

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

Stay Alive



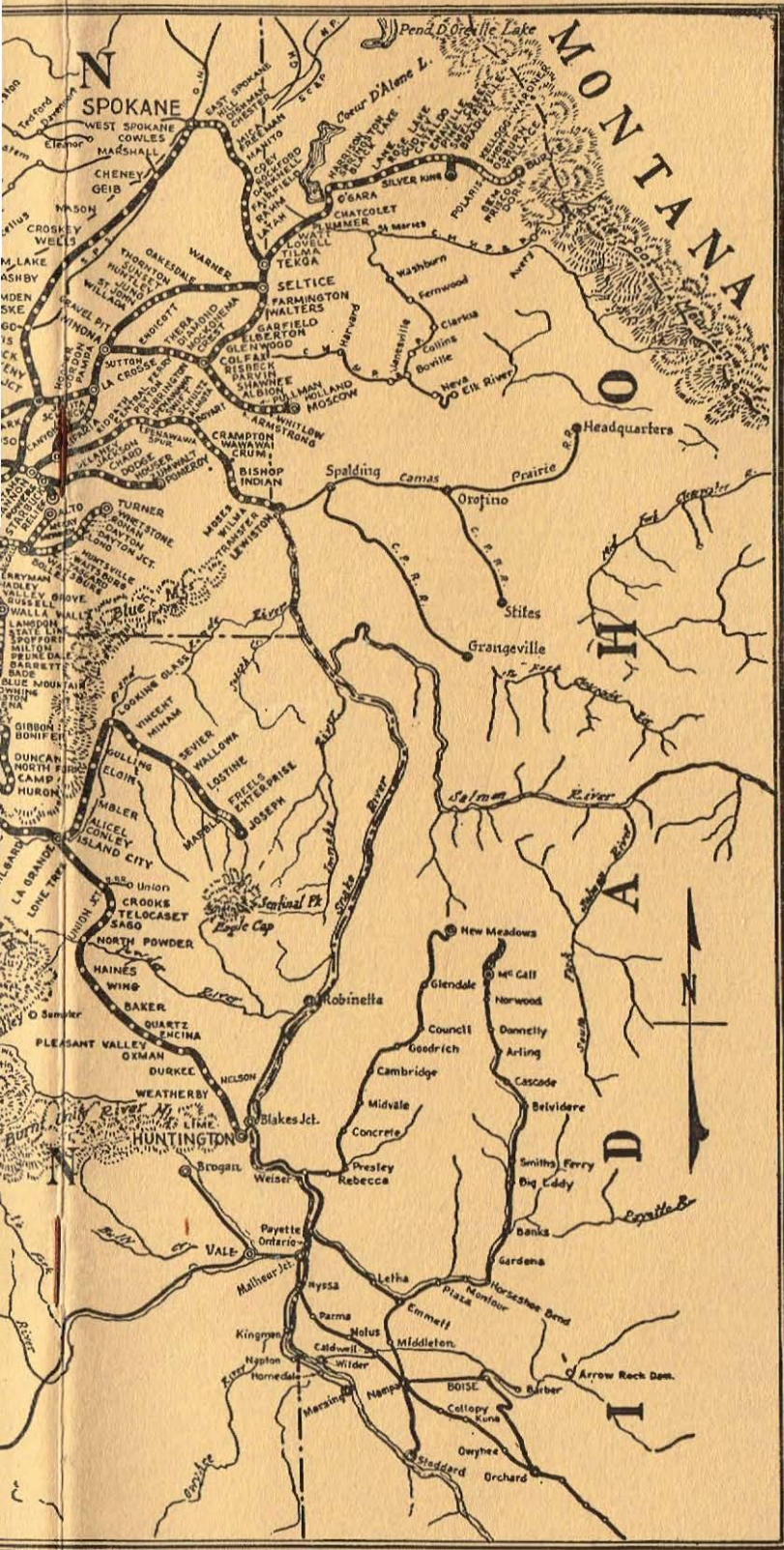
in '55

OREGON DIVISION
TIME-TABLE
No. 26

Effective Sunday
January 30, 1955
At 12:01 A.M. Pacific Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY



A. McALLISTER
General Manager

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.

H. E. SHUMWAY
General Superintendent Transportation

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. Ahigulst	District Surgeon	Spokane, Wash.	James J. D. Haun	Surgeon	La Grande, Ore.
Guy L. Boydon	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. Dierickx	Surgeon	Oregon City, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Edward O. Parkinson	Surgeon	Portland-St. Johns, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
George A. Peirson	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. Welland	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. Vandeventer	Surgeon	Bend, Ore.	John M. Shiach	Surgeon	Seattle, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Stephen J. Wood	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.	M. F. Kepl	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 O. 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	Hood River, Ore.	Vern Cressey	Surgeon	Tekeo, 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	Hoquiam, Wash.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	O. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	J. O. Lyman	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	A. J. Hockett	Surgeon	Walla Walla, Wash.
H. F. Oralg	Surgeon	La Crosse, Wash.	H. C. Lynch	Surgeon	Yakima, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	R. P. Schefter	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 26 January 30, 1955	FIRST CLASS				
19	11	105	457	17			12	458	106	18	20
Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger			Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS					
	6.05	2.05		4.25	0.0	GRANGER	A 9.05		A12.42	A10.45	
	11.10	5.45		9.40	213.9	POCATELLO	3.50		8.55	5.20	
	1.00	5.55		10.45			2.50		8.45	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	5.35	
	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	12.15			2.55	
	1.50	3.05	3.55		755.3	TUE DALES	10.10		9.00	2.00	
	3.50	5.50	5.30		855.4	PORTLAND	8.05	A 9.15	7.20	11.35	
	A 6.10	A 8.40	A 7.30	8.00	939.5	TACOMA			5.30	9.30	
				11.05	1084.6	SEATTLE				10.00	
				A11.59	1122.7						
							Daily	Daily	Daily	Daily	
(9.10)	(27.35)	(18.25)	(3.50)	(20.05)		..... Thru Time	(24.00)	(4.30)	(18.12)	(24.15)
40.4	34.1	51.0	45.0	30.0		...Average speed per hour...	39.1	40.7	51.6	38.7	
										(8.30)	
										43.5	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 26 January 30, 1955	FIRST CLASS		
29	33	31	32			34	30	
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	
Daily	Daily	Daily			STATIONS			
	11.00	9.35		0.0	McCAMMON		A 5.40	A 4.05
	11.30	10.10		22.7	POCATELLO		5.10	3.30
	12.01	10.55					4.30	2.55
	1.25	A12.40	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)	(3.05)	(3.20)			..... Thru Time	(3.20)	(2.40)	(8.50)
33.9	23.7	29.0			...Average speed per hour...	29.0	27.5	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.	FIRST CLASS				Time-Table No. 26 January 30, 1955	Mile Post	FIRST CLASS			SECOND CLASS
	125	105	17	11			18	12	106	126
	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight
	Daily Except Sunday and Monday	Daily	Daily	Daily	STATIONS					
BKOPTWXYZ	9.25AM	10.40PM	6.00PM	8.35AM	D-N-R HUNTINGTON HU	389.4	A 8.15AM	A 6.00PM	A 2.05AM	A 5.15AM
100 P				f 8.43	D LIME BY	384.5	8.02	5.47	1.50	
100 PW					WEATHERBY	377.5				
150 PY				s 9.10	DURKEE	368.9		s 5.25		
100 P					OXMAN	361.7				
170 P				s 9.35	PLEASANT VALLEY	356.4				
WB 01 PY EB 109					ENCINA	351.9				
107 P		11.45	7.05	9.48	QUARTZ	347.3				
WB 109 BKOPW EB 111 XYZ		s 11.55PM	s 7.15	s 10.03	BAKER BC	342.0	s 6.50	s 4.36	s 12.40	
100 P					WING	337.6	6.37	4.26	12.30AM	
100 P				s 10.15	D HAINES KB	331.7		f 4.21		
100 PW				s 10.26	D NORTH POWDER HD	322.1		f 4.11		
107 P					SAGO	315.5				
147 PVWY				f 10.41	TELOCASET	312.6				
105 P					CROOKS	308.9				
105 PVY					D UNION JCT. UN	302.2				
105 P		12.47AM	8.20	11.05	LONETREE	294.9				
BJKOPTWXYZ	A 1.59AM	A 1.00AM	A 8.35PM	A 1.20AM	D-N-R LA GRANDE RA	289.8	5.35AM	3.25PM	11.40PM	2.35AM
					(99.6)		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 Siding etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 26 January 30, 1955	Mile Post	FIRST CLASS			SECOND CLASS	
	125 Time Freight	17	11	105	18	12	106			126	18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
		Passenger	Mail and Express	Streamliner Passenger	Passenger	Mail and Express	Streamliner Passenger			Time Freight				
	Daily Except Sunday and Monday	Daily	Daily	Daily										
BJKOPTWXYZ	12.10PM	8.45PM	11.30AM	1.05AM	DN-R LA GRANDE RA	7.7	289.8	A 5.25AM	A 3.15PM	A 1.35PM	A 2.25AM			
WB 71 PWVXY EB 72					HILGARD	6.5	282.1	5.08	2.58	11.20				
130 P					MOTANIC	3.5	275.6							
P					NORDEEN	1.0	272.1							
141 PWXY					KAMEIA	2.8	271.1							
P					ROSS	2.8	268.3							
WB 105 PW EB 102			f 12.30PM		MEACHAM	7.8	265.5							
136 P					HURON	3.0	257.7							
120 PW					CAMP	5.0	254.1							
WB 68 PWY EB 69			f 1.03		DUNCAN	9.0	248.5							
102 P					BONIFER	2.6	239.5							
106 PWY			f 1.21		GIBBON	7.3	236.9							
117 P					HOMLY	4.9	229.6							
116 P					MINTHORN	5.8	224.7							
115 P		10.52	1.44	3.03	MUNRA	3.3	218.9							
89 BJKPV WXYZ		s 11.10	s 2.00	s 3.10	DN PENDLETON FD	3.6	216.6	s 2.50	s 1.05	s 9.38				
165 JPX					RIETH	3.7	212.0	2.34	12.50	9.29				
135 P					BARNHART	9.4	208.3							
135 P					NOLIN	6.3	198.9							
135 PW		f 11.45	f 2.30		D ECHO HI	4.2	192.6							
P		f 11.52PM	f 2.36	3.37	STANFIELD	4.2	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

DRAIN
TRACK

(3.10)	(3.25)	(3.25)	(2.45)	..... Thru Time	(3.25)	(3.00)	(2.35)	(3.10)
33.3	30.0	30.0	38.4	.... Average speed per hour	30.9	35.2	40.9	33.3

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

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

WESTWARD

THIRD SUBDIVISION

Time-Table No. 26

January 30, 1955

Car Capacity of Seating, etc. See Rule 8(A), Page 31.	SECOND CLASS			FIRST CLASS				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		8.55 ¹⁰³ 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	12.48	0.5 ORD NANCE RN
136 PW		9.13	3.42	12.30		3.21	4.02	2.00	12.50	1.9 MUNLEY 5.8
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 8.1
130 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 1.2
143 P		10.21 ¹²⁰	4.17 ²⁰⁴	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	4.34 ²⁰²	2.40	1.55	DN ARLINGTON MX 4.5
135 P		10.47	4.36	1.43		4.19	4.38	2.46	2.05	GILMORE 4.7
132 P		10.54	4.43	1.51	s	4.26	4.42	2.51	2.10	BLALOCK 6.1
134 P		11.03	4.51	2.01		4.33	4.47	2.57	2.16	QUINTON 8.2
137 P		11.15	5.01	2.12		4.42	4.54	3.04	2.24	GOFF 5.6
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 3.4
54 P		11.41	5.19	2.45		5.01	5.07	3.19	2.39	MILLER 3.7
50 P		11.49	5.23	2.52		5.06	5.12	3.23	2.43	CELIJO 1.6
JPV		11.56PM	5.25	2.56		5.08	5.14	3.25	2.45	D OREGON TRUNK JCT. VO 3.3
74 P		12.04AM	5.30	3.01		5.14	5.18	3.30	2.50	DUNE 6.1
BKOPTWXZ		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

(98.4)

(3.35)	(2.20)	(3.15)	(2.30)	(1.35)	(1.55)	(2.25)	.....Thru Time.....
27.5	42.2	30.9	39.3	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 SUBDIVISION

EASTWARD

Time-Table No. 26 January 30, 1955			Mile Post	FIRST CLASS				SECOND CLASS				
				20 Passenger	12 Mail and Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight		
STATIONS												
BLOCK SIGNALS	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 11.05PM	
		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		155.7	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	
		GOPF		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	103.9	12.22	10.34	7.40	11.56	3.16 ¹⁹	2.07	9.22	
		MILLER		100.5	12.19	10.30	7.37	11.52	3.03	2.00	9.18	
		CELILO		96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14	
	D	OREGON TRUNK JCT.	VO	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12	
		DUNE		91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08	
DN-R	THE DALLES	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 Except Saturday and Sunday		

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. 26
January 30, 1955

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	
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKOPTWXZ	6.05 PM	4.00 PM	5.45 AM	3.55 AM		5.50 PM	5.30 AM	3.50 AM	3.10 AM	DN-R THE DALLES DK WH
P	6.15	4.15	5.55	4.05		5.56	5.35	3.56	3.16	1.1 CRATES
130 P	6.25	4.25	6.05	4.15		6.03	5.41	4.03	3.22	5.2 ROWENA
133 P	6.57 ¹⁰⁶	4.40	6.17	4.27		6.13	5.50	4.14	3.33	6.3
WB 72 EB 107 KP VX	7.15	4.52	6.29	4.39		6.26	6.01	4.27	3.45	7.4 MOSIER
131 P	7.21	5.05	6.37	4.47		6.42 ¹⁰⁶	6.06	4.33	3.51	DN HOOD RIVER KI
132 PW	7.34	5.25	6.55	5.05		6.57	6.18	4.47	4.05	4.1
130 P	7.54 ¹²⁰	5.38	7.09	5.19		7.07	6.27	4.58	4.16	MENO
122 PW	8.05	5.45	7.17	5.27		7.13	6.32	5.03	4.22	8.5 WYETH
131 P	8.13	6.11 ¹⁰⁶	7.26	5.36		7.19	6.38	5.09	4.28	7.2
131 PZ	8.23	6.27	7.39	5.49		7.34 ¹²⁰	6.47	5.19	4.38	CASCADE LOCKS
131 P	8.30	6.34	7.47	5.57		7.45	6.52	5.24	4.43	4.3 DN BONNEVILLE MU
50 IJPW	8.45	6.48	8.01	6.11		7.58	7.00	5.35	4.54	4.8
51 P				6.15		8.06	7.03	5.39	4.59	DODSON
53 P				6.27		8.16	7.09	5.47	5.06	7.3
28 PX	VIA KENTON	VIA KENTON	VIA KENTON	6.35		8.21	7.15	5.53	5.12	D BRIDAL VEIL JU
17 PX				6.43		8.26	7.19	5.58	5.17	3.0 ROOSTER ROCK
IJPVXY				6.50		8.30	7.22	6.02	5.21	7.1 DN TROUTDALE SN
51 P	8.55	6.58	8.11							1.7 FAIRVIEW
100 P	9.05	7.08	8.21							6.0 CLARNIE
73 BKXPZ	9.20	7.20	8.35 ²⁶¹							3.5 GRAHAM
IJ VX				VIA GRAHAM	8.55 PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	2.5 BRUUN
IJPXY					8.57					EAST PORTLAND
IJPX	9.35	7.40	8.55							0.5 HEMLOCK
BKOPTWXZ	A 9.45 PM	A 8.00 PM	A 9.15 AM	A 7.05 AM						6.0 DN FIR FR
IJPVXY					A 9.15 PM	A 8.40 PM	A 7.30 AM	A 6.10 AM	A 5.30 AM	4.3 DN KENTON KN
BIKPV										2.5 DN NORTH PORTLAND JCT. KD
										1.2 PENINSULA JCT.
										1.4 DN ST. JOHNS JCT. JN
										2.6
										1.1 DN-R ALBINA BX
										1.1 EAST PORTLAND
										0.5 DN-R PORTLAND P-VC
										VIA GRAHAM (85.8)
										VIA KENTON (92.2)

(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 28.6 20.4 30.2 42.9 30.8 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. 26

January 30, 1955

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS				
		457	12	106	18	20	264	126	262		
		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight		
DN-R THE DALLES ^{DK} } ^{WH} } DOUBLE TRACK	85.8		A10.05AM	As 7.20PM	A11.30PM	A11.59PM		A12.30PM	A 8.55PM	A 1.10AM	
4.1 CRATES	81.7		9.58	7.13	11.19	11.51		11.45AM	8.45	12.52	
5.2 ROWENA	76.6		9.52	7.07	11.13	11.45		11.30	8.39	12.42	
6.8 MOSIER	70.2		9.42	6.57 ¹²⁵	11.04	11.36		11.15	8.30	12.27	
7.4 HOOD RIVER KI	62.8		s 9.33	f 6.48	s10.55	s11.27		11.02	8.22	12.16	
4.1 MENO	58.7			9.23	6.42 ¹¹	10.46	11.18		10.52	8.16	12.05AM
8.5 WYETH	50.2			9.11	6.31	10.34	11.06		10.35	8.04	11.50PM
7.2 CASCADE LOCKS	43.0			9.01	6.22	10.25	10.57		10.18	7.54 ¹²⁵	11.32
4.3 BONNEVILLE MU	38.7		f 8.56	6.16	10.20	10.52		10.10	7.49	11.25	
4.8 DODSON	33.9			8.50	6.11 ¹⁶¹	10.14	10.46		10.00	7.43	11.18
7.3 BRIDAL VEIL JU	26.6			8.41	6.04	10.06	10.38		9.50	7.34 ¹¹	11.07
3.0 ROOSTER ROCK	22.7			8.37	6.00	10.02	10.34		9.40	7.29	11.00
7.1 TROUTDALE SN	16.6		f 8.29	5.53	9.54	10.27		9.25	7.21	10.45	
1.7 FAIRVIEW	13.9			8.27	5.51	9.52	s10.23			7.17	10.40
6.0 CLARNIE	7.9			8.21	5.45	9.46	10.16		VIA KENTON	7.11	10.28
3.5 GRAHAM	4.4			8.16	5.40	9.41	10.11			7.06	10.20
2.5 BRUUN	1.9			8.12	5.36	9.37	10.07			7.02	10.14
1.4 EAST PORTLAND	0.5			8.09	5.33	9.34	10.04			6.59	10.10
0.5 HEMLOCK	17.0								9.05		
4.6 FIR FR	12.4								8.50		
4.3 KENTON KN	8.1								8.35 ^{25T}		
2.5 DN NORTH PORTLAND JCT. KD	6.8	A 8.16AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM				VIA GRAHAM	VIA GRAHAM
1.2 PENINSULA JCT.	5.6	8.13									
1.4 DN ST. JOHNS JCT. JN	4.2	8.10							8.15		
2.6 DN-R ALBINA H X	1.6	8.07							8.00AM		9.45PM
1.1 EAST PORTLAND	0.5	8.04	8.09	5.33	9.34	10.04				6.59	
0.5 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	Daily	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

BLOCK SIGNALS

..... Thru Time	(0.10)	(2.00)	(1.50)	(2.00)	(1.50)	(4.30)	(2.00)	(3.25)
..... Average speed per hour	25.6	42.9	46.8	42.9	43.3	20.1	42.9	26.3

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.

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

Time-Table No. 26

January 30, 1955

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.

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

STATIONS

LJPVX

8.00 AM
8.16
A 8.21 AM

BLOCK SIGNALS

PORTLAND
0.8
DN NORTH PORTLAND JCT. KD
1.9
VANCOUVER

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

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

IJ											
JP											

11.09 AM
A 11.11 AM

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

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

23 67 IPVX												
BIJKOP TVWXYZ												
BKPXZ												

11.42 AM
2.48 PM 11.50 9.13 AM
A 3.00 PM A 11.59 AM A 9.30 AM

BLOCK SIGNALS

DN-R BLACK RIVER BI
0.0
C. M. St. P. & P. & P. C. CROSSING
0.3
DN-R ARGO G
3.1
DN-R SEATTLE OW

(183.2)

(0.12) (0.59) (0.17) Thru Time
15.5 46.0 10.9 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 Time-table 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. 26 January 30, 1955		Mile Post	FIRST CLASS						
			82 CM St. P & P Streamliner Passenger	84 CM St. P & P Streamliner Passenger	458 Passenger				
STATIONS									
BLOCK SIGNALS {	PORTLAND	0.0			A 9.15 PM				
	DN NORTH PORTLAND JCT. KD	8.8			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	146.6							
	0.3								
DN	RESERVATION	RN	146.8		A 6.37 PM				
DN	TACOMA JCT.	JN	147.5		6.36 PM				

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

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	DOUBLE TRACK	180.1	A 9.53 AM	A 3.23 PM	4.52		
DN-R	SEATTLE	OW	183.2		9.46 AM	3.15 PM	4.45 PM			
	(183.2)				Daily	Daily	Daily			

..... Thru Time.....	(0.09)	(0.08)	(4.30)
..... Average speed per hour.....	23.8	23.8	40.7

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. 26
January 30, 1955

Car Capacity of Springs, etc. See Rule 9(A), Page 31.	SECOND CLASS					FIRST CLASS			STATIONS
	379	151	361	363	346	63	19	97	
	Freight	Freight	Freight	Freight	Mixed	Passenger	Passenger	CMSt P&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	
BKPVX							9:00 PM	1:05 AM	DN-R SPOKANE AU DS
BKOPTWXZ		12:45 AM					9:04	1:11	WEST SPOKANE
48 P		12:55					9:08	1:18	3.6 COWLES
53 P		1:05					9:13	1:25	4.2 MARSHALL
103 PWX		1:20					9:22	1:36	7.8 CHENEY N CY
51 P		1:28					9:28	1:44	5.2 GEIB
52 P		1:36					9:35	1:50	5.0 MASON
58 PW		1:46					9:43	1:59	7.4 CROSKY 4.0
100 P		2:05 ⁰⁷					9:49 ⁰⁸	2:05 ¹⁶¹	WELLS 6.0
52 P		2:20					9:56	2:12	PALM LAKE 6.2
44 P		2:30					10:02	2:18	ASHBY 4.2
52 P		2:40					10:07	2:24	EMDEN 6.7
75 JOPVWXY		3:00					10:15	2:35 AM	DN-R MARENGO RA 4.8
52 P		3:10					10:21		THAVIS 4.4
63 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. HR 4.0
53 P	5:15	3:50					10:49		PARK 6.2
140 P	5:30	4:19 ²⁰					10:58		JOSO 8.8
73 P	5:45	4:35 ³⁷⁸					11:07		CHEW 3.9
BJKOPWXY	A 6:00 PM	6:00					11:27		DN-R AYER JD 6.2
96 P		6:15					11:35		RUXBY 7.7
96 P		6:30					11:44		SCOTT 6.1
46 P		6:40					11:51		WALKER 2.8
96 P		6:46					11:55 PM		SIMMONS 7.6
96 PW		7:05					12:06 AM		PAGE 7.6
95 P		7:20					12:15		ASH 6.0
94 P		7:30					12:21		HUMORIST 7.2
167 JKPVWXY		7:50	7:25 AM	4:30 AM	4:20 AM		11:45 PM	12:30	DN-R WALLULA JN 1.7
JPVXY		7:55	7:30	4:40	A 4:25 AM		11:50 PM	12:33	WALLULA JCT. 10.3
167 P		8:20	7:47	5:00			12:05 AM	12:46	JUNIPER 9.3
150 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 UK (184.0)

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

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 26 January 30, 1955	Mile Post	FIRST CLASS				SECOND CLASS				
		20 Passenger	64 Passenger	98 CMB&P Streamliner Passenger		362 Freight	378 Freight	298 Freight	364 Freight	345 Mixed
STATIONS										
DN-R SPOKANE DS AU	367.3	A 6.30AM		A 10.45PM						
WEST SPOKANE	365.6	6.23		10.35				A 6.30PM		
COWLES	362.0	6.17		10.29				6.05		
MARSHALL	357.8	6.11		10.24				5.55		
N CHENEY CY	350.6	s 6.02		10.15				5.40		
GIBB	345.3	5.55		10.08				5.30		
MASON	340.3	5.48		10.02				5.20		
CROSBY	332.9	5.39		9.54				5.05		
WELLS	328.9	5.34		9.49 ¹⁰				4.57		
PALM LAKE	322.3	5.26		9.35				4.45		
ASHBY	317.1	5.19		9.29				4.35		
EMDEN	312.9	5.14		9.23				4.20		
DN-R MARENGO RA	306.2	s 5.05		9.15PM				4.00		
THAVIS	301.4	4.55						3.29		
MACK	297.0	4.50						3.22		
ANKENY	292.8	4.44						3.15		
N-R HOOPER JCT. III	284.9	4.35					A 5.15AM	3.00		
PARK	279.3	4.28					5.02	2.45		
JOSO	273.1	4.19 ¹⁵¹					4.50	2.33		
CHEW	267.3	4.10					4.35 ¹⁵¹	2.15		
DN-R AYER JD	263.4	s 4.05					4.15AM	2.00		
ROXBY	257.2	3.51						12.50		
SCOTT	249.5	3.42						12.36		
WALKER	243.4	3.34						12.26		
SIMMONS	240.6	3.31						12.20PM		
PAGE	233.0	3.21						11.59AM		
ASH	225.5	3.12						11.40		
HUMORIST	219.5	3.05						11.25		
DN-R WALLULA JN	215.2	s 2.55	A 3.40AM			A 2.45AM		11.10	A 8.05PM	A 1.15PM
WALLULA JCT.	213.5	2.51	3.35			2.40		11.00	8.00	11.05PM
JUNIPER	208.2	2.40	3.22			2.22		10.40	7.40	
COLD SPRINGS	193.4	2.30	3.10			2.05		10.20	7.20	
DN-R HINKLE UK	184.2	2.20AM	2.55AM			1.45AM		10.00AM	7.00PM	
(186.0)		Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

Thru Time	(4.10)	(4.45)	(1.30)	(1.00)	(1.00)	(8.30)	(1.05)	(0.10)
Average speed per hour	44.0	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.

WESTWARD		JOSEPH BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 26			Mile Post	SECOND CLASS
	305 Mixed	January 30, 1955				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12-10 PM	D-R	JOSEPH	J	83.8	11-15 AM
22 X	12-40	D	ENTERPRISE	RS	78.0	11-00
30	1-10		LOSTINE		67.8	10-07
27 WXY	1-45	D	WALLOWA	WO	60.0	9-50
12 W {M.P. 49.0}	2-20		MINAM		47.1	9-07
40 W {M.P. 32.0}	2-50		LOOKING GLASS		33.8	8-37
32	3-20		GULLING		25.1	8-15
35 WXY	3-40	D	ELGIN	GN	20.9	8-05
18	4-05	D	IMBILER	BR	12.3	7-32
20	4-25		ALICEL		8.4	7-22
BJ KOPT WXYZ	5-00 PM	DN-R	LA GRANDE	RA	0.0	7-00 AM
			(83.8)			Daily Except Sunday
	(4.50) Thru Time				(4.15)	
	17.3 Average speed per hour				19.7	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 26			Mile Post	SECOND CLASS	
	January 30, 1955				328 Freight	
	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. 26			Mile Post	SECOND CLASS	
	January 30, 1955				328 Freight	
	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. 26			Mile Post	SECOND CLASS
	329 Freight	January 30, 1955				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9-30 AM	D-R	HEPPNER	HR	45.2	8-45 AM
19 P	9-55		LEXINGTON		36.3	8-00
7	10-10		JORDAN		31.0	7-40
15 PW	10-30	D	IONE	ON	28.3	7-25
3	10-45		McNA B		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)	
	16.4 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. 26			Mile Post	SECOND CLASS
	327 Freight	January 30, 1955				328 Freight
	Tuesday Thursday Saturday	STATIONS				
26 PVWXY	10-15 AM	D-R	CONDON	CD	44.5	9-00 AM
22	10-40		GWINDOLEN		36.3	8-25
27	11-00		SPEECE		32.3	8-10
26	11-10		CLEM		28.6	7-50
29 P	11-30		MIKKALO		24.4	7-30
27	11-50 AM		BARNETT		19.7	7-10
11 P	12-10 PM		ROCK CREEK		16.0	6-55
29	12-30		SHUTLER		7.3	6-25
WB 126 BJKO EB 113 PTWX	1-15 PM	DN-R	ARLINGTON	MX	0.0	6-00 AM
			(44.5)			Tuesday Thursday Saturday
	(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. 26			Mile Post	SECOND CLASS	
	January 30, 1955				328 Freight	
	STATIONS					
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
25		D	MORO	MR	27.0	
16			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNBERRY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
			(52.5)			

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 26 January 30, 1955	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

BKOP VWXYZ	6.00 AM	DN-R	BEND	ND	150.0	A 2.30 PM
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BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

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

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

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 26 January 30, 1955	Mile Post
	STATIONS	
	39 PWX	R TONO 5.8	8.0
27 JX	WABASH 2.2	2.2

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 26 January 30, 1955	Mile Post
	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)	(3.04)	..... Thru Time	(3.10)	(3.30)
10.4	14.8	..... Average speed per hour	14.3	16.4

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 26 January 30, 1955	Mile Post	SECOND CLASS	
	307 Mixed	309 CMS&P Freight			308 CMS&P Freight	306 Mixed
	Daily Except Sunday	Daily Except Sunday	STATIONS			

BKOPT VWXYZ	3.00 PM	DN-R	CENTRALIA 2.4	CN	O.O	A 10.30 PM
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BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	3.10 PM		BLAKESLEE JUNCTION	2.4		A 10.20 PM
M			0.0 N. P. CROSSING	2.4		
M			0.0 C. M. St. P. & P. CROSSING	2.4		
23 P	f 3.20		2.6 GALVIN	5.0		10.10
43 JPVX	f 3.40	12.01 AM	7.2 HELSING JUNCTION	12.2	A 8.10 PM	f 9.50
48 PWX	s 3.45	12.05	1.5 N-R INDEPENDENCE RD	13.7	7.50	s 9.45
52 P	f 4.05	12.30	8.5 CEDARVILLE	22.2	7.30	f 9.25
51 P	f 4.20	12.40	4.1 LANKNER	26.3	7.20	f 9.10
44 P	f 4.30	12.55	4.5 SAGINAW	30.8	7.10	f 9.00
6 PW	f 4.35	1.00	1.7 SOUTH ELMA	32.5	7.05	f 8.55
53 PXY	f 5.10	1.35	9.9 SOUTH MONTESANO	42.4	6.35	f 8.30
X			SOUTH MONTESANO	42.4		
PVX			1.5 D MONTESANO MO	43.9		
53 PXY	f 5.10	1.35	SOUTH MONTESANO	42.4	6.35	f 8.30
27 P	f 5.15	1.43	1.4 MELBOURNE	43.8	6.05	f 8.15
32 PV	f 5.25	1.50	1.1 PREACHER'S SLOUGH	46.7	5.55	f 8.05
83 JPYX	f 5.40	2.05	4.5 COSMOPOLIS	51.2	5.40	f 7.50
JV			2.0 SOUTH ABERDEEN JCT.	53.2		
M			0.1 N. P. CROSSING	53.3		
82 BKPVXZ	A 6.10 PM	A 2.35 AM	0.6 DN-R ABERDEEN SA	53.9	5.20 PM	s 7.30 PM
			3.6			

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

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)	(3.04)	..... Thru Time	(3.10)	(3.30)				
10.4	14.8	..... Average speed per hour	14.3	16.4				

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. 26		
		907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight	63 Passenger	347 N. P. Passenger	January 30, 1955	
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	STATIONS	
BKOPTVWXYZ						9.30PM	8.00PM		DN-R	YAKIMA NY
39 X						9.40	8.06			3.4 UNION GAP
MP										3.3 N. P. CROSSING
30 P						9.50	8.12			0.5 PARKER
M									B&N 5/10	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
74 PVX						10.25	s 8.36		D-R	ZILLAH AH
53 P						10.48	f 8.44			6.1 GRANGER
52						11.05	f 8.53			0.2 EMERALD
35 JPXY						11.30 ³⁶⁴ PM	9.25		R	MIDVALE
51 PVWX						12.01 AM	s 9.37		DN	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	s 10.12 ³⁶⁴			6.5 BENTON CITY
53						1.40	10.22			6.2 ACTON
51 JPX			7.40AM	6.20AM		2.10	10.40		R	RICHLAND JCT.
55 BKPVWX			A 8.00AM	6.50		2.50	s 11.00		DN	KENNEWICK KN
12 P				7.00		3.10	f 11.10			4.5 HEGES
70 JPV				7.10	6.35AM	3.20	f 11.15	5.25AM		2.3 VILLARD JCT.
70 JPWX			A 6.45PM					A 5.37AM		6.4 ATTALIA
157 JKPVWXY				A 7.25AM	A 6.50AM	A 3.35AM	A 11.30PM		DN-R	WALLULA JN
		(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(0.15) 28.0	(0.05) 16.1	(3.30) 28.2	(0.12) 32.0		..... Thru Time
										..... Average speed per hour

WESTWARD

SUNNYSIDE BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		Time-Table No. 26	
		63 Passenger	January 30, 1955	
		Daily	STATIONS	
35 JPXY		9.00PM	R	MIDVALE
PVX		A 9.10PM	D-R	SUNNYSIDE SI
				(2.8)
		(0.10) 16.8		..... Thru Time
				..... Average speed per hour

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

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

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

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

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

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

YAKIMA BRANCH

EASTWARD

Time-Table No. 26 January 30, 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		
	1.4 N. P. CROSSING	89.4										
	2.6 DONALD	86.8	f 6.33							1.30		
	2.3 SAWYER	84.5	f 6.26							1.20		
	2.9 BUENA	81.6	s 6.19							1.10		
D-R	3.1 ZILLAI AH	78.5	s 6.11							12.55		
	6.1 GRANGER	73.4	f 6.00							12.25		
	5.2 EMERALD	67.2	f 5.51							12.05AM		
	3.0											
R	MIDVALE	63.6	5.44							11.30 ³⁶³ PM		
DN	5.9 GRANDVIEW GW	57.7	s 5.35							11.10		
	6.9 NORTH PROSSER	50.8	f 5.19							10.50		
	7.8 CHAFFEE	43.0	f 5.07							10.30		
	6.5											
	BENTON CITY	36.5	s 4.57							10.12 ⁶³		
	5.2 ACTON	31.3	4.47							9.45		
R	12.3 RICHLAND JCT.	19.0	4.30				A 5.20AM	A 5.30AM		9.15		
DN	5.8 KENNEWICK KN	13.2	s 4.20				5.00	5.10AM		8.55		
	4.6 HEDGES	8.7	f 4.05				4.25			8.38		
	2.3 VILLARD JCT.	7.0	f 4.00	A 10.50PM		A 2.35AM	4.15		A 1.50PM	8.30		
	6.4 ATTALIA	0.6		10.38PM		2.15AM						
DN-R	0.6 WALLULA JN	0.0	3.50AM				4.00AM		1.30PM	8.15PM		
	(98.6)		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily 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. 26 January 30, 1955		Mile Post	FIRST CLASS			
			84 Passenger			
STATIONS						
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.....			16.3			

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

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

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

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

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

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

WESTWARD

SPOKANE-TEKOA BRANCH

Time-Table No. 26

January 30, 1955

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				STATIONS
	381 CMStP&P Freight	387 Freight	391 Freight	383 CMStP&P Freight			95 CMStP&P Streamliner Passenger	67 Passenger	
	Daily	Daily	Daily Except Sunday	Daily Except Saturday			Daily	Daily	
B KPVX	9.30PM	5.00PM	3.30PM	7.10AM			10.55PM	8.15AM	DN-R SPOKANE DS AU TRACK 1.0
IJPX	9.35	5.15	3.40	7.15			11.00	8.20	DN N. P. CROSSING CG 0.0
83 X	9.42	5.20	3.45 ³⁸¹	7.20			11.03	8.23	EAST SPOKANE 1.4
51 X	9.50	5.25	3.50	7.25			11.06	8.26	HILL 2.3
59 JKVX	10.10	5.35	4.05	7.30AM			11.10	8.30	DN DISHMAN SP 3.2
35	10.20	5.45	4.20				11.15 ³⁸²	8.34	CHESTER 6.0
78	10.50 ³⁸²	6.16 ⁶⁸	4.40				11.27 ³⁸⁸	8.45	D MICA MA 2.8
38	11.10 ³⁸⁸	6.35	4.47				11.31 ³⁸¹	8.50	FREEMAN 3.3
JVX	11.31 ⁶⁵	6.45	4.55				11.36PM	8.56	DN-R MANITO MU 5.2
23	11.50PM	7.01 ³⁰²	5.15					9.03	D ROCKFORD RD 3.3
40		7.20	5.46 ⁶⁸					9.10	DARKNEIL 3.4
31 JX		7.40	6.05 ³⁹²					9.16	D FAIRFIELD G 8.4
25		8.10	6.25					9.31	LATAH 7.2
BJKOPWXYZ		8.45PM	6.50PM					9.52AM	DN-R TEKOA K (49.3)

(2.20) 9.3 (3.45) 13.1 (3.20) 14.8 (0.20) 19.6 (0.41) 31.0 (1.37) 30.5 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. 26	Mile Post
	391 Freight	January 30, 1955	
	Daily Except Sunday	STATIONS	
14 JPX	7.45PM	SELTICE 8.2 G. N. CROSSING 0.83 N. P. CROSSING 0.55	48.0 39.8 39.7
34 VWX	8.45	D OAKENDALE ON	39.1
44 M	9.20	THORNTON 7.9 G. N. CROSSING 0.5	31.2 30.7
28 WX	10.20	D ST. JOHN SJ	18.3
27	10.50	WILLADA 8.8	11.6
63	11.20	GRAVEL PIT 7.1	4.4
63 BJKWXY	11.45PM	D-R WINONA WA	0.0

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 26	Mile Post	SECOND CLASS
	345 Mixed	January 30, 1955		346 Mixed
	Daily	STATIONS		
BJKOPTVWXYZ	9.45PM	DN-R WALLA WALLA BU 2.0	30.9	6.45AM
5 X		COLLEGE PLACE 0.2	28.9	
M		W. W. V. RY. CROSSING 0.1	28.7	
17 X	9.51	GARRETT 4.6	28.6	5.40
10	10.05	WHITMAN 4.7	24.0	5.25
12	10.18	LOWDEN 4.3	19.3	5.12
29 PX	10.30	D TOUCHET CH 7.5	15.0	5.01
11	10.50	REESE 3.3	7.6	4.43
JPV	10.57PM	ZANGAR JCT. 3.8	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	11.05 PM	WALLULA JCT. 3.8	0.0	4.25 AM

(4.00) 12.0 Thru Time..... Average speed per hour..... (1.20) 22.0 Thru Time..... Average speed per hour..... (2.20) 13.1

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 384, No. 392, No. 382 and No. 388.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 Track between S. I. Jct. and East Spokane interlocking tower is protected by automatic block signals.
 Between Manito and Tekoa, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 346 arriving at Wallula Jct. on Sixth Subdivision will run as No. 346 Zangar Jct. to Walla Walla.
 No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.
 For stations not shown on schedule pages, see page 22.

SPOKANE-TEKOA BRANCH

EASTWARD

Time-Table No. 26 January 30, 1955		Mile Post	FIRST CLASS				SECOND CLASS			
			94 CMS&P&P Streamliner Passenger	68 Passenger			384 CMS&P&P Freight	392 Freight	382 CMS&P&P Freight	388 Freight
BLOCK SIGNALS	DN-R SPOKANE DS AU DOUBLE TRACK	165.4	A 12:55 AM	A 6:50 PM			A 4:00 PM	A 8:15 PM	A 12:10 AM	A 12:30 AM
	DN N. P. CROSSING CG	163.5	12:45	6:41			3:50	8:07	11:59 PM	12:20
	EAST SPOKANE	162.6	12:43	6:39			3:45 ³⁰¹	8:02	11:45	12:10
	HILL	161.2	12:40	6:36			3:37	7:57	11:35	12:05 AM
	DN DISHMAN SP	158.9	12:36	s 6:33			3:30 PM	7:50	11:25	11:55 PM
	CHESTER	155.7	12:31	f 6:28				7:43	11:15 ⁹⁵	11:47
	D MICA MA	149.7	12:20	f 6:16 ³⁸⁷				7:30	10:50 ³⁸¹	11:27 ⁹⁵
	FREEMAN	146.9	12:15	f 6:10				7:23	10:42	11:10 ³⁸¹
	DN-R MANITO MU	143.6	12:10 AM	f 6:04				7:15	10:35 PM	11:01
	D ROCKFORD RD	138.4		s 5:53				7:01 ³⁸⁷		10:44
	DARKNELL	135.1		s 5:46 ³⁰¹				6:30		10:36
	D FAIRFIELD G	131.7		s 5:40 ³⁹²				6:05 ³⁰¹ 5:24 ⁶⁸		10:20
	LATAH	123.3		s 5:24				5:00		9:55
	DN-R TEKOA K	116.1		s 5:11 PM				4:40 PM		9:30 PM
	(493)		Daily	Daily			Daily Except Sunday	Daily Except Monday	Daily	Daily
.....Thru Time.....		(0.45)	(1.39)			(0.30)	(3.35)	(1.35)	(3.00)	
.....Average speed per hour.....		29.0	20.9			13.0	13.8	13.8	16.4	

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Stairs, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 26 January 30, 1955	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Stairs, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 26 January 30, 1955	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	STATIONS		Daily Except Monday
BKTVX	7:00 AM	6:45 PM	D-R MOSCOW MO	28.1	A 8:50 AM	A 1:50 PM	JOWXY	3:45 PM	D-R LA CROSSE JA	0.0	A 6:00 AM
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 4:55 PM	N-R HOOPER JCT. HR	15.7	5:15 AM
23 X	8:33 ⁶²	s 7:05	D PULLMAN XN	18.7	s 8:33 ³⁷⁹	1:15	34		D WABITUCNA FN	23.5	
18	9:00	s 7:18	ALBION	12.7	s 8:13	12:40	21 V		D KAILOTUS HO	37.4	
19	9:10	f 7:25	SHAWNEE	9.7	f 8:05	12:25	18 WXY		R CONNELL N	52.9	
JMOWXY	A 9:40 AM	A 7:45 PM	DN-R COLFAX CA	0.0	7:42 AM	12:01 PM			(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				TEKOA-AYER BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 26 January 30, 1955	Mile Post	FIRST CLASS		SECOND CLASS			
	391	379	355	61	73			74	62	378	392	356	
	Freight	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Freight	
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily	STATIONS							
BJKOP WXYZ	7.20PM					DN-R TEKOA K	116.1					A 4.00PM	
14 JPX	A 7.40PM					R SELTICE	110.4					3.45	
32 W						D FARMINGTON FM	104.5					3.25	
M						N. P. CROSSING	108.4						
						N. P. CROSSING	95.4						
88 VX						D GARFIELD GR	95.1					3.05	
						ELBERTON	89.7					2.40	
82 JMOWXY		10.30AM			7.50PM	D-R COLFAX CA	77.4		A 7.40AM	A 11.30AM		2.10	
M						G. N. CROSSING	77.3						
14 East Spur 16 West Spur X		10.50			7.57	CREST	74.9		7.31	11.10		1.20	
						MOCKONEMA	72.5		f 7.26	11.00 ³⁷⁸		1.05	
34		11.00AM ³⁷⁸			f 8.02	DIAMOND	68.5		f 7.19	10.15		12.55	
29		12.01PM			f 8.09	ENDICOTT DI	57.9		s 7.04	9.00		12.30 ³⁷⁹	
27		12.30 ³⁰²			s 8.29	D-R WINONA WA	52.1		s 6.54	8.40		12.01PM	
63 BJKWXY		2.00			s 8.39	SUTTON	48.0			7.25			
46		2.30			s 8.45	D-R LA CROSSE JA	41.5		s 6.37	7.00AM			
26 JOWXY		A 3.15PM			s 8.56	JERITA	36.8		f 6.27				
42					f 9.09	HAY	30.2		f 6.17				
44					f 9.20	CANYON	22.1		f 6.01				
42					f 9.38	DN-R RIPARIA XS	17.5		A 5.35AM	s 5.54			
60 JPVWXY					s 9.50	N. P. CROSSING	17.4						
M						TUCANNON	12.6		s 5.24	s 5.42		A 7.40PM	
10 JPXY			2.05AM		s 10.01	PATAHA	11.8			5.37		7.35	
41 X			2.10		10.03	RIFTON	2.9		f 5.06	f 6.21		7.10	
54 X			2.40		f 10.21	AYER JD	0.0		f 5.00AM	f 5.15AM		7.00PM	
BJKOPWXY		A 3.00AM	A 10.30PM		A 10.15PM	(116.1)			Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday
	(0.20) 17.1	(4.45) 7.6	(0.55) 13.7	(2.40) 29.0	(0.35) 30.0	..... Thru Time	(0.35) 30.0	(2.25) 32.0	(4.30) 8.0	(3.59) 16.0	(0.40) 18.9	..... Average speed per hour

WESTWARD POMEROY BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 26 January 30, 1955	Mile Post	SECOND CLASS	Mile Post
	355			356	
	Freight			Freight	
	Monday Wednesday Friday	STATIONS			Monday Wednesday Friday
35 TX	11.30PM	D-R POMEROY PY	28.9	A 10.00PM	
25	11.50PM	ZUMWALT	24.4	9.30	
7	12.15AM	DODGE	18.3	9.00	
18	12.25	CHARD	14.5	8.50	
8	12.40	JACKSON	11.3	8.30	
18	1.00	DELANEY	7.9	8.20	
JXY	A 1.40AM	D STARBUCK SA	0.0	8.00PM	
		(28.9)			
	(2.10) 13.3	..... Thru Time	(2.00) 14.5	..... Average speed per hour	

WESTWARD TUCANNON BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 26 January 30, 1955	Mile Post	SECOND CLASS	Mile Post
	356			355	
	Freight			Freight	
	Monday Wednesday Friday	STATIONS			Monday Wednesday Friday
JPXY	7.40PM	TUCANNON	0.0	A 2.00AM	
	A 7.50PM	D STARBUCK SA	3.8	1.45AM	
19		RELIEF	9.3		
		(9.3)			
	(0.10) 22.8	..... Thru Time	(0.15) 15.2	..... Average speed per hour	

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

WESTWARD

WALLACE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 26 January 30, 1955	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 26 January 30, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
	365 Mixed Daily Except Sunday	STATIONS			366 Mixed	387 Freight Daily		67 Passenger Daily	STATIONS	68 Passenger	388 Freight							
														68	388			
27 X		ALTO 7.6	88.0															
23		MENOKEN 4.2	75.6															
26 JWX	11.45AM	BOLLES 4.0	71.3	A 9.40AM														
26 X	11.58AM	D PRESCOTT SY 13.1	66.7	9.28														
21	12.35PM	VALLEY GROVE 8.4	63.6	8.52														
M		N. P. CROSSING 0.0	47.2															
		W. W. V. RY. CROSSING 0.5	46.6															
BJKOPTV WXYZ	12.55PM	DN-R WALLA WALLA BU 1.9	46.1	8.30AM														
M		W. W. V. RY. CROSSING 4.3	44.2															
24		SPOFFORD 3.6	39.9															
M		W. W. V. RY. CROSSING 0.1	36.3															
39 VWX		D MILTON-FREEWATER CG 9.5	36.2															
50		BLUE MOUNTAIN 3.3	26.7															
20		DOWNING 0.2	23.4															
20 X		D ATHENA CN 4.6	17.2															
41		ADAMS 2.6	12.6															
15		BLAKELEY 10.0	10.0															
BJKVWXYZ		DN-R PENDLETON FD (83.0)	0.0															
	(1.10) 21.6	..... Thru Time.....	(1.10)															
		..... Average speed per hour.....	21.6															

(4.15) 18.9 (2.58) 27.9 Thru Time..... (2.50) 28.3 (3.35) 22.4
Average speed per hour.....

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. 26 January 30, 1955	Mile Post	SECOND CLASS	
	367 Mixed	365 Mixed			366 Mixed	368 Mixed
	Tuesday and Friday	Daily Except Sunday			STATIONS	
20	12.01PM		TURNER 2.1	24.8		A 1.50AM
25	12.10		WHETSTONE 9.6	22.7		11.40
28 VWXY	12.50PM	11.01AM	D DAYTON DA 0.09	13.1	A 10.15AM	11.00AM
M			N. P. CROSSING 0.01	13.0		
M			N. P. CROSSING 0.1	13.0		
JX		A 11.03AM	DAYTON JCT.	12.9	10.13AM	

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 26 January 30, 1955		Mile Post
	STATIONS		
	JWX			BRADLEY 2.0	0.0
X		END OF TRACK (2.0)	2.0

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

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

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

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

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

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

JX		11.25AM	R WAITSBURG JCT. 1.7	6.2	A 9.53AM
28 X		11.31	D WAITSBURG BG 3.5	3.5	9.49
28 JWX		A 11.45AM	BOLLES (24.8)	0.0	9.40AM
					Daily Except Sunday
					Tuesday and Friday

(0.40) 14.3 (0.44) 17.9 Thru Time..... (0.35) 22.5 (0.50) 14.0
Average speed per hour.....

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc.. See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc.. See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson	372.9	54 P	West	Rahm	125.9	4	Both
Second Subdivision				Coey	141.7	17	Both
Yoakum	201.7	10	Both	Pleasant Valley Branch			
Pendair	213.5	80 P	Both	Juno	20.8	10	Both
Mission	221.2	18 P	Both	Huntley	22.6	2	Both
Cayuse	227.1	25 P	Both	Sunset	25.4	30	Both
Thorn Hollow	232.1	48 P	Both	Warner	45.3	11	Both
North Fork	251.4	14 P	Both				
		16 P	West	Moscow Branch			
Third Subdivision				Risbeck	4.5	6	Both
Seufert	87.7	13	West	Parvin	7.8	8	Both
Dillon	93.5		None	Armstrong	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	20.3		None	McAdam	29.3	3	Both
Latourrell	23.9		None	Wacota	34.1	4	Both
Multnomah Falls	29.6		None	Estes	42.3	7	Both
Oneonta	31.1		None	Sulphur	46.1	9	Both
Warrendale	35.9		None	Curry	51.1	12	Both
C. L. Lumber Co.	45.1	7	East				
Farley	47.0	102 P	Both	Tekoa-Ayer Branch			
Viento	55.2		None	Schrock	31.9	14	Both
Chatfield	71.8	20 P	West	Thera	64.8	15	Both
				Glenwood	83.5	13	Both
Kenton Line				Walters	98.6	10	Both
Champ	9.5	7	Both				
Ward	14.2	6	Both	Pomeroy Branch			
		37	Both	Houser	19.1	1	Both
Reynolds	20.0	40 P	West				
		126	West	Tucannon Branch			
Sixth Subdivision				Powers	2.7	4	Both
Sheffler	242.1	4	Both				
Matthews	253.3	5	Both	Pendleton Branch			
Magallon	258.6	2	Both	Havana	6.9	11	Both
Teske	310.6	2	Both	Weston	20.9	66 X	East
				Bade	30.2	13	Both
Joseph Branch				Barrett	33.1	10	Both
Island City	2.6	12	Both	Prunedale	34.2	15	Both
Conley	5.9	6	Both	State Line	41.7	10	Both
Vincent	40.6	2	East	Langdon	43.6	12	Both
Sevier	56.7	5	West	Russell	51.8	11	Both
Freels	75.2	2	West	Hadley	56.5	19	Both
Marble	75.8	5	Both	Berryman	59.8	9	Both
		25	West	Ennis	60.9	10	Both
				Robinson	67.6	2	Both
Pilot Rock Branch				McCall	69.4	2	Both
McBee	2.8	2	East	McKay	78.6	6	Both
Lens	11.2	4	East				
Grass Valley Branch				Wallace Branch			
Sandon	15.6	8	Both	Tilma	2.1	1 X	Both
Hay Canyon	19.2	12	East	Watt	12.1	18	Both
De Moss	23.9	15	West	O'Gara	26.3		None
Erskine	31.3	12	Both	Black Lake	38.0		None
Bourbon	45.8	9	Both	Dudley	52.0	12	Both
		8	Both	Smeltonville	66.3		None
Grays Harbor Branch				Shont	72.8	3	Both
Raisch	2.6	7	Both	Polaris	74.6	42	East
Batch	18.3	18 P	Both	Gem	84.1	5 X	Both
				Frisco	84.4	7 X	Both
Yakima Branch				Dorn	85.1	13	Both
Grosscup	28.2	8	Both				
Biggam	48.3	10	Both	Dayton Branch			
Boone	76.4	1	East	Taggard	4.3	1	West
Flint	83.6	18	Both	Ronan	19.3	28	West

(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. 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 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.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35
No. 125 and No. 126, maximum speed.		60	60	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
Motor trains and inspection bus cars.		40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling dead steam locomotives: With a side rod or main rod removed.			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	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
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 springswitches, 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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20				
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20
Lime High line track and connection.	60	50	40					Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	North Powder Between M.P. 321.6 and 321.3.	70	60	45
				Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 319.5 and 315.4.	30	25	20
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
								Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 311.8 and 307.4.	45	35	25
Durkee Between M.P. 366.5 and 360.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	45	La Grande	35	30	20
				Between M.P. 345.1 and 343.6.	45	35	25				

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35				
				Between M.P. 288.8 and 283.4.	30	25	20					Between M.P. 240.6 and 240.3.	70	60	45
				Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.	30	25	20	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 206.3 and 205.9.	70	60	45				
				Between M.P. 282.1 and 257.2, ascending and descending grade.				Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.	60	50	40
				Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 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. 226.1 and 226.0.	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. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25					Over other street crossings within city limits.	20	20	20	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40												

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	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	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
Happner 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	Clarnle 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.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.			
Maximum speed.	70	60	45	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.	20	20	20				
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10								Seattle Over Spokane Street crossing.	20	20	20
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15											

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

BRANCHES

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

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

BRANCHES (Continued)

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

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.				Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between Hooper Jct. and Connell.		30	30	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
On 5- and 6-degree curves.		25	25	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 7- and 8-degree curves.		20	20	Between M.P. 25.4 and 26.9.		30	25	Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Between M.P. 101.1 and 101.5.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 102.0 and 102.4.		25	25
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 29.7 and 29.9.		45	30	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 9.2 and 9.7.		20	20	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivision.		15	15	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 105.5 and 105.8.		20	20
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 112.2 and 113.1.		25	25
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.		25	20	Between M.P. 115.6 and 116.0.		20	20
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.		25	20	Tekoa On west leg of wye.		10	10
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.		45	30	Pomeroy Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.		30	20	Starbuck Within city limits.		15	15
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.		35	25	Tucannon Branch Maximum speed.		25	25
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.		45	30	On curves of 7 degrees and over.		20	20
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.		35	25	Starbuck Within city limits.		15	15
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.		35	25	Between Starbuck and Relief.		12	12
On curves of 7 degrees and over with 5000 class engines.		20	20	Between M.P. 69.9 and 70.1.		35	25	Pendleton Branch Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Mockonema Between M.P. 73.3 and 73.6.		20	20	On 7-, 8-, 9- and 10-degree curves.		20	20
Tucannon Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.		45	30	Between Barrett and Downing, on descending grade.		15	15
Between M.P. 14.3 and 16.1.		25	25	Crest Between M.P. 74.9 and 77.2.		25	12	Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 17.1 and 17.2.		15	15	Colfax Within city limits.		12	12	Over other street crossings within city limits.		20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 78.4 and 78.5.		20	20	Between M.P. 2.5 and 3.0.		20	20
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 79.8 and 80.7.		20	20	Between M.P. 9.5 and 9.8.		20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 81.5 and 82.3.		20	20	Athena Over street crossings.		15	15
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 82.9 and 83.4.		20	20				
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 83.7 and 84.5.		20	20				
				Between M.P. 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 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	.....	Union Station 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"	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 8(A))

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

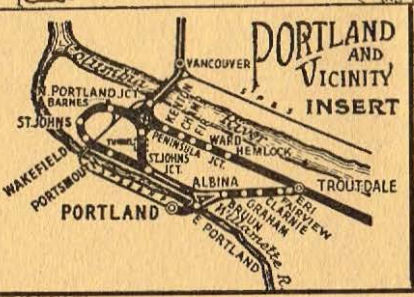
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

Rule 8(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	Ordance.....	Portland or beyond.	
18	Union Jct..... North Powder... Haines.....	Portland or beyond, Tuesdays only.	
19	Any station.....	From Wallula or beyond.	
19	Hooper Jet.....	.....	Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.



NORTHWESTERN DISTRICT
OREGON DIVISION
 CORRECTED TO MAY 19, 1954

Scale of Miles

