, 1954	
	125	151	255	257	458	11	105	19	17		
	Mixed Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily		
BKOPTWXZ	6.25PM	4.00PM	5.45AM	3.55AM							
P	6.31	4.15	5.55	4.05							
136 P	6.37	4.25	6.05	4.15							
133 P	¹⁰⁸ 6.57	4.40	6.17	4.27							
WB 72 EB 107 KPVWX	^s 7.15	4.52	6.29	4.39							
131 P	7.21	5.05	6.37	4.47							
132 PW	7.34	5.25	6.55	5.05							
139 P	^s 7.52 ¹²⁶	5.38	7.09	5.19							
122 PW	^s 8.04	5.45	7.17	5.27							
131 P	8.12	¹⁰⁶ 6.11	7.26	5.36							
131 PZ	^s 8.25	6.27	7.39	5.49							
131 P	8.34	6.34	7.47	5.57							
56 IJPW	^s 8.50	A 6.48PM	A 8.01AM	6.11							
51 P	^s 8.58			6.15							
53 P	9.07			6.27							
28 PX	9.13			6.35							
17 PX	9.18			6.43							
IJPVXY	9.22			A 6.50AM							
BIKPV	A 9.30PM ¹⁸				A 9.15PM	A 4.00PM	A 7.30AM	A 6.10AM	A 5.30AM		

STATIONS

DN-R	THE DALLES	DK	WH
	4.1		
	CRATES		
	6.2		
	ROWENA		
	6.3		
	MOSIER		
	7.4		
DN	HOOD RIVER		KI
	4.1		
	MENO		
	3.6		
	WYETH		
	7.2		
	CASCADE LOCKS		
	4.3		
DN	BONNEVILLE		MU
	4.8		
	DODSON		
	7.3		
D	BRIDAL VEIL		JU
	3.9		
	ROOSTER ROCK		
	7.1		
DN	TROUTDALE		SN
	1.7		
	FAIRVIEW		
	6.0		
	CLARNIE		
	2.5		
	GRAHAM		
	2.6		
	BRUUN		
	1.4		
	EAST PORTLAND		
	0.6		
DN-R	PORTLAND		P-VC

(3.05)	(2.48)	(2.16)	(2.55)	(0.09)	(2.15)	(2.00)	(2.20)	(2.30)	..... Thru Time.....
27.8	26.1	31.0	29.2	3.3	38.1	42.9	36.8	34.3	..... Average speed per hour.....

WESTWARD

KENTON LINE

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		458		Time-Table No. 22 August 1, 1954	
	151	255			Passenger	Daily		
	Time Freight Daily	Time Freight Daily				Daily		
108 IJPWX	6.48PM	8.01AM						
51 P	6.58	8.11						
100 P	7.08	8.21						
73 BKPX	7.20	²⁶⁴ 8.35						
LJWX						8.55PM		
IJPXY						8.57		
IJPX	7.40	8.55				8.59		
BKOPTWXZ	A 8.00PM	A 9.15AM						
IJPVXY						A 9.06PM		

STATIONS

DN	TROUTDALE		SN
	5.0		
	HEMLOCK		
	4.6		
D	FIR		FR
	4.3		
DN	KENTON		KN
	2.5		
DN	NORTH PORTLAND JCT.		KD
	1.2		
	PENINSULA JCT.		
	1.4		
DN	ST. JOHNS JCT.		JN
	2.6		
DN-R	ALBINA		B
	1.1		X
	EAST PORTLAND		
	(22.7)		

(1.12)	(1.14)	(0.11)	..... Thru Time.....
17.0	16.5	34.4	..... 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 and 20 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. 22 August 1, 1954		Mile Post	FIRST CLASS					SECOND CLASS			
			457 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	264 Time Freight	126 Mixed	262 Time Freight	
STATIONS											
DN-R	THE DALLES 4.1	DK WH	85.8	A10-05AM	As 7-20PM	A11-30PM	A11-59PM		A12-30PM	A 8-55PM	A 1-10AM
	CRATES 5.2	DOUBLE TRACK		81.7	9-58	7-13	11-19	11-51		11-45AM	8-43	12-52
	ROWENA 6.3			76.5	9-52	7-07	11-13	11-45		11-30	8-37	12-42
	MOSIER 7.4		70.2	9-42	6-57 ¹²⁵	11-04	11-36		11-15	8-28	12-27
DN	HOOD RIVER 4.1	KI	62.8	s 9-33	f 6-48	s10-55	s11-27		11-02	8-20	12-15
	MENO 8.5		58.7	9-23	6-42	10-46	11-18		10-52	8-14	12-05AM
	WYETH 7.2		50.2	9-11	6-31	10-34	11-06		10-35	8-02	11-50PM
	CASCADE LOCKS 4.3		43.0	9-01	6-22	10-25	10-57		10-18	7-52 ¹²⁵	11-32
DN	BONNEVILLE 4.8	MU	38.7	f 8-56	6-16	10-20	10-52		10-10	7-47	11-25
	DODSON 7.3		33.9	8-50	6-11 ¹⁵¹	10-14	10-46		10-00	7-41	11-18
D	BRIDAL VEIL 3.9	JU	26.6	8-41	6-04	10-06	10-38		9-50	7-32	11-07
	ROOSTER ROCK 7.1		22.7	8-37	6-00	10-02	10-34		9-40	7-28	11-00
DN	TROUTDALE 1.7	SN	15.6	f 8-29	5-53	9-54	10-27		9-25AM	7-20	10-45PM
	FAIRVIEW 6.0		13.9	8-27	5-51	9-52	s10-23			7-17	
	CLARNIE 3.5		7.9	8-21	5-45	9-46	10-16			7-11	
	GRAHAM 2.5		4.4	8-16	5-40	9-41	10-11			7-06	
	BRUN 1.4		1.9	8-12	5-36	9-37	10-07			7-02	
	EAST PORTLAND 0.5		0.5	A 8-04AM	8-09	5-33	9-34	10-04		6-59	
DN-R	PORTLAND	P-VC	0.0	8-00AM	8-05AM	5-30PM	9-30 ¹²⁵ PM	10-00PM		6-55PM	
(85.8)				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
..... Thru Time.....				(0.04)	(2.00)	(1.50)	(2.00)	(1.50)	(3.05)	(2.00)	(2.25)
..... Average speed per hour.....				7.5	42.9	46.8	42.9	43.8	22.8	42.9	29.0

Time-Table No. 22 August 1, 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						A 9-25AM	A10-45PM
	HEMLOCK 4.8		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	A 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				A 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 and 20 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.				87	85	457	83	81	Time-Table No. 22 August 1, 1954
				CMSt. P&P Passenger	CMSt. P&P Streamliner Passenger	Passenger	CMSt. P&P Streamliner Passenger	CMSt. P&P Passenger	
				Daily	Daily	Daily	Daily	Daily	
IJPVX						8.00 AM 8.16 A 8.21 AM			BLOCK SIGNALS { PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER

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

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

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

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

23 67 IJPVX						11.42 AM			BLOCK SIGNALS { DN-R BLACK RIVER BI 0.0 C. M. St. P. & P. & P. C. CROSSING 0.3 DN-R ARGO G 3.1 DN-R SEATTLE OW (183.2)
BIJKOP TVWXYZ				9.24 PM	2.48 PM	11.50	9.13 AM	7.35 AM	
BKXPZ				A 9.45 PM	A 3.00 PM	A 11.59 AM	A 9.30 AM	A 8.00 AM	

(0.21)	(0.12)	(3.59)	(0.17)	(0.25)	..... Thru Time
8.9	15.5	48.0	10.9	7.4	..... Average speed per hour

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

**THROUGH FREIGHT SERVICE.
FOR INFORMATION ONLY.**

WESTWARD

EASTWARD

				691	681		692	690			
				5.15 PM	6.00 AM	ALBINA	A 2.00 PM	A 1.00 AM			
				A 4.30 AM	A 6.00 PM	ARGO	3.00 AM	7.30 PM			

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 22 August 1, 1954		Mile Post	FIRST CLASS									
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger					
STATIONS												
BLOCK SIGNALS {	PORTLAND	0.0										
	DN NORTH PORTLAND JCT. KD	6.8					A 9.15 PM					
	VANCOUVER	8.7					8.55					
							8.51 PM					

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

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

BLOCK SIGNALS {	N. P. CROSSING	145.2										
	DN N. P. CROSSING	146.4										
	DN N. P. CROSSING	146.5										
	DN RESERVATION RN	146.8					A 5.37 PM					
	DN TACOMA JCT. JN	147.5					5.35 PM					

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

BLOCK SIGNALS {	DN-R BLACK RIVER 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	Daily				

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

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

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS					Time-Table No. 22 August 1, 1954	STATIONS
	379	151	361	363	346	63	99	19	97			
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMS&P Passenger	Passenger	CMS&P Streamliner Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily			
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	
48 P		12.55					10.41	9.08	1.18		3.6 COWLES	
53 P		1.05					10.49	9.13	1.25		4.2 MARSHALL	
103 PWX		1.20					11.00 ^s	9.22 ^s	1.36		7.3 N CHENEY CY	
51 P		1.28					11.10	9.28	1.44		5.2 GEIB	
52 P		1.36					11.16	9.35	1.50		5.0 MASON	
58 PW		1.46					11.25	9.43	1.59		7.4 CROSKEY	
108 P		2.05 ⁹⁷					11.31	9.49 ⁹⁸	2.05 ¹⁵¹		4.0 WELLS	
52 P		2.20					11.38	9.56	2.12		6.6 PALM LAKE	
44 P		2.30					11.44	10.02	2.18		5.2 ASHBY	
52 P		2.40					11.50	10.07	2.24		4.2 EMDEN	
75 JOPVWXY		3.00					11.59 ^{PM}	10.15 ^s	2.35 ^{AM}		6.7 DN-R MARENGO RA	
52 P		3.10						10.21			4.8 THAVIS	
63 P		3.17						10.26			4.4 MACK	
51 P		3.25						10.31			4.2 ANKENY	
38 JPWY	3.00 ²⁸⁸	3.40						10.42			7.0 N-R HOOPER JCT. HR	
53 P	3.15	3.50						10.49			5.8 PARK	
146 P	3.30	4.19 ²⁰						10.58			6.2 JOSO	
73 P	3.45	4.35 ³⁷⁸						11.07			5.8 CHEW	
BJKOPWXY	A 4.00 ^{PM}	6.00						11.27 ^s			3.9 DN-R AYER JD	
96 P		6.15						11.35			6.2 RUXBY	
96 P		6.30						11.44			7.7 SCOTT	
46 P		6.40						11.51			6.1 WALKER	
96 P		6.46						11.55 ^{PM}			2.8 SIMMONS	
96 PW		7.05						12.06 ^{AM}			7.6 N PAGE MS	
95 P		7.20						12.15			7.5 ASH	
94 P		7.30						12.21			8.0 HUMORIST	
137 JKPVWXY		7.50	7.25 ^{AM}	4.30 ^{AM}	4.20 ^{AM}		11.45 ^{PM}	12.30 ^s			7.2 DN-R WALLULA JN	
JPVXY		7.55	7.30	4.40	A 4.25 ^{AM}		11.50 ^{PM}	12.33			1.7 WALLULA JCT.	
157 P		8.20	7.47	5.00			12.05 ^{AM}	12.46			10.3 JUNIPER	
189 P		8.40	8.05	5.20			12.18	12.56			9.8 COLD SPRINGS	
BJKOPWXYZ		A 9.15 ^{AM}	A 8.30 ^{AM}	A 5.40 ^{AM}			A 12.40 ^{AM}	A 1.15 ^{AM}			9.2 DN-R HINKLE UK	
											(186.0)	

(1.00) 21.5 (8.30) 21.7 (1.05) 28.6 (1.10) 26.6 (0.05) 20.4 (0.55) 33.8 (1.34) 39.0 (4.15) 43.1 (1.30) 40.7 Thru Time.....
..... Average speed per hour.....

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 22
August 1, 1954

Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS				SECOND CLASS					
		20	64	96	98	362	378	298	364	345	
		Passenger	Passenger	CMStP&P Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight	Freight	Mixed	
STATIONS											
BLOCK SIGNALS	DN-R SPOKANE ^{DS} ^{AU} ^{1.7} } DOUBLE TRACK	387.3	A 6:30AM		A 7:15AM	A 10:45PM					
	WEST SPOKANE ^{3.6}	385.8	6:23		7:06	10:35 ⁹⁹			A 6:30PM		
	COWLES ^{4.2}	382.0	6:17		6:59	10:29			6:05		
	MARSHALL ^{7.3}	357.8	6:11		6:54	10:24			5:55		
	N CHENEY ^{8.2} ^{CY}	350.5	^s 6:02		^s 6:45	10:15			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		
	CROSKY ^{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 ^{5.7}	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			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	3:00 ³⁷⁹			
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	^s 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			
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			A 2:45AM		11:10	A 8:05PM	A 11:15PM	
WALLULA JCT. ^{10.3}	213.5	2:51	3:35			2:40		11:00	8:00	11:05PM	
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			1:45AM		10:00AM	7:00PM		
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily	

..... Thru Time.....	(4.10)	(0.46)	(1.34)	(1.30)	(1.00)	(1.00)	(8.30)	(1.05)	(0.10)
..... Average speed per hour.....	44.6	41.3	39.0	40.7	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.

WESTWARD JOSEPH BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS
	305 Mixed			304 Mixed
	Daily Except Sunday			
STATIONS				
28 WXY	12.10 PM	D-R JOSEPH	J 83.8	A 11.15 AM
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 80.0	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	5.00 PM	DN-R LA GRANDE	RA 0.0	7.00 AM
(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. 22 August 1, 1954		Mile Post
	STATIONS		
	155 JPX			RIETH	0.0
22		SPARKS	6.7
18 WX	D	PILOT ROCK	RO 14.9
(14.9)			

WESTWARD UMATILLA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 22 August 1, 1954		Mile Post
	STATIONS		
	BJKOP WXYZ	DN-R		HINKLE	UK 0.0
65 P		HERMISTON	3.9
PWXY	D	UMATILLA	CS 10.1
63 P		IRRIGON	17.9
(17.9)			

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

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

WESTWARD HEPNER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS
	329 Freight			330 Freight
	Monday Wednesday Friday			
STATIONS				
39 PWXY	9.30 AM	D-R HEPNER	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 HEPNER JCT.	WI 0.0	6.00 AM
(45.2)				
(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. 22 August 1, 1954	Mile Post	SECOND CLASS
	327 Freight			328 Freight
	Tuesday Thursday Saturday Sunday			
STATIONS				
26 PVWXY	10.15 AM	D-R CONDON	CD 44.5	A 9.00 AM
22	10.40	GWENDOLEN	36.3	8.25
27	11.00	SPEECE	32.3	8.10
26	11.10	CLEM	28.6	7.50
29 PW	11.30	MISKALO	24.4	7.30
27	11.50 AM	BARNETT	19.7	7.10
11 PW	12.10 PM	ROCK CREEK	16.0	6.55
29	12.30	SHUTLER	7.3	6.25
WB 126 BJKO EB 113 PTWX	1.15 PM	DN-R ARLINGTON	MX 0.0	6.00 AM
(44.5)				
(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. 22 August 1, 1954		Mile Post
	STATIONS		
	14 Y			KENT	52.5
10		EAKIN	42.5
28 PW	D	GRASS VALLEY	VY 38.5
25	D	MORO	MR 27.0
16		KLONDIKE	14.2
32 PW	D	WASCO	WA 9.7
6		THORNBERRY	5.2
80 JPX	DN-R	BIGGS	BX 0.0
(52.5)			

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

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

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

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

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 22 August 1, 1954	Mile Post	STATIONS	
			39 PWX	R TONO 8.0
	27 JX	WABASH 2.2		

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 22 August 1, 1954	Mile Post	STATIONS	
			JPVXY	R EAST OLYMPIA 0.0
	BKPV WXYZ	D-R OLYMPIA OA	7.4	
	(7.4)			

(3.55) Thru Time	(3.04)
14.7 Average speed per hour	14.8

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	307 Mixed	309 CMS&P Freight			306 Mixed	308 CMS&P Freight
	Daily Except Sunday	STATIONS				

BKOPT VWXYZ	6.00 PM	DN-R CENTRALIA 2.4 CN	O.O	A 3.50 AM
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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	HELSING JUNCTION	12.2	f 3.05 A 8.40 PM	
48 PWX	s 6.45	N-R INDEPENDENCE ND	13.7	s 3.00 8.19	
52 P	f 7.05	CEDARVILLE	22.2	f 2.35 7.55	
51 P	f 7.20	LANKNER	26.3	f 2.20 7.45	
44 P	f 7.35 ³⁰⁸	SAGINAW	30.8	f 2.05 7.35 ³⁰⁷	
5 PW	f 7.40	SOUTH ELMA	32.5	f 2.00 7.30	
53 PXY	f 8.25	SOUTH MONTESANO	42.4	f 1.35 ³⁰⁹ 7.00	
X		SOUTH MONTESANO	42.4		
PVX		D MONTESANO MO	43.9		
53 PXY	f 8.25	SOUTH MONTESANO	42.4	f 1.35 ³⁰⁹ 7.00	
27 P	f 8.30	MELBOURNE	43.8	f 1.15 6.30	
32 PV	f 8.40	PREACHER'S SLOUGH	46.7	f 1.05 6.20	
83 JPYX	f 8.55	COSMOPOLIS	51.2	f 12.50 6.05	
JV		SOUTH ABERDEEN JCT.	53.2		
M		N. P. CROSSING	53.3		
80 BKPVXZ	A 9.25 PM	A 2.35 AM	DN-R ABERDEEN SA	53.9	12.30 AM 5.50 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 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) Thru Time	(3.49)
14.7 Average speed per hour	15.0
(3.04) Thru Time	(3.10)
14.8 Average speed per hour	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. 22

August 1, 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 ^{PM}		8.00 ^{PM}	DN-R YAKIMA NY
39 X						9.40		8.06	3.4 UNION GAP
MP									3.3 N. P. CROSSING
30 P						9.50		8.12	0.5 PARKER
M									1.4 N. P. CROSSING
32 P						10.00		8.19	2.6 DONALD
18 PV						10.05		8.24	2.3 SAWYER
40 PV						10.15		8.29	2.9 BUENA BA
74 PVX						10.25		8.36	3.1 ZILLAH AH
53 P						10.48		8.44	5.1 GRANGER
52						11.05		8.53	6.2 EMERALD
35 JPXY						11.30 ^{PM}		9.25	3.6 MIDVALE
51 PVWX						12.01 ^{AM}		9.37	5.9 GRANDVIEW GW
44 P						12.25		9.49	6.9 NORTH PROSSER
53						12.50		10.01	7.8 CHAFFEE
42 PWX						1.20		10.12 ³⁶⁴	6.5 BENTON CITY BC
53						1.40		10.22	5.2 ACTON
51 JPX			7.40 ^{AM}	6.20 ^{AM}		2.10		10.40	12.3 RICHLAND JCT.
55 BKPVWX			A 8.00 ^{AM}	6.50		2.50		11.00	5.8 KENNEWICK KN
12 P				7.00		3.10		11.10	4.5 HEDGES
70 JPV			6.25 ^{PM}	7.10	6.35 ^{AM}	3.20		11.15	2.3 VILLARD JCT.
70 JPWX			A 6.45 ^{PM}					A 5.37 ^{AM}	6.4 ATTALIA
157 JKPVWXY				A 7.25 ^{AM}	A 6.50 ^{AM}	A 3.35 ^{AM}		A 11.30 ^{PM}	0.6 WALLULA JN
									(98.0)

(0.20) (0.20) (1.05) (0.15) (6.05) (3.30) (0.12) Thru Time.....
19.2 17.4 18.1 28.0 16.1 28.2 32.0 Average speed per hour.....

WESTWARD

SUNNYSIDE BRANCH

FIRST CLASS

Time-Table No. 22

August 1, 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) Thru Time.....
				16.8 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. 22 August 1, 1954		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 7.00AM								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										
Back Sys	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 AH	78.5	s 6.11								12.55	
	5.1 GRANGER	73.4	f 6.00								12.25	
	6.2 EMERALD	67.2	f 5.51								12.05AM	
	3.6											
R	MIDVALE	63.6	5.44								³⁶³ 11.30PM	
	5.9 GRANDVIEW GW	57.7	s 5.35								11.10	
	6.9 NORTH PROSSER	50.8	f 5.19								10.50	
	7.8 CHAFFEE	43.0	f 5.07								10.30	
	6.5											
D	BENTON CITY BC	36.5	s 4.57								⁶³ 10.12	
	5.2 ACTON	31.3	4.47								9.45	
R	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	
	4.6 HEDGES	8.7	f 4.05			4.25					8.38	
	2.3 VILLARD JCT.	7.0	f 4.00	A 10.50PM		A 2.35AM	4.15			A 1.50PM	8.30	
	6.4 ATTALIA	0.6		10.38PM		2.15AM						
	0.8											
DN-R	WALLULA JN	0.0	3.50AM			4.00AM				1.30PM	8.15PM	
	(98.6)		Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
..... Thru Time			(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(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. 22 August 1, 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		16.8				

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.

No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

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

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 22			
	381 CMStP&P Freight	387 Freight	391 Freight	383 CMStP&P Freight	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	69 Spokane Internat'l Passenger	August 1, 1954			
	Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS			
BKPVX	9.30PM	5.00PM	1.00PM	7.00AM	10.55PM	8.15AM	7.45AM	1.00AM	DN-R	SPOKANE	DS 1.9 AU	DOUBLE TRACK
JPX	9.35	5.15	1.25	7.05	11.00	8.20	7.50	A 1.05AM	DN	N. P. CROSSING	CG	
83 X	⁹² 9.50	5.20	2.00	7.10	11.03	8.23	7.53			EAST SPOKANE		
51 X	9.59	5.25	2.05	7.15	11.06	8.26	7.56			HILL	1.4	
59 JKVX	10.10	5.35	2.20	A 7.20AM	11.10	s 8.30	8.00		DN	DISHMAN	2.3 3.2	SP
35	10.20	5.45	2.35		³⁸² 11.15	f 8.34	8.05			CHESTER	6.0	
78	³⁸² 10.50	⁶⁸ 6.16	2.55		³⁸⁸ 11.27	s 8.45	8.17		D	MICA	2.8	MA
38	³⁸⁸ 11.31	⁹⁵ 6.35	3.02		³⁸¹ 11.31	f 8.50	8.21			FREEMAN	3.2	
JVX	A 11.50PM	6.50	3.10		A 11.36PM	s 8.56	A 8.26AM		DN-R	MANITO	5.2	MW
23		³⁹² 7.10	3.30			s 9.03			D	ROCKFORD	3.5	RD
40		7.20	3.40			s 9.10				DARKNELL	3.4	
31 JWXX		7.40	4.00			s 9.16			D	FAIRFIELD	8.4	G
25		8.10	4.20			s 9.31				LATAH	7.2	
BJKOPTWXYZ		A 8.45PM	A 4.50PM			A 9.52AM			DN-R	TEKOA		K
										(49.3)		
	(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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22		Mile Post	
	391 Freight	August 1, 1954			
	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 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	8.8 WILLADA	11.5		
53	9.20	7.1 GRAVEL PIT	4.4		
63 JWXY	A 9.45PM	D-R 4.4 WINONA WA	0.0		
		(48.0)			

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22		Mile Post	SECOND CLASS
	345 Mixed	August 1, 1954			
	Daily	STATIONS			
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA	30.9	A 6.45AM
5 X			2.0 COLLEGE PLACE	28.9	
M			0.2 W. W. V. RY. CROSSING	28.7	
17 X	f 9.51		0.1 GARRETT	28.6	f 5.40
10	f 10.05		4.6 WHITMAN	24.0	f 5.25
12	f 10.18		4.7 LOWDEN	19.3	f 5.12
29 PX	s 10.30	D	4.3 TOUCHET CH	15.0	s 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
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. TIME SHOWN AT WALLULA JCT. IS FOR INFORMATION ONLY.					
JPVXY	A 11.05 PM		3.8 WALLULA JCT.	0.0	4.25 AM
			(30.5)		Daily

(4.00) Thru Time
12.0 Average speed per hour

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

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

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

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

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

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

No. 391 arriving at 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. 22		Mile Post	FIRST CLASS				SECOND CLASS					
	August 1, 1954			94	70	68	92	384	392	382	388		
				CMS&P Steam Passenger	Spokane Internat'l Passenger	Passenger	CMS&P Passenger	CMS&P&P Freight	Freight	CMS&P&P Freight	Freight		
	STATIONS												
BKPVX	DN-R	SPOKANE	DS AU	165.4	A 12:55AM	A 1:50PM	A 6:50PM	A 10:00PM	A 4:00PM	A 9:15PM	A 12:10AM	A 12:30AM	
IJPX	DN	N. P. CROSSING	CG	163.5	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		s 6:33	9:43	3:30PM	8:25	11:25	11:55PM	
35		CHESTER		155.7	12:31		f 6:28	9:38		8:10	11:15 ⁹⁵	11:47	
78	D	MICA	MA	149.7	12:20		f 6:16 ³⁸⁷	9:27		7:55	10:50 ³⁸¹	11:27 ⁹⁵	
38		FREEMAN		146.9	12:15		f 6:10	9:22		7:45	10:42	11:10 ³⁸¹	
JVX	DN-R	MANITO	MU	143.6	12:10AM		f 6:04	9:17PM		7:35	10:35PM	11:01	
23	D	ROCKFORD	RD	138.4			s 5:53			7:10 ³⁸⁷		10:44	
40		DARKNELL		135.1				5:46		6:55		10:35	
31 JWX	D	FAIRFIELD	G	131.7			s 5:40			6:30		10:20	
25		LATAH		123.3			s 5:24			6:05		9:55	
BJKOPTWXYZ	DN-R	TEKOA	K	116.1				5:11PM		5:40PM		9:30PM	
		(49.3)			Daily	Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily
		..... Thru Time		(0.45)	(0.07)	(1.39)	(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. 22	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS
	379	61			62	378		379			378			378
	Freight	Passenger			Passenger	Freight		Freight			Freight			Freight
BKTWVX	5:00AM	6:45PM	D-R MOSCOW MO	28.1	A 8:50AM	A 1:50PM	BJKOWXY	1:45PM	D-R LA CROSSE JA	0.0	A 6:00AM			
1	6:20	6:56	WHITLOW	20.5	8:36	1:25	11 X	2:50	HOOPER	14.7	5:20			
			N. P. CROSSING	19.3			32 JPWXY	A 2:55PM	N-R HOOPER JCT. HR	15.7	5:15AM			
23 X	6:45	s 7:05	D PULLMAN XN	18.7	s 8:33	1:15	34		D WASHTUCNA FN	23.5				
18	7:00	s 7:18	ALBION	12.7	s 8:13	12:40	21 V		D KAHLLOTUS HO	37.4				
19	7:10	f 7:25	SHAWNEE	9.7	f 8:05	12:25	18 WXY		R CONNELL N	52.9				
BJKMOWXY	A 7:42AM ⁶²	A 7:45PM	DN-R COLFAX CA	0.0	7:42AM ³⁷⁹	12:01PM			(52.9)					Daily Except Monday
			(28.1)		Daily	Daily Except Monday								
	(2.42)	(1.00)	..... Thru Time	(1.08)	(1.49)		(1.10)	..... Thru Time	(0.45)					
	10.4	28.1	..... Average speed per hour	24.8	15.5		13.5	..... Average speed per hour	20.9					

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 384, No. 392, No. 382 and No. 388.—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. 22 August 1, 1954	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									
BJKOPT WXYZ	5.20PM					DN-R TEKOA K	116.1					A 5.00PM		
14 JPX	A 5.40PM					R SELTICE	110.4					4.30		
32 W						D FARMINGTON FM	104.5					4.00		
M						N. P. CROSSING	103.4							
						N. P. CROSSING	95.4							
38 VWX						D GARFIELD GR	95.1					3.35		
						ELBERTON	89.7					3.00		
32 BJKMOWXY		8.30AM				D-R COLFAX CA	77.4		A 7.40AM	A 11.30AM		2.20		
M						G. N. CROSSING	77.3							
14 East Spur X 16 West Spur						CREST	74.9			7.31	11.00	1.45		
34		8.50			f 8.02	MOCKONEMA	72.5		f 7.26	10.50	1.30			
29		10.15 ³⁷⁸			f 8.09	DIAMOND	68.5		f 7.19	10.15 ³⁷⁹	1.15			
27		11.00AM			s 8.29	D ENDICOTT DI	57.9		s 7.04	9.00	12.40			
63 JWXY		12.01 ³⁸² PM			s 8.39	D-R WINONA WA	52.1		s 6.54	8.40	12.01 ³⁷⁹ PM			
46		12.30			s 8.45	SUTTON	48.0		s 6.45	7.25				
26 BJKOWXY		A 1.15PM			s 8.56	D-R LA CROSSE JA	41.5		s 6.37	7.00AM				
42					f 9.09	JERITA	35.8		f 6.27					
44					f 9.20	HAY	30.2		f 6.17					
42					f 9.38	CANYON	22.1		f 6.01					
60 JPVVXY					s 9.50	DN-R RIPARIA XS	17.5		A 5.35AM	5.54				
M					9.40PM	N. P. CROSSING	17.4							
10 JPXY					s 10.01	R TUCANNON	12.6		s 5.24	s 5.42		A 7.40PM		
41 X					10.03	PATAHA	11.8			5.37		7.35		
54 X					f 10.21	RIFTON	2.9		f 5.06	f 5.21		7.10		
BJKOPWXY					A 10.30PM	DN-R 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) 7.6	(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	(4.59) 14.8	(0.40) 18.9	..... Average speed per hour

WESTWARD POMEROY BRANCH					WESTWARD TUCANNON BRANCH								
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	355 Freight				356 Freight			356 Freight				355 Freight	
	Monday Wednesday Friday				Monday Wednesday Friday			Monday Wednesday Friday				Monday Wednesday Friday	
35 TWX	11.30PM	D-R POMEROY PY	28.9	A 10.00PM	JFXY	7.40PM	R TUCANNON	0.0	A 2.00AM				
25	11.50PM	ZUMWALT	24.4	9.30	JWXY	A 7.50PM	D STARBUCK SA	3.8	1.45AM				
7	12.15AM	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 1.40AM	D STARBUCK SA	0.0	8.00PM									
		(28.9)		Monday Wednesday Friday									
	(2.10) 13.3	..... Thru Time	(2.00) 14.5	..... Average speed per hour	(0.10) 22.8	..... Thru Time	(0.15) 15.2	..... Average speed per hour	

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.

WESTWARD PENDLETON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	365 Mixed Daily Except Sunday				366 Mixed	
	STATIONS					
27 X			ALTO 7.5	83.0		
23			MENOKEN 4.2	75.5		
26 JWXX	11.45AM		BOLLES 4.6	71.3	A 9.10AM	
26 X	11.58AM	D	PRESCOTT SY 13.1	66.7	8.58	
21	12.35PM		VALLEY GROVE 6.4	53.6	8.22	
			N. P. CROSSING 0.6	47.2		
M			W. W. V. RY. CROSSING 0.5	46.6		
BJKOPTV WXYZ	A12.55PM		DN-R WALLA WALLA BU 1.9	46.1	8.00AM	
M			W. W. V. RY. CROSSING 4.3	44.2		
24			SPOFFORD 3.6	39.9		
M			W. W. V. RY. CROSSING 0.1	36.3		
39 VWX		D	MILTON-FREEWATER CO 9.6	36.2		
60			BLUE MOUNTAIN 3.3	26.7		
20			DOWNING 6.2	23.4		
20 X		D	ATHENA CN 4.6	17.2		
41			ADAMS 2.6	12.6		
15			BLAKELEY 10.0	10.0		
BJKVWXYZ		DN-R	PENDLETON FD (83.0)	0.0		Daily Except Sunday

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

WESTWARD WALLACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS		SECOND CLASS	
	387 Freight Daily					67 Passenger Daily			
	STATIONS								
			BJKOPT WXYZ	9.15PM ³⁸⁷	10.02AM	DN-R	TEKOA K	0.0	A 5.05PM ³⁸⁷
25				9.35	f10.14		LOVELL 6.9	6.9	f 4.50
17 VX				10.00	s10.33	D	PLUMMER MR. 7.5	15.3	s 4.32
22 TWX				10.20	s10.50		CHATCOLET 7.7	22.8	f 4.14
X				10.50	s11.09		HARRISON 3.5	30.5	s 3.54
43				11.05	s11.16	D	SPRINGSTON RC 11.3	34.0	s 3.45
20				11.50PM	s11.34		LANE 3.8	45.3	s 3.24
33				12.10AM	s11.40		ROSE LAKE 8.6	49.1	s 3.16
30				12.30	s11.55AM		CATALDO 4.8	57.7	f 2.59
6 Y				12.45	s12.03PM		ENAVILLE 1.6	62.5	s 2.53
18				12.50	f12.07		PINE CREEK 3.1	64.1	f 2.49
JWX					f		BRADLEY 2.0	67.2	f
25 BKOX	A 1.30AM			s12.30		D-R	KELLOGG-WARDNER 6.6	69.2	s 2.40
31				s12.43		DN	OSBURN 4.4	75.8	f 2.22
BKTVWXYZ	A 1.00PM					D-R	WALLACE WC 0.2	80.2	2.15PM
M							N. P. CROSSING 0.2	80.4	
M							N. P. CROSSING 0.1	80.6	
JX							WALLACE JCT. 6.2	80.7	
5 VWX						D	BURKE B (86.9)	86.9	

(4.15) Thru Time (2.50)
18.9 Average speed per hour 27.0 28.3 (3.35)
22.4

WESTWARD DAYTON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	367 Mixed Tuesday and Friday	365 Mixed Daily Except Sunday			366 Mixed	368 Mixed
	STATIONS					
29	12.01PM		TURNER 2.1	24.8		A1 1.50AM
25	12.10		WHETSTONE 9.6	22.7		11.40
26 VWXY	A12.50PM	11.01AM	D DAYTON DA 0.09	13.1	A 9.45AM	11.00AM
M			N. P. CROSSING 0.01	13.0		
M			N. P. CROSSING 0.1	13.0		
JX		A1 1.03AM	DAYTON JCT. 0.1	12.9	9.43AM	

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

JX		11.25AM	R WAITSBURG JCT. 1.7	5.2	A 9.23AM	
28 X		11.31	D WAITSBURG BG 3.5	3.6	9.19	
28 JWXX		A1 1.45AM	BOLLES (24.8)	0.0	9.10AM	
					Daily Except Sunday	Tuesday and Friday

(0.49) Thru Time (0.35)
14.3 Average speed per hour 17.9 22.5 (0.50)
14.0

WESTWARD SIERRA NEVADA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 22 August 1, 1954		Mile Post
	STATIONS		
	JWX		BRADLEY 2.0	0.0
X		END OF TRACK (2.0)	2.0

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 368 arriving at Turner will run as No. 367 Turner to Dayton.

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson	372.9	54 P	West	Rahm	125.9	4	Both
Second Subdivision				Coey	141.7	17	Both
Yoakum	201.7	10	Both	Pleasant Valley Branch			
Pendair	213.5	80 P	Both	Juno	20.8	10	Both
Mission	221.2	{ 18 P	Both	Huntley	22.6	2	Both
Cayuse	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	4.5	6	Both
Third Subdivision				Parvin	7.8	8	Both
Seufert	87.7	13	West	Armstrong	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	20.3		None	McAdam	29.3	3	Both
Latourell	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	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			
Ward	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	2.6	12	Both	Langdon	43.6	12	Both
Conley	5.9	6	Both	Russell	51.8	11	Both
Vincent	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
		5	Both	Robinson	67.6	2	Both
Marble	75.8	{ 25	West	McCall	69.4	2	Both
				McKay	78.6	6	Both
Pilot Rock Branch				Wallace Branch			
McBee	2.8	2	East	Tilma	2.1	1 X	Both
Lens	11.2	4	East	Watt	12.1	18	Both
Grass Valley Branch				O'Gara	26.3		None
Sandon	15.6	8	Both	Black Lake	38.0		None
Hay Canyon	19.2	{ 12	East	Dudley	52.0	12	Both
De Moss	23.9	{ 15	West	Smeltonville	66.3		None
Erskine	31.3	12	Both	Shont	72.8	3	Both
Bourbon	45.8	9	Both	Polaris	74.6	42	East
		8	Both	Gem	84.1	5 X	Both
Grays Harbor Branch				Frisco	84.4	7 X	Both
Raisch	2.6	7	Both	Dorn	85.1	13	Both
Balch	18.3	18 P	Both	Dayton Branch			
Yakima Branch				Taggard	4.3	1	West
Grosscup	28.2	8	Both	Ronan	19.3	28	West
Biggam	48.3	10	Both				
Flint	83.6	18	Both				

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

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35
No. 125 and No. 126, maximum speed.		60	60		C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.			35	35
Motor trains and inspection bus cars.		40	40		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks.				25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
No. 125 and No. 126, within yard limits.		40	40	Jordan spreaders and other machines of spreader type, when in operation.				15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40 40	40 40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.				20
Diesel-electric freight and road switch locomotives.	65	65	50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
1500 class Diesel-electric road freight locomotives.	50	50	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.		15 10	15 10	15 10
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35		When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1800 class Diesel-electric yard locomotives in road service.	50	50	50	On tracks other than main tracks.		15	15	15
Steam engines running backward.	20	20	20		Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
3800 class engines.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)				25 15
3700 and 3900 class engines.		65	50				
5000 class engines.		50	50				
7000-7800 class engines.		70	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20				
Between M.P. 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. 371.0 and 370.7.	70	60	45	Between M.P. 353.9 and 351.1.	40	35	35
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 349.8 and 348.4.	30	25	20	Quartz Between M.P. 347.1 and 346.9.	70	60	45
				Descending grade, M.P. 365.0 to Durkee.			25					Between M.P. 345.1 and 343.6.	45	35	25

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35
				Between M.P. 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				
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. 206.3 and 205.9.	70	60	45
				Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 201.6 and 201.4.	70	60	45
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 200.9 and 200.6.	60	50	40
				Between M.P. 251.9 and 251.4.	60	50	40	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 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. 195.6 and 195.4.	60	50	40
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	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 246.1 and 245.6.	60	50	40					Hinkle	20	20	20
Between M.P. 244.7 and 244.0.	40	35	25	Over other street crossings within city limits.	20	20	20				
Between M.P. 243.2 and 242.5.	60	50	40								

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Castle Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 100.1 and 97.5.	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. 48.7 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	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Troutdale 5000 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 42.4 and 41.4.	35	30	20	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40	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. 37.3 and 35.5.	55	45	35	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	Dodson Between M.P. 32.8 and 31.7.	70	60	45				
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 5000 class engines using cross- over at freight house.			6	Between M.P. 18.5 and 18.2.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	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.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
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.	20	20	15		Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	20	20	20
				Between M.P. 180.7 and 180.9.	35	35	25				

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	45	Simmons Between M.P. 242.5 and 243.5.	40	25		Ankeny Between M.P. 294.4 and 294.5.	40	25	
Between Wallula and Spokane.	70	60	45		Between M.P. 244.5 and 244.6.	50	40			Between M.P. 295.4 and 297.0.	50	40
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.	50	40		Marengo Between M.P. 308.6 and 309.0.			
Between M.P. 186.0 and 187.3.		60	45	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					
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.	45	35		Cheney Within city limits.	35	35	35
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.	50	40		Over street crossings.	15	15	15
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.		20	20	Chew Between M.P. 268.2 and 269.3.	30	30		Between M.P. 352.8 and 353.5.	55	45	35
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.	25	15		Between M.P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.	45	35		Between M.P. 364.2 and 364.4.	45	35	25
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.	40	25		Between M.P. 364.7 and 364.9.	55	45	35
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.	45	35		Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.	40	25		West Spokane On 16-degree curve west end of yard.	8	8	8
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.	50	40		Between M.P. 366.5 and 367.1.	45	35	25
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40		Over Bridge 367.13.	10	10	10
Between M.P. 234.0 and 235.6.		35	25	Between M.P. 290.6 and 291.1.	50	40		Spokane Through Union Station limits.	15	15	15
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.	25	25		Union Station over slip switches.	10	10	10
Between M.P. 239.0 and 239.8.		50	40								

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and 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-degree 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
Hoppner 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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
Sunnyside Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
Spokane-Tekoa Branch Maximum speed. Between 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. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 7- and 8-degree curves.		25	20	Between M.P. 154.7 and 155.5.	45	35	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 Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
On 9- and 10-degree curves.		20	20	East Spokane Through interlocking.	15	15	15	Touchet Between M.P. 18.5 and 18.6.		35	25
Tekoa On west leg of wye.		10	10	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	Between M.P. 117.8 and 117.9.	45	30		College Place Within city limits.		30	30
Between M.P. 118.1 and 118.3.		35	25	Between M.P. 118.1 and 118.3.	35	25		Walla Walla			
Between M.P. 118.5 and 119.7.		25	20	Between M.P. 118.5 and 119.7.	25	20		Moscow Branch Maximum speed.		35	25
Between M.P. 120.2 and 121.4.		35	25	Between M.P. 120.2 and 121.4.	35	25		On 7- and 8-degree curves.		25	20
Between M.P. 121.6 and 121.9.		25	20	Between M.P. 121.6 and 121.9.	25	20		On 9- and 10-degree curves.		20	20
Between M.P. 122.1 and 122.5.		35	25	Between M.P. 122.1 and 122.5.	35	25		Colfax Within city limits.		12	12
Latah Within city limits.		40	30	Between M.P. 125.1 and 125.7.	35	25		Between M.P. 1.3 and 3.1.		25	20
Between M.P. 123.4 and 124.5.		20	20	Between M.P. 125.1 and 125.7.	35	25		Between M.P. 5.6 and 7.5.		25	20
Between M.P. 125.1 and 125.7.		35	25	Between M.P. 125.1 and 125.7.	35	25		Between M.P. 8.4 and 8.8.		25	20
Between M.P. 127.5 and 128.4.		35	25	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	Between M.P. 129.6 and 130.6.	35	25		Between M.P. 10.8 and 11.2.		25	20
Fairfield Within city limits.		25	25	Between M.P. 129.6 and 130.6.	35	25		Between M.P. 12.2 and 12.5.		25	20
Between M.P. 132.6 and 132.8.		45	30	Wallula Branch Maximum speed.		35	30	Albion Between M.P. 13.4 and 13.6.		25	20
Between M.P. 133.3 and 134.6.		25	20	On 5- and 6-degree curves.		35	25	Between M.P. 14.3 and 14.9.		20	20
Darknell Between M.P. 135.3 and 136.3.		35	25	On 7- and 8-degree curves.		25	20	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 136.6 and 139.2.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 17.9 and 18.0.		25	20
Rockford Within city limits.		20	20	Wallula Jct. West leg of wye.		15	15	Pullman Within city limits.		15	15
Between M.P. 139.4 and 140.4.		45	30	Between M.P. 136.6 and 139.2.	20	20		Over street crossings.		6	6
Between M.P. 141.0 and 141.2.		35	25	Zangar Jct. Between M.P. 5.1 and 6.4.		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. 6.7 and 6.8.		25	20	Between M.P. 24.6 and 24.8.		25	20
				Between M.P. 7.0 and 7.1.		20	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.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.		30	30	Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between Hooper Jct. and Connell.		20	20	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
On 5- and 6-degree curves.		25	25	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 7- and 8-degree curves.		20	20	Between M.P. 25.4 and 26.9.		30	25	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. 108.5 and 108.8.		20	20
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 112.2 and 113.1.		25	25
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.		25	20	Between M.P. 115.6 and 116.0.		20	20
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.		25	20	Tekoa On west leg of wye.		10	10
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.		45	30	Pomeroy Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.		30	20	Starbuck Within city limits.		15	15
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.		35	25	Tucannon Branch Maximum speed.		25	25
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.		45	30	On curves of 7 degrees and over.		20	20
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.		35	25	Starbuck Within city limits.		15	15
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.		35	25	Between Starbuck and Relief.		12	12
On curves of 7 degrees and over with 5000 class engines.		20	20	Between M.P. 69.9 and 70.1.		35	25	Pendleton Branch Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Mockonema Between M.P. 73.3 and 73.6.		20	20	On 7-, 8-, 9- and 10-degree curves.		20	20
Tucannon Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.		45	30	Between Barrett and Downing, on descending grade.		15	15
Between M.P. 14.3 and 16.1.		25	25	Crest Between M.P. 74.9 and 77.2.		25	12	Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 17.1 and 17.2.		15	15	Colfax Within city limits.		12	12	Over other street crossings within city limits.		20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 78.4 and 78.5.		20	20	Between M.P. 2.5 and 3.0.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 79.8 and 80.7.		20	20	Between M.P. 9.5 and 9.8.		20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 81.5 and 82.3.		20	20	Athena Over street crossings.		15	15
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 82.9 and 83.4.		20	20				
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 83.7 and 84.5.		20	20				
				Between M.P. 86.5 and 87.0.		20	20				
				Between M.P. 87.6 and 88.9.		20	20				
				Between M.P. 89.1 and 89.4.		20	20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
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
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 70.1 and 70.3.			35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 70.7 and 70.9.		35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 71.5 and 71.7.		45	30
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 72.8 and 73.2.		20	20	Plummer Between M.P. 17.9 and 18.2.		25	20	Between M.P. 73.4 and 73.6.		45	30
Between M.P. 74.3 and 76.1.		20	20		Between M.P. 18.5 and 20.3.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 77.4 and 77.7.			35	25
Between M.P. 78.9 and 79.3.		20	20	Chatcolet Bridge 23.45.		15	15	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 79.6 and 79.9.		20	20		Between M.P. 24.1 and 28.4.		25	20	Between M.P. 78.6 and 78.7.		25	20
Between M.P. 80.8 and 81.2.		20	20	Alto				Wallace Over street crossings.		6	6
									Between M.P. 81.4 and 87.3.		20
								Burke to Wallace, eastward.		10	10
								Sierra Nevada Branch Maximum speed.			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:

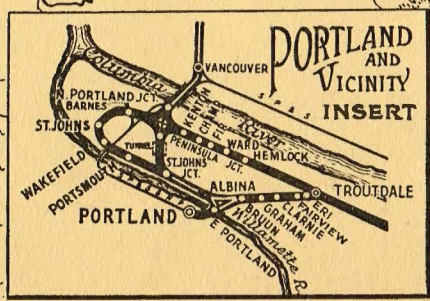
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
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.



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 19, 1954

Scale of Miles

