

February 20, 1956
UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



**OREGON DIVISION
TIME-TABLE
No. 29**

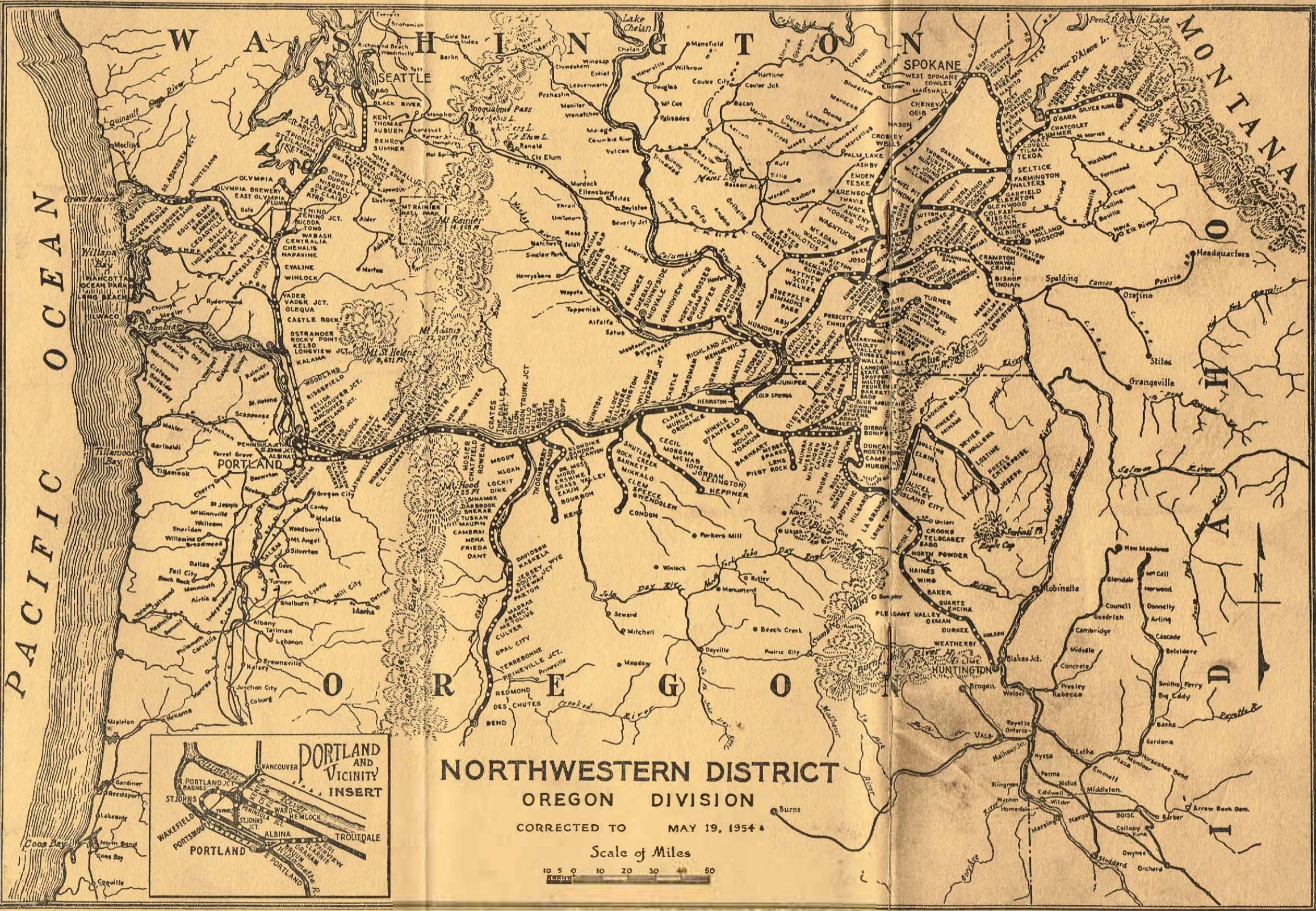
**Effective Monday
November 28, 1955
At 12:01 P.M. Pacific Time**

**Safety Gains
Where Courtesy Reigns**

FOR EMPLOYEES ONLY

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

January 29, 1956



A. McALLISTER
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

J. G. KIMMELL, Superintendent.....Portland, Ore.
C. B. Lisher, Assistant Superintendent.....Portland, Ore.
R. A. Roberts, Assistant Superintendent.....Seattle, Wash.
G. L. Wilmot, Assistant Superintendent.....Spokane, Wash.
W. G. Johnson, Assistant Superintendent.....La Grande, Ore.
R. L. Rickard, Terminal Superintendent.....Portland, Ore.
J. Bowen, Trainmaster.....Portland, Ore.
D. E. Gardner, Trainmaster.....Walla Walla, Wash.
J. E. Pickett, Master Mechanic.....Portland, Ore.
G. W. Jones, Road Foreman of Engines.....La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines.....Portland, Ore.
J. C. Haydon, Road Foreman of Engines.....Portland, Ore.
R. R. Lowden, Road Foreman of Engines.....Walla Walla, Wash.
E. F. Kidder, Division Engineer.....Portland, Ore.
C. W. Lee, General Roadmaster.....Portland, Ore.
F. M. Ladd, Safety Representative.....Portland, Ore.

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

Third, Fourth and Fifth Subdivisions and Branches
L. L. Rudd, Chief Train Dispatcher.....Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher.....Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher....Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher.....Albina, Ore.

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

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

Name	Title	Location	Name	Title	Location
Ralph M. Dodson	District Surgeon	Portland, Ore.	P. F. Shlrey	Surgeon	Kennewick, Wash.
H. V. Valentine	Acting District Surgeon	Portland, Ore.	H. F. Craig	Surgeon	La Crosse, Wash.
W. F. Bowen	Surgeon	Spokane, Wash.	Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	John B. Gregory	Surgeon	La Grande, Ore.
Kenneth O. Brown	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Robt. M. Hansen	Aurist	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
M. H. Johnson	Oculist	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Alfred J. Kraft	Oculist and Aurist	Portland, Ore.	J. E. Bittner	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. P. Breunan	Surgeon	Pendleton, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	E. W. McGowan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pomeroy, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	J. A. McDermott	Physician	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
J. C. Vandeventer	Surgeon	Bend, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
R. M. Galvin	Surgeon	Centralla, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralla, Wash.	R. H. Humphreys	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
Don Schwisow	Surgeon	Condon, Ore.	W. H. Tousey	Surgeon	Sprague-Wells, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Charles G. Smick	Surgeon	St. John, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	Bruce O. McIntyre	Surgeon	Tacoma, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Lylo C. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tekoa, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Vern Cressey	Surgeon	The Dalles, Ore.
A. D. McMurdo	Surgeon	Heppner, Ore.	The Dalles Clinic	Surgeons	Vancouver, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Wallace, Ida.
Bruce L. Till	Surgeon	Hermiston, Ore.	G. C. Mowery	Surgeon	Walla Walla, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	W. F. Holmes	Physician	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	J. B. Adams	Surgeon	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
G. M. Whitesel	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 29 November 28, 1955	FIRST CLASS						
19	11	105	457	17	12			458	106	18	20			
Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily										
						0.0	GRANGER	A 9.10		A1 2.27	A1 1.10			
		5.35	2.05		4.20	213.9	POCATELLO	3.50 2.50		8.30 8.20	5.35 4.55			
		3.45	8.25		2.00	373.8	GLENN'S FERRY	11.30		5.45	1.40			
		5.45	9.40		3.45	448.4	BOISE	9.40		4.30	11.55			
		8.35	11.40		6.40	550.1	M.T. HUNTINGTON M.T.	7.00		2.35	9.25			
		7.45	10.40		5.50	649.7	P.T. HUNTINGTON P.T.	5.50		1.35	8.15			
		10.35	1.05		8.40	723.9	LA GRANDE	3.15		11.10	5.35			
		1.00	3.10		11.10	841.3	PENDLETON	12.55		9.08	3.00			
	9.00					877.4	SPOKANE						A 6.30	
	11.27					786.3	AYER						4.05	
	12.30					755.3	WALLULA						2.55	
	1.55	2.05	3.55		12.40	855.4	HINKLE	12.10		8.30	2.10	2.20		
	3.55	4.25	5.30		3.10	939.5	THE DALLES	10.05		6.50	11.50	12.02		
	A 6.10	A 7.10	A 7.30	9.00	A 5.30	1122.7	PORTLAND	8.00	A 9.30	5.00	9.45	10.00		
				A 1.00			SEATTLE		5.00					
								Daily	Daily	Daily	Daily	Daily		
	(9.10) 40.4	(26.35) 35.3	(18.25) 51.0	(4.00) 45.8	(20.10) 35.9		..... Thru Time	(24.10) 38.0	(4.30) 40.7	(18.27) 50.9	(24.25) 38.5	(8.30) 43.5		
							... Average speed per hour...							

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 29 November 28, 1955	FIRST CLASS			
29	33	31	32			34	30		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Daily	Daily	Daily							
				0.0	McCAMMON		A 5.55	A 4.05	
				22.7	POCATELLO		5.25 4.30	3.30 2.45	
				73.3	IDAHO FALLS	A 2.30	3.00	1.00	
	1.35	A1 2.40	7.00	124.3	ASHTON	12.55			
			8.40	169.9	VICTOR	11.10			
			A1 0.20	205.8	WEST YELLOWSTONE				
	A 7.25				BUTTE			7.15	
						Daily	Daily	Daily	
	(8.25) 33.0	(3.10) 23.1	(3.20) 20.0		..... Thru Time	(3.20) 29.0	(2.55) 25.1	(8.50) 32.3	
					... Average speed per hour...				

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

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

WESTWARD					FIRST SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 29 November 28, 1955	Mile Post	FIRST CLASS				SECOND CLASS			
	125	105	17	11			18	12	106	126				
	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight				
	Daily Except Sunday and Monday	Daily	Daily	Daily										
STATIONS														
BKOPTWXYZ	9-25AM	10-40PM	5-50PM	7-45AM	DN-R HUNTINGTON HU	389.4	A 8-15AM	A 5-50PM	A 1-35AM	A 5-15AM				
100 P					D LIME BY	384.5	7-55	5-37	1-20					
100 PW					WEATHERBY	377.5								
150 PY				8-17	DURKEE	368.9		5-15						
100 P					OXMAN	361.7								
170 P				8-44	PLEASANT VALLEY	355.4								
WB 91 PY EB 100					ENCINA	351.9								
107 P		11-43	6-55	8-57	QUARTZ	347.3								
WB109 BKOPW EB 111 XYZ		11-53PM	7-07	9-09	DN BAKER DC	342.0	6-45	4-26	12-10AM					
106 P					WING	337.6	6-32	4-16	11-59PM					
106 P				9-21	D HAINES KB	331.7		4-11						
106 PW				9-32	D NORTH POWDER HD	322.1		4-00						
107 P					SAGO	315.5								
147 PVWY				9-46	TELOCASET	312.6								
106 P					CROOKS	308.9								
109 PVY					D UNION JCT. UN	302.2								
106 P		12-45AM	8-13	10-11	LONETREE	294.9								
BKOPTWXYZ	11-59AM	1-00AM	8-30PM	10-25AM	DN-R LA GRANDE RA	289.3	5-35AM	3-15PM	11-10PM	2-35AM				
					(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday				
	(2.34) 38.8	(2.20) 42.7	(2.40) 37.4	(2.40) 37.4	..... Thru Time	(2.40) 37.4	(2.35) 38.6	(2.25) 41.2	(2.40) 37.4	..... Average speed per hour.....			

No. 12 and No. 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.

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

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

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS			Time-Table No. 29 November 28, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
	125	17	11	105	18			12	106	126				
	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger			Mail and Express	Streamliner Passenger	Time Freight				
	Daily Except Sunday and Monday	Daily	Daily	Daily										
STATIONS														
BKOPTWXYZ		12-10PM	8-40PM	10-35AM	1-05AM	DN-R LA GRANDE RA	289.8	A 5-25AM	A 3-05PM	A 1-05PM	A 2-25AM			
WB71 PVWY EB 72						HILGARD	282.1	5-00	2-45	10-50				
130 P						MOTANIC	276.6							
P						NORDEEN	272.1							
141 PVWY						KAMELA	271.1							
P						ROSS	268.8							
WB 105 PW EB 102				11-34AM		MEACHAM	265.5							
136 P						HURON	257.7							
120 PW						CAMP	254.1							
WB 68 PVWY EB 69				12-06PM		DUNCAN	248.5							
102 P						BONIFER	239.5							
106 PVWY				12-23		GIBBON	236.9							
117 P						HOMLY	229.6							
116 P						MINTHORN	224.7							
115 P			10-45	12-45	2-55	MUNRA	218.9							
69 BJKPV WXYZ			11-10	1-00	3-10	DN PENDLETON FD	216.6	3-00	12-55	9-08				
156 JPX				1-07		RIETH	212.0	2-45	12-43	8-59				
135 P						BARNHART	208.3							
125 P						NOLIN	198.9							
135 PW			11-45	1-32		D ECHO HI	192.6							
P			11-52PM	1-39	3-37	STANFIELD	188.4							
BKOPWXYZ		A 3-20PM	A 12-10AM	A 1-55PM	A 3-50AM	DN-R HINKLE UK	184.2	2-10AM	12-10PM	8-30PM	11-15PM			
						(106.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday			
	(3.10) 33.3	(3.30) 30.2	(3.20) 31.7	(2.45) 38.4	..... Thru Time	(3.15) 32.5	(2.55) 36.2	(2.35) 40.9	(3.10) 33.3	..... Average speed per hour.....		

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

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 29 November 28, 1955	STATIONS	
		125 Time Freight	151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	19 Passenger			17 Passenger
		Daily Except Sunday and Monday	Daily	Daily		Daily	Daily	Daily			Daily
BJKOPWXYZ		3:30PM	12:01 ¹² PM	2:00AM		2:05PM	3:55AM	1:55 ²⁰ AM	12:40AM	DN-R HINKLE UK	
P		3:39	12:25	2:10		2:15		2:03	12:50	ORDNANCE RN	
138 PW		3:42	12:30	2:13		2:18	4:02	2:05	12:52	MUNLEY	
138 P		3:49	12:40	2:21		2:25	4:07	2:11	12:59	CLARKE	
138 P		3:57	12:50	2:30		2:33	4:12	2:18	1:16 ¹⁵ 1:26 ²⁰	DN BOARDMAN BD	
138 P		4:06	1:03	2:41		2:43	4:19	2:27	1:37	CASTLE	
19 JP		4:15	1:15	2:52		2:51		2:34	1:45	N HEPPNER JCT. WI	
143 P		4:17 ²⁰⁴	1:18	2:54		2:53	4:26	2:36	1:47	WILLOWS	
WB142 EB 117 BJKOPTX		4:29	1:35	3:07		3:04	4:34 ²⁰²	2:47	1:58	DN ARLINGTON MX	
135 P		4:36	1:43	3:14		3:12 ²⁰⁴	4:38	2:53	2:07	GILMORE	
132 P		4:43	1:51	3:21		3:18	4:42	2:58	2:12	BLALOCK	
134 P		4:51	2:01	3:30		3:24	4:47	3:04	2:18	QUINTON	
137 P		5:01	2:12	3:45 ²⁰²		3:33	4:54	3:11	2:26	GOFF	
100 P		5:08	2:23 ²⁰⁴	3:53		3:39	4:59	3:16	2:31	RUFUS	
100 P		5:11	2:30	3:58		3:42			2:34	GRANT	
80 JP		5:15	2:37	4:04		3:46	5:04	3:21 ²⁰²	2:37	DN BIGGS BX	
54 P		5:19	2:45	4:10		3:51	5:07	3:24	2:40	MILLER	
50 P			2:52	4:17		3:56	5:11			CELLO	
JPV		5:25	2:56	4:21		3:58	5:13	3:30	2:46	D OREGON TRUNK JCT. VO	
74 P		5:30	3:01	4:30		4:04	5:17	3:35	2:51	DUNE	
BKOPTWXZ		A 5:50PM	A 3:20PM	A 5:00AM		A 4:20PM	As 5:30AM	A 3:50AM	A 3:05AM	DN-R THE DALLES DK-WH	

BLOCK SIGNALS

DOUBLE TRACK

(2.20)	(3.19)	(3.00)	(2.15)	(1.35)	(1.55)	(2.25)	..... Thru Time	
42.2	29.6	32.8	43.8	62.1	61.3	40.7	..... Average speed per hour	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class, and except that No. 125 is superior to No. 262 and No. 264.—See Rule S-72. No. 17 will stop at Ordnance on Saturday and Sunday for passengers. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 29 November 28, 1955	Mile Post	FIRST CLASS				SECOND CLASS			
		20 Passenger	12 Mail and Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight	
DN-R HINKLE UK	184.2	A 1:55 ¹⁰ AM	A 12:01 ¹⁵¹ PM	A 8:25PM	A 1:45AM	A 6:30AM	A 5:45PM	A 11:05PM	
ORDNANCE RN	177.7	1:40	11:47 ^{AM}	8:15	1:30	6:00	5:20	10:49	
MUNLEY	175.8	1:38	11:44	8:13	1:28	5:55	5:15	10:47	
CLARKE	170.0	1:32	11:38	8:08	1:22	5:45	5:05	10:41	
DN BOARDMAN BD	163.8	1:26 ¹⁷	11:32	8:03	1:16 ¹⁷	5:30	4:50	10:34	
CASTLE	156.7	1:19	11:24	7:56	1:09	5:15	4:35	10:25	
N HEPPNER JCT. WI	148.2	1:12	11:17	7:49	1:02	4:59	4:23	10:17	
WILLOWS	147.0	1:10	11:15	7:48	1:00	4:56	4:17 ¹²⁵	10:15	
DN ARLINGTON MX	138.5	1:00	11:05	7:40	12:50	4:34 ¹⁰⁵	3:35	10:04	
GILMORE	134.0	12:49	10:55	7:36	12:37	4:12	3:12 ¹¹	9:55	
BLALOCK	129.3	12:45	10:51	7:32	12:33	4:05	2:55	9:50	
QUINTON	128.2	12:39	10:45	7:27	12:27	3:56	2:46	9:43	
GOFF	116.0	12:32	10:37	7:20	12:20	3:45 ²⁵⁷	2:34	9:34	
RUFUS	109.4	12:27	10:32	7:15	12:15	3:35	2:23 ¹⁵¹	9:28	
GRANT	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 ¹⁰	2:07	9:22	
MILLER	100.5			7:07		3:03	2:00		
CELLO	98.8	12:15	10:18	7:03	12:03	2:55	1:53	9:14	
D OREGON TRUNK JCT. VO	95.2	12:13	10:16	7:01	12:01 ^{AM}	2:50	1:50	9:12	
DUNE	91.9	12:10	10:13	6:58	11:58 ^{PM}	2:45	1:45	9:08	
DN-R THE DALLES DK-WH	85.8	12:02 ^{AM}	10:05 ^{AM}	6:50 ^{PM}	11:50 ^{PM}	2:30 ^{AM}	1:30 ^{PM}	9:00 ^{PM}	

BLOCK SIGNALS

DOUBLE TRACK

..... Thru Time	(1.53)	(1.50)	(1.35)	(1.55)	(4.00)	(4.15)	(2.05)
..... Average speed per hour	62.2	50.9	62.1	51.3	24.6	23.2	47.2

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

WESTWARD

FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 29 November 28, 1955	STATIONS
	125	151	257	458	11	105	19	17		
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger		
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
BKOPTWXZ	6:05PM	4:30PM	5:45AM		4:25PM	5:30AM	3:55AM	3:10AM	DN-R THE DALLES DK WH } DOUBLE TRACK	
P	6:15	4:40	5:55		4:31	5:35	4:01	3:16	CRATES 4.1 5.2	
136 P	6:37 ¹⁰⁶	4:50	6:05		4:37	5:41	4:07	3:22	ROWENA 6.3	
133 P	6:55	5:02	6:17		4:47	5:50	4:18	3:33	MOSIER 7.4	
W13 72 EB 107 PVX	7:15	5:15	6:30		5:00	6:01	4:30	3:45	DN HOOD RIVER KI	
131 P	7:21	5:24	6:37		5:06	6:06	4:36	3:51	MENO 4.1 8.5	
132 PW	7:34	6:01 ¹⁰⁰	6:55		5:20	6:18	4:50	4:05	WYETH 7.2	
139 P	7:54 ¹³⁶	6:15	7:09		5:30	6:27	5:00	4:15	CASCADE LOCKS 4.3	
122 PW	8:05	6:23	7:20		5:46 ¹⁰⁶	6:32	5:05	4:22	DN BONNEVILLE MU	
131 P	8:13	6:31	7:30		5:54	6:38	5:11	4:28	DODSON 4.8 7.3	
131 PZ	8:23	6:45	7:44		6:07	6:47	5:21	4:38	D BRIDAL VEIL JU	
131 P	8:30	6:52	7:53		6:15	6:52	5:26	4:43	ROOSTER ROCK 3.9 7.1	
56 107 IJPW	8:45	7:05	8:07		6:28	7:00	5:37	4:54	DN TROUTDALE SN	
51 P					6:36	7:03	5:40	4:59	FAIRVIEW 1.7 4.8	
53 P					6:45	7:09	5:47	5:06	CLARNIE 6.0 8.6	
28 PX	VIA KENTON	VIA KENTON	VIA KENTON		6:50	7:15	5:53	5:12	GRAHAM 3.5 7.1	
17 PX					6:55	7:19	5:58	5:17	BRUUN 2.1 1.4	
IJPVXY					6:59 ¹²⁶	7:22	6:02	5:21	EAST PORTLAND 0.5 5.0	
51 P	8:55	7:15	8:17						HEMLOCK 4.6 4.3	
100 P	9:05	7:25	8:27						D FIR FR	
73 BKPXZ	9:20	7:40	8:45						DN KENTON KN	
IJVX					9:10PM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	
IJPXY					9:12				DN NORTH PORTLAND JCT. KD	
IJPX	9:35	7:55	9:00		9:14				PENINSULA JCT. 1.2 1.4	
BKOPTWXZ	A 9:45PM	A 8:10PM	A 9:25AM						DN ST. JOHNS JCT. JN	
IJPVXY					9:21	6:59 ¹²⁰	7:22	6:02	6:21	DN-R ALBINA B X
BIKPV					A 9:30PM	A 7:10PM	A 7:30AM	A 6:10AM	A 6:30AM	EAST PORTLAND 0.5
									DN-R PORTLAND P-VC	
									VIA GRAHAM (85.8) VIA KENTON (92.2)	
	(3.40) 24.7	(3.40) 24.7	(3.40) 24.7		(0.20) 20.4	(2.45) 31.2	(2.00) 42.9	(2.15) 36.1	(2.20) 36.8 Thru Time
									 Average speed per hour

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

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

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 29 November 28, 1955	Mile Post	FIRST CLASS					SECOND CLASS		
		12	457	106	18	20	264	126	262
		Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
DN-R THE DALLES DK WH } DOUBLE TRACK	85.8	A 10:00AM		As 6:50PM	A 11:45PM	A 11:59PM	A 11:45AM	A 8:55PM	A 1:00AM
CRATES 4.1 5.2	81.7	9:53		6:43	11:33	11:49	11:27	8:45	12:42
ROWENA 6.3	76.5	9:47		6:37 ¹²⁵	11:27	11:43	11:17	8:39	12:32
MOSIER 7.4	70.2	9:38		6:27	11:18	11:34	11:05	8:30	12:20
DN HOOD RIVER KI	62.8	9:29		6:18	11:09	11:25	10:53	8:22	12:08
MENO 4.1 8.5	58.7	9:20		6:12	11:00	11:16	10:46	8:16	12:01AM
WYETH 7.2	50.2	9:08		6:01 ¹⁵¹	10:48	11:04	10:30	8:04	11:45PM
CASCADE LOCKS 4.3	48.0	8:58		5:52	10:39	10:55	10:17	7:54 ¹²⁵	11:32
DN BONNEVILLE MU	38.7	8:53		5:46 ¹¹	10:34	10:50	10:09	7:49	11:25
DODSON 4.8 7.3	38.9	8:47		5:41	10:28	10:44	10:00	7:43	11:17
D BRIDAL VEIL JU	26.6	8:39		5:34	10:20	10:36	9:50	7:34	11:06
ROOSTER ROCK 3.9 7.1	22.7	8:35		5:30	10:16	10:32	9:40	7:29	10:59
DN TROUTDALE SN	15.6	8:27		5:23	10:09	10:24	9:25	7:21	10:45
FAIRVIEW 1.7 4.8	18.9	8:24		5:21	10:07	10:22	9:19	7:17	10:40
CLARNIE 6.0 8.6	7.9	8:16		5:15	10:01	10:16	9:07	7:11	10:28
GRAHAM 3.5 7.1	4.4	8:11		5:10	9:56	10:11	8:59	7:06	10:20
BRUUN 2.1 1.4	1.9	8:07		5:06	9:52	10:07	8:54	7:02	10:14
EAST PORTLAND 0.5 5.0	0.5	8:04		5:03	9:49	10:04	8:50	6:59 ¹¹	10:10
HEMLOCK 4.6 4.3	17.0								
D FIR FR	12.4								
DN KENTON KN	8.1								
DN NORTH PORTLAND JCT. KD	6.8	VIA GRAHAM	A 9:16AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
PENINSULA JCT. 1.2 1.4	5.6		9:13						
DN ST. JOHNS JCT. JN	4.2		9:10						
DN-R ALBINA B X	1.6		9:07				8:30AM		9:45PM
EAST PORTLAND 0.5	0.5		8:04	9:04	5:03	9:49	10:04		6:59 ¹¹
DN-R PORTLAND P-VC	0.0	8:00AM	9:00AM	5:00PM	9:45PM	10:00PM			6:55PM
VIA GRAHAM (85.8) VIA KENTON (92.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		(2.00) 42.9	(0.16) 25.5	(1.50) 46.8	(2.00) 42.9	(1.59) 43.3	(3.15) 26.6	(2.00) 42.9	(3.15) 26.6

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

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

WESTWARD		FIFTH SUBDIVISION										
		FIRST CLASS						Time-Table No. 29				
						85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger	November 28, 1955			
							Daily	Daily	Daily	STATIONS		
Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	IJPVX									BLOCK SIGNALS {	PORTLAND	KD
											DN NORTH PORTLAND JCT.	
											VANCOUVER	
										STATIONS		
										BLOCK SIGNALS		
										PORTLAND		
										DN NORTH PORTLAND JCT.		
										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.

										N. P. CROSSING	
										N. P. CROSSING	
										N. P. CROSSING	
										RESERVATION	
										TACOMA JCT.	
IJ										BLOCK SIGNALS	
JP										DN NORTH PORTLAND JCT.	

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.

										N. P. CROSSING	
										N. P. CROSSING	
										N. P. CROSSING	
										RESERVATION	
										TACOMA JCT.	
23 67 IPVX										BLOCK SIGNALS	
BIJKOP TVWXYZ										DN-R BLACK RIVER	
BKPXZ										C. M. St. P. & P. C. CROSSING	
										DN-R ARGO	
										DN-R SEATTLE	

(0.12) (4.00) (0.17) Thru Time
 15.5 45.8 10.9 Average speed per hour.....

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

WESTWARD		THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.							EASTWARD	
		691	681			690	692			
		5.15PM	6.00AM	ALBINA		A 4.30AM	A 7.00AM			
		A 4.30AM	A 6.00PM	ARGO		7.30PM	11.00PM			

		FIFTH SUBDIVISION							EASTWARD			
								FIRST CLASS				
							82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	Time-Table No. 29		
							Mile Post				November 28, 1955	
											STATIONS	
BLOCK SIGNALS {											PORTLAND	
											DN NORTH PORTLAND JCT.	
											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.

										N. P. CROSSING	
										N. P. CROSSING	
										N. P. CROSSING	
										RESERVATION	
										TACOMA JCT.	
										BLOCK SIGNALS	
										DN NORTH PORTLAND JCT.	
										VANCOUVER	

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.

										N. P. CROSSING	
										N. P. CROSSING	
										N. P. CROSSING	
										RESERVATION	
										TACOMA JCT.	
										BLOCK SIGNALS	
										DN-R BLACK RIVER	
										C. M. St. P. & P. C. CROSSING	
										DN-R ARGO	
										DN-R SEATTLE	

(0.08) (0.08) (4.30) Thru Time
 23.3 23.3 40.7 Average speed per hour.....

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

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Singles, etc. See Rule 9(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 29 November 28, 1955	STATIONS
	379	151	361	363	63	19	97		
	Freight	Freight	Freight	Freight	Passenger	Passenger	CMS&P&P Streamliner Passenger		
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		
BK1>VX		12.35 ^{AM}				9.00 ^{PM}	1.05 ^{AM}	DN-R SPOKANE DS 1.7 AU	
PX		12.45				9.04	1.11	WEST SPOKANE	
48 P		12.55				9.08	1.18	3.0 COWLES	
53 P		1.05				9.13	1.25	4.5 MARSHALL	
108 PWX		1.20				9.22	1.36	7.3 CHIENEY N CY	
51 P		1.28				9.28	1.44	5.2 GEIB	
52 P		1.36				9.35	1.50	6.0 MASON	
58 PW		1.46				9.43	1.59	7.4 CROSKY 4.0	
109 P		2.05 ⁹⁷				9.49 ⁸⁸	2.05 ¹⁵¹	WELLS 4.4	
52 P		2.20				9.56	2.12	6.8 PALM LAKE	
44 P		2.30				10.02	2.18	5.2 ASHBY	
52 P		2.40				10.07	2.24	4.2 EMDEN	
75 JOPVWXY		3.00				10.15	2.35 ^{AM}	6.7 MARENGO DN-R RA	
52 P		3.10				10.21		4.8 THAVIS	
53 P		3.17				10.26		4.4 MACK	
51 P		3.25				10.31		4.2 ANKENY	
88 JPWY	5.00 ^{PM}	3.40				10.42		7.8 HOOPER JCT. N-R HR	
53 P	5.15	3.50				10.49		8.8 PARK	
146 P	5.30	4.19 ²⁰				10.58		6.2 JOBO	
73 P	5.45	4.35 ³⁷⁸				11.07		5.8 CHEW	
BJKOPWXY	A 6.00 ^{PM}	6.00				11.27		3.9 AYER DN-R JD	
98 P		6.15				11.35		6.2 RUXBY	
98 P		6.30				11.44		7.7 SCOTT	
48 P		6.40				11.51		6.1 WALKER	
98 P		6.46				11.55 ^{PM}		2.8 SIMMONS	
98 PW		7.05				12.06 ^{AM}		7.6 PAGE	
95 P		7.20				12.15		7.5 ASH	
94 P		7.30				12.21		6.9 HUMORIST	
157 JKPVWXY		7.50	7.25 ^{AM}	4.30 ^{AM}		11.30 ^{PM}	12.30	7.2 WALLULA DN-R JN	
JPVXY		7.55	7.30	4.40		11.35	12.33	1.7 WALLULA JCT.	
157 P		8.20	7.47	5.00		11.50 ^{PM}	12.46	10.3 JUNIPER	
159 P		8.40	8.05	5.20		12.03 ^{AM}	12.56	9.8 COLD SPRINGS	
BJKOPWXYZ	A 9.15 ^{AM}	A 8.30 ^{AM}	A 5.40 ^{AM}			A 12.25 ^{AM}	A 1.15 ^{AM}	9.2 HINKLE DN-R UK	

(1.00)	(8.40)	(1.05)	(1.10)	(0.55)	(4.15)	(1.30)	..... Thru Time
21.6	21.4	28.6	28.8	33.8	43.1	40.7	..... Average speed per hour

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 29 November 28, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
		20	64	98	362	378	298	364
		Passenger	Passenger	CMS&P&P Streamliner Passenger	Freight	Freight	Freight	Freight
DN-R SPOKANE DS 1.7 AU	867.3	A 6.30 ^{AM}		A 10.45 ^{PM}				A 6.30 ^{PM}
WEST SPOKANE	865.6	6.23		10.35				6.15
3.0 COWLES	862.0	6.17		10.29				6.05
4.2 MARSHALL	857.8	6.11		10.24				5.55
7.3 CHIENEY N CY	850.5	6.02		10.15				5.40
5.2 GEIB	845.3	5.55		10.08				5.30
6.0 MASON	840.3	5.48		10.02				5.20
7.4 CROSKY 4.0	832.9	5.39		9.54				5.05
WELLS 4.4	328.9	5.34		9.49 ¹⁰				4.57
6.8 PALM LAKE	322.8	5.26		9.35				4.45
5.2 ASHBY	317.1	5.19		9.29				4.35
4.2 EMDEN	312.9	5.14		9.23				4.20
6.7 MARENGO DN-R RA	306.2	5.05		9.15 ^{PM}				4.00
4.8 THAVIS	301.4	4.55						3.29
4.4 MACK	297.0	4.50						3.22
4.2 ANKENY	292.8	4.44						3.15
7.8 HOOPER JCT. N-R HR	284.9	4.35			A 5.15 ^{AM}			3.00
8.8 PARK	279.3	4.28			5.02			2.45
6.2 JOBO	273.1	4.19 ¹⁵¹			4.50			2.33
5.8 CHEW	267.3	4.10			4.35 ¹⁵¹			2.15
3.9 AYER DN-R JD	263.4	4.05			4.15 ^{AM}			2.00
6.2 RUXBY	257.2	3.51						12.50
7.7 SCOTT	249.5	3.42						12.36
6.1 WALKER	243.4	3.34						12.26
2.8 SIMMONS	240.6	3.31						12.20 ^{PM}
7.6 PAGE	238.0	3.21						11.59 ^{AM}
7.5 ASH	225.5	3.12						11.40
6.9 HUMORIST	219.5	3.05						11.25
7.2 WALLULA DN-R JN	215.2	2.55	A 3.40 ^{AM}		A 2.45 ^{AM}			11.10
1.7 WALLULA JCT.	213.5	2.51	3.35		2.40			11.00
10.3 JUNIPER	208.2	2.40	3.22		2.22			10.40
9.8 COLD SPRINGS	198.4	2.30	3.10		2.05			10.20
9.2 HINKLE DN-R UK	184.2	2.20 ^{AM}	2.55 ^{AM}		1.45 ^{AM}			10.00 ^{AM}
(186.0)		Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily

..... Thru Time	(4.10)	(0.65)	(1.30)	(1.00)	(1.00)	(8.30)	(1.05)
..... Average speed per hour	44.6	41.3	40.7	31.0	21.6	21.9	28.6

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

WESTWARD

YAKIMA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS		Time-Table No. 29 November 28, 1955	STATIONS
	907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight	63 Passenger	347 N. P. Passenger		
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		
BKOPTVWXYZ					9:30 PM	8:00 PM		DN-R YAKIMA NY	
39 X					9:40	8:06		UNION GAP	
MP								N. P. CROSSING	
20 P					9:50	8:12		PARKER	
M								N. P. CROSSING	
32 P					10:00	8:19		DONALD	
18 PV					10:05	8:24		SAWYER	
40 PV					10:15	8:29		BUENA	
74 PVX					10:25	8:36		ZILLAH AH	
63 P					10:48	8:44		GRANGER	
53					11:05	8:53		EMERALD	
36 JPXY					11:30 PM	9:25		MIDVALE	
51 PVWX					12:01 AM	9:37		GRANDVIEW GW	
44 P					12:25	9:49		NORTH PROSSER	
58					12:50	10:01		CHAFFEE	
42 PX					1:20	10:12		BENTON CITY	
63					1:40	10:22		ACTON	
51 JPX		7:40 AM	6:20 AM		2:10	10:40		RICHLAND JCT.	
65 BKPVWX		A 8:00 AM	6:50		2:50	11:00		KENNEWICK KN	
12 P			7:00		3:10	11:10		HEDGES	
70 JPV		6:25 PM	7:10	6:35 AM	3:20	11:15	5:25 AM	VILLARD JCT.	
70 JPWX		A 6:45 PM					A 5:37 AM	ATTALIA	
157 JKPVWXY			A 7:25 AM	A 6:50 AM	A 3:35 AM	A 1:30 PM		WALLULA JN	
								(98.6)	
	(0.20)	(0.20)	(1.05)	(0.15)	(0.05)	(3.30)	(0.12)	Thru Time	
	19.2	17.4	18.1	28.0	10.1	28.2	32.0	Average speed per hour	

WESTWARD SUNNYSIDE BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		Time-Table No. 29 November 28, 1955	STATIONS
	63 Passenger			
	Daily			
36 JPXY			9:00 PM R	MIDVALE
PVX			A 9:10 PM D-R	SUNNYSIDE SI
				(2.8)
	(0.10)		Thru Time	
	16.8		Average speed per hour	

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.
 No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 22.

YAKIMA BRANCH

EASTWARD

Time-Table No. 29 November 28, 1955	Mile Post	FIRST CLASS		SECOND CLASS				
		64 Passenger	348 N. P. Passenger	908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Freight
		STATIONS						
DN-R	YAKIMA NY	98.0	A 7:00 AM					A 2:15 AM
	UNION GAP	94.6	6:50					1:55
	N. P. CROSSING	91.3						
	PARKER	90.8	f 6:43					1:45
	N. P. CROSSING	89.4						
	DONALD	86.8	f 6:33					1:30
	SAWYER	84.5	f 6:26					1:20
	BUENA	81.6	s 6:19					1:10
D-R	ZILLAH AH	78.5	s 6:11					12:55
	GRANGER	78.4	f 6:00					12:25
	EMERALD	67.2	f 5:51					12:05 AM
R	MIDVALE	63.6	5:44					11:30 PM
DN	GRANDVIEW GW	67.7	s 5:35					11:10
	NORTH PROSSER	50.8	f 5:19					10:50
	CHAFFEE	43.0	f 5:07					10:30
	BENTON CITY	36.5	s 4:57					10:12
	ACTON	31.3	4:47					9:45
R	RICHLAND JCT.	19.0	4:30		A 5:20 AM	A 5:30 AM		9:15
DN	KENNEWICK KN	18.2	s 4:20		5:00	5:10 AM		8:55
	HEDGES	8.7	f 4:05		4:25			8:38
	VILLARD JCT.	7.0	f 4:00	A 10:50 PM	A 2:35 AM		A 1:50 PM	8:30
	ATTALIA	0.6		10:38 PM	2:15 AM			
DN-R	WALLULA JN	0.0	3:50 AM		4:00 AM		1:30 PM	8:15 PM
	(98.6)		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily
	Thru Time	(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(6.00)
	Average speed per hour	30.9	32.0	19.2	14.7	17.4	21.0	16.4

SUNNYSIDE BRANCH EASTWARD

Time-Table No. 29 November 28, 1955	Mile Post	FIRST CLASS	
		84 Passenger	
		Daily	
R	MIDVALE	0.0	A 9:25 PM
D-R	SUNNYSIDE SI	2.8	9:15 PM
	(2.8)		Daily
	Thru Time	(0.10)	
	Average speed per hour	16.8	

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.
 No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 22.

WESTWARD

SPOKANE-TEKOA BRANCH

SECOND CLASS

FIRST CLASS

Time-Table No. 29

November 28, 1955

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		STATIONS
	381 CMStP&P Freight	387 Freight	298 Freight	391 Mixed	95 CMStP&P Streamliner Passenger	67 Passenger	
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	
BKPVX			6.30PM		10.55PM	8.15AM	DN-R SPOKANE 1.9 DS AU } DOUBLE TRACK DN N. P. CROSSING 2.5 CG
IJPX			6.40		11.00	8.20	
HIJKOP TVWXZ	10.00PM	7.20PM ³⁹²	6.50PM	3.50PM	11.05 ³⁸⁸	8.25	EAST SPOKANE 2.1
50 IVX	10.10	7.30		4.05	11.10	8.30	DN DISHMAN 3.2 SP
35	10.28 ³⁸⁸	7.40		4.29 ⁶⁸	11.15 ³⁸²	8.34	CHESTER 6.0
78	10.50 ³⁸²	7.57		4.50	11.27	8.45	D MICA 2.8 MA
38	11.05	8.07		4.57	11.31	8.50	FREEMAN 3.3
VX	11.20PM ^A	8.25PM		5.05	11.36PM ^A	9.00AM	DN-R MANITO 5.2 MU
23				5.25			D ROCKFORD 3.3 RD
40				5.40 ³⁹²			DARKNELL 8.4
31 VX				5.55			D FAIRFIELD 8.4 G
25				6.20			LATAH 7.2
BJOPWXYZ				6.50PM ^A			DN-R TEKOA 7.2 K
					(49.3)		

(1.20) (1.05) (0.20) (3.00) (0.41) (0.45) Thru Time.....
13.0 15.1 13.2 15.0 31.9 29.0 Average speed per hour.....

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

WESTWARD WALLULA BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	PLEASANT VALLEY BRANCH		WALLULA BRANCH	
	391 Freight	Mile Post	STATIONS	Mile Post
14 JPX	7.45PM	48.0	BJKOPTVWXYZ	30.9
			DN-R WALLA WALLA 2.0 BU	
			COLLEGE PLACE 0.1	28.9
			W. W. V. RY. CROSSING 0.1	28.7
			GARRETT 4.6	28.6
34 VWX	8.45	39.1	WHITMAN 4.7	24.0
44	9.20	31.2	LOWDEN 4.7	19.3
M		30.7	TOUCHET 4.3 CH	15.0
28 WX	10.20	18.3	REESE 7.5	7.5
27	10.50	11.5	ZANGAR JCT. 3.3	3.8
43	11.20	4.4	BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.	
63 BJKWXY	11.45PM ^A	0.0	WALLULA JCT. 3.8	0.0
			(48.0)	(30.5)

(4.00) Thru Time..... (1.08) (1.49) Thru Time..... (0.45)
12.0 Average speed per hour.... 24.8 15.5 13.5 Average speed per hour..... 20.9

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

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

No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.

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

SPOKANE-TEKOA BRANCH

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 29

November 28, 1955

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	Mile Post	FIRST CLASS		SECOND CLASS			
		94 CMStP&P Streamliner Passenger	68 Passenger	151 Freight	392 Mixed	388 Freight	382 CMStP&P Freight
DN-R SPOKANE 1.9 DS AU } DOUBLE TRACK DN N. P. CROSSING 2.5 CG	165.4	A 12.55AM	A 4.50PM	A 12.35AM			
EAST SPOKANE 2.1	163.5	12.45	4.43	12.25			
DN DISHMAN 3.2 SP	161.0	12.40	4.38	12.15AM ^A	7.20PM ³⁸⁷	11.05PM ⁹⁵	11.40PM ^A
CHESTER 6.0	158.9	12.36	4.34		7.05	10.45	11.25
D MICA 2.8 MA	155.7	12.31	4.29 ³⁹¹		6.55	10.28 ³⁸¹	11.15 ⁹⁵
FREEMAN 3.3	149.7	12.20	4.17		6.40	10.12	10.50 ³⁸¹
DN-R MANITO 5.2 MU	146.9	12.15	4.11		6.30	10.06	10.42
D ROCKFORD 3.3 RD	143.6	12.10AM	4.05PM		6.15	10.00PM	10.35PM
DARKNELL 8.4	138.4				5.55		
FAIRFIELD 8.4 G	135.1				5.40 ³⁹¹		
LATAH 7.2	131.7				5.15		
DN-R TEKOA 7.2 K	123.3				4.50		
(49.3)	118.1				4.30PM		
		Daily	Daily		Daily	Daily Except Monday	Daily

(0.45) (0.45) Thru Time..... (0.20) (2.50) (1.05) (1.05)
29.0 20.0 13.2 15.8 10.1 16.1 Average speed per hour.....

WESTWARD MOSCOW BRANCH EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	MOSCOW BRANCH		CONNELL BRANCH	
	379 Freight	61 Passenger	62 Passenger	378 Freight
BKTVX	7.00AM	6.45PM	D-R MOSCOW 7.6 MO	28.1
1	7.20	6.56	WHITLOW 1.2	20.5
			N. P. CROSSING 0.6	19.3
23 X	8.33 ⁹²	7.05	D PULLMAN XN 6.0	18.7
18	9.00	7.18	ALBION 3.0	12.7
19	9.10	7.25	SHAWNEE 9.7	9.7
JMOWXY	9.40AM ^A	7.45PM	DN-R COLFAX 28.1 CA	0.0
			(28.1)	
			Daily	Daily Except Monday

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 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.

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			
Nelson.....	372.9	54 P	West	Juno.....	20.8	10	Both
Second Subdivision				Huntley.....	22.0	2	Both
Yoakum.....	201.7	10	Both	Sunset.....	25.4	30	Both
Pendair.....	213.5	80 P	Both	Warner.....	45.3	11	Both
Mission.....	221.2	{18 P 25 P}	Both	Moscow Branch			
Cayuse..... (1).....	227.1	48 P	Both	Risbeck..... (5).....	4.5	6	Both
Thorn Hollow.....	232.1	14 P	Both	Parvin..... (5).....	7.8	8	Both
North Fork.....	251.4	10 P	West	Armstrong..... (5).....	15.7	3 W {M. P. 16.2}	Both
Third Subdivision				Holland.....	21.4	8	Both
Seufert.....	87.7	13	West	Connell Branch			
Fourth Subdivision				Pampa.....	4.6	15	Both
Quarry Spur.....	6.5	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett..... (1).....	20.3		None	Wacota.....	34.1	4	Both
Latourell..... (1).....	23.9		None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6		None	Sulphur.....	46.1	9	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	Tekoa-Ayer Branch			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
Via Kenton				Schreck.....	31.9	14	Both
Champ.....	9.5	7	Both	Thera..... (5).....	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0	{37 P 40 P 126 P}	West	Walters.....	98.6	10	Both
Sixth Subdivision				Pomeroy Branch			
Sheffer.....	242.1	4	Both	Houser.....	19.1	1	Both
Matthews.....	253.3	5	Both	Tucannon Branch			
Magallon.....	258.6	2	Both	Powers.....	2.7	4	Both
Teske.....	310.6	2	Both	Pendleton Branch			
Joseph Branch				Havana.....	6.9	11	Both
Island City..... (2).....	2.6	12	Both	Weston.....	20.9	60 X	East
Conley..... (2).....	5.9	6	Both	Bade.....	30.2	13	Both
Vincent..... (2).....	40.6	2	East	Barrett.....	33.1	10	Both
Sevier.....	56.7	5	West	Prunedale.....	34.2	15	Both
Freels.....	75.2	2	West	State Line.....	41.7	10	Both
Marble.....	75.8	{5 25}	Both	Langdon.....	43.6	12	Both
Pilot Rock Branch				Russell.....	51.8	11	Both
McBee.....	2.8	2	East	Hadley.....	56.5	19	Both
Lens.....	11.2	4	East	Berryman.....	59.8	9	Both
Grass Valley Branch				Ennis.....	60.9	10	Both
Sandon.....	15.0	8	Both	Robinson.....	67.6	2	Both
Hay Canyon.....	19.2	{12 15}	East	McCall.....	69.4	2	Both
De Moss.....	23.9	12	West	McKay.....	78.6	6	Both
Erskine.....	31.3	9	Both	Wallace Branch			
Bourbon.....	45.8	8	Both	O'Gara..... (6).....	26.3		None
Grays Harbor Branch				Black Lake..... (6).....	38.0		None
Raisch.....	2.6	7	Both	Dudley..... (6).....	52.0	12	Both
Baleh..... (3).....	18.3	18 P	Both	Smeltonville..... (6).....	66.3		None
Yakima Branch				Shont..... (6).....	72.8	3	Both
Grosscup.....	28.2	8	Both	Polaris.....	74.6	42	East
Biggam..... (4).....	48.3	10	Both	Gem.....	84.1	5 X	Both
Boone.....	76.4	1	East	Frisco.....	84.4	7 X	Both
Flint.....	83.6	18	Both	Dorn.....	85.1	13	Both
Spokane-Tekoa Branch				Dayton Branch			
Rahm.....	125.9	4	Both	Taggard.....	4.3	1	West
Coey.....	141.7	17	Both	Ronan.....	19.3	28	West

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

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

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

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
No. 125 and No. 126, maximum speed.		60	60	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Motor trains and inspection bus cars.		40	40	With side rods and main rods in place.			25
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling scale test cars: On main line. On branch lines.			30 25
No. 125 and No. 126, within yard limits.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling U. P. ore cars Nos. 8000 to 8400, loaded or empty.			45
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel freight and road switch locomotives.	65	65	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1500 class Diesel road freight locomotives.	50	50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	On tracks other than main tracks.	15	15	15
1800 class Diesel yard locomotives in road service.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Steam engines running backward.	20	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
3800 class engines.		60	50				
3700 and 3900 class engines.		65	50				
5000 class engines.		50	50				
7000-7800 class engines.		70	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 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	North Powder Between M.P. 321.6 and 321.3.	70	60	50
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	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. 349.8 and 348.4.	30	25	20	La Grande			
Durkee Between M.P. 366.5 and 360.3.	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				

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.0.	55	45	35
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Barnhart 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. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70	60	50
Hilgard Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.6 and 201.4.	70	60	50
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	60	60	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 231.7 and 227.2.	40	35	25	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	50	Between M.P. 220.1 and 226.0.	70	60	50	Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 249.6 and 249.4.	35	30	20	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. 248.6 and 248.4.	50	40	25	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. 248.1 and 247.2.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Between M.P. 217.6 and 216.3.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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
Castle Between M.P. 154.5 and 149.4.	70	60	50	Between M.P. 136.2 and 136.1.	70	60	50	Between M.P. 114.5 and 112.5.	60	60	40
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 134.8 and 134.7.	70	60	50	Between M.P. 110.2 and 110.0.	70	60	50
Willows Between M.P. 147.0 and 146.3.	70	60	50	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Miller Between M.P. 100.1 and 95.2.	55	45	35
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 131.0 and 130.4.	60	50	40	Dune Between M.P. 88.5 and 87.5.	70	60	50
Between M.P. 141.6 and 140.5.	70	60	50	Between M.P. 130.0 and 129.2.	70	60	45	The Dalles Over street crossings.	12	12	12
				Between M.P. 124.8 and 124.0.	70	60	45				
				Between M.P. 123.8 and 123.7.	55	45	35				
				Quinton Between M.P. 120.8 and 120.6.	60	50	40				
				Between M.P. 118.8 and 118.6.	70	60	45				
				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 Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	50	Between M.P. 52.3 and 50.4.	60	50	40	Bruun			
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	55	45	35	Troutdale Between Troutdale and Kenton via Fir.	35	35	35
Between M.P. 78.2 and 77.5.	70	60	50	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	50	East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 42.4 and 41.4.	35	30	20	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 39.9 and 38.2.	60	50	40				
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 71.4 and 68.4.	40	35	25	Dodson Between M.P. 32.8 and 31.7.	70	60	50				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 24.0 and 23.8.	55	45	35				
Hood River Between M.P. 62.1 and 59.4.	55	45	35	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
				Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	50				

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	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									50	40
Hinkle East and West legs of wye.	20	20										50	40
Between M.P. 186.0 and 187.3.	60	50		Between M.P. 246.1 and 246.3.	50	40		Marengo 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. 246.9 and 247.0.	45	35							
Juniper Between M.P. 209.2 and 211.7.	40	30		Scott Between M.P. 252.8 and 253.0.	45	35							
Wallula Jct. West leg of wye.	15	15		Between M.P. 256.9 and 257.1.	45	35		Cheney Within city limits.	35	35	35		
Wallula Between M.P. 214.6 and 215.5 over manual operated switches.	20	20		Ruxby Between M.P. 260.3 and 260.5.	50	40							
Between M.P. 217.2 and 217.4.	45	35		Chew Between M.P. 268.2 and 269.3.	30	30							
Between M.P. 219.1 and 219.5.	50	40		Between M.P. 271.5 and 272.5.	25	15		Between M.P. 354.0 and 363.8 on curves.	60	50	35		
Humorist Between M.P. 224.2 and 224.5.	50	40		Between M.P. 272.7 and 273.2.	45	35							
Ash Between M.P. 226.8 and 227.0.	50	40		Between M.P. 275.1 and 276.9.	40	25							
Between M.P. 228.1 and 229.9.	35	25		Between M.P. 277.9 and 279.4.	45	35		Between M.P. 364.2 and 364.4.	45	35	25		
Between M.P. 230.8 and 232.3.	45	35		Park Between M.P. 280.0 and 281.6.	40	25							
Page Between M.P. 233.0 and 233.4.	50	40		Between M.P. 281.9 and 282.2.	50	40							
Between M.P. 234.0 and 235.6.	35	25		Hooper Jct. Between M.P. 286.1 and 286.5.	50	40		Between M.P. 364.7 and 364.9.	55	45	35		
Between M.P. 236.3 and 238.1.	35	25		Spokane Through Union Station limits.	15	15	15						
Between M.P. 239.0 and 239.8.	50	40		Union Station over slip switches.	10	10	10						

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		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.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		20	20	Aberdeen Within city limits.		20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.		5	5
Pilot Rock Branch Maximum speed.		15	15	Tono Branch Maximum speed.		15	15	Over other street crossings.		10	10
Umatilla Branch Maximum speed.		40	40	On curves of 6 degrees and over.		10	10	Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	50
Hinkle Between M.P. 0.0 and 0.1.		15	15	Olympia Branch Maximum speed.		20	20	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	Olympia Within city limits.		10	10	Between M.P. 70 and Yakima.		45	30
Hermiston Standard and Union Oil spurs.			6	4- and 5-degree curves.		15	15	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	On curves of 6 degrees and over.		10	10	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	Grays Harbor Branch Maximum speed.		30	30	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	Centralia Between M.P. 1.0 and 1.3.		10	10	Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	Blakeslee Junction Between M.P. 4.3 and 4.7.		20	20	Bridge 7.44.		25	15
Umatilla On wye.		10	10	Galvin Between M.P. 5.1 and 5.7.		15	15	Kennewick Over street crossings.		8	8
Irrigon				Between M.P. 6.5 and 6.8.		10	10	Between M.P. 35.6 and 35.9.		45	35
Heppner Branch Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	Benton City Within city limits.		40	30
3-degree curves.		20	20	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 11.9 and 12.1.		15	15	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Independence Between M.P. 14.7 and 15.2.		10	10	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	Zillah Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	South Elma Between M.P. 32.8 and 33.8.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 34.4 and 34.6.		10	10	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15				
				Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour	Location	Miles Per Hour		
	Str.	Psgr.	Fr.				Str.	Psgr.	Fr.
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.	25	25	Lane Between M.P. 47.8 and 48.3.	45	30
Between M.P. 25.4 and 26.2.		20	20	Between Dayton Jct. and Turner.	15	15	Between M.P. 48.6 and 49.0.	45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.	20	20	Rose Lake Between M.P. 50.6 and 51.0.	35	25
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.	20	20	Dudley Between M.P. 53.6 and 54.2.	35	25
Between M.P. 30.3 and 30.4.		20	20	Dayton Over street crossings west of Touchet River.	15	15	Between M.P. 54.5 and 54.9.	35	25
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.	10	10	Cataldo Between M.P. 58.7 and 59.1.	45	30
Between M.P. 32.2 and 32.4.		20	20	Wallace Branch Maximum speed.	50	30	Between M.P. 60.0 and 60.2.	20	20
Between M.P. 32.7 and 32.9.		20	20	Between Plummer Jct. and Chateolet.	35	20	Between M.P. 62.4 and 63.2.	35	25
Milton-Freewater Over street crossings.		15	15	Between Chateolet and Harrison.	40	25	Between M.P. 63.4 and 64.0.	45	30
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.	45	30	Kellogg-Wardner Over street crossings.	10	10
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.	35	25	Between M.P. 70.1 and 70.3.	35	25
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.	25	20	Between M.P. 70.7 and 70.9.	35	25
Within city limits.		20	20	On 9- and 10-degree curves.	20	20	Between M.P. 71.5 and 71.7.	45	30
On west leg of wye.		8	8	Plummer Jct. Between M.P. 16.2 and 16.9.	20	20	Between M.P. 72.4 and 72.6.	35	25
Between M.P. 52.7 and 53.4.		20	20	Between M.P. 17.9 and 18.2.	25	20	Between M.P. 73.4 and 73.6.	45	30
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 18.5 and 20.3.	25	20	Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 20.7 and 21.5.	25	20	Between M.P. 77.4 and 77.7.	35	25
Between M.P. 66.1 and 66.3.		20	20	Chatcolet Bridge 23.45.	15	15	Between M.P. 78.0 and 78.2.	35	25
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 24.1 and 28.4.	25	20	Between M.P. 78.6 and 78.7.	25	20
Between M.P. 72.8 and 73.2.		20	20	Sierra Nevada Branch Maximum speed.		10	Wallace Over street crossings.	6	6
Between M.P. 74.3 and 76.1.		20	20	Springston Between M.P. 34.0 and 34.1.	45	30	Between M.P. 81.4 and 87.3.	20	20
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 34.5 and 34.7.	45	30	Burke to Wallace, eastward.	10	10
Between M.P. 78.9 and 79.3.		20	20	Between M.P. 34.9 and 35.2.	35	25	Sierra Nevada Branch Maximum speed.		10
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 38.3 and 38.6.	35	25			
Between M.P. 80.8 and 81.2.		20	20	Between M.P. 39.6 and 39.8.	45	30			
Alto									

Standard clocks are listed as shown below:

Aberdeen.....	Telegraph Office	Hinkle.....	Yard Office	Seattle (Joint)	Union Station Telegraph Office
Albina.....	Train Dispatcher's Office	Hoquiam (Joint). N. P. Ry.	Telegraph Office	Spokane.....	Train Dispatcher's Office
Albina.....	Yard Telegraph Office	Huntington.....	Yard Office	Spokane.....	Telegraph Office
Argo.....	Enginemen's Register Room	Huntington.....	Telegraph Office	Tacoma.....	Yard Office
Argo.....	Yard Office	Kellogg-Wardner.....	Telegraph Office	The Dalles.....	"DK" Telegraph Office
Arlington.....	Enginemen's Register Room	Kennewick.....	Telegraph Office	The Dalles.....	"W1" Telegraph Office
Arlington.....	Telegraph Office	Kenton.....	Telegraph Office	The Dalles.....	Yard Office
Ayer.....	Telegraph Office	La Grande.....	Crow Dispatcher's Office	Wallace.....	Telegraph Office
Baker.....	Telegraph Office	La Grande.....	Train Dispatcher's Office	Wallace.....	Enginemen's Register Room
Bend (Joint).....	O. T. Ry. Telegraph Office	La Grande.....	Depot Telegraph Office	Walla Walla.....	Passenger Depot
Centralia (Joint). N. P. Ry.	Telegraph Office	La Grande.....	Yard Office	Wallula.....	Telegraph Office
East Spokane.....	Enginemen's Register Room	Moscow.....	Telegraph Office	Winona.....	Telegraph Office
East Spokane.....	Trainmen's Register Room	Olympia.....	Telegraph Office	Yakima.....	Telegraph Office
Hinkle.....	Telegraph Office	Pendleton.....	Telegraph Office	Yakima.....	Roundhouse
Hinkle.....	Enginemen's Register Room	Portland (Joint)	N. P. T. Co. Telegraph Office		

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

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A))

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

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

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordinance.....	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.