

Union Pacific Railroad Company northwestern district



OREGON DIVISION

TIME-TABLE No. 28

October 30, 1955
At 12:01 A.M. Pacific Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYES ONLY

Press of ARBOTT, KERNS & BELL COMPANY, Portland, Oregon, U.S.A.

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	
D. E. Gardner, Trainmaster	
J. E. Pickett, Master Mechanic	
G. W. Jones, Road Foreman of Engines	
P. D. Brinkman, Road Foreman of Engines	Portland, Ore.
J. C. Haydon, Road Foreman of Engines	
R. R. Lowden, Road Foreman of Engines	
E. F. Kidder, Division Engineer	Portland, Ore.
C. W. Lee, General Roadmaster	
F. M. Ladd, Safety Representative	Portland, Ore.

First and Second Subdivisions and Branche

First and Second Subdivisions and Diancies
J. B. McLaughlin, Chief Train DispatcherLa Grande, Ore.
L. V. Thomas, Assistant Chief Train DispatcherLa 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	Dygar	t. Assistant Chief Train Dispatcher	Albina	Ora

Sixth Subdivision and Branches

Ρ.	H	Walsh,	Chief Tra	in Dispatch	her		Spokane,	Wash.
J.	S.	Ellison,	Assistant	Chief Trai	n Dispate	her	Spokane,	Wash.
J.	A.	Walsh,	Assistant	Chief Train	Dispate	her	Spokane,	Wash.
C	\mathbf{R}	Wizem	ann Assis	tant Chief	Train Di	snatcher	Snokana	Wagh

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.	Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.
W. F. Bowen.	Surgeon	Portland, Ore.	John B. Gregory	Surgeon	La Grande, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	James J. D. Haun.	Surgeon	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
J. P. Craven.	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	J. E. Carssow.	Surgeon	Lewiston, Ida.
Warren W. Hale.	Surgeon	Portland-St. Johns.	C. O. Armstrong.	Surgeon	Moscow, Ida.
Wallon W. Halo	Surgoon	Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	J. F. Bittner.	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns.	E. S. Morgan	Surgeon	Pendleton, Ore.
Edward C. Larkinson	purgoon	Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
George A. Peirson	Guragoon	Parkrose, Ore.	James L. Gilleland	Surgeon	Pullman Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	J. L. Ash.	Aurist	Pullman, Wash. Seattle, Wash.
Paul A. Wagner.	Surgeon	Portland, Ore.	L. Fred Lundy.	Surgeon	Seattle, Wash.
E. L. Calhoun.	Surgeon	Aberdeen, Wash.	B. E. McConville.	Surgeon	Seattle, Wash.
J. V. Wilhelm.	Surgeon	Arlington, Ore.	J. A. McDermott.	Physician	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	John M. Shiach	Oculist.	Seattle, Wash.
T. J. Higgins		Baker, Ore.	Stephen J. Wood.		Seattle, Wash.
	Surgeon	Baker, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
J. R. Higgins	Surgeon	Bend, Ore.	R. H. Humphreys.	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Controllo Wooh	Robert L. Pohl.	Oculist and Aurist	Spokane, Wash.
W. A. Gamon.	Surgeon	Centralia, Wash. Cheney, Wash.	Carroll Smith.	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr	Surgeon	Colfax, Wash.	W H Toward		Spokane, Wash.
Don Schwisow	Surgeon	Condon, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
W. W. Day.	Surgeon	Dayton, Wash.	Charles G. Smick.		Sprague-Wells, Wash.
Henry Weitz.	Surgeon	Dishman, Wash.	Pruss C. Malutuma	Surgeon	St. John, Wash.
C. A. Lewis.	Surgeon	Elgin, Ore.	Bruce C. McIntyre A. J. Herrmann.	Surgeon	Tacoma, Wash.
S. A. McCool.	Surgeon	Elma, Wash.	Paul B. Smith.		Tacoma, Wash.
		Enterprise, Ore.		Oculist and Aurist	Tacoma, Wash.
Lyle C. Ham Frank C. Spratt	Surgeon	Grandview. Wash.	Ross D. Wright	Surgeon	Tekoa, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	Vern Cressey	Surgeon	The Dalles, Ore.
F. B. Belt.	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeons	Vancouver, Wash.
Bruce L. Till.	Surgeon	Hermiston, Ore.	H. C. Mowery.	Surgeon	Wallace, Ida.
H. D. Lewis		Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
	Surgeon	Hood River, Ore.			Walla Walla, Wash.
Oscar Stenberg, Jr Stanley E. Wells	Surgeon	Hood River, Ore.	C. D. Hogenson. W. F. Holmes.	Oculist and Aurist Physician	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	T.C. Tymon	Surgeon	Walla Walla, Wash.
C. I. Gibbon.		Kellogg, Ida.	J. C. Lyman.		Walla Walla, Wash.
O. B. Scott.	Surgeon	Kellogg, Ida.	J. B. Adams	Surgeon Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon		R. W. Stevens		Wallaws Ore
G. M. Whitesel.	Surgeon	Kellogg, Ida.		Surgeon	Wallowa, Ore. Yakima, Wash.
P. F. Shirey	Surgeon	Kellogg, Ida. Kennewick, Wash.	H. C. Lynch. R. P. Schefter.	Surgeon Oculist and Aurist	Yakima, Wash.
H. F. Craig.	Surgeon	La Crosse, Wash.	John W. Skinner.	Surgeon	Yakima, Wash.
II. D. Orang	burgoon	Lie Ol Cano, IT onil.	BOME W. BRILLIOF	Surgeout	I maille, IT asit.

WESTWARD	CONDENSED TIME-TABLE
WESTWARD	OUNDERSED INVESTABLE

EASTWARD

FII	RST CL	ASS			9	Time-Table			FIR	ST CLA	SS	
19 Passenger	11 Mail and Express	105 Streamliner Passenger	457 Passenger	17 Passenger	Distance from Granger via Boise	No. 28 October 30, 1955	12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	
Daily	Daily	Daily	Daily	Daily	Diste	STATIONS				-0		
	5,35	2.05		4.20	0.0	GRANGER	A 9.10		A1 2.27	A11.10		
	10:45 12:15	5.45 5.55		9.35 10.35	213.9	POCATELLO	3.50 2.50		8:30 8:20	5.35 4.55		
	3.45	8.25		2.00	373.8	GLENNS FERRY	11.30		5.45	1.40		
	5.45	9.40		3.45	448.4	BOISE	9.40		4.30	11.55		
	8.35 7.45	11.40 10.40		6.40 5.50	550.1	M.T. HUNTINGTON M.T. P.T.	7.00 5.50		2.35 1.35			
	10.35	1.05		8.40	649.7	LA GRANDE	3.15		11.10	5.35		
-	1.00	3.10		11.10	723.9	PENDLETON	12.55		9.08	3.00		
9.00					941.3	SPOKANE					A 6.30	
11.27					837.4	AYER					4.05	
12.30					786.3	WALLULA					2.55	
1.55	2.05	3.55		12.40	755.3	HINKLE	12.10		8.30	2.10	2.20	
3.55	4.25	5.30		3.10	855.4	THE DALLES	10.05		6.50	11.50	12.02	
A 6.10	A 7.10	A 7.30	9.00	A 5.30	939.5	PORTLAND	8.00	A 9.30	5.00	9.45	10.00	
			A 1.00		1122.7	SEATTLE		5.00				
							Daily	Daily	Daily	Daily	Daily	
(9.10) 40.4	(26.35) 35.3	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9		Thru Time	(24.10) 38.9	(4.30) 40.7	(18.27) 50.9	(24.25) 38.5	(8.30) 43.5	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLA	SS		Time-Table No. 28			FI	RST CLASS	
29 Passenger	33 Passenger	31 Passenger	Distance from McCammon	October 30, 1955	32 Passenger	34 Passenger	30 Passenger	
Daily	Daily	Daily	Dista McCa	STATIONS				
11.00	9.30		0.0	McCAMMON		A 5.55	A 4.05	
11:30	10.00		22.7	POCATELLO		5.25 4.30	3.30 2.45	
1.35	A12.40	7.00	73.3	IDAHO FALLS	A 2.30	3.00	1.00	
		8.40	124.3	ASHTON	12.55			
		A10.20	169.9	VICTOR	11.10			
			180.4	WEST YELLOWSTONE				
A 7.25			285.8	BUTTE			7.15	
					Daily	Daily	Daily	
(8.25) 33.9	(3.10) 23.1	(3.20)	1		(3.20)	(2.55) 25.1	(8.50)	

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

MILEAGE

Main Line	 776.64
Branches	 1165.69
Grand Total	 1942.33

		SECOND CLASS	FIF	RST CLAS	ss						FIF	RST CLA	ss	SECONI CLASS
	Car Capacity of Sidings, etc. See Rule 6(A), Page 31,	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express			me-Table No. 28 October 30, 1955		Mile Post	18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
	of Sid	Daily Except Sunday and Monday	Daily	Daily	Daily	STATIONS								
]	BKOPTWXYZ	9.25AM	10.40PM	5.50PM	7.45AM		DN-R	HUNTINGTON	HU	389.4	A 8.15AM	A 5.50PM	As 1.35AM	A 5.15
100	P				f		D	LIME	BY	384.5	7.55	5.37	1.20	
100	PW							WEATHERBY		377.5				
150	PY				s 8.17			DURKEE 7.2		368.9		5.15		
100	P					Ä		OXMAN		361.7				
170	P				s 8.44	TRO		PLEASANT VALLEY		355.4				
WB 91 EB 109	PY		46.000			CONTROL		ENCINA		351.9				
107	P		11.43	6.55	8.57	FIC		QUARTZ		847.8		44.44		
WB 109 EB 111	BKOPW XYZ		s11.53PM	s 7.07	s 9.09	RAFF	DN	5.3 BAKER	вс	342.0	s 6.45	s 4.26	s12.10AM	
106	P					1		WING		337.6	6.32	4.16	11.59PM	
106	P				s 9.21	RALIZED	D	HAINES	КВ	331.7		f 4.11		
106	PW				s 9.32	ALI	D	NORTH POWDER	HD	322.1		f 4.00		
107	P							8AGO		315.5				
147	PVWY			Newscare	f 9.46	CENT	0.7	TELOCASET		312.6				
105	P							CROOKS		308.9				
105	PVY						D	UNION JCT.	UN	302.2				
105	P		12.45AM	8.13	10.11			LONETREE		294.9				
В	JKOPTWXYZ	A11.59AM	A 1.00AM	A 8.30PM	A10.25AM		DN-R	5.1 LA GRANDE	$_{ m RA}^{ m Q}$	289.8	5.35AM	3.15PM	11.10PM	2.35
								(99.6)			Daily	Daily	Daily	Daily Except Sunday an Monday

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.

WEST	TWARD				SEC	ON	D SUBDIVISION	1			_	EA	STWARD		
	SECOND CI	LASS	FIRST CLASS							FJI	RST CLA	ss	SECOND CLAS		
pacity gs, etc. e 8(A),	Т	.25 Cime eight	17 Passenger	11 Mail and Express	105 Streamliner Passenger	1	cime-Table No. 28 October 30, 1955	3	Mile Post	18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	D Ex Sunc Mo	Daily xeept day and onday	Daily	Daily	Daily		STATIONS								
в ј ко р тwху z	12	.1 OPM	8.40PM	10.35AM	1.05AM		DN-R LA GRANDE R	Q A	289.8	A 5.25AM	A 3.05PM	A1 1.05PM	A 2.25AM		
WB 71 PVWY EB 72							HILGARD		282.1	5.00	2.45	10.50			
139 P							6.5 MOTANIC	-	275.6	0.00	2.40	10.00			
P							NORDEEN \		272.1						
141 PWXY							KAMELA 2.8	DOU	271.1						
P					utili			E	268.3			Oliverine Control		Total Control	
WB 105 PW EB 102				f11.34AM		_	MEACHAM		265.5						
36 P						RO	HURON	-	257.7				1		
20 PW		-				CONTROL	CAMP	-	254.1						
WB 68 PWY EB 69				f12.06PM			DUNCAN		248.5						
102 P						TRAFFIC	BONIFER		239.5						
06 PWY		-		f12.23		1	GIBBON		236.9						
17 P						CD	HOMLY		229.6						
16 P						LIZ	MINTHORN 5.8		224.7						
115 P			10.45	12.45	2.55	TRALIZED	MUNRA 3.3		218.9						
69 BJKPV WXYZ		8	11.10	s 1.00	s 3.10	CENT	DN PENDLETON FI	D	215.6	s 3.00	s12.55	9.08		,	
ISS JPX				s 1.07			RIETH		212.0	2.45	12.43	8.59			
35 P							BARNHART		208.3					***	
35 P							NOLIN 6.3		198.9					**********	
135 PW		í	11.45	s 1.32			D ECHO H	I	192.6						
P		í	11.52PM	s 1.39	3.37		STANFIELD		188.4						
вјкорихуг	A 3	-20PM	A12.10AM	A 1.55PM	A 3.50AM			K	184.2	2.10AM	12.10PM	8.30PM	11.15PM		
							(105.6)			Daily	Daily	Daily	Daily Except Saturday and Sunday		

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

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

WESTWARD			THIRD SI	JBDIVISION	4							
	SECOND CL	ASS		FIRST CLASS						- Mak	le No.	00
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	125 Time Freight	151 Time Freight	257 Time Freight	11 Mail and Express	105 Streamliner Passenger	19 Passenger	17 Passenger				30, 1955	28
Car Co of Sidi See Rich Page 3	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily			STAT	IONS	
вјкоршхуг	3.30PM	12.01PM	2.00AM	2.05PM	3.55AM	1.55AM	12.40AM	[]	DN-R		NKLE 6.5	UK
P '	3.39	12.25	2.10	s 2.15		2.03	f12.50			ORD	NANCE 1.9	RN
136 PW	3.42	12.30	2.13	2.18	4.02	2.05	12.52			MU	NLEY 5.8	
136 P	3.49	12.40	2.21	2.25	4.07	2.11	12.59			CL	ARKE	
136 P	3.57	12.50	2.30	s 2.33	4.12	s 2.18	1.1618 1.2620]	DN	BOAR	RDMAN 8.1	вг
130 P	4.06	1.03	2.41	2.43	4.19	2.27	1.37			CA	STLE	
19 JP	4.15	1.15	2.52	2.51		2,34	1.45		N	HEPPN	ER JCT.	W
143 P	4.17	1.18	2.54	2.53	4.26	2.36	1.47			WII	LOWS	
WB 142 EB 117 BJKOPTX	4.29	1.35	3.07	s 3.04	4.34	s 2.47	s 1.58		DN	ARLI	NGTON	МХ
135 P	4.36	1.43	3.14	3.12 ²⁶⁴	4.38	2.53	2.07	SIGNALS		GIL	MORE 4.7	
132 P	4.43	1.51	3.21	s 3.18	4.42	2.58	2.12	NO.		BLA	LOCK 6.1	
134 P	4.51	2.01	3.30	3.24	4.47	3.04	2.18	X -		QUI	NTON 8.2	
137 P	5.01	2.12	3.45	3.33	4.54	3.11	2.26	BLO		G	OFF 5.6	
100 P	5.08	2.23	3.53	3.39	4.59	3.16	2.31			RU	JFUS	
100 P	5.11	2.30	3.58	3.42			2.34			GF	RANT	
80 JP	5.15	2.37	4.04	s 3.46	5.04	3.21 ²⁶²	2.37		DN	BI		BX)
54 P	5.19	2.45	4.10	3.51	5.07	3.24	2.40			MI	LLER 3.7	5
50 P		2.52	4.17	3.56	5.11					CE	LILO 1.6	- 500
JPV	5.25	2.56	4.21	3.58	5.13	3.30	2.46]	D 01	REGON TR	UNK JCT.	vo
74 P	5.30	3.01	4.30	4.04	5.17	3.35	2.51			D	3.3 ——— UNE 6.1 ———	
вкортихх	A 5.50PM	A 3.20PM	A 5.00AM	A 4.20PM	As 5.30AM	A 3.50AM	A 3.05AM]	DN-R	THE D	ALLES	WH
								ì		(9)	8.4)	
	(2.20)	(3.19)	(3.00)	(2.15)	(1,35)	(1.55)	(2.25)			.Thru T	ime	

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

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

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

					THI	RD SUE	BDIVISION			EAS	TWARD
•	Pino o	Table No. 28			FIR	ST CLAS	5		SE	COND CLASS	
		ober 30, 1955	Mile Post	20 Passenger	12 Mail and Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight	
	s	STATIONS									
-	DN-R	HINKLE UI	184.2	A 1.55AM	A12.0 1 PM	A 8.25PM	A 1.45AM	A 6.30AM	A 5.45PM	A1 1.05PM	
		ORDNANCE RI	177.7	1.40	s11.47AN	8.15	1.30	6.00	5.20	10.49	
		MUNLEY 5.8	175.8	1.38	11.44	8.13	1.28	5.55	5.15	10.47	
		CLARKE 6.2	170.0	1.32	11.38	8.08	1.22	5.45	5.05	10.41	
	DN	BOARDMAN BI	163.8	1.26	f11.32	8.03	1.16	5.30	4.50	10.34	
		CASTLE	155.7	1.19	11.24	7.56	1.09	5.15	4.35	10.25	
	N	HEPPNER JCT. W	148.2	1.12	11.17	7.49	1.02	4.59	4.23	10.17	
D		WILLOWS	147.0	1.10	11.15	7.48	1.00	4.56	4.17	10.15	
	DN	ARLINGTON M	138.5	s 1.00	s11.05	7.40	s12.50	4.34	3.35	10.04	
SIGNALS		GILMORE	134.0	12.49	10.55	7.36	12.37	4.12	3.12	9.55	
20		BLALOCK	129.3	12.45	10.51	7.32	12.33	4.05	2.55	9.50	
N N		QUINTON 8.2	123.2	12.39	10.45	7.27	12.27	3.56	2.46	9.43	
BLOCK		GOFF 5.6	115.0	12.32	10.37	7.20	12.20	3.45	2.34	9.34	
		RUFUS	109.4	12.27	10.32	7.15	12.15	3.35	2.23	9.28	
		2.8 GRANT 2.7	106.6		10.29			3.30	2.12	9.25	
	DN	BIGGS BX	103.9	12.22	10.26	7.10	12.10	3.21	2.07	9.22	
		MATE I THE	100.5			7.07		3.03	2.00		
		3.7 CELILO	96.8	12.15	10.18	7.03	12.03	2.55	1.53	9.14	
	D ORE			12.13	10.16	7.01	12.01AM	2.50	1.50	9.12	
			95.2	12.10	10.13	6.58	11.58M	2.45	1.45	9.08	
	DN-R	THE DALLES WH	85.8	12.02AM	10.05AM	6.50PM	11.50PM	2.304	1.30PM	9.00PM	
		(98.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	

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

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

	WEST	WARD				FOURTH	SUI	BDIVISI	ON					- We	
			SECOND	CLASS	Ī			FIRST C	LASS			1	m:	Mohio Ma O	
	κς; ,	125	151	255	257	4	58	11	105	19	17			ne-Table No. 2	°
	apacit ings, e ule 6(4	Time Freight	Time Freight	Time Freight	Time Freight	Pas	senger	Mail and Express	Streamliner Passenger	Passenger	Passenger			October 30, 1955	
	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Daily Except Sunday and Monday	Daily	Daily	Daily	I	Daily	Daily	Daily	Daily	Daily			STATIONS	
	BKOPTWXZ	6.05™	4.30PM	8.20M	6.00AM			4.25PM	5.30AM	3.55AM	3.10AM		DN-R	THE DALLES WH	TRACK
	P	6.15	4.40	8.35	6.10			4.31	5.35	4.01	3.16			CRATES) ×
136	Р	6.37	4.50	8.45	6.20			4.37	5.41	4.07	3.22			ROWENA 6.3	
133	P	6.55	5.02	8.58	6.32			s 4.47	5.50	4.18	3.33	å		MOSIER 7.4	
WB EB	107 PVX	7.15	5.15	9.29	6.45			s 5.00	f 6.01	s 4·30	s 3.45	SIGN	DN	HOOD RIVER	KI
131	P	7.21	5.24	9.40	6.52			5.06	6.06	4.36	3.51	CAB		MENO 8.5	
132	PW	7.34	6.01	9.58	7.10			5.20	6.18	4.50	4.05	OMATIC C		WYETH7.2	
139	P	7.54	6.15	10.18	7.24			5.30	6.27	5.00	4.15	UTOM)		CASCADE LOCKS	
122	PW	8.05	6.23	10.28	7.35			s 5.46	6.32	5.05	s 4.22	A O	DN	BONNEVILLE	MU
131	P	8.13	6.31	10.38	7.45			5.54	6.38	5.11	4.28	Ž		DODSON	
131	PZ	8.23	6.45	10.52	8.00			s 6.07	6.47	5.21	4.38	ALS	D	BRIDAL VEIL	JU
131	P	8.30	6.52	11.01	8.35 ¹²			6.15	6.52	5.26	4.43	BIGNALS		ROOSTER ROCK	
56 107	IJPW	8.45	7.05	11.15	8.55			₃ 6.28	7.00	5.37	s 4.54	OCK B	DN	TROUTDALE	вN
51	P				9.00		·	₃ 6.36	7.03	5.40	4.59	∦		FAIRVIEW	
53	P	VIA	VIA	VIA	9.10			6.45	7.09	5.47	5.06			CLARNIE 3.5	
28	PX	VIA KENTON	KENTON	VIA KENTON	9.18			6.50	7.15	5.53	5.12			GRAHAM 2.5	
17	PX				9.25			6.55	7.19	5.58	5.17			BRUUN 	
	IJPVXY				9.30			6.59	7.22	6.02	5.21		(EAST PORTLAND	
51	Р	8.55	7.15	11.25										HEMLOCK	
100	Р	9.05	7.25	11.35								-	D	4.6 ————	FR
73	BKPXZ	9.20	7.40	11.50AM		-					:		DN	KENTON	KN
	IJVX				VIA GRAHAM -	9	•1OPM	VIA	VIA GRAHAM	VIA	VIA	Г	DN	NORTH PORTLAND JCT.	KD
	IJPXY				GRAHAM -	9	.12	GRAHAM	GRAHAM	GRAHAM	GRAHAM	1.6		PENINSULA JCT.	
	IJPX	9.35	7.55	12.05PM		9	.14					SIGNALS	DN	ST. JOHNS JCT.	JN
	вкортихх	A 9.45PM	A 8.10PM	A12.30PM	A 9.40AM							CK SI	DN-R		B X
	IJPVXY					9	.21	6.59	7.22	6.02		BLOCK !		EAST PORTLAND	
	BIKPV					A 9	•30PM	A 7.10PM	A 7.30M	A 6.10AM	A 5.30M	_	DN-R	PORTLAND	P-VC
													V	VIA GRAHAM (85.8) VIA KENTON (92.2)	
		(3.40) 24.7	(3.40) 24.7	(4.10) 21.5	(3.40) 23.6	(0.20) 20.4	(2.45) 31,2	(2.00) 42.9	(2.15) 38.1	(2.20) 36.8		Av	Thru Timeverage 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.

						FOURT	H SUBD	IVISIO	N			EA	STWAR	D
	m:	man Wahla Ma 00					FIRST	CLASS				SECONE	CLASS	
	,	me-Table No. 28 October 30, 1955		Mile Post	12 Mail and Express	457 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	1	64 Sime	126 Time Freight	262 Time Freight	
		STATIONS									·			
	DN-R	THE DALLES WH	DOUBLE	85.8	A1 O • OO AM		As 6.50 PM	A1 1.45PM	A11.59PM	A12	-30P#	A 8.55PM	A 1.10AW	
H		CRATES 5.2	<u> </u>	81.7	9.53		6.43	11.33	11.49	11	·45M	8.45	12.52	
		ROWENA 6.3	_	76.5	9.47		6.37	11.27	11.43	11	.30	8.39	12.42	
ALS		MOSIER 7.4		70.2	9.38		6.27	11.18	11.34	11	·15	8.30	12.27	
SIGNALS		HOOD RIVER	KI	62.8	s 9.29				s11.25		.02	8.22	12.15	
CAB		MENO 8.5		58.7	9.20		6.12	11.00	11.16	10	.52	8.16	12.05M	
11	1	WYETH7.3		50.2	9.08		6.01	10.48	11.04	10	.35	8.04	11.50P#	
AUTOMATIC		CASCADE LOCKS	_	43.0	8.58		5.52	10.39	10.55	10	.18	7.54	11.32	
	DN	BONNEVILLE	MU	38.7	f 8.53		5.46	10.34	10.50	10	.10	7.49	11.25	
AND		DODSON 7.3		33.9	8.47		5.41	10.28	10.44	10	•00	7.43	11.17	
15	D	BRIDAL VEIL	JU	26.6	8.39		5.34	10.20	10.36	9	•50	7.34	11.06	
SIGNALS		ROOSTER ROCK	_	22.7	8.35 ²⁵⁷		5.30	10.16	10.32	9	•40	7.29	10.59	
BLOCK #	DN	TROUTDALE	SN	15.6	f 8.27		5.23	10.09	10.24	9	.25	7.21	10.45	
ם		FAIRVIEW	_	13.9	s 8.24		5.21	10.07	10.22			7.17	10.40	
-		CLARNIE 8.5	_	7.9	8.16		5.15	10.01	10.16	v	IA NTON	7.11	10.28	
		GRAHAM 2.5 BRUUN	_ -	4.4	8.11		5.10	9.56	10.11	KEN	MOTO	7.06	10.20	
		1.4 —		1.9	8.07		5.06	9.52	10.07			7.02	10.14	
_	(EAST PORTLAND 0.5 5.0		0.5	8.04		5.03	9.49	10.04			6.59	10.10	
_		HEMLOCK	_	17.0						9	.05			
_	D	FIR 4.3	FR	12.4						8	•50			
_	DN	KENTON	KN	8.1						8	.35			
	DN	NORTH PORTLAND JCT	KD	6.8	VIA GRAHAM	A 9.16AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM			VIA GRAHAM	VIA GRAHAM	
ALS		PENINSULA JCT.	_	5.6		9.13								
GUALS	<u>DN</u>	ST. JOHNS JCT.	JN	4.2		9.10				8	.15			
BLOCK S	DN-R	ALBINA 1.1	X X	1.6		9.07			·	8	-OOM		9.45PM	
4		EAST PORTLAND		0.5	8.04	9.04	5.03	9.49	10.04			6.59 ¹¹		
_	DN-R	PORTLAND P	-vc	0.0	8.00AM	9.004	5.00PM	9.45™	10.00PM			6.55™		
		VIA GRAHAM (85.8) VIA KENTON (92.2)			Daily	Daily	Daily	Daily	Daily	Di	aily	Daily Except Saturday and Sunday	Daily	
::		Thru Time			(2.00) 42.9	(0.16) 25.5	(1.50) 46.8	(2.00) 42.9	(1.59) 43.3	(4 20	.30)).1	(2.00) 42.9	(3.25) 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.

WES	TWARD			FIF	TH, SUE	BDIVISIO	N		·
		 	FI	RST CLA	SS				
Capacity idings, etc. Rule 6(A), e 31.						85 CMSt.P&P Streamliner Passenger		83 CMSt.P&P Streamliner Passenger	Time-Table No. 28 October 30, 1955
Car C of Sid See R Page						Daily	Daily	Daily	STATIONS
							9.00 AM		PORTLAND 6.8 DN NORTH PORTLAND JCT. KD
IJPVX							9.16		DN NORTH PORTLAND JCT. KD
							A 9.21 AM		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.

I									N. P. CROSSING	
ı			 						N. P. CROSSING	
ı		. 	 	 			 		N. P. CROSSING	
ş	IJ		 	 		12.09M	BLOCK	DN	RESERVATION	RN
I	JP		 	 		 A12.11PM	38	DN	TACOMA JCT.	JN

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

23 67 IPVX	-				12·42M		i I	DN-R C, M, St	BLACK RIVE 0.0 . P. & P. & P. C. C	
BLJKOP TVWXYZ				2.48™	12.50	9.134	SIGNA	DN-R	ARGO	G TRACK
BKPXZ				A 3.00%	A 1.00PM	A 9.30M		DN-R	SEATTLE	ow) ≍
									(183.2)	
	<u></u>			(0.12) 15.5	(4.00) 45.8	(0.17) 10.9			Thru Time verage speed per hou	

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		GH FREIGHT SI			EASTWAR	RD ·	
691	681		690	692			
5.159	6.00AM	ALBINA	A 4.30AM	A 7.00AM			-
A 4.30A	A 6.00PM	ARGO	7.30PM	11.00PM			

		FI	FTH SU	JBDIVI	SION			EAST	WARD
						FIRST (CLASS		
Time-Table No. 28 October 30, 1955	Mile Post	82 CMSt.P&P Streamliner Passenger	Streamliner	458 Passenger	·				
STATIONS									
PORTLAND 6.8 DN NORTH PORTLAND JCT. KD	0.0			A. 9.30 PM		Ì			
DN NORTH PORTLAND JCT. KD	6.8			9.10		<u> </u>	-	 	
VANCOUVER	8.7			9.06 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.

	N. P. CROSSING	145.2	1						
	N. P. CROSSING	146.4						 	
s (N. P. CROSSING	146.5							
ND SIGNAL!	RESERVATION RN	146.8		A 5.52PM		·		 	
ਕੂ≅ (DN	TACOMA JCT. JN	147.5		5.50PM				 	

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.

			1 173.8			A 5.15PW			
A S.S	C. M. St. P.	& P. & P. C. CROSSING	173.8						
BLOCK	DN-R	ARGO G	180.1	A 9.53AM	A 3.23PW	5.07			
	(DN-R	SEATTLE OW S	183.2	9.454	3·15P#	5.00PM			
		(183.2)		Daily	Daily	Daily			
		Thru Time		(0.08)	(0.08)	(4.30)			

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.

Time-table between Portland and North Portland Jct.

On Fifth Subdivision, Rule D-97 is in effect.

	SEC	OND CLA	ASS		1885°	FIRST CLA	SS						
	379	151	361	363		63	19	97		Time	-Tabl	le No. 2	28
acity B. etc. 56(A).	Freight	Freight	Freight	Freight		Passenger	Passenger	CMStP&P Streamliner Passenger		Oc	tober 3	0, 1955	
Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily		Daily	Daily	Daily			STATIC	ONS	
вкрух		12·35AM			W.		9.00PM	1.054		DN-R	SPOK	CANE AU	TRACK
PX		12.45					9.04	1.11		•	WEST SI	POKANE	
48 P		12.55			ii) Nd		9.08	1.18			COW	LES	
53 P		1.05		A	学		9.13	1.25			MARS 7.	ĦALL	
103 PWX		1.20					s 9.22	1.36		N	CHE	NEY	CY
51 P		1.28			(4) (1) (4) (1) (1)		9.28	1.44		l	GE 5.	IB .	
52 P		1.36			i i		9.35	1.50		İ	MAS 7.	NOS	
53 PW		1.46			é		9.43	1.59			CROS	KEY	
109 P		2.05 ⁹⁷					9.49	2.05			WE	LLS	
52 P		2.20					9.56	2.12			PALM		
44 P		2.30			41		10.02	2.18			ASE		
52 P		2.40		·			10.07	2.24	m,		EMI		
75 JOPVWXY		3.00					s10·15	A 2.35AM	NALS	DN-R	MARE		RA
52 P		3.10			rie .		10.21		200		THA	vis	
63 P		3.17					10.26		BLOCK		MA	.CK	
51 P		3.25			V.		10.31		ă		ANK 7.		
38 JPWY	5.00PM	3.40			140		10.42			N-R	HOOPE	R JCT.	HR
53 P	5.15	3.50					10.49				PA	RK	
146 P	5.30	4.1920		·			10.58				JO:	80	
73 P	5.45	4.35					11.07				Сн	EW	
BJKOPWXY	A 6.00PM	6.00					s11.27			DN-R		ER .2	JD
96 P		6.15					11.35				RUZ	ХВҮ .7	
96 P		6.30					11.44				SCC)TT	
46 P		6.40					11.51				WAL	KER .8	
96 P		6.46	/				11.55PM				SIMN	IONS	
96 PW		7.05				-	12.06M				PA	ĞE .5 —	
95 P		7.20					12.15				A.S	SH .0	
94 P		7.30					12.21			L	HUMO	ORIST	
157 JKPVWXY		7.50	7.25	4.304		11.30PM	812∙30			DN-R	WAL	ĽULA .7	JN
JPVXY		7.55	7.30	4.40		11.35	12.33		C.T.	}	WALLUI	LA JCT.	
157 P		8.20	7.47	5.00		11.50PM	12.46		SIGNALS		JUNI	IPER	
159 P		8.40	8.05	5.20			12.56		NO.	{	COLD	PRINGS	
BJKOPWXYZ		A 9.15AM	A 8.30M	A 5.40M		A12.25AM	A 1.15AM		BLOCK	DN-R	HIN	KLE	UK
									H	((18	8.0)	

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

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

No. 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 22.

				31/	KTH SUI	DI A 121	UN				STWAR	<u> </u>
					IRST CLA	SS	,			OND CLA		
	e-Table No. 28 ctober 30, 1955	Mile Post	20 Passenger	64 Passenger	98 CMStP&P Streamliner Passenger		,	362 Freight	378 Freight	298 Freight	364 Freight	
	STATIONS		,			•						
DN-R	SPOKANE AU 1.7 SEE SEE SPOKANE	367.3	A 6.30M		A10.45PM					A 6.30PM		
		365.6	6.23		10.35					6.15		
	COWLES	862.0	6.17		10.29					6.05		
	MARSHALL	857.8	6.11		10.24					5.55		
N	CHENEY CY	850.5	8 6.02	· 	10.15					5.40		
	GEIB	845.8	5.55	·	10.08					5.30		
	MASON	340.3	5.48		10.02					5.20	,	
	CROSKEY	832.9	5.39		9.54					5.05		
	WELLS	328.9	5.34		9.49					4.57		
	PALM LAKE	322.3	5.26		9.35					4.45		
	ASHBY	817.1	5.19		9.29			·		4.35		
	EMDEN	812.9	5.14		9.23			·		4.20		
DN-R		306.2	s 5.05		9.15₩					4.00		
	THAVIS	301.4	4.55							3.29		
\ 	MACK	297.0	4.50							3.22		
	ANKENY	292.8	4.44				-			3.15		
N-R	HOOPER JCT. HR	284.9	4.35						A 5.15AM	3.00		
	PARK	279.8	4.28					.	5.02	2.45		
	Joso	278.1	4.19						4.50	2.33		
	CHEW	267.3	4.10						4.35	2.15		
DN-R		263.4	s 4.05	!					4.15AM	2.00		
	RUXBY	257.2	3.51							12.50	~	
	SCOTT	249.5	3.42							12.36		
	WALKER	243.4	3.34							12.26		
	SIMMONS	240.6	3.31							12.20PM		
	7.8 ————————————————————————————————————	233.0	3.21							11.59AM		,
	7.5 ————————————————————————————————————	225.5	3.12							11.40		
	HUMORIST	219.5	3.05							11.25		
DN-R	WALLULA JN	215.2	s 2.55	A 3.40A				A 2.45M		11.10	A 8.05PM	
DN-R	WALLULA JCT.	213.5	2.51	3.35	·			2.40		11.00	8.00	
-	JUNIPER	203.2	2.40	3.22				2.22		10.40	7.40	
	COLD SPRINGS	193.4	2.30	3.10				2.05		10.20	7.20	
DN-R	9.2	184.2	2.204	2.554				1.454	 	10-00AN	7.00PM	
	(186.0)		Daily	Daily	Daily			Daily Except Sunday	Daily Except Monday	Daily	Daily	

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.

WESTWA	RD	JOSEPH BRANCH	EAST	TWARD	WESTWARD	Н	EPPNER BRANCH	EAS
	SECOND CLASS	Time-Table No. 28		SECOND	\sid	SECOND CLASS	Time-Table No. 28	
pacity Es, etc	305	October 30, 1955	Mile	304	spacity ngs, ei nle 6(A	329	October 30, 1955	Mile Post
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Daily Except	STATIONS	Post	Mixed	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Freight Monday Wednesday	STATIONS	1081
	Monday		<u> </u>	<u> </u>	39 PWXY	Friday 9.30AM	1	45.2
28 WXY 22 X	8.00AM 8 8.30	5.8		A10.45AM	19 P	9.55	LEXINGTON	36.3
39	f 9.00	D ENTERPRISE RS 10.2 LOSTINE	78.0 67.8	\$10.30 f 9.47	7	10.10	JORDAN	31.0
27 WXY	s 9.30 ³⁰⁴		60.0	s 9.30 ³⁰⁵	15 PW	10.30	D IONE ON	28.3
12 W(M.P.)	f10.05	1		II	3	10.45	McNAB 5.4 MORGAN	25.2
40 W(M.P.)		MINAM 13.3 ————	47.1	f 8.37	3	11.05 11.30AM	5.3	19.8 1 4 .5
	f10.35	LOOKING GLASS	33.8	f 8.07	19 JPX	A12.15PM	14.5	0.0
32 35 WXY	f11.05	GULLING 4.2	25.1	f 7.45			(45.2)	
18	\$11.25 \$11.50M	D ELGIN GN 8.6 D IMBLER BR	20.9	8 7·35				
20	f12·10™	ALICEL BR	12.3 8.4	s 7.02 f 6.52		(2.45) 16.4	Thru Time	
BJKOPT WXYZ	A12.50PM	8.4	0.0	6·30AH	No. of the contract of the con			
		(83.8)	0.0	Daily	WESTWARD		ONDON BRANCH	EAS
				Except Sunday		SECOND CLASS	n ::	
	(4.50) 17.3	Average speed per hour		(4.15) 19.7	(A),		Time-Table No. 28	
WESTWA	DD D	ILOT ROCK BRANCH			Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	327 Freight	October 30, 1955	Mile Post
WESTWA	KD F	LOT ROCK BRANCH	EAST	TWARD	Ogran See Bage	Tuesday Thursday Saturday	STATIONS	
98.7.		Time-Table No. 28			26 PVWXY	10.15AM	D-R CONDON CD	44.5
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		October 30, 1955	Mile Post		22	10.40	GWENDOLEN 4.0	36.3
Ca Sidin Ru Fe 31			rost			11.00	SPEECE 3.7	32.3
O Page		STATIONS			26 29 P	11.10	CLEM 4.2	28.6
155 JPX		RIETH	~ ~	<u> </u>	29 P 27	11.30 11.50	MIKKALO 4.7 BARNETT	24.4
22		6.7 ————————————————————————————————————	6.7		11 P	12·10PM	ROCK CREEK	19.7
18 WX		D PILOT ROCK RO	14.9		29	12.30	SHUTLER	7.3
		(14.9)	14.0		WB 126 BJKO EB 113 PTWX		DN-R ARLINGTON MX	
	<u> </u>	1			BUILDING	A 1.10m	DN-R ARLINGTON MX (44.5)	0.0
WESTWA	RD L	JMATILLA BRANCH	EAST	WARD				
		Time-Table No. 28				(3.00) 14.8		· · · · · · · · · · · · · · · · · · ·
s, etc 6(A)		October 30, 1955	Mile					
Cape ding Rule 31.		October 30, 1999	Post		WESTWARD	GRAS	S VALLEY BRANCH	EAS1
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS			ity etc. (A),		Time-Table No. 28	
ВЈКОР					Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		October 30, 1955	Mile Post
WXYZ		DN-R HINKLE UK	0.0		Ar C f Sid fee R ee R		STATIONS	rost
95 P		HERMISTON 6.2	3.9		<u></u>		31ATION3	
63 P	·	D UMATILLA CS	10.1		14 Y		KENT 	52.5
		IRRIGON (17.9)	17.9		10 28 DW		EAKIN 4.0	42.5
		(11.0)			28 PW		D GRASS VALLEY VY 11.5 D MORO MR	88.5
_		_			16		D MORO MR 12.8 — KLONDIKE	27.0
Eastward opposite di	trains arection.—	e superior to trains of the See Rule S-72.	same cla	ss in the	32 PW		D WASCO WA	9.7
		nown on schedule pages, se	o nega 00	,	6		THORNBERRY	5.2
_ == 50000		var somounte pages, se	v page 22		80 JPX		DN-R BIGGS BX	0.0
						[(52.5)	

Н	IEPPNER BRANCH	EAST	TWARD	
SECONE CLASS	Time-Table No. 28		SECOND CLASS	
329	1	Ma.		
529 Freight	October 30, 1955	Mile Post	330 Freight	
Monday Wednesday Friday	STATIONS		Treight	
9.30A	D-R HEPPNER HR	45.2	A 8.45AM	
9.55	LEXINGTON	36.3	8.00	
10.10	JORDAN	31.0		
10.30	D IONE ON		7.40	
10.30	McNAB	28.3	7.25	
	MCNAB 5.4 MORGAN	25.2	7.10	
11.05		19.8	6.55	
11.30M	14.5 ———	14.5	6.35	
412.15PI		0.0	6.00M	
	(45.2)		Monday Wednesday Friday	
(2.45)	Thru Time		(2.45)	
16.4	Average speed per hour	•••••	16.4	
С	ONDON BRANCH	EAS	ΓWARD	
SECOND CLASS	Time-Table No. 28		SECOND CLASS	
327	li l	Mile	328	
Freight	October 30, 1955	Post	520 Freight	
Tuesday Thursday	STATIONS			
Saturday				
10·15A	8.2	44.5	A 9.00AM	
10.40	GWENDOLEN 4.0	36.3	8.25	
11.00	SPEECE	32.3	8.10	
11.10	3.7————————————————————————————————————	28.6	7.50	
11.30	MIKKALO	24.4	7.30	
11.50AM	BARNETT 3.7	19.7	7.10	
12·10P#	ROCK CREEK	16.0	6.55	
12.30	SHUTLER 7.3	7.3	6.25	
1.15PM	DN-R ARLINGTON MX	0.0	6.00AM	
	(44.5)		Tuesday	
			Thursday Saturday	
(3.00) 14.8			(3.00) 14.8	
			11.0	
GRAS	S VALLEY BRANCH	l EAST	WARD	
	Time-Table No. 28			
	October 30, 1955	Mile		
	STATIONS	Post		:. 7
	KENT	FC = 1		1
	KENT 10.0	52.5		1
	T7 A 72 72 7	42.5		.4
	EAKIN			
	EAKIN 4.0 D GRASS VALLEY VY 11.5	88.5		
	EAKIN 4.0 D GRASS VALLEY VY 11.5 D MORO MR	27.0		
	D GRASS VALLEY VY D MORO MR 12.8 KLONDIKE			
	EAKIN 4.0 D GRASS VALLEY VY 11.5 D MORO MR 12.8 KLONDIKE D WASCO WA	27.0		
	EAKIN 4.0 D GRASS VALLEY VY 11.5 D MORO MR 12.8 KLONDIKE 4.5 D WASCO WA THORNBERRY 5.2	27.0 14.2		
	EAKIN 4.0 D GRASS VALLEY VY 11.5 D MORO MR 12.8 KLONDIKE D WASCO WA	27.0 14.2 9.7		

WESTW	ARD	BEND BRANCH	EAST	WARD	WE	STWAI	RD	GRA	YS HARBOR BRANCH	1	EAST	ΓWARD
	SECOND CLASS	Time-Table		SECOND CLASS			SECONE	CLASS			SECON	D CLASS
>3.5°		No. 28				\$ <i>`</i> ;	307	309	Time-Table No. 28		308	306
scit.	313 Mixed	October 30, 1955	Mile Post	314 Mixed	acit	889 9 69 9 7	Mixed	CMStP&P	October 30, 1955	Mile Post	CMStP&P	Mixed
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Daily Except Monday	STATIONS			Car Car	or Sidings, etc. See Rule 6(A), Page 31.	Daily Except	Daily Except	STATIONS		Freight	
		II.	<u> </u>	! !			Sunday	Sunday	1	1	<u> </u>	<u> </u>
BKOP VWXYZ	5.00 AM	DN-R BEND ND	150.0	A 2.30 PM	B. V	JKOPT WXYZ	2.00 PM		DN-R CENTRALIA CN 2.4	0.0		A 9.30 PM
BEND TIME-	TRAIN TABLE, TIONS	EGON TRUNK JUNG IS WILL BE GOVI RULES AND SP OF OREGON TRUNK D ORE TRUNK JUNGTION VO	ERNED ECIAL RAIL	BY IN-	BE G0	TWEEN	ED BY T	IME-TAE NO	UNCTION AND CENTRALISTE, RULES AND SPECIAL DRIVERN PACIFIC RY.	L INS	TRUCTIO	LL BE NS OF
		(150.0)		Daily	J		TIME SH	IOWN AT	CENTRALIA IS FOR INFORMA	TION C	INLY.	
ļ				Except Sunday	JI	MPV	2·10M		BLAKESLEE JUNCTION	2.4		A 9.20M
	(7.01) 21.4	Thru Time			M	[N. P. CROSSING	2.4		
BEND	BRANC	H SHOWN FOR INF ONLY.	ORMA	TION	M				C. M. St. P. & P. CROSSING	2.4		
		ONE II			23 P		f 2.20		GALVIN 7.2	5.0		9.10
WESTW	ARD	TONO BRANCH	EAST	WARD	43 J		f 2.40	12.01AM	HELSING JUNCTION 1.5 N-R INDEPENDENCE ND 2.5 CEDARVILLE	12.2		
			1	ļ	48 P	wx	s 2.45	12.05	N-R INDEPENDENCE ND	18.7	7.50	s 8.45
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table			52 P		f 3.05	12.30	CEDARVILLE	22.2	7.30	f 8.25
Sapa Fillings 31.	1	No. 28 October 30, 1955	Mile Post		51 P		f 3.20	12.40	LANKNER 4.5	26.8	7.20	f 8.10
Fee He					44 P		f 3.30	12.55	SAGINAW 1.7	80.8	7.10	f 8.00
0 800 14		STATIONS			5 P		f 3.35	1.00	SOUTH ELMA	82.5	7.05	f 7.55
39 PWX		R TONO 5.8	8.0		53 P	XY	f 4.10	1.35	SOUTH MONTESANO	42.4	6.35	f 7.30
27 JX		WABASH	2.2		Х				SOUTH MONTESANO	42.4		
DETWE	' N WAI	BASH AND CENTRA	IIA T	DAINE	P	vx			D MONTESANO MO	48.9		
WILL B	E GOV	ERNED BY TIME-TA	BLE,	RULES	53 P	XY	f 4.10	1.35	SOUTH MONTESANO	42.4	6.35	f 7.30
AND SP	ECIAL	INSTRUCTIONS OF PACIFIC RY.	NORT	HERN	27 P		f 4.15	1.43	MELBOURNE 2.9	48.8	6.05	f 7.15
BJKOPT VWXYZ	1	1		<u> </u>	32 P		f 4.25	1.50	PREACHER'S SLOUGH	46.7	5.55	f 7.05
VWXYZ		DN-R CENTRALIA CN	0.0		83 P	XY	f 4.40	2.05	COSMOPOLIS	51.2	5.40	f 6.50
		(8.0)			1	7			SOUTH ABERDEEN JCT.	53.2		
WESTWA	RD OL	YMPIA BRANCH	EAS"	TWARD	M				N. P. CROSSING	58.8		
		Time-Table			82 B	KPVXZ	A 5.15PM	A 2.35M	DN-R ABERDEEN SA 3.6	58.9	5.15PM	s 6.30PM
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		No. 28 October 30, 1955	Mile Post		BE	TWEEN	I ABERD	EEN AND) HOQUIAM, TRAINS WIL	L BE	GOVERN	ED BY
Car C of Sidi		STATIONS			TIP	VIE-TAI	BLE, RU	LES AN	D SPECIAL INSTRUCTION PACIFIC RY.	ONS (OF NORT	THERN
JPVXY		R EAST OLYMPIA	0.0				TIME SI	HOWN AT	HOQUIAM IS FOR INFORMAT	ION OF	NLY.	
		N. P. CROSSING	7.3			KOPT YZ	A 5.30 PM	A. 3.05 AM	DN-R HOQUIAM HO	57.5	5.00 PM	6.00 PM
BKPV WXYZ		D-R OLYMPIA OA	7.4					-	(57.5)		Daily Except Sunday	Daily Except Sunday
		(7.4)					(3.30) 16.4	(3.04)	Thru Time		(3.10)	(3.30) 16.4
							10.4	14.8	Average speed per hour		14.0	10.2
		d trains are superior ions not shown on so					in the o	pposite d	irection.—See Rule S-72.			

WESTWA	RD			YAKI	MA BRA	ANCH			·
		SEC	COND CL	ASS			FIRST CLA	SS	Time-Table No. 28
ity etc. (A),		907	373	361	909	363	63	347	October 30, 1955
apaci ings, ule 6 11.		N. P. Freight	N. P. Freight	Freight	N. P. Freight	Freight	Passenger	N. P. Passenger	G000001 00, 1000
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	STATIONS
BKOPTVWXYZ						9.30PM	8.009		DN-R YAKIMA NY
39 X						9.40	8.06		UNION GAP
МР									3.3 ———————————————————————————————————
30 P					·	9.50	8.12		PARKER
М									1.4 ————————————————————————————————————
32 P						10.00	f 8.19		DONALD
18 PV						10.05	f 8.24		SAWYER
40 PV						10.15	s 8.29		BUENA
74 PVX						10.25	8 8⋅36		D-R ZILLAH AH
53 P					ς	10.48	f 8.44		GRANGER
52						11.05	f 8.53		EMERALD 3.6
35 JPXY						11.30PM	9.25		R MIDVALE
51 PVWX						12.01AM	s 9.37		DN GRANDVIEW GW
44 P						12.25	f 9.49		NORTH PROSSER
53						12.50	f10.01		7.8 CHAFFEE 6.5
42 PX						1.20	s 1 0. 1 2		BENTON CITY
53						1.40	10.22		ACTON
51 JPX			7.404	6.20AM		2.10	10.40		R RICHLAND JCT.
55 BKPVWX			A 8.00AM	6.50		2.50	811.00		DN KENNEWICK KN
12 P				7.00		3.10	f11.10		HEDGES
70 JPV		6.25PM		7.10	6.35AM	3.20	f11.15	5.25AM	VILLARD JCT.
70 JPWX		A 6.45PM						A 5.37AM	ATTALIA
157 JKPVWXY				A 7.25M	A 6.50AM	A 3.35AM	A1 1.30PM		UDN-R WALLULA JN
						,			(98.6)
`	<u> </u>	(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(0.15) 28.0	(6.05) 16.1	(3.30) 28.2	(0.12) 32.0	Thru TimeAverage speed per hour

WE	STWARD	SUNNYSIDE	BRANCH	
	ity etc. (A),	FIRST CLAS	s	Time-Table No. 28
	Capaci Sidings, Rule 6:		63 Passenger	October 30, 1955
	Page Ref		Daily	STATIONS
35	JPXY		9.00PM	R MIDVALE
	PVX		A 9.10PM	D-R SUNNYSIDE SI
				(2.8)
			(0.10) 16.8	Thru TimeAverage 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.

Time-Table No. 28		FI	RST CLA	ss			•	SECOND	CLASS		
October 30, 1955	Mile Post	64 Passenger	348 N. P. Passenger	-	908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Freight		
STATIONS							1 -				
DN-R YAKIMA NY	98.0	A 7.00AM							A 2.15AM		
UNION GAP	94.6	6.50							1.55		
[N. P. CROSSING 0.5	91.3										
PARKER	90.8	f 6.43							1.45		
불청 N. P. CROSSING	89.4			-							
2.6 — DONALD 2.3	86.8	f 6.33							1.30		
SAWYER 2.9	84.5	f 6.26							1.20		
BUENA 3.1	81.6	s 6.19							1.10		
D-R ZILLAH AH	78.5	s 6.11							12.55		
GRANGER 6.2	73.4	f 6.00			1				12.25		
EMERALD 3.6	67.2	f 5.51							12.05AM		
R MIDVALE	63.6	5.44							1 1.3 OPM		
DN GRANDVIEW GW	57.7	s 5·35					····································		11.10		
NORTH PROSSER	50.8	f 5.19							10.50		
7.8 CHAFFEE 	43.0	f 5.07							10.30		
BENTON CITY	36.5	s 4.57							10.12		
ACTON 12.3	31.3	4.47							9.45	:	
R RICHLAND JCT.	19.0	4.30				A 5.20AM	A 5.30AM		9.15		
DN KENNEWICK KN	13.2	s 4.20				5.00	5.10AM		8.55		
HEDGES	8.7	f 4.05				4.25			8.38		
VILLARD JCT.	7.0	f 4.00	A1 O . 5 OPM		A 2.35M	4.15		A 1.50PM	8.30		
H ATTALIA	0.6		10.38PM		2.15M						
ATTALIA U DN-R WALLULA JN (98.6)	0.0	3.50AM				4.00AM		1.30PM	8.15PM		
(98.6)		Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
Thru TimeAverage speed per hour		(3.10) 30.9	(0.12) 32.0		(0.20) 19.2	(1.20) 14.7	(0.20) 17.4	(0.20) 21.0	(6.00) 16.4	*	

YAKIMA BRANCH

EASTWARD

	SUNN	YSIDE BRANCH	EASTWARD EASTWARD
Time-Table No. 2	8	FI	RST CLASS
October 30, 1955	Mile Post	84 Passenger	
STATIONS			
R MIDVALE	0.0	A 9.25PM	
D-R SUNNYSIDE	SI 2.8	9·15PM	
(2.8)		Daily	
		(0.10) 16.8	

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

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

No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale. No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula. No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

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

	WESTV	ARD				SPC	KAN	(E-1	EKOA	BRA	NCI	H							
			S	ECOND	CLASS		Ī		FII	RST (LAS	S				Тi	те-Тя	ble No.	28
	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	381 CMStP Freigh	&P	298 Freight	387 Freight	391 Freight					18	95 CMStP& Streamlin Passenge	er P	67				er 30, 1955	
	Car C of Sidi See Rid Page 3	Dail	,	Daily	Daily	Daily Except Sunday						Daily		Daily			STA	TIONS	
	BKPVX		Ť	6.30PM			I					10.55	PM	8·15#		DN-R		KANE	DS AU CG
	IJPX	-		6.42 ⁶⁸								11.00		8.20		DN	N. P. C	ROSSING	CG) 🛪
	BIJKOP TVWXZ	10.0	OPM A	6.50PM	5.20™	3.509	4					11.05		8.25	GNALS			SPOKANE	
59	IVX	10.1		0.00	5.35	4.05					-	11.10		8.30		DN	DIS	HMAN 3.2	S
35		10.2			5.45	4.20		· -				11.15	882 f	8.34	X Si		СН	ESTER	
			382		68		-						388	8.45	Ö	D	1	6.0 ——— IICA	M
78		10.5	388		6.16	4.40					-	11.27	- -	8.40	H			2.8	
38		11:3	0 ₉₅		6.35	4.47	1					11.31	381 f	8.50		 		EEMAN	
	vx	A11.5	—-l-		6.45	4.55						A11.36	5PM s	8.56	_	DN-R	M	ANITO · 5.2 ———	M1
23					7.01 ³⁹²	5.15				<u></u>			s	9.03	D —			CKFORD - 3.3	RI
40		_	-		7.20	5.46 ⁶								9.10	-			3.4	
31	vx				7.40	6.05 ³⁹	2							9.16	D			RFIELD	
25					8.10	6.25	_						—l—	9.31	=	N-R		ATAH - 7.2 EKOA	
	BJKOPWXY	<u>z</u>			A 8.45PM	A 6.50P	<u> </u>						_ A	9.52	_	N-K		(49.3)	
		(1.50		(0.20) 13.2	(3.25) 13.1	(3.00) 15.0						(0.41) 31.9)	(1.37) 30.5	::		Th	ru Time speed per hou	r
WF	STWARD	PLEASAN				EASTWA	RD	٧	VESTW	ARD		WA	۱LL	ULA B	R/	NCH		EASTV	VARD
- W L		SECOND					<u></u>			1			····	ime-T	a b l	o No	28		
		CLASS			ole No. 2	8			pacit gs, e e 6(A				•					Mile	
	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	391 Freight	9	October	30, 1955	Mil	le		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.					Octob	ега			Post	
	Caps dings Rule (31.	Daily				_ 10	•		್ಟ್ ಕ್ಲಿಶ್ಚಿಸ್ಟ					STA	TIC	NS			
	Ogr. Of Sie J	Except Sunday		STAT	IONS			-	BJKOPTVV	XXX		D	N-R	WALL	A W	ALLA	BU	30.9	
		<u> </u>	<u> </u>			1	<u> </u>	5	X					COLLE	A 9	PLACE		28.9	
14	JPX	7.45PM	II	SEL7	2		3.0 9.8		М				W	v. w. v. R	Y. (CROSSI	NG	28.7	ļ
-				G. N. CR 0.0 N. P. CR	03		9.7		X		 	-			4.6	ETT AN		28.6 24.0	
34	vwx	8.45	D	OAKES	55 ———————————————————————————————————		9.1	10				-			4.7 WD			19.3	
44		9.20		THOR	NTON 5	3:	1.2		PX			D)	TO	4.3 UCI	ET	СН	15.0	
	М			G. N. CR	OSSING		0.7	11						R	7.5 EES - 3.3	SE		7.5	
28	WX	10.20	D	6.	OHN 8————		3.3	_	₽ V					ZANG	AR	JCT.		3.8	<u> </u>
27 53		10.50 11.20		WILL GRAV	ADA 1 ————— EL PIT		1.5 4.4	BE	TWEEN Z	ANGAI	R JCT	r. AND \	WAL	LULA JC INSTRU	T.,	TRAINS	WILL!	BE GOVER! IERN PACIF	NED BY FIC RY.
63	BJKWXY	A1 1.45PV	D-R	4.	4		0.0			-,oL	71	- 1		WALL	3.8			0.0	
		1						i	\mathbf{JPVXY}		11	11		****	-				li .

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

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.

		7117	SPO	KANE-TI	EKOA BE	RANCE	ł			EAST	WARD
				RST CLAS	S				SECOND	CLASS	
Time-Table No. 28		94	68				151	392	382	388	
October 30, 1955	Mile Post	CMStP&P Streamliner Passenger	Passenger				Freight	Freight	CMStP&P Freight	Freight	
STATIONS											
DN-R SPOKANE AU DS AU DN N. P. CROSSINGCG	165.4	A12.55AM	A 6.50PM		/	1	A12.35AM				
DN N. P. CROSSINGCG)	163.5	12.45	6.42 ²⁹⁸				12.25				-
EAST SPOKANE	161.0	12.40	6.37				12.15AM	A 8.05PM	A1 1.4 OPM	A12.10AM	
DN DISHMAN SI	P 158.9	12.36	6.33					7.50	11.25	11.55PM	
CHESTER 6.0	155.7	12.31	6.28		,			7.43	11.15	11.47	
D MICA MA	149.7	12.20	6.16					7.30	10.50	11.27	
FREEMAN 3.3	146.9	12.15	6.10					7.23	10.42	11.10	
DN-R MANITO MT	143.6	12·10#	6.04					7.15	10.35M		
P ROCKFORD RI	138.4	6	5.53					7.01 ³⁸⁷		10.44	
DARKNELL 8.4	135.1		5.46 ³⁹¹					6.30		10.35	
FAIRFIELD C	3 131.7	s	5.40 ³⁹²					6.05 ³⁹¹ 5.24 ⁶⁸		10.20	
LATAH 7.2	123.8		5.24					5.00		9.55	
ON-R TEKOA H	116.1		5.11PW					4.40PM		9.30PM	
(49.3)		Daily	Daily				Daily	Daily Except Monday	Daily	Daily	
Thru TimeAverage speed per hour		(0.45) 29.0	(1.39) 29.9				(0.20) 13.2	(3.25) 13.1	(1.05) 16.1	(2.40) 16.8	
WESTWARD	Moscov	V BRANC	CH	EAST	WARD	WES	TWARD	CONN	ELL BR	1	EASTWAR
SECOND FIR	ST		1	FIRST	SECOND			OND		·	SECON

WESTW	/ARD	M	DSCOW BRANC	H	EAST	VARD	WESTW	ARD CO	NNELL BRANC	H EAS	TWARD
	SECOND CLASS	FIRST CLASS	Time-Table		FIRST CLASS	SECOND CLASS		SECOND CLASS	Time-Table		SECOND CLASS
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	379 Freight	61 Passenger	No. 28 October 30, 1955	Mile Post	62	378	sacity gs, etc. e 6(A),	379 Freight	No. 28 October 30, 1955	Mile Post	378 Freight
Car Ca of Sidi See Ru Page 31	Daily Except Monday	Daily	STATIONS		Passenger	Freight	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Sunday Wednesday Thursday Saturday	STATIONS	-	
вктух	7.00AM	6.45PM	D-R MOSCOW MO	28.1	A 8.50AM	A 1.50PM	JOWXY	3.45PM	D-R LA CROSSE JA	0.0	A 6.00AM
1	7.20	6.56	WHITLOW	20.5	8.36	1.25	11 X	4.50	HOOPER	14.7	5.20
			N. P. CROSSING	19.3			32 JPWXY	A 4.55PM	N-R HOOPER JCT. HR	15.7	5.15AM
23 X	8.33 ⁶²	s 7·05	D PULLMAN XN	18.7	s 8.33 ³⁷⁹	1.15	84		WASHTUCNA	23.5	
18	9.00	⁸ 7·18	ALBION	12.7	s 8.13	12.40	21 V		D KAHLOTUS HO	37.4	
19	9.10	f 7.25	SHAWNEE	9.7	f 8.05	12.25	18 WXY		R CONNELL	52,9	
JMOWXY	A 9.40AM	A 7.45PM	DN-R COLFAX CA	0.0	7.42	12.01M			(52.9)		Daily Except
			(28.1)		Daily	Daily Except Monday					Monday
	(2.40) 10.5	(1.00) 28.1	Thru Time Average speed per hour		(1.08) 24.8	(1.49) 15.5	,	(1.10) 13.5	Thru Time Average speed per hour		(0.45)

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.

WEST	WARD		,		TEK	DA-AYE	R BRAN	ICH				EAS	TWAR	D
	SEC	OND CLA	ss	FIRST	CLASS	Time-T	able No	. 28		FIRST	CLASS	SEC	OND CL	ASS
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	391 Freight	379 Freight	355 Freight	61 Passenger	73 Passenger		er 30, 195		Mile Post	74 Passenger	62 Passenger	378 Freight	392 Freight	356 Freight
Car C of Sid See Re Page 3	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily	ST	ATIONS							
BJKOP WXYZ	7.20PM					DN-R T	EKOA	K	116.1				A 4.00PM	
14 JPX	A 7.40PM					R SI	ELTICE		110.4				3.45	
32 W						D FAR	5.9 MINGTON	FM	104.5	ļ			3.25	
						N. P.	CROSSING		103.4					
						N. P.	- 8.0 CROSSING - 0.3		95.4			·		
38 VX						D GA	RFIELD - 5.4	GR	95.1				3.05	
							BERTON 12.3		89.7		A 7.40AM	41.1 2OM	2.40 2.10	
82 JMOWXY		10.30AM		7.50PM		Y	COLFAX - 0.1 CROSSING	CA	77.4		A 7.40AM	A11.30AII	2.10	
м							- 2.4	_	77.5	<u> </u>	ļ			
14 East Spur X 16 West Spur X		10.50		7.57		B 20 (CREST - 2.4		74.9		7.31	11.10	1.20	
34		378 1 1.0 0 AM		f 8.02			CKONEMA		72.5		f 7.26	11.00	1.05	
29		12.01PM		f 8.09		DI	- 4.0 AMOND - 10.6		68.5		f 7.19	10.15	12.55	
		392		s 8·29		11	DICOTT	DI	57.9		s 7.04	9.00	12.30	
27		12.30 2.00		8 8·39			- 5.8	WA	52.1		s 6.54	8.40	12.01 ^{PM}	
63 BJKWXY		2.30	· ·	8.45			UTTON		48.0		6.45	7.25		
26 JOWXY		A 3.15PM		s 8.56		D-R LA	CROSSE	JА	41.5		s 6.37	7.00AM		
42				f 9.09		J	5.7 ERITA 5.6		35.8		f 6.27			
44				f 9.20			HAY - 8.1		30.2		f 6.17			
42				f 9.38		<u>. </u>	ANYON 4.6		22.1		f 6.01			<u> </u>
60 JPVWXY				s 9.50	9.40		IPARIA 0.1	XS	17.5	A 5.35A	s 5.54			
М				1001	0.40		CROSSING - 4.8	i 	17.4	s 5.24	s 5.42	 		A 7.40PM
10 JPXY			2.10	\$10.01 10.03	9.49	_	- 0.8 ATAHA		11.8	5 0.21	5.37	 		7.35
41 X 54 X			2.10	f10.03	f10.08	-	— 8.9 ——— RIFTON		2.9	f 5.06	f 5.21			7.10
BJKOPWXY				A10.30P		DN-R	2.9 AYER	JD	0.0	5.004	M 5.15A	4		7.009
							(116.1)			Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday
	(0.20) 17.1	(4.45) 7.6	(0.55) 13.7	(2.40) 29.0	(0.35) 30.0	T Average	hru Time speed per h	our		. (0.35) . 30.0	(2.25) 32.0	(4.30) 8.0	(3.59) 16.0	(0.40) 18.9
WESTWA	RD P	OMERO	Y BRA	NCH	EASTV	VARD	WEST	ΓWA	RD '	TUCAN	NON BR	RANCH	EAST	
	SECON	D	mahla.	N 00		SECOND	6.5		SECO	ND Tin	e-Table	No. 28		SECONE
ifty etc. (A),	CLAS		-Table	- !!	Mil.	CLASS	scity 8, etc		350	-	ctober 30	Ī	Mile	355
apac lings ule 6	355 Freight		tober 30,	1955	Mile Post	356 Freight	Capa ding Rule	31.	Freig	ht			Post	Freight
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Monday Wednesd	y ay	STATION	s			Car Capacity of Sidings, etc. See Rule 6(A),	Page	Mond Wednes Fride	day	STATION	45		
	Friday	11	POMERO	Y PY	28.9	A10.00PM	JPZ	ΥΥ	7.4	OP# R	TUCANN		0.0	A 2.00
35 TX 25	11.30		ZUMWAL		24.4	9.30	JX	Y	A 7.5	OPM	STARBU 5.5 — RELIE		9.3	1.45
7	12.15		DODGE		16.8	9.00	19		-11		(9.3)			Tuesday
18	12.25	_	CHARD		14.5	8.50			Į.		(8.0)			Thursday Saturday
8	12.40		JACKSON	1	11.3	8.30			(0.10))	Thru Tin	ne		. (0.15) . 15.2
18	1.00)	DELANE		7.9	8.20	Fa	stwar	d trains a	re superior	to trains of			
JXY	A 1.40	DAM D	STARBUC	K SA	0.0	8.00M	direct	ion	See Rule	S-72. extra trali	ns must cle			
			(28.9)			Monday Wednesday Friday	class i	trains	not less t arriving a	han ten m t Colfax on	inutes. Moscow Br o on Conn	anch will ru	m as No. 3'	9 Colfax
	(2.10) 13.3		7D1 7D1	θ		(2.00)		. 3/8	o Colfax.	TO OLORE	" AT COURT			

			TON	BRANCH	EAS			WESTW	ARD	WA	LLACE	BRANCH		EAST	VARD
ty Btc. A),	SECO CLA	ND SS Tir	ne-Tal	ble No. 28		SECO			SECOND CLASS	FIRST CLASS		-Table		FIRST	SECON
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	36 Freig		October	r 30, 1955	Mile Post	36 Freig	- 11	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	387 Freight	67 Passenger	1	o. 28 r 30, 1955	Mile Post	68 Passenger	388 Freight
Car of Si Bee	Dail Exce Sund	y pt ay	STAT	TIONS				Car (of Sid See F Page	Daily	Daily	STAT	TIONS		rassenger	rreight
27 X				то	83.0	1		BJKOP WXYZ	9.15PM	10.024	DN-R TE	KOA K	0.0	A 5.05PM	A 9.15
23			MENO	.5 OKEN .2	75.5			25	9.35	f10·14	LOY	6.9 /ELL	6.9	f 4.50	8.45
26 JW			BOL 4.	LES .6 —————	71.3	A 9.4	40AM	17 VX	10.00	₃10⋅33	1	MMER MR	15.3	s 4.32	8.15
26 X		8AM D	13	COTT SY		9.2		22 TX		s10.50		COLET	22.8	f 4.14	7.45
21	12.3	55PM	в.	GROVE A	53.6 47.2	8.5	52	х	10.50	s11.09	HAR	RISON	30.5	s 3·54	7.20
М		- w.	0.	.6	46.6	 		43	11.05	8 11 .16	D SPRIN	GSTON RC	34.0	s 3.45	7.10
ВЈКОРТ	v	DN-R	O.	.5 — Z	-	╢		20	11.50PM		LA	NE -8	45.3	s 3.24	6.42
WXYZ	A12.5		WALLA 1.	.9		8.3	30AM	83	12·10AM		ROSE	LAKE	49.1	8 3⋅16	6.32
M 24				CROSSING	44.2	ļ	-	30		*11.55AM	4	ALDO .8		f 2.59	6.10
M		- w \	3.		39.9	 	-	6 Y		812.03™	1	VILLE	62.5	8 2.53	5.56
		D	0.		30.3	 	-	JWX	12.50	f12.07	3	CREEK .1 ———— DLEY	64.1	1 2.49	5.52
39 VW	x		9.	REEWATER	36.2							.0 —	07.2	1	
50		I	DOWN	UNTAIN	26.7	<u> </u>			A 1.30AM	812⋅30	KELLOGG	WARDNER	69.2	8 2.40	5.40
20 20 X			——	.2	23.4	<u> </u>	-	31		s12.43	OSB	URN	75.8	1 2.22	
20 X 41		D	ATH ADA	θ	17.2	 	-	BKTVWXZ		A 1.00PM	D-R WAL	.2	80.2	2.15M	
15	_		BLAK	6 ————	10.0		-	<u>М</u> М			0	ROSSING	80.4		
BJKVWX	CYZ	DN-R	PENDL	.0	0.0	·		JX			0	CE JCT.	80.6		
					0.0	.l		0 21					00.1		
		111	(83.	.0)		Dail	ly	5 VWX			D BU	RKE B	88.9		
-			(83.	.0)		Dail Exce Sund	pt -	5 VWX			D BU	RKE B	86.9	Deiler	Delle
-	(1.10 21.6		Thru	Time		Exce Sund	pt lay 0)	5 VWX	(4.15)		D BUI	3.9)		Daily	Daily
	(1.10 21.6		Thru			Exce Sund	pt lay 0)	5 VWX	(4.15) 18.9	(2.58) 27.0	D BU i	RKE B		(2.50)	Daily (3.35) 22.4
WEST		Av	Thru	Time		Exce Sund (1.10 21.6	ept lay 0) 6		(4.15)	(2.58)	D BUI	Time		(2.50)	(3.35)
	21.6	Av	Thru	Timeed per hour		(1.10 21.6	ept lay 0) 6	5 VWX FWARD ND CLASS	18.9	(2.58)	O BUI	Time		(2.50)	(3.35) 22.4
	TWARD SECONE	Av	DAYT(ON BRAN me-Table No. 28	СН	(1.10 21.6	EAST	TWARD ND CLASS	WES	(2.58) 27.0	Thru .Average spo	Timeed per hour.	ADA	(2.50) 28.3	(3.35) 22.4
	TWARD	Av	DAYT(Timeed per hour ON BRAN me-Table	CH	Exce Sund (1.10 21.6	ept lay 0) 6	TWARD ND CLASS 368	WES	(2.58) 27.0	D BUI (80ThruAverage spo	Timeed per hour.	ADA No. 2	(2.50) 28.3 EASTW	(3.35) 22.4
Capacity idings, etc. Rule 6(A), e 31.	FWARD SECONE 367 Freight Tuesday	CLASS 365 Froight Daily	DAYTO Oct	ON BRAN me-Table No. 28 cober 30, 195	СН	Exce Sund (1.10 21.6	EAST	TWARD ND CLASS 368	weity weith we'etc. e 6(A),	(2.58) 27.0	D BUI (80ThruAverage spo	Timeed per hour.	ADA No. 2	(2.50) 28.3	(3.35) 22.4
	FECONI 367 Freight	CLASS 365 Freight	DAYTO Oct	ON BRAN me-Table No. 28	СН	Exce Sund (1.10 21.6	EAST	TWARD ND CLASS 368	weity weith we'etc. e 6(A),	(2.58) 27.0	D BUI (80ThruAverage spo	Timeed per hour.	No. 2, 1955	(2.50) 28.3 EASTW	(3.35) 22.4
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Tuesday and	CLASS 365 Freight Daily Except Sunday	DAYTO	DN BRAN me-Table No. 28 cober 30, 195 stations	CH	Exce Sund (1.10 21.6	EAST	TWARD ND CLASS 368	Car Capacity of Sidings, etc. See Rule 6(A),	(2.58) 27.0	D BUI (80ThruAverage spo	Timeed per hour. RA NEV/ RANCH ne-Table October 30,	No. 2, 1955	(2.50) 28.3 EASTW	(3.35) 22.4
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECONI 367 Freight Tuesday and Friday 12.01 12.10	CLASS 365 Freight Daily Except Sunday	DAYTO Oct	DN BRAN me-Table No. 28 ober 30, 195 stations TURNER 1,6	5 h	Exce Sund (1.10 21.6 Sund (21.6 (3.10 (4.8) (4.8) (4.8)	EAST SECO 366 Freigh	TWARD ND CLASS t 368 Freight Al 1.50AM 11.40	Car Capacity of Sidings, etc. See Rule 6(A),	(2.58) 27.0	D BUI (80Thru .Average spo	Time Prime And Prime	No. 2, 1955	(2.50) 28.3 EASTW 8 Mile Post	(3.35) 22.4
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECONI 367 Freight Tuesday and Friday 12.01 12.10	CLASS 365 Freight Daily Except Sunday	DAYTO Oct W D	DN BRAN me-Table No. 28 ober 30, 195 stations TURNER HETSTONE DAYTON 0.00	5 1 2 2 2 DA 1	Exce Sund (1.10 21.6 Sund (1.10 21.6 A.1 A.2 A.3	EAST SECO 366 Freigh	Freight Al 1.50AM	Car Capacity of Sidings, etc. See Rule 6(A),	(2.58) 27.0	D BUI (80Thru .Average spo	Time RA NEV/BRANCH 10-Table October 30, STATION BRADLE 2.0 END OF TR	No. 2, 1955	(2.50) 28.3 EASTW 8 Mile Post	(3.35) 22.4
Car Capacity of Sidings, etc. See Rule 6(A), AX AX	SECONI 367 Freight Tuesday and Friday 12.01 12.10	CLASS 365 Freight Daily Except Sunday	DAYTO Oct N.	Time DN BRAN me-Table No. 28 cober 30, 195 STATIONS TURNER	CH 2 2 2 1 1 1 1	Exception Sund	EAST SECO 366 Freigh	TWARD ND CLASS t 368 Freight Al 1.50AM 11.40	Car Capacity of Sidings, etc. See Rule 6(A),	(2.58) 27.0	D BUI (80Thru .Average spo	Time Prime And Prime	No. 2, 1955	(2.50) 28.3 EASTW 8 Mile Post	(3.35) 22.4
Car Capacity of Sidings, etc. See Fule 6(A), A M A 92 A M A 93 A M A 94 A M	SECONI 367 Freight Tuesday and Friday 12.01 12.10	CLASS 365 Freight Daily Except Sunday	DAYTO Ti Oct W D N.	Time DN BRAN me-Table No. 28 cober 30, 195 STATIONS TURNER HETSTONE DAYTON 0.09 P. CROSSING -0.01 P. CROSSING	CH 5 1 2 2 2 DA 1 1 1 1 1	Exce Sund (1.10 21.6 Sund (1.1	EAST SECO 366 Freigh	TWARD ND CLASS 1 368 Freight A11.50AM 11.40 11.00AM	Car Capacity of Sidings, etc. See Rule 6(A),	(2.58) 27.0	SIERI Tin Challenge of the shown for	Time Time RA NEV/ RANCH ne-Table october 30, STATION BRADLE: 2.0 END OF TR (2.0) information s	No. 2, 1955	(2.50) 28.3 EASTW Mile Post O.O 2.O Inces only.	(3.35) 22.4
Car Capacity of Sidings, etc. See Rule 6(A), M XX M XX XX XX XX XX XX XX	SECONE 367 Freight Tuesday and Friday 12.01PM 12.10 A12.50PM	CLASS 365 Freight Daily Except Sunday	DAYTO Oct N. N.	Time	CH 5	Exce Sund (1.10 21.6 Sund Sund	EAST SECO 366 Freigh	TWARD ND CLASS 1 368 Freight A11.50AM 11.40 11.00AM	Car Capacity of Sidings, etc. See Rule 6(A),	TWARD	SIERI Tin Ch shown for se operated a	Timeeed per hour. RA NEV/ RANCH De-Table October 30, STATION BRADLE END OF TR (2.0)	No. 2, 1955	(2.50) 28.3 EASTW Mile Post O.O 2.O Innees only.	(3.35) 22.4
Car Capacity of Sidings, etc. See Rule 6(A), W XX M XX M M XX M M A M M A M M A M M M M	TWARD SECONE 367 Freight Tuesday and Friday 12.01PM 12.10 A12.50PM	CLASS 365 Freight Daily Except Sunday 11.01A	DAYTO Oct W D N. N. JCT. E-TAB	Time DN BRAN me-Table No. 28 cober 30, 195 STATIONS TURNER HETSTONE DAYTON 0.09 P. CROSSING -0.01 P. CROSSING	CH 5 1 1 1 1 1 1 1 1 1 AND :	Exce Sund (1.10 21.6 Sund (1.10 21.6 Sund (1.10 21.7 A1 A1 A1 A1 A1 B.O B.O B.O B.O B.O B.O B.O B.	EAST SECO 366 Freigh	TWARD ND CLASS 1 368 Freight A11.50AM 11.40 11.00AM BAM NS WILL	X X Capacity of Sidings, etc. Bee Rule 6(A), Bee Rule 6(A),	TWARD This bran It will I	SIERI SIERI O Ch shown for co operated a stradley-Kelle trains as in the op	Time Time RA NEV/ RANCH De-Table October 30, STATION BRADLE 2.0 Information as a switching a gg-Wardner y gg-Wardner y gg-Wardner y gg-Wardner y gestpesite dires	No. 2, 1955 S S Y ACK Ack Is to distance and limits a	(2.50) 28.3 EASTW Mile Post O.O 2.O Inces only. g within s. Tains of texcept til	(3.35) 22.4 /ARD
Car Capacity of Sidings, etc. See Rule 6(A), W M AX M	TWARD SECONE 367 Freight Tuesday and Friday 12.01PM 12.10 A12.50PM	Delly Except Sunday 11.01A All.03A TSBURG BY TIM	DAYTO Oct Do N. N. E-TAB	Time	CH DA TON J AND S CIFIC	Exce Sund (1.10 21.6 Sund (1.10 21.7 S	EAST SECO 366 Freigh	A11.50AM 11.40 11.00AM	X X Capacity Of Sidings, etc. See Rule 6(A),	TWARD This bran It will Eastward me class 5. 67 is su Second-cl	SIERI SIERI Tim Ch shown for co operated a strains as in the opperior to lass and case and ca	RKE B 3.9) Time RA NEV/ RANCH De-Table October 30, STATION BRADLE 2.0 END OF TR (2.0) information s a switching s gg-Wardner y re superior posite dire No. 68.—S extra train	No. 2, 1955 IS ACK Sto dista spur lying ard limit rection, ee Rulens mus	(2.50) 28.3 EASTW Mile Post O.O 2.O Inces only. g within s. rains of the except the S-72. st clear the second	(3.35) 22.4 /ARD
Car Capacity of Sidings, etc. See Rule 6(A), W AX AX AX AX AX AX AX AX AX	TWARD SECONE 367 Freight Tuesday and Friday 12.01PM 12.10 A12.50PM	Delly Except Sunday 11.01A All.03A TSBURG BY TIM	Oct W D N. N. E-TABIF NOR	DN BRAN me-Table No. 28 cober 30, 195 stations TURNER HETSTONE 9,6 DAYTON P. CROSSING P. CROSSING P. CROSSING AYTON JCT. AND DAYT LE, RULES THERN PA	CH 5 DA 1 1 1 1 1 CIFIC	Exce Sund (1.10 21.6 Sund (1.10 21.7 S	EAST SECO 366 Freigh 10.13	TWARD ND CLASS 368 Freight A11.50AM 11.40 11.00AM NS WILL NSTRUC-	X X Capacity of Sidings, etc. See Rule 6(A), See Rule 6(A),	TWARD This bran It will Eastward me class of of is su Second-cl me of opi n minute	SIERI SIERI SIERI Tin Ch shown for be operated a stradley-Kelle trains as in the opperior to lass and soosing fires.	RKE B 1.9) Time RA NEV/BRANCH 10-Table 10-tober 30, STATION BRADLE 2.0 END OF TR (2.0) information as a switching a gg-Wardner y re superio posite dire. No. 68.—S extra trainst-class trainst	No. 24, 1955 IS Y ACK ACK To trection, ee Rulens musains no	(2.50) 28.3 EASTW Mile Post O.O 2.O Dinces only, g within s. rains of t except the S-72. st clear to tless the	(3.35) 22.4 /ARD
Car Capacity Of Sidings, etc. See Rule 6(A), AX AX AX AX AX AX AX AX AX A	TWARD SECONE 367 Freight Tuesday and Friday 12.01PM 12.10 A12.50PM	D CLASS 365 Freight Daily Except Sunday 11.01A A11.03A TSBURG BY TIM	Oct D N. I D N. L JCT. E-TABI F NOR	Time DN BRAN me-Table No. 28 cober 30, 195 STATIONS TURNER -2.1 DAYTON -0.09 P. CROSSING AYTON JCT. AND DAYT LE, RULES THERN PA	CH 2 2 DA 1 1 1 1 1 CON J AND 5 CIFIC	Exce Sund (1.10 21.6 Sund (1.10 21.6 Sund (1.10 21.7 A1 A1 A1 A1 A1 A1 A1 A1 A1 A	EAST SECO 366 Freigh	TWARD ND CLASS 1 368 Freight A11.50AM 11.40 11.00AM NS WILL NSTRUC-	X X Capacity of Sidings, etc. See Rule 6(A), See Rule 6(A),	TWARD This bran It will Eastward me class of 7 is su Second-ci me of opi minute No. 368 a	SIERI SIERI Tin Ch shown for se operated a Bradley-Kelle trains at in the opperior to ass and coosing first.	RKE B 3.9) Time RA NEV/ RANCH De-Table October 30, STATION BRADLE 2.0 END OF TR (2.0) information s a switching s gg-Wardner y re superior posite dire No. 68.—S extra train	No. 24, 1955 IS Y ACK ACK To trection, ee Rulens musains no	(2.50) 28.3 EASTW Mile Post O.O 2.O Dinces only, g within s. rains of t except the S-72. st clear to tless the	(3.35) 22.4 /ARD
Car Capacity of Sidings, etc. See Rule 6(A), W M AX M	TWARD SECONE 367 Freight Tuesday and Friday 12.01PM 12.10 A12.50PM	DCLASS 365 Freight Daily Except Sunday 11.01A All.03A TSBURG BY TIM IONS 0 11.25A 11.31	Oct D N. I D N. L JCT. E-TABI F NOR	Time DN BRAN me-Table No. 28 sober 30, 195 stations TURNER -2.1 HETSTONE DAYTON P. CROSSING -0.01 P. CROSSING AYTON JCT. AND DAYT LE, RULES THERN PA ITSBURG JCT VAITSBURG -3.5	CH 2 2 DA 1 1 1 1 1 CON J AND 5 CIFIC	Exce Sund (1.10 21.6 Sund (1.10 21.6 Sund (1.10 21.7 Sund (1.10 21.6 S	EAST SECO 366 Freigh 10.13 FRAII 9.53 9.49 9.40 Daily Except	TWARD ND CLASS 1 368 Freight A11.50AM 11.40 11.00AM NS WILL NSTRUC- BAM Tuesday and	X X Capacity Of Sidings, etc. See Rule 6(A),	TWARD This bran It will I Eastward me class o. 67 is su Second-class ne of opin n minute No. 368 au Irner to I	SIERI SIERI Ch shown for pe operated ain the opperior to lass and cosing fires. Criving at Dayton.	RKE B 1.9) Time RA NEV/BRANCH 10-Table 10-tober 30, STATION BRADLE 2.0 END OF TR (2.0) information as a switching a gg-Wardner y re superio posite dire. No. 68.—S extra trainst-class trainst	No. 2, 1955 IS Y ACK ACK To trection, see Rulens musains no will rur	C2.50) 28.3 EASTW Mile Post O.O 2.O 2.O Innees only g within service the S-72. St clear to less the say No. 3	(3.35) 22.4 /ARD
Car Capacity Of Sidings, etc. NA NA NA NA NA NA NA NA NA N	TWARD SECONE 367 Freight Tuesday and Friday 12.01PM 12.10 A12.50PM	DCLASS 365 Freight Daily Except Sunday 11.01A All.03A TSBURG BY TIM IONS 0 11.25A 11.31	Oct Oct N. D. N. D. A. JCT. E-TABIF NOR	Time DN BRAN me-Table No. 28 ober 30, 195 stations TURNER -2.1 HETSTONE -9.6 DAYTON -0.09 -P. CROSSING -0.01 -0.11 AND DAYT LE, RULES THERN PA ITSBURG JCT VAITSBURG -3.5 BOLLES	CH 2 2 2 DA 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Exce Sund (1.10 21.6 Sund (1.10 21.6 Sund (1.10 21.7 Sund (1.10 21.6 S	EAST SECO 366 Freigh 10.13 [10.15] P.53 9.49 9.40 Daily	A11.50AM 11.40 11.00AM NS WILL NSTRUC- BAM Tuesday and	X X Capacity Of Sidings, etc. See Rule 6(A),	TWARD This bran It will I Eastward me class o. 67 is su Second-class on minute No. 368 aurner to I For static	SIERI SIERI Ch shown for pe operated ain the opperior to lass and cosing fires. Criving at Dayton.	Time Time RA NEV/ RANCH De-Table October 30, STATION BRADLE 2.0 END OF TR (2.0) information as a switching agg-Wardner gg-Wardner work Turner v	No. 2, 1955 IS Y ACK ACK To trection, see Rulens musains no will rur	C2.50) 28.3 EASTW Mile Post O.O 2.O 2.O Innees only g within service the S-72. St clear to less the say No. 3	(3.35) 22.4 /ARD

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Pleasant Valley Branch		10	Both
Nelson	372.9	54 P	West	Juno Huntley	20.8 22.6	$\begin{smallmatrix}10\\2\end{smallmatrix}$	Both
Second Subdivision				Sunset	25.4	30	Both
Yoakum	201.7	10 20 D	Both	Warner	45.3	11	Both
Pendair	213.5	80 P (18 p	Both	Moscow Branch			
Mission	221.2	\25 F	Both	Risbeck (5)	4.5	6	Both
Cayuse(1)	227.1	48 P 14 P	Both Both	Parvin (5)	7.8	8	Both
Thorn Hollow	232.1 251.4	16 P	West	Armstrong (5)	15.7	3 W(M. P.)	Both Both
Third Subdivision Seufert	87.7	13	West	Holland	21.4	8	Both
				Connell Branch Pampa	4.6	15	Both
Fourth Subdivision Quarry Spur	6.5	13	West	Gordon	8.2	7	Both
Eri	14.2	4	Both	McAdam	29.3	3	Both Both
Corbett (1)	20.3		None None	Wacota	$\frac{34.1}{42.3}$	4 7	Both
Latourell(1) Multnomah Falls	23.9 29.6	P	None	EstesSulphur	42.3 46.1	9	Both
C. L. Lumber Co	45.1	11 P	East	Curry	51.1	12	Both
Farlev	47.0	102 P	Both				}
Chatfield	71.8	20 P	West	Tekoa-Ayer Branch	00.1	3	West
Via Kenton			_	Pierson	$20.1 \\ 31.9$	14	Both
Champ	9.5	7	Both	Thera(5)	64.8	15	Both
Ward	14.2	6	Both Both	Glenwood	83.5	13	Both
Reynolds	20.0	{ 37 40 P	West West	Walters	98.6	10	Both
Sixth Subdivision		(126	West	Pomeroy Branch		1	D.41
Sheffler	242.1	4	Both	Houser	19.1	1	Both
Matthews	253.3	5	Both			1]
Magallon Teske	258.6 310.6	2 2	Both Both	Tucannon Branch Powers	2.7	4	Both
Joseph Branch		10	Dath	Pendleton Branch			D-41
Island City(2)	2.6 5.9	12 6	Both Both	Havana	6.9	11 66 X	Both East
Conley (2) Vincent (2)	40.6) <u>2</u>	East	Weston	20.9 30.2	13	Both
Sevier	56.7	2 5 2	West	Barrett	33.1	10	Both
Freels	75.2	2	West Both	Prunedale	34.2	15	Both Both
Marble	75.8	\ \{\frac{5}{25}}	West	State Line	41.7 43.6	10 12	Both
		(20		Langdon	51.8	11	Both
Pilot Rock Branch		2	East	Hadley	56.5	19	Both
McBee	$2.8 \\ 11.2$	4	East	Berryman	59.8	9 10	$egin{array}{c} \mathbf{Both} \\ \mathbf{Both} \\ \end{array}$
Lens	11.2	_		EnnisRobinson	60.9	10 2	Both
Grass Valley Branch	15.6	8	Both	McCall	69.4	2	Both
Sandon		(12	East	McKay	78.6	6	Both
Hay Canyon	19.2	{12 15	West	1			
De Moss	23.9	`12 9	Both Both	Wallace Branch	2.1	1 X	Both
ErskineBourbon	31.3 45.8	8	Both	TilmaWatt	12.1	18	Both
	1 20.0			O'Gara(6)	26.3		None
Grays Harbor Branch	2.6	7	Both	Black Lake(6)	38.0	12	None Both
Raisch(3)		18 P	Both	Dudley(6) Smelterville(6)			None
			1	Short(6)	72.8	3	Both
Yakima Branch	28.2	8	Both	Polaria	74.6	42 5 X	East Both
$\operatorname{Grosscup} \dots		10	Both	Gem	84.1 84.4	5 X 7 X	Both
Boone	/0.4	1	East	Dorn	1	13	Both
Flint	83.6	18	Both				
Spokane-Tekoa Branch				Dayton Branch Taggard	4.3	1	West
Shoreme-revers premon	125.9	4	Both	ll Teagard	4 4		

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

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

			~ 2421				
Location	Mile	s Per I	Hour	Location	Mile	es Per I	Hour
	Str.	Psgr.	Frt.	·	Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
No. 125 and No. 126, maximum speed.		60	60	Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.			35 20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	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.)			
Motor trains and inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Within yard limits: On main line and on branch between Spokane and Manito.	50	40	25	With side rods and main rods in place.			25
On other branch lines. No. 125 and No. 126, within yard limits.		30 40	15 -40	Jordan spreaders and other machines of spreader type, when in operation.			15
100. 120 and 100. 120, within yard limits.		40		Trains handling scale test cars:			
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			3 5	On main line. On branch lines.			30 25
Diesel locomotives in road or helper service: Backing up shoving a train.				Trains handling water cars converted from Vander- bilt (round) type tender, on branch lines.			20
(Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel freight and road switch locomotives.	65	65	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:			-
1500 class Diesel road freight locomotives.	50	50	50	Maximum speed. Through truss bridges.			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
1800 class Diesel yard locomotives in road service.	50	50	50				
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
3800 class engines.		60	50	On tracks other than main tracks.	15	15	15
3700 and 3900 class engines.		65	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate			
5000 class engines.		50	50	under such movement, or where movement is over facing point switch.	20	20	20
7000-7800 class engines.		70	50	Self-propelled cranes, pile drivers, weed burners			
MacArthur type engines with 63-inch drivers.		55	50	and similar equipment moving under own power: On main line.			25
MacArthur type engines with 57-inch drivers.	 	35	35	On branch line. (Slower speed must be observed where conditions			15
0-6-0 and 0-8-0 type yard engines.		20	20	require.)			

⁽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.

FIRST SUBDIVISION												
Location	Mile	e Per l	Hour	Location	Mile	s Per I	Hour	Location	Miles	Per 1	Hour	
	Str.	Psgr.	Frt.	÷	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.	
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1. Between M.P. 363.6 and 362.1.	35 45	30	20	Baker Over street crossings within city limits.	15	15	15	
Between M.P. 388.8 and 386.3.	35	30	20	Detween M.F. 303.0 and 302.1.	40			Between M.P. 342.6 and 341.2.	20	20	20	
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	DOWCON 2111 01210 0210 02111				
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	North Powder Between M.P. 321.6 and 321.3.	70	60	50	
Between M.P. 383.9 and 382.6.	60	50	40	, , , , , , , , , , , , , , , , , , ,				Between M.P. 319.5 and 315.4.	30	25	20	
Between M.P. 382.6 and 378.1.	40	35	25	Pleasant Valley Descending grade, between				Between M.P. 314.3 and 311.8.	55	45	25	
201100-221-00-00				Pleasant Valley and Quartz.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25	
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 307.4 and 302.7.	35	30	20	
Between M.P. 371.0 and 370.7.	70	60	50	Between M.P. 353.9 and 351.1.	40	35	25	La Grande				
Downcor Milit of the data of the				Between M.P. 349.8 and 348.4.	30	25	20			-		
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	50					
Descending grade, M.P. 365.0 to Durkee.			25	Between M.P. 345.1 and 343.6.	45	35	25					
La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30 70	25	20 45	Rieth Between M.P. 210.8 and 208.9.	55	45	35	
		0.5		Between M.P. 240.6 and 240.3.	30	25	20	Barnhart				
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.2 and 240.1.	55	45	35	Between M.P. 206.9 and 206.7.	60	50	40	
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.0 and 238.3.	55	40	- 30	Between M.P. 206.3 and 205.9.	70	60	50	
				Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.	60	50	40	
Hilgard Between M.P. 282.1 and 257.2,				Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	50	
ascending and descending grade.	30	25	20	Between M.P. 231.7 and 227.2.	40	-	25	Between M.P. 200.9 and 200.6.	60	50	40	
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 226.1 and 226.0.	70		50	Nolin Between M.P. 198.6 and 198.5.	45	35	25	
DOWNOR NATE 20112 and 2	_							Between M.P. 198.2 and 196.8.	55	45	35	
Between M.P. 251.9 and 251.4.	60	50	40	Minthorn 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. 251.2 and 251.0.	35	30	20	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 194.5 and 193.4.	45	35	25	
Between M.P. 250.6 and 249.9.	70	60	50	Between M.P. 219.0 and 217.7.	60	50	40	Echo				
Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 217.6 and 216.3.	40	35	25	Over first road crossing east and west of depot.	30	30	30	
Between M.P. 248.6 and 248.4.	50	40	25	Detween M.I. 211.0 and 210.0.	-	-	-	Between M.P. 191.9 and 187.3.	60	50	40	
Between M.P. 248.1 and 247.2.	35	30	20	Pendleton				1212	-			
Between M.P. 246.1 and 245.6.	60	50	40	Over Third, Main and Fourth Streets.	12	12	12	Hinkle				
Between M.P. 244.7 and 244.0.	40	35	25	Over other street crossings	+=	 -						
Between M.P. 243.2 and 242.5.	60	50	40	within city limits.	20	20	20					

THIRD SUBDIVISION												
Location	Mi	es Per	Hou	Location	Mi	es Per	Hour	Location	Mil	s Per	Hou	
	Sta	Pagr	r. Frt		Str	Pagr	Frt.		Str.	Pagr	Frt	
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Arlington Between M.P. 138.0 and 137.8.	35	35	25	Goff 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	
Castle				Between M.P. 134.8 and 134.7.	70	60	50	Between M.P. 110.2 and 110.0.	70	60	50	
Between M.P. 154.5 and 149.4.	70	60	50	Gilmore Between M.P. 132.8 and 132.7.	70	60	45				-	
				Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 100.1 and 95.2.	55	45	35	
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45				_	
Detween M.1. 140.4 and 147.9.	- 55	45	- 35	Between M.P. 124.8 and 124.0.	70	60	45	Dune				
		ŀ		Between M.P. 123.8 and 123.7.	55	45	35	Between M.P. 88.5 and 87.5.	70	60	50	
Willows Between M.P. 147.0 and 146.3.	70	60	50	Quinton Between M.P. 120.8 and 120.6.	60	50	40	The Dalles				
Between M.P. 144.0 and 143.9.	6 0	50	40	Between M.P. 118.8 and 118.6.	70	60	45	Over street crossings.	12	12	12	
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 116.4 and 116.2.	70	60	45					
FOURTH SUBDIVISION												
The Dalles Between M.P. 85.1 and 84.4.	20	20	20	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.2.	55	45	35	
Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40	
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 54.4 and 53.2.	60	50	40	Clarnie				
O-to-				Between M.P. 52.8 and 52.3.	55	45	35	Between M.P. 7.6 and 2.7.	50	40	25	
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.3 and 50.4.	60	50	40	Graham				
Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 49.9 and 49.6.	55	45	35	Between M.P. 2.7 and 1.0.	35	30	20	
20000001111110011 0011				Between M.P. 49.4 and 48.7.	35	30	20	Bruun				
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 48.7 and 43.3.	55	45	35	Troutdale				
Between M.P. 78.2 and 77.5. Between M.P. 77.0 and 76.3.	70 60	60 50	50 40	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	50	Between Troutdale and Kenton via Fir.	35	35	35	
Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 42.4 and 41.4.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	05	25	
Between M.P. 75.1 and 78.7.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40	Between Albina and Portland.	20	25	20	
Between M.P. 72.7 and 71.9.				Between M.P. 37.3 and 35.5.	55	45	35	over street crossings.	10	10	10	
Between M.P. 72.7 and 71.9. Between M.P. 71.9 and 71.4.	55 30	45 25	35 20	Dodson Between M.P. 32.8 and 31.7.	70	60	50	East Portland Over frogs and railroad crossings and through interlock-				
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 31.4 and 30.3.	60	50	40	ing and curves, east end of Willamette River Bridge, and				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 29.4 and 27.5.	60	50	40	on curve at Globe Mill.	8	8	8	
Between M.P. 66.7 and 66.4.	40	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40	Portland Through interlocking and on all	7			
Between M.P. 66.4 and 64.4.	60	50	40		55		35	tracks N. P. T. Yard, Union Station.	6	6	6	
Between M.P. 63.2 and 63.1.	4 5	35	25	Rooster Rock	60		40					
Hood River		.	_		60		40				,	
Between M.P. 62.1 and 59.4.	55	45	35				50					

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

·			1	1	- 1	- 1	- 11		ı		
Maximum speed. Between Hinkle and Wallula.	70	70	50	Simmons Between M.P. 242.5 and 243.5.		40	25	Ankeny Between M.P. 294.4 and 294.5.		40	25
Between Wallula and Spokane.	70	60	45	Between M.P. 244.5 and 244.6.		50	40	Between M.P. 295.4 and 297.0.		50	40
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.		50	40	2001/001 1211 2001 014 2001			
Between M.P. 186.0 and 187.3.		60	50	Between M.P. 246.9 and 247.0.		45	35	Marengo			
		-00		Scott				Between M.P. 308.6 and 309.0.	60	50	40
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Between M.P. 252.8 and 253.0.		45	35				
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.		45	35	Cheney Within city limits.	35	35	35
Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.		50	40	Over street crossings.	15	15	15
Wallula Between M.P. 214.6 and 215.5				Chew		30	30	Between M.P. 352.8 and 353.5.	55	45	35
over manual operated switches.		20	20	Between M.P. 268.2 and 269.3.				Between M.P. 354.0 and 363.8			
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.		25	15	on curves.	60	50	35
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.		45	35	Between M.P. 364.2 and 364.4.	45	35	25
Humorist	-			Between M.P. 275.1 and 276.9.		40	25	Between M.P. 504.2 and 504.4.	45	-00	20
Between M.P. 224,2 and 224.5.	ļ	50	40	Between M.P. 277.9 and 279.4.		45	35	Between M.P. 364.7 and 364.9.	55	45	35
Ash Between M.P. 226.8 and 227.0.		50	40					Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.		40	25	Between M.P. 366.5 and 367.1.	45	35	25
Between M.P. 230.8 and 232.3.	_	45	35	Between M.P. 281.9 and 282.2.		50	40	Over Bridge 367.13.	10	10	10
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct.				Spokane			
Between M.P. 234.0 and 235.6.		35	25	Between M.P. 286.1 and 286.5.		50	40	Through Union Station limits.	15	15	15
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 290.6 and 291.1.		50	40	Union Station over slip switches.	10	10	10
Between M.P. 239.0 and 239.8.		50	40	Between M.P. 291.9 and 292.3.		25.	25	5 # 100,005			

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		Hour Location Mi		es Per		Location	Mile	s Per	Hour
	Str.	Psgr.	Frt.		Str.	Pagr.	Frt.	Hotation	Str.	Pagr.	Frt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.	,	25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.			
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits		15	15 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 Thorn-				Aberdeen	_		_
Between M.P. 72.0 and Joseph.	_	25	25	berry.		20	20	Within city limits. Over Boone St. Crossing.		20	20
Pilot Rock Branch		20	20	Between Thornberry and Biggs, on descending grades.		10	10	Over other street crossings.		10	5 10
Maximum speed.		15	15	Tono Branch Maximum speed.		15	15	Yakima Branch		10	10
Umatilla Branch Maximum speed.		40	40	On curves of 6 degrees and over.		10	10	Maximum speed. Between Wallula and Villard			
Hinkle				Olympia Branch Maximum speed.				Jet. Between Villard Jet. and		60	50
Between M.P. 0.0 and 0.1.		15	15	Olympia		20	20	M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	Within city limits.		10	10	Between M.P. 70 and Yakima.		45	30
Hermiston Standard and Union Oil spurs.			6	4- and 5-degree curves.		15	15	With pile driver 0321.			15
On house track west of	-			On curves of 6 degrees and over.		10	10	On 4-degree curves.		45	35
McNaught Warehouse.			6	Grays Harbor Branch Maximum speed.	1	30	30	On 5- and 6-degree curves.		35	25
Over road crossing east end of depot.		15	15	Centralia Between M.P. 1.0 and 1.3.		10	10	Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Between M.P. 5.9 and 6.0.		35	35	Blakeslee Junction				Bridge 7.44.		25	15
Between M.P. 9.4 and 11.2.		25	25	Between M.P. 4.3 and 4.7. Galvin		20	20	Kennewick Over street crossings.		8	8
Umatilla On wye.		10	10	Between M.P. 5.1 and 5.7.			15	Between M.P. 35.6 and 35.9.		45	35
Irrigon		-	10	Between M.P. 6.5 and 6.8.			10	Benton City			
Heppner Branch				Between M.P. 7.1 and 7.5.	[-	—— <u> </u> -	20	Within city limits.			30
Maximum speed.		25	25	Between M.P. 10.1 and 10.3. Between M.P. 11.9 and 12.1.	-		20 15	Between M.P. 37.5 and 38.5.		20	15
3-degree curves.	-	20	20	Independence	-	15	15	Grandview Within city limits.		30	30
4- and 5-degree curves.		15	15	Between M.P. 14.7 and 15.2.		10	10	Granger Over street crossings.			
On curves of 6 degrees and over.		10	10	Between M.P. 16.7 and 16.9.			20	Zillah	-	30	30
Condon Branch Maximum speed.		25	25	Between M.P. 18.5 and 19.8. South Elma	_		15	Over street crossings. Donald		25	15
3-degree curves.		20	20	Between M.P. 32.8 and 33.8. Between M.P. 34.4 and 34.6.			15	Yakima River Bridge 89.35, through gauntlet track.	.	15	15
4- and 5-degree curves.		15	15	Between M.P. 35.0 and 35.4.	[-	i-	10 15	Over N. P. Crossing and between	_ -	-	
On curves of 6 degrees and over.		10	10	Between M.P. 36.1 and 36.3.			15	home signals governing cross- ing.		20	20
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 37.5 and 38.2.			-	Yakima	_		<u>-</u>
			-	Between M.P. 38.5 and 39.7.		15	15	Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Barnett and Rock Creek.]	15	15	Between M.P. 41.5 and 42.3.	1	15	15	Over other street crossings.	1		10

T			 	BRANCHES (Continue		Per H	our		Miles	Per I	Iour
Location		s Per I		Location		Psgr. I		Location	Str. I	Pagr	Frt
	Str.	Psgr.	Frt.		יאות.	- sgr.					
Sunnyside Branch		45	30	Manito Between M.P. 144.4 and 144.6.	60	50	35	Reese Between M.P. 7.7 and 8.0.		25	20
Maximum speed.				Between M.P. 145.5 and 146.0.	 55	45	35	Between M.P. 8.2 and 8.4.		35	25
Sunnyside		000	20	Between M.P. 146.2 and 147.2.	60		35	Between M.P. 8.7 and 9.1.		25	20
Within city limits.		30	30	Between M.P. 147.3 and 148.8.	45	-	25	Between M.P. 9.5 and 9.7.		25	20
Spokane-Tekoa Branch					60	-	35	Between M.P. 10.0 and 10.1.		35	2
Manimum annad	70	60	35	Between M.P. 149.1 and 149.2.	OU	JU	<u> </u>	Between M.P. 10.7 and 10.9.		35	2
Between Spokane and Manito.		50	30	·				Between M.P. 11.1 and 11.4.		35	20
Between Manito and Tekoa.		-		Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 12.1 and 12.3.	-	20	2
On 3-degree curves.		50	30	Between M.P. 150.5 and 153.5. Between M.P. 154.3 and 154.5.		50	25	Between M.P. 12.5 and 12.6.	-	35	_2
On 4-degree curves.		45	30		 	35	25	Touchet Between M.P. 18.5 and 18.6.		35	2
On 5- and 6-degree curves.]	35	25	Between M.P. 154.7 and 155.5.	45	00		W. W. V. Ry. Crossing, M.P.		<u> </u>	
On 7- and 8-degree curves.		25	20	Between Chester and Mica, on descending grade.	1		25	28.7.		12	<u> </u> -
On 9- and 10-degree curves.		20	20	doboonand Branco.	-			College Place Within city limits.		30	3
Tekoa On west leg of wye.		10	10	N. P. Crossing	1.0	15	10	Walla Walla			
Between M.P. 117.2 and 117.5.		20	20	Through Interlocking.	15	- 15	10	Moscow Branch	-		
Between M.P. 117.8 and 117.9.	T	45	30					Maximum speed.	_	35	2
Between M.P. 118.1 and 118.3.		35	25	Spokane Over street crossings between	1		!	On 7- and 8-degree curves.		25	2
Between M.P. 118.5 and 119.7.		25	20	N. P. Crossing and city limits	. 20	20	20	On 9- and 10-degree curves.		20	!
Between M.P. 120.2 and 121.4.		35	25	Between N. P. Crossing and	1			Colfax			1
Between M.P. 121.6 and 121.9.		25	20	Mission Ave., on line through old yard.	u)	12	12	Within city limits.	_	12	-
Between M.P. 122.1 and 122.5.		35	25	Through tunnel.	15	15	15	Between M.P. 1.3 and 3.1.	_	25	:
					-	-		Between M.P. 5.6 and 7.5.		25	<u> </u>
Latah Within city limits.	_	40	-	Figasant vanoj Brazio		25	25	Between M.P. 8.4 and 8.8.		25	
Between M.P. 123.4 and 124.5.		20				20	20	Shawnee		~~	
Between M.P. 125.1 and 125.7.		35	_		-	20	20	Between M.P. 9.9 and 10.0.	_	25	_ _
Between M.P. 127.5 and 128.4.		35			-	_ 20	20	Between M.P. 10.8 and 11.2.	_	25	-
Between M.P. 129.6 and 130.6.	_ _	35	25	Wallula Branch			1	Between M.P. 12.2 and 12.5.	_ _	25	- -
Poinfield				Maximum speed.	_	35	30	Albion Between M.P. 13.4 and 13.6.		25	
Fairfield Within city limits.	_ _	2		- On 5- and o-degree curves.		35	25	Between M.P. 14.3 and 14.9.		20	- -
Between M.P. 132.6 and 132.8.		4		On 7- and 8-degree curves.		25	20		_	25	
Between M.P. 133.3 and 134.6	_ _	2	5 20	On 9- and 10-degree curves.	_	20	20	1	_	25	- -
Darknell 126.2			5 2		_	_	-	Pullman Within city limits.	_	18	- 5
Between M.P. 135.3 and 136.3 Between M.P. 136.6 and 139.2		$-\frac{3}{2}$		Wallula Jct.		15	15		_		8
Between M.F. 130.0 and 139.2	- -	- -		West leg of wye.	_ -	- -15	-	N P Crossing	- -	_	_
Rockford Within city limits		9	0 2	Zangar Jct.				Between M.P. 19.9 and 20.0.		_ 2	∤
Within city limits. Between M.P. 139.4 and 140.4	_ -		$\frac{5}{5}$ $\frac{2}{3}$	Between M.P. 5.1 and 6.4.	_ _	25		Detween M.1. 24.0 and 21.0.		— —	5
Between M.P. 139.4 and 140.4 Between M.P. 141.0 and 141.2			35 2	D + 34 D 67 and 68		25	5 20	Between M.P. 25.2 and 25.4.	_ -	_ 2	5
Between M.P. 141.0 and 141.2 Between M.P. 142.6 and 143.2	_			Between M.P. 7.0 and 7.1.		20	20	Moscow Over street crossings.		١,	2

BRANCHES (Continued)											
Location	Mile	s Per	Hour	Locat ion	Mile	s Per	Hour	Location	Miles	s Per I	Hour
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Pagr.	Frt.
Connell Branch Maximum speed.				Canyon Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between La Crosse and Hooper Jct.		30	30	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
Between Hooper Jct. and Connell.		20	20	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 5- and 6-degree curves.		25	25	Between M.P. 25.4 and 26.9.		30	25	G0-14			
On 7- and 8-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 101.1 and 101.5.		25	25
				Between M.P. 28.2 and 28.7.		20	20	Between M.P. 102.0 and 102.4.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 29.7 and 29.9. Hay		45	30	Farmington Within city limits.		20	20
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 30.4 and 31.1.		35	25	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 105.5 and 105.8.		20	20
Between M.P. 9.2 and 9.7.	ļ	20	20	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 112.2 and 113.1.		25	25
Hooper Jct. On connection between Connell				Jerita Between M.P. 36.2 and 36.9.		25	20	Between M.P. 115.6 and 116.0.		20	20
Branch and Sixth Subdivision.		15	15	Between M.P. 37.8 and 39.3.		25	20	Tekoa On west leg of wye.		10	10
Through west leg of wye on 16- degree curve.		8	8	La Crosse Between M.P. 43.5 and 43.6.	_	45	30	Pomeroy Branch			
Tekoa-Ayer Branch		-	00	Sutton Between M.P. 49.3 and 50.1.		30	20	Maximum speed. Starbuck		25	25
Maximum speed. Between Tekoa and Colfax, via		50	30	Endicott Between M.P. 64.9 and 65.2.		35	25	Within city limits. Tucannon Branch		15	15
Garfield.	ļ	30	30	Between M.P. 65.4 and 65.6.		45	30	Maximum speed.		25	25
On 5- and 6-degree curves.		25	25 ——	Between M.P. 68.2 and 68.5.		35	25	On curves of 7 degrees and over.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	Diamond Between M.P. 68.8 and 69.0.		35	25	Starbuck Within city limits.		15	15
Between Tucannon and Ayer.		35	25	Between M.P. 69.9 and 70.1.		35	25	Between Starbuck and Relief.		12	12
On 4-degree curves.		45 35	30 25	Mockonema				Pendleton Branch		.	
On 5- and 6-degree curves. On 7- and 8-degree curves.		25	20	Between M.P. 73.3 and 73.6.	-	20	20	Maximum speed.		25	25
On 9- and 10-degree curves.	<u> </u>	20	20	Between M.P. 74.1 and 74.2.	-	45	30	On 7-, 8-, 9- and 10-degree curves.		20	20
Tucannon				Between M.P. 74.9 and 77.2. Colfax	_	25	12	Between Barrett and Downing, on descending grade.		15	15
Between M.P. 14.0 and 14.1.		35	25	Within city limits.		12	12	Pendleton			
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 78.4 and 78.5.		20	20	Over Thompson, Main and Aura Streets.		10	12
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 79.8 and 80.7.		20	20	· · · · · · · · · · · · · · · · · · ·		12	12
Over Snake River Bridge 17.23.		5	5	Between M.P. 81.5 and 82.3.	-	20	20	Over other street crossings within city limits.		20	20
Riparia		05	90	Between M.P. 82.9 and 83.4.	-	20	20	Between M.P. 2.5 and 3.0.		20	20
Between M.P. 17.7 and 18.1. Between M.P. 18.6 and 18.8.		25 35	$\begin{array}{ c c } 20 \\ \hline 25 \\ \end{array}$	Between M.P. 83.7 and 84.5. Between M.P. 86.5 and 87.0.	-	20	20 20	Between M.P. 9.5 and 9.8.		20	20
Between M.P. 19.7 and 19.9.	<u> </u>	20	20	Between M.P. 87.6 and 88.9.		20	20	Athena			
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 89.1 and 89.4.	-	20	20	Over street crossings.		15	15
TOTAL STATE		, 10	, 55	, Sounds Mark Court and Court.	<u>. L</u>	. 20				!	

	Mile	s Per	Hour		Mile	Per E	lour	Location	Mile	s Per F	Iou
Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Fr
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	3
Between M.P. 25.4 and 26.2.		20	20	Between Dayton Jct. and		15	15	Between M.P. 34.5 and 34.7.		45 35	3
				Turner.		20	20	Between M.P. 34.9 and 35.2. Between M.P. 38.3 and 38.6.		35	2
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 39.6 and 39.8.	-	45	3
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Lane		1.	
Between M.P. 30.3 and 30.4.		20	20	Dayton				Between M.P. 47.8 and 48.3.		45	-
Between M.P. 31.2 and 31.7.		20	20	Over street crossings west of Touchet River.		15	15	Between M.P. 48.6 and 49.0.	_	45	- 63
Between M.P. 32.2 and 32.4.		20	20	Over all other street crossings.		10	10	Rose Lake Between M.P. 50.6 and 51.0.		35	2
Between M.P. 32.7 and 32.9.		20	20	Wallace Branch				Dudley Between M.P. 53.6 and 54.2.		35	2
Milton-Freewater		15	15	Maximum speed.		50	30	Between M.P. 54.5 and 54.9.		35	-
Over street crossings.		10	10	Between Lovell and Chatcolet.		35	20	Cataldo		15	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	Between Chatcolet and Harrison.		40	25	Between M.P. 58.7 and 59.1.		20	-
W. W. V. Ry. Crossing, M.P.		20	20	On 4-degree curves.	-	45	25	Between M.P. 60.0 and 60.2.	_	35	
44.2.	_	-	-	On 5- and 6-degree curves.		35	25	Between M.P. 62.4 and 63.2.	-	45	-
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 63.4 and 64.0.	-	70	-
Within city limits.	_	20	20	On 9- and 10-degree curves.		20	20	Kellogg-Wardner Over street crossings.		10	
On west leg of wye.	_	8	8					Between M.P. 70.1 and 70.3.		35	_
Between M.P. 52.7 and 53.4.		20	20	Tekoa On west leg of wye.		10	10	Between M.P. 70.7 and 70.9.		35	-
	-							Between M.P. 71.5 and 71.7.		45	-
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 8.0 and 9.0.		25	20	Between M.P. 72.4 and 72.6.		35	_
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 73.4 and 73.6.		45	-
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 11.1 and 12.1.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	
Bolles			20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 77.4 and 77.7.		35	-
Between M.P. 71.7 and 72.5.	_	20	_	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 78.0 and 78.2.	_	35	-
Between M.P. 72.8 and 73.2.		20	_					Between M.P. 78.6 and 78.7.		25	-
Between M.P. 74.3 and 76.1.		20		Between M.P. 17.9 and 18.2.		25	20	Wallace			-
Between M.P. 78.4 and 78.5.	_	20		Between M.P. 18.5 and 20.3.		25	20	Over street crossings.	_	6	_ -
Between M.P. 78.9 and 79.3.		20	_	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 81.4 and 87.3.		20	-
Between M.P. 79.6 and 79.9.	_	20		Chatcolet		15	15	Burke to Wallace, eastward.	_	10	_
Between M.P. 80.8 and 81.2.	_	20	20	Bridge 23.45. Between M.P. 24.1 and 28.4.	-	25	-	Sierra Nevada Branch Maximum speed.			

Standard clocks are located as shown below:

Aberdeen	Telegraph Office
Albina	Train Dispatcher's Office
	Yard Telegraph Office
	Enginemen's Register Room
	Yard Office
	Enginemen's Register Room
	Telegraph Office
Ayer	Telegraph Office
Baker	Telegraph Office
Bend (Joint)	O. T. Ry. Telegraph Office
Centralia (Joint). N. P. Ry. Telegraph Office
East Spokane . E	Inginemen's Register Room
	Trainmen's Register Room
	Telegraph Office
Hinkle E	Enginemen's Register Room
	G TOOM

	The second secon
Hinkle Hoquiam (Joint).N. F	Yard Office
Hoquiam (Joint). N. P.	. Ry. Telegraph Office
Huntington	Yard Office
Huntington	Telegraph Office
Kellogg-Wardner	Telegraph Office
Kennewick	Telegraph Office
Kenton	Telegraph Office
La GrandeCre	w Dispatcher's Office
La GrandeTra	in Dispatcher's Office
La GrandeD	epot Telegraph Office
La Grande	Yard Office
Moscow	Telegraph Office
Olympia	Telegraph Office
Pendleton	Telegraph Office
Portland (Joint)	-
N. P. T.	Co. Telegraph Office

е	Seattle (Joint)
0	
e	SpokaneTrain Dispatcher's Office
е	SpokaneTelegraph Office
е	TacomaYard Office
е	TekoaTelegraph Office
е	The Dalles"DK" Telegraph Office
е	The Dalles "WH" Telegraph Office
0	The Dalles
0	WallaceTelegraph Office
е	Wallace Enginemen's Register Room
е	Walla Walla Passenger Depot
0	WallulaTelegraph Office
9	WinonaTelegraph Office
	YakimaTelegraph Office
Э	YakimaRoundhouse
	The state of the s

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" 31" 32" 33" 34" 35" 36" 37" 38" 40"	120. 116.1 112.5 109.1 105.9 102.9 100. 97.3 94.7 92.8 90.	41" 42" 43" 44" 45" 46" 47" 48" 49" 50" 51"	87.8 85.7 83.7 81.8 80. 78.3 76.6 75. 73.5 72. 70.6	52" 53" 54" 55" 56" 57" 58" 59" 1' 1" 1" 1' 2"	69.2 67.9 66.6 65.4 64.2 63.1 62. 61. 60. 59. 58.	1' 3' 1' 4" 1' 5" 1' 6" 1' 7" 1' 8" 1' 10" 1' 11" 1' 12" 1' 15"	57.1 56.2 55.3 54.5 53.7 52.9 52.1 51.4 50.7 50. 48.	1' 20" 1' 25" 1' 30" 1' 35" 1' 40" 1' 45" 1' 55" 2' 2' 15" 2' 30"	45. 42.3 40. 37.9 36. 34.3 32.7 31.3 30. 26.6 24.	2' 45" 3' 30" 4' 5' 6' 7' 8' 10'	21.8 20. 17.1 15. 12. 10. 8.6 7.5 6.

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

B—bulletins;
C—coal;
D—day operator;
N—night operator;
DN—day and night operator;
H—hog drenching;
I—interlocking;
J—junction;
K—standard clock;
M—railroad crossing protected
by signals or gates;

O—oil;
P—telephone;
R—train register;
T—turntable;
V—track connection with foreign railroad;
W—water;
X—yard limits;
Y—wye;
Z—track scales.

REVENUE PASSENGERS

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP