

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

Safety Is



No Accident

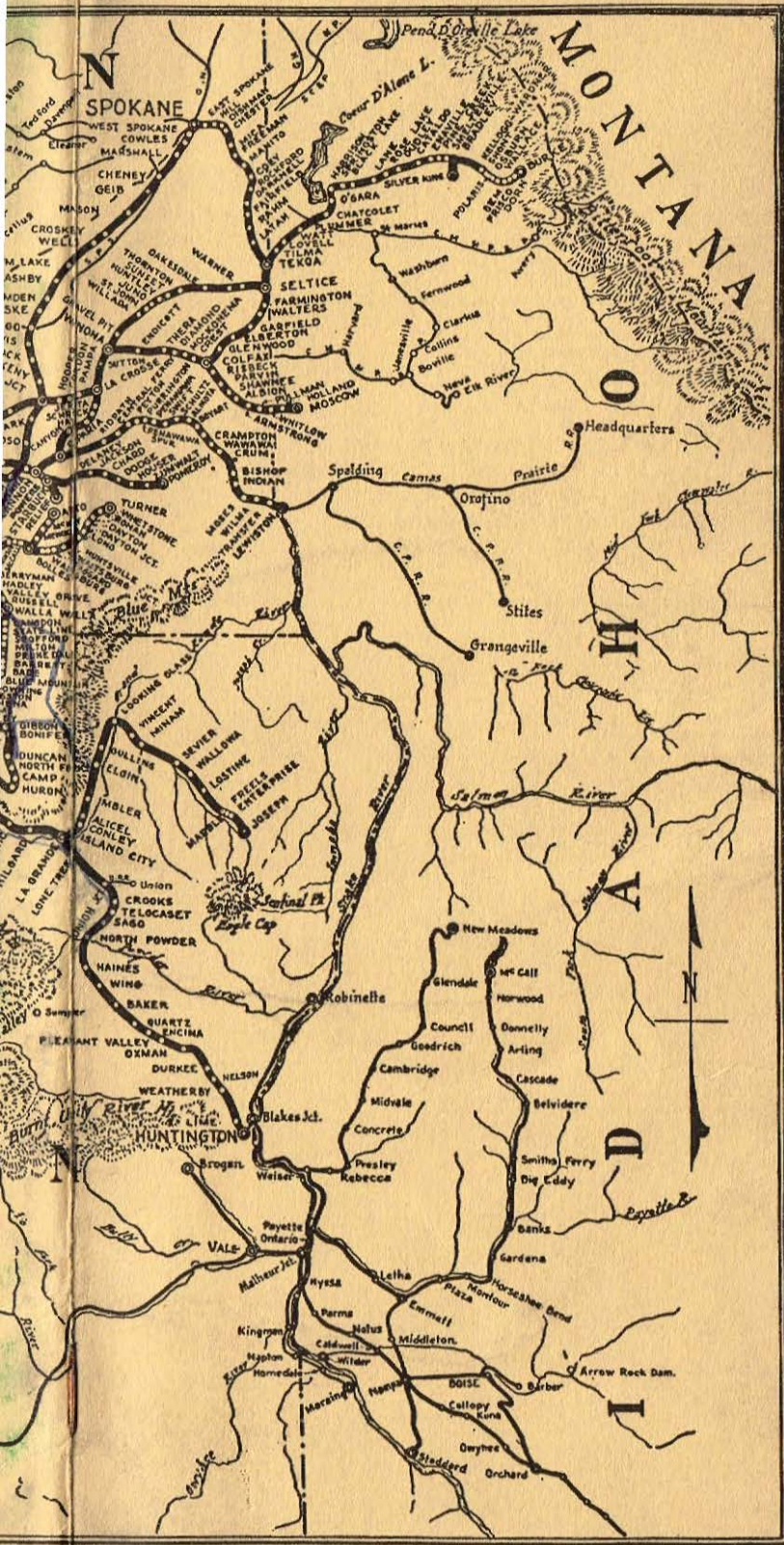
OREGON DIVISION

TIME-TABLE
No. 24

Effective Sunday
November 14, 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 Roadmaeter Portland, Ore.
E. L. Briggs, Safety Representative Portland, Ore.

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivisions and Branches

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

Sixth Subdivision and Branches

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

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

Name	Title	Location	Name	Title	Location
Ralph M. Dodson	District Surgeon	Portland, Ore.	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. Carasow	Surgeon	Lewiston, Ida.
J. P. Craven	Surgeon	Portland, Ore.	O. O. Armstrong	Surgeon	Moscow, Ida.
David G. Duncan	Surgeon	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Warron 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. Kraft	Oculist and Aurist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Edward O. Parkinson	Surgeon	Portland-St. Johns, Ore.	R. I. Silk	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	R. J. Welland	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. Shlach	Oculist	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. O. Vandeventer	Surgeon	Bend, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, 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.
O. A. Lewis	Surgeon	Egin, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
L. M. Farnam	Surgeon	Elma, Wash.	Bruce O. McIntyre	Surgeon	St. John, Wash.
Lyle O. 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 Oressey	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. O. Mowery	Surgeon	Wallace, Ida.
John C. Korvell	Surgeon	Hogulam, Wash.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	O. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
O. 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. Shirey	Surgeon	Kennewick, Wash.	A. J. Hockett	Surgeon	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosee, Wash.	H. O. Lynch	Surgeon	Walla Walla, 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. 24 November 14, 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
	Daily	Daily	Daily	Daily							
		6.25	2.06		5.05	0.0	GRANGER	A 9.05		A12.42	A10.30
		10.20	6.46		10.05	213.9	POCATELLO	3.50		8.56	5.20
		11.15	6.56		10.55			2.50		8.46	4.46
		2.15	8.25		2.20	378.8	GLENNS FERRY	11.40		6.10	1.30
		3.59	9.40		4.05	448.4	BOISE	9.55		5.00	11.55
		6.25	11.40		6.50	550.1	M.T. HUNTINGTON	7.10		3.05	9.25
		5.35	10.40		6.00		P.T. HUNTINGTON	6.00		2.05	8.15
		8.15	1.05		8.45	649.7	LA GRANDE	3.25		11.40	5.35
		10.30	3.10		11.10	723.9	PENDLETON	1.05		9.38	2.50
	9.00					941.3	SPOKANE				A 6.30
	11.27					837.4	AYER				4.05
	12.30					786.3	WALLULA				2.55
	1.50	11.25	3.55		12.40	755.3	HINKLE	12.15		9.00	2.00
	3.50	1.45	5.30		3.10	855.4	THE DALLES	10.10		7.20	11.35
	A 6.10	A 4.00	A 7.30		8.00	839.5	PORTLAND	8.05	A 9.15	5.30	9.30
					11.05	1084.6	TACOMA			5.52	
					A1 1.59	1122.7	SEATTLE			4.45	
								Daily	Daily	Daily	Daily
	(9.10) 40.4	(23.35) 39.8	(18.25) 51.0	(3.59) 46.0	(25.25) 37.0		..... Thru Time	(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(24.00) 39.1
							... Average speed per hour ...			(8.30) 43.5	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammom	Time-Table No. 24 November 14, 1954	FIRST CLASS		
29	33	31	32			34	30	
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	
	Daily	Daily	Daily					
	10.10	9.35		0.0	McCAMMON		A 5.40	A 4.05
	10.35	10.10		22.7	POCATELLO		5.10	3.30
	1.00	A12.25	7.00	73.3	IDAHO FALLS	A 2.30	3.00	1.15
			8.40	124.3	ASHTON	12.55		
			A10.20	169.9	VICTOR	11.10		
				180.4	WEST YELLOWSTONE			
	A 7.10			285.8	BUTTE			7.15
						Daily	Daily	Daily
	(9.00) 31.8	(2.50) 25.9	(3.20) 29.0		..... Thru Time	(3.20) 29.0	(2.40) 27.5	(8.50) 32.3
					... Average speed per hour ...			

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS			Time-Table No. 24 November 14, 1964	Mile Post	FIRST CLASS			SECOND CLASS
	125 Mixed	105 Streamliner Passenger	17 Passenger	11 Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger	126 Mixed
	Daily	Daily	Daily	Daily						
BKOPTWXYZ	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				
150 PY	*10.27				DURKEE	368.9				
100 P					XMAN	361.7				
170 P					PLEASANT VALLEY	355.4				
WB 91 PY EB 109					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 RC	342.0	* 6.50	* 4.36	*12.40	* 3.50
100 P					WING	337.6	6.37	4.26	12.30AM	3.34
100 P	*11.27				D HAINES KB	331.7	f 4.21			
100 PW	*11.38				D NORTH POWDER HD	322.1	f 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	LONTREE	294.9				
BJKOPTWXYZ	A 12.30PM	A 1.00AM	A 8.35PM	A 8.05AM	DN-R LA GRANDE HA	289.8	5.35AM	3.25PM	11.40PM	2.35AM

CENTRALIZED TRAFFIC CONTROL

(2.35)	(2.20)	(2.35)	(2.30)	..... Thru Time.....	(2.40)	(2.35)	(2.25)	(2.40)
38.6	42.7	38.6	30.8	..... Average speed per hour.....	37.4	38.0	41.2	37.4

200
152
76
228

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.

77
WW 9.20A
Nall 10.10A
Wall 10.20A
Hink 11.00A
Hink 11.75A
Pat 4.00P

7.25A Spokane
7.50 Cheney
8.35 Maresgo
9.00 Hooper Jet.
9.25 Ager
10.25A Wallula
10.30A Hinkle
11.05A Hinkle

WESTWARD 6.00 1.00 SECOND SUBDIVISION EASTWARD

Cat. Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 24 November 14, 1954	Mile Post	FIRST CLASS				SECOND CLASS			
	125 Mixed		17 Passenger		11 Passenger		106 Streamliner Passenger				18 Passenger		12 Passenger		106 Streamliner Passenger		126 Mixed	
	Daily		Daily		Daily		Daily											
STATIONS																		
BJKOPTWXYZ		12.40PM	8.45PM	8.15AM	1.05AM	DN-R LA GRANDE	RA	269.8	A	5.25AM	A	3.15PM	A	11.35PM	A	2.25AM		
WB 71 PVWXY EB 72						HILGARD		282.1		5.08		2.58		11.20		2.07		
139 P						MOTANIC		276.6										
P						NORDEEN		272.1										
141 PWXY						KAMELA	DOUBLE TRACK	271.1										
P						ROSS		268.3										
WB 106 PW EB 102		f 1.34				MEACHAM		285.5										
136 P						HURON		287.7										
120 PW						CAMP		264.1										
WB 68 PWY EB 69		f 2.07				DUNCAN		248.5										
102 P						BONIFER		239.6										
106 PWY		f 2.25				GIBBON		238.9										
117 P						HOMLY		229.6										
116 P						MINTHORN		224.7										
116 P		2.47	10.52	10.20	3.03	MUNRA		218.9										
69 BJKPV WXYZ		s 3.00	s 11.10	s 10.30	s 3.10	DN PENDLETON	PD	215.6	s	2.50	s	1.05	s	9.38	s	12.05AM		
155 JPX						RIETH		212.0		2.34		12.50		9.29		11.50PM		
135 P						BARNHART		208.3										
136 P						NOLIN		198.9										
135 PW		f 3.30	f 11.45			D ECHO	HI	192.6										
P		f 3.35	f 11.52PM	11.05	3.37	STANFIELD		188.4										
BJKOPWXYZ	10.15A	A 3.50PM	A 12.10AM	A 1.15AM	A 3.50AM	DN-R HINKLE	UK	184.2		2.00AM		12.15PM		9.00PM		11.15PM		
						(105.6)				Daily		Daily		Daily		Daily		

CENTRALIZED TRAFFIC CONTROL

(3.10) 33.3 (3.25) 30.0 (3.00) 25.2 (2.45) 38.4 Thru Time Average speed per hour (3.25) 30.9 (3.00) 35.2 (3.35) 40.9 (3.10) 33.3

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

2.30P Spokane 12.05P
2.35P N.P. Crossing 11.58A
2.43B Shoshone 11.50A
Millwood
Grand Jet
Arhol
Sandpoint
Bourbon Ferry

7.00A Portland 8.00P
8.15A Hood River 6.30P
8.43A The Dalles 6.00P
8.45A The Dalles 5.58P
9.35A Arleyton 5.05A
10.20A Hinkle 4.20P
10.30A Hinkle 4.10P
11.00A Wallula 3.35A
12.01P Ayer 2.35A
12.26A Hood River Jet 2.10XP
12.50A Maupio 1.45A
2.00P Spokane 12.35P

Eastport - Kingsgate - Yakima 6.00P 1.35P Cheney 1.00P

WESTWARD

THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS					FIRST CLASS				Time-Table No. 24 November 14, 1954		
		257 Time Freight	125 Mixed	151 Time Freight		11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	STATIONS		
		Daily	Daily	Daily		Daily	Daily	Daily	Daily			
BJKOPWXYZ		¹⁰⁶ 8.55 ^{PM}	4.00 ^{PM}	¹² 12.05 ^{PM}		11.25 ^{AM}	3.55 ^{AM}	²⁰ 1.50 ^{AM}	12.40 ^{AM}	DN-R	HINKLE	UK
P		9.10 ^s	4.08	12.30		^s 11.33		1.58 ^f	12.48		6.5	ORDNANCE RN
136 PW		9.13	4.11	12.35		11.35	4.02	2.00	12.50		1.9	MUNLEY
											3.8	
136 P		9.23	4.17	12.45		¹² 11.47	4.07	2.06	12.56		6.2	CLARKE
136 P		9.33 ^s	²⁶⁴ 4.26	12.56		11.55 ^{AM}	4.12	2.12	¹⁸ 1.09 ²⁰	DN	BOARDMAN	BD
											8.1	
130 P		9.48	4.35	1.09		12.03 ^{PM}	4.19	2.20	1.34		7.5	CASTLE
19 JP		10.03	4.43	1.21		12.11		2.27	1.42	N	HEPPNER JCT.	WI
											1.2	
143 P		¹²⁶ 10.21	4.45	1.23		12.13	4.26	2.29	1.44		8.5	WILLOWS
WB 142 BJKOPT EB 117 WX		10.40 ^s	4.56	1.45		^s 12.24	²⁶² 4.34 ^s	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		4.7	GILMORE
132 P		10.54 ^s	5.09	1.59		12.37	4.42	2.51	2.10		6.1	BLALOCK
96 P		11.03	5.16	2.10		12.43	4.47	2.57	2.16		8.2	QUINTON
137 P		11.15	5.25	2.22		12.52	4.54	3.04	2.24		3.3	GOFF
											2.3	DAY
104 PW		11.20	5.29	²⁶⁴ 2.27		12.55	4.57	3.07	2.27		2.3	RUFUS
100 P		11.24	5.32	2.31		12.57	4.59	3.09	2.29		2.8	GRANT
100 P		11.28	5.35	2.35		1.00		3.12	2.32		2.7	
80 JP { M. P. }		11.33 ^s	5.39	2.40		1.03	5.04	²⁶² 3.16	2.35	DN	BIGGS	BX
54 P { W 101.7 }		11.41	5.43	2.45		1.07	5.07	3.19	2.39		3.4	MILLER
											3.7	
50 P		11.49	5.49	2.52		1.12	5.12	3.23	2.43		1.6	CELLO
JPV		11.56 ^{PM}	5.51	2.56		1.14	5.14	3.25	2.45	D	OREGON TRUNK JCT.	VO
74 P		12.04 ^{AM}	5.57	3.01		1.20	5.18	3.30	2.50		3.3	DUNE
											0.1	DK-WH
BKOPTWXZ		A 12.30 ^{AM}	A 6.15 ^{PM}	A 3.20 ^{PM}		A 1.40 ^{PM}	A 5.30 ^{AM}	A 3.45 ^{AM}	A 3.05 ^{AM}	DN-R	THE DALLES	WH

BLOCK SIGNALS

DOUBLE TRACK

(3.35) 27.6 (2.15) 43.7 (3.15) 30.0 (2.15) 43.7 (1.35) 62.1 (1.55) 61.3 (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. 24

November 14, 1954

FIRST CLASS

SECOND CLASS

Mile Post

20
Passenger

12
Passenger

106
Streamliner
Passenger

18
Passenger

262
Time
Freight

264
Time
Freight

126
Mixed

STATIONS

BLOCK SIGNALS

DOUBLE TRACK

STATIONS	Mile Post	20 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Mixed
DN-R HINKLE UK	184.2	A 1.50 ¹⁹ AM	A 12.05 ¹⁵¹ PM	A 8.55 ²⁵⁷ PM	A 1.40AM	A 6.30AM	A 5.30PM	A 11.05PM
6.5 ORDNANCE RN	177.7	1.37	11.55AM	8.45	1.23	6.00	5.02	10.55
1.9 MUNLEY	175.8	1.35	11.53	8.43	1.21	5.55	4.59	10.53
5.8 CLARKE	170.0	1.29	11.47 ¹¹	8.38	1.15	5.45	4.45	10.47
6.2 DN BOARDMAN BD	163.8	1.23 ¹⁷	11.41	8.33	1.09 ¹⁷	5.30	4.26 ¹²⁵	10.40
8.1 CASTLE	165.7	1.16	11.33	8.26	1.00	5.15	3.55	10.31
7.5 N HEPPNER JCT. WI	148.2	1.09	11.25	8.19	12.52	4.59	3.42	10.23
1.2 WILLOWS	147.0	1.07	11.23	8.18	12.50	4.56	3.40	10.21 ²⁵⁷
8.5 DN ARLINGTON MX	138.5	12.57	11.12	8.10	12.40	4.34 ¹⁰⁵	3.20	10.11
4.5 GILMORE	134.0	12.49	11.03	8.06	12.27	4.07	3.05	9.56
4.7 BLALOCK	129.3	12.45	10.59	8.02	12.22	4.00	2.56	9.51
6.1 QUINTON	123.2	12.39	10.53	7.57	12.16	3.51	2.47	9.44
8.2 GOFF	115.0	12.32	10.46	7.50	12.08	3.37	2.33	9.35
3.3 DAY	111.7	12.29	10.42	7.47	12.04	3.32	2.27 ¹⁵¹	9.31
2.3 RUFUS	109.4	12.27	10.40	7.45	12.02AM	3.27	2.17	9.28
2.8 GRANT	103.6		10.37		11.59PM	3.22	2.12	9.25
2.7 DN BIGGS BX	103.9	12.22	10.34	7.40	11.56	3.16 ¹⁹	2.07	9.22
3.4 MILLER	100.6	12.19	10.30	7.37	11.52	3.03	2.00	9.18
3.7 CELLO	96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14
1.0 D OREGON TRUNK JCT. VO	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12
3.3 DUNE	91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08
6.1 DN-R THE DALLES DK-WH	85.8	12.02AM	10.10AM	7.20PM	11.35PM	2.30AM	1.30PM	9.00PM
(98.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily

..... Thru Time	(1.48)	(1.55)	(1.35)	(2.05)	(4.00)	(4.00)	(2.05)
..... Average speed per hour	54.7	51.3	62.1	47.2	24.6	24.8	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

Time-Table No. 24
November 14, 1954

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					STATIONS	
	125	151	255	257	458	11	105	19	17		
	Mixed	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
BKOPTWXZ	6:25PM	4:00PM	5:45AM	3:55AM		1:45PM	5:30AM	3:50AM	3:10AM	DN-R THE DALLES DK 4.1 WH	
P	6:31	4:15	5:55	4:05		1:51	5:35	3:56	3:16	CRATES 5.2	
126 P	6:37	4:25	6:05	4:15		1:57	5:41	4:03	3:22	ROWENA 6.3	
133 P	¹⁰⁶ 6:57	4:40	6:17	4:27		2:08	5:50	4:14	3:33	MOSIER 7.4	
WB 72 107 107 KPWWX	^s 7:15	4:52	6:29	4:39		^a 2:20 ^f 6:01 ^b 4:27 ^b 3:45				DN HOOD RIVER KI 4.1	
131 P	7:21	5:05	6:37	4:47		2:26	6:06	4:33	3:51	MENO 5.5	
132 PW	7:34	5:25	6:55	5:05		2:40	6:18	4:47	4:05	WYETH 7.2	
130 P	¹²⁰ 7:52	5:38	7:09	5:19		2:50	6:27	4:58	4:15	CASCADE LOCKS 4.3	
122 PW	^s 8:04	5:45	7:17	5:27		2:55	6:32	5:03	^b 4:22	DN BONNEVILLE MU 4.8	
131 P	8:12	¹⁰⁶ 6:11	7:26	5:36		3:00	6:38	5:09	4:28	DODSON 7.8	
131 PZ	^s 8:25	6:27	7:39	5:49		3:10	6:47	5:19	4:38	D BRIDAL VEIL JU 3.9	
131 P	8:34	6:34	7:47	5:57		3:14	6:52	5:24	4:43	ROOSTER ROCK 7.1	
56 IJPW	^s 8:50	^A 6:48PM	^A 8:01AM	6:11		3:25	7:00	5:35	^s 4:54	DN TROUTDALE SN 1.7	
51 P	^s 8:58			6:15		3:29	7:03	5:39	4:59	FAIRVIEW 6.0	
53 P	9:07			6:27		3:35	7:09	5:47	5:06	CLABNIS 3.5	
28 PX	9:13			6:35		3:41	7:15	5:53	5:12	GRAHAM 2.5	
17 PX	9:18			6:43		3:46	7:19	5:58	5:17	BRUUN 1.4	
IJPVXY	9:22			^A 6:50AM		9:06PM	3:50	7:22	6:02	EAST PORTLAND 0.5	
BIKPV	^A 9:30PM					^A 9:15PM	^A 4:00PM	^A 7:30AM	^A 6:10AM	DN-R PORTLAND P-VC	
										(35.8)	
	(8.05) 27.8	(2.48) 25.1	(2.16) 31.0	(2.55) 29.2		(0.00) 3.3	(2.15) 38.1	(2.00) 42.9	(2.20) 36.8	(2.20) 36.8	Thru Time Average speed per hour.....

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

TOWER

WESTWARD

KENTON LINE

Time-Table No. 24
November 14, 1954

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		STATIONS
	151	255		458	
	Time Freight	Time Freight		Passenger	
	Daily	Daily		Daily	
105 IJPWX	6:48PM	8:01AM			DN TROUTDALE SN 5.0
51 P	6:58	8:11			HEMLOCK 4.5
100 P	7:08	8:21			D FIR FR 4.3
73 BKPXZ	7:20	²⁶⁴ 8:35			DN KENTON KN 2.5
IJYX				8:55PM	DN NORTH PORTLAND JCT. KD 1.2
IJPXY				8:57	PENINSULA JCT. 1.4
IJPX	7:40	8:55		8:59	DN ST. JOHNS JCT. JN 2.6
BKOPTWXZ	^A 8:00PM	^A 9:15AM			DN-R ALBINA B 1.1 X
IJPVXY				^A 9:06PM	EAST PORTLAND (22.7)
	(1.12) 17.0	(1.14) 16.5		(0.11) 34.4	Thru Time Average speed per hour.....

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. 24 November 14, 1964		Mile Post	FIRST CLASS					SECOND CLASS		
			457 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	264 Time Freight	126 Mixed	262 Time Freight
STATIONS										
DN-R	THE DALLES 4.1 CRATES 5.2 ROWENA 6.3	DK WH DOUBLE TRACK	85.8	A10:05AM	As7:20PM	A11:30PM	A11:59PM	A12:30PM	A 8:55PM	A 1:10AM
			81.7	9:58	7:13	11:19	11:51	11:45AM	8:43	12:52
			76.5	9:52	7:07	11:13	11:45	11:30	8:37	12:42
			70.2	9:42	¹²⁵ 6:57	11:04	11:36	11:15	8:28	12:27
			62.8	s 9:33	f 6:48	s10:55	s11:27	11:02	8:20	12:15
			68.7	9:23	6:42	10:46	11:18	10:52	8:14	12:05AM
			50.2	9:11	6:31	10:34	11:06	10:35	8:02	11:50PM
			43.0	9:01	6:22	10:25	10:57	10:18	¹²⁵ 7:52	11:32
			38.7	f 8:56	6:16	10:20	10:52	10:10	7:47	11:25
			33.9	8:50	¹²⁵ 6:11	10:14	10:46	10:00	7:41	11:18
D	BRIDAL VEIL 3.9 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	9:25AM	7:20	10:45PM
			13.9	8:27	5:51	9:52	s10:23	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		
0.0	A 8:04AM	8:09	5:33	9:34	10:04	6:59				
DN-R	PORTLAND (86.8)	P-VC	0.0	8:00AM	8:05AM	5:30PM	¹²⁵ 9:30PM	10:00PM	6:55PM	
				Daily	Daily	Daily	Daily	Daily	Daily	
	Thru Time		(0.04)	(2.00)	(1.50)	(2.00)	(1.69)	(3.05)	(2.00)	(2.26)
	Average speed per hour		7.5	42.0	46.8	42.9	43.3	22.8	42.9	20.0

KENTON LINE

EASTWARD

Time-Table No. 24 November 14, 1964		Mile Post	FIRST CLASS					SECOND CLASS		
			457 Passenger					257 Time Freight	264 Time Freight	262 Time Freight
STATIONS										
DN	TROUTDALE 5.0 HEMLOCK 4.6 FIR 4.3	SN	22.0						A 9:25AM	A10:45PM
			17.0						9:05	10:20
D		FR	12.4					8:50	10:05	
DN	KENTON 2.5	KN	8.1					²⁵⁵ 8:35	9:50	
DN	NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.4 ST. JOHNS JCT. 2.6	IKD	6.8	A 8:16AM						
DN		JN	4.2	8:10				8:15	9:30	
DN-R	ALBINA 1.1 EAST PORTLAND (22.7)	B X	1.6	8:07			A 7:05AM	8:00AM	9:15PM	
			0.5	8:04AM			6:50AM			
				Daily			Daily	Daily	Daily	
	Thru Time		(0.12)				(0.15)	(1.25)	(1.30)	
	Average speed per hour		31.5				4.4	14.4	13.6	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, 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

Time-Table No. 24
November 14, 1954

Car Capacity of Sidings, 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	STATIONS
					Daily	Daily	Daily	Daily	Daily	
IJPVX							8.00 AM			BLOCK SIGNALS { PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER
							8.16			
							A 8.21 AM			

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

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

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

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

38 67 IPVX							11.42 AM			BLOCK SIGNALS { DN-R BLACK RIVER BI 0.0 C. M. St. P. & P. & P. C. CROSSING 0.3 DN-R ARGO G 3.1 DN-R SEATTLE OW DOUBLE TRACK
BIJKOP TVWXYZ				8.24 PM	2.48 PM	11.50	9.13 AM	7.35 AM		
BKPxZ				A 8.45 PM	A 3.00 PM	A 11.59 AM	A 9.30 AM	A 8.00 AM		

(0.21) (0.12) (3.50) (0.17) (0.25) Thru Time
8.9 16.5 48.0 10.9 7.4 Average speed per hour

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

WESTWARD THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY. EASTWARD

				691	681			692	690		
				5.15 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. 24 November 14, 1954		Mile Post	FIRST CLASS								
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger				
STATIONS											
BLOCK SIGNALS {	PORTLAND	0.0					A 9.15 PM				
	6.8 DN NORTH PORTLAND JCT. KD	6.8					8.55				
	1.9 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	145.2									
	1.2 N. P. CROSSING	146.4									
	0.1 N. P. CROSSING	146.5									
	0.3 DN RESERVATION RN	146.8					A 5.37 PM				
	0.7 DN TACOMA JCT. JN	147.6					5.35 PM				

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

BLOCK SIGNALS {	DN-R BLACK RIVER BI	173.8					A 5.00 PM				
	0.0 C. M. St. P. & P. & P. C. CROSSING	173.8									
	0.3 DN-R ARGO G	180.1	A 8.29 AM	A 9.53 AM	A 3.23 PM	4.52	A 9.25 PM				
	3.1 DN-R SEATTLE OW	183.2	8.20 AM	9.45 AM	3.15 PM	4.45 PM	9.15 PM				
(183.2)		Daily	Daily	Daily	Daily	Daily					
..... Thru Time			(0.09)	(0.08)	(0.08)	(4.30)	(0.10)				
..... Average speed per hour			20.7	23.3	23.3	40.7	18.6				

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

WESTWARD

SIXTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 24

November 14, 1954

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

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	

STATIONS

Train No.	379	151	361	363	346	63	99	19	97
BKPVX							10:25 ^{PM}	9:00 ^{PM}	1:05 ^{AM}
BKOPTWVZ		12:45 ^{AM}					10:35 ⁹⁸	9:04	1:11
48 P		12:55					10:41	9:08	1:18
63 P		1:05					10:49	9:13	1:25
103 PVX		1:20					11:00 ^s	9:22	1:36
51 P		1:28					11:10	9:28	1:44
52 P		1:36					11:16	9:35	1:50
53 PW		1:46					11:25	9:43	1:59
109 P		2:05 ⁹⁷					11:31	9:49 ⁹⁸	2:05 ¹⁵¹
62 P		2:20					11:38	9:56	2:12
44 P		2:30					11:44	10:02	2:18
62 P		2:40					11:50	10:07	2:24
75 JOPVWXY		3:00					11:59 ^{PM}	10:15 ^s	2:35 ^{AM}
62 P		3:10						10:21	
63 P		3:17						10:26	
51 P		3:25						10:31	
38 JPWY	5:00 ^{PM}	3:40						10:42	
53 P	5:15	3:50						10:49	
146 P	5:30	4:19 ²⁰						10:58	
78 P	5:45	4:35 ³⁷⁸						11:07	
RJKOPWXY	A 6:00 ^{PM}	6:00						11:27 ^s	
06 P		6:15						11:35	
96 P		6:30						11:44	
46 P		6:40						11:51	
06 P		6:46						11:55 ^{PM}	
06 PW		7:05						12:06 ^{AM}	
06 P		7:20						12:15	
94 P		7:30						12:21	
157 JKPVWXY		7:50	7:25 ^{AM}	4:30 ^{AM}	4:20 ^{AM}	11:45 ^{PM}		12:30 ^s	
JPVXY		7:55	7:30	4:40	A 4:25 ^{AM}	11:50 ^{PM}		12:33	
157 P		8:20	7:47	5:00		12:05 ^{AM}		12:46	
159 P		8:40	8:05	5:20		12:18		12:56	
RJKOPWXYZ	A	9:15 ^{AM}	A 8:30 ^{AM}	A 5:40 ^{AM}		A 12:40 ^{AM}		A 1:15 ^{AM}	

Direction	Station	Time	Notes
DN-R	SPOKANE	1:17	DS AU
	WEST SPOKANE		
	COWLES	3.6	
	MARSHALL	4.2	
N	CHENEY	7.3	CY
	GEIB	5.2	
	MASON	5.0	
	CROSKY	7.4	
	WELLS	4.0	
	PALM LAKE	6.6	
	ASHBY	5.2	
	EMDEN	4.2	
DN-R	MARENGO	6.7	RA
	THAVIS	4.8	
	MACK	4.4	
	ANKENY	4.2	
N-R	HOOPER JCT.	7.9	HR
	PARK	5.6	
	JOSO	6.2	
	CHEW	5.8	
DN-R	AYER	3.9	JD
	RUXBY	6.2	
	SCOTT	7.7	
	WALKER	6.1	
	SIMMONS	2.8	
	PAGE	7.8	
	ASH	7.5	
	HUMORIST	6.0	
DN-R	WALLULA	7.2	JN
	WALLULA JCT.	1.7	
	JUNIPER	10.3	
	COLD SPRINGS	9.8	
DN-R	HINKLE	9.2	UK
		(180.0)	

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

(1.00)	(8.30)	(1.06)	(1.10)	(0.05)	(0.55)	(1.34)	(4.15)	(1.30)	..... Thru Time.....
21.5	21.7	28.6	28.6	20.4	33.8	39.0	43.1	40.7	..... Average speed per hour.....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.

No. 379 arriving at Hooper Jct. on Connell Branch will run as No. 379 on Sixth Subdivision Hooper Jct. to Ayer.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

*Sheffer 242.1
240.6*

94.
SIXTH SUBDIVISION

EASTWARD

Time-Table No. 24 November 14, 1954	Mile Post	FIRST CLASS					SECOND CLASS				
		96 CMS: P&P Passenger	20 Passenger	64 Passenger	98 CMS: P&P Streamliner Passenger	9	362 Freight	378 Freight	298 Freight	364 Freight	345 Mixed
STATIONS											
DN-R	SPOKANE ^{DS} _{1.7} AU	367.3	A 6.15AM	A 6.30AM	2.15P	A 10.45PM	2.00P				
	WEST SPOKANE	366.6	6.06	6.23		10.35 ⁹⁹			A 6.30PM		
	3.6 COWLES	362.0	5.59	6.17		10.29			6.05		
	4.2 MARSHALL	367.8	5.54	6.11		10.24			5.55		
N	7.8 CHENEY CY	360.5	a 5.45	b 6.02		10.15			5.40		
	5.2 GEIB	346.3	5.34	5.55		10.08			5.30		
	5.0 MASON	340.3	5.28	5.48		10.02			5.20		
	7.4 CROSBY	332.9	5.20	5.39		9.54			5.05		
	4.0 WELLS	328.9	5.15	5.34		9.49 ¹⁹			4.57		
	6.6 PALM LAKE	322.3	5.05	5.26		9.35			4.45		
	5.2 ASHBY	317.1	4.58	5.19		9.29			4.35		
	4.2 EMDEN	312.9	4.51	5.14		9.23			4.20		
DN-R	6.7 MARENGO RA	306.2	4.41AM	b 5.05		9.15PM			4.00		
	4.8 THAVIS	301.4		4.55					3.29		
	4.4 MACK	297.0		4.50					3.22		
	4.2 ANKENY	292.8		4.44					3.15		
N-R	7.9 HOOPER JCT. HR	284.9		4.35				A 5.15AM	3.00		
	5.6 PARK	279.3		4.28				5.02	2.45		
	6.2 JOSO	273.1		4.19 ¹⁵¹				4.50	2.33		
	5.8 CHEW	267.3		4.10				4.35 ¹⁵¹	2.15		
DN-R	3.9 AYER JD	263.4		a 4.05				4.15AM	2.00		
	6.2 RUXBY	267.2		3.51					12.50		
	7.7 SCOTT	249.5		3.42					12.36		
	6.1 WALKER	243.4		3.34					12.26		
	2.3 SIMMONS	240.6		3.31					12.20PM		
	7.6 PAGE	233.0		3.21					11.59AM		
	7.5 ASH	225.5		3.12					11.40		
	6.0 HUMORIST	219.5		3.05					11.25		
DN-R	7.2 WALLULA JN	215.2		b 2.55	A 3.40AM			A 2.45AM	11.10	A 8.05PM	
	1.7 WALLULA JCT.	213.6		2.51	3.35			2.40	11.00	8.00	
	10.3 JUNIPER	203.2		2.40	3.22			2.22	10.40	7.40	
	9.8 COLD SPRINGS	193.4		2.30	3.10			2.05	10.20	7.20	
DN-R	9.2 HINKLE UK	184.2		2.20AM	2.55AM			1.45AM	10.00AM	7.00PM	
	(180.0)		Daily	Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

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

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

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

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

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

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

1.5

Elevation at S. End of Bridge 271.1 - 727 ft. At Bridge

WESTWARD		JOSEPH BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 24			Mile Post	SECOND CLASS
	305 Mixed	November 14, 1954				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10 PM	D-R	JOSEPH	J	83.8	A 1.15 AM
22 X	12.40	D	ENTERPRISE	RS	78.0	A 1.00
30	1.10		LOSTINE		67.8	A 10.07
27 WXY	1.45	D	WALLOWA	WO	60.0	A 9.50
12 W { M.P. 49.0 }	2.20		MINAM		47.1	A 9.07
40 W { M.P. 32.6 }	2.50		LOOKING GLASS		33.8	A 8.37
32	3.20		GULLING		25.1	A 8.15
35 WXY	3.40	D	ELGIN	GN	20.9	A 8.05
18	4.05	D	IMBLER	BR	12.3	A 7.32
20	4.25		ALICEI.		8.4	A 7.22
BJKOPT WXYZ	5.00 PM	DN-R	LA GRANDE	RA	0.0	7.00 AM
			(83.8)			Daily Except Sunday
	(4.60) Thru Time				(4.15)	
	17.3 Average speed per hour				19.7	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 24			Mile Post		
	November 14, 1954					
	STATIONS					
155 JPX			RIETH		0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
			(14.9)			

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 24			Mile Post		
	November 14, 1954					
	STATIONS					
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
95 P			HERMISTON		3.9	
PWXY		D	UMATILLA	CS	10.1	
63 P			IRRIGON		17.9	
			(17.9)			

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. 24			Mile Post	SECOND CLASS
	329 Freight	November 14, 1954				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9.30 AM	D-R	HEPPNER	HR	45.2	A 8.45 AM
10 P	9.55		LEXINGTON		39.3	8.00
7	10.10		JORDAN		31.0	7.40
16 PW	10.30	D	IONE	ON	28.3	7.25
3	10.45		McNAB		25.2	7.10
13	11.05		MORGAN		19.8	6.55
3	11.30 AM		CECIL		14.5	6.35
19 JPX	12.15 PM	N-R	HEPPNER JCT.	WI	0.0	6.00 AM
			(45.2)			Monday Wednesday Friday
	(2.45) Thru Time				(2.45)	
	19.4 Average speed per hour				16.4	

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 24			Mile Post	SECOND CLASS
	327 Freight	November 14, 1954				328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS				
26 PVWXY	10.15 AM	D-R	CONDON	CD	44.5	A 9.00 AM
22	10.40		GWENDOLEN		36.3	8.25
27	11.00		SPEECE		32.3	8.10
20	11.10		CLEM		28.6	7.50
29 PW	11.30		MIRKALO		24.4	7.30
27	11.50 AM		BARNETT		19.7	7.10
11 PW	12.10 PM		ROCK CREEK		16.0	6.55
20	12.30		SHUTLER		7.3	6.25
WB 126 BJKO EB 113 PTWX	1.15 PM	DN-R	ARLINGTON	MX	0.0	6.00 AM
			(44.5)			Tuesday Thursday Saturday Sunday
	(3.00) Thru Time				(3.00)	
	14.8 Average speed per hour				14.8	

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 24			Mile Post		
	November 14, 1954					
	STATIONS					
14 Y			KENT		62.6	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
25		D	MORO	MR	27.0	
16			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNBERRY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
			(62.5)			

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 24 November 14, 1954	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

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

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

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

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 24 November 14, 1954	Mile Post	SECOND CLASS
		30 P WX	R		TONO 5.8	8.0
27 JX		WABASH 2.2	2.2	

30 P WX	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. 24 November 14, 1954	Mile Post	SECOND CLASS
		JPVXY	R		EAST OLYMPIA 7.3	0.0
		N. P. CROSSING 0.1	7.8	
BKPV WXYZ	D-R	OLYMPIA	OA	7.4
		(7.4)		

JPVXY	R	EAST OLYMPIA 7.3	0.0	
		N. P. CROSSING 0.1	7.8	
BKPV WXYZ	D-R	OLYMPIA	OA	7.4
		(7.4)		

BKPV WXYZ	D-R	OLYMPIA	OA	7.4
		(7.4)		

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 24 November 14, 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	CN	O.O	A 3.50 AM
			2.4			

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	6.10 PM		BLAKESLEE JUNCTION	2.4	A 3.35 AM
M			N. P. CROSSING	2.4	
M			C. M. St. P. & P. CROSSING	2.4	
23 P	f 6.20		GALVIN	5.0	3.25
43 JP VX	f 6.40	12.01 AM	HELSING JUNCTION	12.2	f 3.06 A 8.40 PM
48 PWX	s 6.45	12.05	N-R INDEPENDENCE	18.7	e 3.00 8.19
52 P	f 7.05	12.30	CEDARVILLE	22.2	f 2.35 7.55
51 P	f 7.20	12.40	LANKNER	26.8	f 2.20 7.45
44 P	f 7.35	12.55	BAGINAW	30.8	f 2.05 7.35
5 PW	f 7.40	1.00	SOUTH ELMA	32.5	f 2.00 7.30
53 PXY	f 8.25	1.35	SOUTH MONTESANO	42.4	f 1.35 7.00
X			SOUTH MONTESANO	42.4	
PVX			D MONTESANO	48.9	MO
53 PXY	f 8.25	1.35	SOUTH MONTESANO	42.4	f 1.35 7.00
27 P	f 8.30	1.43	MELBOURNE	48.8	f 1.15 6.30
32 PV	f 8.40	1.50	PREACHER'S SLOUGH	46.7	f 1.05 6.20
83 JPXY	f 8.55	2.05	COSMOPOLIS	51.2	f 12.50 6.05
JV			SOUTH ABERDEEN JCT.	53.2	
M			N. P. CROSSING	53.8	
82 BKPVXZ	A 9.25 PM	A 2.35 AM	DN-R ABERDEEN	SA	53.9 f 12.30 AM 5.50 PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 9.55 PM	A 3.05 AM	DN-R	HOQUIAM	HO	57.5	12.01 AM	5.30 PM
				(57.5)			Daily Except Monday	Daily Except Saturday

(3.55) Thru Time (3.49)
14.7 Average speed per hour 15.0
(3.04) Thru Time (3.10)
14.8 Average speed per hour 14.3

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

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

WESTWARD

YAKIMA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS			Time-Table No. 24	
		907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight	63 Passenger	347 N. P. Passenger	November 14, 1954		
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	STATIONS		
BKOPTVWXYZ						9.30 PM	8.00 PM		DN-R	YAKIMA NY	
30 X						9.40	8.06			3.4 UNION GAP	
MP										3.3 N. P. CROSSING	
30 P						9.50	8.12			0.5 PARKER	
M									1.4 N. P. CROSSING		
32 P						10.00	f 8.19		2.6 DONALD		
18 PV						10.05	f 8.24		2.3 SAWYER		
40 PV						10.15	s 8.29		2.9 BUENA	BA	
71 PVX						10.25	s 8.36		3.1 ZILLAH	AH	
53 P						10.48	f 8.44		5.1 GRANGER		
52						11.05	f 8.53		6.2 EMERALD		
35 JPXY						11.30 ³⁰⁴ PM	9.25		3.6 MIDVALE	R	
51 PVWX						12.01 AM	s 9.37		5.9 GRANDVIEW	GW	
44 P						12.25	f 9.49		6.9 NORTH PROSSER		
53						12.50	f 10.01		7.8 CHAFFEE		
42 PWX						1.20	s 10.12 ³⁰⁴		6.5 BENTON CITY	BC	
53						1.40	10.22		5.2 ACTON		
51 JPX			7.40 AM	6.20 AM		2.10	10.40		12.3 RICHLAND JCT.	R	
55 BIPVWX			A 8.00 AM	6.50		2.50	s 1.00		6.5 KENNEWICK	KN	
12 P				7.00		3.10	f 1.10		4.5 HEDGES		
70 JPV			6.25 PM	7.10	6.35 AM	3.20	f 1.15	5.25 AM	2.3 VILLARD JCT.		
70 JPWX			A 6.45 PM					A 5.37 AM	6.4 ATTALIA		
157 JKPVWXY				A 7.25 AM	A 6.50 AM	A 3.35 AM	A 1.30 PM		0.6 WALLULA	DN-R 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 24	
			63 Passenger	November 14, 1954	
			Daily	STATIONS	
35 JPXY			9.00 PM	R	MIDVALE
PVX			A 9.10 PM	D-R	SUNNYSIDE
					2.8 (2.8)
			(0.10) 16.8	..... Thru Time..... Average speed per hour.....	

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

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

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

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

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

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

YAKIMA BRANCH

EASTWARD

Time-Table No. 24 November 14, 1964		Mile Post	FIRST CLASS					SECOND CLASS				
			64	348	908	362	374	910	364			
			Passenger	N. P. Passenger	N. P. Freight	Freight	N. P. Freight	N. P. Freight	Freight			
STATIONS												
DN-R	YAKIMA 3.4	NY	98.0	A 7.00AM							A 2.15AM	
	UNION GAP 3.3		94.6	6.50							1.55	
	N. P. CROSSING 0.5		91.3									
	PARKER 1.4		90.8	f 6.43							1.45	
Eich Set	N. P. CROSSING 2.6		89.4									
	DONALD 2.3		86.8	f 6.33							1.30	
	SAWYER 2.9		84.5	f 6.26							1.20	
	BUENA 3.1	BA	81.6	e 6.19							1.10	
D-R	ZILLAH 5.1	AH	78.5	e 6.11							12.55	
	GRANGER 6.2		73.4	f 6.00							12.25	
	EMERALD 2.0		67.2	f 5.51							12.05AM	
R	MIDVALE 5.9		63.6	5.44							11.30 ³⁰³ PM	
N	GRANDVIEW 6.9	GW	57.7	e 5.35							11.10	
	NORTH PROSSER 7.8		50.8	f 5.19							10.50	
	CHAFFEE 8.5		43.0	f 5.07							10.30	
D	BENTON CITY 5.2	BC	36.5	e 4.57							10.12 ⁶³	
	ACTON 12.3		31.3	4.47							9.45	
R	RICHLAND JCT. 5.8		19.0	4.30		A 5.20AM	A 5.30AM				9.15	
DN	KENNEWICK 4.5	KN	13.2	e 4.20		5.00	5.10AM				8.55	
	HEDGES 2.3		8.7	f 4.05		4.25					8.38	
C.T.C.	VILLARD JCT. 3.4		7.0	f 4.00	A 10.50PM	A 2.35AM	4.15		A 1.50PM		8.30	
	ATTALIA 0.0		0.6		10.38PM	2.15AM						
DN-R	WALLULA (98.6)	JN	0.0	3.50AM			4.00AM		1.30PM		8.15PM	
			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily			
..... Thru Time			(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(6.00)			
..... Average speed per hour			30.9	32.0	19.2	14.7	17.4	21.0	16.4			

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 24 November 14, 1964		Mile Post	FIRST CLASS				
			84				
			Passenger				
STATIONS							
R	MIDVALE 2.8		0.0	A 9.25PM			
D-R	SUNNYSIDE	SI	2.8	9.15PM			
(2.8)				Daily			
..... Thru Time			(0.10)				
..... Average speed per hour			16.8				

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

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

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

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

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

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

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 24			
	381 CMStP&P Freight	387 Freight	391 Freight	383 CMStP&P Freight	93	71	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	November 14, 1954			
	Daily	Daily	Daily Except Sunday	Daily Except Saturday			Daily	Daily	Daily	STATIONS			
BKPVX	9.30PM	5.00PM	3.00PM	7.10AM	2.45P	2.30P	10.55PM	8.15AM	7.00AM	DN-R	SPOKANE	DS AU	DOUBLE TRACK
IJPX	9.35	5.15	3.10	7.15		2.35	11.00	8.20	7.05	DN	N. P. CROSSING	CG	
83 X	9.50 ⁹²	5.20	3.45 ³⁸⁴	7.20			11.03	8.23	7.08		EAST SPOKANE		
51 X	9.59	5.25	3.50	7.25			11.06	8.26	7.11		HILL		
50 JKVX	10.10	5.35	4.05	A 7.30AM			11.10	8.30	7.15	DN	DISHMAN	SP	
35	10.20	5.45	4.20				11.15 ³⁸²	8.34	7.20		CHESTER		
78	10.50 ³⁸²	6.16 ⁰⁸	4.40				11.27 ³⁸⁸	8.45	7.32	D	MICA	MA	
38	11.10 ³⁸⁸	6.35	4.47				11.31 ³⁸¹	8.50	7.36		FREEMAN		
JVX	A 11.50PM ⁰⁵	6.50	4.55		3.25P		A 11.36PM	8.56	A 7.41AM	DN-R	MANITO	MU	
23		7.10	5.15					9.03		D	ROCKFORD	RD	
40		7.20 ³⁹²	5.46 ⁰⁸					9.10			DARKNELL		
31 JWX		7.40	6.10					9.16		D	FAIRFIELD	G	
25		8.10	6.30 ³⁰²					9.31			LATAH		
BJKOPTWXYZ	A 8.45PM	A 6.50PM						A 9.52AM		DN-R	TEKOA	K	
	(2.20) 9.3	(3.45) 13.1	(3.50) 12.9	(0.20) 19.5			(0.41) 31.9	(1.37) 30.5	(0.41) 31.0	..... 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. 24	Mile Post
	391 Freight	November 14, 1954	
	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	9.20	7.9 THORNTON	31.2
M		0.5 G. N. CROSSING	30.7
28 WX	10.20	D 12.4 ST. JOHN SJ	18.3
27	10.50	8.8 WILLADA	11.5
53	11.20	7.1 GRAVEL PIT	4.4
63 JWXY	A 11.45PM	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. 24	Mile Post	SECOND CLASS
	345 Mixed	November 14, 1954		346 Mixed
	Daily	STATIONS		
BJKOPTWXYZ	9.45PM	DN-R WALLA WALLA BU	30.9	A 6.45AM
6 X		2.0 COLLEGE PLACE	28.9	
M		0.2 W. W. V. RY. CROSSING	28.7	
17 X	f 9.51	0.1 GARRETT	28.6	f 5.40
10	f 10.05	4.6 WHITMAN	24.0	f 5.25
12	f 10.18	4.7 LOWDEN	19.3	f 5.12
29 PX	s 10.30	D 4.3 TOUCHET CH	15.0	s 5.01
11	f 10.50	7.5 REESE	7.5	f 4.43
JPV	A 10.57PM	3.3 ZANGAR JCT.	3.8	4.35AM
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. TIME SHOWN AT WALLULA JCT. IS FOR INFORMATION ONLY.				
JPVXY	A 11.05 PM	3.8 WALLULA JCT.	0.0	4.25 AM
		(30.5)		Daily

(4.00) Thru Time..... (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 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. 24		Mile Post	FIRST CLASS					SECOND CLASS				
	November 14, 1964			94	68	92	96	70	384	392	382	388	
				CMS&P&P Streamliner Passenger	Passenger	CMS&P&P Passenger			CMS&P&P Freight	Freight	CMS&P&P Freight	Freight	
	STATIONS												
BKPVX	DN-R	SPOKANE	DN AU	165.4	A 12:55AM	A 6:50PM	A 10:00PM	11:55A	12:05P	A 4:00PM	A 9:15PM	A 12:10AM	A 12:30AM
LJPX	DN	N. P. CROSSING	CG	163.5	12:45	6:41	9:52	11:48A	11:58A	3:50	9:00	11:59PM	12:20
83 X		EAST SPOKANE		162.6	12:43	6:39	9:50 ³⁸¹	11:46		3:45 ³⁰¹	8:55	11:45	12:10
61 X		HILL		161.2	12:40	6:36	9:47	11:44		3:37	8:50	11:36	12:05AM
50 JKVX	DN	DISHMAN	SP	158.9	12:36	6:33	9:43	11:40		3:30PM	8:25	11:25	11:56PM
35		CHESTER		155.7	12:31	6:28	9:38	11:35			8:15	11:15 ⁰⁵	11:47
78	D	MICA	MA	149.7	12:20	6:16 ³⁸⁷	9:27	11:25			8:02	10:50 ³⁸¹	11:27 ⁹⁵
38		FREEMAN		146.9	12:15	6:10	9:22	11:20			7:55	10:42	11:10 ³⁸¹
JVX	DN-R	MANITO	MU	143.6	12:10AM	6:04	9:17PM	11:15A			7:47	10:35PM	11:01
23	D	ROCKFORD	RD	138.4		5:53					7:35		10:44
40		DARKNELL		136.1		5:46 ³⁰¹					7:20 ³⁸⁷		10:35
31 JWV	D	FAIRFIELD	G	131.7		5:40					6:55		10:20
25		LATAH		123.3		5:24					6:30 ³⁰¹		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				20.0	29.9	30.4				13.0	13.8	13.8	16.4

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 24	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 24	Mile Post	SECOND CLASS	
	379		61				62		378			379				378	
	Freight	Passenger	Passenger	Freight			Passenger	Freight	Freight	Freight		Freight	Freight				
	Daily Except Monday		Daily		STATIONS						Sunday Wednesday Thursday Saturday		STATIONS				
BKTVWX	7:00AM	6:46PM	D-R	MOSCOW	NO	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.	HR	15.7	5:15AM
23 X	8:33 ⁰²	7:05	D	PULMAN	XN	18.7	8:33 ³⁷¹	1:15			34		D	WASHTUCNA	FN	23.5	
18	9:00	7:18	s	ALBION		12.7	8:13	12:40			21 V		D	KAHLOTUS	HO	37.4	
19	9:10	7:25	f	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)	(1.40)	..... Thru Time		(1.10)	..... Thru Time		(0.45)					
10.5		28.1	..... Average speed per hour		24.8	15.5	..... Average speed per hour		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. 24 November 14, 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
32 BJKMOWXY	10:30AM					D-R COLFAX CA	77.4		A 7:40AM	A 11:30AM		2:20
M						G. N. CROSSING	77.3					
14 East Spur X 16 West Spur		10:50				CREST	74.9		7:31	11:10		1:55
34		11:00AM ³⁷⁸			f 8:02	MOCKONEMA	72.5		f 7:26	11:00 ³⁷⁹		1:45
29		12:15PM			f 8:09	DIAMOND	68.5		f 7:19	10:15		1:30
27		1:00 ³⁰²		e 8:29		D ENDICOTT DI	57.9		s 7:04	9:00		1:00 ³⁷⁰
83 JWXY		2:00		s 8:39		D-R WINONA WA	52.1		s 6:54	8:40		12:01PM
46		2:30				SUTTON	48.0			6:45		7:25
26 BJKOWXY	A 3:15PM			e 8:56		D-R LA CROSSE JA	41.5		s 6:37	7:00AM		
42				f 9:09		JERITA	35.8		f 6:27			
44				f 9:20		HAY	30.2		f 6:17			
42				f 9:38		CANYON	22.1		f 6:01			
60 JPVWXY				e 9:50	9:40PM	DN-R RIPARIA XS	17.5		A 5:35AM	s 5:54		
M						N. P. CROSSING	17.4					
10 JPXY			2:05AM	e 10:01	e 9:49	R TUCANNON	12.6		s 5:24	s 5:42		A 7:40PM
41 X			2:10	10:03	9:51	PATAHA	11.8			5:37		7:35
54 X			2:40	f 10:21	f 10:08	RIFTON	2.9		f 5:06	f 5:21		7:10
BJKOPWXY			A 3:00AM	A 10:30PM	A 10:15PM	DN-R AYER JD	0.0		5:00AM	5:15AM		7:00PM
						(116.1)		Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday
	(0.20) 17.1	(4.46) 7.8	(0.55) 13.7	(2.40) 29.0	(0.35) 30.0	..... Thru Time	(0.35) 30.0	(2.25) 32.0	(4.30) 8.0	(4.59) 14.8	(0.40) 18.0	

WESTWARD POMEROY BRANCH

EASTWARD

WESTWARD TUCANNON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 24			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 24			Mile Post	SECOND CLASS
	356 Freight	November 14, 1954				356 Freight		356 Freight	November 14, 1954				356 Freight
	Monday Wednesday Friday	STATIONS				Monday Wednesday Friday		STATIONS			Monday Wednesday Friday		
35 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	3.8	1:45AM	
7	12:15AM		DODGE		16.3	9:00				RELIEF	9.3		
18 W	12:25		CHARD		14.5	8:50				(9.3)		Tuesday Thursday Saturday	
8	12:40		JACKSON		11.3	8:30							
18	1:00		DELANEY		7.9	8:20							
JWXY	A 1:40AM	D	STARBUCK	SA	0.0	8:00PM							
			(28.9)			Monday Wednesday Friday							
	(2.10) 13.3		..... Thru Time		(2.00) 14.5	..... Average speed per hour	(0.10) 22.8				(0.15) 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 22.

WESTWARD PENDLETON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 24 November 14, 1954	Mile Post	SECOND CLASS	
	365 Mixed Daily Except Sunday				366 Mixed	
	STATIONS					
27 X			ALTO	83.0		
			7.5 MENOKEEN	75.5		
28 JWX	11.45AM		4.2 BOLLES	71.3	A 9.10AM	
26 X	11.68AM	D	4.0 PRESCOTT SY	66.7	8.58	
21	12.35PM		13.1 VALLEY GROVE	53.6	8.22	
			6.4 N. P. CROSSING	47.2		
M			0.6 W. W. V. RY. CROSSING	46.6		
BJKOPTV WXYZ	A12.56PM	DN-R	0.5 WALLA WALLA BU	46.1	8.00AM	
M			1.0 W. W. V. RY. CROSSING	44.2		
24			4.3 SPORFORD	39.9		
M			3.6 W. W. V. RY. CROSSING	36.3		
39 VVX		D	0.1 MILTON-FREEWATER CO	36.2		
50			9.5 BLUE MOUNTAIN	26.7		
20			3.3 DOWNING	23.4		
20 X		D	0.2 ATHENA CN	17.2		
41			4.8 ADAMS	12.6		
15			2.6 BLAKELEY	10.0		
BJKVWXYZ		DN-R	10.0 PENDLETON FD	0.0		
			(83.0)			Daily Except Sunday

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

WESTWARD WALLACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 24 November 14, 1954	Mile Post	FIRST CLASS	
	387 Freight Daily				67 Passenger Daily	
	STATIONS					
BJKOPT WXYZ	9.15PM	388	10.02AM	DN-R	TEKOA K	0.0
25	9.36		10.14		LOVELL	6.9
17 VX	10.00		10.33	D	PLUMMER MR	16.3
22 TWX	10.20		10.50		CHATCOLET	22.8
X	10.50		11.09		HARRISON	30.5
43	11.05		11.16	D	SPRINGSTON RC	34.0
20	11.50PM		11.34		LANE	45.3
33	12.10AM		11.40		ROSE LAKE	49.1
30	12.30		11.56AM		CATALDO	57.7
6 Y	12.45		12.03PM		ENAVILLE	62.5
18	12.50		12.07		PINE CREEK	64.1
JWX					BRADLEY	67.2
25 BKOX	A 1.30AM		12.30	D-R	KELLOGG-WARDNER	69.2
31			12.43		OSBURN	75.8
BKTVWXZ	A 1.00PM			D-R	WALLACE WC	80.2
M					N. P. CROSSING	80.4
M					N. P. CROSSING	80.6
JX					WALLACE JCT.	80.7
5 VWX				D	BURKE B	86.9
					(86.9)	

(4.15) Thru Time (3.60)
18.9 Average speed per hour..... 27.0 28.3 22.4

WESTWARD DAYTON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 24 November 14, 1954	Mile Post	SECOND CLASS	
	367 Mixed Tuesday and Friday	365 Mixed Daily Except Sunday			366 Mixed	368 Mixed
	STATIONS					
20	12.01PM		TURNER	24.8		A1 1.50AM
25	12.10		2.1 WHEATSTONE	22.7		11.40
26 VWXY	A12.50PM	11.01AM	D DAYTON DA	13.1	A 9.45AM	11.00AM
M			0.8 N. P. CROSSING	18.0		
M			0.01 N. P. CROSSING	18.0		
JX		A1 1.03AM	0.1 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.	5.2	A 9.23AM
28 X		11.31	D WAITSBURG BG	8.5	9.19
28 JWX		A1 1.45AM	3.5 BOLLES	0.0	9.10AM
			(24.8)		Daily Except Sunday

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

WESTWARD SIERRA NEVADA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 24 November 14, 1954		Mile Post
	STATIONS		
	JWX		BRADLEY	0.0
X		2.0 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. 67 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
Yonkum.....	201.7	10	Both	Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	{18 P	Both	Huntley.....	22.6	2	Both
Cnyuse..... (1)	227.1	{25 P	Both	Sunset.....	25.4	30	Both
Thorn Hollow.....	232.1	48 P	Both	Warner.....	45.3	11	Both
North Fork.....	251.4	14 P	Both	Moscow Branch			
		16 P	West	Risbeck..... (5)	4.5	6	Both
Third Subdivision				Parvin..... (5)	7.8	8	Both
Seufert.....	87.7	13	West	Armstrong..... (5)	15.7	3 W {M. P. 16.2}	Both
Dillon.....	93.5		None	Holland.....	21.4	8	Both
Fourth Subdivision				Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Eri.....	14.2	4	Both	Gordon.....	8.2	7	Both
Corbett..... (1)	20.3		None	McAdam.....	29.3	3	Both
Latourell..... (1)	23.9		None	Wacota.....	34.1	4	Both
Multnomah Falls.....	29.6	P	None	Estes.....	42.3	7	Both
Oneonta.....	31.1	P	None	Sulphur.....	46.1	9	Both
Warrendale.....	35.9		None	Curry.....	51.1	12	Both
C. L. Lumber Co.....	45.1	7	East	Tekoa-Ayer Branch			
Farley.....	47.0	102 P	Both	Schreck.....	31.9	14	Both
Viento.....	55.2		None	Thora..... (6)	64.8	15	Both
Chatfield.....	71.8	20 P	West	Glenwood.....	83.5	13	Both
Kenton Line				Walters.....	98.6	10	Both
Champ.....	9.5	7	Both	Pomeroy Branch			
Ward.....	14.2	6	Both	Houser.....	19.1	1	Both
		{37	Both	Tucannon Branch			
Reynolds.....	20.0	{40 P	West	Powers.....	2.7	4	Both
		{126	West	Pendleton Branch			
Sixth Subdivision				Havana.....	6.9	11	Both
Shelfer.....	242.1	4	Both	Weston.....	20.9	66 X	East
Matthews.....	253.3	5	Both	Bade.....	30.2	13	Both
Magallon.....	258.6	2	Both	Barrett.....	33.1	10	Both
Teske.....	310.6	2	Both	Prunedale.....	34.2	15	Both
Joseph Branch				State Line.....	41.7	10	Both
Island City..... (2)	2.6	12	Both	Langdon.....	43.6	12	Both
Conley..... (2)	5.9	6	Both	Russell.....	51.8	11	Both
Vincent..... (2)	40.6	2	East	Hadley.....	56.5	19	Both
Sevier.....	56.7	5	West	Berryman.....	59.8	9	Both
Freels.....	75.2	2	West	Ennis.....	60.9	10	Both
		{5	Both	Robinson.....	67.6	2	Both
Marble.....	75.8	{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)	62.0	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
Raisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Balch..... (3)	18.3	18 P	Both	Dorn.....	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam..... (4)	48.3	10	Both	Ronan.....	19.3	28	West
Flint.....	83.6	18	Both				

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

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35
No. 125 and No. 126, maximum speed.		60	60				
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. class K1 engines, equipped with rigid trucks.		25	25
Motor trains and inspection bus cars.		40	40	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
When caboose is handled in train consisting of passenger train equipment.		60		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
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15				
No. 125 and No. 126, within yard limits.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
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	With side rods and main rods in place.			25
Diesel-electric freight and road switch locomotives.	65	65	50	Jordan spreaders and other machines of spreader type, when in operation.			15
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling scale test cars: On main line. On branch lines.			30 25
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1800 class Diesel-electric yard locomotives in road service.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Steam engines running backward.	20	20	20	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
3800 class engines.		60	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
3700 and 3900 class engines.		65	50	On tracks other than main tracks.	15	15	15
5000 class engines.		50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.			
7000-7800 class engines.		70	50		20	20	20
MacArthur type engines with 63-inch drivers.		55	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
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.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20				
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20
Lime High line track and connection.			10					Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	North Powder Between M.P. 321.6 and 321.3.	70	60	45
	Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 319.5 and 315.4.	30	25					20
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. 314.3 and 311.8.	55	45	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	35	Between M.P. 311.8 and 307.4.	45	35	25
				Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 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	Between M.P. 307.4 and 302.7.	35	30	20
								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. 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. 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
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. 201.6 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. 251.2 and 251.0.	35	30	20	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45								
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. 244.7 and 244.0.	40	35	25					Over other street crossings within city limits.	20	20	20
Between M.P. 243.2 and 242.5.	60	50	40								

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour						
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.				
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45				
Castle Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 100.1 and 97.5.	55	45	35				
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45					Between M.P. 96.9 and 95.9.	55	45	35
Willows Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45					Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 123.8 and 123.7.	55	45	35	Dune Between M.P. 88.5 and 87.5.	45	35	25				
Between M.P. 141.6 and 140.5.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40								
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Between M.P. 118.8 and 118.6.	70	60	45					Goff Between M.P. 114.9 and 114.7.	70	60	45
Between M.P. 136.2 and 136.1.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45	Goff Between M.P. 114.5 and 112.5.	60	50	40				
Between M.P. 134.8 and 134.7.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45									Goff Between M.P. 114.5 and 112.5.	60	50	40

FOURTH SUBDIVISION

The Dalles Between M.P. 85.1 and 84.4.	20	20	20	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.2.	55	45	35
Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 54.4 and 53.2.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.3 and 50.4.	60	50	40	Bruun			
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	55	45	35	Kenton Line Between Troutdale and Kenton.	35	35	35
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35	Troutdale 5000 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 42.4 and 41.4.	35	30	20	East Portland Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 39.9 and 38.2.	60	50	40	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 71.4 and 68.4.	40	35	25	Dodson Between M.P. 32.8 and 31.7.	70	60	45				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 24.0 and 23.8.	55	45	35				
Hood River 5000 class engines using cross- over at freight house.			6	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	45				

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	45	Simmons Between M.P. 242.5 and 243.5.	40	25			Ankeny Between M.P. 294.4 and 294.5.		40	25	
Between Wallula and Spokane.	70	60	45	Between M.P. 244.5 and 244.6.	50	40			Between M.P. 295.4 and 297.0.		50	40	
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.	50	40							
Between M.P. 186.0 and 187.3.		60	45	Between M.P. 246.9 and 247.0.		45	35		Marengo Between M.P. 308.6 and 309.0.	60	50	40	
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Scott Between M.P. 252.8 and 253.0.		45	35						
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.		45	35		Cheney Within city limits.		35	35	35
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.		50	40		Over street crossings.	15	15	15	
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.			20	20	Chew Between M.P. 268.2 and 269.3.	30	30		Between M.P. 352.8 and 353.5.	55	45	35	
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.		25	15		Between M.P. 354.0 and 363.8 on curves.	60	50	35	
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.		45	35		Between M.P. 364.2 and 364.4.	45	35	25	
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.		40	25		Between M.P. 364.7 and 364.9.	55	45	35	
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.		45	35		Between M.P. 365.1 and 366.2.	25	25	15	
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.		40	25		West Spokane On 16-degree curve west end of yard.		8	8	8
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.		50	40		Between M.P. 366.5 and 367.1.	45	35	25	
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.		50	40		Over Bridge 367.13.	10	10	10	
Between M.P. 234.0 and 235.6.		35	25	Between M.P. 290.6 and 291.1.		50	40		Spokane Through Union Station limits.	15	15	15	
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.		25	25		Union Station over slip switches.	10	10	10	
Between M.P. 239.0 and 239.8.		50	40										

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	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 wye.		10	10	Galvin Between M.P. 5.1 and 5.7.		15	15	Kennewick Over street crossings.		8	8
Irrigon				Between M.P. 6.5 and 6.8.		10	10	Between M.P. 35.6 and 35.9.		45	35
Heppler Branch Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	Benton City Within city limits.		40	30
3-degree curves.		20	20	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 11.9 and 12.1.		15	15	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Independence Between M.P. 14.7 and 15.2.		10	10	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	Zillah Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	South Elma Between M.P. 32.4 and 32.7.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 34.4 and 34.6.		10	10	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15				
				Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
Sunnyside Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
Spokane-Tekoa Branch Maximum speed.				Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Spokane and Manito.	70	60	35	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 3-degree curves.		50	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 4-degree curves.		45	30	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
On 7- and 8-degree curves.		25	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
On curves of 7 degrees and over with 5000 class engines.		20	20	East Spokane Through Interlocking.	15	15	15	Touchet Between M.P. 18.5 and 18.6.		35	25
On 9- and 10-degree curves.		20	20	Spokane Over slip switches at N. P. Crossing.	15	15	10	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Tekoa On west leg of wye.		10	10	Over street crossings between N. P. Crossing and city limits.	20	20	20	College Place Within city limits.		30	30
Between M.P. 117.2 and 117.5.		20	20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Walla Walla			
Between M.P. 117.8 and 117.9.		45	30	Through tunnel.	15	15	15	Moscow Branch Maximum speed.		35	25
Between M.P. 118.1 and 118.3.		35	25	Pleasant Valley Branch Maximum speed.		25	25	On 7- and 8-degree curves.		25	20
Between M.P. 118.5 and 119.7.		25	20	G. N. Crossing, M.P. 30.7.		20	20	On 9- and 10-degree curves.		20	20
Between M.P. 120.2 and 121.4.		35	25	Wallula Branch Maximum speed.		35	30	Colfax Within city limits.		12	12
Between M.P. 121.6 and 121.9.		25	20	On 5- and 6-degree curves.		35	25	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 122.1 and 122.5.		35	25	On 7- and 8-degree curves.		25	20	Between M.P. 5.6 and 7.5.		25	20
Latah Within city limits.		40	30	On 9- and 10-degree curves.		20	20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 123.4 and 124.5.		20	20	Wallula Jct. West leg of wye.		15	15	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 125.1 and 125.7.		35	25	Zagar Jct. Between M.P. 5.1 and 6.4.		25	20	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 127.5 and 128.4.		35	25	Between M.P. 6.7 and 6.8.		25	20	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 129.6 and 130.6.		35	25	Between M.P. 7.0 and 7.1.		20	20	Albion Between M.P. 13.4 and 13.6.		25	20
Fairfield Within city limits.		25	25					Between M.P. 14.3 and 14.9.		20	20
Between M.P. 132.6 and 132.8.		45	30					Between M.P. 17.5 and 17.7.		25	20
Between M.P. 133.3 and 134.6.		25	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. 112.2 and 113.1.			25	25
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.			20	20	Between M.P. 115.6 and 116.0.			20	20
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.			25	20	Tekoa On west leg of wye.			10	10
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.			25	20	Pomeroy Branch Maximum speed.			25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.			45	30	Starbuck Within city limits.			15	15
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.			30	20	Tucannon Branch Maximum speed.			25	25
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.			35	25	On curves of 7 degrees and over.			20	20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.			45	30	Starbuck Within city limits.			15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.			35	25	Between Starbuck and Relief.			12	12
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.			35	25	Pendleton Branch Maximum speed.			25	25
On curves of 7 degrees and over with 5000 class engines.		20	20	Between M.P. 69.9 and 70.1.			35	25	On 7-, 8-, 9- and 10-degree curves.			20	20
On 9- and 10-degree curves.		20	20	Mockonema Between M.P. 73.3 and 73.6.			20	20	Between Barrett and Downing, on descending grade.			15	15
Tucannon Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.			45	30	Pendleton Over Thompson, Main and Aura Streets.			12	12
Between M.P. 14.3 and 16.1.		25	25	Crest Between M.P. 74.9 and 77.2.			25	12	Over other street crossings within city limits.			20	20
Between M.P. 17.1 and 17.2.		15	15	Colfax Within city limits.			12	12	Between M.P. 2.5 and 3.0.			20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 78.4 and 78.5.			20	20	Between M.P. 9.5 and 9.8.			20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 79.8 and 80.7.			20	20	Athena Over street crossings.			15	15
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 81.5 and 82.3.			20	20					
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 82.9 and 83.4.			20	20					
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 83.7 and 84.5.			20	20					
				Between M.P. 84.5 and 85.5.			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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.		
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	30		
Between M.P. 25.4 and 26.2.		20	20		Between Dayton Jct. and Turner.		15		15	Between M.P. 34.5 and 34.7.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20		On curves of 7 degrees and over.		20		20	Between M.P. 34.9 and 35.2.		35	25
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Between M.P. 38.3 and 38.6.		35	25		
Between M.P. 30.3 and 30.4.		20	20		Dayton Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45	30	
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.		10	10	Lane Between M.P. 47.8 and 48.3.		45	30		
Between M.P. 32.2 and 32.4.		20	20	Wallace Branch Maximum speed.		50	30	Between M.P. 48.6 and 49.0.		45	30		
Between M.P. 32.7 and 32.9.		20	20		Between Lovell and Chatcolet.		35	20	Rose Lake Between M.P. 50.6 and 51.0.		35	25	
Milton-Freewater Over street crossings.		15	15		Between Chatcolet and Harrison.		40	25	Dudley Between M.P. 53.6 and 54.2.		35	25	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	25	Between M.P. 54.5 and 54.9.		35	25		
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	Cataldo Between M.P. 58.7 and 59.1.		45	30		
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 60.0 and 60.2.		20	20		
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 62.4 and 63.2.		35	25		
On west leg of wye.		8	8	Tekoa On west leg of wye.		10	10	Between M.P. 63.4 and 64.0.		45	30		
Between M.P. 52.7 and 53.4.		20	20	Lovell Between M.P. 8.0 and 9.0.		25	20	Kellogg-Wardner Over street crossings.		10	10		
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 70.1 and 70.3.		35	25		
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 70.7 and 70.9.		35	25		
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 71.5 and 71.7.		45	30		
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 72.4 and 72.6.		35	25		
Between M.P. 72.8 and 73.2.		20	20	Plummer Between M.P. 17.9 and 18.2.		25	20	Between M.P. 73.4 and 73.6.		45	30		
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 18.5 and 20.3.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25		
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 77.4 and 77.7.		35	25		
Between M.P. 78.9 and 79.3.		20	20	Chatcolet Bridge 23.45.		15	15	Between M.P. 78.0 and 78.2.		35	25		
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 24.1 and 28.4.		25	20	Between M.P. 78.6 and 78.7.		25	20		
Between M.P. 80.8 and 81.2.		20	20	Alto				Wallace Over street crossings.		6	6		
								Between M.P. 81.4 and 87.3.		20	20		
								Burke to Wallace, eastward.		10	10		
								Sierra Nevada Branch Maximum speed.			10		

Standard clocks are located as shown below:

Aberdeen..... Telegraph Office
 Albina..... Train Dispatcher's Office
 Albina..... Yard Telegraph Office
 Albina..... Enginemen's Register Room
 Argo..... Yard Office
 Argo..... Enginemen's Register Room
 Arlington..... Telegraph Office
 Ayer..... Telegraph Office
 Baker..... Telegraph Office
 Bend (Joint)..... O. T. Ry. Telegraph Office
 Centralia (Joint)..... N. P. Ry. Telegraph Office
 Hinkle..... Telegraph Office
 Hinkle..... Enginemen's Register Room
 Hinkle..... Yard Office
 Hoquiam (Joint)..... N. P. Ry. Telegraph Office

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

Spokane..... Train Dispatcher's Office
 Spokane..... Telegraph Office
 Tacoma..... Yard Office
 Tekoa..... Telegraph Office
 The Dalles..... "DK" Telegraph Office
 The Dalles..... "WH" Telegraph Office
 The Dalles..... Yard Office
 Wallace..... Telegraph Office
 Wallace..... Enginemen's Register Room
 Walla Walla..... Passenger Depot
 Wallula..... Telegraph Office
 West Spokane..... Enginemen's Register Room
 Winona..... Telegraph Office
 Yakima..... Telegraph Office
 Yakima..... Roundhouse

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	118.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.0	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

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

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 19, 1954

Scale of Miles

