

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

Safety Is



No Accident

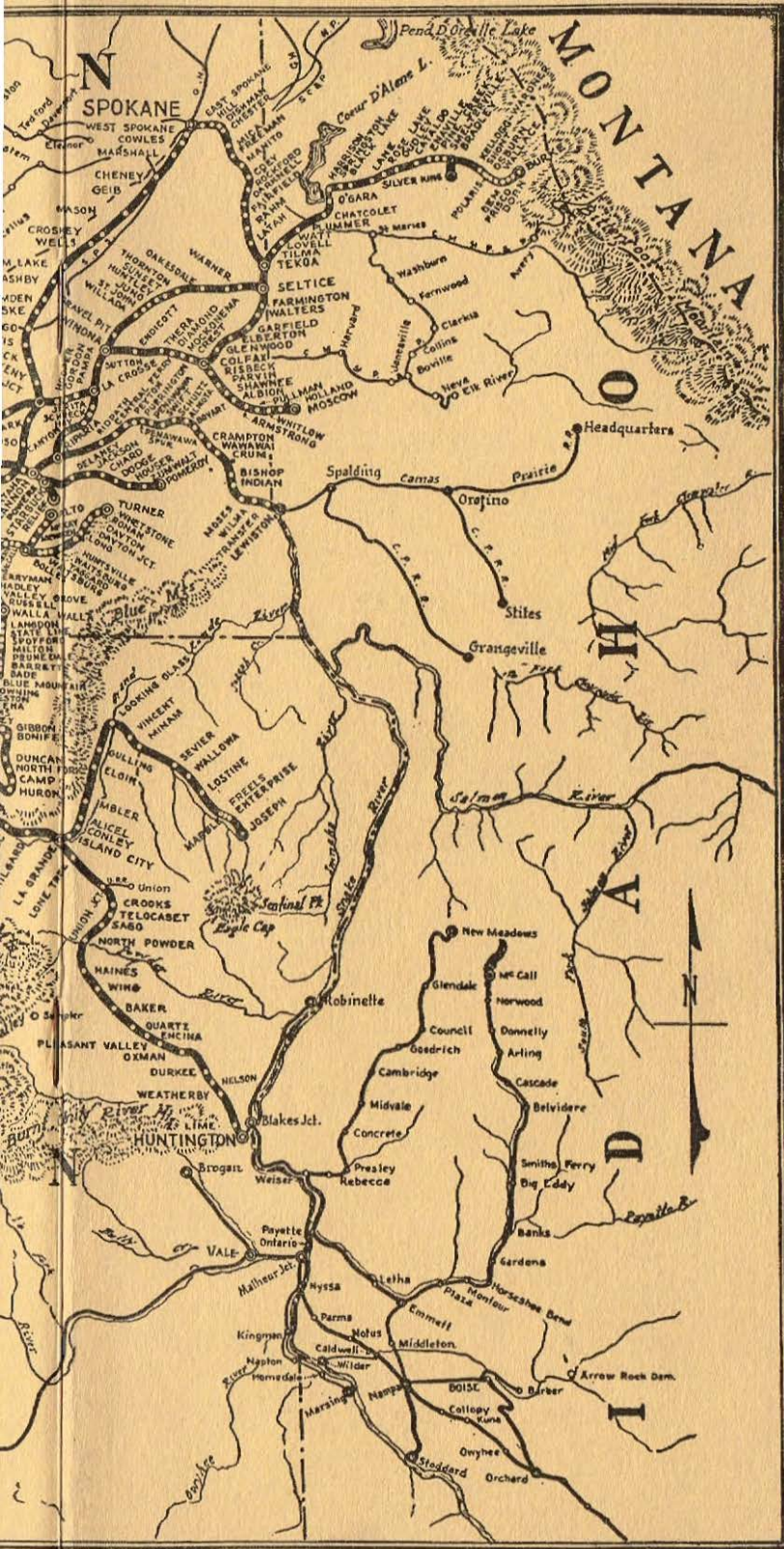
OREGON DIVISION

TIME-TABLE
No. 23

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

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY



A. McALLISTER
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

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

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

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

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

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

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 23 September 26, 1954	FIRST CLASS				
19	11	105	457	17			12	458	106	18	20
Passenger	Passenger	Streamliner Passenger	Passenger	Passenger			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger
						STATIONS					
						GRANGER	A 9.05		A12.42	A1 0.30	
						POCATELLO	3.50 2.50		8.55 8.45	5.20 4.45	
						GLENNS FERRY	11.40		6.10	1.30	
						BOISE	9.55		5.00	11.55	
						M.T. HUNTINGTON	M.T. 7.10		3.05	9.25	
						P.T. LA GRANDE	P.T. 6.00		2.05	8.15	
						PENDLETON	3.25		11.40	5.35	
						SPOKANE			9.38	2.50	
						AYER				A 6.30	
						WALLULA				4.05	
						HINKLE	12.15		9.00	2.00	
						THE DALLES	10.10		7.20	11.35	
						PORTLAND	8.05	A 9.15	5.30	9.30	
						TACOMA				10.00	
						SEATTLE					
							Daily	Daily	Daily	Daily	
(0.10)	(23.35)	(18.25)	(3.59)	(25.25)		..... Thru Time	(24.00)	(4.30)	(18.12)	(24.00)
40.4	39.8	31.0	46.0	37.0		...Average speed per hour...	30.1	40.7	31.6	39.1	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS			Distance from McCannon	Time-Table No. 23 September 26, 1954	FIRST CLASS		
29	33	31			32	34	30
Passenger	Passenger	Passenger			Passenger	Passenger	Passenger
				STATIONS			
				McCAMMON	A 5.40	A 4.05	
				POCATELLO	5.10 4.30	3.30 2.55	
				IDAHO FALLS	A 2.30	3.00	
				ASHTON	12.55		
				VICTOR	11.10		
				WEST YELLOWSTONE			
				BUTTE		7.15	
					Daily	Daily	
					Daily	Daily	
(9.00)	(2.50)	(3.20)		..... Thru Time	(3.20)	(2.40)
31.8	25.9	29.0		...Average speed per hour...	29.0	27.5	

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. 23 September 26, 1964	Mile Post	FIRST CLASS			SECOND CLASS
	125	105	17	11			18	12	106	126
	Mixed Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily			Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Mixed Daily
BKOPTWX YZ	9:55AM	10:40PM	6:00PM	5:35AM	DN-R HUNTINGTON HU	389.4	A 8:15AM	A 6:00PM	A 2:05AM	A 5:15AM
100 P					D LIME BY	384.5	8:02	5:47	1:50	5:00
100 PW					WEATHERBY	377.5				
160 PY	10:27				DURKEE	368.9				
100 P					OXMAN	361.7				
170 P					PLEASANT VALLEY	355.4				
WB 91 PY EB 108					ENCINA	351.9				
107 P	11:00	11:45	7:05	6:40	QUARTZ	347.3				
WB 109 BKOPW EB 111 XYZ	11:15	11:55PM	7:15	6:50	DN BAKER BC	342.0	6:50	4:36	12:40	3:50
106 P					WING	337.6	6:37	4:26	12:30AM	3:34
106 P	11:27				D HAINES KB	331.7		4:21		
106 PW	11:38				D NORTH POWDER HD	322.1		4:11		
107 P					SAGO	315.5				
147 PVWY	11:53AM				TELOCASET	312.6				
105 P					CROOKS	308.9				
105 PVY					D UNION JCT. UN	302.2				
105 P	12:17PM	12:47AM	8:20	7:53	LONETREE	294.9				
BJKOPTWX YZ	12:30PM	1:00AM	8:35PM	8:05AM	DN-R LA GRANDE RA	289.8	5:35AM	3:25PM	11:40PM	2:35AM
					(99.6)		Daily	Daily	Daily	Daily
	(2.35) 38.6	(2.20) 42.7	(2.35) 38.6	(2.30) 39.8	..... Thru Time.....		(2.40) 37.4	(2.35) 38.6	(2.25) 41.2	(2.40) 37.4
					..... Average speed per hour.....					

CENTRALIZED TRAFFIC CONTROL

No. 12 and No. 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Stage, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 23 September 26, 1954	Mile Post	FIRST CLASS			SECOND CLASS		
		125 Mixed	17 Passenger	11 Passenger	105 Streamliner Passenger	18 Passenger	12 Passenger			106 Streamliner Passenger	126 Mixed				
		Daily	Daily	Daily	Daily										
BJKOPTWXYZ		12.40PM	8.45PM	8.15AM	1.05AM		DN-R LA GRANDE RA	289.8		A 5.25AM	A 3.15PM	A 11.35PM	A 2.25AM		
WB71 P VWXY EB 72							HILGARD 7.7	282.1		5.08	2.58	11.20	2.07		
130 P							MOTANIC 6.6	275.0							
							NORDEEN 3.6	272.1							
141 P VWXY							KAMELA 1.0	271.1							
							ROSS 2.8	268.3							
WB 106 PW EB 102		f 1.34					MEACHAM 7.8	265.5							
136 P							HULON 3.0	257.7							
120 PW							CAMP 5.0	254.1							
WB 68 PWY EB 69		f 2.07					DUNCAN 8.0	248.5							
102 P							BONIFER 2.6	239.5							
106 PWY		f 2.25					GIBBON 7.3	236.9							
117 P							HOMLY 4.9	229.6							
116 P							MINTHORN 5.8	224.7							
115 P		2.47	10.52	10.20	3.03		MUNRA 3.3	218.9							
69 BJKPV WXYZ		s 3.00	s 11.10	s 10.30	s 3.10		DN PENDLETON PD	216.0		s 2.50	s 1.05	s 9.38	s 12.05AM		
155 JPX							RIETH 3.7	212.0		2.34	12.50	9.29	11.50PM		
135 P							BARNHART 9.4	208.3							
135 P							NOLIN 6.3	198.9							
135 PW		f 3.30	f 11.45				ECHO 4.2	192.0							
		f 3.35	f 11.52PM	11.05	3.37		STANFIELD 4.2	188.4							
BJKOPWXYZ		A 3.50PM	A 12.10AM	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		
		(3.10) 33.3	(3.25) 30.9	(3.00) 35.2	(2.45) 38.4		..... Thru Time.....			(3.25) 30.9	(3.00) 35.2	(2.35) 40.0	(3.10) 33.3		
							... Average speed per hour ...								

CENTRALIZED TRAFFIC CONTROL

TRACK

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

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 23 September 26, 1954
		257 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	12.40AM	DN-R HINKLE UK
P		9.10 ^s	4.08	12.30	11.33 ^s		1.58	12.48	0.5 ORDNANCE RN
136 PW		9.13	4.11	12.35	11.35	4.02	2.00	12.50	1.9 MUNLEY 5.8
136 P		9.23	4.17	12.45	11.47 ¹²	4.07	2.06	12.56	CLARKE 0.2
136 P		9.33 ^s	4.26 ²⁰⁴	12.56	11.55AM	4.12	2.12	1.09 ¹⁸ 1.23 ²⁰	DN BOARDMAN BD 8.1
130 P		9.48	4.35	1.09	12.03PM	4.19	2.20	1.34	CASTLE 7.5
10 JP		10.03	4.43	1.21	12.11		2.27	1.42	N HEPNER JCT. WI 1.2
143 P		10.21 ¹²⁶	4.45	1.23	12.13	4.26	2.29	1.44	WILLOWS 8.5
WB 142 BJKOPT EB 117 WX		10.40 ^s	4.56	1.45	12.24 ^s	4.34 ²⁰²	2.40 ^s	1.55	DN ARLINGTON MX 4.5
135 P		10.47	5.04	1.52	12.32	4.38	2.46	2.05	GILMORE 4.7
132 P		10.54 ^s	5.09	1.59	12.37	4.42	2.51	2.10	BLALOCK 6.1
96 P		11.03	5.16	2.10	12.43	4.47	2.57	2.16	QUINTON 8.2
137 P		11.15	5.25	2.22	12.52	4.54	3.04	2.24	GOFF 3.3
104 PW		11.20	5.29	2.27 ²⁰⁴	12.55	4.57	3.07	2.27	DAY 2.3
100 P		11.24	5.32	2.31	12.57	4.59	3.09	2.29	RUFUS 2.8
100 P		11.28	5.35	2.35	1.00		3.12	2.32	GRANT 2.7
80 JP { M. P. }		11.33 ^s	5.39	2.40	1.03	5.04	3.16 ²⁰²	2.35	DN BIGGS BX 3.4
54 P { W 101.7 }		11.41	5.43	2.45	1.07	5.07	3.19	2.39	MILLER 3.7
50 P		11.49	5.49	2.52	1.12	5.12	3.23	2.43	CELLIO 1.6
JPV		11.56PM	5.51	2.56	1.14	5.14	3.25	2.45	D OREGON TRUNK JCT. VO 3.3
74 P		12.04AM	5.57	3.01	1.20	5.18	3.30	2.50	DUNE 6.1
BKOPTWXZ		12.30AM	6.15PM	3.20PM	1.40PM	5.30AM	3.45AM	3.05AM	DN-R THE DALLES DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(3.35) 27.5 (3.15) 43.7 (3.15) 30.9 (2.15) 43.7 (1.35) 62.1 (1.55) 51.3 (2.25) 40.7 Thru Time
 Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.
The time of No. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.
The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.
No. 17 will stop at Ordnance on Saturday and Sunday for passengers.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 23

September 26, 1954

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS		
		20 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Mixed
DN-R HINKLE UK 6.5	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 1.9	177.7	1.37	11.55AM	8.45	1.23	6.00	5.02	10.55
MUNLEY 6.8	175.8	1.35	11.53	8.43	1.21	5.55	4.59	10.53
CLARKE 6.2	170.0	1.29	11.47 ¹¹	8.38	1.15	5.45	4.45	10.47
DN BOARDMAN BD 8.1	163.8	1.23 ¹⁷	11.41	8.33	1.09 ¹⁷	5.30	4.26 ¹²⁵	10.40
CASTLE 7.5	155.7	1.16	11.33	8.26	1.00	5.15	3.55	10.31
N HEPPNER JCT. WI 1.2	148.2	1.09	11.25	8.19	12.52	4.59	3.42	10.23
WILLOWS 8.5	147.0	1.07	11.23	8.18	12.50	4.56	3.40	10.21 ²⁵⁷
DN ARLINGTON MX 4.5	138.5	s12.57	s11.12	8.10	s12.40	4.34 ¹⁰⁵	3.20	s10.11
GILMORE	134.0	12.49	11.03	8.06	12.27	4.07	3.05	9.56
BLALOCK	129.3	12.45	10.59	8.02	12.22	4.00	2.56	9.51
QUINTON 8.1	123.2	12.39	10.53	7.57	12.16	3.51	2.47	9.44
GOFF 3.3	115.0	12.32	10.46	7.50	12.08	3.37	2.33	9.35
DAY 2.3	111.7	12.29	10.42	7.47	12.04	3.32	2.27 ¹⁵¹	9.31
RUFUS 2.8	109.4	12.27	10.40	7.45	12.02AM	3.27	2.17	9.28
GRANT 2.7	106.6		10.37		11.59PM	3.22	2.12	9.25
DN BIGGS BX 3.4	103.9	12.22	10.34	7.40	11.56	3.16 ¹⁹	2.07	9.22
MILLER	100.5	12.19	10.30	7.37	11.52	3.03	2.00	9.18
CEHALO	96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14
D OREGON TRUNK JCT. VO 1.6	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12
DUNE 3.3	91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08
DN-R THE DALLES DK- WH 6.1	85.8	12.02AM	10.10AM	7.20PM	11.35PM	2.30AM	1.30PM	9.00PM
(08.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.

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

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

No. 12, daily except Saturday and Sunday, will reduce speed to 30 MPH at Blalock and Boardman to permit exchange of mail.

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

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

WESTWARD

FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 23 September 26, 1954		
	125 Mixed	151 Time Freight	255 Time Freight	257 Time Freight	458 Passenger	11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	STATIONS		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
BKOPTWXZ	6.25 PM	4.00 PM	5.45 AM	3.55 AM		1.45 PM	5.30 AM	3.50 AM	3.10 AM	DN-R	THE DALLES	DK WH
P	6.31	4.15	5.55	4.05		1.51	5.35	3.56	3.16		CRATES	
130 P	6.37	4.25	6.05	4.15		1.57	5.41	4.03	3.22		ROWENA	
133 P	6.57 ¹⁰⁰	4.40	6.17	4.27		2.08	5.50	4.14	3.33		MOSIER	
WB 72 EB 107 KPVWX	7.15	4.52	6.29	4.39		2.20	6.01	4.27	3.45	DN	HOOD RIVER	KI
131 P	7.21	5.05	6.37	4.47		2.26	6.06	4.33	3.51		MENO	
132 PW	7.34	5.25	6.55	5.05		2.40	6.18	4.47	4.05		WYETH	
130 P	7.52 ¹²⁰	5.38	7.09	5.19		2.50	6.27	4.58	4.15		CASCADE LOCKS	
122 PW	8.04	5.45	7.17	5.27		2.55	6.32	5.03	4.22	DN	BONNEVILLE	MU
131 P	8.12	6.11 ¹⁰⁰	7.26	5.36		3.00	6.38	5.09	4.28		DODSON	
131 PZ	8.25	6.27	7.39	5.49		3.10	6.47	5.19	4.38	D	BRIDAL VEIL	JU
131 P	8.34	6.34	7.47	5.57		3.14	6.52	5.24	4.43		ROOSTER ROCK	
56 IJPW	8.50	6.48 PM	8.01 AM	6.11		3.25	7.00	5.35	4.54	DN	TROUTDALE	SN
61 P	8.58			6.15		3.29	7.03	5.39	4.59		FAIRVIEW	
53 P	9.07			6.27		3.35	7.09	5.47	5.06		CLARNIE	
28 PX	9.13			6.35		3.41	7.15	5.53	5.12		GRAHAM	
17 PX	9.18			6.43		3.46	7.19	5.58	5.17		BRUN	
IJPVXY	9.22			6.50 AM		9.06 PM	3.50	7.22	6.02		EAST PORTLAND	
BKPV	9.30 PM ¹⁸					9.15 PM	4.00 PM	7.30 AM	6.10 AM	DN-R	PORTLAND	P-VC
	(3.06) 27.8	(2.48) 26.1	(2.16) 31.0	(2.55) 20.2		(0.09) 3.3	(2.15) 38.1	(2.00) 42.9	(2.20) 36.8	(2.20) 36.8		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

DOUBLE TRACK

WESTWARD

KENTON LINE

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		458 Passenger		Time-Table No. 23 September 26, 1954		
	151 Time Freight	255 Time Freight			Daily		STATIONS		
	Daily	Daily			Daily				
108 IJPWX	6.48 PM	8.01 AM					DN	TROUTDALE	SN
51 P	6.58	8.11						HEMLOCK	
100 P	7.08	8.21					D	FIR	FR
73 BKPXZ	7.20	8.35 ²⁰⁴					DN	KENTON	KN
LJVX						8.55 PM	DN	NORTH PORTLAND JCT.	KD
IJPXY						8.57		PENINSULA JCT.	
IJPX	7.40	8.55				8.59	DN	ST. JOHNS JCT.	JN
BKOPTWXZ	8.00 PM	9.15 AM					DN-R	ALBINA	B X
IJPVXY						9.06 PM		EAST PORTLAND	
	(1.12) 17.0	(1.14) 16.5				(0.11) 34.4			

BLOCK SIGNALS

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.

The time of No. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89. The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.

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

Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland. No. 11 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

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

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

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 23 September 26, 1954		Mile Post	FIRST CLASS					SECOND CLASS				
			457	12	106	18	20	264	126	262		
			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Mixed	Time Freight		
STATIONS												
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R	THE DALLES 4.1 CRATES 5.2 ROWENA 6.3	DK WH	} DOUBLE TRACK	85.8	A 10:05 AM	A 7:20 PM	A 11:30 PM	A 11:59 PM	A 12:30 PM	A 8:55 PM	A 1:10 AM
					81.7	9:58	7:13	11:19	11:51	11:45 AM	8:43	12:52
					76.5	9:52	7:07	11:13	11:45	11:30	8:37	12:42
				70.2	9:42	6.57 ¹²⁵	11:04	11:36	11:15	8:28	12:27	
	DN	HOOD RIVER 4.1 MENO 5.5 WYETH 7.2	KI	62.8	s 9:33	f 6:48	e 10:55	s 11:27	11:02	8:20	12:15	
				58.7	9:23	6:42	10:46	11:18	10:52	8:14	12:05 AM	
				50.2	9:11	6:31	10:34	11:06	10:35	8:02	11:50 PM	
				48.0	9:01	6:22	10:25	10:57	10:18	7.52 ¹²⁵	11:32	
	DN	BONNEVILLE 4.3 4.8	MU	38.7	f 8:56	6:16	10:20	10:52	10:10	7:47	11:25	
				33.9	8:50	6.11 ¹⁵¹	10:14	10:46	10:00	7:41	11:18	
	D	BRIDAL VEIL 7.3 2.9 ROOSTER ROCK 7.1	JU	26.6	8:41	6:04	10:06	10:38	9:50	7:32	11:07	
				22.7	8:37	6:00	10:02	10:34	9:40	7:28	11:00	
	DN	TROUTDALE 1.7 FAIRVIEW 6.0 CLARNIE 3.5 GRAHAM 2.5 BRUUN 1.4 EAST PORTLAND 0.5	SN	15.6	f 8:29	5:53	9:54	10:27	9:25 AM	7:20	10:45 PM	
				13.9	8:27	5:51	9:52	s 10:23		7:17		
				7.9	8:21	5:45	9:46	10:16		7:11		
			4.4	8:16	5:40	9:41	10:11		7:06			
			1.9	8:12	5:36	9:37	10:07		7:02			
DN-R	PORTLAND (85.8)	P-VC	0.0	A 8:04 AM	8:09	5:33	9:34	10:04		6:59		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				(0.04)	(2.00)	(1.50)	(2.00)	(1.60)	(3.00)	(2.00)	(2.25)	
				7.5	42.9	46.8	42.9	43.3	22.8	42.9	29.0	

KENTON LINE

EASTWARD

Time-Table No. 23 September 26, 1954		Mile Post	FIRST CLASS				SECOND CLASS				
			457				257	264	262		
			Passenger				Time Freight	Time Freight	Time Freight		
STATIONS											
BLOCK SIGNALS	DN	TROUTDALE 5.0 HEMLOCK 4.6 FIR 4.3	SN	22.0					A 9:25 AM	A 10:45 PM	
				17.0					9:05	10:20	
	D		FR	12.4					8:50	10:05	
				8.1					8.35 ²⁵⁵	9:50	
	DN	NORTH PORTLAND JCT. 2.5 1.2 PENINSULA JCT. 1.4 ST. JOHNS JCT. 2.5	KD	6.8	A 8:16 AM						
				5.8	8:13						
	DN		JN	4.2	8:10				8:15	9:30	
	DN-R	ALBINA 1.1 EAST PORTLAND 0.5	B X	1.6	8:07				A 7:05 AM	8:00 AM	9:15 PM
				0.5	8:04 AM				6:50 AM		
					Daily				Daily	Daily	Daily
				(0.12)				(0.16)	(1.25)	(1.30)	
				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, and except that No. 125 is superior to No. 262 and No. 264.— See Rule S-72.

The time of No. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89. The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland. No. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

Car Capacity of 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

Time-Table No. 23

September 26, 1954

STATIONS

IJPVX								BLOCK SIGNALS { DN NORTH PORTLAND JCT. KD VANCOUVER
					8.00 AM			
					8.16			

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

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

IJ JP								BLOCK SIGNALS { DN RESERVATION RN TACOMA JCT. JN
						11.09 AM		
						A 11.11 AM		

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

28 07 IPVX BIJKOP TVWXYZ BKFXZ									BLOCK SIGNALS { DN-R BLACK RIVER BI C. M. St. P. & P. & P. C. CROSSING DN-R ARGO G DN-R SEATTLE OW DOUBLE TRACK
						11.42 AM			

(0.21)	(0.12)	(3.59)	(0.17)	(0.25)	..... Thru Time
8.9	15.5	46.0	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.

WESTWARD THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY. EASTWARD

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

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 23 September 26, 1964		Mile Post	FIRST CLASS									
STATIONS			80 CM St. P & P Passenger	82 CM St. P & P Streamliner Passenger	84 CM St. P & P Streamliner Passenger	458 Passenger	86 CM St. P & P Passenger					
BLOCK SIGNALS	PORTLAND	0.0										
	DN NORTH PORTLAND JCT. 6.8	KD 6.8					A 8:15 PM					
	1.9						8:55					
	VANCOUVER	8.7					8:51 PM					

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

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

BLOCK SIGNALS	N. P. CROSSING 1.2	145.2										
	N. P. CROSSING 0.1	146.4										
	N. P. CROSSING 0.3	146.5										
	DN RESERVATION 0.7	RN 146.8					A 5:37 PM					
	DN TACOMA JCT. 1.9	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 0.0	RI 173.8						A 5:00 PM				
	C. M. St. P. & P. & P. C. CROSSING 6.3	173.8										
	DN-R ARGO 3.1	G 180.1	A 8:29 AM	A 9:53 AM	A 3:23 PM	4:52	A 10:25 PM					
	DN-R SEATTLE 1.9	OW 183.2	8:20 AM	9:45 AM	3:15 PM	4:45 PM	10:15 PM					
	(183.2)		Daily	Daily	Daily	Daily	Daily					

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

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

WESTWARD

SIXTH SUBDIVISION

Time-Table No. 23
September 26, 1954

Car Capacity of Sixties etc. See Rule 6(A), page 31.	SECOND CLASS					FIRST CLASS				STATIONS	
	379	151	361	363	346	63	99	19	97		
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger		
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		
BKPVX							10-25 ^{PM}	9-00 ^{PM}	1-05 ^{AM}	DN-R SPOKANE DS AU	
BKOPTWXZ		12-45 ^{AM}					10-35 ^{PM} ⁹⁸	9-04	1-11	1.7 WEST SPOKANE DS AU	
49 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	1-36	7.3 CHENEY N CY	
51 P		1-28					11-10	9-28	1-44	6.2 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	
109 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} ^{A1}	10-15 ^s	2-35 ^{AM} ^A	6.7 MARENCO DN-R 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	5-00 ^{PM}	3-40						10-42		7.9 HOOPER JCT. N-R HR	
53 P	5-15	3-50						10-49		5.6 PARK	
146 P	5-30	4-19 ²⁰						10-58		6.2 JOSO	
73 P	5-45	4-35 ³⁷⁸						11-07		5.8 CHEW	
BJKOPWXY	A 6-00 ^{PM}	6-00						11-27 ^s		8.0 AYER DN-R 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 PAGE	
95 P		7-20						12-15		7.6 ASH	
94 P		7-30						12-21		6.0 HUMORIST	
157 JKPVWXY		7-50	7-25 ^{AM}	4-30 ^{AM}	4-20 ^{AM}		11-45 ^{PM}	12-30 ^s		7.2 WALLULA DN-R 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	
159 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 HINKLE DN-R UK	
	(1.00) 21.5	(8.30) 21.7	(1.05) 28.0	(1.10) 26.6	(0.05) 20.4		(0.55) 33.8	(1.34) 39.0	(4.15) 43.1	(1.30) 40.7 Thru Time
										 Average speed per hour

DOUBLE TRACK

SIGNALS

SIGNALS C.T.C.

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

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

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

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

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 23 September 26, 1954		Mile Post	FIRST CLASS				SECOND CLASS					
			20 Passenger	64 Passenger	96 CMS&P Passenger	98 CMS&P Streamliner Passenger	362 Freight	378 Freight	298 Freight	364 Freight	345 Mixed	
STATIONS												
DN-R	SPOKANE ^{DS} _{1.7} ^{AU}	DOUBLE TRACK	367.3	A 6:30AM		A 7:15AM	A 10:45PM					
	WEST SPOKANE		366.6	6:23		7:06	10:35 ⁹⁹			A 6:30PM		
	COWLES ^{2.6}		362.0	6:17		6:59	10:29			6:05		
	MARSHALL ^{4.2}		367.8	6:11		6:54	10:24			5:55		
N	CHENEY ^{7.3} ^{CY}		360.5	s 6:02		s 6:45	10:15			5:40		
	GEIB ^{8.2}		345.3	5:55		6:34	10:08			5:30		
	MASON ^{8.0}		340.3	5:48		6:28	10:02			5:20		
	CROSKY ^{7.4}		332.9	5:39		6:20	9:54			5:05		
	WELLS ^{4.0}											
	PALM LAKE ^{8.6}		328.9	5:34		6:15	9:49 ¹⁰			4:57		
	ASHBY ^{8.2}		322.3	5:26		6:05	9:35			4:45		
	EMDEN ^{8.2}		317.1	5:19		5:58	9:29			4:35		
DN-R	MARENGO ^{4.2} ^{RA}		312.9	5:14		5:51	9:23			4:20		
	THAVIS ^{8.7}		306.2	s 5:05		s 5:41AM	9:15PM			4:00		
	MACK ^{4.4}		301.4	4:55						3:29		
	ANKENY ^{4.2}		297.0	4:50						3:22		
N-R	HOOPER JCT. ^{7.9} ^{HR}		292.8	4:44						3:15		
	PARK ^{8.6}		284.9	4:35					A 5:15AM	3:00		
	JOSO ^{8.2}		279.3	4:28					5:02	2:45		
	CHEW ^{8.6}		273.1	4:19 ¹⁵¹					4:50	2:33		
DN-R	AYER ^{2.9} ^{JD}		267.3	4:10					4:35 ¹⁵¹	2:15		
	RUXBY ^{6.2}		263.4	a 4:05					4:15AM	2:00		
	SCOTT ^{7.7}		267.2	3:51						12:50		
	WALKER ^{6.1}		249.5	3:42						12:36		
	SIMMONS ^{2.8}		243.4	3:34						12:26		
	PAGE ^{7.8}		240.6	3:31						12:20PM		
	ASH ^{7.5}		233.0	3:21						11:59AM		
	HUMORIST ^{6.0}		225.5	3:12						11:40		
DN-R	WALLULA ^{7.2} ^{JN}		219.5	3:05						11:25		
	WALLULA JCT. ^{1.7}		215.2	a 2:55	A 3:40AM			A 2:45AM		11:10	A 8:05PM	A 11:15PM
	JUNIPER ^{10.3}		213.5	2:51	3:35			2:40		11:00	8:00	11:05PM
	COLD SPRINGS ^{9.8}		208.2	2:40	3:22			2:22		10:40	7:40	
DN-R	HINKLE ^{9.2} ^{UK}		193.4	2:30	3:10			2:05		10:20	7:20	
	(184.2)		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

BLOCK SIGNALS

BLOCK SIGNALS C. Y. C.

..... Thru Time.....	(4.10)	(0.45)	(1.34)	(1.30)	(1.00)	(1.00)	(6.30)	(1.05)	(6.10)
..... Average speed per hour.....	44.6	41.3	39.0	40.7	81.0	21.5	21.7	28.6	10.2

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

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

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

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

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

WESTWARD		JOSEPH BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23			Mile Post	SECOND CLASS
	305 Mixed	September 26, 1954				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10 PM	D-R	JOSEPH 6.8	J	83.8	A 11.15 AM
22 X	12.40	D	ENTERPRISE 10.2	RS	78.0	11.00
30	1.10		LOSTINE 7.8		67.8	10.07
27 WXY	1.45	D	WALLOWA 12.9	WO	60.0	9.50
12 W {M.P. 49.0}	2.20		MINAM 13.3		47.1	9.07
40 W {M.P. 32.6}	2.50		LOOKING GLASS 8.7		38.8	8.37
32	3.20		GULLING 4.2		26.1	8.15
36 WXY	3.40	D	ELGIN 3.0	GN	20.9	8.05
18	4.05	D	IMBLER 8.4	BR	12.3	7.32
20	4.25		ALICEI		8.4	7.22
BJKOPT WXYZ	5.00 PM	DN-R	LA GRANDE (83.8)	Q RA	0.0	7.00 AM
	(4.50) 17.3		Thru Time		(4.15) 10.7	Daily Except Sunday
			Average speed per hour			

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

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 23			Mile Post	
		September 26, 1954				
		STATIONS				
BJKOP WXYZ		DN-R	HINKLE 3.9	UK	0.0	
96 P			HERMISTON 8.2		3.9	
PWXY		D	UMATILLA 7.8	CS	10.1	
63 P			IRRIGON (17.0)		17.9	

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

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

WESTWARD		HEPPNER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23			Mile Post	SECOND CLASS
	329 Freight	September 26, 1954				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9.30 AM	D-R	HEPPNER 8.9	HR	45.2	A 8.45 AM
19 P	9.55		LEXINGTON 5.3		36.3	8.00
7	10.10		JORDAN 2.7		31.0	7.40
16 PW	10.30	D	IONE 3.1	ON	28.3	7.25
3	10.45		McNAB 5.4		25.2	7.10
13	11.05		MORGAN 5.3		19.8	6.55
3	11.30 AM		CECIL 14.5		14.5	6.35
10 JPX	12.15 PM	N-R	HEPPNER JCT. (45.2)	WI	0.0	6.00 AM
	(2.45) 15.4		Thru Time		(2.45) 10.4	Monday Wednesday Friday
			Average speed per hour			

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23			Mile Post	SECOND CLASS
	327 Freight	September 26, 1954				328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS				
26 PVWXY	10.15 AM	D-R	CONDON 8.2	CD	44.5	A 9.00 AM
22	10.40		GWENDOLEN 4.0		36.3	8.25
27	11.00		SPEECE 3.7		32.3	8.10
20	11.10		CLEM 4.2		28.6	7.50
20 PW	11.30		MIKKALO 4.7		24.4	7.30
27	11.50 AM		BARNETT 3.7		19.7	7.10
11 PW	12.10 PM		ROCK CREEK 8.7		18.0	6.55
20	12.30		SHUTLER 7.3		7.3	6.25
WB 126 BJKO EB 113 PTWX	1.15 PM	DN-R	ARLINGTON (44.5)	MX	0.0	6.00 AM
	(3.00) 14.8		Thru Time		(3.00) 14.8	Tuesday Thursday Saturday Sunday
			Average speed per hour			

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

WESTWARD BEND BRANCH EASTWARD

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

RKOP 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.	SECOND CLASS	Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS
		39 PWX	R		TONO 5.8	8.0
27 JX		WABASH 2.2	2.2	

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS
		JPVXY	R		EAST OLYMPIA 7.3	O.O
		N. P. CROSSING 0.1	7.3	
BKPV WXYZ	D-R	OLYMPIA 7.4	7.4	
		(7.4)		

BKOPT WXYZ	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

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS		
					307 Mixed	309 CMStP&P Freight	306 Mixed	308 CMStP&P Freight
		Daily Except Sunday	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			0.0 N. P. CROSSING	2.4	
M			0.0 C. M. St. P. & P. CROSSING	2.4	
23 P	6.20		2.0 GALVIN	5.0	3.25
43 JPVX	6.40	12.01 AM	7.2 HELSING JUNCTION	12.2	3.05 A 8.40 PM
48 PWX	6.45	12.05	1.5 N-R INDEPENDENCE ND	18.7	3.00 8.19
52 P	7.05	12.30	8.5 CEDARVILLE	22.2	2.35 7.55
51 P	7.20	12.40	4.1 LANKNER	26.3	2.20 7.45
44 P	7.35 ³⁰⁸	12.55	4.5 SAGINAW	30.8	2.05 7.35 ³⁰⁷
5 PW	7.40	1.00	1.7 SOUTH ELMA	32.5	2.00 7.30
53 PXY	8.25	1.35 ³⁰⁶	9.9 SOUTH MONTESANO	42.4	1.35 ³⁰⁹ 7.00
X			SOUTH MONTESANO	42.4	
PVX			1.5 D MONTESANO MO	48.9	
53 PXY	8.25	1.35 ³⁰⁰	SOUTH MONTESANO	42.4	1.35 ³⁰⁹ 7.00
27 P	8.30	1.43	1.4 MELBOURNE	43.8	1.15 6.30
32 PV	8.40	1.50	2.9 PREACHER'S SLOUGH	46.7	1.05 6.20
83 JPXY	8.55	2.05	4.5 COSMOPOLIS	51.2	12.50 6.05
JV			2.0 SOUTH ABERDEEN JCT.	53.2	
M			0.1 N. P. CROSSING	58.3	
82 BKPVXZ	A 9.25 PM	A 2.35 AM	0.6 DN-R ABERDEEN SA	58.9	12.30 AM 5.50 PM
			3.6		

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.

(3.55)	(3.04)	..... Thru Time.....	(3.49)	(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. 23

September 26, 1954

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

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

STATIONS

DKOPTVWXYZ											
						9-30PM		8-00PM		DN-R	YAKIMA NY
29	X					9-40		8-06			3.4 UNION GAP
	MP										3.3 N. P. CROSSING
30	P					9-50		8-12			0.5 PARKER
	M									1.4 N. P. CROSSING	
32	P					10-00		8-19			2.5 DONALD
38	PV					10-05		8-24			2.3 SAWYER
40	PV					10-15		8-29			2.9 BUENA BA
74	PVX					10-25		8-36		D-R	3.1 ZILLA AH
53	P					10-48		8-44			5.1 GRANGER
52						11-05		8-53			6.2 EMERALD
35	JPXY					11-30 ³⁶⁴ PM		9-25		R	3.5 MIDVALE
51	PVWX					12-01AM		9-37		N	5.9 GRANDVIEW GW
44	P					12-25		9-49			6.9 NORTH PROSSER
58						12-50		10-01			7.8 CHAFFEE
42	PWX					1-20		10-12 ³⁶⁴		D	6.5 BENTON CITY BC
53						1-40		10-22			5.2 ACTON
51	JPX		7-40AM	6-20AM		2-10		10-40		R	12.3 RICHLAND JCT.
55	BKPVWX		A 8-00AM	6-50		2-50		11-00		DN	5.8 KENNEWICK KN
12	P			7-00		3-10		11-10			4.5 HEDGES
70	JPV		6-25PM	7-10	6-35AM	3-20		11-15	5-25AM		2.9 VILLARD JCT.
70	JPWX		A 6-45PM						A 5-37AM		0.4 ATTALIA
167	JKPVWXY			A 7-25AM	A 6-50AM	A 3-35AM		A 1-30PM		DN-R	0.6 WALLULA JN

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

WESTWARD

SUNNYSIDE BRANCH

FIRST CLASS

Time-Table No. 23

September 26, 1954

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

63
Passenger

Daily

STATIONS

35	JPXY					9-00PM	R	MIDVALE			2.8
	PVX					A 9-10PM	D-R	SUNNYSIDE		SI	(0.8)

(0.10) 16.8 Thru Time
..... Average speed per hour

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

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

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

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

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

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

YAKIMA BRANCH

EASTWARD

Time-Table No. 23 September 26, 1954		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								
	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 MIDVALE		63.6	5.44							11.30 ³⁶³ PM
N	8.9 GRANDVIEW	GW	57.7	s 5.35							11.10
	6.9 NORTH PROSSER		50.8	f 5.19							10.50
	7.8 CHAFFEE		43.0	f 5.07							10.30
	8.5 BENTON CITY	BC	36.5	s 4.57							10.12 ⁶³
	6.2 ACTON		31.3	4.47							9.45
R	12.3 RICHLAND JCT.		19.0	4.30			A 5.20AM	A 5.30AM			9.15
DN	8.6 KENNEWICK	KN	13.2	s 4.20			5.00	5.10AM			8.55
	4.5 HEDGES		8.7	f 4.05			4.25				8.38
	2.3 VILLARD JCT.		7.0	f 4.00	A 10.50PM		A 2.35AM		A 1.50PM		8.30
	6.4 ATTALIA		0.6		10.38PM		2.15AM				
DN-R	0.6 WALLULA	JN	0.0	3.50AM			4.00AM		1.30PM		8.15PM
	(98.8)			Daily	Daily		Daily	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	10.4		

SUNNYSIDE BRANCH

EASTWARD

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

10.5 KH-15
5.8
16.3

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

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

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

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

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

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

WESTWARD

SPOKANE-TEKOA BRANCH

Time-Table No. 23

September 26, 1954

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			STATIONS	BLOCK SIGNALS	DOUBLE TRACK	
	381 CMStP&P Freight	387 Freight	391 Freight	383 CMStP&P Freight	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger				
	Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily				
BKPVX	9.30PM	5.00PM	3.00PM	7.00AM		10.55PM	8.15AM	7.45AM	DN-R	SPOKANE	DS AU
JPX	9.35	5.15	3.10	7.05		11.00	8.20	7.50	DN	N. P. CROSSING	CG
83 X	⁰² 9.50	5.20	³⁸⁴ 3.45	7.10		11.03	8.23	7.53		EAST SPOKANE	
51 X	9.59	5.25	3.50	7.15		11.06	8.26	7.56		HILL	
50 JKVX	10.10	5.35	4.05	A 7.20AM		11.10	s 8.30	8.00	DN	DISHMAN	SP
36	10.20	5.45	4.20			³⁸² 11.15	f 8.34	8.05		CHESTER	
78	³⁸² 10.50	⁶⁸ 6.16	4.40			³⁸⁸ 11.27	s 8.45	8.17	D	MICA	MA
38	³⁸⁸ 11.31	6.35	4.47			³⁸¹ 11.31	f 8.50	8.21		FREEMAN	
JVX	A 11.50PM	6.50	4.55			A 11.36PM	s 8.56	A 8.26AM	DN-R	MANITO	MU
23		7.10	5.15				s 9.03		D	ROCKFORD	RD
40		³⁹² 7.20	⁶⁸ 5.46				9.10			DARKNELL	
31 JWX		7.40	6.10				s 9.16		D	FAIRFIELD	G
25		8.10	³⁹² 6.30				s 9.31			LA TAH	
BJKOPTWXYZ	A 8.45PM	A 6.50PM					A 9.52AM		DN-R	TEKOA	K
										(49.3)	
	(2.20) 9.3	(3.45) 13.1	(3.50) 12.9	(0.20) 10.5		(0.41) 31.9	(1.37) 30.5	(0.41) 31.9		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. 23 September 26, 1954	Mile Post
	391 Freight		
	Daily Except Sunday	STATIONS	
14 JPX	7.45PM	SELTICE	48.0
		8.2 G. N. CROSSING	39.8
		0.03 N. P. CROSSING	39.7
34 VWX	8.45	D OAKESDALE ON	39.1
44 M	9.20	7.9 THORNTON	31.2
		0.5 G. N. CROSSING	30.7
28 WX	10.20	D 12.4 ST. JOHN SJ	18.3
27	10.50	0.8 WILLADA	11.5
53	11.20	7.1 GRAVEL PIT	4.4
63 JWXY	A 1 1.45PM	D-R 4.4 WINONA WA	0.0
		(48.0)	

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS
	345 Mixed			346 Mixed
	Daily	STATIONS		
BJKOPTWXYZ	9.45PM	DN-R WALLA WALLA	30.9	A 6.45AM
5 X		2.0 COLLIDGE 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	4.0 WHITMAN	24.0	f 5.25
12	f 10.18	4.7 LOWDEN	19.3	f 5.12
20 PX	s 10.30	D 4.3 TOUCHET CH	15.0	s 5.01
11	f 10.50	7.5 REESE	7.6	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
		(30.6)		Daily

(4.00) Thru Time (1.20) Thru Time (2.20)
12.0 Average speed per hour 22.9 Average speed per hour 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 Selctice 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. 23		Mile Post	FIRST CLASS				SECOND CLASS				
	September 26, 1954			94	68	92		384	392	382	388	
				CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger		CMStP&P Freight	Freight	CMStP&P Freight	Freight	
STATIONS												
BKPVX	DN-R	SPOKANE	DN AU	165.4	A 12:55AM	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	6:41	9:52		3:50	9:00	11:59PM	12:20
83 X		EAST SPOKANE		162.6	12:43	6:39	9:50 ³⁸¹		3:45 ³⁹¹	8:55	11:45	12:10
61 X		HILL		161.2	12:40	6:36	9:47		3:37	8:50	11:35	12:05AM
59 JKVX	DN	DISHMAN	8P	158.9	12:36	6:33	9:43		3:30PM	8:25	11:25	11:55PM
36		CHESTER		155.7	12:31	6:28	9:38			8:15	11:15 ⁹⁵	11:47
78	D	MICA	MA	149.7	12:20	6:16 ³⁸⁷	9:27			8:02	10:50 ³⁸¹	11:27 ⁹⁵
38		FREEMAN		146.9	12:15	6:10	9:22			7:55	10:42	11:10 ³⁸¹
JVX	DN-R	MANITO	MU	143.6	12:10AM	6:04	9:17PM			7:47	10:35PM	11:01
23	D	ROCKFORD	RD	138.4		5:53				7:35		10:44
40		DARKNELL		135.1		5:46 ³⁹¹				7:20 ³⁸⁷		10:35
31 JWX	D	FAIRFIELD	G	131.7		5:40				6:55		10:20
25		LATAH		123.3		5:24				6:30 ³⁹¹		9:55
BJKOPTWXYZ	DN-R	TEKOA	K	116.1		5:11PM				5:40PM		9:30PM
		(49.3)			Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily
..... Thru Time				(0.45)	(1.39)	(0.43)		(0.30)	(3.35)	(1.35)	(3.00)	
Average speed per hour				29.0	29.9	30.4		13.0	13.8	13.8	16.4	

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A). Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 23	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A). Page 31.	SECOND CLASS	Time-Table No. 23	Mile Post	SECOND CLASS			
	379	61			62	378		379			378			
	Freight	Passenger			Passenger	Freight		Freight			Freight			
STATIONS														
BKTVWX	7:00AM	6:45PM	D-R MOSCOW MO	28.1	A 8:50AM	A 1:50PM	BJKOWXY	3:45PM	D-R LA CROSSE JA	0.0	A 6:00AM			
1	7:20	6:56	WHITLOW	20.5	8:36	1:25	11 X	4:50	HOOPER	14.7	5:20			
			N. P. CROSSING	19.3			32 JPWXY	A 4:55PM	N-R HOOPER JCT. Ill	15.7	5:15AM			
23 X	8:33 ⁹²	7:05	D PULLMAN XN	18.7	8:33 ³⁷⁹	1:15	34		D WASHUCNA FN	23.5				
18	9:00	7:18	ALBION	12.7	8:13	12:40	21 V		D KAHLOTUS HO	37.4				
10	9:10	7:25	SHAWNEE	9.7	8:05	12:25	18 WXY		R CONNELL N	52.9				
BJMOWXY	A 9:40AM	A 7:45PM	DN-R COLFAX CA	0.0	7:42AM	12:01PM			(52.9)		Daily Except Monday			
			(28.1)		Daily	Daily Except Monday								
(2.40)				(1.00) Thru Time				(1.08)	(1.49)	(1.10) Thru Time	(0.45)	
10.5				28.1	Average speed per hour				24.8	16.5	13.5	Average speed per hour		20.9

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

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

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

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

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

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

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

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

WESTWARD

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 23 September 26, 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	7.20PM					DN-R TEKOA K	116.1					A 5.00PM
14 JPX	A 7.40PM					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
22 BJKMOWXY		10.30AM			7.50PM	D-R COLFAX CA	77.4	A 7.40AM	A 1.30AM			2.20
M						G. N. CROSSING	77.3					
14 East Spur X 18 West Spur X		10.50			7.57	CREST	74.9		7.31	11.10		1.55
						MOCKONEMA	72.5	f 7.26	11.00 ³⁷⁸			1.45
34		12.15PM			8.02	DIAMOND	68.5	f 7.19	10.15			1.30
29					8.09	D LENDICOTT DI	67.9	s 7.04	9.00			1.00 ³⁷⁹
27		1.00 ³⁰²			8.29	D-R WINONA WA	52.1	s 6.54	8.40			12.01PM
83 JWXY		2.00			8.39	SUTTON	48.0		6.45	7.25		
46		2.30			8.45	D-R LA CROSSE JA	41.5	s 6.37	7.00AM			
26 BJKOWXY	A 3.15PM				8.56	JERITA	35.8	f 6.27				
42					9.09	HAY	30.2	f 6.17				
44					9.20	CANYON	22.1	f 6.01				
42					9.38	DN-R RIPARIA XS	17.5	A 5.35AM	s 5.54			
60 JPVWXY					9.50	N. P. CROSSING	17.4					
M					9.40PM	R TUCANNON	12.6	s 5.24	s 5.42			A 7.40PM
10 JPXY		2.05AM			10.01	PATAHA	11.8		5.37			7.35
41 X		2.10			10.03	RIFTON	2.9	f 5.06	f 5.21			7.10
54 X		2.40			10.21	DN-R AYER JD	0.0	5.00AM	5.15AM			7.00PM
BJKOPWXY	A 3.00AM	A 10.30PM	A 10.15PM			(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) 20.0 (0.35) 30.0 Thru Time (0.35) 30.0 (2.25) 32.0 (4.30) 8.0 (4.59) 14.8 (0.40) 18.0
..... Average speed per hour.....

WESTWARD POMEROY BRANCH

EASTWARD

WESTWARD TUCANNON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 23		Mile Post	SECOND CLASS	
	355 Freight	September 26, 1954			356 Freight		356 Freight	September 26, 1954			355 Freight	
	Monday Wednesday Friday	STATIONS			Monday Wednesday Friday		STATIONS		Monday Wednesday Friday			
85 TWX	11.30PM	D-R	POMEROY PY	28.9	A 10.00PM		JPXY	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..... (0.16) 15.2

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.
No. 378 arriving at La Crosse on Connell Branch will run as No. 378 La Crosse to Colfax.
For stations not shown on schedule pages, see page 23.

WESTWARD PENDLETON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS	
	365	366				
	Mixed	Mixed				
	Daily Except Sunday					
STATIONS						
27 X			ALTO 7.5	83.0		
23			MENOIKEN 4.2	75.5		
26 JWX	11.45AM		BOLLES 4.6	71.3	A 9.10AM	
26 X	11.58AM	D	PRESCOTT 13.1	66.7	8.58	SY
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		
RJKOPTV WXYZ	A12.55PM	DN-R	WALLA WALLA 1.0	48.1	8.00AM	Z BU
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 9.5	36.2		OO
50			BLUE MOUNTAIN 3.3	26.7		
20			DOWNING 6.2	23.4		
20 X		D	ATHENA 4.0	17.2		CN
41			ADAMS 2.6	12.6		
15			BLAKELEY 10.0	10.0		
BJKVWXYZ		DN-R	PENDLETON	0.0		FD
			(83.0)			
					Daily Except Sunday	

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

WESTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 23 September 26, 1954	Mile Post	FIRST CLASS	
	387	67				
	Freight	Passenger				
	Daily	Daily				
STATIONS						
RJKOPT WXYZ	9.15PM	388	10.02AM			
25	9.35		10.14			
17 VX	10.00		10.33		D	
22 TWX	10.20		10.50			
X	10.50		11.09			
43	11.05		11.16		D	
20	11.50PM		11.34			
33	12.10AM		11.40			
30	12.30		11.55AM			
6 Y	12.45		12.03PM			
18	12.50		12.07			
JWX						
25 BKOX	A 1.30AM		12.30		D-R	
31			12.43		DN	
BKTVWXYZ			1.00PM		D-R	
M						
M						
JX						
5 VWX						

(4.15) Thru Time (2.60)
18.9 Average speed per hour 27.0 28.3 (3.35)
22.4

WALLACE BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 23 September 26, 1954	Mile Post	FIRST CLASS	
	387	67				
	Freight	Passenger				
	Daily	Daily				
STATIONS						
DN-R	TEKOA	K	0.0	A	5.05PM	A
	LOVELL		6.9	f	4.50	8.45
	PLUMMER	MR	7.5	s	4.32	8.15
	CHATCOLET		7.7	f	4.14	7.45
	HARRISON		3.5	s	3.54	7.20
D	SPHINGTON	RC	11.3	s	3.45	7.10
	LANE		3.8	s	3.24	6.42
	ROSE LAKE		8.6	s	3.16	6.32
	CATALDO		4.8	f	2.59	6.10
	ENAVILLE		1.6	s	2.53	5.56
	PINE CREEK		3.1	f	2.49	5.52
	BRADLEY		2.0	f		
D-R	KELLOGG-WARDNER	DN	6.6	s	2.40	5.40PM
	OSBURN		4.4	f	2.22	
D-R	WALLACE	WC	0.2		2.15PM	
	N. P. CROSSING		0.2			
	N. P. CROSSING		0.1			
	WALLACE JCT.		6.2			
D	BURKE	B	86.9			
	(86.9)					

Daily Daily

WESTWARD DAYTON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 23 September 26, 1954	Mile Post	SECOND CLASS	
	367	365				
	Mixed	Mixed				
	Tuesday and Friday	Daily Except Sunday				
STATIONS						
29	12.01PM		TURNER 2.1	24.8		A 1.50AM
25	12.10		WHETSTONE 0.6	22.7		11.40
26 VWXY	A12.50PM	11.01AM	D DAYTON 0.00	13.1	A 9.45AM	11.00AM
M			N. P. CROSSING 0.01	13.0		
M			N. P. CROSSING 0.1	13.0		
JX		A 11.03AM	DAYTON JCT.	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 3.5	3.5	9.19	
28 JWX		A 11.45AM	BOLLES (24.8)	0.0	9.10AM	
					Daily Except Sunday	Tuesday and Friday

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

WESTWARD SIERRA NEVADA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 23 September 26, 1954	Mile Post
	367	365		
	Mixed	Mixed		
	Tuesday and Friday	Daily Except Sunday		
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			
Pondair.....	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. I. 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			
Ward.....	14.2	6	Both	Houser.....	19.1	1	Both
		{ 37	Both	Tucannon Branch			
Raynolds.....	20.0	40 P	West	Powers.....	2.7	4	Both
		126	West	Pendleton Branch			
Sixth Subdivision				Havana.....	6.9	11	Both
Shoffler.....	242.1	4	Both	Weston.....	20.9	66 X	East
Matthews.....	253.3	5	Both	Bado.....	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).....	5.0	6	Both	Russell.....	51.8	11	Both
Vincont..... (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
Sandon.....	15.6	8	Both	O'Gara..... (6).....	26.3	.....	None
Hay Canyon.....	19.2	{ 12	East	Black Lake..... (6).....	38.0	.....	None
		15	West	Dudley..... (6).....	52.0	12	Both
De Moss.....	23.9	12	Both	Smelterville..... (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
Ruisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Baleh..... (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. 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.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35
No. 125 and No. 126, maximum speed.		60	60	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
Motor trains and inspection bus cars.		40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
No. 125 and No. 126, within yard limits.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
1500 class Diesel-electric road freight locomotives.	50	50	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1800 class Diesel-electric yard locomotives in road service.	50	50	50	On tracks other than main tracks.	15	15	15
Steam engines running backward.	20	20	20	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
3800 class engines.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
3700 and 3900 class engines.		65	50				
5000 class engines.		50	50				
7000-7800 class engines.		70	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20		Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	North Powder Between M.P. 321.6 and 321.3.	70	60	45
Lime High line track and connection.			10		Descending grade, Pleasant Valley to M.P. 365.0.	50	40		20	Between M.P. 319.5 and 315.4.	30	25	20
	Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.		60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	35	La Grande			
	Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 349.8 and 348.4.	30	25		20		
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	45				
	Descending grade, M.P. 365.0 to Durkee.				25	Between M.P. 345.1 and 343.6.	45	35	25		

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35
	Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60		45		
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 240.0 and 238.3.	55	45	35		Between M.P. 206.3 and 205.9.	70	60	45
	Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.	60	50	40
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.0 and 201.4.	70	60	45
	Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45	Minthorn Between M.P. 223.8 and 222.8.	35	30	20		Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 249.6 and 249.4.	35	30	20		Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 217.6 and 216.3.	40	35	25	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Pendleton Over Third, Main and Fourth Streets.	12	12	12		Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25		Over other street crossings within city limits.	20	20	20	Hinkle		
Between M.P. 243.2 and 242.5.	60	50	40								

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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				
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45	Miller Between M.P. 100.1 and 97.5.	55	45	35
				Between M.P. 124.8 and 124.0.	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. 123.8 and 123.7.	55	45	35				
Between M.P. 144.0 and 143.9.	60	50	40	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Between M.P. 141.6 and 140.5.	70	60	45	Between M.P. 118.8 and 118.6.	70	60	45	Duns Between M.P. 88.5 and 87.5.	45	35	25
				Between M.P. 116.4 and 116.2.	70	60	45				
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Goff Between M.P. 114.9 and 114.7.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 136.2 and 136.1.	70	60	45	Between M.P. 114.5 and 112.5.	60	50	40				
Between M.P. 134.8 and 134.7.	70	60	45								

FOURTH SUBDIVISION

The Dalles Between M.P. 85.1 and 84.4.	20	20	20	Meno Between M.P. 58.5 and 56.0.	60	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.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	70	60	45	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				Argo Yard All turn-outs.			10
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10			10	10		Seattle Over Spokane Street crossing.			20
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15		Through interlocking.	30	30	30		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	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
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.	50	40	Between M.P. 352.8 and 353.5.	55	45	35
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.	40	25	Between M.P. 366.5 and 367.1.	45	35	25
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10	10
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40	Spokane Through Union Station limits.	15	15	15
Between M.P. 234.0 and 235.6.		35	25	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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		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 wyc.		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
Hepner 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	0
On descending grades between Speece and Mikalo.		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.	Page.	Fr.		Str.	Page.	Fr.		Str.	Page.	Fr.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
Sunnyside Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
Spokane-Tekoa Branch Maximum speed.				Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Spokane and Manito.	70	60	35	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 3-degree curves.		50	30					Between M.P. 10.7 and 10.9.		35	25
On 4-degree curves.		45	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 11.1 and 11.4.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 12.1 and 12.3.		20	20
On 7- and 8-degree curves.		25	20	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.5 and 12.6.		35	25
On curves of 7 degrees and over with 5000 class engines.		20	20	Between Chester and Mica, on descending grade.			25	Touchet Between M.P. 18.5 and 18.6.		35	25
On 9- and 10-degree curves.		20	20					W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Tekoa On west leg of wye.		10	10	East Spokane Through interlocking.	15	15	15	College Place Within city limits.		30	30
Between M.P. 117.2 and 117.5.		20	20					Walla Walla			
Between M.P. 117.8 and 117.9.		45	30	Spokane Over slip switches at N. P. Crossing.	15	15	10	Moscow Branch Maximum speed.		35	25
Between M.P. 118.1 and 118.3.		35	25	Over street crossings between N. P. Crossing and city limits.	20	20	20	On 7- and 8-degree curves.		25	20
Between M.P. 118.5 and 119.7.		25	20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	On 9- and 10-degree curves.		20	20
Between M.P. 120.2 and 121.4.		35	25	Through tunnel.	15	15	15	Colfax Within city limits.		12	12
Between M.P. 121.6 and 121.9.		25	20	Pleasant Valley Branch Maximum speed.		25	25	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 122.1 and 122.5.		35	25	G. N. Crossing, M.P. 30.7.		20	20	Between M.P. 5.6 and 7.5.		25	20
Latah Within city limits.		40	30	Wallula Branch Maximum speed.		35	30	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 5- and 6-degree curves.		35	25	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 125.1 and 125.7.		35	25	On 7- and 8-degree curves.		25	20	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 127.5 and 128.4.		35	25	On 9- and 10-degree curves.		20	20	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 129.6 and 130.6.		35	25	Wallula Jct. West leg of wye.		15	15	Albion Between M.P. 13.4 and 13.6.		25	20
Fairfield Within city limits.		25	25	Zangar Jct. Between M.P. 5.1 and 6.4.		25	20	Between M.P. 14.3 and 14.9.		20	20
Between M.P. 132.6 and 132.8.		45	30	Between M.P. 6.7 and 6.8.		25	20	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 133.3 and 134.6.		25	20	Between M.P. 7.0 and 7.1.		20	20	Between M.P. 17.9 and 18.0.		25	20
Darknell Between M.P. 135.3 and 136.3.		35	25					Pullman Within city limits.		15	15
Between M.P. 136.6 and 139.2.		20	20					Over street crossings.		6	6
Rockford Within city limits.		20	20					N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Between M.P. 139.4 and 140.4.		45	30					Between M.P. 24.6 and 24.8.		25	20
Between M.P. 141.0 and 141.2.		35	25					Between M.P. 25.2 and 25.4.		25	20
Between M.P. 142.6 and 143.2.		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.				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. 105.5 and 105.8.			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	Athens 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. 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.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.	
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	30	
Between M.P. 25.4 and 26.2.		20	20		Between Dayton Jet. and Turner.		15	15	Between M.P. 34.5 and 34.7.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20		On curves of 7 degrees and over.		20	20	Between M.P. 34.9 and 35.2.		35	25
Between M.P. 29.8 and 30.1.		20	20		Bolles Between M.P. 0.4 and 0.6.		20	20	Between M.P. 38.3 and 38.6.		35	25
Between M.P. 30.3 and 30.4.		20	20		Dayton Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45	30
Between M.P. 31.2 and 31.7.		20	20		Over all other street crossings.		10	10	Lane Between M.P. 47.8 and 48.3.		45	30
Between M.P. 32.2 and 32.4.		20	20		Wallace Branch Maximum speed.		50	30	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.7 and 32.9.		20	20		Between Lovell and 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	Alto 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					Wallace Over street crossings.		6	6	
								Between M.P. 81.4 and 87.3.		20	20	
								Burke to Wallace, eastward.		10	10	
								Sierra Nevada Branch Maximum speed.			10	

Standard clocks are located as shown below:

Aberdeen.....	Telegraph Office	Huntington.....	Yard Office	Spokane.....	Train Dispatcher's Office
Albina.....	Train Dispatcher's Office	Huntington.....	Telegraph Office	Spokane.....	Telegraph Office
Albina.....	Yard Telegraph Office	Kellogg-Wardner.....	Telegraph Office	Tacoma.....	Yard Office
Albina.....	Enginemen's Register Room	Kennewick.....	Telegraph Office	Tekoa.....	Telegraph Office
Argo.....	Yard Office	Kenton.....	Telegraph Office	The Dalles.....	"DK" Telegraph Office
Argo.....	Enginemen's Register Room	La Grande.....	Crew Dispatcher's Office	The Dalles.....	"WH" Telegraph Office
Arlington.....	Telegraph Office	La Grande.....	Train Dispatcher's Office	The Dalles.....	Yard Office
Ayer.....	Telegraph Office	La Grande.....	Depot Telegraph Office	Wallace.....	Telegraph Office
Baker.....	Telegraph Office	La Grande.....	Yard Office	Wallace.....	Enginemen's Register Room
Bend (Joint).....	O. T. Ry. Telegraph Office	Moscow.....	Telegraph Office	Walla Walla.....	Passenger Depot
Centralia (Joint). N. P. Ry.	Telegraph Office	Olympia.....	Telegraph Office	Wallula.....	Telegraph Office
Hinkle.....	Telegraph Office	Pendleton.....	Telegraph Office	West Spokane.....	Enginemen's Register Room
Hinkle.....	Enginemen's Register Room	Portland (Joint)		Winona.....	Telegraph Office
Hinkle.....	Yard Office	.....	N. P. T. Co. Telegraph Office	Yakima.....	Telegraph Office
Hoquiam (Joint). N. P. Ry.	Telegraph Office	Seattle (Joint)		Yakima.....	Roundhouse
		.....	Union Station Telegraph 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'	16.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.6
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

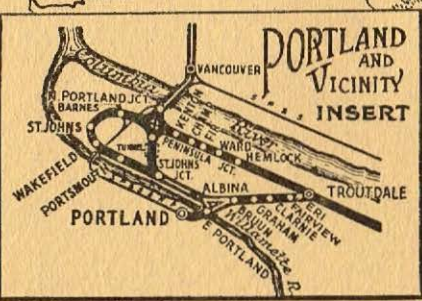
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

- | | |
|--|---|
| B—bulletins; | O—oil; |
| C—coal; | P—telephone; |
| D—day operator; | R—train register; |
| N—night operator; | T—turntable; |
| DN—day and night operator; | V—track connection with 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	Ordnance.....	Portland or beyond.	
18	Union Jet.....	Portland or beyond, Tuesdays only.	
	North Powder... Haines.....		
19	Any station.....	From Wallula or beyond.	
19	Hooper Jet.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 19, 1954

Scale of Miles

