

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 16

Effective Sunday
March 8, 1953
At 12:01 P.M. Pacific Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

L. A. COLLINS
General Manager

H. E. SHUMWAY
General Superintendent Transportation

E. H. BAILEY
General Superintendent

A. McALLISTER, Superintendent **Portland, Ore.**
J. G. Kimmell, Assistant Superintendent Portland, Ore.
R. A. Roberts, Assistant Superintendent La Grande, Ore.
H. B. Coburn, Assistant Superintendent Seattle, Wash.
H. A. Achenbach, Assistant Superintendent Spokane, Wash.
R. L. Rickard, Trainmaster Portland, Ore.
J. Bowen, Trainmaster Portland, Ore.
D. E. Gardner, Trainmaster Walla Walla, Wash.
A. Rau, Master Mechanic Portland, Ore.
R. L. Norris, Road Foreman of Engines La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines Portland, Ore.
J. C. Haydon, Road Foreman of Engines Portland, Ore.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
E. F. Kidder, Division Engineer Portland, Ore.
H. L. Mathewson, General Roadmaster Portland, Ore.

First and Second Subdivision and Branches
B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant 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.

Third, Fourth and Fifth Subdivision 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. M. Enfield, 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 |
|-------------------------------|------------------------------|---------------------|------------------------------------------------------------------------------------------------|------------------------------|--------------------|
| D. L. Gamotte | Medical Director | Los Angeles, Calif. | J. E. Carssow | Surgeon | Lewiston, Ida. |
| Ralph M. Dodson | District Surgeon | Portland, Ore. | C. O. Armstrong | Surgeon | Moscow, Ida. |
| R. E. Ahlquist | District Surgeon | Spokane, Wash. | F. J. Dierickx | Surgeon | Oregon City, Ore. |
| Guy L. Boyden | Aurist | Portland, Ore. | J. F. Bittner | Surgeon | Pendleton, Ore. |
| Kenneth C. Brown | Surgeon | Portland, Ore. | J. P. Brennan | Surgeon | Pendleton, Ore. |
| J. P. Craven | Surgeon | Portland, Ore. | G. W. McGowan | Surgeon | Pendleton, Ore. |
| David G. Duncan | Surgeon | Portland, Ore. | E. S. Morgau | Surgeon | Pendleton, Ore. |
| Warren W. Hale | Surgeon | Portland, Ore. | E. I. Silk | Surgeon | Pendleton, Ore. |
| M. H. Johnson | Oculist | Portland, Ore. | James L. Gilleland | Surgeon | Pullman, Wash. |
| Alfred J. Kreff | Oculist and Aurist | Portland, Ore. | Charles G. Smick | Surgeon | Ritzville, Wash. |
| Edward C. Parkinson | Surgeon | Portland, Ore. | J. L. Ash | Aurist | Seattle, Wash. |
| Joseph M. Roberts | Surgeon | Portland, Ore. | I. Fred Lundy | Surgeon | Seattle, Wash. |
| Paul A. Wagner | Surgeon | Portland, Ore. | B. E. McConville | Surgeon | Seattle, Wash. |
| Gregg D. Wood | Surgeon | Portland, Ore. | John M. Schiach | Oculist | Seattle, Wash. |
| E. L. Calhoun | Surgeon | Aberdeen, Wash. | Stephen J. Wood | Surgeon | Seattle, Wash. |
| Glenn G. Gordon | Oculist and Aurist | Baker, Ore. | B. P. Jacobson | Surgeon | Spokane, Wash. |
| T. J. Higgins | Surgeon | Baker, Ore. | M. F. Kepl | Surgeon | Spokane, Wash. |
| J. R. Higgins | Surgeon | Baker, Ore. | Robert L. Pohl | Oculist and Aurist | Spokane, Wash. |
| J. C. Vandeventer | Surgeon | Bend, Ore. | Carroll Smith | Oculist and Aurist | Spokane, Wash. |
| George F. Parke | Surgeon | Centralia, Wash. | W. H. Tousey | Surgeon | Spokane, Wash. |
| J. E. Toothaker | Surgeon | Centralia, Wash. | H. V. Valentine | Surgeon | Spokane, Wash. |
| Conrad Weitz, Jr. | Surgeon | Colefax, Wash. | L. M. Farnam | Surgeon | South Elma, Wash. |
| G. G. Gaunt | Surgeon | Condon, Ore. | Bruce C. McIntyre | Surgeon | St. John, Wash. |
| W. W. Day | Surgeon | Dayton, Wash. | L. A. Hopkins | Surgeon | Tacoma, Wash. |
| Warren F. Bolton | Surgeon | Elgin, Ore. | Paul B. Smith | Oculist and Aurist | Tacoma, Wash. |
| Lyle C. Ham | Surgeon | Enterprise, Ore. | Ross D. Wright | Surgeon | Tacoma, Wash. |
| Marvin Munsell | Surgeon | Grandview, Wash. | Vern Cressey | Surgeon | Tekoa, Wash. |
| A. D. McMurdo | Surgeon | Heppner, Ore. | O. A. Lindstrom | Surgeon | Tekoa, Wash. |
| F. B. Belt | Surgeon | Hermiston, Ore. | Albert J. Nelson | Surgeon | Tekoa, Wash. |
| H. D. Lewis | Surgeon | Hood River, Ore. | Griffith, Smith, Vogt, Mills, Merriss, Murphy, Steven- son, Wilkinson, Sickels | Surgeons | The Dalles, Ore. |
| Oscar Stenberg, Jr. | Surgeon | Hood River, Ore. | H. M. Wiswall | Surgeon | Vancouver, Wash. |
| Stanley E. Wells | Surgeon | Hood River, Ore. | H. O. Mowery | Surgeon | Walla Walla, Wash. |
| R. W. Cordwell | Surgeon | Kellogg, Ida. | G. A. Falkner | Surgeon | Walla Walla, Wash. |
| C. I. Gibbou | Surgeon | Kellogg, Ida. | C. D. Hogenson | Oculist and Aurist | Walla Walla, Wash. |
| Robert E. Staley | Surgeon | Kellogg, Ida. | W. F. Holmes | Surgeon | Walla Walla, Wash. |
| G. M. Whitesel | Surgeon | Kellogg, Ida. | J. C. Lyman | Surgeon | Walla Walla, Wash. |
| P. F. Shirey | Surgeon | Kennewick, Wash. | Wallace A. Pratt | Surgeon | Walla Walla, Wash. |
| H. F. Craig | Surgeon | La Crosse, Wash. | R. W. Stevens | Oculist and Aurist | Walla Walla, Wash. |
| Lee B. Bouvy | Oculist and Aurist | La Grande, Ore. | A. J. Hockett | Surgeon | Wallowa, Ore. |
| John B. Gregory | Surgeon | La Grande, Ore. | H. C. Lynch | Surgeon | Yakima, Wash. |
| James J. D. Haun | Surgeon | La Grande, Ore. | R. P. Scheffer | Oculist and Aurist | Yakima, Wash. |
| W. J. Kubler | Surgeon | La Grande, Ore. | John W. Skinner | Surgeon | Yakima, Wash. |
| Robert L. Stuart | Oculist and Aurist | La Grande, Ore. | | | |

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

| FIRST CLASS | | | | | | | Distance from Granger via Boise | Time-Table No. 16 March 8, 1953 | FIRST CLASS | | | | | | |
|----------------|----------------|-----------------|--------------------------|----------------|-----------------|---------------------|------------------------------------|---------------------------------------|-----------------|----------------|--------------------------|-----------------|----------------|---------------------|----------------|
| 401 | 19 | 11 | 105 | 457 | 17 | 25 | | | 12 | 458 | 106 | 18 | 20 | 26 | 402 |
| Passenger | Passenger | Passenger | Streamliner Passenger | Passenger | Passenger | Mail and Express | | | Passenger | Passenger | Streamliner Passenger | Passenger | Passenger | Mail and Express | Passenger |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | | STATIONS | | | | | | | |
| | | 5.25 | 2.05 | | 4.05 | | 0.0 | GRANGER | A 9.15 | | A 12.42 | A 10.30 | | | |
| | | 10.20 | 5.45 | | 9.35 | | 213.9 | POCATELLO | 4.10 | | 8.55 | 5.20 | A 9.15 | | |
| | | 11.05 | 5.55 | | 10.36 | 12.30 | | | 3.40 | | 8.45 | 4.45 | | | |
| | | 2.15 | 8.25 | | 2.00 | 4.10 | 373.8 | GLENNS FERRY | 12.05 | | 6.10 | 1.30 | | 5.00 | |
| | | 3.59 | 9.40 | | 3.45 | 6.15 | 448.4 | BOISE | 10.15 | | 5.00 | 11.50 | | 2.45 | |
| | | 6.35 | 11.40 | | 6.25 | 9.25 | 550.1 | M.T. HUNTINGTON | 7.30 | | 3.05 | 9.25 | | 11.40 | |
| | | 5.45 | 10.40 | | 5.35 | 8.40 | | P.T. | 6.20 | | 2.05 | 8.15 | | 10.25 | |
| | | 8.25 | 1.05 | | 8.20 | 11.30 | 649.7 | LA GRANDE | 3.45 | | 11.40 | 5.35 | | 7.20 | |
| | | 10.47 | 3.11 | | 11.00 | 2.00 | 728.9 | PENDLETON | 1.10 | | 9.35 | 2.55 | | 4.50 | |
| | 9.00 | | | | | | 941.3 | SPOKANE | | | | | A 7.00 | | |
| | 11.27 | | | | | | 837.4 | AYER | | | | | 4.30 | | |
| | 12.30 | | | | | | 788.3 | WALLULA | | | | | 3.18 | | |
| | 2.00 | 11.40 | 3.55 | | 12.30 | 3.10 | 755.8 | HINKLE | 12.20 | | 8.55 | 2.05 | 2.35 | 3.50 | |
| | 4.05 | 1.45 | 5.35 | | 3.25 | 5.45 | 855.4 | THE DALLES | 10.15 | | 7.15 | 11.50 | 12.05 | 12.30 | |
| 11.45 | A 6.30 | A 4.00 | A 7.30 | 8.00 | A 6.00 | A 8.30 | 989.5 | PORTLAND | 8.10 | A 9.15 | 5.30 | 9.45 | 10.00 | 10.10 | A 6.45 |
| 5.20 | | | | 11.05 | | | 1084.6 | TACOMA | | 5.52 | | | | | 1.15 |
| A 6.45 | | | | A 11.59 | | | 1122.7 | SEATTLE | | 4.45 | | | | | 11.45 |
| | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| (7.00) 26.2 | (9.30) 30.0 | (23.35) 30.8 | (18.25) 51.0 | (3.59) 46.0 | (26.55) 34.9 | (21.00) 34.6 | | Thru Time | (24.05) 39.0 | (4.30) 40.7 | (18.12) 51.6 | (23.45) 39.6 | (9.00) 41.1 | (22.05) 32.0 | (7.00) 26.2 |
| | | | | | | | | ... Average speed per hour ... | | | | | | | |

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

| FIRST CLASS | | | | Distance from McCannon | Time-Table No. 16 March 8, 1953 | FIRST CLASS | | |
|-------------|----------------|----------------|----------------|---------------------------|------------------------------------|----------------|----------------|----------------|
| 29 | 33 | 31 | 32 | | | 34 | 30 | |
| Passenger | Passenger | Passenger | Passenger | | | Passenger | Passenger | |
| Daily | Daily | Daily | | | | | | |
| | 10.10 | 9.35 | | 0.0 | McCAMMON | | A 5.40 | A 4.45 |
| | 10.45 | 10.10 | | 22.7 | POCATELLO | | 5.10 | 4.15 |
| | 11.30 | 10.40 | | 78.8 | IDAHO FALLS | A 2.30 | 3.00 | 2.05 |
| | 1.05 | A 12.25 | 7.00 | 124.8 | ASHTON | 12.55 | | |
| | | | 8.40 | 169.9 | VICTOR | 11.10 | | |
| | | | A 10.20 | 180.4 | WEST YELLOWSTONE | | | |
| | A 7.45 | | | 265.8 | BUTTE | | | 7.30 |
| | | | | | | Daily | Daily | Daily |
| | (9.35) 29.8 | (2.50) 25.8 | (3.20) 29.0 | | Thru Time | (3.20) 26.0 | (2.40) 27.5 | (9.15) 30.9 |
| | | | | | ... 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 Stations, etc. See Rule 6(A), Page 61. | FIRST CLASS | | | | Time-Table No. 16 March 8, 1963 | Mile Post | FIRST CLASS | | | | | | | | | | | | |
|--------------------------------------------------------------------|---------------------------------|-----------------|---------------------------|-----------------|------------------------------------|--------------|----------------------------------|---------------------------|-----------------|---------------------------------|----------------|----------------|----------------|----------------|--------|---|---------|--|--|
| | 105 Streamliner Passenger | 17 Passenger | 25 Mail and Express | 11 Passenger | | | 18 Passenger | 26 Mail and Express | 12 Passenger | 106 Streamliner Passenger | | | | | | | | | |
| | Daily | Daily | Daily | Daily | | | | | | | | | | | | | | | |
| | BKOPTWXYZ | 10.40PM | 5.35PM | 8.40AM | 5.45AM | | | | | | | | | | | | | | |
| 100 | P | 10.50 | 5.45 | 8.50 | 5.55 | DN-R | HUNTINGTON | HU | 389.4 | A | 8.15AM | A | 10.25AM | A | 6.20PM | A | 2.05AM | | |
| | | | | | | D | LIME | BY | 384.5 | | 8.02 | f | 10.10 | | 6.07 | | 1.50 | | |
| | | | | | | | WEATHERBY | | 377.5 | | | | | | | | | | |
| 100 | PW | | | | | | DURKEE | | 368.9 | | 7.37 | s | 9.45 | | 5.42 | | 1.25 | | |
| 160 | PY | 11.11 | 6.08 | 9.13 | 6.17 | | OXMAN | | 361.7 | | | | | | | | | | |
| | | | | | | | PLEASANT VALLEY | | 355.4 | | 7.10 | s | 9.16 | | 5.17 | | 1.01 | | |
| 100 | P | | | | | | ENCINA | | 351.9 | | | | | | | | | | |
| 170 | PW | 11.34 | 6.33 | 9.41 | 6.42 | | QUARTZ | | 347.8 | | 6.55 | | 9.00 | | 5.03 | | 12.47 | | |
| WB 91 EB 109 | PY | | | | | | BAKER | BC | 342.0 | | 6.47 | s | 8.52 | s | 4.56 | | 12.40 | | |
| 107 | P | 11.45 | 6.46 | 9.54 | 6.55 | | WING | | 337.6 | | 6.37 | | 8.36 | | 4.46 | | 12.30 | | |
| WB 109 EB 111 | BKOPW XYZ | 11.55PM | 6.59 | 10.05 | 7.05 | | HAINES | KB | 331.7 | | 6.32 | s | 8.30 | f | 4.41 | | 12.25 | | |
| 106 | P | | | | | | NORTH POWDER | HD | 322.1 | | 6.22 | s | 8.15 | f | 4.31 | | 12.17 | | |
| 100 | P | 12.07AM | 7.11 | 10.18 | 7.16 | | SAGO | | 315.5 | | | | | | | | | | |
| 100 | PW | 12.17 | 7.21 | 10.30 | 7.26 | | TELOCASET | | 312.6 | | 6.08 | f | 7.58 | | 4.16 | | 12.06AM | | |
| 107 | P | | | | | | CROOKS | | 308.9 | | | | | | | | | | |
| 147 | PVWY | 12.30 | 7.36 | 10.45 | 7.41 | | UNION JCT. | UN | 302.2 | | 5.49 | | 7.35 | | 3.57 | | 11.51PM | | |
| | | | | | | | LONETREE | | 294.9 | | 5.42 | | 7.27 | | 3.51 | | 11.45 | | |
| 105 | P | | | | | | LA GRANDE | RA | 289.8 | | 5.35AM | | 7.20AM | | 3.45PM | | 11.40PM | | |
| 105 | PVY | 12.46 | 7.54 | 11.04 | 8.00 | | (99.6) | | | | Daily | Daily | Daily | Daily | | | | | |
| 105 | P | 12.52 | 8.01 | 11.11 | 8.07 | | | | | | | | | | | | | | |
| | BJKOPTWXYZ | A 1.00AM | A 8.10PM | A 1.20AM | A 8.15AM | | | | | | | | | | | | | | |
| | | (2.20) 42.7 | (2.35) 38.6 | (2.40) 37.4 | (2.30) 39.8 | |Thru Time..... | | | | (2.40) 37.4 | (3.06) 33.3 | (2.35) 38.6 | (2.25) 41.2 | | | | | |
| | | | | | | |Average speed per hour..... | | | | | | | | | | | | |

CENTRALIZED TRAFFIC CONTROL

Nos. 12 and 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.

WESTWARD

SECOND SUBDIVISION

EASTWARD

| Cap. Capacity of Sidings, etc. See Rule 8(A), Page 31. | FIRST CLASS | | | | Time-Table No. 16 March 8, 1953 | Mile Post | FIRST CLASS | | | | | |
|-----------------------------------------------------------------|-----------------|---------------------------|-----------------|---------------------------------|------------------------------------|--------------|-----------------|---------------------------|-----------------|---------------------------------|--|--|
| | 17 Passenger | 25 Mail and Express | 11 Passenger | 105 Streamliner Passenger | | | 18 Passenger | 26 Mail and Express | 12 Passenger | 106 Streamliner Passenger | | |
| | Daily | Daily | Daily | Daily | | | | | | | | |
| | | | | | STATIONS | | | | | | | |
| BJKOPTWXYZ | 8-20PM | 11-30AM | 8-25AM | 1-05AM | DN-R LA GRANDE RA 7.7 | 289.8 | A 5-25AM | A 7-10AM | A 3-35PM | A 1-35PM | | |
| WB71 PVWXY EB 72 | | | | | HILGARD 6.5 | 282.1 | 5-08 | 6-52 | 3-16 | 11-20 | | |
| 130 P | 8-52 | 12-01PM | 8-57 | 1-34 | MOTANIC 3.5 | 275.6 | 4-51 | 6-37 | 3-00 | 11-07 | | |
| P | | | | | NORDEEN 1.0 | 272.1 | | | | | | |
| 141 PWXY | 9-03 | 12-12 | 9-08 | 1-44 | KAMELA 2.8 | 271.1 | 4-40 | 6-26 | 2-49 | 10-58 | | |
| P | | | | | ROSS 2.8 | 268.3 | | | | | | |
| WB 105 PW EB 102 | 9-17 | 12-26 | 9-22 | 1-56 | MEACHAM 7.8 | 266.5 | 4-26 | 6-12 | 2-35 | 10-46 | | |
| 136 P | | | | | HURON 3.8 | 257.7 | | | | | | |
| 120 PW | 9-41 | 12-50 | 9-49 | 2-19 | CAMP 5.6 | 254.1 | 3-54 | 5-45 | 2-05 | 10-24 | | |
| WB 68 PWY EB 69 | | f 1-00 | | | DUNCAN 9.0 | 248.5 | | | | | | |
| 102 P | 10-05 | 1-13 | 10-10 | 2-39 | BONIFER 2.6 | 239.5 | 3-32 | 5-24 | 1-44 | 10-05 | | |
| 106 PWY | | f 1-18 | | | GIBBON 7.3 | 236.9 | | | | | | |
| 117 P | 10-28 | 1-30 | 10-24 | 2-52 | HOMLY 4.9 | 229.6 | 3-17 | 5-10 | 1-30 | 9-53 | | |
| 116 P | | | | | MINTHORN 5.8 | 224.7 | | | | | | |
| 115 P | 10-43 | 1-45 | 10-37 | 3-05 | MUNRA 3.3 | 218.9 | | | | | | |
| 69 BJKPV WXYZ | s 11-00 | s 2-00 | s 10-47 | s 3-11 | DN PENDLETON FD 3.6 | 215.6 | s 2-55 | s 4-50 | s 1-10 | s 9-35 | | |
| 165 JPX | 11-08 | 2-08 | 10-55 | 3-17 | RIETH 3.7 | 212.0 | 2-38 | 4-29 | 12-53 | 9-26 | | |
| 135 P | | | | | BARNHART 0.4 | 208.3 | | | | | | |
| 135 P | 11-24 | 2-24 | 11-10 | 3-30 | NOLIN 0.3 | 198.9 | 2-23 | 4-12 | 12-38 | 9-11 | | |
| 136 PW | f 11-30 | f 2-32 | 11-16 | 3-36 | D ECHO HI 4.2 | 192.6 | 2-16 | f 4-05 | 12-31 | 9-05 | | |
| P | f 11-35PM | f 2-39 | 11-21 | 3-40 | STANFIELD 4.2 | 188.4 | 2-11 | f 4-00 | 12-26 | 9-01 | | |
| BJKOPWXYZ | A 12-01AM | A 3-00PM | A 1-30AM | A 3-50AM | DN-R HINKLE UK (105.6) | 184.2 | 2-05AM | 3-50AM | 12-20PM | 8-55PM | | |
| | | | | | | | Daily | Daily | Daily | Daily | | |
| | (3.41) 28.7 | (3.30) 30.2 | (3.05) 34.2 | (2.45) 38.4 | Thru Time..... | | (3.20) | (3.20) | (3.16) | (2.40) | | |
| | | | | | Average speed per hour..... | | 31.7 | 31.7 | 32.5 | 30.6 | | |

CENTRALIZED TRAFFIC CONTROL

DOUBLE
TRACK

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

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

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 16

March 8, 1963

STATIONS

| Cat. Capacity of Stairs, etc. See Rule 8(A), Page 31. | SECOND CLASS | | FIRST CLASS | | | | | STATIONS | |
|-------------------------------------------------------|--------------|------------------------------|------------------------------|---------------------------------|--------------------------|---------------------------------------|--------------------------|------------------------------------------|-------------------------------|
| | | 257 Time Freight Daily | 151 Time Freight Daily | 25 Mail and Express Daily | 11 Passenger Daily | 105 Streamliner Passenger Daily | 19 Passenger Daily | 17 Passenger Daily | |
| | | | | | | | | | |
| BJKOPWXYZ | | 9.30 ^{PM} | 12.10 ^{PM} | 3.10 ^{PM} | 11.40 ^{AM} | 3.55 ^{AM} | 2.00 ^{AM} | 12.30 ^{AM} | DN-R HINKLE UK 3.0 |
| 99 P | | 9.40 | 12.25 | 3.16 | 11.45 | 4.00 | 2.05 | 12.35 | WESTLAND |
| P | | 9.45 | 12.30 | 3.21 | 11.48 | 4.03 | 2.08 | 12.38 | 2.9 ORDNANCE RN |
| 96 PW | | 9.50 | 12.35 | 3.24 | 11.55 ^{AM} | 4.05 | 2.10 | 12.40 | 1.9 MUNLEY |
| 98 P | | 10.00 | 12.45 | 3.30 | 12.02 ^{PM} | 4.10 | 2.16 | 12.46 | 5.8 CLARKE |
| 99 P | | 10.10 | 12.55 | 3.35 | 12.08 | 4.14 | 2.21 | 12.51 | 4.8 DN MESSNER FC |
| 14 P | | | | 3.38 | | | | | 1.4 BOARDMAN BD |
| 98 P | | 10.15 | 1.00 | 3.42 | 12.12 | 4.17 | 2.27 ²⁶ | 12.54 | 1.0 PETERS |
| 98 P | | 10.21 | 1.06 | 3.46 | 12.16 | 4.20 | 2.31 | 1.07 ¹⁸ 1.26 ²⁰ | 8.9 CASTLE |
| 104 P | | 10.30 | 1.15 | 3.53 | 12.23 | 4.25 | 2.37 | 1.33 | 6.2 BOULDER |
| 19 JP | | 10.36 | 1.21 | 3.57 | 12.27 | 4.29 | 2.41 | 1.37 | 3.9 N HEPPNER JCT. WI |
| 100 P | | 10.38 | 1.23 | 3.59 | 12.28 | 4.30 | 2.43 | 1.39 | 1.2 WILLOWS |
| 98 P | | 10.45 | 1.30 | 4.04 | 12.33 | 4.34 | 2.48 | 1.44 | 4.0 SILICA |
| WB 120 BJKOPT EB 113 WX | | 11.00 | 1.45 | 4.10 | 12.39 | 4.38 ²⁶² | 2.54 | 1.55 ²⁶ | 3.9 DN ARLINGTON MX |
| 100 P | | 11.07 | 1.52 | 4.21 ²⁶⁴ | 12.47 | 4.42 | 3.01 | 2.10 | 4.5 GILMORE |
| 99 P | | 11.14 | 1.59 | 4.28 | 12.51 | 4.46 | 3.06 | 2.17 | 4.7 BLALOCK |
| 96 P | | 11.24 | 2.10 | 4.36 | 12.57 | 4.52 | 3.12 | 2.24 | 6.1 N QUINTON QN |
| 100 P | | 11.31 | 2.17 | 4.41 | 1.01 | 4.56 | 3.17 | 2.29 | 4.0 HOOK |
| 99 P | | 11.36 | 2.22 | 4.45 | 1.04 | 4.59 | 3.21 | 2.32 | 3.6 GOLF |
| 104 PW | | 11.41 | 2.27 | 4.48 | 1.08 | 5.02 | 3.25 | 2.36 | 3.3 DAY |
| 100 P | | 11.45 | 2.31 | 4.53 | 1.10 | 5.04 | 3.28 ²⁶² | 2.39 | 2.3 RUFUS |
| 100 P | | 11.49 | 2.35 | 4.57 | 1.13 | 5.07 | 3.31 | 2.42 | 2.8 GRANT |
| 80 JP } M. P. } 54 P } W 101.7 } | | 11.54 | 2.40 | 5.00 | 1.16 | 5.10 | 3.34 | 2.45 | 2.7 DN BIGGS BX |
| 50 P | | 11.59 ^{PM} | 2.45 | 5.04 | 1.19 | 5.13 | 3.37 | 2.49 | 3.4 MILLER |
| JPV | | 12.05 ^{AM} | 2.52 | 5.09 | 1.23 | 5.17 | 3.41 | 2.53 | 3.7 CELLO |
| 74 P | | 12.09 | 2.56 | 5.11 | 1.25 | 5.19 | 3.43 | 2.55 | 1.0 D OREGON TRUNK JCT. VO |
| BKOPTWXZ | | 12.15 | 3.01 | 5.16 | 1.28 | 5.22 | 3.47 | 2.59 | 3.3 DUNE |
| | | 12.40 ^{AM} | 3.20 ^{PM} | 5.35 ^{PM} | 1.40 ^{PM} | 5.35 ^{AM} | 4.00 ^{AM} | 3.15 ^{AM} | 6.1 DN-R THE DALLES WH |

BLOCK SIGNALS

DOUBLE TRACK

(3.10) (3.10) (2.26) (2.00) (1.40) (2.00) (2.45) Thru Time
31.1 31.1 40.7 49.2 59.0 49.2 35.8 Average speed per hour.....

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.

No. 17 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.

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. 16

March 8, 1953

| STATIONS | | | Mile Post | FIRST CLASS | | | | | SECOND CLASS | |
|----------|---------------------------------|-----------|-----------|----------------------------------|---------------------------|------------------------------------|---------------------------------|---------------------|------------------------|------------------------|
| | | | | 20 Passenger | 26 Mail and Express | 12 Passenger | 106 Streamliner Passenger | 18 Passenger | 262 Time Freight | 264 Time Freight |
| DN-R | HINKLE | UK | 184.2 | ¹⁰ 2.00 ^{AM} | 3.10 ^{AM} | ¹⁵¹ 12.10 ^{PM} | 8.50 ^{PM} | 1.40 ^{AM} | A 6.30 ^{AM} | A 6.30 ^{PM} |
| | 3.6 WESTLAND | | 180.6 | 1.49 | 2.55 | 12.02 ^{PM} | 8.43 | 1.29 | 6.07 | 6.12 |
| | 2.9 ORDNANCE | RN | 177.7 | 1.46 | 2.50 | 11.58 ^{AM} | 8.40 | 1.26 | 6.00 | 6.05 |
| | 1.9 MUNLEY | | 175.8 | 1.44 | 2.47 | 11.55 ¹¹ | 8.38 | 1.24 | 5.55 | 6.00 |
| | 5.8 CLARKE | | 170.0 | 1.38 | 2.41 | 11.49 | 8.33 | 1.18 | 5.45 | 5.45 |
| DN | 4.8 MESSNER | FC | 165.2 | 1.33 | 2.36 | 11.44 | 8.29 | 1.13 | 5.35 | 5.37 |
| | 1.4 BOARDMAN | BD | 163.8 | | 2.32 | | | | | |
| | 1.5 PETERS | | 162.2 | 1.30 | 2.27 ¹⁹ | 11.40 | 8.26 | 1.10 | 5.25 | 5.30 |
| | 3.9 CASTLE | | 158.3 | 1.26 ¹⁷ | 2.18 | 11.36 | 8.23 | 1.07 ¹⁷ | 5.15 | 5.23 |
| | 6.2 BOULDER | | 152.1 | 1.20 | 2.11 | 11.30 | 8.17 | 1.01 | 5.05 | 5.13 |
| N | 3.9 HEPPNER JCT. | WI | 148.2 | 1.16 | 2.07 | 11.26 | 8.14 | 12.57 | 4.59 | 5.07 |
| | 1.2 WILLOWS | | 147.0 | 1.14 | 2.05 | 11.24 | 8.13 | 12.55 | 4.57 | 5.05 |
| | 4.6 SILICA | | 142.4 | 1.09 | 2.00 | 11.20 | 8.09 | 12.50 | 4.50 | 4.55 |
| | 3.9 ARLINGTON | MX | 138.5 | 1.04 | 1.55 ¹⁷ | 11.15 | 8.05 | 12.45 | 4.38 ¹⁰⁵ | 4.45 |
| | 4.5 GLMORE | | 134.0 | 12.55 | 1.29 | 11.05 | 8.01 | 12.38 | 4.11 | 4.21 ²⁵ |
| | 4.7 BLALOCK | | 129.3 | 12.50 | 1.24 | 11.01 | 7.57 | 12.34 | 4.04 | 3.55 |
| N | 6.1 QUINTON | QN | 123.2 | 12.44 | 1.17 | 10.55 | 7.52 | 12.28 | 3.55 | 3.45 |
| | 4.6 HOOK | | 118.6 | 12.40 | 1.12 | 10.51 | 7.48 | 12.24 | 3.48 | 3.35 |
| | 3.6 GOFF | | 115.0 | 12.37 | 1.08 | 10.48 | 7.45 | 12.21 | 3.43 | 3.30 |
| | 3.3 DAY | | 111.7 | 12.34 | 1.04 | 10.44 | 7.42 | 12.18 | 3.38 | 3.25 |
| | 2.3 RUFUS | | 109.4 | 12.32 | 1.01 | 10.42 | 7.40 | 12.16 | 3.28 ¹⁹ | 3.20 |
| | 2.8 GRANT | | 106.6 | 12.29 | 12.58 | 10.39 | | 12.13 | 3.14 | 3.15 |
| DN | 2.7 SIGGS | BX | 103.9 | 12.26 | 12.55 | 10.36 | 7.35 | 12.10 | 3.09 | 3.10 |
| | 3.4 MILLER | | 100.5 | 12.23 | 12.51 | 10.32 | 7.32 | 12.07 | 3.03 | 3.03 |
| | 3.7 CELLO | | 96.8 | 12.19 | 12.46 | 10.28 | 7.28 | 12.03 | 2.55 | 2.55 |
| D | 1.6 OREGON TRUNK JCT. | VO | 95.2 | 12.17 | 12.44 | 10.26 | 7.26 | 12.01 ^{AM} | 2.50 | 2.50 |
| | 3.3 DUNE | | 91.9 | 12.14 | 12.39 | 10.23 | 7.23 | 11.58 ^{PM} | 2.45 | 2.45 |
| DN-R | 6.1 THE DALLAS | DK- WH | 85.8 | 12.05 ^{AM} | 12.30 ^{AM} | 10.15 ^{AM} | 7.15 ^{PM} | 11.50 ^{PM} | 2.30 ^{AM} | 2.30 ^{PM} |
| | (08.4) | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

BLOCK SIGNALS

DOUBLE TRACK

| | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time | (1.55) | (2.40) | (1.55) | (1.35) | (1.50) | (4.00) | (4.00) |
| Average speed per hour | 51.3 | 36.9 | 51.3 | 62.1 | 53.7 | 24.6 | 24.6 |

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.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.
 No. 12 will reduce speed to 30 MPH at Rufus, Blalock and Boardman to permit exchange of mail.
 No. 18 will reduce speed to 30 MPH at Ordinance 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 | | | | | | | |
|-------------------------------------------------------|---------------------|---------------------|------------------|------------------------|-----------------|------------------------------|------------------|-----------------|-----------------|-----------|
| | 151 Time Freight | 257 Time Freight | 458 Passenger | 25 Mail and Express | 11 Passenger | 105 Streamliner Passenger | 402 Passenger | 19 Passenger | 17 Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| BKOPTWXZ | 4.00 PM | 4.10 AM | | 5.45 PM | 1.45 PM | 5.35 AM | | 4.06 AM | 3.25 AM | |
| P | 4.15 | 4.25 | | 5.51 | 1.51 | 5.40 | | 4.12 | 3.32 | |
| 130 P | 4.25 | 4.35 | | 5.58 | 1.57 | 5.46 | | 4.18 | 3.38 | |
| 133 P | 4.40 | 4.50 | | 6.08 | 2.08 | 5.54 | | 4.29 | 3.50 | |
| WB 72 EB 107 KPVWX | 4.52 | 5.02 | | 6.23 | 2.20 | 6.05 | | 4.45 | 4.05 | |
| 131 P | 5.05 | 5.10 | | ¹⁰⁶ 6.39 | 2.26 | 6.10 | | 4.53 | 4.13 | |
| 121 PW | 5.25 | 5.35 | | 6.55 | 2.40 | 6.21 | | 5.07 | 4.27 | |
| 139 P | 5.38 | 5.50 | | 7.05 | 2.50 | 6.30 | | 5.17 | 4.38 | |
| 122 PW | 5.45 | 5.57 | | 7.13 | 2.55 | 6.35 | | 5.22 | 4.45 | |
| 131 P | ¹⁰⁶ 6.11 | 6.04 | | 7.20 | 3.00 | 6.40 | | 5.28 | 4.52 | |
| 131 PZ | 6.27 | 6.15 | | 7.31 | 3.10 | 6.48 | | 5.37 | 5.04 | |
| 131 P | 6.34 | 6.22 | | 7.38 | 3.14 | 6.52 | | 5.42 | 5.09 | |
| 167 IJPW | A 6.48 PM | A 6.35 AM | | 7.50 | 3.25 | 7.00 | | 5.53 | 5.21 | |
| 51 P | | | | 7.56 | 3.29 | 7.03 | | 5.56 | 5.25 | |
| 53 P | | | | 8.04 | 3.35 | 7.09 | | 6.04 | 5.32 | |
| 28 PX | | | | 8.10 | 3.41 | 7.15 | | 6.10 | 5.38 | |
| 17 PX | | | | 8.15 | 3.46 | 7.19 | | 6.15 | 5.43 | |
| IJPVXY | | | | 9.09 PM | 8.20 | 3.50 | 7.22 | 6.39 AM | 6.18 | 5.47 |
| BIKPV | | | | A 9.15 PM | A 8.30 PM | A 4.00 PM | A 7.30 AM | A 6.45 AM | A 6.30 AM | A 6.00 AM |

Time-Table No. 16

March 8, 1963

| STATIONS | | |
|----------|---------------|-------|
| DN-R | THE DALLES | DK WH |
| | 4.1 | |
| | CRATES | |
| | 5.2 | |
| | ROWENA | |
| | 6.3 | |
| | MOSIER | |
| | 7.4 | |
| DN | HOOD RIVER | KI |
| | 4.1 | |
| | MENO | |
| | 8.5 | |
| | WYETH | |
| | 7.2 | |
| | CASCADE LOCKS | |
| | 4.3 | |
| DN | BONNEVILLE | MU |
| | 4.8 | |
| | DODSON | |
| | 7.3 | |
| D | BRIDAL VEIL | JU |
| | 5.9 | |
| | ROOSTER ROCK | |
| | 7.1 | |
| DN | TROUTDALE | SN |
| | 1.7 | |
| | FAIRVIEW | FA |
| | 6.0 | |
| | CLARENIE | |
| | 8.5 | |
| | GRAHAM | |
| | 2.5 | |
| | BRUUN | |
| | 1.4 | |
| | EAST PORTLAND | |
| | 0.5 | |
| DN-R | PORTLAND | P-VC |

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

| | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------------------------------|
| (2.48) | (2.25) | (0.06) | (2.45) | (2.15) | (1.55) | (0.06) | (2.25) | (2.35) | Thru Time..... |
| 26.1 | 20.0 | 5.0 | 31.2 | 38.1 | 44.8 | 5.0 | 35.5 | 33.2 | Average speed per hour..... |

WESTWARD

KENTON LINE

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | FIRST CLASS | |
|-------------------------------------------------------|---------------------|---------------------|------------------|------------------|
| | 151 Time Freight | 257 Time Freight | 458 Passenger | 402 Passenger |
| | Daily | Daily | Daily | Daily |
| 157 IJPWX | 6.48 PM | 6.35 AM | | |
| 51 P | 6.58 | 6.45 | | |
| 100 P | 7.08 | 6.55 | | |
| 73 BKPX | 7.20 | 7.20 | | |
| IJVX | | | 8.55 PM | 6.25 AM |
| IJPXY | | | 8.57 | 6.27 |
| IJPX | 7.40 | 7.40 | 9.00 | 6.30 |
| BKOPTWXZ | A 8.00 PM | A 8.20 AM | 9.04 | 6.34 |
| IJPVXY | | | A 9.09 PM | A 6.39 AM |

Time-Table No. 16

March 8, 1963

| STATIONS | | |
|----------|---------------------|-----|
| DN | TROUTDALE | SN |
| | 5.0 | |
| | HEMLOCK | |
| | 4.6 | |
| D | FIR | FR |
| | 4.8 | |
| DN | KENTON | KN |
| | 2.5 | |
| DN | NORTH PORTLAND JCT. | KD |
| | 1.2 | |
| | PENINSULA JCT. | |
| | 1.4 | |
| DN | ST. JOHNS JCT. | JN |
| | 2.6 | |
| DN-R | ALBINA | B X |
| | 1.1 | |
| | EAST PORTLAND | |
| | (22.7) | |

BLOCK SIGNALS

| | | | | |
|--------|--------|--------|--------|-----------------------------------|
| (1.12) | (1.45) | (0.14) | (0.14) | Thru Time..... |
| 17.0 | 11.7 | 27.0 | 27.0 | Average speed per hour..... |

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.

No. 11 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.

FOURTH SUBDIVISION

EASTWARD

| Time-Table No. 16 March 8, 1953 | | Mile Post | FIRST CLASS | | | | | | SECOND CLASS | | | | |
|-----------------------------------------|---------------------------|-----------------------------|------------------|-----------------|---------------------------------|-----------------|---------------------|---------------------------|------------------|------------------------|------------------------|-----------|----------|
| | | | 457 Passenger | 12 Passenger | 106 Streamliner Passenger | 18 Passenger | 20 Passenger | 26 Mail and Express | 401 Passenger | 264 Time Freight | 262 Time Freight | | |
| STATIONS | | | | | | | | | | | | | |
| BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS | DN-R | THE DALLES 4.1 | DK WH | ROUTE TRACK | 85.8 | A 10:10AM | A 7:15PM | A 11:45PM | A 1:59PM | A 12:20AM | | A 1:30PM | A 1:10AM |
| | | CRATES 5.2 | | | 81.7 | 10:03 | 7:09 | 11:38 | 11:53 | 12:13 | | 1:00 | 12:52 |
| | | ROWENA 6.3 | | | 76.5 | 9:57 | 7:03 | 11:32 | 11:47 | 12:06AM | | 12:45 | 12:42 |
| | | MOSIER 7.4 | | | 70.2 | 9:47 | 6:54 | 11:22 | 11:37 | 11:56PM | | 12:31 | 12:27 |
| | DN | HOOD RIVER 4.1 | | KI | 62.8 | 9:38 | 6:45 | 11:13 | 11:28 | 11:47 | | 12:15 | 12:15 |
| | | MENO 8.5 | | | 58.7 | 9:28 | 6:39 ²⁵ | 11:03 | 11:18 | 11:34 | | 12:05PM | 12:05AM |
| | | WYETH 7.2 | | | 50.2 | 9:16 | 6:29 | 10:51 | 11:06 | 11:22 | | 11:40AM | 11:50PM |
| | | CASCADE LOCKS 4.3 | | | 43.0 | 9:06 | 6:21 | 10:41 | 10:56 | 11:12 | | 11:18 | 11:32 |
| | DN | BONNEVILLE 4.8 | | MU | 38.7 | 9:01 | 6:16 | 10:36 | 10:51 | 11:06 | | 11:10 | 11:25 |
| | | DODSON 7.3 | | | 33.9 | 8:55 | 6:11 ¹⁵¹ | 10:30 | 10:45 | 10:59 | | 11:00 | 11:18 |
| | D | BRIDAL VEIL 3.9 | | JU | 28.8 | 8:46 | 6:04 | 10:21 | 10:36 | 10:50 | | 10:50 | 11:07 |
| | | ROOSTER ROCK 7.1 | | | 22.7 | 8:42 | 6:00 | 10:17 | 10:32 | 10:46 | | 10:40 | 11:00 |
| | DN | TROUTDALE 1.7 | | SN | 15.8 | 8:34 | 5:53 | 10:09 | 10:24 | 10:38 | | 10:25AM | 10:45PM |
| | | FAIRVIEW 6.0 | | FA | 13.9 | 8:32 | 5:51 | 10:07 | 10:22 | 10:34 | | | |
| | | CLARNIE 3.5 | | | 7.9 | 8:26 | 5:45 | 10:01 | 10:16 | 10:28 | | | |
| | | GRAHAM 2.5 | | | 4.4 | 8:21 | 5:40 | 9:56 | 10:11 | 10:23 | | | |
| | | BRUN 1.4 | | | 1.9 | 8:17 | 5:36 | 9:52 | 10:07 | 10:18 | | | |
| | | EAST PORTLAND 0.5 | | | 0.5 | A 8:04AM | 8:14 | 5:33 | 9:49 | 10:04 | 10:14 | A 11:49PM | |
| DN-R | PORTLAND (86.8) | | P-VC | 0.0 | 8:00AM | 8:10AM | 5:30PM | 9:45PM | 10:00PM | 10:10PM | 11:45PM | | |
| | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| Thru Time | | | | | (0.04) | (2.00) | (1.45) | (2.00) | (1.59) | (2.10) | (0.04) | (3.05) | (2.25) |
| Average speed per hour | | | | | 7.5 | 42.9 | 49.0 | 42.9 | 43.3 | 39.0 | 7.5 | 22.8 | 20.0 |

KENTON LINE

EASTWARD

| Time-Table No. 16 March 8, 1953 | | Mile Post | FIRST CLASS | | | | SECOND CLASS | | |
|------------------------------------|-----------------------------------|-----------|------------------|------------------|-----------|--|------------------------|------------------------|-----------|
| | | | 457 Passenger | 401 Passenger | | | 264 Time Freight | 262 Time Freight | |
| STATIONS | | | | | | | | | |
| DN | TROUTDALE 5.0 | SN | 22.0 | | | | | A 10:25AM | A 10:45PM |
| | HEMLOCK 4.6 | | 17.0 | | | | | 10:05 | 10:20 |
| D | FIR 4.3 | FR | 12.4 | | | | | 9:50 | 10:05 |
| DN | KENTON 2.5 | KN | 8.1 | | | | | 9:35 | 9:50 |
| DN | NORTH PORTLAND JCT. 1.2 | KD | 6.8 | A 8:16AM | A 12:01AM | | | | |
| | PENINSULA JCT. 1.4 | | 5.6 | 8:13 | 11:58PM | | | | |
| DN | ST. JOHNS JCT. 2.6 | JN | 4.2 | 8:10 | 11:55 | | | 9:15 | 9:30 |
| DN-R | ALBINA 1.1 | B X | 1.6 | 8:07 | 11:52 | | | 9:00AM | 9:15PM |
| | EAST PORTLAND (22.7) | | 0.5 | 8:04AM | 11:49PM | | | | |
| | | | Daily | Daily | | | | Daily | Daily |
| Thru Time | | | (0.12) | (0.12) | | | | (1.25) | (1.30) |
| Average speed per hour | | | 31.5 | 31.5 | | | | 14.4 | 13.6 |

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.—See Rule S-72.

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by Northern Pacific Terminal 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. 16

March 8, 1953

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

| | | | | | |
|-------------------------|------------------------------------|---------------------------------------------------|-------------------------|---------------------------------------------------|------------------------------------|
| 401 Passenger | 87 CMSt.P&P Passenger | 85 CMSt.P&P Streamliner Passenger | 457 Passenger | 83 CMSt.P&P Streamliner Passenger | 81 CMSt.P&P Passenger |
| Daily | Daily | Daily | Daily | Daily | Daily |

LJPVX

| | |
|------------|-----------|
| 11.45 PM | 8.00 AM |
| 12.01 AM | 8.16 |
| A 12.06 AM | A 8.21 AM |

BLOCK SIGNALS

| | |
|------------------------|----|
| PORTLAND | |
| 4.8 | |
| DN NORTH PORTLAND JCT. | KD |
| 1.9 | |
| VANCOUVER | |

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

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

IJ

JP

| | |
|-----------|------------|
| 5.25 AM | 11.09 AM |
| A 5.27 AM | A 11.11 AM |

BLOCK SIGNALS

| | |
|-----------------------|----|
| N. P. CROSSING | |
| 1.2 | |
| N. P. CROSSING | |
| 0.1 | |
| N. P. CROSSING | |
| 0.3 | |
| DN RESERVATION | RN |
| 0.7 | |
| DN TACOMA JCT. | JN |

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

23
07 IPVX

BIJKOP
TVWXYZ

BKPXZ

| | | | | | |
|-----------|------------|-----------|------------|------------|-----------|
| 6.20 AM | | | 11.42 AM | | |
| 6.30 | 9.39 PM | 2.17 PM | 11.50 | 10.13 AM | 7.05 AM |
| A 6.45 AM | A 10.00 PM | A 2.30 PM | A 11.59 AM | A 10.30 AM | A 7.30 AM |

BLOCK SIGNALS

| | |
|-------------------------------|----|
| DN-R BLACK RIVER | BI |
| 0.0 | |
| C. M. St. P. & P. C. CROSSING | |
| 6.3 | |
| DN-R ARGO | G |
| 3.1 | |
| DN-R SEATTLE | OW |

DOUBLE TRACK

(183.2)

| | | | | | |
|--------|--------|--------|--------|--------|--------|
| (7.00) | (0.21) | (0.13) | (3.59) | (0.17) | (0.25) |
| 26.2 | 8.9 | 14.3 | 46.0 | 10.9 | 7.4 |

..... Thru Time

..... 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 and Kenton Line time-tables between Portland and North Portland Jct.

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

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

WESTWARD

EASTWARD

| | | | | |
|------------|------------|--------|------------|------------|
| 691 | 681 | | 692 | 690 |
| 5.15 PM | 6.00 AM | ALBINA | A 2.00 PM | A 1.00 AM |
| A 4.30 AM | A 6.00 PM | ARGO | 3.00 AM | 7.30 PM |

FIFTH SUBDIVISION

EASTWARD

| Time-Table No. 16 March 8, 1953 | | Mile Post | FIRST CLASS | | | | | | | |
|------------------------------------|---------------------------|-----------|-----------------------------|--------------------------------------------|--------------------------------------------|------------------|-----------------------------|------------------|--|--|
| | | | 80 CMSt.P&P Passenger | 82 CMSt.P&P Streamliner Passenger | 84 CMSt.P&P Streamliner Passenger | 458 Passenger | 86 CMSt.P&P Passenger | 402 Passenger | | |
| STATIONS | | | | | | | | | | |
| BLOCK SIGNALS | PORTLAND 6.8 | 0.0 | | | | Λ 9.15 PM | | Λ 6.45 AM | | |
| | DN NORTH PORTLAND JCT. KD | 6.8 | | | | 8.56 | | 6.25 | | |
| | VANCOUVER | 8.7 | | | | 8.31 PM | | 6.20 AM | | |

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

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

| | | | | | | | | | |
|---------------|-------------------|-------|--|--|--|-----------|--|------------|--|
| BLOCK SIGNALS | N. P. CROSSING | 145.2 | | | | | | | |
| | N. P. CROSSING | 146.4 | | | | | | | |
| | N. P. CROSSING | 146.6 | | | | | | | |
| | DN RESERVATION RN | 146.8 | | | | Λ 5.37 PM | | Λ 12.45 AM | |
| | DN TACOMA JCT. JN | 147.6 | | | | 5.36 PM | | 12.43 AM | |

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

| | | | | | | | | | |
|-----------------|------------------------------------|---------|-----------|------------|-----------|-----------|------------|------------|--|
| BLOCK SIGNALS | DN-R BLACK RIVER BI | 173.8 | | | | Λ 5.00 PM | | Λ 12.01 AM | |
| | C. M. St. P. & P. & P. C. CROSSING | 173.8 | | | | | | | |
| | DN-R ARGO G | 180.1 | Λ 7.59 AM | Λ 10.53 AM | Λ 2.53 PM | 4.52 | Λ 10.40 PM | 11.52 PM | |
| DN-R SEATTLE OW | 183.2 | 7.50 AM | 10.45 AM | 2.45 PM | 4.45 PM | 10.30 PM | 11.45 PM | | |
| | (183.2) | | Daily | Daily | Daily | Daily | Daily | Daily | |

| | | | | | | |
|-----------------------------------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (0.09) | (0.08) | (0.08) | (4.30) | (0.10) | (7.00) |
| Average speed per hour..... | 20.7 | 23.3 | 23.3 | 40.7 | 18.8 | 26.2 |

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 and Kenton Line time-tables between Portland and North Portland Jct.
On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | | | | FIRST CLASS | | | | Time-Table No. 16 March 8, 1963 | STATIONS | | |
|-------------------------------------------------------|---------------------------------------------|------------------------|----------------------------|-------------------------------------|---------------------|---------------------|--------------------|----------------------|-----------------------------|------------------------------------|--------------|--------------|-----------------|
| | 391 | 151 | 361 | 363 | 346 | 63 | 99 | 19 | 97 | | | | |
| | Freight | Freight | Freight | Freight | Mixed | Passenger | CMS&P Passenger | Passenger | CMS&P Streamliner Passenger | | | | |
| | Sunday Wednesday Thursday Saturday | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily | Daily | Daily | | | | |
| BKPVX | | | | | | | 9.40PM | 9.00PM | 1.55AM | DN-R | SPOKANE AU | DS 1.7 | DOUBLE TRACK |
| BKOPTWXZ | | 12.45AM | | | | | 9.44 | 9.04 | 2.01 | | WEST SPOKANE | 3.6 | |
| 48 P | | 12.55 | | | | | 9.53 ⁰⁸ | 9.08 | 2.08 | | COWLES | 4.2 | |
| 63 P | | 1.05 | | | | | 10.02 | 9.13 | 2.15 | | MARSHALL | 7.5 | |
| 103 PW | | 1.20 | | | | | 10.15 ^s | 9.22 ^a | 2.27 | N | CHENEY | 5.2 | CY |
| 61 P | | 1.28 | | | | | 10.22 | 9.30 ⁰⁸ | 2.36 | | GEIB | 5.0 | |
| 52 P | | 1.36 | | | | | 10.28 | 9.37 | 2.42 | | MASON | 7.4 | |
| 53 PW | | 1.46 | | | | | 10.37 | 9.45 | 2.51 | | CROSKY | 4.0 | |
| 109 P | | 1.52 | | | | | 10.42 | 9.49 | 2.56 | | WELLS | 6.6 | |
| 52 P | | 2.02 | | | | | 10.50 | 9.56 | 3.03 | | PALM LAKE | 5.2 | |
| 44 P | | 2.10 | | | | | 10.56 | 10.02 | 3.09 | | ASHBY | 4.2 | |
| 52 P | | 2.17 | | | | | 11.01 | 10.07 | 3.14 | | EMDEN | 6.7 | |
| 76 JOPVWXY | | 2.55 | | | | | 11.10PM | 10.15 ^s | 3.25AM ^A | DN-R | MARENGO | 4.8 | RA |
| 62 P | | 3.05 | | | | | | 10.21 | | | THAVIS | 4.4 | |
| 03 P | | 3.12 | | | | | | 10.26 | | | MACK | 4.2 | |
| 61 P | | 3.20 | | | | | | 10.31 | | | ANKENY | 7.9 | |
| 38 JPWY | | 3.00 ²⁰⁸ PM | 3.35 | | | | | 10.42 | | | | | |
| 53 P | | 3.15 | 3.45 | | | | | 10.49 | | | | | |
| 51 P | | 3.30 | 3.57 | | | | | 10.58 | | | | | |
| 73 P | | 3.45 | 4.10 | | | | | 11.07 | | | | | |
| BJKOPWXY | A | 4.00PM | 4.30 ²⁰ 8.00 | | | | | 11.27 ^s | | | DN-R | AYER | JD |
| 00 P | | | 6.15 | | | | | 11.35 | | | | RUXBY | 7.7 |
| 00 P | | | 6.30 | | | | | 11.44 | | | | SCOTT | 6.1 |
| 40 P | | | 6.40 | | | | | 11.51 | | | | WALKER | 2.8 |
| 06 P | | | 6.46 | | | | | 11.55 ^{PM} | | | | SIMMONS | 7.6 |
| 90 PW | | | 7.05 | | | | | 12.06 ^{AM} | | | N | PAGE | MS |
| 95 P | | | 7.20 | | | | | 12.15 | | | | ASH | 6.0 |
| 94 P | | | 7.30 | | | | | 12.21 | | | | HUMORIST | 7.2 |
| 167 JKPVWXY | | | 8.50 | 7.50AM | 5.20AM | 4.20AM | | 11.45 ^{PM} | 12.30 ^s | | DN-R | WALLULA | JN |
| JPVXY | | | 9.00 | 8.00 | 5.30 | 4.25AM ^A | | 11.50 ^{PM} | 12.33 | | | WALLULA JCT. | 10.3 |
| 167 P | | | 9.40 ²⁰⁸ | 8.20 | 5.50 | | | 12.05 ^{AM} | 12.46 | | | JUNIPER | 0.8 |
| 160 P | | | 10.00 | 8.40 | 6.10 | | | 12.18 | 12.56 | | | COLD SPRINGS | 9.2 |
| BJKOPWXYZ | | A | 10.30AM ^A | 9.00 ²⁰⁸ AM ^A | 6.30AM ^A | | | 12.40AM ^A | 1.15AM ^A | | DN-R | HINKLE | UK |

| | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------------------|
| (1.00) | (0.45) | (1.10) | (1.10) | (0.05) | (0.55) | (1.30) | (4.15) | (1.30) | Thru Time |
| 21.5 | 18.9 | 20.6 | 26.6 | 20.4 | 33.8 | 40.7 | 45.5 | 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. 392.—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. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 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. 16
March 8, 1963

FIRST CLASS

SECOND CLASS

| STATIONS | Mile Post | FIRST CLASS | | | | SECOND CLASS | | | | |
|---------------------------|-----------|-----------------------|-----------------|----------------------------|-------------------------------------------|---------------------------|----------------|-----------------------|----------------|--------------|
| | | 20 Passenger | 64 Passenger | 96 CMStP&P Passenger | 98 CMStP&P Streamliner Passenger | 362 Freight | 392 Freight | 298 Freight | 364 Freight | 345 Mixed |
| DN-R SPOKANE AU DS 1.7 | 367.3 | A 7.00AM | | A 7.30AM | A 10.10PM | | | | | |
| WEST SPOKANE 3.6 | 365.6 | 6.54 | | 7.22 | 10.01 | | | A 6.30PM | | |
| COWLES 4.2 | 362.0 | 6.48 | | 7.14 | 9.53 ⁹⁹ | | | 6.05 | | |
| MARSHALL 7.3 | 367.8 | 6.41 | | 7.06 | 9.47 | | | 5.55 | | |
| N CHENEY CY 5.2 | 350.5 | s 6.32 | | s 6.50 | 9.38 | | | 5.40 | | |
| GEIB 5.0 | 345.3 | 6.24 | | 6.44 | 9.30 ¹⁰ | | | 5.30 | | |
| MASON 7.4 | 340.3 | 6.18 | | 6.38 | 9.21 | | | 5.20 | | |
| CROSKY 4.0 | 332.9 | 6.10 | | 6.29 | 9.13 | | | 5.05 | | |
| WELLS 5.6 | 328.9 | 6.05 | | 6.24 | 9.09 | | | 4.57 | | |
| PALM LAKE 5.2 | 322.3 | 5.57 | | 6.15 | 9.02 | | | 4.45 | | |
| ASHBY 4.2 | 317.1 | 5.51 | | 6.09 | 8.56 | | | 4.35 | | |
| EMDEN 6.7 | 312.9 | 5.45 | | 6.04 | 8.51 | | | 4.20 | | |
| DN-R MARENGO RA 4.8 | 308.2 | s 5.36 | | 5.55AM | 8.44PM | | | 4.00 | | |
| THAVIS 4.4 | 301.4 | 5.28 | | | | | | 3.29 | | |
| MACK 4.5 | 297.0 | 5.22 | | | | | | 3.22 | | |
| ANKENY 7.9 | 292.8 | 5.16 | | | | | | 3.15 | | |
| N-R HOOPER JCT. HR 5.9 | 284.9 | 5.05 | | | | | A 6.30AM | 3.00 ³⁹¹ | | |
| PARK 6.2 | 279.3 | 4.57 | | | | | 6.10 | 2.45 | | |
| JOSO 6.9 | 273.1 | 4.47 | | | | | 5.55 | 2.33 | | |
| CHEW 3.0 | 267.3 | 4.36 | | | | | 5.40 | 2.15 | | |
| DN-R AYER JD 5.2 | 263.4 | s 4.30 ¹⁵¹ | | | | | 5.30AM | 2.00 | | |
| RUXBY 7.7 | 257.2 | 4.16 | | | | | | 12.50 | | |
| SCOTT 6.1 | 249.5 | 4.07 | | | | | | 12.36 | | |
| WALKER 2.8 | 243.4 | 3.59 | | | | | | 12.26 | | |
| SIMMONS 7.6 | 240.6 | 3.56 | | | | | | 12.20PM | | |
| N PAGE MS 7.5 | 233.0 | 3.45 | | | | | | 11.59AM | | |
| ASH 6.0 | 225.5 | 3.35 | | | | | | 11.40 | | |
| HUMORIST 7.2 | 219.5 | 3.28 | | | | | | 11.27 | | |
| DN-R WALLULA JN 1.7 | 215.2 | s 3.18 | A 3.40AM | | | A 3.00AM | | 11.15 | A 7.05PM | A 11.15PM |
| WALLULA JCT. 10.3 | 213.5 | 3.10 | 3.35 | | | 2.55 | | 10.00 | 7.00 | 11.05PM |
| JUNIPER 9.8 | 203.2 | 2.58 | 3.22 | | | 2.37 | | 9.40 ¹⁵¹ | 6.40 | |
| COLD SPRINGS 9.2 | 193.4 | 2.47 | 3.10 | | | 2.20 | | 9.20 | 6.20 | |
| DN-R HINKLE UK (186.0) | 184.2 | 2.35AM | 2.55AM | | | 2.00AM | | 9.00AM ³⁶¹ | 6.00PM | |
| | | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily |

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

| | | | | | | | | | |
|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time | (4.25) | (0.45) | (1.35) | (1.26) | (1.00) | (1.00) | (0.30) | (1.05) | (0.10) |
| Average speed per hour | 43.8 | 41.3 | 28.6 | 42.0 | 31.0 | 21.5 | 19.4 | 28.0 | 10.2 |

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

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

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

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

| WESTWARD | | JOSEPH BRANCH | | | EASTWARD | |
|-------------------------------------------------------|---------------------|-------------------|------------------------|----|----------------|---------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | Time-Table No. 16 | | | Mile Post | SECOND CLASS |
| | 305 Mixed | March 8, 1953 | | | | 304 Mixed |
| | Daily Except Sunday | STATIONS | | | | |
| 28 WXY | 12.10 PM | D-R | JOSEPH | J | 83.8 | 11.15 AM |
| 22 X | 12.40 | D | ENTERPRISE | RS | 78.0 | 11.00 |
| 39 | 1.10 | | LOSTINE | | 67.8 | 10.07 |
| 27 WXY | 1.45 | D | WALLOWA | WO | 60.0 | 9.50 |
| 12 W (M.P. 49.0) | 2.20 | | MINAM | | 47.1 | 9.07 |
| 40 W (M.P. 32.0) | 2.50 | | LOOKING GLASS | | 33.8 | 8.37 |
| 32 | 3.20 | | GULLING | | 26.1 | 8.15 |
| 35 WXY | 3.40 | D | ELGIN | GN | 20.9 | 8.05 |
| 18 | 4.05 | D | IMBLER | BR | 12.3 | 7.32 |
| 20 | 4.25 | f | ALICEL | | 8.4 | 7.22 |
| BJKOP WXYZ | 5.00 PM | DN-R | LA GRANDE | RA | 0.0 | 7.00 AM |
| | | | (83.8) | | | Daily Except Sunday |
| | (4.50) 17.3 | | Thru Time | | (4.15) 19.7 | |
| | | | Average speed per hour | | | |

| WESTWARD | | PILOT ROCK BRANCH | | | EASTWARD | |
|-------------------------------------------------------|-------------------|-------------------|------------|-----------|----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | Time-Table No. 16 | | | Mile Post | | |
| | March 8, 1953 | | | | | |
| | STATIONS | | | | | |
| 155 JPX | | | RIETH | | 0.0 | |
| 22 | | | SPARKS | | 6.7 | |
| 18 WX | | D | PILOT ROCK | RO | 14.9 | |
| | | | (14.9) | | | |

| WESTWARD | | UMATILLA BRANCH | | | EASTWARD | |
|-------------------------------------------------------|-------------------|-----------------|-----------|-----------|----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | Time-Table No. 16 | | | Mile Post | | |
| | March 8, 1953 | | | | | |
| | STATIONS | | | | | |
| BJKOP WXYZ | | DN-R | HINKLE | UK | 0.0 | |
| 05 P | | D | HERMISTON | MN | 3.9 | |
| PWXY | | D | UMATILLA | CS | 10.1 | |
| 63 P | | | IRRIGON | | 17.9 | |
| | | | (17.9) | | | |

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

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

| WESTWARD | | HEPPNER BRANCH | | | EASTWARD | |
|-------------------------------------------------------|-------------------------------|-------------------|------------------------|----|----------------|-------------------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | Time-Table No. 16 | | | Mile Post | SECOND CLASS |
| | 329 Freight | March 8, 1953 | | | | 330 Freight |
| | Monday Wednesday Friday | STATIONS | | | | |
| 30 PWXY | 9.30 AM | D-R | HEPPNER | HR | 45.2 | 8.45 AM |
| 19 P | 9.55 | | LEXINGTON | | 36.3 | 8.00 |
| 7 | 10.10 | | JORDAN | | 31.0 | 7.40 |
| 15 PW | 10.30 | D | IONE | ON | 28.3 | 7.25 |
| 3 | 10.45 | | McNAB | | 25.2 | 7.10 |
| 13 | 11.05 | | MORGAN | | 19.8 | 6.55 |
| 3 | 11.30 AM | | CECIL | | 14.6 | 6.35 |
| 19 JPX | 12.15 PM | N-R | HEPPNER JCT. | WI | 0.0 | 6.00 AM |
| | | | (45.2) | | | Monday Wednesday Friday |
| | (2.45) 16.4 | | Thru Time | | (2.46) 16.4 | |
| | | | Average speed per hour | | | |

| WESTWARD | | CONDON BRANCH | | | EASTWARD | |
|-------------------------------------------------------|-------------------------------------------|-------------------|------------------------|----|----------------|-------------------------------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | Time-Table No. 16 | | | Mile Post | SECOND CLASS |
| | 327 Freight | March 8, 1953 | | | | 328 Freight |
| | Tuesday Thursday Saturday Sunday | STATIONS | | | | |
| 26 PVWXY | 10.15 AM | D-R | CONDON | CD | 44.5 | 9.00 AM |
| 22 | 10.40 | | GWENDOLEN | | 36.3 | 8.25 |
| 27 | 11.00 | | SPEECE | | 32.3 | 8.10 |
| 26 | 11.10 | | CLEM | | 28.6 | 7.50 |
| 29 PW | 11.30 | | MIKKALO | | 24.4 | 7.30 |
| 27 | 11.50 AM | | BARNETT | | 19.7 | 7.10 |
| 11 PW | 12.10 PM | | ROCK CREEK | | 16.0 | 6.55 |
| 29 | 12.30 | | SHUTLER | | 7.3 | 6.25 |
| WB 126 BJKO EB 113 PTWX | 1.15 PM | DN-R | ARLINGTON | MX | 0.0 | 6.00 AM |
| | | | (44.5) | | | Tuesday Thursday Saturday Sunday |
| | (3.00) 14.8 | | Thru Time | | (3.00) 14.8 | |
| | | | Average speed per hour | | | |

| WESTWARD | | GRASS VALLEY BRANCH | | | EASTWARD | |
|-------------------------------------------------------|-------------------|---------------------|--------------|-----------|----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | Time-Table No. 16 | | | Mile Post | | |
| | March 8, 1953 | | | | | |
| | STATIONS | | | | | |
| 14 Y | | | KENT | | 52.5 | |
| 10 | | | EAKIN | | 42.5 | |
| 28 PW | | D | GRASS VALLEY | VY | 38.5 | |
| 25 | | D | MORO | MR | 27.0 | |
| 16 | | | KLONDIKE | | 14.2 | |
| 32 PW | | D | WASCO | WA | 9.7 | |
| 0 | | | THORNBERRY | | 5.2 | |
| 80 JPX | | DN-R | BIGGS | BX | 0.0 | |
| | | | (52.5) | | | |

WESTWARD BEND BRANCH EASTWARD

| | | | | |
|-------------------------------------------------------|---------------------|------------------------------------|-----------|--------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | Time-Table No. 16 March 8, 1953 | Mile Post | SECOND CLASS |
| | 313 Mixed | | | 314 Mixed |
| | Daily Except Monday | STATIONS | | |

| | | | | | | | |
|------------|---------|------|------|----|-------|---|---------|
| BKOP VWXYZ | 5.00 AM | DN-R | BEND | ND | 160.0 | A | 2.30 PM |
|------------|---------|------|------|----|-------|---|---------|

BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

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

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

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

| | | | | |
|-------------------------------------------------------|--|------------------------------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | | Time-Table No. 16 March 8, 1953 | Mile Post | |
| | | | | |
| | | STATIONS | | |

| | | | | |
|--------|---|--------|-----|-----|
| 39 PWX | R | TONO | 5.8 | 8.0 |
| 27 JX | | WABASH | 2.2 | |

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

| | | | | |
|-------------------------------------------------------|--|------------------------------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | | Time-Table No. 16 March 8, 1953 | Mile Post | |
| | | | | |
| | | STATIONS | | |

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

| | | | | |
|-----------|-----|---------|----|-----|
| BKPV WXYZ | D-R | OLYMPIA | OA | 7.4 |
| | | (7.4) | | |

WESTWARD GRAYS HARBOR BRANCH EASTWARD

| | | | | | | |
|-------------------------------------------------------|-----------------------|------------------------|------------------------------------|-----------|------------------------|--------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | Time-Table No. 16 March 8, 1953 | Mile Post | SECOND CLASS | |
| | 307 Mixed | 309 CMS:P&P Freight | | | 308 CMS:P&P Freight | 306 Mixed |
| | Daily Except Saturday | Daily Except Sunday | STATIONS | | | |

| | | | | | | | | |
|--------------|---------|------|-----------|----|-----|--|---|----------|
| BJKOPT VWXYZ | 8.00 PM | DN-R | CENTRALIA | CN | O.O | | A | 10.20 PM |
| | | | 2.4 | | | | | |

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

| | | | | | | | | | | | |
|-----------|---------|----------------------------|-----|---------|------|----------|----|------|---------|---|---------|
| JMPV | 8.10 PM | BLAKESLEE JUNCTION | 2.4 | | A | 10.05 PM | | | | | |
| M | | N. P. CROSSING | 2.4 | | | | | | | | |
| M | | C. M. St. P. & P. CROSSING | 2.4 | | | | | | | | |
| 23 P | f 8.20 | GALVIN | 5.0 | | f | 9.55 | | | | | |
| 43 JPVX | f 8.40 | 2.30 AM | | | A | 8.10 PM | | | | | |
| 48 PWX | s 8.45 | 2.35 | | | s | 9.30 | | | | | |
| 52 P | f 9.05 | 3.00 | | | f | 9.05 | | | | | |
| 51 P | f 9.20 | 3.10 | | | f | 8.50 | | | | | |
| 44 P | f 9.35 | 3.25 | | | f | 8.35 | | | | | |
| 5 PW | f 9.40 | 3.30 | | | f | 8.30 | | | | | |
| 53 PXY | f 10.25 | 4.00 | | | f | 8.05 | | | | | |
| X | | | | | | | | | | | |
| PVX | | | | | | | | | | | |
| 53 PXY | f 10.25 | 4.00 | | | f | 8.05 | | | | | |
| 27 P | f 10.30 | 4.05 | | | f | 7.45 | | | | | |
| 32 PV | f 10.40 | 4.20 | | | f | 7.35 | | | | | |
| 83 JPVX | f 10.55 | 4.35 | | | f | 7.20 | | | | | |
| M | | | | | | | | | | | |
| 82 BKPVXZ | A | 1.26 PM | A | 5.05 AM | DN-R | ABERDEEN | SA | 63.9 | 5.20 PM | s | 7.00 PM |

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

| | | | | | | | | | | |
|-----------|---|----------|---|---------|------|---------|----|------|---------------------|---------------------|
| BKOPT WYZ | A | 11.55 PM | A | 5.35 AM | DN-R | HOQUIAM | HO | 67.6 | 5.00 PM | 6.30 PM |
| | | | | | | (57.6) | | | Daily Except Sunday | Daily Except Sunday |

(3.65) Thru Time (3.10)
14.7 Average speed per hour 14.3

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. For stations not shown on schedule pages, see page 22.

WESTWARD

YAKIMA BRANCH

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | | | | FIRST CLASS | | Time-Table No. 16 | |
|-------------------------------------------------------|--------------|-------------------------|-------------------------|---------------------|-------------------------|-------------------------------------------|------------------------|---------------------------|-----------------------------------------------------------|
| | | 907 N. P. Freight | 373 N. P. Freight | 361 Freight | 909 N. P. Freight | 363 Freight | 63 Passenger | 347 N. P. Passenger | March 8, 1953 |
| | | Daily | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily | Daily | Daily | STATIONS |
| BKOPTVWXYZ | | | | | | 9.30PM | 8.00PM | | DN-R YAKIMA NY |
| 39 X | | | | | | 9.40 | 8.06 | | 3.4 UNION GAP |
| MP | | | | | | | | | 3.3 N. P. CROSSING |
| 30 P | | | | | | 9.50 | 8.12 | | 0.5 PARKER |
| M | | | | | | | | | 1.4 N. P. CROSSING |
| 32 P | | | | | | 10.00 | f 8.19 | | 2.6 DONALD |
| 18 PV | | | | | | 10.05 | f 8.24 | | 2.3 SAWYER |
| 40 PV | | | | | | 10.15 | s 8.29 | | 2.0 BUENA BA |
| 74 PVX | | | | | | 10.25 | s 8.36 | | 3.1 ZILLAH AH |
| 53 P | | | | | | 10.48 | f 8.44 | | 5.1 GRANGER |
| 52 | | | | | | 11.05 | f 8.53 | | 6.2 EMERALD |
| | | | | | | | | | 3.6 |
| 35 JPXY | | | | | | 11.30 ³⁶⁴ PM | 9.25 | | R MIDVALE |
| 51 PVWX | | | | | | 12.30AM | s 9.37 | | N GRANDVIEW GW |
| 44 P | | | | | | 1.10 | f 9.49 | | 6.9 NORTH PROSSER |
| | | | | | | | | | 7.8 |
| 53 | | | | | | 1.30 | f 10.01 ³⁶⁴ | | CHAFFEE |
| 42 PWX | | | | | | 2.01 | s 10.12 | | 6.5 BENTON CITY BC |
| 53 | | | | | | 2.20 | 10.22 | | 5.2 ACTON |
| 51 JPX | | | 7.40AM | 6.20AM | | 2.50 | 10.40 | | R RICHLAND JCT. |
| 55 BIKPVWX | | | A 8.00AM | 6.50 | | 3.10 | s 11.00 | | 12.3 DN KENNEWICK KN |
| | | | | | | | | | 5.8 |
| 12 P | | | | 7.00 | | 3.35 | f 11.10 | | 4.5 HEDGES |
| | | | | | | | | | 2.3 |
| 70 JPV | | | 6.25PM | 7.10 | 6.35AM | 3.55 ³⁶² 4.15 ⁶⁴ | f 11.15 | 5.25AM | R VILLARD JCT. |
| 70 JPWX | | | A 6.45PM | | | | | A 5.37AM | 6.4 ATTALIA |
| 157 JKPVWXY | | | | A 7.25AM | A 6.50AM | A 4.40AM | A 11.30PM | | 0.6 DN-R WALLULA JN |
| | | | | | | | | | (98.6) |
| | | (0.20) 10.2 | (0.20) 17.4 | (1.05) 18.1 | (0.15) 28.0 | (7.10) 13.8 | (3.30) 28.2 | (0.12) 32.0 | Thru Time..... Average speed per hour..... |

WESTWARD

SUNNYSIDE BRANCH

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | FIRST CLASS | | Time-Table No. 16 | |
|-------------------------------------------------------|-----------------|-----------------|-----------------------------------------------------------|--------------|
| | 63 Passenger | 83 Passenger | March 8, 1953 | |
| | Daily | Daily | STATIONS | |
| 35 JPXY | 9.00PM | 6.05AM | R | MIDVALE |
| PVX | A 9.10PM | A 6.15AM | D-R | SUNNYSIDE SI |
| | | | | (2.8) |
| | (0.10) 16.8 | (0.10) 16.8 | Thru Time..... Average speed per hour..... | |

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 83 is superior to No. 64 and 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. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 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. 16

March 8, 1953

FIRST CLASS

SECOND CLASS

Mile Post

| | | | | | | |
|-----------|--------------------|------------------|------------|------------------|------------------|------------|
| 64 | 348 | 908 | 362 | 374 | 910 | 364 |
| Passenger | N. P. Passenger | N. P. Freight | Freight | N. P. Freight | N. P. Freight | Freight |

STATIONS

| | | | | | | | | | | | | | |
|------------|------------------------------------|----|------|---|---------------------|-----------------------|--|----------------------|----------------------|---------------------|----------------------|---------------------|--|
| DN-R | YAKIMA | NY | 98.0 | A | 7.50 ^{AM} | | | | | | A | 2.15 ^{AM} | |
| | 3.4 | | | | | | | | | | | | |
| | UNION GAP | | 94.6 | | 7.40 | | | | | | | 1.55 | |
| | 3.3 | | | | | | | | | | | | |
| | N. P. CROSSING | | 91.3 | | | | | | | | | | |
| | 0.6 | | | | | | | | | | | | |
| | PARKER | | 90.8 | f | 7.33 | | | | | | | 1.45 | |
| | 1.4 | | | | | | | | | | | | |
| Bed 5th | N. P. CROSSING | | 89.4 | | | | | | | | | | |
| | 2.6 | | | | | | | | | | | | |
| | DONALD | | 86.8 | f | 7.23 | | | | | | | 1.30 | |
| | 2.3 | | | | | | | | | | | | |
| | SAWYER | | 84.5 | f | 7.17 | | | | | | | 1.20 | |
| | 2.0 | | | | | | | | | | | | |
| | BUENA | BA | 81.6 | s | 7.10 | | | | | | | 1.10 | |
| | 3.1 | | | | | | | | | | | | |
| D-R | ZILLAH | AH | 78.6 | s | 7.03 | | | | | | | 12.55 | |
| | 6.1 | | | | | | | | | | | | |
| | GRANGER | | 73.4 | f | 6.52 | | | | | | | 12.25 | |
| | 6.2 | | | | | | | | | | | | |
| | EMERALD | | 67.2 | f | 6.38 | | | | | | | 12.05 ^{AM} | |
| | 3.6 | | | | | | | | | | | | |
| R | MIDVALE | | 63.6 | | 6.30 | | | | | | | 11.30 ^{PM} | |
| | 6.9 | | | | | | | | | | | | |
| N | GRANDVIEW | GW | 57.7 | s | 5.56 | | | | | | | 10.37 | |
| | 6.0 | | | | | | | | | | | | |
| | NORTH PROSSER | | 50.8 | f | 5.42 | | | | | | | 10.20 | |
| | 7.8 | | | | | | | | | | | | |
| | CHAFFEE | | 43.0 | f | 5.28 | | | | | | | 10.01 ^{PM} | |
| | 6.6 | | | | | | | | | | | | |
| D | BENTON CITY | BC | 36.6 | s | 5.16 | | | | | | | 9.15 | |
| | 6.2 | | | | | | | | | | | | |
| | ACTON | | 31.3 | | 5.05 | | | | | | | 9.05 | |
| | 12.3 | | | | | | | | | | | | |
| R | RICHLAND JCT. | | 19.0 | | 4.47 | | | A 5.20 ^{AM} | A 5.30 ^{AM} | | | 8.35 | |
| | 6.8 | | | | | | | | | | | | |
| DN | KENNEWICK | KN | 13.2 | s | 4.35 | | | 5.00 | 5.10 ^{AM} | | | 8.18 | |
| | 4.6 | | | | | | | | | | | | |
| | HEDGES | | 8.7 | f | 4.20 ³⁶² | | | 4.20 ⁶⁴ | | | | 8.08 | |
| | 2.3 | | | | | | | | | | | | |
| C.T.C. | VILLARD JCT. | | 7.0 | f | 4.15 ³⁶³ | A 10.50 ^{PM} | | A 2.35 ^{AM} | 3.55 ³⁶³ | | A 1.50 ^{PM} | 8.00 | |
| | 6.4 | | | | | | | | | | | | |
| | ATTALIA | | 0.6 | | | 10.38 ^{PM} | | 2.15 ^{AM} | | | | | |
| | 0.6 | | | | | | | | | | | | |
| DN-R | WALLULA | JN | 0.0 | | 4.06 ^{AM} | | | 3.40 ^{AM} | | | 1.30 ^{PM} | 7.45 ^{PM} | |
| | (98.6) | | | | | | | | | | | | |
| | | | | | Daily | Daily | | Daily | Daily Except Sunday | Daily Except Sunday | Daily | | |
| | Thru Time | | | | (3.45) | (0.12) | | (0.20) | (1.40) | (0.20) | (0.20) | (6.30) | |
| | Average speed per hour | | | | 26.3 | 32.0 | | 19.2 | 11.8 | 17.4 | 21.0 | 15.2 | |

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 16

March 8, 1953

Mile Post

FIRST CLASS

| | |
|-----------|-----------|
| 64 | 84 |
| Passenger | Passenger |

STATIONS

| | | | | | | |
|-----|------------------------------------|-----|-----|--------------------|---|--------------------|
| R | MIDVALE | 0.0 | A | 6.30 ^{AM} | A | 9.25 ^{PM} |
| | 2.8 | | | | | |
| D-R | SUNNYSIDE | SI | 2.8 | 6.20 ^{AM} | | 9.15 ^{PM} |
| | (2.8) | | | Daily | | Daily |
| | Thru Time | | | (0.10) | | (0.10) |
| | Average speed per hour | | | 16.8 | | 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. 83 is superior to No. 64 and 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. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.

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

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

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

WESTWARD

SPOKANE-TEKOA BRANCH

Time-Table No. 16

March 8, 1953

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | | FIRST CLASS | | | | STATIONS |
|-------------------------------------------------------|------------------------------------|--------------------|-----------------------------|-------------------------------------------|-----------------|----------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------|
| | 381 CMStP&P Freight | 387 Freight | 383 CMStP&P Freight | 95 CMStP&P Streamliner Passenger | 67 Passenger | 91 CMStP&P Passenger | 69 Spokane Internat'l Passenger | |
| | Daily | Daily | Daily Except Saturday | Daily | Daily | Daily | Daily | |
| BKPVX | 9.30PM | 5.00PM | 7.00AM | 10.30PM | 8.15AM | 8.00AM | 1.00AM | DN-R SPOKANE 1.0 DS AU } CG } DOUBLE TRACK |
| JPX | 9.40 | 5.15 | 7.05 | 10.35 | 8.20 | 8.05 | A 1.05AM | DN N. P. CROSSING 0.9 |
| 83 X | 9.51 | 5.20 | 7.10 | 10.38 | 8.23 | 8.08 | | EAST SPOKANE 1.4 |
| 51 X | 9.56 | 5.25 | 7.15 | 10.41 | 8.26 | 8.11 | | HILL 2.3 |
| 69 JKVX | 10.10 | 5.35 | A 7.20AM | 10.45 s | 8.30 | 8.15 | | DN DISHMAN 3.2 SP |
| 35 | 10.20 | 5.45 | | 10.49 f | 8.34 | 8.19 | | CHESTER 6.0 |
| 49 | 11.01 ⁰⁵ ₃₈₂ | 6.16 ⁰⁸ | | 11.01 ³⁸¹ ₃₈₂ s | 8.45 | 8.31 | | D MICA 2.8 MA |
| 38 | 11.30 ³⁸⁸ PM | 6.35 | | 11.05 f | 8.50 | 8.35 | | FREEMAN 3.3 |
| JVX | A 12.01AM | 6.50 | | A 11.10 ³⁸⁸ PM s | 8.56 | A 8.40AM | | DN-R MANITO 5.2 MU |
| 23 | | 7.10 | | | s 9.03 | | | D ROCKFORD 3.3 RD |
| 40 | | 7.20 | | | 9.10 | | | DARKNELL 3.4 |
| 31 JWX | | 7.40 | | | s 9.16 | | | D FAIRFIELD 3.4 G |
| 25 | | 8.10 | | | s 9.31 | | | LATAH 8.4 |
| BJKOPTWXYZ | | A 8.45PM | | | A 9.52AM | | | DN-R TEKOA 7.2 K (49.3) |
| | (2.31) 8.7 | (3.45) 13.1 | (0.20) 19.5 | (0.40) 32.7 | (1.37) 30.6 | (0.40) 32.7 | (0.05) 22.8 | Thru Time Average speed per hour |

| WESTWARD | | PLEASANT VALLEY BRANCH | | EASTWARD | |
|-------------------------------------------------------|---------------------------|------------------------|---------------------|----------------|------------------------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | Time-Table No. 16 | | Mile Post | |
| | 391 Freight | March 8, 1953 | | | |
| | Daily Except Monday | STATIONS | | | |
| 14 JPX | 7.25AM | SELTICE 8.2 | | 48.0 | |
| | | G. N. CROSSING 0.03 | | 39.8 | |
| | | N. P. CROSSING 0.55 | | 39.7 | |
| 34 VWX | 8.20 | D | OAKESDALE ON 7.0 | 39.1 | |
| 44 | 8.50 | | THORNTON 0.5 | 31.2 | |
| M | | | G. N. CROSSING 12.4 | 30.7 | |
| 28 WX | 9.40 | D | ST. JOHN 6.5 | 18.3 | SJ |
| 27 | 10.10 | | WILLADA 7.1 | 11.5 | |
| 53 | 10.40 | | GRAVEL PIT 4.4 | 4.4 | |
| 63 JWXV | A 1.45AM | D-R | WINONA 48.0 | 0.0 | WA |
| | (4.20) 11.1 | Thru Time | | (2.20) 13.1 | Average speed per hour |

| WESTWARD | | WALLULA BRANCH | | EASTWARD | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------------|---------------------------|----------------|------------------------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | Time-Table No. 16 | | Mile Post | SECOND CLASS |
| | 345 Mixed | March 8, 1953 | | | 346 Mixed |
| | Daily | STATIONS | | | |
| BJKOPTWXYZ | 9.45PM | DN-R | WALLA WALLA 2.0 | 30.9 | A 6.45AM |
| 5 X | | | COLLEGE PLACE 0.2 | 28.9 | |
| M | | | W. W. V. RY. CROSSING 0.1 | 28.7 | |
| 17 X | f 9.51 | | GARRETT 4.0 | 28.6 | f 5.55 |
| 10 | f 10.05 | | WHITMAN 4.7 | 24.0 | f 5.35 |
| 12 | f 10.18 | | LOWDEN 4.3 | 19.3 | f 5.20 |
| 20 PWX | s 10.30 | D | TOUCHET 7.5 | 15.0 | s 5.05 |
| 11 | f 10.50 | | REESE 3.3 | 7.5 | f 4.45 |
| JPV | A 10.57PM | | ZANGAR JCT. 3.8 | 3.8 | 4.35AM |
| BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. TIME SHOWN AT WALLULA JCT. IS FOR INFORMATION ONLY. | | | | | |
| JPVXY | A 11.05 PM | | WALLULA JCT. 0.0 | 0.0 | 4.25 AM |
| | (1.20) 22.9 | Thru Time | | (2.20) 13.1 | Average speed per hour |

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 384, 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.

Between Manito and Tekoa, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 346 arriving at Wallula Jct. on Sixth Subdivision will run as No. 346 Zangar Jct. to Walla Walla.

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

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

SPOKANE-TEKOA BRANCH

EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | Time-Table No. 16 | | Mile Post | FIRST CLASS | | | | SECOND CLASS | | | | |
|-------------------------------------------------------|-------------------|----------------|-----------|-------------------------------|------------------------------|-----------|---------------------|-----------------|-----------------|---------------------|----------------------|----------------------|
| | March 8, 1953 | | | 94 | 70 | 68 | 92 | 384 | 382 | 388 | | |
| | | | | CMStP&P Streamliner Passenger | Spokane Internat'l Passenger | Passenger | CMStP&P Passenger | CMStP&P Freight | CMStP&P Freight | Freight | | |
| STATIONS | | | | | | | | | | | | |
| BKPVX | DN-R | SPOKANE | DS AU | 185.4 | A 1.45 AM | A 1.50 PM | A 6.50 PM | A 9.15 PM | | A 4.00 PM | A 2.10 AM | A 12.30 AM |
| IJPX | DN | N. P. CROSSING | CG | 183.5 | 1.36 | 1.43 PM | 6.41 | 9.08 | | 3.45 | 11.59 PM | 12.20 |
| 83 X | | EAST SPOKANE | | 182.8 | 1.34 | | 6.39 | 9.06 | | 3.42 | 11.45 | 12.10 |
| 61 X | | HILL | | 181.2 | 1.31 | | 6.36 | 9.03 | | 3.37 | 11.35 | 12.05 AM |
| 59 JKVX | DN | DISHMAN | SP | 168.9 | 1.27 | | 6.33 | 8.59 | | 3.30 PM | 11.25 | 11.55 PM |
| 35 | | CHESTER | | 155.7 | 1.22 | | 6.28 | 8.54 | | | 11.10 | 11.47 |
| 49 | D | MICA | MA | 149.7 | 1.11 | | 6.16 ³⁸⁷ | 8.43 | | | 11.01 ³⁸¹ | 11.37 |
| 38 | | FREEMAN | | 146.9 | 1.06 | | 6.10 | 8.38 | | | 10.42 | 11.30 ³⁸¹ |
| JVX | DN-R | MANITO | MU | 143.6 | 1.01 AM | | 6.04 | 8.33 PM | | | 10.35 PM | 11.10 ⁰⁵ |
| 23 | D | ROCKFORD | RD | 188.4 | | | 5.53 | | | | | 10.44 |
| 40 | | DARKNELL | | 135.1 | | | 5.46 | | | | | 10.35 |
| 31 JWX | D | FAIRFIELD | G | 181.7 | | | 5.40 | | | | | 10.20 |
| 25 | | LATAH | | 123.3 | | | 5.24 | | | | | 9.55 |
| BJKOPTWXYZ | DN-R | TEKOA | K | 118.1 | | | 5.11 PM | | | | | 9.30 PM |
| | | (49.3) | | | Daily | Daily | Daily | Daily | | Daily Except Sunday | Daily | Daily |
| Thru Time | | | | (0.44) | (0.07) | (1.39) | (0.42) | | | (0.30) | (1.35) | (3.00) |
| Average speed per hour | | | | 29.7 | 16.3 | 29.9 | 31.1 | | | 13.0 | 13.8 | 18.4 |

| WESTWARD | | | | MOSCOW BRANCH | | EASTWARD | | WESTWARD CONNELL BRANCH | | | | EASTWARD | | |
|-------------------------------------------------------|---------------------|-------------|-------------------|---------------|-------------|--------------|-------------------------------------------------------|------------------------------------|------------------------------------|--------------------|--------------|----------|-----------|--------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | FIRST CLASS | Time-Table No. 16 | Mile Post | FIRST CLASS | SECOND CLASS | Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | Time-Table No. 16 | Mile Post | SECOND CLASS | STATIONS | Mile Post | SECOND CLASS |
| | 379 | 61 | | | 62 | 378 | | 391 | | | 392 | | | |
| | Freight | Passenger | | | Passenger | Freight | | Freight | | | Freight | | | |
| | Daily Except Sunday | Daily | March 8, 1953 | | | | | Sunday Wednesday Thursday Saturday | March 8, 1953 | | | | | |
| STATIONS | | | | | | | | | | | | | | |
| BKTVWX | 9.00 PM | 6.45 PM | D-R MOSCOW | MO | 28.1 | A 8.50 AM | A 4.15 PM | BJKOWXY | 1.45 PM | D-R LA CROSSE | JA | 0.0 | A 7.30 AM | |
| | | | N. P. CROSSING | | 19.3 | | | 11 X | 2.50 | HOOPER | | 14.7 | 6.35 | |
| 23 X | 9.30 | 7.05 | D PULLMAN | XN | 18.7 | 8.33 | 3.45 | 32 JPWXY | 2.55 PM | N-R HOOPER JCT. HR | | 15.7 | 6.30 AM | |
| 18 | 9.50 | 7.18 | ALBION | | 12.7 | 8.13 | 3.20 | 34 | | D WASH TUCNA FN | | 23.5 | | |
| 19 | 10.00 | 7.25 | SHAWNEE | | 9.7 | 8.05 | 3.08 | 21 V | | D KAHL OTUS HO | | 37.4 | | |
| BJKMOWXY | 10.50 PM | 7.45 PM | DN-R COLFAX | CA | 0.0 | 7.42 AM | 2.30 PM | 18 WXY | | R CONNELL | N | 52.9 | | |
| | | | (28.1) | | | Daily | Daily Except Monday | | | (52.9) | | | Daily | |
| Thru Time | | | | (1.08) | (1.45) | | | (1.10) | Thru Time | | | | (1.00) | |
| Average speed per hour | | | | 24.8 | 16.1 | | | 13.5 | Average speed per hour | | | | 15.7 | |

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 384, 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.

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. 381 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.

No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.

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

| WESTWARD | | | | | TEKOA-AYER BRANCH | | | | | EASTWARD | | | | |
|-------------------------------------------------------|---------------------|-------------------------|---------------------|-----------------|-------------------|------------------------------------|-----------------------------------|-----------------|-----------------|----------------|----------------|----------------|---------------------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | | FIRST CLASS | | Time-Table No. 16 March 8, 1953 | Mile Post | FIRST CLASS | | SECOND CLASS | | | | |
| | 379 Freight | 355 Freight | 391 Freight | 61 Passenger | 73 Passenger | | | 62 Passenger | 74 Passenger | 392 Freight | 378 Freight | 356 Freight | | |
| | Daily Except Sunday | Monday Wednesday Friday | Daily Except Monday | Daily | Daily | | | | | | | | | |
| STATIONS | | | | | | | | | | | | | | |
| BJKOP1 WXYZ | | | 7:00AM | | | DN-R | TEKOA | K | 116.1 | | | A 3:00PM | | |
| 14 JPX | | | A 7:25AM | | | R | SELTICE | | 110.4 | | | 2:30 | | |
| 32 W | | | | | | D | FARMINGTON | FM | 104.5 | | | 2:10 | | |
| M | | | | | | | N. P. CROSSING | | 103.4 | | | | | |
| 38 VWX | | | | | | D | GARFIELD | GR | 95.1 | | | 1:05 | | |
| 32 BJKMOWXY | 11:10PM | | | | | | ELBERTON | | 89.7 | | | 12:40PM | | |
| M | | | | | | | D-R COLFAX | CA | 77.4 | A 7:37AM | | 11:50AM | A 1:30PM | |
| 14 East Spur 16 West Spur X | 11:30 | | | | | | G. N. CROSSING | | 77.3 | | | 11:10 | 1:20 | |
| 34 | 11:50PM | | | | | | CREST | | 74.9 | 7:27 | | 11:00 | 1:10 | |
| 29 | 12:10AM | | | | | | MOCKONEMA | | 72.5 | f 7:22 | | 10:50 | 1:02 | |
| 27 | 12:50 | | | | | | DIAMOND | | 68.5 | f 7:16 | | 10:30 | 12:50 | |
| 63 JWXY | 1:20 | | 12:01PM | s 8:39 | | D-R | ENDICOTT | DI | 57.9 | s 7:00 | | 9:45 | 12:20 | |
| 46 | 1:35 | | 12:15 | 8:45 | | | WINONA | WA | 52.1 | s 6:52 | | 9:10 | 12:01PM | |
| 26 BJKOWXY | A 2:20AM | | A 12:45PM | s 8:56 | | D-R | SUTTON | | 48.0 | 6:45 | | 8:50 | 11:45AM | |
| 42 | | | | f 9:09 | | | LA CROSSE | JA | 41.5 | s 6:37 | | 8:10AM | 11:30AM | |
| 44 | | | | f 9:20 | | | JERITA | | 35.8 | f 6:23 | | | | |
| 42 | | | | f 9:38 | | | HAY | | 30.2 | f 6:15 | | | | |
| 60 JPVWXY | | | | s 9:50 | 9:40PM | DN-R | CANYON | | 22.1 | f 6:00 | | | | |
| M | | | | | | | RIPARIA | XS | 17.5 | s 5:52 | A 6:10AM | | | |
| 10 JPXY | | 8:25PM | | s 10:01 | s 9:49 | R | N. P. CROSSING | | 17.4 | | | | | |
| 41 X | | 8:30 | | 10:03 | 9:51 | | TUCANNON | | 12.6 | s 5:42 | s 5:58 | | A 12:05AM | |
| 64 X | | 8:50 | | f 10:21 | f 10:08 | | PATAHA | | 11.8 | 5:37 | | | 12:03AM | |
| BJKOPWXY | A 9:00PM | | A 10:30PM | A 10:15PM | | DN-R | RIFTON | | 2.9 | f 5:21 | f 5:37 | | 11:40PM | |
| | | | | | | | AYER | JD | 0.0 | 5:15AM | 5:30AM | | 11:30PM | |
| | | | | | | | (116.1) | | | Daily | Daily | Daily | Daily Except Monday | |
| | (3.10) 11.3 | (0.35) 21.6 | (5.45) 12.9 | (2.40) 29.0 | (0.35) 30.0 | | Thru Time..... | | (2.22) 32.7 | (0.40) 26.3 | (6.50) 10.9 | (2.00) 18.0 | (0.35) 21.6 | |
| | | | | | | | Average speed per hour..... | | | | | | | |

| WESTWARD POMEROY BRANCH | | | | | EASTWARD | | | | | WESTWARD TUCANNON BRANCH | | | | | EASTWARD | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----|------------------------------------|-----------|-------------------------|-------------------------|-----------|-------------------------|--|------------------------------------|-----------------------------------|-------------------------|----------------|----|----------|-------------------------|--|--|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | Time-Table No. 16 March 8, 1953 | Mile Post | SECOND CLASS | | Mile Post | SECOND CLASS | | Time-Table No. 16 March 8, 1953 | Mile Post | SECOND CLASS | | | | | | | |
| | 355 Freight | | | | 356 Freight | | | 356 Freight | | | | 355 Freight | | | | | | | |
| | Monday Wednesday Friday | | | | Monday Wednesday Friday | | | Monday Wednesday Friday | | | | Monday Wednesday Friday | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | | | |
| 35 TWX | 6:00PM | D-R | POMEROY | PY | 28.9 | A 2:15AM | | | | JPXY | 12:05AM | K | TUCANNON | | 0.0 | A 8:25PM | | | |
| 25 | 6:20 | | ZUMWALT | | 24.4 | 2:00 | | | | JWXY | A 12:15AM | D | STARBUCK | SA | 3.8 | 8:15PM | | | |
| 7 | 6:50 | | DODGE | | 16.3 | 1:30 | | | | | | | RELIEF | | 9.3 | | | | |
| 18 W | 6:57 | | CHARD | | 14.5 | 1:20 | | | | | | | (9.3) | | | Monday Wednesday Friday | | | |
| 8 | 7:10 | | JACKSON | | 11.3 | 1:05 | | | | | | | | | | | | | |
| 18 | 7:25 | | DELANEY | | 7.9 | 12:50 | | | | | | | | | | | | | |
| JWXY | A 8:15PM | D | STARBUCK | SA | 0.0 | 12:20AM | | | | | | | | | | | | | |
| | | | (28.9) | | | Monday Wednesday Friday | | | | | | | | | | | | | |
| | (2.15) 12.8 | | Thru Time..... | | (1.55) 15.1 | | | | | (0.10) 22.8 | Average speed per hour..... | | (0.10) 22.8 | | | | | | |
| <p>Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.</p> <p>Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.</p> <p>No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.</p> <p>No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.</p> <p>No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.</p> <p>For stations not shown on schedule pages, see page 22.</p> | | | | | | | | | | | | | | | | | | | |

WESTWARD PENDLETON BRANCH EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | Time-Table No. 16 March 8, 1953 | Mile Post | SECOND CLASS | |
|-------------------------------------------------------|---------------------|-------|------------------------------------|-----------|---------------------|-------|
| | 365 | 366 | | | 366 | 366 |
| | Mixed | Mixed | | | Mixed | Mixed |
| | Daily Except Sunday | | | | Daily Except Sunday | |
| STATIONS | | | | | | |
| 27 X | | | ALTO 7.5 | 83.0 | | |
| 23 | | | MENOKEN 4.2 | 75.5 | | |
| 26 JWX | 11.45AM | | BOLLES 4.0 | 71.3 | A 9.10AM | |
| 26 X | 11.58AM | D | PRESCOTT 13.1 | 66.7 | 8.58 | SY |
| 21 | 12.35PM | | VALLEY GROVE 6.4 | 53.6 | 8.22 | |
| | | | N. P. CROSSING 0.6 | 47.2 | | |
| M | | | W. W. V. RY. CROSSING 0.5 | 46.6 | | |
| RJKOPTV WXYZ | 12.55PM | DN-R | WALLA WALLA 1.9 | 46.1 | 8.00AM | Z BU |
| M | | | W. W. V. RY. CROSSING 4.3 | 44.2 | | |
| 24 | | | SPOFFORD 3.6 | 39.9 | | |
| M | | | W. W. V. RY. CROSSING 0.1 | 36.3 | | |
| 39 VWX | | D | MILTON-FREEWATER 9.5 | 36.2 | | CO |
| 50 | | | BLUE MOUNTAIN 3.3 | 26.7 | | |
| 20 | | | DOWNING 6.2 | 23.4 | | |
| 20 WX | | D | ATHENA 4.6 | 17.2 | | CN |
| 41 | | | ADAMS 2.6 | 12.6 | | |
| 15 | | | BLAKELEY 10.0 | 10.0 | | |
| BJKVWXYZ | | DN-R | PENDLETON (83.0) | 0.0 | | FD |

(1.10) Thru Time (1.10)
21.6 .. Average speed per hour 21.6

WESTWARD WALLACE BRANCH EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | Time-Table No. 16 March 8, 1953 | Mile Post | FIRST CLASS | | |
|-------------------------------------------------------|--------------|-----------|------------------------------------|-----------|-------------|---------|--------|
| | 387 | 67 | | | 68 | 388 | |
| | Freight | Passenger | | | Passenger | Freight | |
| | Daily | Daily | | | Daily | Daily | |
| STATIONS | | | | | | | |
| 25 | | | LOVELL 8.4 | 6.9 | f | 4.50 | 8.45 |
| 17 VX | 10.00 | 10.33 | PLUMMER 7.5 | 15.3 | s | 4.32 | 8.15 |
| 22 TWX | 10.20 | 10.50 | CHATCOLET 7.7 | 22.8 | f | 4.14 | 7.45 |
| X | 10.50 | 11.09 | HARRISON 3.5 | 30.5 | s | 3.54 | 7.20 |
| 43 | 11.05 | 11.16 | SPRINGSTON 11.3 | 34.0 | s | 3.45 | 7.10 |
| 20 | 11.50PM | 11.34 | LANE 3.8 | 45.3 | s | 3.24 | 6.42 |
| 33 | 12.10AM | 11.40 | ROSE LAKE 8.6 | 49.1 | s | 3.16 | 6.32 |
| 30 | 12.30 | 11.55AM | CATALDO 4.8 | 67.7 | f | 2.59 | 6.10 |
| 6 Y | 12.45 | 12.03PM | ENAVILLE 1.6 | 62.6 | s | 2.53 | 5.56 |
| 18 | 12.50 | 12.07 | PINE CREEK 3.1 | 64.1 | f | 2.49 | 5.52 |
| JWX | | | BRADLEY 2.0 | 67.2 | f | | |
| 25 BKOX | 1.30AM | 12.30 | KELLOGG-WARDNER 6.0 | 69.2 | s | 2.40 | 5.40PM |
| 31 | | 12.43 | OSBURN 4.4 | 75.8 | f | 2.22 | |
| BKTVWXYZ | 1.00PM | | WALLACE 0.2 | 80.2 | | 2.15PM | |
| M | | | N. P. CROSSING 0.2 | 80.4 | | | |
| M | | | N. P. CROSSING 0.1 | 80.6 | | | |
| JX | | | WALLACE JCT. 6.2 | 80.7 | | | |
| 5 VWX | | | BURKE 8.9 | 86.9 | | | |

(4.15) Thru Time (2.50)
18.9 .. Average speed per hour 27.0 .. Average speed per hour (2.50) (3.36)
28.3 .. Average speed per hour 22.4

WESTWARD DAYTON BRANCH EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | SECOND CLASS | | Time-Table No. 16 March 8, 1953 | Mile Post | SECOND CLASS | |
|-------------------------------------------------------|--------------------|---------------------|------------------------------------|-----------|--------------------|-----------|
| | 367 | 365 | | | 366 | 368 |
| | Mixed | Mixed | | | Mixed | Mixed |
| | Tuesday and Friday | Daily Except Sunday | | | Tuesday and Friday | |
| STATIONS | | | | | | |
| 28 T | 12.01PM | | TURNER 2.1 | 24.8 | | A 11.50AM |
| 25 | 12.10 | | WHETSTONE 9.6 | 22.7 | | 11.40 |
| 26 VWXY | 12.50PM | 11.01AM | DAYTON 0.09 | 13.1 | A 9.45AM | 11.00AM |
| M | | | N. P. CROSSING 0.01 | 13.0 | | |
| M | | | N. P. CROSSING 0.1 | 13.0 | | |
| JX | | A 11.03AM | DAYTON JCT. 0.1 | 12.9 | | 9.43AM |

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

| | | | | | |
|--------|--|-----------|----------------------|-----|----------|
| JX | | 11.25AM | R WAITSBURG JCT. 1.7 | 5.2 | A 9.23AM |
| 28 X | | 11.31 | D WAITSBURG 3.5 | 3.5 | 9.19 |
| 28 JWX | | A 11.45AM | BOLLES (24.8) | 0.0 | 9.10AM |

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

WESTWARD SIERRA NEVADA BRANCH EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 31. | Time-Table No. 16 March 8, 1953 | | Mile Post |
|-------------------------------------------------------|------------------------------------|--------------------|-----------|
| | STATIONS | | |
| | JWX |  |  | BRADLEY 2.0 | 0.0 |
| X | | END OF TRACK (2.0) | 2.0 |

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

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

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

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

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

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 |
|----------------------------|-----------|-------------------------------------------------------|-------------------|-------------------------------|-----------|-------------------------------------------------------|-------------------|
| Second Subdivision | | | | Tekoa-Ayer Branch | | | |
| Yonkum..... | 201.7 | 10 | Both | Schreck..... | 31.9 | 14 | Both |
| Pendair..... | 213.5 | 80 P | Both | Thera.....(5)..... | 64.8 | 15 | Both |
| Mission..... | 221.2 | { 18 P | Both | Glenwood..... | 83.5 | 13 | Both |
| Cayuse.....(1)..... | 227.1 | 25 P | Both | Walters..... | 98.6 | 10 | Both |
| Thorn Hollow..... | 232.1 | 48 P | Both | Tucannon Branch | | | |
| North Fork..... | 251.4 | 14 P | Both | Powers..... | 2.7 | 4 | Both |
| | | 16 P | West | Spokane-Tekoa Branch | | | |
| Third Subdivision | | | | Rahm..... | 125.9 | 4 | Both |
| Seufert..... | 87.7 | 13 | West | Coey..... | 141.7 | 17 | Both |
| Dillon..... | 93.5 | ..... | None | Pleasant Valley Branch | | | |
| Fourth Subdivision | | | | Juno..... | 20.8 | 10 | Both |
| Quarry Spur..... | 6.5 | 13 | West | Huntley..... | 22.6 | 2 | Both |
| Eri..... | 14.2 | 4 | Both | Warner..... | 45.3 | 11 | Both |
| Corbett.....(1)..... | 20.3 | ..... | None | Pomeroy Branch | | | |
| Latourell.....(1)..... | 23.9 | ..... | None | Houser..... | 19.1 | 1 | Both |
| Multnomah Falls..... | 29.6 | P | None | Moscow Branch | | | |
| Oneonta..... | 31.1 | 60 P | Both | Risbeck.....(5)..... | 4.5 | 6 | Both |
| Warrendale..... | 35.9 | ..... | None | Parvin.....(5)..... | 7.8 | 8 | Both |
| C. L. Lumber Co..... | 45.1 | 7 | East | Armstrong.....(5)..... | 15.7 | 3 W ^(M. P.) 16.2 | Both |
| Farley..... | 47.0 | 102 P | Both | Whitlow..... | 20.5 | 1 | Both |
| Viento..... | 55.2 | ..... | None | Holland..... | 21.4 | 8 | Both |
| Chatfield..... | 71.8 | 20 P | West | Connell Branch | | | |
| Kenton Line | | | | Pampa..... | 4.6 | 15 | Both |
| Champ..... | 9.5 | 7 | Both | Gordon..... | 8.2 | 7 | Both |
| Ward..... | 14.2 | 6 | Both | McAdam..... | 29.3 | 3 | Both |
| | | { 37 | Both | Wacota..... | 34.1 | 4 | Both |
| Reynolds..... | 20.0 | 40 P | West | Estes..... | 42.3 | 7 | Both |
| | | 126 | West | Sulphur..... | 46.1 | 9 | Both |
| Sixth Subdivision | | | | Curry..... | 51.1 | 12 | Both |
| Sheffler..... | 242.1 | 4 | Both | Pendleton Branch | | | |
| Matthews..... | 253.3 | 5 | Both | Havana..... | 6.9 | 11 | Both |
| Magallon..... | 258.6 | 2 | Both | Weston..... | 20.9 | 66 X | East |
| Teske..... | 310.6 | 2 | Both | Bade..... | 30.2 | 13 | Both |
| Joseph Branch | | | | Barrett..... | 33.1 | 10 | Both |
| Island City.....(2)..... | 2.6 | 12 | Both | Prunedale..... | 34.2 | 15 | Both |
| Conley.....(2)..... | 5.9 | 6 | Both | State Line..... | 41.7 | 10 | Both |
| Vincent.....(2)..... | 40.6 | 2 | East | Langdon..... | 43.6 | 12 | Both |
| Sevier..... | 56.7 | 5 | West | Russell..... | 51.8 | 11 | Both |
| Pilot Rock Branch | | | | Hadley..... | 56.5 | 19 | Both |
| McBee..... | 2.8 | 2 | East | Berryman..... | 59.8 | 9 | Both |
| Lens..... | 11.2 | 4 | East | Ennis..... | 60.9 | 10 | Both |
| Grass Valley Branch | | | | Robinson..... | 67.6 | 2 | Both |
| Sandon..... | 15.6 | 8 | Both | McCall..... | 69.4 | 2 | Both |
| Hay Canyon..... | 19.2 | { 12 | East | McKay..... | 78.6 | 6 | Both |
| De Moss..... | 23.9 | 15 | West | Wallace Branch | | | |
| Erakine..... | 31.3 | 12 | Both | Tilma..... | 2.1 | 1 X | Both |
| Bourbon..... | 45.8 | 9 | Both | Watt..... | 12.1 | 18 | Both |
| | | 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 |
| Balch.....(3)..... | 18.3 | 18 P | Both | Smelterville.....(6)..... | 66.3 | ..... | None |
| Law..... | 44.7 | 11 | East | Shont.....(6)..... | 72.8 | 3 | Both |
| Yakima Branch | | | | Polaris..... | 74.6 | 42 | East |
| Grosscup..... | 28.2 | 8 | Both | Gem..... | 84.1 | 5 X | Both |
| Biggam.....(4)..... | 48.3 | 10 | Both | Frisco..... | 84.4 | 7 X | Both |
| Flint..... | 83.6 | 18 | Both | Dorn..... | 85.1 | 13 | Both |
| | | | | Dayton Branch | | | |
| | | | | Loyd..... | 4.1 | 3 | East |
| | | | | Ronan..... | 19.3 | 28 | West |

(1) Regular stop for No. 25.
 (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-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric 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 Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

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

GENERAL

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------|----------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 79 | 79 | 50 | C. M. St. P. & P. class K1 engines, equipped with rigid trucks. | | 25 | 25 |
| Motor trains and inspection bus cars. | | 40 | 40 | C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains. | | 35 | 35 |
| When caboose is handled in train consisting of passenger train equipment. | | 60 | | Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | | | 40 35 |
| Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines. | 50 | 40 30 | 25 15 | Trains handling company roadway machines on their own wheels, except wrecking derricks. | | | 25 |
| Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent. | | | 35 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light. | 40 | 40 | 40 40 | Trains handling scale test cars: On main line. On branch lines. | | | 30 25 |
| Diesel-electric freight and road switch locomotives. | 65 | 65 | 50 | Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines. | | | 20 |
| 1500 class Diesel-electric road freight locomotives. | 50 | 50 | 50 | Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges. | | | 20 6 |
| Diesel-electric yard switch locomotives in road service. | 35 | 35 | 35 | When using cross-overs or turnouts: Forward movement. Back-up movement. | 15 10 | 15 10 | 15 10 |
| 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 | When using all other turn-outs. | 15 | 15 | 15 |
| 3700 and 3900 class engines. | | 65 | 50 | On tracks other than main tracks. | 15 | 15 | 15 |
| 5000 class engines. | | 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 |
| 7000-7800 class engines. | | 70 | 50 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.) | | | 25 15 |
| MacArthur type engines with 63-inch drivers. | | 55 | 50 | | | | |
| MacArthur type engines with 57-inch drivers. | | 35 | 35 | | | | |
| 3500 class Mallet, Consolidation and Ten Wheeler type engines. | | 35 | 35 | | | | |
| 0-6-0 and 0-8-0 type yard engines. | | 20 | 20 | | | | |
| C. M. St. P. & P. class N3-S engines. | | 50 | 40 | | | | |
| C. M. St. P. & P. class L engines. | | 35 | 35 | | | | |
| C. M. St. P. & P. class K1 engines, equipped with swing motion trucks. | | 35 | 35 | | | | |

FIRST SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | | Location | Miles Per Hour | | | |
|----------------------------------------------------|-----------------------------------------|-------|-------|------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------|-------|-----------------------------------------------------------|----------------------------------------------|-------------------------------|-------|----|
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. | |
| 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 | Between M.P. 321.6 and 321.3. | 70 | 60 | 45 | |
| 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 | Sago 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. | 45 | 35 | 25 | Crooks Between M.P. 307.4 and 302.7. | 35 | 30 | 20 | |
| | Between M.P. 371.0 and 370.7. | 70 | 60 | 45 | Encina Between M.P. 349.8 and 348.4. | 30 | 25 | | 20 | La Grande | | |
| Durkee Between M.P. 366.5 and 366.3. | 70 | 60 | 25 | Quartz Between M.P. 347.1 and 346.9. | | 70 | 60 | 45 | | | | |
| | 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 | Over Umatilla River bridge, M.P. 214.42. | 20 | 20 | 20 | |
| | Between M.P. 288.8 and 283.4. | 30 | 25 | 20 | Between M.P. 240.6 and 240.3. | 70 | 60 | | 45 | | | |
| | Between M.P. 283.3 and 282.1. | 45 | 35 | 25 | Between M.P. 240.2 and 240.1. | 30 | 25 | 20 | Rieth Between M.P. 210.8 and 208.9. | 55 | 45 | 35 |
| Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track. | | | 10 | Between M.P. 240.0 and 238.3. | 55 | 45 | 35 | Barnhart Between M.P. 206.9 and 206.7. | | 60 | 50 | 40 |
| | Between M.P. 282.1 and 257.2, ascending and descending grade. | 30 | 25 | 20 | Bonifer Between M.P. 237.9 and 236.6. | 35 | 30 | | 20 | Between M.P. 206.3 and 205.9. | 70 | 60 | 45 |
| Huron Between M.P. 257.2 and 252.2. | 35 | 30 | 20 | Gibbon Between M.P. 233.9 and 232.5. | 55 | 45 | 35 | Between M.P. 204.5 and 202.2. | 60 | 50 | 40 | |
| | Between M.P. 251.9 and 251.4. | 60 | 50 | | 40 | Between M.P. 231.7 and 227.2. | 45 | 35 | 25 | Between M.P. 201.6 and 201.4. | 70 | 60 | 45 |
| | Between M.P. 251.2 and 251.0. | 35 | 30 | 20 | Between M.P. 226.1 and 226.0. | 70 | 60 | 45 | Between M.P. 200.9 and 200.6. | 60 | 50 | 40 |
| | Between M.P. 250.6 and 249.9. | 70 | 60 | 45 | Minthorn Between M.P. 223.8 and 222.8. | 35 | 30 | 20 | Between M.P. 198.6 and 198.5. | 45 | 35 | 25 |
| Duncan Between M.P. 249.6 and 249.4. | 35 | 30 | 20 | Between M.P. 220.5 and 220.1. | | 55 | 45 | 35 | Nolin Between M.P. 198.2 and 196.8. | 55 | 45 | 35 |
| | Between M.P. 248.1 and 247.2. | 35 | 30 | 20 | Between M.P. 219.0 and 217.7. | 60 | 50 | 40 | | Between M.P. 195.6 and 195.4. | 60 | 50 | 40 |
| | Between M.P. 246.1 and 245.6. | 60 | 50 | 40 | Munra Between M.P. 217.6 and 216.3. | 45 | 35 | 25 | Between M.P. 194.5 and 193.4. | 45 | 35 | 25 |
| | Between M.P. 244.7 and 244.0. | 45 | 35 | 25 | | Pendleton Over Third, Main and Fourth Streets. | 12 | 12 | 12 | Echo Over first road crossing east and west of depot. | 30 | 30 | 30 |
| | Between M.P. 243.2 and 242.5. | 60 | 50 | 40 | Over other street crossings within city limits. | | 20 | 20 | 20 | | Between M.P. 191.9 and 187.3. | 60 | 50 | 40 |
| | | | | | | | | Hinkle | | | | |

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 | Gilmore Between M.P. 132.8 and 132.7. | 70 | 60 | 45 | Day Between M.P. 110.2 and 110.0. | 70 | 60 | 45 |
| Castle Between M.P. 154.5 and 149.4. | 70 | 60 | 45 | Between M.P. 131.0 and 130.4. | 60 | 50 | 40 | Miller Between M.P. 100.1 and 99.1. | 55 | 45 | 35 |
| Heppner Jct. Between M.P. 148.4 and 147.9. | 55 | 45 | 35 | Blalock Between M.P. 130.0 and 129.2. | 70 | 60 | 45 | Between M.P. 98.1 and 97.9. | 70 | 60 | 45 |
| Between M.P. 147.0 and 146.3. | 70 | 60 | 45 | Between M.P. 124.8 and 124.0. | 70 | 60 | 45 | Cello Between M.P. 96.9 and 95.9. | 55 | 45 | 35 |
| Willows Between M.P. 144.0 and 143.9. | 60 | 50 | 40 | Between M.P. 123.8 and 123.7. | 55 | 45 | 35 | Oregon Trunk Jct. Between M.P. 91.7 and 91.3. | 70 | 60 | 45 |
| Silica Between M.P. 141.6 and 140.5. | 70 | 60 | 45 | Quinton Between M.P. 120.8 and 120.6. | 60 | 50 | 40 | Between M.P. 88.5 and 87.5. | 45 | 35 | 25 |
| Arlington Between M.P. 138.0 and 137.8. | 35 | 35 | 25 | Hook Between M.P. 118.8 and 118.6. | 70 | 60 | 45 | The Dalles Over street crossings. | 12 | 12 | 12 |
| Between M.P. 136.2 and 136.1. | 70 | 60 | 45 | Between M.P. 116.4 and 116.2. | 70 | 60 | 45 | | | | |
| Between M.P. 134.8 and 134.7. | 70 | 60 | 45 | Goff Between M.P. 114.9 and 114.7. | 70 | 60 | 45 | | | | |
| | | | | Between M.P. 114.5 and 112.5. | 60 | 50 | 40 | | | | |

FOURTH SUBDIVISION

| | | | | | | | | | | | |
|----------------------------------------------------------------------------------|----|----|----|-----------------------------------------------------|----|----|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| The Dalles Between M.P. 83.5 and 83.0. | 45 | 35 | 25 | Meno Between M.P. 58.5 and 56.0. | 60 | 50 | 40 | Rooster Rock Between M.P. 22.4 and 20.1. | 60 | 50 | 40 |
| Between M.P. 82.1 and 81.8. | 60 | 50 | 40 | Between M.P. 56.0 and 54.7. | 35 | 30 | 20 | Between M.P. 18.5 and 18.2. | 60 | 50 | 40 |
| Crates Between M.P. 81.2 and 80.1. | 55 | 45 | 35 | Between M.P. 54.4 and 53.2. | 60 | 50 | 40 | Between M.P. 17.9 and 14.8. | 70 | 60 | 45 |
| Between M.P. 80.1 and 79.3. | 70 | 60 | 45 | Between M.P. 52.8 and 49.6. | 45 | 35 | 25 | Between M.P. 13.5 and 13.2. | 55 | 45 | 35 |
| Between M.P. 79.3 and 78.9. | 55 | 45 | 35 | Wyeth Between M.P. 49.4 and 48.7. | 35 | 30 | 20 | Fairview Between M.P. 12.0 and 10.9. | 50 | 50 | 40 |
| Between M.P. 78.2 and 77.5. | 70 | 60 | 45 | Between M.P. 48.7 and 43.3. | 55 | 45 | 35 | Clarnie Between M.P. 7.6 and 2.7. | 50 | 40 | 25 |
| Between M.P. 77.0 and 76.3. | 60 | 50 | 40 | Cascade Locks Between M.P. 42.9 and 42.7. | 70 | 60 | 45 | Between M.P. 2.7 and 1.0. | 35 | 30 | 20 |
| Rowena Between M.P. 75.8 and 75.1. | 55 | 45 | 35 | Between M.P. 42.4 and 41.4. | 35 | 30 | 20 | Graham | | | |
| Between M.P. 75.1 and 73.7. | 60 | 50 | 40 | Between M.P. 39.9 and 38.2. | 60 | 50 | 40 | Kenton Line Between Troutdale and Kenton. | 35 | 35 | 35 |
| Between M.P. 72.7 and 71.9. | 55 | 45 | 35 | Bonneville Between M.P. 37.3 and 35.5. | 55 | 45 | 35 | Over Columbia Boulevard, near Peninsula Jct. | 25 | 25 | 25 |
| Between M.P. 71.9 and 71.4. | 30 | 25 | 20 | Between M.P. 31.4 and 30.3. | 60 | 50 | 40 | Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant. | | | 6 |
| Between M.P. 71.4 and 68.4. | 40 | 35 | 25 | Between M.P. 29.4 and 27.5. | 60 | 50 | 40 | Between Albina and Portland, over street crossings. | 10 | 10 | 10 |
| Between M.P. 68.4 and 67.1. | 60 | 50 | 40 | Dodson Between M.P. 32.8 and 31.7. | 70 | 60 | 45 | East Portland Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill. | 8 | 8 | 8 |
| Between M.P. 65.7 and 66.4. | 40 | 35 | 25 | Between M.P. 25.9 and 24.8. | 60 | 50 | 40 | Portland Through interlocking and on all tracks N. P. T. Yard, Union Station. | 6 | 6 | 6 |
| Between M.P. 66.4 and 64.4. | 60 | 50 | 40 | Between M.P. 24.0 and 23.8. | 55 | 45 | 35 | | | | |
| Between M.P. 63.2 and 63.1. | 45 | 35 | 25 | Bridal Veil Between M.P. 25.9 and 24.8. | 60 | 50 | 40 | | | | |
| Hood River 2-10-2 class engines using cross- over at freight house. | | | 6 | Between M.P. 24.0 and 23.8. | 55 | 45 | 35 | | | | |
| Between M.P. 62.1 and 59.4. | 55 | 45 | 35 | | | | | | | | |

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

| | | | | | | | | | | | |
|------------------------------------------------------|----|----|----|-----------------------------------------------------|--|----|----|----------------------------------------------------------------|----|----|----|
| Maximum speed. | 70 | 60 | 45 | Simmons Between M.P. 242.5 and 243.5. | | 40 | 25 | Ankeny Between M.P. 294.4 and 294.5. | | 40 | 25 |
| Hinkle East and West legs of wye. | | 20 | 20 | Walker Between M.P. 244.5 and 244.6. | | 50 | 40 | Between M.P. 295.4 and 297.0. | | 50 | 40 |
| Cold Springs Between M.P. 200.7 and 201.0. | | 50 | 40 | Between M.P. 246.1 and 246.3. | | 50 | 40 | Marengo Between M.P. 308.6 and 309.0. | 60 | 50 | 40 |
| Juniper Between M.P. 209.2 and 211.7. | | 40 | 30 | Between M.P. 246.9 and 247.0. | | 45 | 35 | Cheney Within city limits. | 35 | 35 | 35 |
| Wallula Jct. West leg of wye. | | 15 | 15 | Scott Between M.P. 252.8 and 253.0. | | 45 | 35 | Over street crossings. | 15 | 15 | 15 |
| Wallula Between M.P. 217.2 and 217.4. | | 45 | 35 | Between M.P. 256.9 and 257.1. | | 45 | 35 | Between M.P. 352.8 and 353.5. | 55 | 45 | 35 |
| Between M.P. 219.1 and 219.5. | | 50 | 40 | Ruxby Between M.P. 260.3 and 260.5. | | 50 | 40 | Between M.P. 354.0 and 363.8 on curves. | 60 | 50 | 35 |
| Humorist Between M.P. 224.2 and 224.5. | | 50 | 40 | Ayer Between M.P. 268.2 and 269.3. | | 30 | 30 | Between M.P. 364.2 and 364.4. | 45 | 35 | 25 |
| Ash Between M.P. 226.8 and 227.0. | | 50 | 40 | Between M.P. 271.5 and 272.5. | | 25 | 15 | Between M.P. 364.7 and 364.9. | 55 | 45 | 35 |
| Between M.P. 228.1 and 229.9. | | 35 | 25 | Between M.P. 272.7 and 273.2. | | 45 | 35 | Between M.P. 365.1 and 366.2. | 25 | 25 | 15 |
| Between M.P. 230.8 and 232.3. | | 45 | 35 | Between M.P. 275.1 and 276.9. | | 40 | 25 | West Spokane On 16-degree curve west end of yard. | 8 | 8 | 8 |
| Between M.P. 233.0 and 233.4. | | 50 | 40 | Between M.P. 277.9 and 279.4. | | 45 | 35 | Between M.P. 366.5 and 367.1. | 45 | 35 | 25 |
| Page Between M.P. 234.0 and 235.6. | | 35 | 25 | Park Between M.P. 280.0 and 281.6. | | 40 | 25 | Over Bridge 367.13. | 10 | 10 | 10 |
| Between M.P. 236.3 and 238.1. | | 35 | 25 | Between M.P. 281.9 and 282.2. | | 50 | 40 | Spokane Through Union Station limits. | 15 | 15 | 15 |
| Between M.P. 239.0 and 239.8. | | 50 | 40 | Hooper Jct. Between M.P. 286.1 and 286.5. | | 50 | 40 | Union Station over slip switches. | 10 | 10 | 10 |
| | | | | Between M.P. 290.6 and 291.1. | | 50 | 40 | | | | |
| | | | | Between M.P. 291.9 and 292.3. | | 25 | 25 | | | | |

BRANCHES

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

| Location | Miles Per Hour | | | Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|------------------------------------------------------|----------------|-------|-----|-----------------------------------------------------|----------------|-------|-----|-----------------------------------------------------------|----------------|-------|-----|
| | Str. | Pagr. | Fr. | | Str. | Pagr. | Fr. | | Str. | Pagr. | Fr. |
| Joseph Branch Maximum speed. | | 30 | 30 | Grass Valley Branch Maximum speed. | | 25 | 25 | On 3-degree curves. | | 50 | 30 |
| 3-degree curves. | | 20 | 20 | 3-degree curves. | | 20 | 20 | On 4-degree curves. | | 45 | 30 |
| 4- and 5-degree curves. | | 15 | 15 | 4- and 5-degree curves. | | 15 | 15 | On 5- and 6-degree curves. | | 35 | 25 |
| On curves of 6 degrees and over. | | 10 | 10 | On curves of 6 degrees and over. | | 10 | 10 | On 7- and 8-degree curves. | | 25 | 20 |
| Between La Grande and M.P. 13.0. | | 25 | 25 | Between Kent and M.P. 39.0. | | 15 | 15 | On curves of 7 degrees and over with 2-10-2 type engines. | | 20 | 20 |
| Between M.P. 25.0 and 55.0. | | 25 | 25 | Between M.P. 33.0 and Thornberry. | | 20 | 20 | On 9- and 10-degree curves. | | 20 | 20 |
| Between M.P. 72.0 and Joseph. | | 25 | 25 | Between Thornberry and Biggs, on descending grades. | | 10 | 10 | Tekoa Between M.P. 117.2 and 117.5. | | 20 | 20 |
| Pilot Rock Branch Maximum speed. | | 15 | 15 | Grays Harbor Branch Maximum speed. | | 30 | 30 | Between M.P. 117.8 and 117.9. | | 45 | 30 |
| Umatilla Branch Maximum speed. | | 40 | 40 | 3-degree curves. | | 20 | 20 | Between M.P. 118.1 and 118.3. | | 35 | 25 |
| Hinkle Between M.P. 0.0 and 0.1. | | 15 | 15 | 4- and 5-degree curves. | | 15 | 15 | Between M.P. 118.5 and 119.7. | | 25 | 20 |
| Between M.P. 2.3 and 3.7. | | 20 | 20 | On curves of 6 degrees and over. | | 10 | 10 | Between M.P. 120.2 and 120.4. | | 35 | 25 |
| Hermiston Standard and Union Oil spurs. | | | 6 | Cosmopolis Within city limits. | | 20 | 15 | Between M.P. 120.7 and 121.4. | | 35 | 25 |
| On house track west of McNaught Warehouse. | | | 6 | Handling logs within city limits. | | | 8 | Between M.P. 121.6 and 121.9. | | 25 | 20 |
| Over road crossing east end of depot. | | 15 | 15 | Aberdeen Within city limits. | | 20 | 20 | Between M.P. 122.1 and 122.5. | | 35 | 25 |
| Between M.P. 5.9 and 6.0. | | 35 | 35 | Over Boone Street crossing. | | 5 | 5 | Latah Within city limits. | | 40 | 30 |
| Between M.P. 9.4 and 11.2. | | 25 | 25 | Over other street crossings. | | 10 | 10 | Between M.P. 123.4 and 124.5. | | 20 | 20 |
| Umatilla On wye. | | 10 | 10 | Tono Branch Maximum speed. | | 15 | 15 | Between M.P. 125.1 and 125.7. | | 35 | 25 |
| Irrigon Maximum speed. | | 25 | 25 | On curves of 6 degrees and over. | | 10 | 10 | Between M.P. 127.5 and 128.4. | | 35 | 25 |
| 3-degree curves. | | 20 | 20 | Olympia Branch Maximum speed. | | 20 | 20 | Between M.P. 129.6 and 130.6. | | 35 | 25 |
| 4- and 5-degree curves. | | 15 | 15 | Within city limits. | | 10 | 10 | Fairfield Within city limits. | | 25 | 25 |
| On curves of 6 degrees and over. | | 10 | 10 | 4- and 5-degree curves. | | 15 | 15 | Between M.P. 132.6 and 132.8. | | 45 | 30 |
| Condon Branch Maximum speed. | | 25 | 25 | On curves of 6 degrees and over. | | 10 | 10 | Between M.P. 133.3 and 134.6. | | 25 | 20 |
| 3-degree curves. | | 20 | 20 | Spokane-Tekoa Branch Maximum speed. | | 70 | 60 | Between M.P. 135.3 and 136.3. | | 35 | 25 |
| 4- and 5-degree curves. | | 15 | 15 | Between Spokane and Manito. | | 50 | 30 | Darknell Between M.P. 136.6 and 139.2. | | 20 | 20 |
| On curves of 6 degrees and over. | | 10 | 10 | Between Manito and Tekoa. | | | | Rockford Within city limits. | | 25 | 25 |
| On descending grades between Speece and Mikkalo. | | 15 | 15 | | | | | Between M.P. 139.4 and 139.7. | | 45 | 30 |
| On descending grades between Barnett and Rock Creek. | | 15 | 15 | | | | | Between M.P. 139.8 and 140.4. | | 45 | 30 |
| | | | | | | | | Between M.P. 141.0 and 141.2. | | 35 | 25 |
| | | | | | | | | Between M.P. 142.6 and 143.2. | | 25 | 20 |

BRANCHES (Continued)

| Location | Miles Per Hour | | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|--------------------------------------------------------------------------|----------------|-------|------|-------------------------------------------------|----------------|------|--------------------------------------------------------------|----------------|------|
| | Str. | Pagr. | Frt. | | Pagr. | Frt. | | Pagr. | Frt. |
| Manito Between M.P. 144.4 and 144.6. | 60 | 50 | 35 | Between M.P. 17.7 and 18.1. | 25 | 20 | Glenwood Between M.P. 83.7 and 84.5. | 20 | 20 |
| Between M.P. 145.5 and 146.0. | 55 | 45 | 35 | Between M.P. 18.6 and 18.8. | 35 | 25 | Between M.P. 86.5 and 87.0. | 20 | 20 |
| Between M.P. 146.2 and 147.2. | 60 | 50 | 35 | Between M.P. 19.7 and 19.9. | 20 | 20 | Between M.P. 87.6 and 88.9. | 20 | 20 |
| Freeman Between M.P. 147.3 and 148.8. | 45 | 35 | 25 | Between M.P. 20.9 and 21.5. | 45 | 30 | Between M.P. 89.1 and 89.4. | 20 | 20 |
| Between M.P. 149.1 and 149.2. | 60 | 50 | 35 | Between M.P. 23.1 and 23.7. | 35 | 25 | Elberton Within city limits. | 25 | 25 |
| Mica Between M.P. 150.5 and 153.9. | 35 | 30 | 20 | Between M.P. 23.6 and 23.7. | 30 | 20 | Between M.P. 90.7 and 91.9. | 20 | 20 |
| Between M.P. 154.5 and 154.3, westward. | 60 | 50 | 35 | Between M.P. 24.5 and 25.0. | 35 | 25 | Between M.P. 92.4 and 92.9. | 25 | 25 |
| Between M.P. 154.3 and 154.5, eastward. | 60 | 50 | 25 | Between M.P. 25.4 and 26.9. | 30 | 25 | Garfield Within city limits. | 25 | 25 |
| Between M.P. 154.7 and 155.5. | 45 | 35 | 25 | Between M.P. 27.1 and 27.2. | 25 | 20 | Between M.P. 101.1 and 101.5. | 25 | 25 |
| Between Chester and Mica, on descending grade. | | | 25 | Between M.P. 27.4 and 27.8. | 20 | 20 | Between M.P. 102.0 and 102.4. | 25 | 25 |
| East Spokane Through interlocking. | 15 | 15 | 15 | Between M.P. 28.2 and 28.7. | 20 | 20 | N. P. Crossing Between M.P. 104.6 and 104.9. | 20 | 20 |
| Spokane Through tunnel. | 15 | 15 | 15 | Between M.P. 29.7 and 29.9. | 45 | 30 | Farmington Within city limits. | 20 | 20 |
| Over slip switches at N. P. Crossing. | 15 | 15 | 10 | Hay Between M.P. 30.4 and 31.1. | 35 | 25 | Between M.P. 105.5 and 105.8. | 20 | 20 |
| Between N. P. Crossing and Mission Ave., on line through old yard. | | 12 | 12 | Between M.P. 32.0 and 33.8. | 25 | 20 | Between M.P. 112.2 and 113.1. | 25 | 25 |
| Over street crossings between N.P. Crossing and city limits. | 20 | 20 | 20 | Between M.P. 34.2 and 35.2. | 20 | 20 | Between M.P. 115.6 and 116.0. | 20 | 20 |
| Tekoa-Ayer Branch Maximum speed. | 50 | 30 | | Jerita Between M.P. 36.2 and 36.9. | 25 | 20 | Pleasant Valley Branch Maximum speed. | 25 | 25 |
| Between Tekoa and Colfax, via Garfield. | 30 | 30 | | Between M.P. 37.8 and 39.3. | 25 | 20 | G. N. Crossing, M.P. 30.7. | 20 | 20 |
| On 5- and 6-degree curves. | 25 | 25 | | Between M.P. 43.5 and 43.6. | 45 | 30 | Tucannon Branch Maximum speed. | 25 | 25 |
| On 7-, 8-, 9- and 10-degree curves. | 20 | 20 | | Sutton Between M.P. 49.3 and 50.1. | 30 | 20 | On curves of 7 degrees and over. | 20 | 20 |
| Between Tucannon and Ayer. | 35 | 25 | | Thera Between M.P. 64.9 and 65.2. | 35 | 25 | Starbuck Within city limits. | 15 | 15 |
| On 4-degree curves. | 45 | 30 | | Between M.P. 65.4 and 65.6. | 45 | 30 | Between Starbuck and Relief. | 12 | 12 |
| On 5- and 6-degree curves. | 35 | 25 | | Between M.P. 68.2 and 68.5. | 35 | 25 | Pendleton Branch Maximum speed. | 25 | 25 |
| On 7- and 8-degree curves. | 25 | 20 | | Diamond Between M.P. 68.8 and 69.0. | 35 | 25 | On 7-, 8-, 9- and 10-degree curves. | 20 | 20 |
| On curves of 7 degrees and over with 2-10-2 type engines. | 20 | 20 | | Between M.P. 69.9 and 70.1. | 35 | 25 | Between Barrett and Downing, on descending grade. | 15 | 15 |
| On 9- and 10-degree curves. | 20 | 20 | | Mockonema Between M.P. 73.3 and 73.6. | 20 | 20 | Pendleton Over Thompson, Main and Aura Streets. | 12 | 12 |
| Ayer Between M.P. 14.0 and 14.1. | 35 | 25 | | Between M.P. 74.1 and 74.2. | 45 | 30 | Over other street crossings within city limits. | 20 | 20 |
| Between M.P. 14.3 and 16.1. | 25 | 25 | | Between M.P. 74.9 and 77.2. | 25 | 12 | Between M.P. 2.5 and 3.0. | 20 | 20 |
| Between M.P. 17.1 and 17.2. | 15 | 15 | | Colfax Within city limits. | 12 | 12 | Between M.P. 9.5 and 9.8. | 20 | 20 |
| Over Snake River Bridge 17.23. | 5 | 5 | | Between M.P. 78.4 and 78.5. | 20 | 20 | Athens Over street crossings. | 15 | 15 |
| | | | | Between M.P. 79.8 and 80.7. | 20 | 20 | Downing Between M.P. 24.0 and 24.5. | 20 | 20 |
| | | | | Between M.P. 81.5 and 82.3. | 20 | 20 | Between M.P. 25.4 and 26.2. | 20 | 20 |
| | | | | Between M.P. 82.9 and 83.4. | 20 | 20 | | | |

BRANCHES (Continued)

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|-----------------------------------------------------|----------------|-------|--------------------------------------------------------------------------|----------------|-------|-------------------------------------------------------------------------------------------|----------------|-------|
| | Pagr. | Frnt. | | Pagr. | Frnt. | | Pagr. | Frnt. |
| Blue Mountain Between M.P. 29.0 and 29.4. | 20 | 20 | Grandview Within city limits. | 30 | 30 | Walla Walla | | |
| Between M.P. 29.8 and 30.1. | 20 | 20 | Granger Over street crossings. | 30 | 30 | Pomeroy Branch Maximum speed. | 20 | 20 |
| Between M.P. 30.3 and 30.4. | 20 | 20 | Zillah Over street crossings. | 25 | 15 | Starbuck Within city limits. | 15 | 15 |
| Between M.P. 31.2 and 31.7. | 20 | 20 | Yakima River Bridge 89.35, through gauntlet track. | 15 | 15 | Dayton Branch Maximum speed. | 25 | 25 |
| Between M.P. 32.2 and 32.4. | 20 | 20 | Over N. P. Crossing and between home signals governing cross- ing. | 20 | 20 | On curves of 7 degrees and over. | 20 | 20 |
| Between M.P. 32.7 and 32.9. | 20 | 20 | Yakima Over Yakima Ave., and Walnut Street. | 6 | 6 | Bolles Between M.P. 0.4 and 0.6. | 20 | 20 |
| Milton-Freewater Over street crossings. | 15 | 15 | Over other street crossings. | 10 | 10 | Dayton Over street crossings west of Touchet River. | 15 | 15 |
| W. W. V. Ry. Crossing M.P. 36.3. | 15 | 15 | Sunnyside Branch Maximum speed. | 45 | 35 | Over all other street crossings. | 10 | 10 |
| W. W. V. Ry. Crossing, M.P. 44.2. | 20 | 20 | Sunnyside Within city limits. | 30 | 30 | Between M.P. 12.9 and 24.8. | 15 | 15 |
| Walla Walla Over street crossings. | 12 | 12 | Wallula Branch Maximum speed. | 35 | 30 | Connell Branch Maximum speed. | | |
| Within city limits. | 20 | 20 | On 5- and 6-degree curves. | 35 | 25 | Between La Crosse and Hooper Jct. | 30 | 30 |
| On west leg of wye. | 8 | 8 | On 7- and 8-degree curves. | 25 | 20 | Between Hooper Jct. and Connell. | 20 | 20 |
| Between M.P. 52.7 and 53.4. | 20 | 20 | On 9- and 10-degree curves. | 20 | 20 | On 5- and 6-degree curves. | 25 | 25 |
| Between M.P. 64.8 and 64.9. | 20 | 20 | Wallula Jct. West leg of wye. | 15 | 15 | On 7- and 8-degree curves. | 20 | 20 |
| Between M.P. 65.5 and 66.0. | 20 | 20 | Zangar Jct. Between M.P. 5.1 and 6.4. | 25 | 20 | On 9- and 10-degree curves. | 20 | 20 |
| Between M.P. 66.1 and 66.3. | 20 | 20 | Between M.P. 6.7 and 6.8. | 25 | 20 | La Crosse Between M.P. 3.4 and 3.6. | 25 | 25 |
| Between M.P. 67.1 and 72.5. | 20 | 20 | Between M.P. 7.0 and 7.1. | 20 | 20 | Between M.P. 6.6 and 6.8. | 25 | 25 |
| Between M.P. 72.8 and 73.2. | 20 | 20 | Reese Between M.P. 7.7 and 8.0. | 25 | 20 | Between M.P. 7.2 and 7.8. | 20 | 20 |
| Between M.P. 74.3 and 76.1. | 20 | 20 | Between M.P. 8.2 and 8.4. | 35 | 25 | Between M.P. 9.2 and 9.7. | 20 | 20 |
| Menoken Between M.P. 78.4 and 78.5. | 20 | 20 | Between M.P. 8.7 and 9.1. | 25 | 20 | Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion. | | 15 |
| Between M.P. 78.9 and 79.3. | 20 | 20 | Between M.P. 9.5 and 9.7. | 25 | 20 | Through west leg of wye on 16- degree curve. | 8 | 8 |
| Between M.P. 79.6 and 79.9. | 20 | 20 | Between M.P. 10.0 and 10.1. | 35 | 25 | Moscow Branch Maximum speed. | 35 | 25 |
| Between M.P. 80.8 and 81.2. | 20 | 20 | Between M.P. 10.7 and 10.9. | 35 | 25 | On 7- and 8-degree curves. | 25 | 20 |
| Alto | | | Between M.P. 11.1 and 11.4. | 35 | 25 | On 9- and 10-degree curves. | 20 | 20 |
| Yakima Branch Maximum speed. | 45 | 30 | Between M.P. 12.1 and 12.3. | 20 | 20 | | | |
| With pile driver 0321. | | 15 | Between M.P. 12.5 and 12.6. | 35 | 25 | | | |
| On 5- and 6-degree curves. | 35 | 25 | Touchet Between M.P. 18.5 and 18.6. | 35 | 25 | | | |
| On 7- and 8-degree curves. | 30 | 20 | W. W. V. Ry. Crossing, M.P. 28.7. | 12 | 12 | | | |
| On 9- and 10-degree curves. | 25 | 20 | College Place Within city limits. | 30 | 30 | | | |
| Villard Jct. Bridge 7.44. | 25 | 15 | | | | | | |
| Kennewick Over street crossings. | 8 | 8 | | | | | | |
| Benton City Within city limits. | 40 | 30 | | | | | | |
| Between M.P. 37.5 and 38.1. | 25 | 20 | | | | | | |

BRANCHES (Continued)

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|----------------------------------------------|----------------|-------|--------------------------------------------------|----------------|-------|--------------------------------------------------|----------------|-------|
| | Pagr. | Frnt. | | Pagr. | Frnt. | | Pagr. | Frnt. |
| Colfax Within city limits. | 12 | 12 | On 4-degree curves. | 45 | 25 | Rose Lake Between M.P. 50.6 and 51.0. | 35 | 25 |
| Between M.P. 1.3 and 3.1. | 25 | 20 | On 5- and 6-degree curves. | 35 | 25 | Dudley Between M.P. 53.6 and 54.2. | 35 | 25 |
| Between M.P. 5.6 and 7.5. | 25 | 20 | On 7- and 8-degree curves. | 25 | 20 | Between M.P. 54.5 and 54.9. | 35 | 25 |
| Between M.P. 8.4 and 8.8. | 25 | 20 | On 9- and 10-degree curves. | 20 | 20 | Cataldo Between M.P. 58.7 and 59.1. | 45 | 30 |
| Shawnee Between M.P. 9.9 and 10.0. | 25 | 20 | Lovell Between M.P. 8.0 and 9.0. | 25 | 20 | Between M.P. 60.0 and 60.2. | 20 | 20 |
| Between M.P. 10.8 and 11.2. | 25 | 20 | Between M.P. 9.9 and 10.7. | 25 | 20 | Between M.P. 62.4 and 63.2. | 35 | 25 |
| Between M.P. 12.2 and 12.5. | 25 | 20 | Between M.P. 11.1 and 12.1. | 25 | 20 | Between M.P. 63.4 and 64.0. | 45 | 30 |
| Albion Between M.P. 13.4 and 13.6. | 25 | 20 | Watt Between M.P. 12.3 and 13.0. | 15 | 15 | Kellogg-Wardner Over street crossings. | 10 | 10 |
| Between M.P. 14.3 and 14.9. | 20 | 20 | Between M.P. 14.4 and 14.6. | 25 | 20 | Between M.P. 70.1 and 70.3. | 35 | 25 |
| Between M.P. 17.5 and 17.7. | 25 | 20 | Between M.P. 17.9 and 18.2. | 25 | 20 | Between M.P. 70.7 and 70.9. | 35 | 25 |
| Between M.P. 17.9 and 18.0. | 25 | 20 | Between M.P. 18.5 and 20.3. | 25 | 20 | Between M.P. 71.5 and 71.7. | 45 | 30 |
| Pullman Within city limits. | 15 | 15 | Between M.P. 20.7 and 21.5. | 25 | 20 | Between M.P. 72.4 and 72.6. | 35 | 25 |
| Over street crossings. | 6 | 6 | Bridge 23.45. | 15 | 15 | Between M.P. 73.4 and 73.6. | 45 | 30 |
| Between M.P. 19.9 and 20.0. | 25 | 20 | Between M.P. 24.1 and 28.4. | 25 | 20 | Osburn Between M.P. 77.1 and 77.2. | 35 | 25 |
| Between M.P. 24.6 and 24.8. | 25 | 20 | Springston Between M.P. 34.0 and 34.1. | 45 | 30 | Between M.P. 77.4 and 77.7. | 35 | 25 |
| Between M.P. 25.2 and 25.4. | 25 | 20 | Between M.P. 34.5 and 34.7. | 45 | 30 | Between M.P. 78.0 and 78.2. | 35 | 25 |
| Moscow Over street crossings. | 12 | 12 | Between M.P. 34.9 and 35.2. | 35 | 25 | Between M.P. 78.6 and 78.7. | 25 | 20 |
| Wallace Branch Maximum speed. | 50 | 30 | Between M.P. 38.3 and 38.6. | 35 | 25 | Wallace Over street crossings. | 6 | 6 |
| Between Lovell and Chatcolet. | 35 | 20 | Between M.P. 39.6 and 39.8. | 45 | 30 | Between M.P. 81.4 and 87.3. | 20 | 20 |
| Between Chatcolet and Harrison. | 40 | 25 | Lane Between M.P. 47.8 and 48.3. | 45 | 30 | Burke to Wallace, eastward. | 20 | 10 |
| | | | Between M.P. 48.6 and 49.0. | 45 | 30 | Sierra Nevada Branch Maximum speed. | | 10 |

Standard clocks are located as shown below:

Aberdeen.....Telegraph Office
 Albina.....Train Dispatcher's Office
 Albina.....Yard Telegraph Office
 Albina.....Enginemen's Register Room
 Argo.....Yard Office
 Argo.....Enginemen's Register Room
 Arlington.....Telegraph Office
 Ayer.....Telegraph Office
 Baker.....Telegraph Office
 Bend (Joint).....O. T. Ry. Telegraph Office
 Centralia (Joint).....N. P. Ry. Telegraph Office
 Colfax.....Telegraph Office
 Hinkle.....Telegraph Office
 Hinkle.....Enginemen's Register Room
 Hinkle.....Yard Office
 Hoquiam (Joint).....N. P. Ry. Telegraph Office
 Huntington.....Yard Office

Huntington.....Telegraph Office
 Kellogg-Wardner.....Telegraph Office
 Kennewick.....Telegraph Office
 Keston.....Telegraph Office
 La Crosse.....Telegraph Office
 La Grande.....Train Dispatcher's Office
 La Grande.....Depot Telegraph Office
 La Grande.....Yard Office
 Moscow.....Telegraph Office
 Olympia.....Telegraph Office
 Pendleton.....Telegraph Office
 Portland (Joint)
N. P. T. Co. Telegraph Office
 Seattle (Joint)
Union Station Telegraph Office
 Spokane.....Train Dispatcher's Office
 Spokane.....Telegraph Office

Tacoma.....Yard Office
 Tekoa.....Telegraph Office
 Tekoa.....Enginemen's Register Room
 The Dalles....."DK" Telegraph Office
 The Dalles....."WH" Telegraph Office
 The Dalles.....Yard Office
 Wallace.....Telegraph Office
 Wallace.....Enginemen's Register Room
 Walla Walla.....Passenger Depot
 Walla Walla.....Enginemen's Register Room
 Wallula.....Telegraph Office
 West Spokane.....Enginemen's Register Room
 Yakima.....Telegraph Office
 Yakima.....Roundhouse

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

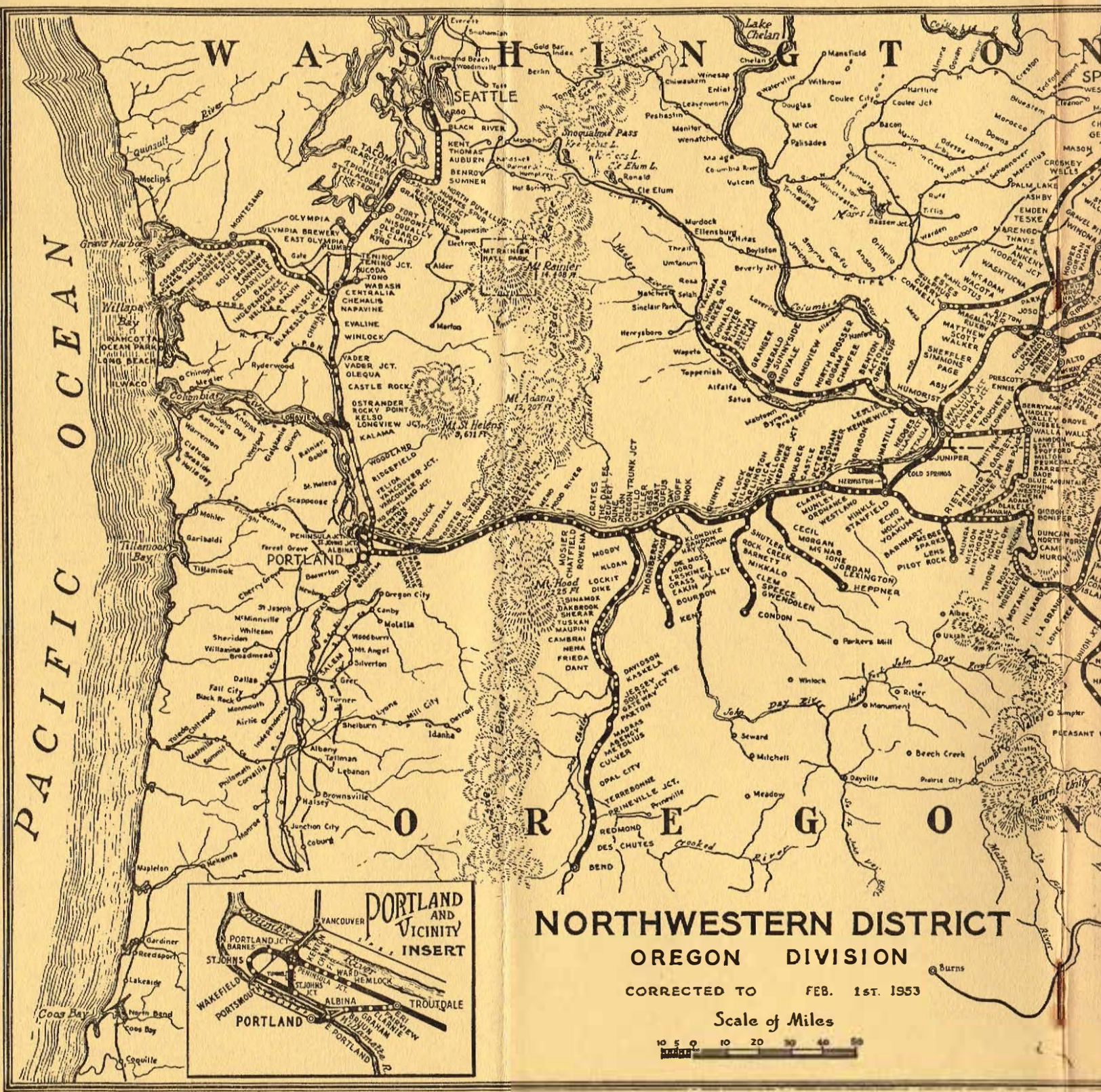
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

- B—bulletins;
- 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 |
|-------|-----------------------------------------------------|-----------------------------------------|--------------------------------|
| 11 | Echo, Stanfield... | ..... | Portland or beyond. |
| 11 | Any station..... | Pocatello or beyond. | |
| 12 | Echo, Stanfield... | Portland or beyond. | |
| 12 | Any station..... | ..... | Pocatello or beyond. |
| 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. |



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO FEB. 1st. 1953

Scale of Miles

