

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

Stay Alive



in '55

OREGON DIVISION

TIME-TABLE
No. 25

Effective Sunday
January 9, 1955
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.
G. W. Jones, Road Foreman of Engines La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines Portland, Ore.
J. C. Haydon, Road Foreman of Engines Portland, Ore.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
E. F. Kidder, Division Engineer Portland, Ore.
H. L. Mathewson, General Roadmaster Portland, Ore.
F. M. Ladd, Safety Representative Portland, Ore.

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivisions and Branches

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

Sixth Subdivision and Branches

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

Union Pacific Railroad Employees Hospital Association

Physicians and Surgeons are located as shown below:

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 25 January 9, 1955	FIRST CLASS						
19 Passenger	11 Mail and Express	105 Streamliner Passenger	457 Passenger	17 Passenger			12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger		
Daily	Daily	Daily	Daily	Daily									
		6.05	2.05		4.25	0.0	GRANGER	A 9.05		A12.42	A10.45		
		11.10 1.00	5.45 5.55		9.40 10.45	213.9	POCATELLO	3.50 2.50		8.55 8.45	5.20 4.45		
		4.30	8.25		2.10	373.8	GLENNS FERRY	11.40		6.10	1.30		
		6.30	9.40		3.55	448.4	BOISE	9.55		5.00	11.55		
		9.25	11.40		6.50	550.1	M.T. HUNTINGTON	M.T. 7.10		3.05	9.25		
		8.35	10.40		6.00		P.T. LA GRANDE	P.T. 6.00		2.05	8.15		
		11.30	1.05		8.45	649.7	PENDLETON	3.25		11.40	6.35		
		2.00	3.10		11.10	723.9	SPOKANE	1.05		9.38	2.50		
		9.00				941.3	AYER						A 6.30
		11.27				837.4	WALLULA						4.05
		12.30				786.3	HINKLE						2.55
		1.50	3.05	3.55	12.40	755.3	THE DALLES	12.15		9.00	2.00	2.20	
		3.50	5.50	5.30	3.10	855.4	PORTLAND	10.10		7.20	11.35	12.02	
	A 6.10	A 8.40	A 7.30	8.00	A 5.30	939.5	TACOMA	8.05	A 9.15	5.30	9.30	10.00	
				11.05		1084.6	SEATTLE			5.52			
				A1 1.59		1122.7				4.45			
								Daily	Daily	Daily	Daily	Daily	
	(0.10) 40.4	(27.35) 34.1	(18.25) 51.0	(3.59) 46.0	(26.05) 36.0		..... Thru Time.....	(24.00) 39.1	(4.30) 40.7	(18.12) 51.6	(24.15) 38.7	(8.30) 43.5	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammion	Time-Table No. 25 January 9, 1955	FIRST CLASS		
29 Passenger	33 Passenger	31 Passenger	32 Passenger			34 Passenger	30 Passenger	
Daily	Daily	Daily						
	11.00	9.35		0.0	McCAMMON		A 5.40	A 4.05
	11.30 12.01	10.10 10.55		22.7	POCATELLO		5.10 4.30	3.30 2.55
	1.25	A1 2.40	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 7.25			285.8	BUTTE			7.15
						Daily	Daily	Daily
	(8.25) 33.9	(3.05) 23.7	(3.20) 29.0		..... Thru Time.....	(3.20) 29.0	(2.40) 27.5	(8.50) 32.3

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. 25 January 9, 1955	Mile Post	FIRST CLASS			SECOND CLASS
	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
	Daily Except Sunday and Monday	Daily	Daily	Daily						
	STATIONS									
BKOPTWXYZ	9.25AM	10.40PM	6.00PM	8.35AM	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	
100 PW					WEATHERBY	377.5				
150 PY				9.10	DURKEE	368.9				
100 P					OXMAN	361.7				
170 P					PLEASANT VALLEY	355.4				
WB 01 PY EB 100					ENCINA	351.9				
107 P		11.45	7.05	9.48	QUARTZ	347.3				
WB109 BKOPW EB111 XYZ		11.55PM	7.15	10.03	DN BAKER BC	342.0	s 6.50	s 4.36	s 12.40	
106 P					WING	337.6	6.37	4.26	12.30AM	
106 P				10.15	D HAINES KB	331.7		f 4.21		
106 PW				10.26	D NORTH POWDER HD	322.1		f 4.11		
107 P					SAGO	315.5				
147 PVWY				10.41	TELOCASET	312.6				
105 P					CROOKS	308.9				
105 PVY					D UNION JCT. UN	302.2				
106 P		12.47AM	8.20	11.05	LONETREE	294.9				
BJKOPTWXYZ	11.59AM	1.00AM	8.35PM	1.20AM	DN-R LA GRANDE RA	289.8	5.35AM	3.25PM	11.40PM	2.35AM
					(99.8)		Daily	Daily	Daily	Daily Except Sunday and Monday

CENTRALIZED TRAFFIC CONTROL

(2.34)	(2.20)	(2.35)	(2.45)	.....Thru Time.....	(2.40)	(2.35)	(2.25)	(2.40)
38.8	42.7	38.6	36.2	.....Average speed per hour.....	37.4	38.6	41.2	37.4

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS			Time-Table No. 25 January 9, 1955	Mile Post	FIRST CLASS			SECOND CLASS	
		125 Time Freight	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight	
		Daily Except Sunday and Monday	Daily	Daily	Daily							
					STATIONS							
BJKOPTWXYZ		12.10PM	8.45PM	11.30AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.15PM	A 1.35PM	A 2.25AM	
WB 71 PWXY EB 72						HILGARD	282.1	5.08	2.58	11.20		
139 P						MOTANIC	275.6					
P						NORDEEN	272.1					
141 PWXY						KAMELA	271.1					
P						ROSS	268.3					
WB 105 PW EB 102				f 12.30PM		MEACHAM	265.5					
136 P						HURON	267.7					
120 PW						CAMP	264.1					
WB 68 PWY EB 69				f 1.03		DUNCAN	248.5					
102 P						BONIFER	239.5					
106 PWY				f 1.21		GIBBON	236.9					
117 P						HOMLY	229.6					
116 P						MINTHORN	224.7					
115 P			10.52	1.44	3.03	MUNRA	218.9					
69 BJKPV WXYZ			s 11.10	s 2.00	s 3.10	DN PENDLETON FD	215.6	s 2.50	s 1.05	s 9.38		
155 JPX						RIETH	212.0	2.34	12.50	9.29		
135 P						BARNHART	208.3					
135 P						NOLIN	198.9					
135 PW			f 11.45	f 2.30		D ECHO HI	192.6					
P			f 11.52PM	f 2.36	3.37	STANFIELD	188.4					
BJKOPWXYZ		A 3.20PM	A 12.10AM	A 2.55PM	A 3.50AM	DN-R HINKLE UK	184.2	2.00AM	12.15PM	9.00PM	11.15PM	
						(105.0)		Daily	Daily	Daily	Daily Except Saturday and Sunday	

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

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

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 25 January 9, 1955	STATIONS
		257 Time Freight	125 Time Freight	151 Time Freight	11 Mail and Express	105 Streamliner Passenger	19 Passenger	17 Passenger		
		Daily	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily		
BJKOPWXYZ		8.55 ¹⁰⁸ PM	3.30PM	12.05 ¹² PM	3.05PM	3.55AM	1.50 ²⁰ AM	12.40AM	DN-R HINKLE UK	
P		9.10	3.39	12.25	s 3.17		1.58	f 12.48	0.5 ORDNANCE RN	
136 PW		9.13	3.42	12.30	3.21	4.02	2.00	12.50	1.9 MUNLEY 8.8	
136 P		9.23	3.49	12.40	3.29	4.07	2.06	12.56	CLARKE 6.2	
136 P		9.33	3.57	12.50	s 3.37	4.12	2.12	1.09 ¹⁸ 1.23 ²⁰	DN BOARDMAN BD	
180 P		9.48	4.06	1.03	3.47	4.19	2.20	1.34	CASTLE 7.5	
19 JP		10.03	4.15	1.15	3.56		2.27	1.42	N HEPPNER JCT. WI	
143 P		10.21 ¹²⁶	4.17 ²⁶⁴	1.18	3.58 ²⁶⁴	4.26	2.29	1.44	WILLOWS 8.5	
WB142 EB 117 BJKOPTX		10.40	4.29	1.35	s 4.12	4.34 ²⁶²	s 2.40	s 1.55	DN ARLINGTON MX	
135 P		10.47	4.36	1.43	4.19	4.38	2.46	2.05	4.5 GILMORE	
132 P		10.54	4.43	1.51	s 4.26	4.42	2.51	2.10	4.7 BLALOCK	
134 P		11.03	4.51	2.01	4.33	4.47	2.57	2.16	6.1 QUINTON	
137 P		11.15	5.01	2.12	4.42	4.54	3.04	2.24	8.2 GOFF 5.0	
100 P		11.24	5.08	2.23 ²⁶⁴	4.48	4.59	3.09	2.29	RUFUS 2.8	
100 P		11.28	5.11	2.30	4.51		3.12	2.32	GRANT 2.7	
80 JP		11.33	5.15	2.37	s 4.56	5.04	3.16 ²⁶²	2.35	DN BIGGS BX	
64 P		11.41	5.19	2.45	5.01	5.07	3.19	2.39	3.4 MILLER	
50 P		11.49	5.23	2.52	5.06	5.12	3.23	2.43	3.7 CELLO	
JPV		11.56PM	5.25	2.56	5.08	5.14	3.25	2.45	1.0 D OREGON TRUNK JCT. VO	
74 P		12.04AM	5.30	3.01	5.14	5.18	3.30	2.50	3.3 DUNE 6.1	
BKOPTWXX		A 12.30AM	A 5.50PM	A 3.20PM	A 5.35PM	A 5.30AM	A 3.45AM	A 3.05AM	DN-R THE DALLES DK-WH	

BLOCK SIGNALS

DOUBLE TRACK

(3.35) (2.20) (3.15) (2.30) (1.35) (1.55) (2.25) Thru Time
27.5 42.2 30.9 30.3 62.1 51.3 40.7 Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.
No. 17 will stop at 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 DIVISION

EASTWARD

Time-Table No. 25

January 9, 1955

Time-Table No. 25 January 9, 1955			Mile Post	FIRST CLASS				SECOND CLASS		
				20 Passenger	12 Mailand Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight
STATIONS										
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 5.45PM	A 1.05PM
	ORDNANCE	RN	177.7	1.37	11.55AM	8.45	1.23	6.00	5.20	10.55
	MUNLEY		175.8	1.35	11.52	8.43	1.21	5.55	5.15	10.53
	CLARKE		170.0	1.29	11.47	8.38	1.15	5.45	5.05	10.47
DN	BOARDMAN	BD	163.8	1.23 ¹⁷	11.41	8.33	1.09 ¹⁷	5.30	4.50	10.40
	CASTLE		165.7	1.16	11.33	8.26	1.00	5.15	4.35	10.31
N	HEPPNER JCT.	WI	148.2	1.09	11.25	8.19	12.52	4.59	4.23	10.23
	WILLOWS		147.0	1.07	11.23	8.18	12.50	4.56	4.17 ¹²⁵ 3.58 ¹¹	10.21 ²⁵⁷
DN	ARLINGTON	MX	138.5	12.57	11.12	8.10	12.40	4.34 ¹⁰⁵	3.25	10.11
	GILMORE		134.0	12.49	11.03	8.06	12.27	4.07	3.10	9.56
	BLALOCK		129.3	12.45	10.59	8.02	12.22	4.00	3.01	9.51
	QUINTON		123.2	12.39	10.53	7.57	12.16	3.51	2.52	9.44
	GOFF		115.0	12.32	10.46	7.50	12.08	3.37	2.39	9.35
	RUFUS		109.4	12.27	10.40	7.45	12.02AM	3.27	2.23 ¹⁵¹	9.28
	GRANT		106.6		10.37		11.59PM	3.22	2.12	9.25
DN	BIGGS	BX	108.9	12.22	10.34	7.40	11.56	3.16 ¹⁹	2.07	9.22
	MILLER		100.5	12.19	10.30	7.37	11.52	3.03	2.00	9.18
	CELLO		96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14
D	OREGON TRUNK JCT.	VO	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12
	DUNE		91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08
DN-R	THE DALLES	DK- WH	85.8	12.02AM	10.10AM	7.20PM	11.35PM	2.30AM	1.30PM	9.00PM
	(88.4)			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday

BLOCK SIGNALS

DOUBLE TRACK

..... Thru Time	(1.48)	(1.55)	(1.35)	(2.05)	(4.00)	(4.15)	(2.05)
..... Average speed per hour	54.7	51.3	62.1	47.2	24.6	23.2	47.2

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72.
 No. 12, daily except Saturday and Sunday, will reduce speed to 30 MPH at Blalock and Boardman to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD

FOURTH SUBDIVISION

Time-Table No. 25

January 9, 1955

Car Capacity See Right Side of Page 31.	SECOND CLASS				FIRST CLASS					STATIONS
	125 Time Freight	151 Time Freight	255 Time Freight	257 Time Freight	458 Passenger	11 Mail and Express	105 Streamliner Passenger	19 Passenger	17 Passenger	
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKOPTWXZ	6.05PM	4.00PM	5.45AM	3.55AM		5.50PM	5.30AM	3.50AM	3.10AM	DOUBLE TRACK DN-R THE DALLES DK WH 4.1 CRATES 5.2 ROWENA 6.3 MOSLER 7.4 DN HOOD RIVER KI 4.1 MENO 8.5 WYETH 7.2 CASCADE LOCKS 4.3 DN BONNEVILLE MU 4.8 DODSON 7.3 D BRIDAL VEIL JU 3.9 ROOSTER ROCK 7.1 DN TROUTDALE SN 1.7 FAIRVIEW 6.0 CLARNE 2.5 GRAHAM 2.5 BRUUN 1.4 EAST PORTLAND 0.5 5.0 HEMLOCK 4.6 D FIR FR 4.3 DN KENTON KN 2.5 DN NORTH PORTLAND JCT. KD 1.2 PENINSULA JCT. 1.4 DN ST. JOHNS JCT. JN 2.5 DN-R ALBINA B 1.1 X EAST PORTLAND 0.5 DN-R PORTLAND P-VC 0.5 VIA GRAHAM (85.8) VIA KENTON (92.2)
P	6.15	4.15	5.55	4.05		5.56	5.35	3.56	3.16	
130 P	6.25	4.25	6.05	4.15		6.03	5.41	4.03	3.22	
133 P	6.57 ¹⁰⁰	4.40	6.17	4.27		s 6.13	5.50	4.14	3.33	
WB 72 EB 107 KPVX	7.15	4.52	6.29	4.39		s 6.26 f 6.01 s 4.27 s 3.45				
131 P	7.21	5.05	6.37	4.47		¹⁰⁶ 6.42	6.06	4.33	3.51	
132 PW	7.34	5.26	6.55	5.05		6.57	6.18	4.47	4.05	
139 P	7.54 ¹²⁶	5.38	7.09	5.19		s 7.07	6.27	4.58	4.15	
122 PW	8.05	5.45	7.17	5.27		s 7.13	6.32	5.03	s 4.22	
131 P	8.13	6.11 ¹⁰⁰	7.26	5.36		7.19	6.38	5.09	4.28	
131 PZ	8.23	6.27	7.39	5.49		s ¹²⁶ 7.34	6.47	5.19	4.38	
131 P	8.30	6.34	7.47	5.57		7.45	6.52	5.24	4.43	
56 IJPW	8.45	6.48	8.01	6.11		s 7.58	7.00	5.35	s 4.54	
51 P				6.15		s 8.06	7.03	5.39	4.59	
53 P				6.27		8.16	7.09	5.47	5.06	
28 PX	VIA KENTON	VIA KENTON	VIA KENTON	6.35		8.21	7.15	5.53	5.12	
17 PX				6.43		8.26	7.19	5.58	5.17	
IJPVXY				6.50		8.30	7.22	6.02	5.21	
51 P	8.55	6.58	8.11							
100 P	9.05	7.08	8.21							
73 BKPXZ	9.20	7.20	8.35 ²⁶⁴							
IJVX				VIA GRAHAM	8.55PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	
IJPXY					8.57					
IJPX	9.35	7.40	8.55		8.59					
BKOPTWXZ	A 9.45PM	A 8.00PM	A 9.15AM	A 7.05AM						
IJPVXY					9.06	8.30	7.22	6.02	5.21	
BIKPV					A 9.15PM	A 8.40PM	A 7.30AM	A 6.10AM	A 5.30AM	

(3.40) (4.00) (3.30) (3.10) (0.20) (2.50) (2.00) (2.20) (2.20) Thru Time
 24.7 22.7 25.9 28.0 20.4 30.2 42.9 36.8 36.8 Average speed per hour.....

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 25 January 9, 1955		Mile Post	FIRST CLASS					SECOND CLASS		
			457 Passenger	12 Mail and Express	106 Streamliner Passenger	18 Passenger	20 Passenger	264 Time Freight	126 Time Freight	262 Time Freight
STATIONS										
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R THE DALLES DK WH) 4.1 CRATES) 5.2 ROWENA) 6.8)	DOLLE TRACK	86.8	A10.05AM	A87.20PM	A11.30PM	A11.59PM	A12.30PM	A 8.55PM	A 1.10AM
			81.7	9.58	7.13	11.19	11.51	11.45AM	8.45	12.52
			76.5	9.52	7.07	11.13	11.45	11.30	8.39	12.42
			70.2	9.42	6.57 ¹²⁵	11.04	11.36	11.15	8.30	12.27
	DN HOOD RIVER KI	62.8	s 9.33	f 6.48	s10.55	s11.27	11.02	8.22	12.15	
	MENO	58.7	9.23	6.42 ¹¹	10.46	11.18	10.52	8.16	12.05AM	
	WYETH	50.2	9.11	6.31	10.34	11.06	10.35	8.04	11.50PM	
	CASCADE LOCKS	43.0	9.01	6.22	10.25	10.57	10.18	7.54 ¹²⁵	11.32	
	DN BONNEVILLE MU	38.7	f 8.56	6.16	10.20	10.52	10.10	7.49	11.25	
	DODSON	33.9	8.50	6.11 ¹⁶¹	10.14	10.46	10.00	7.43	11.18	
D BRIDAL VEIL JU	26.6	8.41	6.04	10.06	10.38	9.50	7.34 ¹¹	11.07		
ROOSTER ROCK	22.7	8.37	6.00	10.02	10.34	9.40	7.29	11.00		
DN TROUTDALE SN	15.6	f 8.29	5.53	9.54	10.27	9.25	7.21	10.45		
FAIRVIEW	13.9	8.27	5.51	9.52	s10.23		7.17	10.40		
CLARNIE	7.9	8.21	5.45	9.46	10.16		7.11	10.28		
GRAHAM	4.4	8.16	5.40	9.41	10.11	VIA KENTON	7.06	10.20		
BRUN	1.9	8.12	5.36	9.37	10.07		7.02	10.14		
EAST PORTLAND	0.5	8.09	5.33	9.34	10.04		6.59	10.10		
HEMLOCK	17.0					9.05				
D FIR FR	12.4					8.50				
DN KENTON KN	8.1					8.35 ²⁵⁵				
DN NORTH PORTLAND JCT. KD	6.8	A 8.16AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
PENINSULA JCT.	5.6	8.13								
DN ST. JOHNS JCT. JN	4.2	8.10				8.15				
DN-R ALBINA B X	1.6	8.07				8.00AM		9.45PM		
EAST PORTLAND	0.5	8.04	8.09	5.33	9.34	10.04		6.59		
DN-R PORTLAND P-VC	0.0	8.00AM	8.05AM	5.30PM	9.30PM	10.00PM		6.55PM		
VIA GRAHAM (85.8) VIA KENTON (92.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday		
..... Thru Time		(0.16)	(2.00)	(1.50)	(2.00)	(1.59)	(4.30)	(2.00)	(3.25)	
..... Average speed per hour		25.5	42.9	40.8	42.9	43.3	20.1	42.0	25.3	

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

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

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 25 January 9, 1955		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									
	0.8 DN NORTH PORTLAND JCT. KD	6.8					A 9.16 PM				
	1.9 VANCOUVER	8.7					8.55				
							8.61 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	147.5					5.35 PM			

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

BLOCK SIGNALS {	DN-R BLACK RIVER HI	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 Time-table between Portland and North Portland Jct.
 On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

Time-Table No. 25
January 9, 1955

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS					FIRST CLASS				STATIONS
	379	151	361	363	346	63	99	19	97	
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	
BKPVX							10.25 ^{PM}	9.00 ^{PM}	1.05 ^{AM}	DN-R SPOKANE ^{DS} AU ^{1.7} DOUBLE TRACK
BKOPTWXZ		12.45 ^{AM}					10.35 ⁰⁸	9.04	1.11	WEST SPOKANE ^{3.0}
48 P		12.55					10.41	9.08	1.18	COWLES ^{4.2}
53 P		1.05					10.49	9.13	1.25	MARSHALL ^{7.3}
103 PWX		1.20					11.00	9.22	1.36	N CHENEY ^{5.2} CY
51 P		1.28					11.10	9.28	1.44	GEIB ^{5.0}
52 P		1.36					11.16	9.35	1.50	MASON ^{7.4}
58 PW		1.46					11.25	9.43	1.59	CROSKY ^{4.0}
102 P		2.05 ⁹⁷					11.31	9.49 ⁹⁸	2.05 ¹⁵¹	WELLS ^{6.6}
52 P		2.20					11.38	9.56	2.12	PALM LAKE ^{5.2}
44 P		2.30					11.44	10.02	2.18	ASHBY ^{4.2}
52 P		2.40					11.50	10.07	2.24	EMDEN ^{6.7}
75 JOPVWXY		3.00					11.59 ^{PM}	10.15	2.35 ^{AM}	DN-R MARENGO ^{4.8} RA
53 P		3.10						10.21		THAVIS ^{4.4}
68 P		3.17						10.26		MACK ^{4.2}
51 P		3.25						10.31		ANKENY ^{7.9}
38 JPWY	5.00 ^{PM}	3.40						10.42		N-R HOOPER JCT. ^{5.5} HIR
55 P	5.15	3.50						10.49		PARK ^{6.2}
146 P	5.30	4.19 ²⁰						10.58		JOSO ^{5.8}
78 P	5.45	4.35 ³⁷⁸						11.07		CHEW ^{3.0}
BJKOPWXY	A 6.00 ^{PM}	6.00						11.27		DN-R AYER ^{5.2} JD
95 P		6.15						11.35		RUXBY ^{7.7}
96 P		6.30						11.44		SCOTT ^{6.1}
48 P		6.40						11.51		WALKER ^{2.8}
96 P		6.46						11.55 ^{PM}		SIMMONS ^{7.6}
96 PW		7.05						12.06 ^{AM}		PAGE ^{7.5}
95 P		7.20						12.15		ASH ^{6.0}
94 P		7.30						12.21		HUMORIST ^{7.2}
157 JKPVWXY		7.50	7.25 ^{AM}	4.30 ^{AM}	4.20 ^{AM}		11.46 ^{PM}	12.30		DN-R WALLULA ^{1.7} JN
JPVXY		7.55	7.30	4.40	A 4.25 ^{AM}		11.50 ^{PM}	12.33		WALLULA JCT. ^{10.3}
157 P		8.20	7.47	5.00			12.05 ^{AM}	12.46		JUNIPER ^{9.8}
100 P		8.40	8.05	5.20			12.18	12.56		COLD SPRINGS ^{9.2}
BJKOPWXYZ	A	9.15 ^{AM}	A 8.30 ^{AM}	A 5.40 ^{AM}			A 12.40 ^{AM}	A 1.15 ^{AM}		DN-R HINKLE ^{184.0} UK

BLOCK SIGNALS

(1.00) 21.5	(8.30) 21.7	(1.05) 28.6	(1.10) 26.6	(0.05) 20.4	(0.55) 33.8	(1.34) 39.0	(4.15) 43.1	(1.30) 40.7 Thru Time.....
..... A 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 5-72.

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

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

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

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 25
January 9, 1955

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS				
		96 CMStP&P Passenger	20 Passenger	64 Passenger	98 CMStP&P Streamliner Passenger	362 Freight	378 Freight	298 Freight	364 Freight	345 Mixed
DN-R SPOKANE ^{1.7} <small>DS AU</small> <small>DOUBLE TRACK</small>	337.8	A 6.15AM	A 6.30AM		A 10.45PM					
WEST SPOKANE ^{3.6}	335.6	6.06	6.23		10.35 ⁰⁹			A 6.30PM		
COWLES ^{4.2}	332.0	5.59	6.17		10.29			6.05		
MARSHALL ^{7.8}	357.8	5.54	6.11		10.24			5.55		
N CHENEY ^{8.1} <small>CY</small>	350.5	^s 5.45	^b 6.02		10.16			5.40		
GEIB ^{5.0}	345.8	5.34	5.55		10.08			5.30		
MASON ^{7.4}	340.3	5.28	5.48		10.02			6.20		
CROSBY ^{4.0}	332.9	5.20	5.39		9.54			5.05		
WELLS ^{5.5}	328.9	5.15	5.34		9.49 ¹⁰			4.57		
PALM LAKE ^{5.2}	322.3	5.05	5.26		9.35			4.45		
ASHBY ^{4.2}	317.1	4.58	5.19		9.29			4.35		
EMDEN ^{6.7}	312.9	4.51	5.14		9.23			4.20		
DN-R MARENGO ^{4.8} <small>RA</small>	306.2	4.41AM	^s 5.05		9.15PM			4.00		
THAVIS ^{4.4}	301.4		4.55					3.29		
MACK ^{4.2}	297.0		4.50					3.22		
ANKENY ^{7.9}	292.8		4.44					3.15		
N-R HOOPER JCT. ^{5.5} <small>HR</small>	284.9		4.35				A 5.15AM	3.00		
PARK ^{6.3}	279.3		4.28				5.02	2.45		
JOSO ^{5.5}	273.1		4.19 ¹⁵¹				4.50	2.33		
CHEW ^{5.9}	267.3		4.10				4.35 ¹⁵¹	2.15		
DN-R AYER ^{6.3} <small>JD</small>	263.4		^b 4.05				4.15AM	2.00		
RUXBY ^{7.7}	267.2		3.51					12.50		
SCOTT ^{6.1}	249.5		3.42					12.36		
WALKER ^{2.8}	243.4		3.34					12.26		
SIMMONS ^{7.6}	240.6		3.31					12.20PM		
PAGE ^{7.5}	238.0		3.21					11.59AM		
ASH ^{6.0}	226.5		3.12					11.40		
HUMORIST ^{7.3}	219.5		3.05					11.25		
DN-R WALLULA ^{1.7} <small>JN</small>	215.2		^b 2.55	A 3.40AM		A 2.45AM		11.10	A 8.05PM	A 11.15PM
WALLULA JCT. ^{10.3}	218.5		2.51	3.35		2.40		11.00	8.00	11.05PM
JUNIPER ^{9.8}	208.2		2.40	3.22		2.22		10.40	7.40	
COLD SPRINGS ^{9.2}	198.4		2.30	3.10		2.05		10.20	7.20	
DN-R HINKLE ^(186.0) <small>UK</small>	184.2		2.20AM	2.55AM		1.45AM		10.00AM	7.00PM	
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily
..... Thru Time		(1.34)	(4.10)	(0.45)	(1.30)	(1.00)	(1.00)	(8.30)	(1.05)	(0.10)
..... Average speed per hour		39.0	44.5	41.3	40.7	31.0	21.5	21.7	28.6	10.2

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

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

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

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

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

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

WESTWARD		JOSEPH BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25			Mile Post	SECOND CLASS
	305 Mixed	January 9, 1955				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12-10PM	D-R	JOSEPH	J	83.8	11-15AM
22 X	12-40	D	ENTERPRISE	RS	78.0	11-00
39	1-10		LOSTINE		67.8	10-07
27 WXY	1-45	D	WALLOWA	WO	60.0	9-50
12 W {M.P. 49.0}	2-20		MINAM		47.1	9-07
40 W {M.P. 32.0}	2-50		LOOKING GLASS		33.8	8-37
32	3-20		GULLING		25.1	8-15
35 WXY	3-40	D	EIGIN	GN	20.9	8-05
18	4-05	D	IMBLER	BR	12.3	7-32
20	4-25	f	ALICEL		8.4	7-22
BJKOP1 WXYZ	5-00PM	DN-R	LA GRANDE	QA	0.0	7-00AM
		(68.8)			Daily Except Sunday	
(4.50) Thru Time					(4.15) Thru Time	
17.3 Average speed per hour					19.7 Average speed per hour	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 25			Mile Post	SECOND CLASS	
	January 9, 1955				328 Freight	
	STATIONS					
155 JPX			RIETH		0.0	
22			HPARKS		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. 25			Mile Post	SECOND CLASS	
	January 9, 1955				304 Mixed	
	STATIONS					
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
95 P			HERMISTON		3.9	
PWXY		D	UMATILLA	CB	10.1	
9 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. 25			Mile Post	SECOND CLASS
	329 Freight	January 9, 1955				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9-30AM	D-R	HEPPNER	IIR	46.2	8-45AM
19 P	9-55		LEXINGTON		36.3	8-00
7	10-10		JORDAN		31.0	7-40
15 PW	10-30	D	IONE	ON	26.3	7-25
3	10-45		McNAB		25.2	7-10
13	11-05		MORGAN		19.8	6-55
3	11-30AM		CECIL		14.5	6-35
19 JPX	12-15PM	N-R	HEPPNER JCT.	WI	0.0	6-00AM
		(45.2)			Monday Wednesday Friday	
(2.45) Thru Time					(2.45) Thru Time	
15.4 Average speed per hour					16.4 Average speed per hour	

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25			Mile Post	SECOND CLASS
	327 Freight	January 9, 1955				328 Freight
	Tuesday Thursday Saturday	STATIONS				
26 PWXY	10-15AM	D-R	CONDON	CD	44.5	9-00AM
22	10-40		GWENDOLEN		36.3	8-25
27	11-00		SPEECE		32.3	8-10
26	11-10		CLEM		26.6	7-50
29 P	11-30		MIKKALO		24.4	7-30
27	11-50AM		BARNETT		19.7	7-10
11 P	12-10PM		ROCK CREEK		16.0	6-55
20	12-30		SHUTLER		7.3	6-25
WB 125 BJKO EB 113 PTWX	1-15PM	DN-R	ARLINGTON	MX	0.0	6-00AM
		(44.5)			Tuesday Thursday Saturday	
(3.00) Thru Time					(3.00) Thru Time	
14.8 Average speed per hour					14.8 Average speed per hour	

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 25			Mile Post	SECOND CLASS	
	January 9, 1955				304 Mixed	
	STATIONS					
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
26		D	MORO	MR	27.0	
10			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNBERY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
		(52.5)				

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25 January 9, 1955	Mile Post	SECOND CLASS	314 Mixed
	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	YO	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. 25 January 9, 1955	Mile Post	SECOND CLASS	
	313 Mixed				
	Daily Except Monday				
STATIONS					

30 PWX	R	TONO 5.8	8.0
27 JX		WABASH 2.2	2.2

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25 January 9, 1955	Mile Post	SECOND CLASS	
	313 Mixed				
	Daily Except Monday				
STATIONS					

JPVXY	R	EAST OLYMPIA 7.3	O.O
		N. P. CROSSING 0.1	7.3

BKPV WXYZ	D-R	OLYMPIA	OA	7.4
		(7.4)		

(3.30) Thru Time (3.10)
16.4 Average speed per hour 14.3

WESTWARD		GRAYS HARBOR BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25 January 9, 1955				Mile Post	SECOND CLASS
	307 Mixed	309 CMStP&P Freight			308 CMStP&P Freight		306 Mixed
	Daily Except Sunday	Daily Except Sunday					
STATIONS							

BJKOPT VWXYZ	3.00 PM	DN-R	CENTRALIA	CN	O.O	A 10.30 PM
			2.4			

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

WESTWARD		GRAYS HARBOR BRANCH				EASTWARD		
JMPV	3.10 PM	BLAKESLEE JUNCTION				2.4	A 10.20 PM	
M		N. P. CROSSING				2.4		
M		C. M. St. P. & P. CROSSING				2.4		
23 P	f 3.20	GALVIN				5.0	10.10	
43 JPVX	f 3.40	12.01 AM	HELSING JUNCTION				12.2	A 8.10 PM f 9.50
48 PWX	s 3.45	12.05	N-R INDEPENDENCE ND				18.7	7.50 s 9.45
52 P	f 4.05	12.30	CEDARVILLE				22.2	7.30 f 9.25
51 P	f 4.20	12.40	LANKNER				26.8	7.20 f 9.10
44 P	f 4.30	12.55	BAGINAW				30.8	7.10 f 9.00
5 PW	f 4.35	1.00	SOUTH ELMA				32.5	7.05 f 8.55
53 PXY	f 5.10	1.35	SOUTH MONTESANO				42.4	6.35 f 8.30
X			SOUTH MONTESANO				42.4	
PVX			D MONTESANO MO				48.9	
53 PXY	f 5.10	1.35	SOUTH MONTESANO				42.4	6.35 f 8.30
27 P	f 5.15	1.43	MELBOURNE				48.8	6.05 f 8.15
32 PV	f 5.25	1.50	PREACHER'S SLOUGH				46.7	5.55 f 8.05
83 JPYX	f 5.40 ³⁰⁸	2.05	COSMOPOLIS				51.2	5.40 ³⁰⁷ f 7.50
JV			SOUTH ABERDEEN JCT.				58.2	
M			N. P. CROSSING				58.3	
82 BKPVXZ	A 6.10 PM	A 2.35 AM	DN-R	ABERDEEN	SA	58.9	5.20 PM s 7.30 PM	

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 6.30 PM	A 3.05 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	7.00 PM
				(57.5)			Daily Except Sunday	Daily Except Sunday

(3.30) Thru Time (3.10)
16.4 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. 25	
		907 N.P. Freight	373 N.P. Freight	361 Freight	909 N.P. Freight	363 Freight	63 Passenger	347 N.P. Passenger	January 9, 1955		
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	STATIONS		
BKOPTVWXYZ						9:30PM	8:00PM		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									Bird Sps	1.4 N. P. CROSSING	
32 P						10:00	f 8:19			2.6 DONALD	
38 PV						10:05	f 8:24			2.3 SAWYER	
40 PV						10:15	e 8:29			2.9 BUENA	
74 PVX						10:25	e 8:36		D-R	3.1 ZILLA AH	
63 P						10:48	f 8:44			6.1 GRANGER	
52						11:05	f 8:53			6.3 EMERALD	
36 JPXY						11:30 ³⁰⁴ PM	9:25		R	2.6 MIDVALE	
51 PVWX						12:01AM	e 9:37		DN	6.9 GRANDVIEW GW	
44 P						12:25	f 9:49			6.9 NORTH PROSSER	
53						12:50	f 10:01			7.8 CHAFFEE	
42 PX						1:20	e 10:12 ³⁰⁴			6.6 BENTON CITY	
53						1:40	10:22			5.2 ACTON	
51 JPX			7:40AM	6:20AM		2:10	10:40		R	12.3 RICHLAND JCT.	
55 BKPVWX			A 8:00AM	6:50		2:50	e 11:00		DN	6.8 KENNEWICK KN	
12 P				7:00		3:10	f 11:10			4.5 HEDGES	
70 JPV				7:10	6:35AM	3:20	f 11:15	5:25AM		2.3 VILLARD JCT.	
70 JPW X			A 6:45PM					A 5:37AM		6.4 ATTALIA	
157 JKPVWXY				A 7:25AM	A 6:50AM	A 3:35AM	A 1:30PM		DN-R	0.6 WALLULA JN	
										(98.6)	
		(0.20) 19.2	(0.30) 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. 25	
			63 Passenger	January 9, 1955	
			Daily	STATIONS	
36 JPXY			9:00PM	R	MIDVALE
PVX			A 9:10PM	D-R	SUNNYSIDE SF
					(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. 25 January 9, 1955		Mile Post	FIRST CLASS			SECOND CLASS					
			64 Passenger	348 N. P. Passenger	908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Freight		
STATIONS											
DN-R	YAKIMA NY	98.0	A 7.00AM							A 2.15AM	
	3.4 UNION GAP	94.6	6.50							1.55	
	3.3 N. P. CROSSING	91.3									
	0.5 PARKER	90.8	f 6.43							1.45	
Mid Sta	N. P. CROSSING	89.4									
		2.6 DONALD	86.8	f 6.33						1.30	
	2.3 SAWYER	84.5	f 6.26							1.20	
	2.9 BUENA	81.6	a 6.19							1.10	
D-R	3.1 ZILLAH AH	78.5	a 6.11							12.55	
	5.1 GRANGER	73.4	f 6.00							12.25	
	6.2 EMERALD	67.2	f 5.51							12.05AM	
	3.6 MIDVALE	63.6	5.44							11.30 ³⁶³ PM	
DN	8.9 GRANDVIEW GW	57.7	a 5.35							11.10	
	6.9 NORTH PROSSER	50.8	f 5.19							10.50	
	7.8 CHAFFEE	43.0	f 5.07							10.30	
	8.5 BENTON CITY	36.5	a 4.57							10.12 ⁶³	
	8.2 ACTON	31.3	4.47							9.45	
R	12.3 RICHLAND JCT.	19.0	4.30			A 5.20AM	A 5.30AM			9.15	
DN	5.8 KENNEWICK KN	13.2	a 4.20			5.00	5.10AM			8.55	
	4.5 HEDGES	8.7	f 4.05			4.25				8.38	
C.T.C.	VILLARD JCT.	7.0	f 4.00	A 10.50PM		A 2.35AM	4.15		A 1.50PM	8.30	
		6.4 ATTALIA	0.6		10.38PM		2.15AM				
DN-R	0.6 WALLULA JN	0.0	3.50AM			4.00AM			1.30PM	8.15PM	
	(98.0)		Daily	Daily	(98.0)	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	
..... Thru Time			(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(0.20)	(6.00)	
..... Average speed per hour			30.9	32.0	19.2	14.7	17.4	21.0	16.4		

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 25 January 9, 1955		Mile Post	FIRST CLASS			
STATIONS			84 Passenger			
R	MIDVALE	0.0	A 9.25PM			
D-R	2.8 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. 25				
	381 CMStP&P Freight	387 Freight	391 Freight	383 CMStP&P Freight	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	January 9, 1955				
	Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	STATIONS				
BKPVX	9.30PM	5.00PM	3.30PM	7.10AM		10.55PM	8.15AM	7.00AM	DN-R SPOKANE	1.0 1.9	DOUBLE TRACK CG	
IJPX	9.35	5.15	3.40	7.15		11.00	8.20	7.05	DN N. P. CROSSING	0.0		
83 X	9.50 ⁰²	5.20	3.45 ³⁸⁴	7.20		11.03	8.23	7.08	EAST SPOKANE			
61 X	9.59	5.25	3.50	7.25		11.06	8.26	7.11	HILL		1.4	
69 JKVX	10.10	5.35	4.05	A 7.30AM		11.10	8.30	7.15	DN	DISHMAN	2.3	SP
35	10.20	5.45	4.20			11.15 ³⁸²	8.34	7.20	CHESTER		3.2	
78	10.50 ³⁸²	6.16 ⁰⁸	4.40			11.27 ³⁸⁸	8.45	7.32	D	MICA	6.0	MA
38	11.10 ³⁸⁸ 11.31 ⁰⁵	6.35	4.47			11.31 ³⁸¹	8.50	7.36	FREEMAN		2.8	
JVX	A 11.50PM	6.45	4.55			A 11.36PM	8.56	A 7.41AM	DN-R	MANITO	3.3	MU
23		7.01 ³⁹²	5.15				9.03		D	ROCKFORD	5.2	RD
40		7.20	5.46 ⁰⁸				9.10		DARKNELL		3.3	
31 JX		7.40	6.05 ³⁹²				9.16		D	FAIRFIELD	3.4	G
26		8.10	6.25				9.31		LATAH		8.4	
BJKOPWXYZ		A 8.45PM	A 6.50PM				A 9.52AM		DN-R	TEKOA	7.2	K
									(49.3)			
	(2.20) 9.3	(3.45) 13.1	(3.20) 14.8	(0.20) 19.5		(0.41) 31.9	(1.37) 30.5	(0.41) 31.9	..... Thru Time			
									..... Average speed per hour			

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25		Mile Post
	391 Freight	January 9, 1955		
	Daily Except Sunday	STATIONS		
14 JPX	7.45PM	SELTICE		48.0
		G. N. CROSSING		39.8
		N. P. CROSSING		39.7
84 VWX	8.45	D	OAKESDALE	ON 39.1
44	9.20		THORNTON	31.2
M			G. N. CROSSING	30.7
28 WX	10.20	D	ST. JOHN	SJ 18.3
27	10.50		WILLADA	11.6
63	11.20		GRAVEL PIT	4.4
63 BJKWXY	A 11.45PM	D-R	WINONA	WA 0.0
			(48.0)	

WESTWARD WALLULA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25		Mile Post	SECOND CLASS
	345 Mixed	January 9, 1955			346 Mixed
	Daily	STATIONS			
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA	BU 30.9	A 6.45AM
6 X			COLLEGE PLACE	28.9	
M			W. W. V. RY. CROSSING	28.7	
17 X	9.51		GARRETT	28.6	5.40
10	10.05		WHITMAN	24.0	5.25
12	10.18		LOWDEN	19.3	5.12
20 PX	10.30	D	TOUCHET	CH 16.0	5.01
11	10.50		REESE	7.6	4.43
JPV	A 10.57PM		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		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 Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.

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

SPOKANE-TEKOA BRANCH

EASTWARD

Time-Table No. 25

January 9, 1956

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		94 CMStP&P Streamliner Passenger	68 Passenger	92 CMStP&P Passenger		384 CMStP&P Freight	392 Freight	382 CMStP&P Freight	388 Freight
DN-R SPOKANE ^{DS} _{1.9} CG ^{AU} _{1.9} } DOUBLE TRACK	165.4	A 12:55AM	A 6:50PM	A 10:00PM	A 4:00PM	A 8:15PM	A 12:10AM	A 12:30AM	
DN N. P. CROSSING _{0.9}	163.5	12:45	6:41	9:52	3:50	8:07	11:59PM	12:20	
EAST SPOKANE _{1.4}	162.6	12:43	6:39	9.50 ³⁸¹	3.45 ³⁰¹	8:02	11:45	12:10	
HILL _{2.3}	161.2	12:40	6:36	9:47	3:37	7:57	11:35	12:05AM	
DN DISHMAN _{3.2} SP	158.9	12:36	6:33	9:43	3:30PM	7:50	11:25	11:55PM	
CHESTER _{6.0}	155.7	12:31	6:28	9:38		7:43	11.15 ⁰⁵	11:47	
D MICA _{2.8} MA	149.7	12:20	6.16 ³⁸⁷	9:27		7:30	10.50 ³⁸¹	11.27 ⁰⁵	
FREEMAN _{3.3}	146.9	12:15	6:10	9:22		7:23	10:42	11.10 ³⁸¹	
DN-R MANITO _{5.2} MU	143.6	12:10AM	6:04	9:17PM		7:15	10.35PM	11:01	
D ROCKFORD _{3.3} RD	138.4		5:53			7.01 ³⁸⁷		10:44	
DARKNELL _{3.4}	138.1		5.46 ³⁰¹			6:30		10:35	
D FAIRFIELD _{8.4} G	131.7		5.40 ³⁰²			6.05 ³⁰¹		10:20	
LATAH _{7.2}	123.3		5:24			5.24 ⁰⁸		9:55	
DN-R TEKOA _(49.3) K	116.1		5:11PM			4:40PM		9:30PM	
		Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	
..... Thru Time.....	(0.45)	(1.30)	(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. 25 January 9, 1956	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 25 January 9, 1956	Mile Post	SECOND CLASS	STATIONS	Mile Post	SECOND CLASS					
	379	61			62	378		379			378								
	Freight	Passenger			Passenger	Freight		Freight			Freight								
	Daily Except Monday	Daily	STATIONS				Sunday Wednesday Thursday Saturday												
BKTVX	7:00AM	6:45PM	D-R MOSCOW MO	28.1	A 8:50AM	A 1:50PM	JOWXY	3:45PM	D-R LA CROSSE JA	0.0	A 6:00AM								
1	7:20	6:56	WHITFLOW	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 PULLMAN XN	18.7	8.33 ³⁷⁹	1:15	34		D WASHTUCNA FN	23.5									
18	9:00	7:18	ALBION	12.7	8:13	12:40	21 V		D KAILLOTUS HO	37.4									
19	9:10	7:25	SHAWNEE	9.7	8:05	12:25	18 WXY		R CONNELL N	52.9									
JMOWXY	A 9:40AM	A 7:45PM	DN-R COLFAX CA	0.0	7:42AM	12:01PM			(52.9)					Daily Except Monday					
			(28.1)		Daily	Daily Except Monday													
(2.40)	(1.00)	..... Thru Time.....	(1.08)	(1.49)	(1.10)	..... Thru Time.....	(0.45)										
10.5	28.1	..... Average speed per hour.....	24.8	15.5	13.5	..... Average speed per hour.....	20.9										

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 384, No. 392, No. 382 and No. 388, 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 PENDLETON BRANCH EASTWARD

WESTWARD

WALLACE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 25 January 9, 1955	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	Time-Table No. 25 January 9, 1955	Mile Post	FIRST CLASS		SECOND CLASS			
	366 Mixed				366 Mixed			387 Freight					67 Passenger		68 Passenger		388 Freight	
	Daily Except Sunday							Daily					Daily					
27 X			ALTO	83.0			BKOP WXYZ	9.15 ³⁸⁸ PM	10.02AM		DN-R	TEKO A	K	0.0	A	5.05 ³⁸⁷ PM	A	9.15 ³⁸⁷ PM
23			MENOKEN	75.5			25	9.35	10.14			LOVELL		6.9	f	4.50		8.45
26 JWX	11.45AM		BOLLES	71.3	A	9.40AM	17 VX	10.00	10.33		D	PLUMMER	MR	15.3	s	4.32		8.15
26 X	11.58AM	D	PRESCOTT	66.7		9.28	22 TX	10.20	10.50			CHATCOLET		22.8	f	4.14		7.45
21	12.35PM		VALLEY GROVE	63.6		8.52		10.50	11.09			HARRISON		30.5	s	3.54		7.20
			N. P. CROSSING	47.2			43	11.05	11.16		D	SPRINGSTON	RC	34.0	s	3.45		7.10
M			W. W. V. RY. CROSSING	46.6			20	11.50PM	11.34			LANE		45.3	s	3.24		6.42
BJKOPTV WXYZ	12.55PM	DN-R	WALLA WALLA	46.1		8.30AM	33	12.10AM	11.40			ROSE LAKE		49.1	s	3.16		6.32
M			W. W. V. RY. CROSSING	44.2			30	12.30	11.55AM			CATALDO		57.7	f	2.59		6.10
24			SPOFFORD	39.9			6 Y	12.45	12.03PM			ENAVILLE		62.5	s	2.53		5.56
M			W. W. V. RY. CROSSING	36.3			18	12.50	12.07			PINE CREEK		64.1	f	2.49		5.52
39 VWX		D	MILTON-FREEWATER	36.2								BRADLEY		67.2	f			
50			BLUE MOUNTAIN	26.7			26 BKOX	1.30 ³⁸⁸ AM	12.30		D-R	KELLOGG-WARDNER	DN	69.2	s	2.40		5.40 ³⁸⁷ PM
20			DOWNING	23.4			31		12.43			OSBURN		75.8	f	2.22		
30 X		D	ATHENA	17.2			BKTVW XZ		1.00 ³⁸⁸ PM		D-R	WALLACE	WC	80.2		2.15 ³⁸⁷ PM		
41			ADAMS	12.6			M					N. P. CROSSING		80.4				
15			BLAKELEY	10.0			M					N. P. CROSSING		80.6				
BJKVWXYZ		DN-R	PENDLETON	0.0			JX					WALLACE JCT.		80.7				
			(83.0)				5 VWX				D	BURKE	B	86.9				
			(83.0)									(86.9)				Daily		Daily
(1.10)			Thru Time	(1.10)				(4.15)	(2.88)			Thru Time	(2.50)	(3.35)				
21.6			Average speed per hour	21.6				18.9	27.0			Average speed per hour	23.3	22.4				

WESTWARD

DAYTON BRANCH

EASTWARD

WESTWARD

SIERRA NEVADA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 25 January 9, 1955	Mile Post	SECOND CLASS	
	367 Mixed	365 Mixed			366 Mixed	368 Mixed
	Tuesday and Friday	Daily Except Sunday				
29	12.01PM		TURNER	24.8		11.50AM
25	12.10		WHETSTONE	22.7		11.40
26 VWXY	12.50PM	11.01AM	D DAYTON DA	18.1	A	10.15AM
M			N. P. CROSSING	18.0		11.00AM
M			N. P. CROSSING	18.0		
JX		11.03AM	DAYTON JCT.	12.9		10.13AM

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 25 January 9, 1955		Mile Post
	STATIONS		
	JWX	BRADLEY		0.0
X	END OF TRACK	2.0	
	(2.0)		

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

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	9.53AM
28 X	11.31	D	WAITSBURG	3.5		9.49
28 JWX	11.45AM		BOLLES	0.0		9.40AM
			(24.8)			Daily Except Sunday
						Tuesday and Friday

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

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

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

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

(0.49)	(0.44)	Thru Time	(0.35)	(0.50)
14.3	17.9	Average speed per hour	22.5	14.0

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	West	Rahm.....	125.9	4	Both
Second Subdivision				Coey.....	141.7	17	Both
Yoakum.....	201.7	10	Both	Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	{18 P	Both	Huntley.....	22.6	2	Both
Cayuse..... (1)	227.1	{25 P	Both	Sunset.....	25.4	30	Both
Thorn Hollow.....	232.1	48 P	Both	Warner.....	45.3	11	Both
North Fork.....	251.4	14 P	Both	Moscow Branch			
Third Subdivision				Risbeck..... (5)	4.5	6	Both
Seufert.....	87.7	13	West	Parvin..... (5)	7.8	8	Both
Dillon.....	93.5	.....	None	Armstrong..... (5)	15.7	3 W (M. P. 16.2)	Both
Day.....	111.7	104 PW	Both	Holland.....	21.4	8	Both
Fourth Subdivision				Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Eri.....	14.2	4	Both	Gordon.....	8.2	7	Both
Corbett..... (1)	20.3	.....	None	McAdam.....	29.3	3	Both
Latourell..... (1)	23.9	.....	None	Wacota.....	34.1	4	Both
Multnomah Falls.....	29.6	..... P	None	Estes.....	42.3	7	Both
Oneonta.....	31.1	..... P	None	Sulphur.....	46.1	9	Both
Warrendale.....	35.9	.....	None	Curry.....	51.1	12	Both
C. I. Lumber Co.....	45.1	7	East	Tekoa-Ayer Branch			
Farley.....	47.0	102 P	Both	Schreck.....	31.9	14	Both
Viento.....	55.2	.....	None	Thera..... (5)	64.8	15	Both
Chatfield.....	71.8	20 P	West	Glenwood.....	83.5	13	Both
Kenton Line				Walters.....	98.6	10	Both
Champ.....	9.5	7	Both	Pomeroy Branch			
Ward.....	14.2	6	Both	Houser.....	19.1	1	Both
Reynolds.....	20.0	{37 P	Both	Tucannon Branch			
		{40 P	West	Powers.....	2.7	4	Both
		{126 P	West	Pendleton Branch			
Sixth Subdivision				Havana.....	6.9	11	Both
Sheffler.....	242.1	4	Both	Weston.....	20.9	66 X	East
Matthews.....	253.3	5	Both	Bade.....	30.2	13	Both
Magallon.....	258.6	2	Both	Barrett.....	33.1	10	Both
Teske.....	310.6	2	Both	Prunedale.....	34.2	15	Both
Joseph Branch				State Line.....	41.7	10	Both
Island City..... (2)	2.6	12	Both	Langdon.....	43.6	12	Both
Conley..... (2)	5.9	6	Both	Russell.....	51.8	11	Both
Vincent..... (2)	40.6	2	East	Hadley.....	56.5	19	Both
Sevier.....	56.7	5	West	Berryman.....	59.8	9	Both
Freels.....	75.2	2	West	Ennis.....	60.9	10	Both
Marble.....	75.8	{5 P	Both	Robinson.....	67.6	2	Both
		{25 P	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	Tilna.....	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 P	East	Black Lake..... (6)	38.0	.....	None
		{15 P	West	Dudley..... (6)	52.0	12	Both
De Moss.....	23.9	12	Both	Smeltonville..... (6)	66.3	.....	None
Erskine.....	31.3	9	Both	Shont..... (6)	72.8	3	Both
Bourbon.....	45.8	8	Both	Polaris.....	74.6	42	East
Grays Harbor Branch				Gem.....	84.1	5 X	Both
Raisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Balch..... (3)	18.3	18 P	Both	Dorn.....	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam..... (4)	48.3	10	Both	Ronan.....	19.3	28	West
Boone.....	76.4	1	East				
Flint.....	83.6	18	Both				

(1) Regular stop for No. 11.
 (2) Flag stop for Nos. 304-305.

(3) Flag stop for Nos. 306-307.
 (4) Flag stop for Nos. 53-64.

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

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

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

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

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

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

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

GENERAL

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

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20				
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20				
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. 314.3 and 311.8.	55	45	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20					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. 354.5 and 354.1.	60	50	25	Between M.P. 307.4 and 302.7.	35	30	20
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 353.9 and 351.1.	40	35	25	La Grande			
Descending grade, M.P. 365.0 to Durkee.			25	Between M.P. 349.8 and 348.4.	30	25	20				
				Quartz Between M.P. 347.1 and 346.9.	70	60	45				
				Between M.P. 345.1 and 343.6.	45	35	25				

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45				
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20				
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	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
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. 206.3 and 205.9.	70	60	45
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. 204.5 and 202.2.	60	50	40
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. 201.6 and 201.4.	70	60	45
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 250.6 and 249.9.	70	60	45	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. 249.6 and 249.4.	35	30	20	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 198.2 and 196.8.	55	45	35
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. 195.6 and 195.4.	60	50	40
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 217.6 and 216.3.	40	35	25	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 246.1 and 245.6.	60	50	40	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 244.7 and 244.0.	40	35	25	Over other street crossings within city limits.	20	20	20	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 243.2 and 242.5.	60	50	40					Hinkle			

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	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	The Dalles Over street crossings.	12	12	12
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Between M.P. 118.8 and 118.6.	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				
Between M.P. 134.8 and 134.7.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45				
				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	Troutdale 5000 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.4 and 48.7.	35	30	20	Between Troutdale and Kenton via Fir.	35	35	35
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
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	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				Argo Yard All turn-outs.			10		
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10									10	10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15									30	30
				35	35	25							

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	45	Simmons Between M.P. 242.5 and 243.5.				Ankeny Between M.P. 294.4 and 294.5.			40	25						
Between Wallula and Spokane.	70	60	45										40	40	40	40		
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.				Marengo Between M.P. 308.6 and 309.0.	60	50	40							
Between M.P. 186.0 and 187.3.		60	45	Between M.P. 246.9 and 247.0.								45	35					
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Scott Between M.P. 252.8 and 253.0.				Cheney Within city limits.	35	35	35							
Juniper Between M.P. 209.2 and 211.7.		40	30									Between M.P. 256.9 and 257.1.				15	15	15
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.				Between M.P. 352.8 and 353.5.	55	45	35							
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.		20	20									Between M.P. 268.2 and 269.3.				60	50	35
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.				Between M.P. 364.2 and 364.4.	45	35	25							
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.				Between M.P. 364.7 and 364.9.	55	45	35							
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.				Between M.P. 365.1 and 366.2.	25	25	15							
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.				West Spokane On 16-degree curve west end of yard.	8	8	8							
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.								Between M.P. 366.5 and 367.1.	45	35	25			
Between M.P. 230.8 and 232.3.		45	35					Between M.P. 281.9 and 282.2.				Over Bridge 367.13.	10	10	10			
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.				Spokane Through Union Station limits.	15	15	15							
Between M.P. 234.0 and 235.6.		35	25									Between M.P. 290.6 and 291.1.				10	10	10
Between M.P. 236.3 and 238.1.		35	25									Between M.P. 291.9 and 292.3.						
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.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
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
Heppner Branch Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	Benton City Within city limits.		40	30
3-degree curves.		20	20	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 11.9 and 12.1.		15	15	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Independence Between M.P. 14.7 and 15.2.		10	10	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	Zillah Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	South Elma Between M.P. 32.4 and 32.7.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 34.4 and 34.6.		10	10	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15				
				Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Sunnyside Branch Maximum speed.		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
Sunnyside Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35	Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
On 3-degree curves.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 4-degree curves.		45	30	Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 7- and 8-degree curves.		25	20	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
On curves of 7 degrees and over with 5000 class engines.		20	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
On 9- and 10-degree curves.		20	20	East Spokane Through interlocking.	15	15	15	Touchet Between M.P. 18.5 and 18.6.		35	25
Tekoa On west leg of wye.		10	10	Spokane Over slip switches at N. P. Crossing.	15	15	10	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.2 and 117.5.		20	20	Over street crossings between N. P. Crossing and city limits.	20	20	20	College Place Within city limits.		30	30
Between M.P. 117.8 and 117.9.		45	30	Between N. P. Crossing and Mission Ave., on line through old yard.			12	Walla Walla			
Between M.P. 118.1 and 118.3.		35	25	Through tunnel.	15	15	15	Moscow Branch Maximum speed.		35	25
Between M.P. 118.5 and 119.7.		25	20	Pleasant Valley Branch Maximum speed.			25	On 7- and 8-degree curves.		25	20
Between M.P. 120.2 and 121.4.		35	25	G. N. Crossing, M.P. 30.7.			20	On 9- and 10-degree curves.		20	20
Between M.P. 121.6 and 121.9.		25	20	Wallula Branch Maximum speed.			35	Colfax Within city limits.		12	12
Between M.P. 122.1 and 122.5.		35	25	On 5- and 6-degree curves.			35	Between M.P. 1.3 and 3.1.		25	20
Latah Within city limits.		40	30	On 7- and 8-degree curves.			25	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 9- and 10-degree curves.			20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 125.1 and 125.7.		35	25	Wallula Jct. West leg of wye.			15	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 127.5 and 128.4.		35	25	Zangar Jct. Between M.P. 5.1 and 6.4.			25	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 129.6 and 130.6.		35	25	Between M.P. 6.7 and 6.8.			25	Between M.P. 12.2 and 12.5.		25	20
Fairfield Within city limits.		25	25	Between M.P. 7.0 and 7.1.			20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 132.6 and 132.8.		45	30	Albion Between M.P. 13.4 and 13.6.			25	Shawnee Between M.P. 9.9 and 10.0.		25	20
Between M.P. 133.3 and 134.6.		25	20	Between M.P. 14.3 and 14.9.			20	Between M.P. 10.8 and 11.2.		25	20
Darknell Between M.P. 135.3 and 136.3.		35	25	Between M.P. 17.5 and 17.7.			25	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 136.6 and 139.2.		20	20	Between M.P. 17.9 and 18.0.			25	Pullman Within city limits.		15	15
Rockford Within city limits.		20	20	Wallula Jct. West leg of wye.			15	Over street crossings.		6	6
Between M.P. 139.4 and 140.4.		45	30	Zangar Jct. Between M.P. 5.1 and 6.4.			25	N. P. Crossing Between M.P. 19.9 and 20.0.		25	20
Between M.P. 141.0 and 141.2.		35	25	Between M.P. 6.7 and 6.8.			25	Between M.P. 24.6 and 24.8.		25	20
Between M.P. 142.6 and 143.2.		25	20	Between M.P. 7.0 and 7.1.			20	Between M.P. 25.2 and 25.4.		25	20
								Moscow Over street crossings.		12	12

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		
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.				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.				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.				Between M.P. 25.4 and 26.9.			30	25	Garfield Within city limits.			25	25
On 9- and 10-degree curves.				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.				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.				Between M.P. 28.2 and 28.7.			20	20	Farmington Within city limits.			20	20
Between M.P. 7.2 and 7.8.				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.				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.				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.				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.				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.				Between M.P. 37.8 and 39.3.			25	20	Pomeroy Branch Maximum speed.			25	25
On 5- and 6-degree curves.				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.				Sutton Between M.P. 49.3 and 50.1.			30	20	Tucannon Branch Maximum speed.			25	25
Between Tucannon and Ayer.				Endicott Between M.P. 61.9 and 65.2.			35	25	On curves of 7 degrees and over.			20	20
On 4-degree curves.				Between M.P. 65.4 and 65.6.			45	30	Starbuck Within city limits.			15	15
On 5- and 6-degree curves.				Between M.P. 68.2 and 68.5.			35	25	Between Starbuck and Relief.			12	12
On 7- and 8-degree curves.				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.				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.				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.				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.				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.				Colfax Within city limits.			12	12	Between M.P. 2.5 and 3.0.			20	20
Over Snake River Bridge 17.23.				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.				Between M.P. 79.8 and 80.7.			20	20	Athena Over street crossings.			15	15
Between M.P. 18.6 and 18.8.				Between M.P. 81.5 and 82.3.			20	20					
Between M.P. 19.7 and 19.9.				Between M.P. 82.9 and 83.4.			20	20					
Between M.P. 20.9 and 21.5.				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.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	30
Between M.P. 25.4 and 26.2.		20	20		Between Dayton Jet. and Turner.		15	15	Between M.P. 34.5 and 34.7.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 34.9 and 35.2.		35	25
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Between M.P. 38.3 and 38.6.		35	25
Between M.P. 30.3 and 30.4.		20	20		Dayton Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45	30
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.		10	10	Lane Between M.P. 47.8 and 48.3.		45	30
Between M.P. 32.2 and 32.4.		20	20	Wallace Branch Maximum speed.		50	30	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.7 and 32.9.		20	20		Between Lovell and Chatcolet.		35	20	Rose Lake Between M.P. 50.6 and 51.0.		35	25
Milton-Freewater Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	Dudley Between M.P. 53.6 and 54.2.		35	25
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	25	Between M.P. 54.5 and 54.9.		35	25
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	Cataldo Between M.P. 58.7 and 59.1.		45	30
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 60.0 and 60.2.		20	20
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 62.4 and 63.2.		35	25
On west leg of wye.		8	8	Tekoa On west leg of wye.		10	10	Between M.P. 63.4 and 64.0.		45	30
Between M.P. 52.7 and 53.4.		20	20	Lovell Between M.P. 8.0 and 9.0.		25	20	Kellogg-Wardner Over street crossings.		10	10
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 70.1 and 70.3.		35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 70.7 and 70.9.		35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 71.5 and 71.7.		45	30
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 72.8 and 73.2.		20	20	Plummer Between M.P. 17.9 and 18.2.		25	20	Between M.P. 73.4 and 73.6.		45	30
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 18.5 and 20.3.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 78.9 and 79.3.		20	20	Chatcolet Bridge 23.45.		15	15	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 79.6 and 79.9.		20	20	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	Huntington.....	Yard Office	Spokane.....	Train Dispatcher's Office
Albina.....	Train Dispatcher's Office	Huntington.....	Telegraph Office	Spokane.....	Telegraph Office
Albina.....	Yard Telegraph Office	Kellogg-Wardner.....	Telegraph Office	Tacoma.....	Yard Office
Albina.....	Enginemen's Register Room	Kennewick.....	Telegraph Office	Tekoa.....	Telegraph Office
Argo.....	Yard Office	Kenton.....	Telegraph Office	The Dalles.....	"DK" Telegraph Office
Argo.....	Enginemen's Register Room	La Grande.....	Crew Dispatcher's Office	The Dalles.....	"WH" Telegraph Office
Arlington.....	Telegraph Office	La Grande.....	Train Dispatcher's Office	The Dalles.....	Yard Office
Ayer.....	Telegraph Office	La Grande.....	Depot Telegraph Office	Wallace.....	Telegraph Office
Baker.....	Telegraph Office	La Grande.....	Yard Office	Wallace.....	Enginemen's Register Room
Bend (Joint)....	O. T. Ry. Telegraph Office	Moscow.....	Telegraph Office	Walla Walla.....	Passenger Depot
Centralia (Joint).N. P. Ry.	Telegraph Office	Olympia.....	Telegraph Office	Wallula.....	Telegraph Office
Hinkle.....	Telegraph Office	Pendleton.....	Telegraph Office	West Spokane.....	Enginemen's Register Room
Hinkle.....	Enginemen's Register Room	Portland (Joint)		Winona.....	Telegraph Office
Hinkle.....	Yard Office	.....	N. P. T. Co. Telegraph Office	Yakima.....	Telegraph Office
Hoquiam (Joint). N. P. Ry.	Telegraph Office	Seattle (Joint)		Yakima.....	Roundhouse
		.....	Union Station Telegraph Office		

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

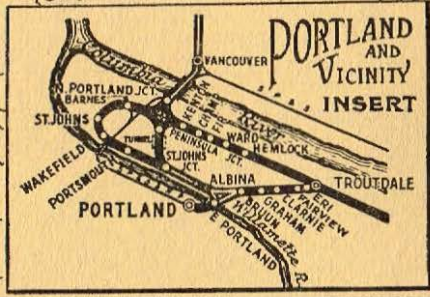
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 19, 1954

Scale of Miles

