

UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT

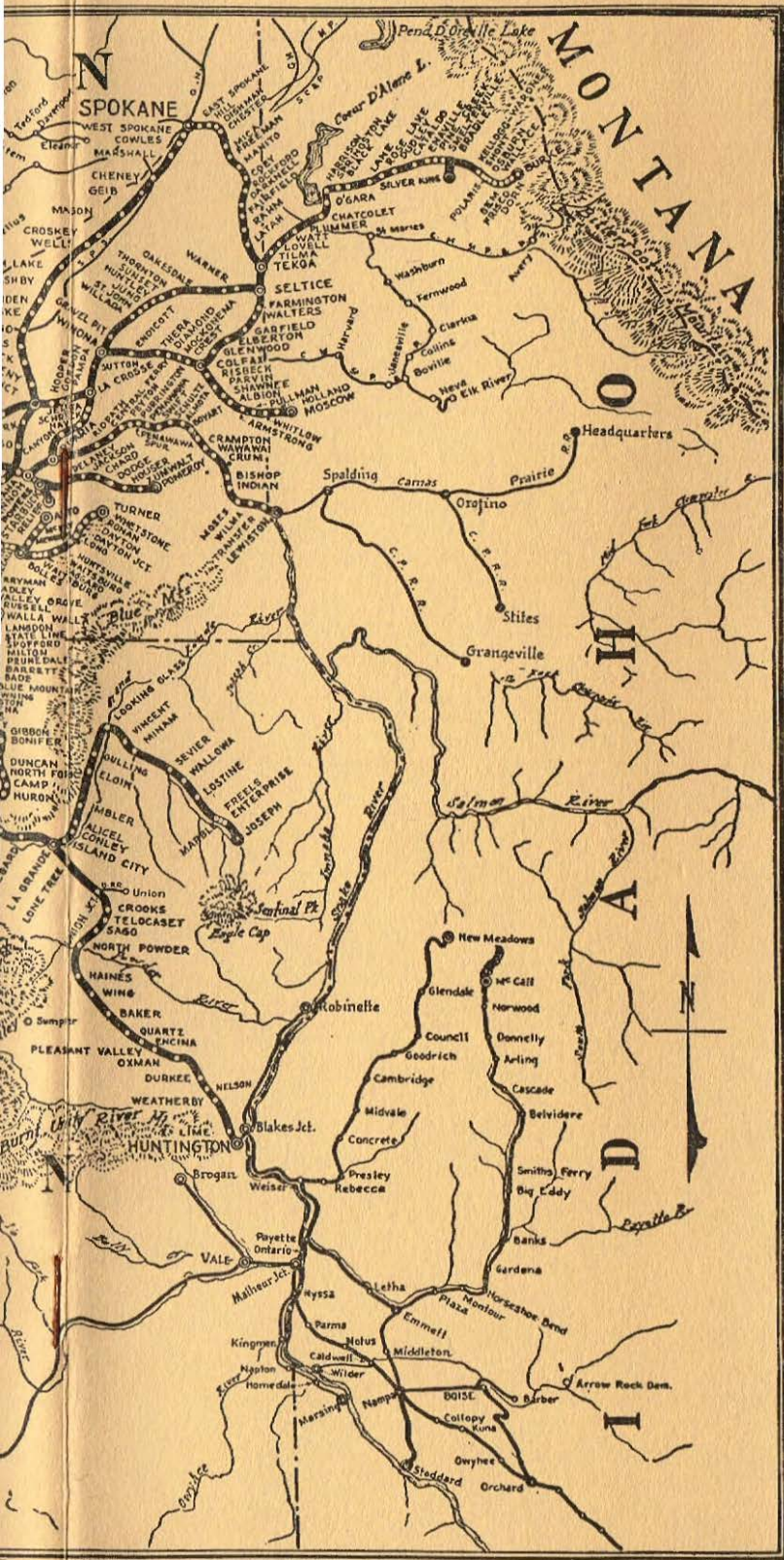


OREGON DIVISION  
**TIME-TABLE**  
**No. 27**

Effective Sunday  
**September 25, 1955**  
At 12:01 A.M. Pacific Time

*Safety Gains*  
*Where Courtesy Reigns*

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.  
G. L. Wilmot, Assistant Superintendent . . . . . Spokane, Wash.  
W. G. Johnson, Assistant Superintendent . . . . . La Grande, Ore.  
R. L. Rickard, Terminal Superintendent . . . . . Portland, Ore.  
J. Bowen, Trainmaster . . . . . Portland, Ore.  
D. E. Gardner, Trainmaster . . . . . Walla Walla, Wash.  
J. E. Pickett, 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.  
C. W. Lee, 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 Employes Hospital Association**  
**Physicians and Surgeons are located as shown below:**

Name	Title	Location	Name	Title	Location
Ralph M. Dodson . . . . .	District Surgeon . . . . .	Portland, Ore.	H. F. Craig . . . . .	Surgeon . . . . .	La Crosse, Wash.
R. E. Ahlquist . . . . .	District Surgeon . . . . .	Spokane, Wash.	Lee B. Bouvy . . . . .	Oculist and Aurist . . . . .	La Grande, Ore.
Guy L. Boyden . . . . .	Aurist . . . . .	Portland, Ore.	John B. Gregory . . . . .	Surgeon . . . . .	La Grande, Ore.
Kenneth C. Brown . . . . .	Surgeon . . . . .	Portland, Ore.	James J. D. Haun . . . . .	Surgeon . . . . .	La Grande, Ore.
J. P. Oraven . . . . .	Surgeon . . . . .	Portland, Ore.	W. J. Kubler . . . . .	Surgeon . . . . .	La Grande, Ore.
David G. Duncan . . . . .	Surgeon . . . . .	Portland, Ore.	Robert L. Stuart . . . . .	Oculist and Aurist . . . . .	La Grande, Ore.
Warren W. Hale . . . . .	Surgeon . . . . .	Portland-St. Johns, Ore.	J. E. Carsow . . . . .	Surgeon . . . . .	Lewiston, Ida.
Robt. M. Hansen . . . . .	Aurist . . . . .	Portland, Ore.	C. O. Armstrong . . . . .	Surgeon . . . . .	Moscow, Ida.
M. H. Johnson . . . . .	Oculist . . . . .	Portland, Ore.	F. J. Dierlckx . . . . .	Surgeon . . . . .	Oregon City, Ore.
Alfred J. Kreft . . . . .	Oculist and Aurist . . . . .	Portland, Ore.	J. F. Bittner . . . . .	Surgeon . . . . .	Pendleton, Ore.
Edward C. Parkinson . . . . .	Surgeon . . . . .	Portland-St. Johns, Ore.	J. P. Brennan . . . . .	Surgeon . . . . .	Pendleton, Ore.
George A. Pearson . . . . .	Surgeon . . . . .	Parkrose, Ore.	G. W. McGowan . . . . .	Surgeon . . . . .	Pendleton, Ore.
Joseph M. Roberts . . . . .	Surgeon . . . . .	Portland, Ore.	E. S. Morgan . . . . .	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. Shlach . . . . .	Oculist . . . . .	Seattle, Wash.
George F. Parke . . . . .	Surgeon . . . . .	Centralla, Wash.	Stephen J. Wood . . . . .	Surgeon . . . . .	Seattle, Wash.
Ross M. Galvin . . . . .	Surgeon . . . . .	Centralla, Wash.	B. P. Jacobson . . . . .	Surgeon . . . . .	Spokane, Wash.
W. A. Gamon . . . . .	Surgeon . . . . .	Cheney, Wash.	R. H. Humphreys . . . . .	Surgeon . . . . .	Spokane, Wash.
Conrad Weltz, Jr. . . . .	Surgeon . . . . .	Colfax, Wash.	Robert L. Pohl . . . . .	Oculist and Aurist . . . . .	Spokane, Wash.
Don Schwisow . . . . .	Surgeon . . . . .	Condon, Ore.	Carroll Smith . . . . .	Oculist and Aurist . . . . .	Spokane, Wash.
W. W. Day . . . . .	Surgeon . . . . .	Dayton, Wash.	W. H. Tousey . . . . .	Surgeon . . . . .	Spokane, Wash.
Henry Weltz . . . . .	Surgeon . . . . .	Dlehman, Wash.	H. V. Valentine . . . . .	Surgeon . . . . .	Spokane, Wash.
C. A. Lewis . . . . .	Surgeon . . . . .	Elgin, Ore.	Charles G. Smick . . . . .	Surgeon . . . . .	Sprague-Wells, Wash.
S. A. McCool . . . . .	Surgeon . . . . .	Elma, Wash.	Bruce C. McIntyre . . . . .	Surgeon . . . . .	St. John, Wash.
Lyle C. Ham . . . . .	Surgeon . . . . .	Enterprise, Ore.	A. J. Herrmann . . . . .	Surgeon . . . . .	Tacoma, Wash.
Frank C. Spratt . . . . .	Surgeon . . . . .	Grandview, Wash.	Paul B. Smith . . . . .	Oculist and Aurist . . . . .	Tacoma, Wash.
A. D. McMurdo . . . . .	Surgeon . . . . .	Heppner, Ore.	Ross D. Wright . . . . .	Surgeon . . . . .	Tacoma, Wash.
F. B. Belt . . . . .	Surgeon . . . . .	Hermiston, Ore.	Vern Oressey . . . . .	Surgeon . . . . .	Tekoa, Wash.
Bruce L. Till . . . . .	Surgeon . . . . .	Hermiston, Ore.	The Dalles Clinic . . . . .	Surgeons . . . . .	The Dalles, Ore.
H. D. Lewis . . . . .	Surgeon . . . . .	Hood River, Ore.	H. M. Wiswall . . . . .	Surgeon . . . . .	Vancouver, Wash.
Oscar Stenberg, Jr. . . . .	Surgeon . . . . .	Hood River, Ore.	H. C. Mowery . . . . .	Surgeon . . . . .	Walla, Ida.
Stanley E. Wells . . . . .	Surgeon . . . . .	Hood River, Ore.	G. A. Falkner . . . . .	Surgeon . . . . .	Walla Walla, Wash.
R. W. Cordwell . . . . .	Surgeon . . . . .	Kellogg, Ida.	C. D. Hodgenson . . . . .	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.	J. B. Adams . . . . .	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 . . . . .	Wallowa, Ore.
			H. C. Lynch . . . . .	Surgeon . . . . .	Yakima, Wash.
			R. P. Scheffer . . . . .	Oculist and Aurist . . . . .	Yakima, Wash.
			John W. Skinner . . . . .	Surgeon . . . . .	Yakima, Wash.





**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Stages, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 27 September 25, 1955	Mile Post	FIRST CLASS				SECOND CLASS											
	SECOND CLASS	105 Streamliner Passenger	17 Passenger	11 Mail and Express			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight												
	125 Time Freight	Daily	Daily	Daily			Daily Except Sunday and Monday															
	BKOPTWXYZ	9.25 AM	10.40 PM	6.00 PM	7.30 AM																	
100	P				f 7.38	DN-R HUNTINGTON HU	389.4	A 8.15 AM	A 6.00 PM	A 2.05 AM	A 5.15 AM											
100	PW					D LIME BY	384.5	8.00	5.46	1.50												
150	PY				s 8.05	WEATHERBY	377.5															
100	P					DURKEE	368.9		s 5.24													
170	P				s 8.30	OXM AN	361.7															
WB 91 PY EB 109						PLEASANT VALLEY	355.4															
107	P		11.45	7.05	8.43	ENCINA	351.9															
WB 100 BKOPW EB 111 XYZ			s 11.55 PM	7.15	s 8.58	QUARTZ	347.3															
106	P					BAKER RC	342.0	s 6.50	s 4.35	s 12.40												
106	P				s 9.11	WING	337.6	6.37	4.24	12.30 AM												
106	PW				s 9.23	HAINES KB	331.7		f 4.18													
107	P					D NORTH POWDER HD	322.1		f 4.07													
147	PVWY				f 9.38	SAGO	315.5															
105	P					TELOCASET	312.6															
106	PVY					CROOKS	308.9															
106	P		12.47 AM	8.20	10.03	D UNION JCT. UN	302.2															
	BJKOPTWXYZ	11.59 AM	1.00 AM	8.35 PM	10.20 AM	LONETREE	294.9															
						LA GRANDE RA	289.8	5.35 AM	3.20 PM	11.40 PM	2.35 AM											
						(90.6)		Daily	Daily	Daily	Daily Except Sunday and Monday											

CENTRALIZED TRAFFIC CONTROL

(2.34)	(2.20)	(2.35)	(2.50)	..... Thru Time .....	(2.40)	(2.40)	(2.25)	(2.40)
38.8	42.7	38.6	35.1	..... Average speed per hour .....	37.4	37.4	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. 27 September 25, 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										
					<b>STATIONS</b>										
BJKOPTWXYZ		12.10PM	8.45PM	10.30AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.10PM	A 1.35PM	A 2.25AM				
WB 71 PWY EB 72						HILGARD	282.1	5.00	2.50	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				11.30AM		MEACHAM	266.5								
136 P						HURON	257.7								
120 PW						CAMP	254.1								
WB 68 PWY EB 69				12.03PM		DUNCAN	248.5								
102 P						BONIFER	239.5								
106 PWY				12.21		GIBBON	236.9								
117 P						HOMLY	229.6								
116 P						MINTHORN	224.7								
115 P			10.45	12.44	2.55	MUNRA	218.9								
69 BJKPV WXYZ			11.10	1.00	3.10	DN PENDLETON FD	215.6	3.00	12.55	9.38					
155 JPX				1.07		RIETH	212.0	2.45	12.43	9.29					
135 P						BARNHART	208.3								
135 P						NOLIN	198.9								
135 PW			11.45	1.32		D ECHO HI	192.6								
P			11.52PM	1.39	3.37	STANFIELD	188.4								
BJKOPWXYZ	A 3.20PM	A 12.10AM	A 1.55PM	A 3.50AM		DN-R HINKLE UK	184.2	2.10AM	12.10PM	9.00PM	11.15PM				
						(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday				

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

(3.10)	(3.25)	(3.25)	(2.45)	..... Thru Time.....	(3.15)	(3.00)	(2.35)	(3.10)
33.3	30.0	30.0	38.4	..... Average speed per hour.....	32.5	35.2	40.0	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**

**SECOND CLASS**

**FIRST CLASS**

**Time-Table No. 27**  
**September 25, 1955**

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

**125**  
Time  
Freight  
  
Daily  
Except  
Sunday and  
Monday

**151**  
Time  
Freight  
  
Daily

**257**  
Time  
Freight  
  
Daily

**11**  
Mail and  
Express  
  
Daily

**105**  
Streamliner  
Passenger  
  
Daily

**19**  
Passenger  
  
Daily

**17**  
Passenger  
  
Daily

**STATIONS**

Train No.	125	151	257	11	105	19	17
BJKOPWXYZ	3:30 <sup>PM</sup>	12:01 <sup>PM</sup>	2:00 <sup>AM</sup>	2:05 <sup>PM</sup>	3:55 <sup>AM</sup>	1:55 <sup>AM</sup>	12:40 <sup>AM</sup>
P	3:39	12:25	2:10	2:15		2:03	12:50
136 PW	3:42	12:30	2:13	2:18	4:02	2:05	12:52
136 P	3:49	12:40	2:21	2:25	4:07	2:11	12:59
136 P	3:57	12:50	2:30	2:33	4:12	2:18	1:16 <sup>18</sup> 1:26 <sup>20</sup>
130 P	4:06	1:03	2:41	2:43	4:19	2:27	1:37
19 JP	4:15	1:16	2:52	2:51		2:34	1:45
143 P	4:17 <sup>264</sup>	1:18	2:54	2:53	4:26	2:36	1:47
WB 142 EB 117 BJKOPTX	4:29	1:35	3:07	3:04	4:34 <sup>262</sup>	2:47	1:58
135 P	4:36	1:43	3:14	3:12 <sup>204</sup>	4:38	2:53	2:07
132 P	4:43	1:51	3:21	3:18	4:42	2:58	2:12
134 P	4:51	2:01	3:30	3:24	4:47	3:04	2:18
137 P	5:01	2:12	3:45 <sup>202</sup>	3:33	4:54	3:11	2:26
100 P	5:08	2:23 <sup>264</sup>	3:53	3:39	4:59	3:16	2:31
100 P	5:11	2:30	3:58	3:42			2:34
80 JP	5:15	2:37	4:04	3:46	5:04	3:21 <sup>202</sup>	2:37
54 P	5:19	2:45	4:10	3:51	5:07	3:24	2:40
50 P	5:23	2:52	4:17	3:56	5:12	3:28	2:44
JPV	5:25	2:56	4:21	3:58	5:14	3:30	2:46
74 P	5:30	3:01	4:30	4:04	5:18	3:35	2:51
BKOPTWXZ	5:50 <sup>PM</sup>	3:20 <sup>PM</sup>	5:00 <sup>AM</sup>	4:20 <sup>PM</sup>	5:30 <sup>AM</sup>	3:50 <sup>AM</sup>	3:05 <sup>AM</sup>

DN-R	HINKLE	UK
	ORDNANCE	RN
	MUNLEY	
	CLARKE	
DN	BOARDMAN	BD
N	HEPPNER JCT.	WI
	WILLOWS	
DN	ARLINGTON	MX
	GILMORE	
	BLALOCK	
	QUINTON	
	GOFF	
	RUFUS	
	GRANT	
DN	BIGGS	BX
	MILLER	
	CELILO	
D	OREGON TRUNK JCT.	VO
	DUNE	
DN-R	THE DALLES	DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(98.4)

(2.20) (3.10) (3.00) (2.15) (1.35) (1.55) (2.25) ..... Thru Time .....  
42.2 29.6 32.8 43.8 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 Ordinance on Saturday and Sunday for passengers.  
For conditional stops to discharge or pick up revenue passengers, see page 31.  
For stations not shown on schedule pages, see page 22.



**THIRD SUBDIVISION**

**EASTWARD**

**Time-Table No. 27**

**September 25, 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		
<b>STATIONS</b>												
BLOCK SIGNALS	DN-R	<b>HINKLE</b> UK	184.2	A 1.55 <sup>10</sup> AM	A 12.01 <sup>151</sup> PM	A 8.55 <sup>10</sup> PM	A 1.45 <sup>17</sup> AM		A 6.30 <sup>105</sup> AM	A 5.45 <sup>11</sup> PM	A 1.05 <sup>105</sup> PM	
		ORDNANCE RN	177.7	1.40	11.47 <sup>17</sup> AM	8.45	1.30		6.00	5.20	10.49	
		MUNLEY	175.8	1.38	11.44	8.43	1.28		5.55	5.15	10.47	
		CLARKE	170.0	1.32	11.38	8.38	1.22		5.45	5.05	10.41	
		DN BOARDMAN BD	163.8	1.26	11.32	8.33	1.16 <sup>17</sup>		5.30	4.50	10.34	
		CASTLE	155.7	1.19	11.24	8.26	1.09		5.15	4.35	10.25	
		N HEPPNER JCT. WI	148.2	1.12	11.17	8.19	1.02		4.59	4.23	10.17	
		WILLOWS	147.0	1.10	11.15	8.18	1.00		4.56	4.17 <sup>125</sup>	10.15	
		DN ARLINGTON MX	138.5	1.00	11.05	8.10	12.50		4.34 <sup>105</sup>	3.35	10.04	
		GILMORE	134.0	12.49	10.55	8.06	12.37		4.12	3.12 <sup>11</sup>	9.55	
		BLALOCK	129.8	12.45	10.51	8.02	12.33		4.05	2.55	9.50	
		QUINTON	123.2	12.39	10.45	7.57	12.27		3.56	2.46	9.43	
		GOFF	115.0	12.32	10.37	7.50	12.20		3.45 <sup>257</sup>	2.34	9.34	
		RUFUS	109.4	12.27	10.32	7.45	12.15		3.35	2.23 <sup>151</sup>	9.28	
		GRANT	106.6		10.29				3.30	2.12	9.25	
		DN BIGGS BX	103.9	12.22	10.26	7.40	12.10		3.21 <sup>10</sup>	2.07	9.22	
		MILLER	100.5	12.19	10.22	7.37	12.07		3.03	2.00	9.18	
		CELIO	96.8	12.15	10.18	7.33	12.03		2.55	1.53	9.14	
		D OREGON TRUNK JCT. VO	95.2	12.13	10.16	7.31	12.01 <sup>AM</sup>		2.50	1.50	9.12	
		DUNE	91.9	12.10	10.13	7.28	11.58 <sup>PM</sup>		2.45	1.45	9.08	
	DN-R THE DALLES DK-WH	85.8	12.02 <sup>AM</sup>	10.05 <sup>AM</sup>	7.20 <sup>PM</sup>	11.50 <sup>PM</sup>		2.30 <sup>AM</sup>	1.30 <sup>PM</sup>	9.00 <sup>PM</sup>		
	(98.4)		Daily	Daily	Daily	Daily		Daily	Daily	Daily Except Saturday and Sunday		

..... Thru Time.....	(1.53)	(1.56)	(1.35)	(1.55)	(4.00)	(4.15)	(2.05)
..... Average speed per hour.....	52.2	50.0	62.1	61.3	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. 27**

September 25, 1955

Car Capacity of Sidings, etc. See Rule 6(A), 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	4.30PM	8.20AM	4.00AM		4.25PM	5.30AM	3.55AM	3.10AM	DN-R THE DALLES DK WH } DOUBLE TRACK 4.1 CRATES 5.2 ROWENA 6.3 MOSIER 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 CLARNIE 8.8 GRAHAM 2.8 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 2.6 DN-R ALBINA X 1.1 EAST PORTLAND 0.8 DN-R PORTLAND P-VC VIA GRAHAM (85.8) VIA KENTON (92.2)
P	6.16	4.40	8.35	4.10		4.31	5.35	4.01	3.16	
130 P	6.25	4.50	8.45	4.20		4.37	5.41	4.07	3.22	
133 P	6.57 <sup>100</sup>	5.02	8.58	4.32		4.47	5.50	4.18	3.33	
WB 72 EB 107 PVX	7.16	5.13	9.29 <sup>12</sup>	4.44		5.00	6.01	4.30	3.45	
131 P	7.21	5.21	9.40	4.52		5.06	6.06	4.36	3.51	
132 PW	7.34	5.35	9.58	5.10		5.20	6.18	4.50	4.05	
139 P	7.54 <sup>126</sup>	5.49	10.18 <sup>264</sup>	5.24		5.30	6.27	5.00	4.15	
122 PW	8.06	6.16 <sup>106</sup>	10.28	5.32		5.38	6.32	5.05	4.22	
121 P	8.13	6.28	10.38	5.41		5.44	6.38	5.11	4.28	
131 PZ	8.23	6.41	10.52	5.54		6.04 <sup>106</sup>	6.47	5.21	4.38	
131 P	8.30	6.49	11.01	6.02		6.13	6.52	5.26	4.43	
56 107 IJPW	8.45	7.05	11.15	6.16		6.28	7.00	5.37	4.54	
61 P				6.21		6.36	7.03	5.40	4.59	
63 P				6.32		6.45	7.09	5.47	5.06	
28 PX	VIA KENTON	VIA KENTON	VIA KENTON	6.40		6.50	7.15	5.53	5.12	
17 PX				6.48		6.55	7.19	5.58	5.17	
IJPVXY				6.55		6.59 <sup>126</sup>	7.22	6.02	5.21	
61 P	8.55	7.15	11.25							
100 P	9.05	7.25	11.35							
73 BKPXZ	9.20	7.40	11.50AM							
LJYX				VIA GRAHAM	9.10PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	
IJPXY					9.12					
IJPX	9.35	7.55	12.05PM		9.14					
BKOPTWXZ	A 9.45PM	A 8.10PM	A 12.30PM	A 7.10AM						
IJPVXY					9.21	6.59 <sup>126</sup>	7.22	6.02	5.21	
BIKPV					A 9.30PM	A 7.10PM	A 7.30AM	A 6.10AM	A 5.30AM	

(3.40)	(3.40)	(4.10)	(3.10)	(0.20)	(2.46)	(2.00)	(2.15)	(2.20)	..... Thru Time .....
24.7	24.7	21.5	26.6	20.4	31.2	42.9	38.1	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. 27 September 25, 1955		Mile Post	FIRST CLASS					SECOND CLASS				
			12 Mail and Express	457 Passenger	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 } DOUBLE TRACK	85.8	A 10:00 AM		As 7:20 PM	A 11:45 PM	A 11:59 PM		A 12:30 PM	A 8:55 PM	A 1:10 AM
	4.1 CRATES		81.7	9:53		7:13	11:33	11:49		11:45 AM	8:45	12:52
	5.2 ROWENA		76.6	9:47		7:07	11:27	11:43		11:30	8:39	12:42
BLOCK SIGNALS	DN HOOD RIVER	KL	62.8	s 9:29 <sup>255</sup>	f 6:48	s 11:09	s 11:25		11:02	8:22	12:15	
	4.1 MENO		58.7	9:20	6:42	11:00	11:16		10:52	8:16	12:05 AM	
	8.5 WYETH		50.2	9:08	6:31	10:48	11:04		10:35	8:04	11:50 PM	
BLOCK SIGNALS	DN BONNEVILLE	MU	38.7	f 8:53	6:16 <sup>151</sup>	10:34	10:50		10:10	7:49	11:25	
	4.8 DODSON		33.9	8:47	6:11	10:28	10:44		10:00	7:43	11:18	
	7.3											
BLOCK SIGNALS	DN BRIDAL VEIL	JU	26.6	8:39	6:04 <sup>11</sup>	10:20	10:36		9:50	7:34	11:07	
	3.0 ROOSTER ROCK		22.7	8:35	6:00	10:16	10:32		9:40	7:29	11:00	
	7.1											
BLOCK SIGNALS	DN TROUTDALE	SN	15.6	f 8:27	5:53	10:09	10:24		9:25	7:21	10:45	
	1.7 FAIRVIEW		13.9	s 8:24	5:51	10:07	10:22			7:17	10:40	
	6.0 CLARNIE		7.9	8:16	5:45	10:01	10:16			7:11	10:28	
BLOCK SIGNALS	DN EAST PORTLAND	FR	0.5	8:04	5:33	9:49	10:04			6:59 <sup>11</sup>	10:10	
	5.0 HEMLOCK		17.0						9:05			
	4.6 FIR		12.4						8:50			
BLOCK SIGNALS	DN KENTON	KN	8.1						8:35			
	2.5 NORTH PORTLAND JCT.		6.8	VIA GRAHAM	A 9:16 AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		VIA GRAHAM	VIA GRAHAM	
	1.2 PENINSULA JCT.		5.6		9:13							
BLOCK SIGNALS	DN ST. JOHNS JCT.	JN	4.2						8:15			
	1.4 ALBINA		1.6		9:07				8:00 AM		9:45 PM	
	1.1 EAST PORTLAND		0.5	8:04	9:04	5:33	9:49	10:04		6:59 <sup>11</sup>		
VIA GRAHAM (85.8) VIA KENTON (92.2)			Daily	Daily	Daily	Daily	Daily		Daily	Daily Except Saturday and Sunday	Daily	
..... Thru Time .....			(2.00)	(0.16)	(1.50)	(2.00)	(1.59)		(4.30)	(2.00)	(3.25)	
..... Average speed per hour .....			42.9	25.5	40.8	42.9	43.3		20.1	42.9	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.

**WESTWARD**

**FIFTH SUBDIVISION**

**FIRST CLASS**

**Time-Table No. 27**  
September 25, 1955

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

<b>85</b> CMSt. P & P Streamliner Passenger	<b>457</b> Passenger	<b>83</b> CMSt. P & P Streamliner Passenger
Daily	Daily	Daily

**STATIONS**

IJPVX

0.00 AM  
9.16  
Λ 9.21 AM

**BLOCK SIGNALS** {  
**PORTLAND** 8.8  
 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

12.09 PM  
Λ 12.11 PM

**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.**

67 IPVX

12.42 PM

BIJKOP  
TVWXYZ  
BKPXZ

2.48 PM 12.50 9.13 AM  
Λ 3.00 PM Λ 1.00 PM Λ 9.30 AM

**BLOCK SIGNALS** {  
 DN-R **BLACK RIVER** BI  
 0.0  
 C. M. St. P. & P. C. CROSSING 6.3  
 DN-R **ARGO** G } **DOUBLE TRACK**  
 3.1  
 DN-R **SEATTLE** OW

(183.2)

(0.12) (4.00) (0.17) ..... Thru Time .....  
 15.5 45.8 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.

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

**WESTWARD**

**EASTWARD**

<b>691</b>	<b>681</b>		<b>690</b>	<b>692</b>
5.15 PM	6.00 AM	ALBINA	Λ 4.30 AM	Λ 7.00 AM
Λ 4.30 AM	Λ 6.00 PM	ARGO	7.30 PM	11.00 PM



**FIFTH SUBDIVISION**

**EASTWARD**

Time-Table No. 27 September 25, 1955		Mile Post	FIRST CLASS							
			82 CMSt.P.&P Streamliner Passenger	84 CMSt.P.&P Streamliner Passenger	458 Passenger					
<b>STATIONS</b>										
BLOCK SIGNALS {	<b>PORTLAND</b>	0.0			A 9.30 PM					
	DN NORTH PORTLAND JCT. KD	6.8			9.10					
	1.9 VANCOUVER	8.7			0.06 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								
	0.7 DN RESERVATION RN	146.8			A 5.52 PM					
	0.7 DN TACOMA JCT. JN	147.6			5.50 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 5.16 PM					
	0.0 C. M. St. P. & P. C. CROSSING	173.8								
	DN-R ARGO G } DN-R SEATTLE OW } DOUBLE TRACK	180.1	A 9.53 AM	A 3.23 PM	5.07					
		183.2	9.45 AM	3.15 PM	5.00 PM					

(183.2)

..... Thru Time .....	(0.08)	(0.08)	(4.30)
..... Average speed per hour .....	23.3	23.3	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**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 27 September 25, 1955	STATIONS
	379	151	361	363	63	19	97		
	Freight	Freight	Freight	Freight	Passenger	Passenger	CMStP&P Streamline Passenger		
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		
BKPVX		12.35AM				9.00PM	1.05AM	DN-R SPOKANE AU DS	
PX		12.45				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	7.3 CHENEY CY	
51 P		1.28				9.28	1.44	5.2 GEIB	
52 P		1.36				9.35	1.50	6.0 MASON	
58 PW		1.46				9.43	1.59	7.4 CROSKEY	
109 P		2.05 <sup>97</sup>				9.49 <sup>98</sup>	2.05 <sup>151</sup>	4.0 WELLS	
52 P		2.20				9.56	2.12	6.6 PALM LAKE	
44 P		2.30				10.02	2.18	5.2 ASHBY	
52 P		2.40				10.07	2.24	4.2 EMDEN	
75 JOPVWXY		3.00				10.15	2.35AM	6.7 DN-R MARENGO RA	
52 P		3.10				10.21		4.8 THAVIS	
63 P		3.17				10.26		4.4 MACK	
51 P		3.25				10.31		4.2 ANKENY	
38 JPWY	5.00PM	3.40				10.42		7.9 N-R HOOPER JCT. HR	
53 P	5.15	3.50				10.49		5.0 PARK	
146 P	5.30	4.19 <sup>20</sup>				10.58		6.2 JOSO	
73 P	5.45	4.35 <sup>378</sup>				11.07		5.8 CHEW	
BJKOPWXY	A 6.00PM	6.00				11.27		3.9 DN-R AYER JD	
06 P		6.15				11.35		6.2 RUXBY	
06 P		6.30				11.44		7.7 SCOTT	
46 P		6.40				11.51		6.1 WALKER	
06 P		6.46				11.55PM		2.8 SIMMONS	
06 PW		7.05				12.06AM		7.6 PAGE	
06 P		7.20				12.15		7.5 ASH	
04 P		7.30				12.21		6.0 HUMORIST	
157 JKFVWXY		7.50	7.25AM	4.30AM		11.30PM	12.30	7.2 DN-R WALLULA JN	
JPVXY		7.55	7.30	4.40		11.35	12.33	1.7 WALLULA JCT.	
157 P		8.20	7.47	5.00		11.50PM	12.46	10.3 JUNIPER	
159 P		8.40	8.05	5.20		12.03AM	12.56	0.8 COLD SPRINGS	
BJKOPWXYZ		A 9.15AM	A 8.30AM	A 5.40AM		A 12.25AM	A 1.15AM	0.2 DN-R HINKLE UK	

(1.00)	(8.40)	(1.05)	(1.10)	(0.55)	(4.15)	(1.30)	..... Thru Time .....
21.6	21.4	28.6	26.6	33.8	43.1	40.7	..... Average speed per hour .....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule 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. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.

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 32.



SIXTH SUBDIVISION

EASTWARD

Time-Table No. 27 September 25, 1955		Mile Post	FIRST CLASS				SECOND CLASS			
			20 Passenger	64 Passenger	98 CMST&P Steamliner Passenger			362 Freight	378 Freight	298 Freight
STATIONS										
DOUBLE TRACK	DN-R SPOKANE AU	367.3	A 6.30AM		A 10.45PM			A 6.30PM		
	1.7									
	WEST SPOKANE	365.6	6.23		10.35			6.15		
	3.0									
	COWLES	362.0	6.17		10.29			6.05		
	4.2									
	MARSHALL	357.8	6.11		10.24			5.55		
	7.3									
	N CHENEY CY	350.5	B 6.02		10.15			5.40		
	5.2									
	GETB	345.3	5.55		10.08			5.30		
	5.0									
	MASON	340.3	5.48		10.02			5.20		
	7.4									
	CROSKY	332.9	5.39		9.54			5.05		
4.0										
WELLS	328.9	5.34		9.49 <sup>10</sup>			4.57			
6.6										
PALM LAKE	322.3	5.26		9.35			4.45			
5.2										
ASHBY	317.1	5.19		9.29			4.35			
4.2										
EMDEN	312.9	5.14		9.23			4.20			
6.7										
DN-R MARENGO RA	306.2	B 5.05		9.15PM			4.00			
4.8										
THAVIS	301.4	4.55					3.29			
4.4										
MACK	297.0	4.50					3.22			
4.2										
ANKENY	292.8	4.44					3.15			
7.9										
N-R HOOPER JCT. HR	284.9	4.35				A 5.15AM	3.00			
5.6										
PARK	279.3	4.28				5.02	2.45			
6.2										
JOSO	273.1	4.19 <sup>151</sup>					4.50	2.33		
5.8										
CHEW	267.3	4.10					4.35 <sup>151</sup>	2.15		
3.9										
DN-R AYER JD	263.4	B 4.05				4.15AM	2.00			
6.2										
RUXBY	257.2	3.51						12.50		
7.7										
SCOTT	249.5	3.42						12.36		
6.1										
WALKER	243.4	3.34						12.26		
2.8										
SIMMONS	240.6	3.31						12.20PM		
7.6										
PAGE	233.0	3.21						11.59AM		
7.5										
ASH	225.5	3.12						11.40		
6.0										
HUMORIST	219.5	3.05						11.25		
7.2										
DN-R WALLULA JN	215.2	S 2.55	A 3.40AM			A 2.45AM	11.10	A 8.05PM		
1.7										
WALLULA JCT.	213.5	2.51	3.35			2.40	11.00	8.00		
10.3										
JUNIPER	208.2	2.40	3.22			2.22	10.40	7.40		
6.8										
COLD SPRINGS	193.4	2.30	3.10			2.05	10.20	7.20		
9.2										
DN-R HINKLE UK	184.2	2.20AM	2.55AM			1.45AM	10.00AM	7.00PM		
(184.0)		Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily	

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

..... Thru Time .....	(4.10)	(0.45)	(1.30)	(1.00)	(1.00)	(8.30)	(1.05)
..... Average speed per hour .....	44.6	41.3	40.7	31.0	21.5	21.9	28.8

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.

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. 27			Mile Post	SECOND CLASS
	305 Mixed	September 25, 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. 33.6}	2-50		LOOKING GLASS		33.8	8-37
32	3-20		GULLING		25.1	8-15
35 WXY	3-40	D	ELGIN	GN	20.9	8-05
18	4-05	D	IMBLER	BR	12.3	7-32
20	4-25		ALICEL		8.4	7-22
BJKOPT WXYZ	5-00PM	DN-R	LA GRANDE	RA	0.0	7-00AM
		(83.8)			Daily Except Sunday	
(4.80) 17.3		Thru Time			(4.15) 10.7	
		Average speed per hour				

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 27			Mile Post	SECOND CLASS	
	September 25, 1955				328 Freight	
	STATIONS					
156 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. 27			Mile Post	SECOND CLASS	
	September 25, 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. 27			Mile Post	SECOND CLASS
	329 Freight	September 25, 1955				330 Freight
	Monday Wednesday Friday	STATIONS				
30 PWXY	9-30AM	D-R	HEPPNER	HR	45.2	8-45AM
19 P	9-55		LEXINGTON		36.3	8-00
7	10-10		JOIRDAN		31.0	7-40
15 PW	10-30	D	IONE	ON	28.3	7-25
3	10-45		McNAB		25.2	7-10
13	11-05		MORGAN		19.8	6-55
3	11-30AM		CECIL		14.6	6-35
19 JPX	12-15PM	N-R	HEPPNER JCT.	WI	0.0	6-00AM
		(48.2)			Monday Wednesday Friday	
(2.45) 16.4		Thru Time			(2.46) 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. 27			Mile Post	SECOND CLASS
	327 Freight	September 25, 1955				328 Freight
	Tuesday Thursday Saturday	STATIONS				
26 PVWXY	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		28.6	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
29	12-30		SHUTLER		7.3	6-25
WB 126 BJKO EB 113 PTWX	1-15PM	DN-R	ARLINGTON	MX	0.0	6-00AM
		(44.5)			Tuesday Thursday Saturday	
(3.00) 14.8		Thru Time			(3.00) 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. 27			Mile Post	SECOND CLASS	
	September 25, 1955				328 Freight	
	STATIONS					
14 Y			KENT		62.5	
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	
		(62.5)				



**WESTWARD BEND BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

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

JPV	A 12.01 PM	D ORE. TRUNK JUNCTION VO	0.0	7.30 AM
		(160.0)		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. 27 September 25, 1955	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	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.**

BJKOPT VWXYZ		DN-R CENTRALIA CN	0.0	
		(8.0)		

**WESTWARD OLYMPIA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

JPVXY	R	EAST OLYMPIA 7.3	0.0	
		N. P. CROSSING 0.1	7.3	

BKPV WXYZ	D-R	OLYMPIA OA	7.4	
		(7.4)		

**WESTWARD GRAYS HARBOR BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27 September 25, 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	2.00 PM	DN-R CENTRALIA CN	0.0	A 9.30 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.**

JMPV	2.10 PM	BLAKESLEE JUNCTION	2.4		A 9.20 PM
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
23 P	f 2.20	GALVIN	6.0		9.10
43 JPVX	f 2.40	12.01 AM			
48 PWX	s 2.45	12.05			
52 P	f 3.05	12.30			
51 P	f 3.20	12.40			
44 P	f 3.30	12.55			
6 P	f 3.35	1.00			
53 PXY	f 4.10	1.35			
X					
PVX					
53 PXY	f 4.10	1.35			
27 P	f 4.15	1.43			
32 P	f 4.25	1.50			
83 PXY	f 4.40	2.05			
JV					
M					
82 BKPVXZ	A 5.15 PM	308 A 2.35 AM	DN-R ABERDEEN SA	58.9	307 5.15 PM s 6.30 PM
		8.6			

**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 5.30 PM	A 3.05 AM	DN-R HOQUIAM HO	57.5	5.00 PM	6.00 PM
			(57.5)		Daily Except Sunday	Daily Except Sunday
	(3.30)	(3.04)	..... Thru Time .....	(3.10)	(3.30)	
	16.4	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. 27		
	907	373	361	909	363	63	347	September 25, 1955		
	N. P. Freight	N. P. Freight	Freight	N. P. Freight	Freight	Passenger	N. P. Passenger	STATIONS		
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily			
BKOPTVWXYZ					9.30PM	8.00PM		DN-R	YAKIMA NY	
39 X					9.40	8.06			3.4 UNION GAP	
MP								Block Spts	N. P. CROSSING	
30 P					9.50	8.12				0.6 PARKER
M								Block Spts	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	
63 P					10.48	f 8.44			4.1 GRANGER	
62					11.05	f 8.53			4.2 EMERALD	
36 JPXY					<sup>364</sup> 11.30PM	9.25		R	MIDVALE	
61 PVWX					12.01AM	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 <sup>364</sup>			6.5 BENTON CITY	
53					1.40	10.22			6.2 ACTON	
61 JPX		7.40AM	6.20AM		2.10	10.40		R	RICHLAND JCT.	
65 BKPVWX		A 8.00AM	6.50		2.50	s 11.00		DN	KENNEWICK KN	
2 P			7.00		3.10	f 11.10			4.5 HEDGES	
70 JPV		6.25PM	7.10	6.35AM	3.20	f 11.15	6.25AM	C-U	VILLARD JCT.	
70 JPWX		A 6.45PM					A 5.37AM			6.4 ATTALIA
167 JKPVVXY			A 7.25AM	A 6.50AM	A 3.35AM	A 1.30PM		DN-R	WALLULA JN	
		(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(0.16) 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. 27	
		63	September 25, 1955	
		Passenger	STATIONS	
	Daily			
36 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. 27 September 25, 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	<b>YAKIMA</b>	NY	98.0	A 7:00 <sup>AM</sup>							A 2:15 <sup>AM</sup>
	3.4 UNION GAP		94.6	6:50							1:55
Block Stops	N. P. CROSSING		91.3								
	0.5 PARKER		90.8	f 6:43							1:45
Block Stops	N. P. CROSSING		89.4								
	2.0 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
	3.1 ZILLAH	AH	78.5	s 6:11							12:55
D-R	5.1 GRANGER		73.4	f 6:00							12:25
	6.2 EMERALD		67.2	f 5:51							12:05 <sup>AM</sup>
	3.6 MIDVALE		63.6	5:44							11:30 <sup>PM</sup>
R	5.9 GRANDVIEW	GW	57.7	s 5:35							11:10
DN	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	a 4:57							10:12 <sup>63</sup>
	5.2 ACTON		31.3	4:47							9:45
R	12.3 RICHLAND JCT.		19.0	4:30		A 5:20 <sup>AM</sup>	A 5:30 <sup>AM</sup>				9:15
DN	5.8 KENNEWICK	KN	13.2	a 4:20		5:00	5:10 <sup>AM</sup>				8:55
	4.5 HEDGES		8.7	f 4:05		4:25					8:38
	2.3 VILLARD JCT.		7.0	f 4:00	A 10:50 <sup>PM</sup>	A 2:35 <sup>AM</sup>	4:15		A 1:50 <sup>PM</sup>		8:30
C.T.C.	6.4 ATTALIA		0.6			2:15 <sup>AM</sup>					
	0.8 WALLULA	JN	0.0	3:50 <sup>AM</sup>			4:00 <sup>AM</sup>		1:30 <sup>PM</sup>		8:15 <sup>PM</sup>
	(98.6)			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	
..... Thru Time .....			(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(0.20)	(6.00)	
..... Average speed per hour .....			30.9	32.0	10.2	14.7	17.4	21.0	16.4		

**SUNNYSIDE BRANCH**

**EASTWARD**

Time-Table No. 27 September 25, 1955		Mile Post	FIRST CLASS			
			84 Passenger			
STATIONS						
R	<b>MIDVALE</b>	0.0	A 9:25 <sup>PM</sup>			
D-R	2.8 <b>SUNNYSIDE</b>	SI	2.8	9:15 <sup>PM</sup>		
	(2.8)		Daily			
..... Thru Time .....			(0.10)			
..... Average speed per hour .....			10.8			

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**

**Time-Table No. 27**

September 25, 1955

**SECOND CLASS**

**FIRST CLASS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				STATIONS
	381 CMSUP&P Freight	298 Freight	387 Freight	391 Freight			95 CMSUP&P Streamliner Passenger	67 Passenger	
	Daily	Daily	Daily	Daily Except Sunday			Daily	Daily	
BKPVX		6.30 <sup>PM</sup>					10.55 <sup>PM</sup>	8.15 <sup>AM</sup>	DN-R SPOKANE 1.0 DS AU } DOUBLE TRACK
IJPX		6.42 <sup>68</sup>					11.00	8.20	DN N. P. CROSSING 2.5 CG }
BJJKOP TVWXZ	10.00 <sup>PM</sup>	A 6.50 <sup>PM</sup>	5.20 <sup>PM</sup>	3.50 <sup>PM</sup>			11.05	8.25	EAST SPOKANE 2.1
59 IX	10.10		5.35	4.05			11.10	8.30	DN DISHMAN 3.2 SP
35	10.20		5.45	4.20			11.15 <sup>382</sup>	8.34	CHESTER 6.0
78	10.50 <sup>382</sup>		6.16 <sup>68</sup>	4.40			11.27 <sup>388</sup>	8.45	D MICA 2.8 MA
38	11.10 <sup>388</sup>		6.35	4.47			11.31 <sup>381</sup>	8.50	FREEMAN 8.3
VX	A 11.50 <sup>PM</sup>		6.45	4.55			A 11.36 <sup>PM</sup>	8.56	DN-R MANITO 5.2 MU
29			7.01 <sup>392</sup>	5.15				9.03	D ROCKFORD 8.3 RD
40			7.20	5.46 <sup>68</sup>				9.10	DARKNELL 3.4
31 VX			7.40	6.05 <sup>392</sup>				9.16	D FAIRFIELD 8.4 G
25			8.10	6.25				9.31	LATAH 7.2
BJJKOPWXYZ			A 8.45 <sup>PM</sup>	A 6.50 <sup>PM</sup>				A 9.52 <sup>AM</sup>	DN-R TEKOA 49.8 K

(1.50) (0.20) (3.25) (3.00) (0.41) (1.37) ..... Thru Time .....  
 9.5 13.2 13.1 16.0 31.0 30.5 ..... 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		Mile Post
	391 Freight	Time-Table No. 27 September 25, 1955	
	Daily Except Sunday	STATIONS	
14 JPX	7.45 <sup>PM</sup>	SELTICE 48.0	
		8.2	
		G. N. CROSSING 39.8	
		0.03	
		N. P. CROSSING 39.7	
		0.55	
34 VWX	8.45	D OAKESDALE ON 39.1	
		7.9	
44	9.20	THORNTON 31.2	
		0.5	
M		G. N. CROSSING 30.7	
		12.4	
28 WX	10.20	D ST. JOHN SJ 18.3	
		6.8	
27	10.50	WILLADA 11.5	
		7.1	
53	11.20	GRAVEL PIT 4.4	
		4.4	
63 BJKWXY	A 11.45 <sup>PM</sup>	D-R WINONA WA 0.0	
		(49.0)	

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 27 September 25, 1955		Mile Post
	STATIONS		
	BJKOPTVWXYZ	DN-R WALLA WALLA BU 30.9	
5 X	2.0 COLLEGE PLACE 28.9		
M	0.2 W. W. V. RY. CROSSING 28.7		
17 X	0.1 GARRETT 28.6		
10	4.6 WHITMAN 24.0		
12	4.7 LOWDEN 19.3		
29 PX	D 4.3 TOUCHET CH 15.0		
11	7.6 REESE 7.5		
PV	3.3 ZANGAR JCT. 3.8		
<b>BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b>			
JPVXY	3.8 WALLULA JCT. 0.0		
	(30.5)		

(4.00) ..... Thru Time .....  
 12.0 ..... Average speed per hour .....

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. 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 N. P. Crossing 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. 298 arriving at Spokane on Sixth Subdivision will run as No. 298 on Spokane-Tekoa Branch Spokane to East Spokane.

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. 27 September 25, 1955		Mile Post	FIRST CLASS				SECOND CLASS				
			94 CMS&P&P Streamliner Passenger	68 Passenger			151 Freight	392 Freight	382 CMS&P&P Freight	388 Freight	
<b>STATIONS</b>											
BLOCK SIGNALS	DN-R SPOKANE <sup>DS</sup> <sub>1.0</sub> AU } <b>DOUBLE TRACK</b>	165.4	A 12.55 AM	A 6.50 PM							
	DN N. P. CROSSING <sup>CG</sup> <sub>2.5</sub>	163.5	12.45	6.42 <sup>298</sup>							
	<b>EAST SPOKANE</b>	161.0	12.40	6.37							
	DN DISHMAN <sup>2.1</sup> <sub>3.2</sub> SP	158.9	12.36	6.33							
	CHESTER <sub>6.0</sub>	155.7	12.31	6.28							
	D MICA <sub>2.8</sub> MA	149.7	12.20	6.16 <sup>387</sup>							
	FREEMAN <sub>3.3</sub>	146.9	12.15	6.10							
	DN-R MANITO <sub>5.2</sub> MU	143.6	12.10 AM	6.04							
	D ROCKFORD <sub>3.3</sub> RD	138.4		5.53							
	DARKNELL <sub>3.4</sub>	135.1		5.46 <sup>391</sup>							
	D FAIRFIELD <sub>8.4</sub> G	131.7		5.40 <sup>392</sup>							
	LATAH <sub>7.2</sub>	123.3		5.24							
	DN-R TEKOA <sub>7.3</sub> K	116.1		5.11 PM							
	(49.3)		Daily	Daily							
Thru Time.....		(0.45)	(1.39)		(0.20)	(3.25)	(1.05)	(2.40)			
Average speed per hour.....		29.0	29.9		13.2	13.1	10.1	10.8			

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. 27 September 25, 1955	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS			
	379	61			62	378		379			378								
	Freight	Passenger			Passenger	Freight		Freight			Freight								
	Daily Except Monday	Daily	<b>STATIONS</b>						<b>STATIONS</b>										
BKT VX	7.00 AM	6.45 PM	D-R MOSCOW MO	28.1	A 8.50 AM	A 1.50 PM	JOW XY	3.45 PM	D-R LA CROSSE JA	0.0	A 6.00 AM								
1	7.20	6.56	7.0 WHITLOW	20.5	8.36	1.25	11 X	4.50	14.7 HOOPER	14.7	5.20								
			1.2 N. P. CROSSING	19.3			32 JPW XY	A 4.55 PM	1.0 N-R HOOPER JCT. HR	15.7	5.15 AM								
23 X	8.33 <sup>62</sup>	7.05	D PULLMAN KN	18.7	8.33 <sup>370</sup>	1.15	34		7.8 D WASH TUCNA FN	23.6									
18	9.00	7.18	6.0 ALBION	12.7	8.13	12.40	21 V		13.9 D KAH LOTUS HO	37.4									
10	9.10	7.25	3.0 SHAWNEE	9.7	8.05	12.25	18 WXY		15.5 R CONNELL N	52.9									
JMOW XY	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)	(2.40)		Average speed per hour.....		20.9			
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. 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 N. P. Crossing 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. 27 September 25, 1955	Mile Post	FIRST CLASS		SECOND CLASS			
	391 Freight	379 Freight	355 Freight	61 Passenger	73 Passenger			74 Passenger	62 Passenger	378 Freight	392 Freight	356 Freight	
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily			STATIONS					
BKOP WXYZ	7.20PM					DN-R	116.1					4.00PM	
14 JPX	7.40PM					R	110.4					3.45	
32 W						D	104.5					3.25	
M													
38 VX						D	95.1					3.05	
82 JMOWXY		10.30AM			7.50PM		89.7					2.40	
M							77.4		7.40AM	11.30AM		2.10	
14 East Spur X 16 West Spur		10.50			7.57		74.9					1.20	
34		11.00AM <sup>378</sup>			8.02		72.5		7.26	11.00 <sup>379</sup>		1.05	
20		12.01PM			8.09		68.5		7.19	10.16		12.55	
27		12.30 <sup>392</sup>			8.29	D	67.9		7.04	9.00		12.30 <sup>379</sup>	
83 BJKWXY		2.00			8.39	D-R	62.1		6.54	8.40		12.01PM	
46		2.30			8.45		48.0		6.45	7.25			
20 JOWXY		3.15PM			8.56	D-R	41.5		6.37	7.00AM			
42					9.09		35.8		6.27				
44					9.20		30.2		6.17				
42					9.38		22.1		6.01				
60 JPVWXY					9.50	DN-R	17.5		5.35AM	5.54			
M							17.4						
10 JPXY			2.05AM	10.01	9.49	R	12.6		5.24	5.42		7.40PM	
41 X			2.10	10.03	9.51		11.8		5.37			7.35	
64 X			2.40	10.21	10.08		2.9		5.06	5.21		7.10	
BJKOPWXY			3.00AM	10.30PM	10.15PM	DN-R	0.0		5.00AM	5.15AM		7.00PM	
							(116.1)		Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday
	(0.20) 17.1	(4.45) 7.0	(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	(3.60) 10.0	(0.40) 18.9	

**WESTWARD POMEROY BRANCH**

**EASTWARD**

**WESTWARD TUCANNON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27		Mile Post	SECOND CLASS	
	355 Freight	Monday Wednesday Friday	September 25, 1955			356 Freight	356 Freight		Monday Wednesday Friday	September 25, 1955		355 Freight			
	STATIONS						STATIONS								
35 TX	11.30PM	D-R	POMEROY	PY	28.9	10.00PM		JPXY	7.40PM	R	TUCANNON	0.0	2.00AM		
25	11.50PM		ZUMWALT		24.4	9.30		JXY	7.50PM	D	STARBUCK	3.8	1.45AM		
7	12.15AM		DODGE		16.3	9.00		19			RELIEF	9.3			
18	12.25		CHARD		14.5	8.50					(9.3)		Tuesday Thursday Saturday		
8	12.40		JACKSON		11.3	8.30									
18	1.00		DELANEY		7.9	8.20									
JXY	1.40AM	D	STARBUCK	SA	0.0	8.00PM									
			(28.0)			Monday Wednesday Friday									
	(2.10) 13.3		Thru Time		(2.00) 14.5				(0.10) 22.8		Thru Time		(0.15) 15.2		

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



WESTWARD PENDLETON BRANCH EASTWARD				WESTWARD		WALLACE BRANCH		EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS		Time-Table No. 27 September 25, 1955	Mile Post	FIRST CLASS							
	365 Mixed Daily Except Sunday				366 Mixed				387 Freight Daily	67 Passenger Daily	68 Passenger	388 Freight				
	STATIONS					STATIONS										
27 X		ALTO	83.0		BJKOP WXYZ	9:15 PM	10:02 AM	DN-R	TEKOA	K	0.0	A	5:05 PM	A	9:15 PM	
23		MENOKEN	75.6		26	9:35	10:14		LOVELL		6.9	f	4:50		8:45	
26 JWX	11:45 AM	BOLLES	71.3	A 9:40 AM	17 VX	10:00	10:33	D	PLUMMER	MR	15.3	s	4:32		8:15	
26 X	11:58 AM	PRESCOTT	66.7	9:28	22 TX	10:20	10:50		CHATCOLET		22.8	f	4:14		7:45	
21	12:35 PM	VALLEY GROVE	53.6	8:52	X	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	11:50 PM	11:34		LANE		46.3	s	3:24		6:42	
BJKOPTV WXYZ	12:55 PM	WALLA WALLA	46.1	8:30 AM	33	12:10 AM	11:40		ROSE LAKE		49.1	s	3:16		6:32	
M		W. W. V. RY. CROSSING	44.2		30	12:30	11:55 AM		CATALDO		57.7	f	2:59		6:10	
24		SPOFFORD	39.9		6 Y	12:45	12:03 PM		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		MILTON-FREEWATER	36.2		JWX				BRADLEY		67.2	f				
50		BLUE MOUNTAIN	26.7		25 BKOX	1:30 AM	12:30	D-R	KELLOGG-WARDNER	DN	69.2	s	2:40		5:40 PM	
20		DOWNING	23.4		31		12:43		OSBURN		75.8	f	2:22			
20 X		ATHENA	17.2		BKTVWXYZ		1:00 PM	D-R	WALLACE	WC	80.2		2:15 PM			
41		ADAMS	12.6		M				N. P. CROSSING		80.4					
15		BLAKELEY	10.0		M				N. P. CROSSING		80.6					
BJKVWXYZ		PENDLETON	0.0	Daily Except Sunday	JX				WALLACE JCT.		80.7					
		(83.0)			5 VWX				BURKE	B	86.9					
									(86.9)			Daily		Daily		
(1.10)	..... Thru Time .....			(1.10)	(4.16)	(2.58)	..... Thru Time .....			(2.50)	(3.35)	..... Average speed per hour .....				
21.6				21.6	18.0	27.0				28.3	22.4					

WESTWARD		DAYTON BRANCH		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 27 September 25, 1955	Mile Post	SECOND CLASS			
	367 Mixed Tuesday and Friday	365 Mixed Daily Except Sunday			366 Mixed	368 Mixed		
	STATIONS							
29	12:01 PM		TURNER	24.8		A 11:50 AM		
25	12:10		WHETSTONE	22.7		11:40		
26 VWXY	12:50 PM	11:01 AM	DAYTON	13.1	A 10:15 AM	11:00 AM		
M			N. P. CROSSING	13.0				
M			N. P. CROSSING	13.0				
VX		A 1:03 AM	DAYTON JCT.	12.9	10:13 AM			
<p><b>BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b></p>								
VX		11:25 AM	R WAITSBURG JCT.	6.2	A 9:53 AM			
28 X		11:31	D WAITSBURG	3.6	9:49			
28 JWX		A 1:45 AM	BOLLES	0.0	9:40 AM			
			(24.8)		Daily Except Sunday	Tuesday and Friday		
(0.40)	(0.44)	..... Thru Time .....			(0.35)	(0.50)	..... Average speed per hour .....	
14.3	17.9				22.5	14.0		

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 27 September 25, 1955		Mile Post		
	STATIONS				
JWX		BRADLEY	0.0		
X		END OF TRACK	2.0		
		(2.0)			
<p>This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.</p>					
<p>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.</p>					
<p>Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.</p>					
<p>No. 368 arriving at Turner will run as No. 367 Turner to Dayton.</p>					
<p>For stations not shown on schedule pages, see page 22.</p>					

**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
<b>First Subdivision</b>				<b>Pleasant Valley Branch</b>			
Nelson.....	372.9	54 P	West	Juno.....	20.8	10	Both
<b>Second Subdivision</b>				Huntley.....	22.6	2	Both
Yoakum.....	201.7	10	Both	Sunset.....	25.4	30	Both
Pondair.....	213.5	30 P	Both	Warner.....	45.3	11	Both
Mission.....	221.2	{18 P 25 P	Both	<b>Moscow Branch</b>			
Cayuse..... (1).....	227.1	48 P	Both	Risbeck..... (5).....	4.5	6	Both
Thorn Hollow.....	232.1	14 P	Both	Parvin..... (5).....	7.8	8	Both
North Fork.....	251.4	16 P	West	Armstrong..... (5).....	15.7	3 W {M. P. 16.2}	Both
<b>Third Subdivision</b>				Holland.....	21.4	8	Both
Seufert.....	87.7	13	West	<b>Connell Branch</b>			
<b>Fourth Subdivision</b>				Pampa.....	4.6	15	Both
Quarry Spur.....	6.5	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett..... (1).....	20.3	.....	None	Wacota.....	34.1	4	Both
Latourell..... (1).....	23.9	.....	None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6	..... P	None	Sulphur.....	46.1	8	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	<b>Tekoa-Ayer Branch</b>			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
<b>Via Kenton</b>				Schreck.....	31.9	14	Both
Champ.....	9.5	7	Both	Thora..... (5).....	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
		{37	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	{40 P 126	West	<b>Pomeroy Branch</b>			
<b>Sixth Subdivision</b>				Houser.....	19.1	1	Both
Sheffler.....	242.1	4	Both	<b>Tucannon Branch</b>			
Matthews.....	253.3	5	Both	Powers.....	2.7	4	Both
Magallon.....	258.6	2	Both	<b>Pendleton Branch</b>			
Teske.....	310.6	2	Both	Havana.....	6.9	11	Both
<b>Joseph Branch</b>				Weston.....	20.9	66 X	East
Island City..... (2).....	2.6	12	Both	Bade.....	30.2	13	Both
Conley..... (2).....	5.0	6	Both	Barrett.....	33.1	10	Both
Vincent..... (2).....	40.6	2	East	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
Freels.....	75.2	2	West	Langdon.....	43.6	12	Both
Marble.....	75.8	{5 25	Both	Russell.....	51.8	11	Both
<b>Pilot Rock Branch</b>				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Ennis.....	60.9	10	Both
<b>Grass Valley Branch</b>				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	{12 15	East	McKay.....	78.6	6	Both
De Moss.....	23.9	12	West	<b>Wallace Branch</b>			
Erskine.....	31.3	9	Both	Tilma.....	2.1	1 X	Both
Bourhon.....	45.8	8	Both	Watt.....	12.1	18	Both
<b>Grays Harbor Branch</b>				O'Gara..... (6).....	26.8	.....	None
Raisch.....	2.6	7	Both	Black Lake..... (6).....	38.0	.....	None
Balch..... (3).....	18.3	18 P	Both	Dudley..... (6).....	52.0	12	Both
<b>Yakima Branch</b>				Smelterville..... (6).....	66.3	.....	None
Grosscup.....	28.2	8	Both	Shont..... (6).....	72.8	3	Both
Biggam..... (4).....	48.3	10	Both	Polaris.....	74.6	42	East
Boone.....	76.4	1	East	Gem.....	84.1	5 X	Both
Flint.....	83.6	18	Both	Frisco.....	84.4	7 X	Both
<b>Spokane-Tekoa Branch</b>				Dorn.....	85.1	13	Both
Rahm.....	125.9	4	Both	<b>Dayton Branch</b>			
Coey.....	141.7	17	Both	Taggard.....	4.3	1	West
				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.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	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
No. 125 and No. 126, maximum speed.		60	60		35		
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30		20		
Motor trains and inspection bus cars.		40	40		25		
When caboose is handled in train consisting of passenger train equipment.		60			15		
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15		25		
No. 125 and No. 126, within yard limits.		40	40		15		
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		30 25		
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		20		
Diesel freight and road switch locomotives.	65	65	50		45		
1500 class Diesel road freight locomotives.	50	50	50	20 6			
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
5000 class engines.		50	50		15		
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				

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>Huntington</b> Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	<b>Baker</b> 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	<b>Oxman</b> Between M.P. 360.5 and 355.9.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20
<b>Lime</b> High line track and connection.	60	50	40					Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20
				Between M.P. 383.9 and 382.0.	40	35	25	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 382.6 and 378.1.	40	35	25	<b>Pleasant Valley</b> Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
<b>Weatherby</b> Between M.P. 377.1 and 372.8.	35	30	20					Between M.P. 354.5 and 354.1.	60	50	25
				Between M.P. 371.0 and 370.7.	70	60	50	Between M.P. 353.9 and 351.1.	40	35	25
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 307.4 and 302.7.	35	30	20
				Descending grade, M.P. 365.0 to Durkee.			25	<b>Quartz</b> Between M.P. 347.1 and 346.9.	70	60	50
				Between M.P. 345.1 and 343.6.	45	35	25				

**SECOND SUBDIVISION**

<b>La Grande</b> Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	<b>Rieth</b> Between M.P. 210.8 and 208.9.	55	45	35
				Between M.P. 288.8 and 283.4.	30	25	20				
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60	50	40
<b>Hilgard</b> Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 240.0 and 238.3.	55	45	35				
				Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.	60	50	40
<b>Huron</b> 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	50
				Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 231.7 and 227.2.	40	35	25	<b>Nolin</b> Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	50	Between M.P. 226.1 and 226.0.	70	60	50				
Between M.P. 249.6 and 249.4.	35	30	20	<b>Minthorn</b> Between M.P. 223.8 and 222.8.	35	30	20	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. 220.5 and 220.1.	55	45	35
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	<b>Echo</b> Over first road crossing east and west of depot.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Between M.P. 217.6 and 216.3.	40	35	25				
Between M.P. 244.7 and 244.0.	40	35	25	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12	<b>Hinkle</b>			
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.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>Hinkle</b> Between M.P. 182.0 and 181.7.	60	50	40	<b>Arlington</b> Between M.P. 138.0 and 137.8.	35	35	25	<b>Goff</b> Between M.P. 114.9 and 114.7.	70	60	45
				Between M.P. 136.2 and 136.1.	70	60	50	Between M.P. 114.5 and 112.5.	60	50	40
				Between M.P. 134.8 and 134.7.	70	60	50	Between M.P. 110.2 and 110.0.	70	60	50
<b>Castle</b> Between M.P. 154.5 and 149.4.	70	60	50	<b>Gilmore</b> Between M.P. 132.8 and 132.7.	70	60	45	<b>Miller</b> Between M.P. 100.1 and 95.2.	55	45	35
				Between M.P. 131.0 and 130.4.	60	50	40				
<b>Heppner Jct.</b> Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45	<b>Dune</b> Between M.P. 88.5 and 87.5.	70	60	50
				Between M.P. 124.8 and 124.0.	70	60	45				
				Between M.P. 123.8 and 123.7.	55	45	35	<b>The Dalles</b> (Over street crossings.)	12	12	12
<b>Willows</b> Between M.P. 147.0 and 146.3.	70	60	50	<b>Quinton</b> Between M.P. 120.8 and 120.6.	60	50	40				
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 118.8 and 118.6.	70	60	45				
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 116.4 and 116.2.	70	60	45				

**FOURTH SUBDIVISION**

<b>The Dalles</b> Between M.P. 85.1 and 84.4.	20	20	20	<b>Meno</b> Between M.P. 58.5 and 56.0.	60	60	40	<b>Fairview</b> 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	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25
				Between M.P. 52.8 and 52.3.	55	45	35	<b>Graham</b> Between M.P. 2.7 and 1.0.	35	30	20
<b>Crates</b> Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.3 and 50.4.	60	50	40	<b>Bruun</b>			
Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 49.9 and 49.6.	55	45	35	<b>Troutdale</b> Between Troutdale and Kenton via Fir.	35	35	35
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.4 and 48.7.	35	30	20	<b>Over Columbia Boulevard,</b> near Peninsula Jct.	25	25	25
Between M.P. 78.2 and 77.6.	70	60	50	Between M.P. 48.7 and 43.3.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 77.0 and 76.3.	60	50	40	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	50	<b>East Portland</b> 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. 75.8 and 75.1.	55	45	35	Between M.P. 42.4 and 41.4.	35	30	20	<b>Portland</b> Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40				
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 71.9 and 71.4.	30	25	20	<b>Dodson</b> Between M.P. 32.8 and 31.7.	70	60	50				
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	<b>Bridal Veil</b> Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Between M.P. 24.0 and 23.8.	55	45	35				
Between M.P. 63.2 and 63.1.	45	35	25	<b>Rooster Rock</b> Between M.P. 22.4 and 20.1.	60	50	40				
<b>Hood River</b> 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	50				

**FIFTH SUBDIVISION**

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

**SIXTH SUBDIVISION**

Maximum speed. Between Hinkle and Wallula.	70	70	50	<b>Simmons</b> Between M.P. 242.5 and 243.5.	40	25		<b>Ankeny</b> Between M.P. 294.4 and 294.5.	40	25	
Between Wallula and Spokane.	70	60	45		Between M.P. 244.5 and 244.6.	50	40			Between M.P. 295.4 and 297.0.	50
<b>Hinkle</b> East and West legs of wye.		20	20		Between M.P. 246.1 and 246.3.	50	40				
Between M.P. 186.0 and 187.3.		60	50	Between M.P. 246.9 and 247.0.	45	35		<b>Marengo</b> Between M.P. 308.6 and 309.0.	60	50	40
<b>Cold Springs</b> Between M.P. 200.7 and 201.0.		50	40	<b>Scott</b> Between M.P. 252.8 and 253.0.	45	35					
<b>Juniper</b> Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.	45	35		<b>Cheney</b> Within city limits.	35	35	35
<b>Wallula Jct.</b> West leg of wye.		15	15	<b>Ruxby</b> Between M.P. 260.3 and 260.5.	50	40			Over street crossings.	15	15
<b>Wallula</b> Between M.P. 214.6 and 215.5 over manual operated switches.		20	20	<b>Chew</b> Between M.P. 268.2 and 269.3.	30	30		Between M.P. 352.8 and 353.5.	55	45	35
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.	25	15		Between M.P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.	45	35		Between M.P. 364.2 and 364.4.	45	35	25
<b>Humorist</b> Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.	40	25		Between M.P. 364.7 and 364.9.	55	45	35
<b>Ash</b> Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.	45	35		Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 228.1 and 229.9.		35	25	<b>Park</b> 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
<b>Page</b> Between M.P. 233.0 and 233.4.		50	40	<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.	50	40		<b>Spokane</b> 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.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.		25	25	<b>Melbourne</b> 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	<b>Cosmopolis</b> 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.		25	25	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	<b>Aberdeen</b> 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
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Tono Branch</b> Maximum speed.		15	15	Over other street crossings.		10	10
<b>Umatilla Branch</b> Maximum speed.		40	40	On curves of 6 degrees and over.		10	10	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.		60	50
<b>Hinkle</b> Between M.P. 0.0 and 0.1.		15	15	<b>Olympia Branch</b> Maximum speed.		20	20	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	<b>Olympia</b> Within city limits.		10	10	Between M.P. 70 and Yakima.		45	30
<b>Hermiston</b> 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	<b>Grays Harbor Branch</b> Maximum speed.		30	30	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	<b>Centralia</b> Between M.P. 1.0 and 1.3.		10	10	<b>Villard Jct.</b> Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	<b>Blakeslee Junction</b> Between M.P. 4.3 and 4.7.		20	20	Bridge 7.44.		25	15
<b>Umatilla</b> On wye.		10	10	<b>Galvin</b> Between M.P. 5.1 and 5.7.		15	15	<b>Kennewick</b> Over street crossings.		8	8
<b>Irrigon</b>				Between M.P. 6.5 and 6.8.		10	10	Between M.P. 35.6 and 35.9.		45	35
<b>Hepner Branch</b> Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	<b>Benton City</b> 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	<b>Grandview</b> Within city limits.		30	30
On curves of 6 degrees and over.		10	10	<b>Independence</b> Between M.P. 14.7 and 15.2.		10	10	<b>Granger</b> Over street crossings.		30	30
<b>Condon Branch</b> Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	<b>Zillah</b> Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	<b>Donald</b> Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	<b>South Elma</b> 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	<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15				
				Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Sunnyside Branch</b> Maximum speed.		45	30	<b>Manito</b> Between M.P. 144.4 and 144.6.	60	50	35	<b>Reese</b> Between M.P. 7.7 and 8.0.		25	20
<b>Sunnyside</b> 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
<b>Spokane-Tekoa Branch</b> 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	<b>Mica</b> 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 9- and 10-degree curves.		20	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
<b>Tekoa</b> On west leg of wye.		10	10	<b>N. P. Crossing</b> Through Interlocking.	15	15	10	<b>Touchet</b> Between M.P. 18.5 and 18.6.		35	25
Between M.P. 117.2 and 117.5.		20	20	<b>Spokane</b> Over street crossings between N. P. Crossing and city limits.	20	20	20	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.8 and 117.9.		45	30	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	<b>College Place</b> Within city limits.		30	30
Between M.P. 118.1 and 118.3.		35	25	Through tunnel.	15	15	15	<b>Walla Walla</b>			
Between M.P. 118.5 and 119.7.		25	20	<b>Pleasant Valley Branch</b> Maximum speed.		25	25	<b>Moscow Branch</b> Maximum speed.		35	25
Between M.P. 120.2 and 121.4.		35	25	G. N. Crossing, M.P. 30.7.		20	20	On 7- and 8-degree curves.		25	20
Between M.P. 121.6 and 121.9.		25	20	On curves of 7 degrees and over.		20	20	On 9- and 10-degree curves.		20	20
Between M.P. 122.1 and 122.5.		35	25	<b>Wallula Branch</b> Maximum speed.		35	30	<b>Colfax</b> Within city limits.		12	12
<b>Latah</b> Within city limits.		40	30	On 5- and 6-degree curves.		35	25	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 7- and 8-degree curves.		25	20	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 125.1 and 125.7.		35	25	On 9- and 10-degree curves.		20	20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 127.5 and 128.4.		35	25	<b>Wallula Jct.</b> West leg of wye.		15	15	<b>Shawnee</b> Between M.P. 9.9 and 10.0.		25	20
Between M.P. 129.6 and 130.6.		35	25	<b>Zangar Jct.</b> Between M.P. 5.1 and 6.4.		25	20	Between M.P. 10.8 and 11.2.		25	20
<b>Fairfield</b> Within city limits.		25	25	Between M.P. 6.7 and 6.8.		25	20	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 132.6 and 132.8.		45	30	Between M.P. 7.0 and 7.1.		20	20	<b>Albion</b> Between M.P. 13.4 and 13.6.		25	20
Between M.P. 133.3 and 134.6.		25	20	<b>Darknell</b> Between M.P. 135.3 and 136.3.		35	25	Between M.P. 14.3 and 14.9.		20	20
<b>Darknell</b> Between M.P. 136.6 and 139.2.		20	20	Between M.P. 139.4 and 140.4.		45	30	Between M.P. 17.5 and 17.7.		25	20
<b>Rockford</b> Within city limits.		20	20	Between M.P. 141.0 and 141.2.		35	25	Between M.P. 17.9 and 18.0.		25	20
Between M.P. 139.4 and 140.4.		45	30	Between M.P. 142.6 and 143.2.		25	20	<b>Pullman</b> Within city limits.		15	15
Between M.P. 141.0 and 141.2.		35	25	<b>Moscow</b> Over street crossings.		12	12	Over street crossings.		6	6
Between M.P. 142.6 and 143.2.		25	20					<b>N. P. Crossing</b> Between M.P. 19.9 and 20.0.		25	20
								Between M.P. 24.6 and 24.8.		25	20
								Between M.P. 25.2 and 25.4.		25	20



**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		
<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.				<b>Canyon</b> Between M.P. 23.1 and 23.6.			35	25	<b>Elberton</b> 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	<b>Garfield</b> 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
<b>La Crosse</b> 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	<b>Farmington</b> 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	<b>Hay</b> Between M.P. 30.4 and 31.1.			35	25	Between M.P. 105.5 and 105.8.			20	20
<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivision.		15	15	Between M.P. 32.0 and 33.8.			25	20	Between M.P. 112.2 and 113.1.			25	25
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.			20	20	Between M.P. 115.6 and 116.0.			20	20
<b>Tekoa-Ayer Branch</b> Maximum speed.		50	30	<b>Jerita</b> Between M.P. 36.2 and 36.9.			25	20	<b>Tekoa</b> On west leg of wye.			10	10
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.			25	20	<b>Pomeroy Branch</b> Maximum speed.			25	25
On 5- and 6-degree curves.		25	25	<b>La Crosse</b> Between M.P. 43.5 and 43.6.			45	30	<b>Starbuck</b> Within city limits.			15	15
On 7-, 8-, 9- and 10-degree curves.		20	20	<b>Sutton</b> Between M.P. 49.3 and 50.1.			30	20	<b>Tucannon Branch</b> Maximum speed.			25	25
Between Tucannon and Ayer.		35	25	<b>Endicott</b> Between M.P. 64.9 and 65.2.			35	25	On curves of 7 degrees and over.			20	20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.			45	30	<b>Starbuck</b> Within city limits.			15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.			35	25	Between Starbuck and Relief.			12	12
On 7- and 8-degree curves.		25	20	<b>Diamond</b> Between M.P. 68.8 and 69.0.			35	25	<b>Pendleton Branch</b> Maximum speed.			25	25
On 9- and 10-degree curves.		20	20	Between M.P. 69.9 and 70.1.			35	25	On 7-, 8-, 9- and 10-degree curves.			20	20
<b>Tucannon</b> Between M.P. 14.0 and 14.1.		35	25	<b>Mockonema</b> Between M.P. 73.3 and 73.6.			20	20	Between Barrett and Downing, on descending grade.			15	15
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.1 and 74.2.			45	30	<b>Pendleton</b> Over Thompson, Main and Aura Streets.			12	12
Between M.P. 17.1 and 17.2.		15	15	<b>Crest</b> Between M.P. 74.9 and 77.2.			25	12	Over other street crossings within city limits.			20	20
Over Snake River Bridge 17.23.		5	5	<b>Colfax</b> Within city limits.			12	12	Between M.P. 2.5 and 3.0.			20	20
<b>Riparia</b> Between M.P. 17.7 and 18.1.		25	20	Between M.P. 78.4 and 78.5.			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. 79.8 and 80.7.			20	20	<b>Athena</b> Over street crossings.			15	15
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.			20	20					
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 82.9 and 83.4.			20	20					
				Between M.P. 83.7 and 84.5.			20	20					
				Between M.P. 86.5 and 87.0.			20	20					
				Between M.P. 87.6 and 88.9.			20	20					
				Between M.P. 89.1 and 89.4.			20	20					

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frts.		Str.	Pagr.	Frts.		Str.	Pagr.	Frts.
<b>Downing</b> Between M.P. 24.0 and 24.5.		20	20	<b>Dayton Branch</b> Maximum speed.		25	25	<b>Springston</b> Between M.P. 34.0 and 34.1.		45	30
Between M.P. 25.4 and 26.2.		20	20		Between Dayton Jct. and Turner.		15		15	Between M.P. 34.5 and 34.7.	
<b>Blue Mountain</b> 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	<b>Bolles</b> 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		<b>Dayton</b> Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.			10	10	<b>Lane</b> Between M.P. 47.8 and 48.3.		45
Between M.P. 32.2 and 32.4.		20	20	<b>Wallace Branch</b> Maximum speed.		50	30	Between M.P. 48.6 and 49.0.			45
Between M.P. 32.7 and 32.9.		20	20		Between Lovell and Chateolet.		35	20	<b>Rose Lake</b> Between M.P. 50.6 and 51.0.		35
<b>Milton-Freewater</b> Over street crossings.		15	15	Between Chateolet and Harrison.		40	25	<b>Dudley</b> Between M.P. 53.6 and 54.2.			35
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
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	<b>Cataldo</b> Between M.P. 58.7 and 59.1.		45	30
<b>Walla Walla</b> Over street crossings.		12	12	On 7- and 8-degree curves.		25	20		Between M.P. 60.0 and 60.2.		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	<b>Tekoa</b> 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		<b>Lovell</b> Between M.P. 8.0 and 9.0.		25	20	<b>Kellogg-Wardner</b> Over street crossings.		10
<b>Valley Grove</b> 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.	
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
<b>Bolles</b> 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	<b>Plummer</b> 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	<b>Osburn</b> Between M.P. 77.1 and 77.2.		35
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
Between M.P. 78.9 and 79.3.		20	20	<b>Chatcolet</b> 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
Between M.P. 80.8 and 81.2.		20	20	<b>Alto</b>				<b>Wallace</b> Over street crossings.		6	6
									Between M.P. 81.4 and 87.3.		20
								Burke to Wallace, eastward.		10	10
								<b>Sierra Nevada Branch</b> Maximum speed.			10



**Standard clocks are located as shown below:**

Aberdeen.....	Telegraph Office	Hinkle.....	Yard Office	Seattle (Joint)	
Albina.....	Train Dispatcher's Office	Hoquiam (Joint).....	N. P. Ry. Telegraph Office	.....	Union Station Telegraph Office
Albina.....	Yard Telegraph Office	Huntington.....	Yard Office	Spokane.....	Train Dispatcher's Office
Albina.....	Enginemen's Register Room	Huntington.....	Telegraph Office	Spokane.....	Telegraph Office
Argo.....	Yard Office	Kellogg-Wardner.....	Telegraph Office	Tacoma.....	Yard Office
Argo.....	Enginemen's Register Room	Kennewick.....	Telegraph Office	Tekoa.....	Telegraph Office
Arlington.....	Telegraph Office	Kenton.....	Telegraph Office	The Dalles.....	"DK" Telegraph Office
Ayer.....	Telegraph Office	La Grande.....	Crew Dispatcher's Office	The Dalles.....	"WH" Telegraph Office
Baker.....	Telegraph Office	La Grande.....	Train Dispatcher's Office	The Dalles.....	Yard Office
Bend (Joint).....	● T. Ry. Telegraph Office	La Grande.....	Depot Telegraph Office	Wallace.....	Telegraph Office
Centralia (Joint).....	N. P. Ry. Telegraph Office	La Grande.....	Yard Office	Wallace.....	Enginemen's Register Room
East Spokane.....	Enginemen's Register Room	Moacow.....	Telegraph Office	Walla Walla.....	Passenger Depot
East Spokane.....	Trainmen's Register Room	Olympia.....	Telegraph Office	Wallula.....	Telegraph Office
Hinkle.....	Telegraph Office	Pendleton.....	Telegraph Office	Winona.....	Telegraph Office
Hinkle.....	Enginemen's Register Room	Portland (Joint)		Yakima.....	Telegraph Office
		.....	N. P. T. Co. 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 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.

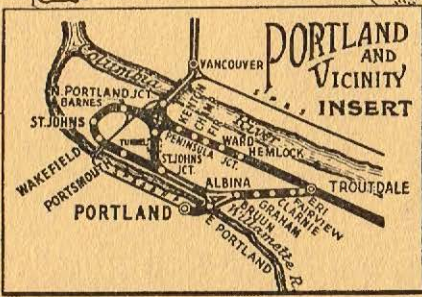
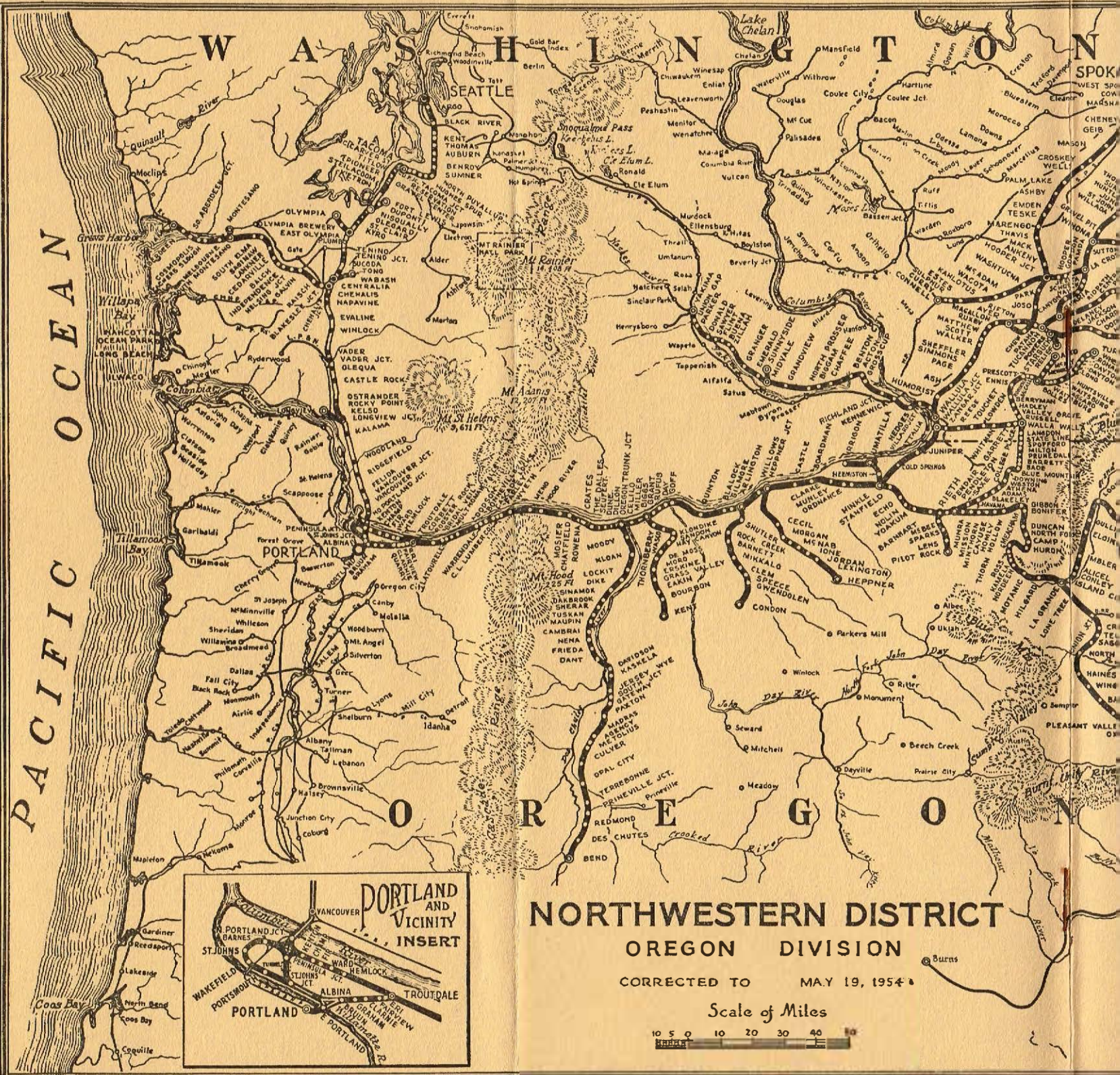
**Rule 6(A).**—The following letters, when placed in the columns provided, indicate:

- |  |   |
|--|---|
| 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.....	Pocatelloor beyond.	
18	Any station.....	.....	Pocatelloor beyond.
18	Ordnance.....	Portland or beyond.	
18	Union Jct.....	Portland or beyond, Tuesdays only.	
	North Powder... Haines.....		
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

