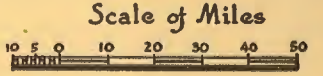


**NORTHWESTERN DISTRICT
OREGON DIVISION**

CORRECTED TO FEB. 1st. 1953



**UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT**



**OREGON DIVISION
TIME-TABLE
No. 17**

**Effective Sunday
June 21, 1953
At 12:01 A.M. Pacific Time**

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

E. H. BAILEY
General Manager

H. E. SHUMWAY
General Superintendent Transportation

A. McALLISTER
General Superintendent

J. G. KIMMELL, Superintendent Portland, Ore.
C. B. Lisher, 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.
E. L. Briggs, Safety Representative 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. Gamette	Medical Director	Los Angeles, Calif.	J. E. Carsow	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. Morgan	Surgeon	Pendleton, Ore.
Warren W. Hale	Surgeon	Portland, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist and Aurist	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Edward C. Parldinson	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
George A. Peirson	Surgeon	Portland, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	John M. Schiach	Oculist	Seattle, Wash.
Gregg D. Wood	Surgeon	Portland, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
J. C. Vandevent	Surgeon	Bend, Ore.	H. V. Valentine	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	L. M. Farnam	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	Charles G. Smick	Surgeon	South Elma, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Bruce C. McIntyre	Surgeon	Sprague, Wash.
G. G. Gaunt	Surgeon	Condon, Ore.	L. A. Hopkins	Surgeon	St. John, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Paul E. Smith	Oculist and Aurist	Tacoma, Wash.
A. F. W. Kresse	Surgeon	Echo, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Vern Cressley	Surgeon	Tecoma, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	C. A. Lindstrom	Surgeon	Tekoa, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	Albert J. Nelson	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Griffith, Vogt, Mills, Merriss, Stevenson, Wilkinson, Sickels	Surgeons	The Dalles, Ore.
H. D. Lewis	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Oscar Stenberg, Jr	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
John C. Korvell	Surgeon	Hoquiam, Wash.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	W. F. Holmes	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	H. J. Hockett	Surgeon	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.	H. C. Lynch	Surgeon	Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	R. P. Schefter	Oculist and Aurist	Walla Walla, Wash.
John B. Gregory	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.			Yakima, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.			
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.			

WESTWARD							CONDENSED TIME-TABLE										EASTWARD	
FIRST CLASS							Time-Table No. 17 June 21, 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	Distance from Granger via Boise	STATIONS							Daily	Daily		
		6.00	2.05		4.05		0.0	GRANGER	A 9.15	A12.42	A10.30							
		10.30	5.45		9.35	1.45	213.9	POCATELLO	4.00	8.55	5.20		A 9.15					
		11.15	5.55		10.35				3.30	8.45	4.45							
		2.15	8.25		2.00	5.40	373.8	GLENN'S FERRY	12.01	6.10	1.30		5.00					
		3.59	9.40		3.45	7.45	448.4	BOISE	10.15	5.00	11.50		2.40					
		6.35	11.40		6.25	10.45	550.1	M.T. HUNTINGTON	M.T. 7.30	3.05	9.25		11.40					
		5.45	10.40		5.35	9.55	649.7	P.T. HUNTINGTON	P.T. 6.20	2.05	8.15		10.25					
		8.25	1.05		8.20	12.45	723.9	LA GRANDE	3.45	11.40	5.35		7.20					
		10.47	3.11		11.00	3.15	841.3	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						786.3	WALLULA				3.18						
	2.00	11.40	3.55		12.30	4.25	755.3	HINKLE	12.20	8.55	2.05	2.35	3.50					
	4.05	1.45	5.35		3.25	7.00	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 9.35	939.5	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				
(7.00) 26.2	(9.30) 39.0	(23.00) 40.8	(18.25) 51.0	(3.59) 46.0	(26.55) 34.9	(20.50) 34.8	 Thru Time	(24.05) 39.0	(4.30) 40.7	(18.12) 51.6	(23.45) 39.6	(9.00) 41.1	(22.05) 32.9	(7.00) 26.2			
..... Average speed per hour																		

WESTWARD					CONDENSED TIME-TABLE										EASTWARD	
FIRST CLASS					Time-Table No. 17 June 21, 1953	FIRST CLASS										
29	33	31	47	35		32	34	36	30	48						
Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger						
Daily	Daily	Daily	Daily	Daily	Distance from McCannon	STATIONS					Daily	Daily				
10.10	9.35			12.10	0.0	McCANNON		A 5.40	A 2.55	A 4.45						
10.45	10.10			12.45	22.7	POCATELLO		5.10	2.25	4.05						
11.30	10.40			1.15				4.30	1.55	3.20						
12.55	A 12.25	7.00		3.00	73.3	IDAHO FALLS	A 2.30	3.00	12.15	1.40						
		A 8.35	5.10	4.45	124.3	ASHTON	12.55		10.15		A 9.55					
			A 7.00		169.9	VICTOR					8.15					
				A 7.30	180.4	WEST YELLOWSTONE			7.30							
A 7.10					285.8	BUTTE				7.30						
							Daily	Daily	Daily	Daily	Daily	Daily				
(9.00) 31.8	(2.50) 25.9	(1.35) 32.2	(1.50) 24.9	(7.20) 24.6		..... Thru Time	(1.35) 32.2	(2.40) 27.5	(7.25) 24.3	(9.15) 30.9	(1.40) 27.3				
..... Average speed per hour																

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

MILEAGE

Main Line	776.64
Branches	1165.69
Grand Total	1942.33

WESTWARD					FIRST SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 17 June 21, 1953	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	9.55AM	5.45AM	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 10.25AM	A 6.20PM	As 2.05AM				
100 P					D LIME BY	384.5	8.02	10.10	6.07	1.50				
100 PW					WEATHERBY	377.5								
150 PY	11.11	6.08	10.33	6.17	DURKEE	368.9	7.37	9.45	5.42	1.25				
100 P					OXMAN	361.7								
170 PW	11.34	6.33	10.58	6.42	PLEASANT VALLEY	355.4	7.10	9.16	5.17	1.01				
WB 91 PY EB 109					ENCINA	351.9								
107 P	11.45	6.46	11.11	6.55	QUARTZ	347.3	6.55	9.00	5.03	12.47				
WB 109 BKOPW EB 111 XYZ	11.55PM	6.59	11.21	7.05	BAKER BC	342.0	6.47	8.52	4.56	12.40				
106 P					WING	337.6	6.37	8.36	4.46	12.30				
106 P	12.07AM	7.11	11.34	7.16	HAINES KB	331.7	6.32	8.30	4.41	12.25				
106 PW	12.17	7.21	11.45	7.26	NORTH POWDER HD	322.1	6.22	8.15	4.31	12.17				
107 P					SAGO	316.5								
147 PVWY	12.30	7.36	11.59AM	7.41	TELOCASET	312.6	6.08	7.58	4.16	12.06AM				
106 P					CROOKS	308.9								
106 PVY		7.54			UNION JCT. UN	302.2	5.49	7.35	3.57	11.51PM				
106 P	12.52	8.01	12.25PM	8.07	LONETREE	294.9								
BJKOPTWXYZ	A 1.00AM	A 8.10PM	A 12.35PM	A 8.15AM	LA GRANDE RA	289.8	5.35AM	7.20AM	3.45PM	11.40PM				
					(99.6)		Daily	Daily	Daily	Daily				
	(2.20) 42.7	(2.35) 38.6	(2.40) 37.4	(2.30) 39.8	.....Thru Time.....	(2.40) 37.4	(3.05) 32.3	(2.35) 38.6	(2.25) 41.2					

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				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 17 June 21, 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										
BJKOPTWXYZ		8.20PM	12.45PM	8.25AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 7.10AM	A 3.35PM	A 11.35PM			
WB 71 PVWXY EB 72						HILGARD	282.1	5.08	6.52	3.16	11.20			
139 P		8.52	1.17	8.57	1.34	MOTANIC	275.6							
P						NORDEEN	272.1							
141 PWXY		9.03	1.28	9.08	1.44	KAMELA	271.1	4.40	6.26	2.49	10.58			
P						ROSS	268.3							
WB 105 PW EB 102		9.17	1.42	9.22	1.56	MEACHAM	265.5	4.26	6.12	2.35	10.46			
136 P						HURON	257.7							
120 PW						CAMP	254.1							
WB 68 PWY EB 69			2.15			DUNCAN	248.5							
102 P		10.05	2.29	10.10	2.39	BONIFER	239.5	3.32	5.24	1.44	10.05			
106 PWY			2.35			GIBBON	236.9							
117 P		10.28	2.47	10.24	2.52	HOMLY	229.6	3.17	5.10	1.30	9.53			
116 P						MINTHORN	224.7							
115 P		10.43	3.01	10.37	3.05	MUNRA	218.9							
69 BJKPV WXYZ		11.00	3.15	10.47	3.11	PENDLETON FD	215.6	2.55	4.50	1.10	9.35			
155 JPX						RIETH	212.0	2.38	4.29	12.53	9.26			
135 P						BARNHART	208.3							
135 P						NOLIN	198.9							
135 PW		11.30	3.47	11.16	3.36	ECHO HI	192.6	2.16	4.05	12.31	9.05			
P		11.35PM	3.54	11.21	3.40	STANFIELD	188.4		4.00					
BJKOPWXYZ		A 12.01AM	A 4.15PM	A 1.30AM	A 3.50AM	HINKLE UK	184.2	2.05AM	3.50AM	12.20PM	8.55PM			
						(105.6)		Daily	Daily	Daily	Daily			
	(3.41) 28.7	(3.30) 30.2	(3.05) 34.2	(2.45) 38.4	.....Thru Time.....	(3.20) 31.7	(3.20) 31.7	(3.15) 32.5	(2.40) 39.8					

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS					Time-Table No. 17 June 21, 1953		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}	4.25 ^{PM}	11.40 ^{AM}	3.55 ^{AM}	2.00 ^{AM}	12.30 ^{AM}	DN-R HINKLE UK		
P	9.45	12.30	4.36	11.48	4.03	2.08	12.38	ORDNANCE RN		
139 PW	9.50	12.35	4.39	11.55 ^{AM}	4.05	2.10	12.40	MUNLEY 5.8		
139 P	10.00	12.45	4.45	12.02 ^{PM}	4.10	2.16	12.46	CLARKE 6.2		
139 P	10.11	12.56	4.53	12.09	4.15	2.25	12.52	DN BOARDMAN BD		
98 P	10.21	1.06	5.01	12.16	4.20	2.31	1.07 ¹⁸ 1.26 ²⁰	CASTLE 6.2		
104 P	10.30	1.15	5.08	12.23	4.25	2.37	1.33	BOULDER 3.9		
19 JP	10.36	1.21	5.12	12.27	4.29	2.41	1.37	N HEPPNER JCT. WI		
100 P	10.38	1.23	5.14	12.28	4.30	2.43	1.39	WILLOWS 4.6		
98 P	10.45	1.30	5.19	12.33	4.34	2.48	1.44	SILICA 3.9		
WB 126 BJKOPT EB 113 WX	11.00	1.45	5.25	12.39	4.38	2.54	1.55 ²⁶	DN ARLINGTON MX		
100 P	11.07	1.52	5.36	12.47	4.42	3.01	2.10	GILMORE 4.7		
99 P	11.14	1.59	5.43	12.51	4.46	3.06	2.17	BLALOCK 6.1		
98 P	11.24	2.10	5.51	12.57	4.52	3.12	2.24	N QUINTON QN		
100 P	11.31	2.17	5.56	1.01	4.56	3.17	2.29	HOOK 4.6		
99 P	11.36	2.22	6.00	1.04	4.59	3.21	2.32	GOFF 3.6		
104 PW	11.41	2.27	6.03	1.08	5.02	3.25	2.36	DAY 3.3		
100 P	11.45	2.31	6.08	1.10	5.04	3.28	2.39	RUFUS 2.8		
100 P	11.49	2.35	6.12	1.13	5.07	3.31	2.42	GRANT 2.7		
80 JP { M. P. }	11.54	2.40	6.15	1.16	5.10	3.34	2.45	DN BIGGS BX		
54 P { W 101.7 }	11.59 ^{PM}	2.45	6.19	1.19	5.13	3.37	2.49	MILLER 3.4		
50 P	12.05 ^{AM}	2.52	6.24	1.23	5.17	3.41	2.53	CELLO 3.7		
JPV	12.09	2.56	6.26	1.25	5.19	3.43	2.55	D OREGON TRUNK JCT. VO		
74 P	12.15	3.01	6.31	1.28	5.22	3.47	2.59	DUNE 1.6		
BKOPTWXZ	12.40 ^{AM}	3.20 ^{PM}	6.50 ^{PM}	1.40 ^{PM}	5.35 ^{AM}	4.00 ^{AM}	3.15 ^{AM}	DN-R THE DALLES WH		

..... Thru Time
Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—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. 17 June 21, 1953		Mile Post	FIRST CLASS					SECOND CLASS	
STATIONS			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	A 2.00 ¹⁹	A 3.10 ^{AM}	A 12.10 ^{PM}	A 8.50 ^{PM}	A 1.40 ^{AM}	A 6.30 ^{AM}	A 6.30 ^{PM}	
ORDNANCE RN	177.7	1.46	2.50	11.58 ^{AM}	8.40	1.26	6.00	6.05	
MUNLEY 5.8	175.8	1.44	2.44	11.55 ¹¹	8.38	1.24	5.55	6.00	
CLARKE 6.2	170.0	1.38	2.36	11.49	8.33	1.18	5.45	5.45	
DN BOARDMAN BD	168.8	1.32	2.25 ¹⁹	11.42	8.28	1.12	5.30	5.35	
CASTLE 6.2	168.3	1.26 ¹⁷	2.17	11.36	8.23	1.07 ¹⁷	5.15	5.23	
BOULDER 3.9	162.1	1.20	2.11	11.30	8.17	1.01	5.05	5.08 ²⁵	
N HEPPNER JCT. WI	148.2	1.16	2.07	11.26	8.14	12.57	4.59	4.48	
WILLOWS 4.6	147.0	1.14	2.05	11.24	8.13	12.55	4.57	4.45	
SILICA 3.9	142.4	1.09	2.00	11.20	8.09	12.50	4.50	4.35	
DN ARLINGTON MX	138.5	1.04	1.55 ¹⁷	11.15	8.05	12.45	4.38 ¹⁰⁵	4.20	
GILMORE 4.7	184.0	12.55	1.29	11.05	8.01	12.38	4.11	4.05	
BLALOCK 6.1	128.3	12.50	1.24	11.01	7.57	12.34	4.04	3.55	
N QUINTON QN	128.2	12.44	1.17	10.55	7.52	12.28	3.55	3.45	
HOOK 4.6	118.6	12.40	1.12	10.51	7.48	12.24	3.48	3.35	
GOFF 3.6	115.0	12.37	1.08	10.48	7.45	12.21	3.43	3.30	
DAY 3.3	111.7	12.34	1.04	10.44	7.42	12.18	3.38	3.25	
RUFUS 2.8	109.4	12.32	1.01	10.42	7.40	12.16	3.28 ¹⁹	3.20	
GRANT 2.7	106.6	12.29	12.58	10.39		12.13	3.14	3.15	
DN BIGGS BX	108.9	12.26	12.55	10.36	7.35	12.10	3.09	3.10	
MILLER 3.4	100.5	12.23	12.51	10.32	7.32	12.07	3.03	3.03	
CELLO 3.7	98.8	12.19	12.46	10.28	7.28	12.03	2.55	2.55	
D OREGON TRUNK JCT. VO	95.2	12.17	12.44	10.26	7.26	12.01 ^{AM}	2.50	2.50	
DUNE 1.6	91.9	12.14	12.39	10.23	7.23	11.58 ^{PM}	2.45	2.45	
DN-R THE DALLES WH	85.8	12.05 ^{AM}	12.30 ^{AM}	10.15 ^{AM}	7.15 ^{PM}	11.50 ^{PM}	2.30 ^{AM}	2.30 ^{PM}	

..... Thru Time
Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—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.
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								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 17		
	151	257	25	458	11	105	402	19	17	June 21, 1953	
	Time Freight	Time Freight	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	STATIONS	
BKOPTWXZ	4.00PM	4.10AM	7.00PM		1.45PM	5.35AM		4.05AM	3.25AM	DN-R THE DALLES DK WH DOUBLE TRACK	
P	4.15	4.25	7.09 ¹⁰⁶		1.51	5.40		4.12	3.32	CRATES	
136 P	4.25	4.35	7.16		1.57	5.46		4.18	3.38	ROWENA	
133 P	4.40	4.50	7.26		2.08	5.54		4.29	3.50	MOSIER	
WB 72 EB 107 KPVWX	4.52	5.02	7.41		2.20	6.05		4.45	4.05	DN HOOD RIVER KI	
131 P	5.05	5.10	7.47		2.26	6.10		4.53	4.13	MENO	
121 PW	5.25	5.35	8.01		2.40	6.21		5.07	4.27	WYETH	
139 P	5.38	5.50	8.11		2.50	6.30		5.17	4.38	CASCADE LOCKS	
122 PW	5.45	5.57	8.19		2.55	6.35		5.22	4.45	DN BONNEVILLE MU	
131 P	6.11 ¹⁰⁶	6.04	8.26		3.00	6.40		5.28	4.52	DODSON	
131 PZ	6.27	6.15	8.38		3.10	6.48		5.37	5.04	D BRIDAL VEIL JU	
131 P	6.34	6.22	8.45		3.14	6.52		5.42	5.09	ROOSTER ROCK	
110 IJPW	A 6.48PM	A 6.35AM	8.58		3.25	7.00		5.53	5.21	DN TROUTDALE SN	
51 P			9.04		3.29	7.03		5.56	5.25	FAIRVIEW FA	
53 P			9.12		3.35	7.09		6.04	5.32	CLARNIE	
28 PX			9.18		3.41	7.15		6.10	5.38	GRAHAM	
17 PX			9.23		3.46	7.19		6.15	5.43	BRUUN	
IJPVXY			9.27	9.09PM	3.50	7.22	6.39AM	6.18	5.47	EAST PORTLAND	
BIKPV			A 9.35PM	A 9.15PM	A 4.00PM	A 7.30AM	A 6.45AM	A 6.30AM	A 6.00AM	DN-R PORTLAND P-VC	
	(2.48)	(2.25)	(2.35)	(0.06)	(2.15)	(1.55)	(0.06)	(2.25)	(2.35)	Average speed per hour.....	

WESTWARD		KENTON LINE						EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		458		402		Time-Table No. 17	
	151	257			Passenger	Passenger			June 21, 1953	
	Time Freight	Time Freight			Daily	Daily			STATIONS	
187 IJPWX	6.48PM	6.35AM							DN TROUTDALE SN	
51 P	6.58	6.45							HEMLOCK	
100 P	7.08	6.55							D FIR FR	
78 BKPX	7.20	7.20							DN KENTON KN	
IJVX					8.55PM	6.25AM			DN NORTH PORTLAND JCT. KD	
IJPXY					8.57	6.27			PENINSULA JCT.	
IJPX	7.40	7.40			9.00	6.30			DN ST. JOHNS JCT. JN	
BKOPTWXZ	A 8.00PM	A 8.20AM			9.04	6.34			DN-R ALBINA B X	
IJPVXY					A 9.09PM	A 6.39AM			EAST PORTLAND	
	(1.12)	(1.45)			(0.14)	(0.14)			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.

WESTWARD		FOURTH SUBDIVISION								EASTWARD	
Time-Table No. 17		Mile Post	FIRST CLASS					SECOND CLASS		Time-Table No. 17	
June 21, 1953			457	12	106	18	20	26	401	264	262
STATIONS			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	Time Freight	Time Freight
DN-R	THE DALLES 4.1	85.8		A10.10AM	As 7.15PM	A1 1.45PM	A1 1.59PM	A12.20AM		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	62.8		9.38	f 6.45	s11.13	s11.28	s11.47		12.15	12.15
	MENO 8.5	58.7		9.28	6.39	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	38.7		f 9.01	6.16	10.36	10.51	s11.06		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	26.6		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	15.6		f 8.34	5.53	10.09	10.24	s10.38		10.25AM	10.45PM
	FAIRVIEW 6.0	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			
	BRUUN 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	A1 1.49PM	
DN-R	PORTLAND 0.5	0.0		8.00AM	8.10AM	5.30PM	9.45PM	10.00PM	10.10PM	11.45PM	
	(85.8)			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)
	Average speed per hour.....			7.5	42.9	49.0	42.9	43.3	39.6	7.5	22.8

WESTWARD		KENTON LINE						EASTWARD		
Time-Table No. 17		Mile Post	FIRST CLASS				SECOND CLASS		Time-Table No. 17	
June 21, 1953			457	401			264	262	June 21, 1953	
STATIONS			Passenger	Passenger			Time Freight	Time Freight	STATIONS	
DN	TROUTDALE 5.0	22.0						A10.25AM	A10.45PM	
	HEMLOCK 4.6	17.0						10.05	10.20	
D	FIR 4.3	12.4						9.50	10.05	
DN	KENTON 2.5	8.1						9.35	9.50	
DN	NORTH PORTLAND JCT. 1.2	6.8	A 8.16AM	A12.01AM						
	PENINSULA JCT. 1.4	5.6	8.13	11.58PM						
DN	ST. JOHNS JCT. 1.4	4.2	8.10	11.55				9.15	9.30	
DN-R	ALBINA 1.1	1.6	8.07	11.52				9.00AM	9.15PM	
	EAST PORTLAND 0.5	0.5	8.04AM	11.49PM						
	(22.7)		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

SIXTH SUBDIVISION

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS					Time-Table No. 17 June 21, 1953	STATIONS
	391	151	361	363	346	63	99	19	97			
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
BKPVX							9:40PM	9:00PM	1:05AM			
BKOPTWXZ		12:45AM					9:46	9:04	1:11			
48 P		12:55					9:52	9:08	1:18			
53 P		1:05					10:00	9:13	1:25			
103 PW		1:20					10:15 ⁹⁸	9:22	1:36			
51 P		1:28					10:25	9:28	1:44			
52 P		1:36					10:31	9:35	1:50			
58 PW		1:46					10:40	9:43	1:59			
109 P		2:05 ⁹⁷					10:46	9:49 ⁹⁸	2:05 ¹⁵¹			
52 P		2:20					10:53	9:56	2:12			
44 P		2:30					10:59	10:02	2:18			
52 P		2:40					11:05	10:07	2:24			
75 JOPVWXY		2:55					11:15PM	10:15	2:35AM			
52 P		3:05						10:21				
63 P		3:12						10:26				
51 P		3:20						10:31				
88 JPWY		3:00PM ²⁹⁸	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 6:00						11:27				
96 P		6:15						11:35				
96 P		6:30						11:44				
46 P		6:40						11:51				
96 P		6:46						11:55PM				
96 PW		7:05						12:06AM				
95 P		7:20						12:15				
94 P		7:30						12:21				
157 JKPVWXY		8:50	7:50AM	4:30AM	4:20AM		11:45PM	12:30				
JPVXY		9:00	8:00	4:40	4:25AM		11:50PM	12:33				
157 P		9:40 ²⁹⁸	8:20	5:00			12:05AM	12:46				
159 P		10:00	8:40	5:20			12:18	12:56				
BJKOPWXYZ	A 10:30AM	A 9:00AM ²⁹⁸	A 5:40AM				A 12:40AM	A 1:15AM				

..... Thru Time
..... Average speed per hour

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 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. 17 June 21, 1953	Mile Post	FIRST CLASS				SECOND CLASS					
		20	64	96	98	362	392	298	364	345	
		Passenger	Passenger	CMStP&P Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight	Freight	Mixed	
DN-R SPOKANE AU ^{DS}	367.3	A 7:00AM		A 7:30AM	A 10:45PM						
WEST SPOKANE	365.6	6:54		7:20	10:35				A 6:30PM		
COWLES	362.0	6:48		7:13	10:29				6:05		
MARSHALL	357.8	6:41		7:08	10:24				5:55		
N CHENEY CY	350.5	6:32		6:59	10:15 ⁹⁹				5:40		
GEIB	345.3	6:24		6:48	10:08				5:30		
MASON	340.3	6:18		6:42	10:02				5:20		
CROSKY	332.9	6:10		6:34	9:54				5:05		
WELLS	328.9	6:05		6:29	9:49 ¹⁹				4:57		
PALM LAKE	322.3	5:57		6:19	9:39				4:45		
ASHBY	317.1	5:51		6:12	9:32				4:35		
EMDEN	312.9	5:45		6:05	9:25				4:20		
DN-R MARENGO RA	306.2	5:36		5:55AM	9:15PM				4:00		
THAVIS	301.4	5:28							3:29		
MACK	297.0	5:22							3:22		
ANKENY	292.8	5:16							3:15		
N-R HOOPER JCT. HR	284.9	5:05							A 6:30AM ³⁹¹	3:00	
PARK	279.3	4:57							6:10	2:45	
JOSO	273.1	4:47							5:55	2:33	
CHEW	267.3	4:36							5:40	2:15	
DN-R AYER JD	263.4	4:30 ¹⁵¹							5:30AM	2:00	
RUXBY	257.2	4:16								12:50	
SCOTT	249.5	4:07								12:36	
WALKER	243.4	3:59								12:26	
SIMMONS	240.8	3:56								12:20PM	
N PAGE MS	233.0	3:45								11:59AM	
ASH	225.5	3:35								11:40	
HUMORIST	219.5	3:28								11:27	
DN-R WALLULA JN	215.2	3:18	A 3:40AM			A 3:00AM		11:15	A 7:05PM	A 11:15PM	
WALLULA JCT.	213.5	3:10	3:35			2:55		10:00	7:00	11:05PM	
JUNIPER	203.2	2:58	3:22			2:37		9:40 ¹⁵¹	6:40		
COLD SPRINGS	193.4	2:47	3:10			2:20		9:20	6:20		
DN-R HINKLE UK	184.2	2:35AM	2:55AM			2:00AM		9:00AM ³⁹¹	6:00PM		
(186.0)		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	

..... Thru Time
..... Average speed per hour

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 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. 17 June 21, 1953	Mile Post	SECOND CLASS	304 Mixed
	305 Mixed					Daily Except Sunday
STATIONS					
28 WXY	12.10PM	D-R JOSEPH	J	83.8	A 11.15AM
22 X	12.40	D ENTERPRISE	RS	78.0	11.00
39	1.10	LOSTINE		67.8	10.07
27 WXY	1.45	D WALLOWA	WO	60.0	9.50
12 W (M.P. 49.0)	2.20	MINAM		47.1	9.07
40 W (M.P. 32.6)	2.50	LOOKING GLASS		33.8	8.37
32	3.20	GULLING		25.1	8.15
35 WXY	3.40	D ELGIN	GN	20.9	8.05
18	4.05	D IMBLER	BR	12.3	7.32
20	4.25	ALICEL		8.4	7.22
BJKOPT WXYZ	5.00PM	DN-R LA GRANDE	RA	0.0	7.00AM
(83.8)					
(4.50) Thru Time				(4.15) Thru Time	
17.3 Average speed per hour				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. 17 June 21, 1953	Mile Post	STATIONS	Time-Table No. 17 June 21, 1953	Mile Post
	155 JPX				
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. 17 June 21, 1953	Mile Post	STATIONS	Time-Table No. 17 June 21, 1953	Mile Post
	BJKOP WXYZ					DN-R HINKLE	UK	0.0
95 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. 17 June 21, 1953	Mile Post	SECOND CLASS	330 Freight
	329 Freight					Monday Wednesday Friday
39 PWXY	9.30AM	D-R HEPPNER	HR	45.2	A 8.45AM
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
8	11.30AM	CECIL		14.5	6.35
19 JPX	A 12.15PM	N-R HEPPNER JCT.	WI	0.0	6.00AM
(45.2)					
(2.45) Thru Time				(2.45) Thru Time	
16.4 Average speed per hour				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. 17 June 21, 1953	Mile Post	SECOND CLASS	328 Freight
	327 Freight					Tuesday Thursday Saturday Sunday
26 PVWXY	10.15AM	D-R CONDON	CD	44.5	A 9.00AM
22	10.40	GWENDOLEN		36.3	8.25
27	11.00	SPEECE		32.3	8.10
26	11.10	CLEM		28.6	7.50
29 PW	11.30	MIKKALO		24.4	7.30
27	11.50AM	BARNETT		19.7	7.10
11 PW	12.10PM	ROCK CREEK		16.0	6.55
29	12.30	SHUTLER		7.8	6.25
WB 126 BJKO EB 113 PTWX	A 1.15PM	DN-R ARLINGTON	MX	0.0	6.00AM
(44.5)					
(3.00) Thru Time				(3.00) Thru Time	
14.8 Average speed per hour				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. 17 June 21, 1953	Mile Post	STATIONS	Time-Table No. 17 June 21, 1953	Mile Post
	14 Y				
10	EAKIN	42.5			
28 PW	D GRASS VALLEY	VY	38.5		
25	D MORO	MR	27.0		
16	KLONDIKE		14.2		
32 PW	D WASCO	WA	9.7		
6	THORNBERRY		5.2		
80 JPX	DN-R BIGGS	BX	0.0		
(52.5)					

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 17 June 21, 1953	Mile Post	SECOND CLASS	314 Mixed
	313 Mixed					Daily Except Monday
BKOP VWXYZ	5.00 AM	DN-R BEND	ND	150.0	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 12.01PM	D ORE. TRUNK JUNCTION VO		0.0	7.30 AM
(150.0)					
(7.01) Thru Time				(7.00) Thru Time	
21.4 Average speed per hour				21.4 Average speed per hour	
BEND BRANCH SHOWN FOR INFORMATION ONLY.					

WESTWARD		TONO BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 17 June 21, 1953	Mile Post	STATIONS	Time-Table No. 17 June 21, 1953	Mile Post
	39 PWX				
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	0.0	
(8.0)					

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 17 June 21, 1953	Mile Post	STATIONS	Time-Table No. 17 June 21, 1953	Mile Post
	JPVXY				
	N. P. CROSSING	7.8			
BKPV WXYZ	D-R OLYMPIA	OA	7.4		
(7.4)					

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

WESTWARD		GRAYS HARBOR BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 17 June 21, 1953	Mile Post	SECOND CLASS	308 CMS&P&P Freight	306 Mixed	
	307 Mixed						CMS&P&P Freight	Daily Except Saturday	Daily Except Sunday
BJKOPT VWXYZ	8.00 PM	DN-R CENTRALIA	CN	0.0		A 10.20 PM	
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.							

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 17 June 21, 1953	Mile Post	STATIONS	Time-Table No. 17 June 21, 1953	Mile Post	
						JMPV	8.10PM		BLAKESLEE JUNCTION	2.4		A 10.05PM
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	2.30AM	HELING JUNCTION	12.2	A 8.10PM	f 9.35
48 PWX	s 8.45	2.35	N-R INDEPENDENCE	ND	18.7	s 9.30
52 P	f 9.05	3.00	CEDARVILLE	22.2	7.30	f 9.05
51 P	f 9.20	3.10	LANKNER	26.3	7.20	f 8.50
44 P	f 9.35	3.25	SAGINAW	30.8	7.10	f 8.35
5 PW	f 9.40	3.30	SOUTH ELMA	32.5	7.05	f 8.30
53 PXY	f 10.25	4.00	SOUTH MONTESANO	42.4	6.30	f 8.05
X			SOUTH MONTESANO	42.4		
PVX			D MONTESANO	MO	43.9	
53 PXY	f 10.25	4.00	SOUTH MONTESANO	42.4	6.30	f 8.05
27 P	f 10.30	4.05	MELBOURNE	43.8	6.00	f 7.45
32 PV	f 10.40	4.20	PREACHER'S SLOUGH	46.7	5.50	f 7.35
83 JPXY	f 10.55	4.35	COSMOPOLIS	51.2	5.35	f 7.20
M			N. P. CROSSING	53.3		
82 BKPVXZ	A 1.25PM	A 5.05AM	DN-R ABERDEEN	SA	53.9	5.20PM s 7.00PM

WESTWARD		HOQUIAM BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 17 June 21, 1953	Mile Post	STATIONS	Time-Table No. 17 June 21, 1953	Mile Post		
	BKOPT WYZ					A 11.55 PM	A 5.35 AM	DN-R HOQUIAM	HO	57.5	5.00 PM 6.30 PM
(57.5)							
(3.55) Thru Time				(3.10) Thru Time			
14.7 Average speed per hour				14.3 Average speed per hour			

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. 17			
								June 21, 1953			
		907 N. P. Freight Daily	373 N. P. Freight Daily Except Sunday	361 Freight Daily Except Sunday	909 N. P. Freight Daily Except Sunday	363 Freight Daily	63 Passenger Daily	347 N. P. Passenger Daily	STATIONS		
BKOPTVWXYZ					9.30PM		8.00PM	DN-R	YAKIMA	NY	
39 X					9.40		8.06		UNION GAP		
MP									N. P. CROSSING		
30 P					9.50		8.12		PARKER		
M								Block Sigs	N. P. CROSSING		
32 P					10.00	f	8.19		DONALD		
18 PV					10.05	f	8.24		SAWYER		
40 PV					10.15	s	8.29		BUENA	BA	
74 PVX					10.25	s	8.36	D-R	ZILLAH	AH	
53 P					10.48	f	8.44		GRANGER		
52					11.05	f	8.53		EMERALD		
35 JPXY					11.30 ³⁶⁴ PM		9.25	R	MIDVALE		
51 PVWX					12.01AM	s	9.37	N	GRANDVIEW	GW	
44 P					12.25	f	9.49		NORTH PROSSER		
53					12.50	f	10.01 ³⁶⁴		CHAFFEE		
42 PWX					1.20	s	10.12	D	BENTON CITY	BC	
53					1.40		10.22		ACTON		
51 JPX			7.40AM	6.20AM	2.10		10.40	R	RICHLAND JCT.		
55 BKPVWX			A 8.00AM	6.50	2.50	s	11.00	DN	KENNEWICK	KN	
12 P				7.00	3.10	f	11.10		HEDGES		
70 JPV			6.25PM	7.10	6.35AM	3.20	f	11.15	U	VILLARD JCT.	
70 JPWX			A 6.45PM				A 5.37AM		ATTALIA		
157 JKPVWXY				A 7.25AM	A 6.50AM	A 3.35AM	A 1.30PM	U	DN-R WALLULA	JN	
									(98.6)		
		(0.20)	(0.20)	(1.05)	(0.15)	(6.05)	(3.30)	(0.12)	..... Thru Time		
		19.2	17.4	18.1	28.0	16.1	28.2	32.0	..... Average speed per hour		

WESTWARD		SUNNYSIDE BRANCH			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 17	
				June 21, 1953	
		63 Passenger Daily			STATIONS
35 JPXY				9.00PM	R MIDVALE
PVX				A 9.10PM	D-R SUNNYSIDE SI
					(2.8)
				(0.10)	..... Thru Time
				16.8	..... Average speed per hour

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

		YAKIMA BRANCH										EASTWARD	
Time-Table No. 17		FIRST CLASS					SECOND CLASS						
June 21, 1953													
STATIONS		Mile Post	64 Passenger	348 N. P. Passenger	908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Freight				
DN-R	YAKIMA NY	98.0	A 7.00AM							A 2.15AM			
	UNION GAP	94.6	6.50							1.55			
	N. P. CROSSING	91.3											
	PARKER	90.8	f 6.43							1.45			
Block Sigs	N. P. CROSSING	89.4											
	DONALD	86.8	f 6.33							1.30			
	SAWYER	84.5	f 6.26							1.20			
	BUENA BA	81.6	s 6.19							1.10			
D-R	ZILLAH AH	78.5	s 6.11							12.55			
	GRANGER	73.4	f 6.00							12.25			
	EMERALD	67.2	f 5.51							12.05AM			
R	MIDVALE	63.6	5.44							11.30 ³⁶³ PM			
N	GRANDVIEW GW	57.7	s 5.35							10.37			
	NORTH PROSSER	50.8	f 5.19							10.20			
	CHAFFEE	43.0	f 5.07							10.01 ⁶³			
D	BENTON CITY BC	36.5	s 4.57							9.15			
	ACTON	31.3	4.47							9.05			
R	RICHLAND JCT.	19.0	4.30			A 5.20AM	A 5.30AM			8.35			
DN	KENNEWICK KN	13.2	s 4.20			5.00	5.10AM			8.18			
	HEDGES	8.7	f 4.05			4.25				8.08			
U	VILLARD JCT.	7.0	f 4.00	A 10.50PM		A 2.35AM	4.15		A 1.50PM	8.00			
	ATTALIA	0.6		10.38PM		2.15AM							
DN-R	WALLULA JN	0.0	3.50AM			4.00AM			1.30PM	7.45PM			
	(98.6)		Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily			
	..... Thru Time		(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(6.30)			
	..... Average speed per hour		30.9	32.0	19.2	14.7	17.4	21.0	15.2			

SUNNYSIDE BRANCH		EASTWARD	
Time-Table No. 17		FIRST CLASS	
June 21, 1953			
STATIONS		Mile Post	84 Passenger
R	MIDVALE	0.0	A 9.25PM
D-R	SUNNYSIDE SI	2.8	9.15PM
	(2.8)		Daily
	..... Thru Time	(0.10)	
	..... Average speed per hour	16.8	

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

WESTWARD			SPOKANE-TEKOA BRANCH					EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 17 June 21, 1953	STATIONS		
	381 CMS&P&P Freight	387 Freight	383 CMS&P&P Freight	95 CMS&P&P Streamliner Passenger	67 Passenger	91 CMS&P&P Passenger	69 Spokane Internat'l Passenger				
	Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily				
BKPVX	9.30PM	5.00PM	7.00AM	10.55PM	8.15AM	8.00AM	1.00AM	DN-R SPOKANE 1.9 DS AU			
LJPX	9.40	5.15	7.05	11.00	8.20	8.05	A 1.05AM	DN N. P. CROSSING 0.0 CG			
83 X	9.51	5.20	7.10	11.03	8.23	8.08		EAST SPOKANE 1.4			
51 X	9.56	5.25	7.15	11.06	8.26	8.11		HILL 2.3			
59 JKVX	10.10	5.35	A 7.20AM	11.10	8.30	8.15		DN DISHMAN 3.2 SP			
35	10.20	5.45		11.15 ³⁸²	8.34	8.20		CHESTER 6.0			
49	10.50 ³⁸²	6.16 ⁶⁸		11.27 ³⁸⁸	8.45	8.32		D MICA 2.8 MA			
38	11.10 ³⁸⁸	6.35		11.31 ³⁸¹	8.50	8.36		FREEMAN 3.3			
JVX	A12.01AM	6.50		A11.36PM	8.56	A 8.41AM		DN-R MANITO 5.2 MU			
28		7.10			9.03			D ROCKFORD 3.3 RD			
40		7.20			9.10			DARKNELL 3.4			
31 JWX		7.40			9.16			D FAIRFIELD 8.4 G			
25		8.10			9.31			LATAH 7.2			
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	(0.41) 31.9	(1.37) 30.5	(0.41) 31.9	(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. 17		Mile Post	
	391 Freight	June 21, 1953			
	Daily Except Monday	STATIONS			
14 JPX	7.25AM	SELTICE 8.2	48.0		
		G. N. CROSSING 0.0	39.8		
		N. P. CROSSING 0.5	39.7		
34 VWX	8.20	D OAKESDALE ON 0.5	39.1		
44	8.50	THORNTON 7.9	31.2		
M		G. N. CROSSING 0.5	30.7		
28 WX	9.40	D ST. JOHN SJ 12.4	18.3		
27	10.10	WILLADA 6.8	11.5		
53	10.40	GRAVEL PIT 7.1	4.4		
63 JWXY	A11.45AM	D-R WINONA WA 4.4	0.0		
		(48.0)			
	(4.20) 11.1	Thru Time Average speed per hour	(1.20) 22.9		

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 17		Mile Post	
	345 Mixed	June 21, 1953			
	Daily	STATIONS			
BJKOPTVWXYZ	9.45PM	DN-R WALLA WALLA BU 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 4.6	28.6	f 5.40	
10	f 10.05	WHITMAN 4.7	24.0	f 5.25	
12	f 10.18	LOWDEN 4.3	19.3	f 5.12	
20 PWX	s 10.30	D TOUCHET CH 7.5	15.0	s 5.01	
11	f 10.50	REESE 3.3	7.5	f 4.43	
JPV	A10.57PM	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. 3.8	0.0	4.25 AM	
		(30.5)		Daily	
	(1.20) 22.9	Thru Time Average speed per hour	(2.20) 13.1		

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

Track between S. I. Jct. and East Spokane interlocking tower is protected by automatic block signals.

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

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

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

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

WESTWARD			SPOKANE-TEKOA BRANCH					EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 17 June 21, 1953	STATIONS		
	94 CMS&P&P Streamliner Passenger	70 Spokane Internat'l Passenger	68 Passenger	92 CMS&P&P Passenger	384 CMS&P&P Freight	382 CMS&P&P Freight	388 Freight				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BKPVX	12.55AM	1.50PM	6.50PM	9.15PM	4.00PM	12.10AM	12.30AM	DN-R SPOKANE 1.9 DS AU			
LJPX	12.45	1.43PM	6.41	9.07	3.45	11.59PM	12.20	DN N. P. CROSSING 0.0 CG			
83 X	12.43		6.39	9.05	3.42	11.45	12.10	EAST SPOKANE 1.4			
51 X	12.40		6.36	9.02	3.37	11.35	12.05AM	HILL 2.3			
59 JKVX	12.36		6.33	8.58	3.30PM	11.25	11.55PM	DN DISHMAN 3.2 SP			
35	12.31		6.28	8.53		11.15 ⁹⁵	11.47	CHESTER 6.0			
49	12.20		6.16 ³⁸⁷	8.42		10.50 ³⁸¹	11.27 ⁹⁵	D MICA 2.8 MA			
38	12.15		6.10	8.37		10.42	11.10 ³⁸¹	FREEMAN 3.3			
JVX	12.10AM		6.04	8.32PM		10.35PM	11.01	DN-R MANITO 5.2 MU			
23			5.53			10.44		D ROCKFORD 3.3 RD			
40			5.46			10.35		DARKNELL 3.4			
31 JWX			5.40			10.20		D FAIRFIELD 8.4 G			
25			5.24			9.55		LATAH 7.2			
BJKOPTWXYZ			5.11PM			9.30PM		DN-R TEKOA 7.2 K			
								(49.3)			
	(0.45) 29.0	(0.07) 16.3	(1.39) 29.9	(0.43) 30.4	(0.30) 13.0	(1.35) 13.8	(3.00) 16.4	Thru Time Average speed per hour			

WESTWARD		MOSCOW BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 17		Mile Post		
	379 Freight	61 Passenger	June 21, 1953				
	Daily Except Sunday	Daily	FIRST CLASS	SECOND CLASS			
BKTVWX	9.00PM	6.45PM	D-R MOSCOW MO 8.8	28.1	A 8.50AM	A 4.15PM	
			N. P. CROSSING 0.6	19.3			
23 X	9.30	s 7.05	D PULLMAN XN 6.0	18.7	s 8.33	3.45	
18	9.50	s 7.18	ALBION 3.0	12.7	s 8.13	3.20	
19	10.00	f 7.25	SHAWNEE 0.7	9.7	f 8.05	3.08	
BJKMOWXY	A10.50PM	A 7.45PM	DN-R COLFAX CA 0.0	0.0	7.42AM	2.30PM	
			(28.1)		Daily	Daily Except Monday	
	(1.50) 15.3	(1.00) 28.1	Thru Time Average speed per hour	(1.08) 24.8	(1.45) 16.1	(1.10) 13.5	Thru Time Average speed per hour

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 17		Mile Post	
	391 Freight	June 21, 1953			
	Sunday Wednesday Thursday Saturday	STATIONS			
BJKOWXY	1.45PM	D-R LA CROSSE JA 14.7	0.0	A 7.30AM	
11 X	2.50	HOOPER 1.0	14.7	6.35	
32 JPWXY	A 2.55PM	N-R HOOPER JCT. HR 7.8	15.7	6.30AM	
34		D WASHUCNA FN 13.9	23.5		
21 V		D KAHLOTUS HO 15.5	37.4		
18 WXY		R CONNELL N 15.7	52.9		
		(52.0)		Daily	
	(1.10) 13.5	Thru Time Average speed per hour	(1.00) 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.

Track between S. I. Jct. and East Spokane interlocking tower is protected by automatic block signals.

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

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.

No. 391 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. 17 June 21, 1953	Mile Post	FIRST CLASS		SECOND CLASS				
	379	355	391	61	73			62	74	392	378	356		
	Freight	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Freight		
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily									
BJKOPT 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				
82 BJKMOWXY	11.10PM			7.50PM		ELBERTON	89.7			12.40PM				
M						D-R COLFAX CA	77.4	A 7.37AM		11.50AM	A 1.30PM			
14 East Spur X 18 West Spur X	11.30			7.57		G. N. CROSSING	77.3			11.10	1.20			
84	11.50PM			f 8.02		CREST	74.9	7.27		11.00	1.10			
29	12.10AM			f 8.09		MOCKONEMA	72.5	f 7.22		10.50	1.02			
27	12.50			f 8.09		DIAMOND	68.5	f 7.16		10.30	12.50			
63 JWXY	1.20		12.01 ³⁷⁸ PM	s 8.39		D ENDICOTT DI	57.9	s 7.00		9.45	12.20			
46	1.35		12.15	s 8.45		D-R WINONA WA	52.1	s 6.52		9.10	12.01 ³⁹¹ PM			
28 BJKOWXY	A 2.20AM		A 12.45PM	s 8.56		SUTTON	48.0	s 6.45		8.50	11.45AM			
42				f 9.09		D-R 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	CANYON	22.1	f 6.00						
M						DN-R RIPARIA XS	17.5	s 5.52	A 6.10AM					
10 JPXY		8.25PM		s 10.01	s 9.49	N. P. CROSSING	17.4					A 12.05AM		
41 X		8.30		10.03	9.51	R TUCANNON	12.6	s 5.42	s 5.58			12.03AM		
54 X		8.50		f 10.21	f 10.08	PATAHA	11.8	5.37				11.40PM		
BJKOPWXY	A 9.00PM		A 10.30PM	A 10.15PM		RIFTON	2.9	f 5.21	f 5.37			11.30PM		
						DN-R AYER JD	0.0	5.15AM	5.30AM					
						(116.1)		Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday		
	(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. 17 June 21, 1953	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 17 June 21, 1953	Mile Post	SECOND CLASS
	355	356					356	355			
	Freight	Freight					Freight	Freight			
	Daily Except Sunday	Monday Wednesday Friday									
35 TWX	6.00PM	D-R POMEROY PY	28.9	A 2.15AM	JPXY	12.05AM	R 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	19		RELIEF	9.3			
18 W	6.57	CHARD	14.5	1.20			(9.3)				
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)									
	(2.15) 12.8	..... Thru Time	(1.55) 15.1	..... Average speed per hour					

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.
No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.
No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.
For stations not shown on schedule pages, see page 22.

WESTWARD PENDLETON BRANCH EASTWARD					WESTWARD WALLACE BRANCH EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 17 June 21, 1953	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 17 June 21, 1953	Mile Post	FIRST CLASS	SECOND CLASS
	365	366					387	67				
	Mixed	Mixed					Freight	Passenger				
	Daily Except Sunday	Daily Except Sunday				Daily	Daily				Passenger	Freight
27 X			ALTO	83.0		BIKOPT WXYZ	9.15PM	10.02AM	DN-R TEKOA K	0.0	A 5.05PM	A 9.15PM
23			MENOKEN	75.5		25	9.35	f 10.14	LOVELL	6.9	f 4.50	8.45
26 JWX	11.45AM		BOLLES	71.3	A 9.10AM	17 VX	10.00	s 10.33	D PLUMMER MR	15.3	s 4.32	8.15
26 X	11.58AM	D	PRESCOTT SY	66.7	8.58	22 TWX	10.20	s 10.50	CHATOLET	22.8	f 4.14	7.45
21	12.35PM		VALLEY GROVE	53.6	8.22	X	10.50	s 11.09	HARRISON	30.5	s 3.54	7.20
M			N. P. CROSSING	47.2		43	11.05	s 11.16	D SPRINGSTON RC	34.0	s 3.45	7.10
BJKOPTV WXYZ	A 12.55PM	DN-R	W. W. V. RY. CROSSING	46.6		20	11.50PM	s 11.34	LANE	45.3	s 3.24	6.42
M			W. W. V. RY. CROSSING	44.2		33	12.10AM	s 11.40	ROSE LAKE	49.1	s 3.16	6.32
24			W. W. V. RY. CROSSING	39.9		30	12.30	s 11.55AM	CATALDO	57.7	f 2.59	6.10
M			SPOFFORD	38.3		6 Y	12.45	s 12.03PM	ENAVILLE	62.5	s 2.53	5.56
39 VWX		D	W. W. V. RY. CROSSING	36.2		18	12.50	f 12.07	PINE CREEK	64.1	f 2.49	5.52
50			MILTON-FREEWATER CO	26.7		JWX			BRADLEY	67.2		
20			BLUE MOUNTAIN	23.4		25 BKOX	A 1.30AM	s 12.30	D-R KELLOGG-WARDNER DN	69.2	s 2.40	5.40PM
20 WX		D	DOWNING	17.2		31		s 12.43	OSBURN	75.8	f 2.22	
41			ATHENA CN	12.6		BKTWVWZZ		A 1.00PM	D-R WALLACE WC	80.2	2.15PM	
15			ADAMS	10.0		M			N. P. CROSSING	80.4		
BJKVWVXYZ		DN-R	BLAKELEY	0.0		M			N. P. CROSSING	80.6		
			PENDLETON FD	0.0		JX			WALLACE JCT.	80.7		
			(83.0)			5 VWX			D BURKE B	86.9		
									(86.9)		Daily	Daily
	(1.10) 21.6	..... Thru Time	(1.10) 21.6	..... Average speed per hour			(4.15) 18.9	(2.58) 27.0	..... Thru Time	(2.50) 28.3	(3.35) 22.4	..... Average speed per hour

WESTWARD DAYTON BRANCH EASTWARD					SIERRA NEVADA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 17 June 21, 1953	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 17 June 21, 1953	Mile Post
	367	368					366	368		
	Mixed	Mixed					Mixed	Mixed		
	Tuesday and Friday	Daily Except Sunday								
29 T	12.01PM		TURNER	24.8					A 1.50AM	
25	12.10		WHETSTONE	22.7					11.40	
26 VWXY	A 12.50PM	11.01AM	D DAYTON DA	13.1	A 9.45AM	11.00AM				
M			N. P. CROSSING	13.0						
M			N. P. CROSSING	13.0						
JX	A 1.03AM		DAYTON JCT.	12.9	9.43AM					
			(24.8)							
JX	11.25AM	R	WAITSBURG JCT.	5.2	A 9.23AM					
28 X	11.31	D	WAITSBURG BG	3.5	9.19					
28 JWXY	A 1.45AM		BOLLES	0.0	9.10AM					
			(24.8)							
	(0.49) 14.3	(0.44) 17.9	..... Thru Time	(0.35) 22.5	(0.50) 14.0	..... Average speed per hour			

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. 67 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			
Yoakum.....	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
Reynolds.....	20.0	37 P	Both	Wacota.....	34.1	4	Both
		40 P	West	Estes.....	42.3	7	Both
		126	West	Sulphur.....	46.1	9	Both
				Curry.....	51.1	12	Both
Sixth Subdivision				Pendleton Branch			
Sheffer.....	242.1	4	Both	Havana.....	6.9	11	Both
Matthews.....	253.3	5	Both	Weston.....	20.9	66 X	East
Magallon.....	258.6	2	Both	Bade.....	30.2	13	Both
Teske.....	310.6	2	Both	Barrett.....	33.1	10	Both
Joseph Branch				Prunedale.....	34.2	15	Both
Island City..... (2).....	2.6	12	Both	State Line.....	41.7	10	Both
Conley..... (2).....	5.9	6	Both	Langdon.....	43.6	12	Both
Vincent..... (2).....	40.6	2	East	Russell.....	51.8	11	Both
Sevier.....	56.7	5	West	Hadley.....	56.5	19	Both
Pilot Rock Branch				Berryman.....	59.8	9	Both
McBee.....	2.8	2	East	Ennis.....	60.9	10	Both
Lens.....	11.2	4	East	Robinson.....	67.6	2	Both
Grass Valley Branch				McCall.....	69.4	2	Both
Sandon.....	15.6	8	Both	McKay.....	78.6	6	Both
Hay Canyon.....	19.2	12	East	Wallace Branch			
De Moss.....	23.9	15	West	Tilma.....	2.1	1 X	Both
Erskine.....	31.3	12	Both	Watt.....	12.1	18	Both
Bourbon.....	45.8	9	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				Taggard.....	4.3	1	West
				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.
 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	C. M. St. P. & P. class N3-S engines.			
MacArthur type engines with 63-inch drivers.		55	50	C. M. St. P. & P. class L engines.			
MacArthur type engines with 57-inch drivers.		35	35	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.	35	35	25 15
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	North Powder Between M.P. 321.6 and 321.3.	70	60	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	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	35	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	45	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	Rieth Between M.P. 210.8 and 208.9.	55	45	35
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70	60	45
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	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 232.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.6 and 201.4.	70	60	45
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	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	Nolin Between M.P. 198.6 and 198.5.	45	35	25
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. 198.2 and 196.8.	55	45	35
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. 195.6 and 195.4.	60	50	40
Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 217.6 and 216.3.	45	35	25
Between M.P. 248.1 and 247.2.	35	30	20	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. 246.1 and 245.6.	60	50	40	Over other street crossings within city limits.	20	20	20	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	45	35	25	Over Umatilla River bridge, M.P. 214.42.	20	20	20	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40								

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	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	Between M.P. 130.0 and 129.2.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45
Willows Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	Between M.P. 96.9 and 95.9.	55	45	35
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	Dune Between M.P. 88.5 and 87.5.	45	35	25
Arlington Between M.P. 138.0 and 137.8.	35	35	25	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	Hook 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	Fairview Between M.P. 13.5 and 13.2.	55	45	35
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. 12.0 and 10.9.	50	50	40
Grates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 54.4 and 53.2.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.3 and 50.4.	60	50	40	Graham Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	45	35	25	Bruun			
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.4 and 48.7.	35	30	20	Kenton Line Between Troutdale and Kenton.	35	35	35
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 43.3.	55	45	35	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 75.8 and 75.1.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 42.4 and 41.4.	35	30	20	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 39.9 and 38.2.	60	50	40	East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 37.3 and 35.5.	55	45	35	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 71.4 and 68.4.	40	35	25	Dodson Between M.P. 32.8 and 31.7.	70	60	45				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 24.0 and 23.8.	55	45	35				
Hood River 2-10-2 class engines using cross-over at freight house.			6	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	45				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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.		10	10	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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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	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	Chew 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
Page 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
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 239.3.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40		Union Station over slip switches.	10	10	10

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	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 On west leg of wye.		10	10	
Pilot Rook Branch Maximum speed.		15	15	Grays Harbor Branch Maximum speed.		30	30	Between M.P. 117.2 and 117.5.		20	20	
Umatilla Branch Maximum speed.		40	40	3-degree curves.		20	20	Between M.P. 117.8 and 117.9.		45	30	
Hinkle Between M.P. 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between M.P. 118.1 and 118.3.		35	25	
Between M.P. 2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 118.5 and 119.7.		25	20	
Hermiston Standard and Union Oil spurs.			6	Cosmopolis Within city limits.		20	15	Between M.P. 120.2 and 120.4.		35	25	
On house track west of McNaught Warehouse.			6	Handling logs within city limits.			8	Between M.P. 120.7 and 121.4.		35	25	
Over road crossing east end of depot.		15	15	Latah Within city limits.				Between M.P. 121.6 and 121.9.		25	20	
Between M.P. 5.9 and 6.0.		35	35	Between M.P. 122.1 and 122.5.		35	25	Aberdeen Within city limits.		20	20	
Between M.P. 9.4 and 11.2.		25	25	Fairfield Within city limits.				Over Boone Street crossing.		5	5	
Umatilla On wye.		10	10	Between M.P. 123.4 and 124.5.		20	20	Over other street crossings.		10	10	
Irrigon				Between M.P. 125.1 and 125.7.		35	25	Tono Branch Maximum speed.		15	15	
Hepner Branch Maximum speed.		25	25	Between M.P. 127.5 and 128.4.		35	25	On curves of 6 degrees and over.		10	10	
3-degree curves.		20	20	Between M.P. 129.6 and 130.6.		35	25	Olympia Branch Maximum speed.		20	20	
4- and 5-degree curves.		15	15	Fairfield Within city limits.				4- and 5-degree curves.		15	15	
On curves of 6 degrees and over.		10	10	Between M.P. 132.6 and 132.8.		45	30	On curves of 6 degrees and over.		10	10	
Condon Branch Maximum speed.		25	25	Between M.P. 133.3 and 134.6.		25	20	Spokane-Tekoa Branch Maximum speed.		70	60	35
3-degree curves.		20	20	Darknell Between M.P. 135.3 and 136.3.		35	25	Between Spokane and Manito.		70	60	35
4- and 5-degree curves.		15	15	Between M.P. 136.6 and 139.2.		20	20	Between Manito and Tekoa.		50	30	
On curves of 6 degrees and over.		10	10	Rockford Within city limits.				On descending grades between Speece and Mikkalo.		15	15	
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	
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.	Fr.		Pagr.	Fr.		Pagr.	Fr.
Manito Between M.P. 144.4 and 144.6.	60	50	35	Riparia Between M.P. 17.7 and 18.1.	25	20	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
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	Canyon 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	Farmington Within city limits.	20	20
Spokane Over slip switches at N. P. Crossing.	15	15	10	Between M.P. 29.7 and 29.9.	45	30	Between M.P. 104.6 and 104.9.	20	20
Over street crossings between N.P. Crossing and city limits.	20	20	20	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
Through tunnel.	15	15	15	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	Tekoa On west leg of wye.	10	10
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.	25	20	Pleasant Valley Branch Maximum speed.	25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.	45	30	G. N. Crossing, M.P. 30.7.	20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.	30	20	Tucannon Branch Maximum speed.	25	25
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.	35	25	On curves of 7 degrees and over.	20	20
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.	45	30	Starbuck Within city limits.	15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.	35	25	Between Starbuck and Relief.	12	12
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.	35	25	Pendleton Branch Maximum speed.	25	25
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	On 7-, 8-, 9- and 10-degree curves.	20	20
On 9- and 10-degree curves.		20	20	Mockonema Between M.P. 73.3 and 73.6.	20	20	Between Barrett and Downing, on descending grade.	15	15
Tucannon Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.	45	30	Pendleton Over Thompson, Main and Aura Streets.	12	12
Between M.P. 14.3 and 16.1.		25	25	Crest Between M.P. 74.9 and 77.2.	25	12	Over other street crossings within city limits.	20	20
Between M.P. 17.1 and 17.2.		15	15	Colfax Within city limits.	12	12	Between M.P. 2.5 and 3.0.	20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 78.4 and 78.5.	20	20	Between M.P. 9.5 and 9.8.	20	20
				Between M.P. 79.8 and 80.7.	20	20	Athens Over street crossings.	15	15
				Between M.P. 81.5 and 82.3.	20	20	Downing Between M.P. 24.0 and 24.5.	20	20
				Between M.P. 82.9 and 83.4.	20	20	Between M.P. 25.4 and 26.2.	20	20

BRANCHES (Continued)									
Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Fr.			Pagr.	Fr.		Pagr.	Fr.
Blue Mountain Between M.P. 29.0 and 29.4.	20	20		Kennewick Over street crossings.	8	8	Touchet Between M.P. 18.5 and 18.6.	35	25
Between M.P. 29.8 and 30.1.	20	20		Between M.P. 35.6 and 35.9.	45	35	W. W. V. Ry. Crossing, M.P. 28.7.	12	12
Between M.P. 30.3 and 30.4.	20	20		Benton City Within city limits.	40	30	College Place Within city limits.	30	30
Between M.P. 31.2 and 31.7.	20	20		Between M.P. 37.5 and 38.1.	25	20	Walla Walla		
Between M.P. 32.2 and 32.4.	20	20		Grandview Within city limits.	30	30	Pomeroy Branch Maximum speed.	25	25
Between M.P. 32.7 and 32.9.	20	20		Granger Over street crossings.	30	30	Starbuck Within city limits.	15	15
Milton-Freewater Over street crossings.	15	15		Zillah Over street crossings.	25	15	Dayton Branch Maximum speed.	25	25
W. W. V. Ry. Crossing M.P. 36.3.	15	15		Donald Yakima River Bridge 89.35, through gauntlet track.	15	15	Between Dayton Jct. and Turner.	15	15
W. W. V. Ry. Crossing, M.P. 44.2.	20	20		Over N. P. Crossing and between home signals governing cross- ing.	20	20	On curves of 7 degrees and over.	20	20
Walla Walla Over street crossings.	12	12		Yakima Over Yakima Ave., and Walnut Street.	6	6	Bolles Between M.P. 0.4 and 0.6.	20	20
Within city limits.	20	20		Over other street crossings.	10	10	Dayton Over street crossings west of Touchet River.	15	15
On west leg of wye.	8	8		Sunnyside Branch Maximum speed.	45	30	Over all other street crossings.	10	10
Between M.P. 52.7 and 53.4.	20	20		Within city limits.	30	30	Connell Branch Maximum speed. Between La Crosse and Hooper Jct.	30	30
Valley Grove Between M.P. 64.8 and 64.9.	20	20		On 5- and 6-degree curves.	35	25	Between Hooper Jct. and Connell.	20	20
Between M.P. 65.5 and 66.0.	20	20		On 7- and 8-degree curves.	25	20	On 5- and 6-degree curves.	25	25
Between M.P. 66.1 and 66.3.	20	20		On 9- and 10-degree curves.	20	20	On 7- and 8-degree curves.	20	20
Bolles Between M.P. 71.7 and 72.5.	20	20		Wallula Jct. West leg of wye.	15	15	On 9- and 10-degree curves.	20	20
Between M.P. 72.8 and 73.2.	20	20		Zangar Jct. Between M.P. 5.1 and 6.4.	25	20	La Crosse Between M.P. 3.4 and 3.6.	25	25
Between M.P. 74.3 and 76.1.	20	20		Between M.P. 6.7 and 6.8.	25	20	Between M.P. 6.6 and 6.8.	25	25
Between M.P. 78.4 and 78.5.	20	20		Between M.P. 7.0 and 7.1.	20	20	Between M.P. 7.2 and 7.8.	20	20
Between M.P. 78.9 and 79.3.	20	20		Reese Between M.P. 7.7 and 8.0.	25	20	Between M.P. 9.2 and 9.7.	20	20
Between M.P. 79.6 and 79.9.	20	20		Between M.P. 8.2 and 8.4.	35	25	Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.	15	15
Between M.P. 80.8 and 81.2.	20	20		Between M.P. 8.7 and 9.1.	25	20	Through west leg of wye on 16- degree curve.	8	8
Alto				Between M.P. 9.5 and 9.7.	25	20			
Yakima Branch Maximum speed. Between Wallula and Villard Jct.	60	45		Between M.P. 10.0 and 10.1.	35	25			
Between Villard Jct. and M.P. 70.	50	35		Between M.P. 10.7 and 10.9.	35	25			
Between M.P. 70 and Yakima.	45	30		Between M.P. 11.1 and 11.4.	35	25			
With pile driver 0321.		15		Between M.P. 12.1 and 12.3.	20	20			
On 4-degree curves.	45	35		Between M.P. 12.5 and 12.6.	35	25			
On 5- and 6-degree curves.	35	25							
Villard Jct. Between M.P. 7.1 and 7.4.	30	30							
Bridge 7.44.	25	15							

BRANCHES (Continued)

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

Standard clocks are located as shown below:

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

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

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

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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