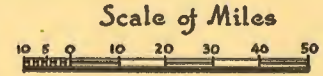


**NORTHWESTERN DISTRICT**  
**OREGON DIVISION**  
 CORRECTED TO FEB. 1st. 1953



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 18**

**Effective Friday**  
**September 11, 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 Subdivisions 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 Subdivisions and Branches**  
L. L. Rudd, Chief Train Dispatcher ..... Albina, Ore.  
L. V. Neely, Assistant Chief Train Dispatcher ..... Albina, Ore.  
G. J. Schatz, Jr., Assistant Chief Train Dispatcher ..... Albina, Ore.  
R. 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 Employes 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	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Edward C. Parkinson	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.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	B. F. Jacobson	Surgeon	Spokane, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
J. C. Vandeventer	Surgeon	Bond, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
J. E. Foothaker	Surgeon	Centralia, Wash.	L. M. Farnam	Surgeon	South Elma, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Charles G. Smick	Surgeon	Sprague, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Bruce O. McIntyre	Surgeon	St. John, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	L. A. Hopkins	Surgeon	Tacoma, Wash.
A. F. W. Kresse	Surgeon	Echo, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tecoma, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	Vern Cressey	Surgeon	Tecoma, Wash.
A. D. McMurdo	Surgeon	Happner, Ore.	O. A. Lindstrom	Surgeon	Tecoma, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Albert J. Nelson	Surgeon	Tecoma, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	Griffith, Vogt, Mills, Merriss, Stevenson, 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. C. Mowery	Surgeon	Wallace, Ida.
John C. Korvell	Surgeon	Hoquiam, Wash.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	W. F. Holmes	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	J. O. Lyman	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.	A. J. Hockett	Surgeon	Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	H. C. Lynch	Surgeon	Walla Walla, Wash.
John B. Gregory	Surgeon	La Grande, Ore.	R. P. Scheffter	Oculist and Aurist	Walla Walla, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.			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. 18 Sept. 11, 1953	FIRST CLASS														
401	19	11	105	457	17	25			12	458	106	26	18	20	402								
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger	Passenger								
Daily	Daily	Daily	Daily	Daily	Daily	Daily																	
		5.25	2.05		4.05		0.0	GRANGER	A 9.15		A 12.42		A 10.30										
		10.20	5.45		9.35	1.15	213.9	POCATELLO	3.10		8.55	A 7.00	5.20										
		11.15	5.55		10.35						8.45		4.45										
		2.15	8.25		2.00	5.30	373.8	GLENNS FERRY	11.40		6.10	3.00	1.30										
		3.59	9.40		3.45	7.45	448.4	BOISE	9.55		5.00	12.45	11.50										
		6.35	11.40		6.25	10.40	550.1	M.T. HUNTINGTON M.T.	7.10		3.05	6.35	9.25										
		5.45	10.40		5.35	9.50	649.7	P.T. LA GRANDE P.T.	6.00		2.05	5.20	8.15										
		8.25	1.05		8.20	12.35	649.7	LA GRANDE	3.25		11.40	2.35	5.35										
		10.43	3.11		11.00	3.00	723.9	PENDLETON	1.05		9.35	12.05	2.55										
	9.00						941.3	SPOKANE						A 7.00									
	11.27						837.4	AYER							4.30								
	12.30						786.3	WALLULA							3.18								
	1.40	11.35	3.55		12.30	4.00	755.3	HINKLE	12.15		8.55	11.15	2.05	2.40									
	4.05	1.45	5.35		3.25	6.25	855.4	THE DALLES	10.10		7.15	9.00	11.50	12.10									
11.45	A 6.30	A 4.00	A 7.30	8.00	A 6.00	A 9.30	939.5	PORTLAND	8.05	A 9.15	5.30	6.55	9.45	10.00	A 6.45								
5.20				11.05			1084.6	TACOMA		5.52					1.15								
A 6.45				A 1.59			1122.7	SEATTLE		4.45					11.45								
									Daily	Daily	Daily	Daily	Daily	Daily	Daily								
(7.00)	(9.30)	(23.35)	(18.25)	(3.59)	(26.55)	(21.15)		..... Thru Time .....	(24.10)	(4.30)	(18.12)	(23.05)	(23.45)	(9.00)	(7.00)								
26.2	89.0	39.8	51.0	46.0	34.9	34.1		..... Average speed per hour .....	38.9	40.7	51.6	31.4	39.6	41.1	26.2								

WESTWARD				CONDENSED TIME-TABLE										EASTWARD			
FIRST CLASS				Distance from McCammon	Time-Table No. 18 September 11, 1953	FIRST CLASS											
	29	33	31			32	34	30									
	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger										
	Daily	Daily	Daily														
				0.0	McCAMMON	A 5.40	A 4.45										
	10.10	9.35		22.7	POCATELLO	5.10	4.05										
	10.45	10.10		73.3	IDAHO FALLS	4.30	3.20										
	12.55	A 12.25	7.00	124.3	ASHTON	A 2.30	3.00										
			8.40	169.9	VICTOR	12.55											
			A 10.20	180.4	WEST YELLOWSTONE	11.10											
	A 7.10			285.8	BUTTE		7.30										
					Daily	Daily	Daily										
	(9.00)	(2.50)	(3.20)		..... Thru Time .....	(3.20)	(2.40)										
	31.8	25.9	29.0		..... Average speed per hour .....	29.0	27.5										

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 Siding, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 18 September 11, 1953	Mile Post	FIRST CLASS							
	105 Streamliner Passenger	17 Passenger	25 Mail and Express	11 Passenger			26 Mail and Express	18 Passenger	12 Passenger	106 Streamliner Passenger				
	Daily	Daily	Daily	Daily										
STATIONS														
BKOPTWXYZ	10.40PM	5.35PM	9.50AM	5.45AM	DN-R HUNTINGTON HU	389.4	A 5.20AM	A 8.15AM	A 6.00PM	As 2.05AM				
100 P					D LIME BY	384.5	5.05	8.02	5.47	1.50				
100 PW					WEATHERBY	377.5								
160 PY	11.11	6.08	10.22	6.17	DURKEE	368.9	s 4.40	7.37	5.22	1.25				
100 P					OXMAN	361.7								
170 PW	11.34	6.33	10.47	6.42	PLEASANT VALLEY	355.4	4.13	7.10	4.57	1.01				
WB 91 PY EB 109					ENCINA	351.9								
107 P	11.45	6.46	11.00	6.55	QUARTZ	347.3	3.58	6.55	4.43	12.47				
WB 109 BKOPW EB 111 XYZ	s 11.55PM	s 6.59	s 11.11	s 7.05	BAKER BC	342.0	s 3.50	s 6.47	s 4.36	s 12.40				
108 P					WING	337.6	3.37	6.37	4.26	12.30				
108 P	12.07AM	7.11	11.23	7.16	HAINES KB	331.7	3.32	6.32	f 4.21	12.25				
108 PW	12.17	7.21	11.34	7.26	NORTH POWDER HD	322.1	3.22	6.22	f 4.11	12.17				
107 P					SAGO	315.5								
147 PVWY	12.30	7.36	11.49AM	7.40	TELOCASET	312.6	3.08	6.08	3.56	12.06AM				
105 P					CROOKS	308.9								
105 PVY		s 7.54			UNION JCT. UN	302.2	2.49	5.49	3.37	11.51PM				
105 P	12.52	8.01	12.14PM	8.06	LONETREE	294.9								
BKOPTWXYZ	A 1.00AM	A 8.10PM	A 12.25PM	A 8.15AM	LA GRANDE RA	289.8	2.35AM	5.35AM	3.25PM	11.40PM				
					(99.8)		Daily	Daily	Daily	Daily				
	(2.20) 42.7	(2.35) 38.6	(2.35) 38.6	(2.30) 39.8	Thru Time	(2.45) 36.2	(2.40) 37.4	(2.35) 38.6	(2.25) 41.2	Average speed per hour				

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 Siding, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 18 September 11, 1953	Mile Post	FIRST CLASS							
	17 Passenger	25 Mail and Express	11 Passenger	105 Streamliner Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express				
	Daily	Daily	Daily	Daily										
STATIONS														
BKOPTWXYZ		8.20PM	12.35PM	8.25AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.15PM	A 11.35PM	A 2.25AM			
WB 71 PVWXY EB 72						HILGARD	282.1	5.08	3.01	11.20	2.07			
139 P		8.52	1.07	8.56	1.34	MOTANIC	275.6							
P						NORDEEN	272.1							
141 PWXY		9.03	f 1.18	9.07	1.44	KAMELA	271.1	4.40	2.35	10.58	1.41			
P						ROSS	268.3							
WB 105 PW EB 102		9.17	f 1.32	9.20	1.56	MEACHAM	265.5	4.26	2.22	10.46	1.27			
136 P						HURON	267.7							
120 PW						CAMP	264.1							
WB 88 PWY EB 89			f 2.05			DUNCAN	248.5							
102 P		10.05	2.18	10.05	2.39	BONIFER	239.5	3.32	1.37	10.05	12.39			
106 PWY			f 2.23			GIBBON	236.9							
117 P		10.28	2.33	10.19	2.52	HOMLY	229.6	3.17	1.24	9.53	12.25			
116 P						MINTHORN	224.7							
115 P		10.43	2.46	10.33	3.05	MUNRA	218.9							
69 BJKPV WXYZ		s 11.00	s 3.00	s 10.43	s 3.11	PENDLETON FD	215.6	s 2.55	s 1.05	s 9.35	s 12.05AM			
155 JPX						RIETH	212.0	2.38	12.50	9.26	11.50PM			
135 P						BARNHART	208.3							
135 P						NOLIN	198.9							
135 PW		f 11.30	f 3.30	11.11	3.36	ECHO HI	192.6	2.16	12.26	9.05				
P		f 11.35PM	f 3.35	11.16	3.40	STANFIELD	188.4							
BKOPWXYZ		A 12.01AM	A 3.50PM	A 11.25AM	A 3.50AM	HINKLE UK	184.2	2.05AM	12.15PM	8.55PM	11.15PM			
						(105.6)		Daily	Daily	Daily	Daily			
	(3.41) 28.7	(3.15) 32.5	(3.00) 35.2	(2.45) 38.4	Thru Time	(3.20) 31.7	(3.00) 35.2	(2.40) 39.6	(3.10) 33.3	Average speed per hour				

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

**WESTWARD**

**THIRD SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	SECOND CLASS		FIRST CLASS					Time-Table No. 18 September 11, 1953		STATIONS
	257 Time Freight	151 Time Freight	25 Mail and Express	11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
BJKOPWXYZ	9.30PM	12.05 <sup>12</sup> PM	4.00PM	11.35AM	3.55AM	1.40 <sup>18</sup> AM	12.30AM	DN-R HINKLE UK		
P	9.40	12.30	4.10	11.43	4.03	1.48	12.38	ORDNANCE RN		
136 PW	9.43	12.35	4.13	11.50 <sup>12</sup>	4.05	2.00 <sup>20</sup>	12.40	MUNLEY		
136 P	9.53	12.45	4.19	11.59AM	4.10	2.07	12.46	CLARKE		
136 P	10.03	12.56	4.27	12.05PM	4.15	2.13	12.52	DN BOARDMAN BD		
120 P	10.23 <sup>26</sup>	1.09	4.37	12.13	4.22	2.22	1.04 <sup>18</sup>	CASTLE		
19 JP	10.40	1.21	4.45	12.21	4.29	2.31	1.12	N HEPPNER JCT. WI		
143 P	10.42	1.23	4.47 <sup>264</sup>	12.23	4.30	2.33	1.23 <sup>20</sup>	WILLOWS		
WB 126 BJKOPT EB 113 WX	11.02	1.45	4.58	12.34	4.38 <sup>262</sup>	2.44	1.40	DN ARLINGTON MX		
100 P	11.09	1.52	5.09	12.42	4.42	2.52	1.55	GILMORE		
99 P	11.16	1.59	5.16	12.47	4.46	2.57	2.02	BLALOCK		
98 P	11.26	2.10	5.24	12.53	4.52	3.03	2.10	N QUINTON QN		
100 P	11.33	2.17	5.30	12.58	4.56	3.08	2.17	HOOK		
99 P	11.38	2.22	5.34	1.02	4.59	3.12	2.23	GOFF		
104 PW	11.43	2.27	5.38	1.05	5.02	3.16	2.28	DAY		
100 P	11.47	2.31	5.42	1.07	5.04	3.19	2.32	RUFUS		
100 P	11.51	2.35	5.46	1.10	5.07	3.22 <sup>262</sup>	2.36	GRANT		
80 JP { M.P. }	11.56PM	2.40	5.49	1.13	5.10	3.26	2.40	DN BIGGS BX		
54 P { W 101.7 }	12.01AM	2.45	5.52	1.16	5.13	3.30	2.46	MILLER		
50 P	12.07	2.52	5.56	1.20	5.17	3.35	2.52	CELLO		
JPV	12.11	2.56	5.58	1.22	5.19	3.37	2.54	D OREGON TRUNK JCT. VO		
74 P	12.17	3.01	6.03	1.26	5.22	3.42	2.58	DUNE		
BKOPTWZZ	A 12.40AM	A 3.20PM	A 6.15PM	A 1.40PM	A 5.35AM	A 4.00AM	A 3.15AM	DN-R THE DALLES DK-WH		

Time-Table No. 18  
September 11, 1953

STATIONS

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

(98.4)

Thru Time..... (8.10) (8.15) (2.15) (2.05) (1.40) (2.20) (2.45) .....  
Average speed per hour..... 31.1 30.9 43.7 47.2 59.0 42.2 35.8

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. 18 September 11, 1953	Mile Post	FIRST CLASS					SECOND CLASS	
		20 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	262 Time Freight	264 Time Freight
		STATIONS						
DN-R HINKLE UK	184.2	A 2.15AM	A 12.05 <sup>151</sup> PM	A 8.50PM	A 11.05PM	A 1.40 <sup>19</sup> AM	A 6.30AM	A 6.30PM
ORDNANCE RN	177.7	2.02	11.53AM	8.40	10.45	1.26	6.00	6.05
MUNLEY	175.8	2.00 <sup>19</sup>	11.50 <sup>11</sup>	8.38	10.43	1.24	5.55	6.00
CLARKE	170.0	1.51	11.44	8.33	10.37	1.18	5.45	5.45
DN BOARDMAN BD	168.8	1.41	11.38	8.28	10.31	1.12	5.30	5.30
CASTLE	155.7	1.33	11.30	8.21	10.23 <sup>257</sup>	1.04 <sup>17</sup>	5.15	5.10
N HEPPNER JCT. WI	148.2	1.25	11.22	8.14	10.15	12.57	4.59	4.55
WILLOWS	147.0	1.23 <sup>17</sup>	11.20	8.13	10.13	12.55	4.56	4.47 <sup>25</sup>
DN ARLINGTON MX	138.5	1.12	11.10	8.05	10.02	12.45	4.38 <sup>105</sup>	4.15
GILMORE	134.0	1.01	11.00	8.01	9.50	12.38	4.11	4.05
BLALOCK	129.3	12.56	10.56	7.57	9.46	12.34	4.04	3.55
N QUINTON QN	123.2	12.50	10.50	7.52	9.40	12.28	3.55	3.45
HOOK	118.6	12.46	10.46	7.48	9.36	12.24	3.48	3.35
GOFF	115.0	12.43	10.43	7.45	9.32	12.21	3.43	3.30
DAY	111.7	12.40	10.39	7.42	9.29	12.18	3.38	3.25
RUFUS	109.4	12.37	10.37	7.40	9.27	12.16	3.30	3.20
GRANT	106.6	12.34	10.34		9.24	12.13	3.22 <sup>19</sup>	3.15
DN BIGGS BX	103.9	12.31	10.31	7.35	9.21	12.10	3.09	3.10
MILLER	100.5	12.28	10.27	7.32	9.17	12.07	3.03	3.03
CELLO	96.8	12.24	10.23	7.28	9.13	12.03	2.55	2.55
D OREGON TRUNK JCT. VO	95.2	12.22	10.21	7.26	9.11	12.01AM	2.50	2.50
DUNE	91.9	12.19	10.18	7.23	9.08	11.58PM	2.45	2.45
DN-R THE DALLES DK-WH	85.8	12.10AM	10.10AM	7.15PM	9.00PM	11.50PM	2.30AM	2.30PM

Time-Table No. 18  
September 11, 1953

STATIONS

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

(98.4)

Thru Time..... (2.05) (1.55) (1.35) (2.05) (1.50) .....  
Average speed per hour..... 47.2 51.3 62.1 47.2 53.7 (4.00) (4.00)

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**

**SIXTH SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 18 September 11, 1953	STATIONS
	391	151	363	346	63	99	19	97		
	Freight	Freight	Freight	Mixed	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger		
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
BKPVX						9.40PM	9.00PM	1.05AM	DN-R SPOKANE DS AU 1.7	
BKOPTWXZ		12.45AM				9.46	9.04	1.11	WEST SPOKANE 3.6	
48 P		12.55				9.52	9.08	1.18	COWLES 4.2	
53 P		1.05				10.00	9.13	1.25	MARSHALL 7.3	
103 PW		1.20				10.15 <sup>98</sup>	9.22	1.36	N CHENEY 5.2	
51 P		1.28				10.25	9.28	1.44	GEIB 5.0	
52 P		1.36				10.31	9.35	1.50	MASON 7.4	
58 PW		1.46				10.40	9.43	1.59	CROSKEY 4.0	
109 P		2.05 <sup>97</sup>				10.46	9.49 <sup>98</sup>	2.05 <sup>151</sup>	WELLS 6.6	
52 P		2.20				10.53	9.56	2.12	PALM LAKE 5.2	
44 P		2.30				10.59	10.02	2.18	ASHBY 4.2	
52 P		2.40				11.05	10.07	2.24	EMDEN 6.7	
75 JOPVWXY		2.55				11.15PM	10.15	2.35AM	DN-R MARENGO 4.8 RA	
52 P		3.05					10.21		THAVIS 4.4	
63 P		3.12					10.26		MACK 4.2	
51 P		3.20					10.31		ANKENY 7.9	
88 JPWY		3.00 <sup>285</sup> PM	3.35				10.42		N-R HOOPER JCT. 5.6 HR	
58 P		3.15	3.45				10.49		PARK 6.2	
51 P		3.30	3.57				10.58		JOSO 5.8	
73 P		3.45	4.10				11.07		CHEW 3.9	
BJKOPWXY	A 4.00PM	4.30 <sup>20</sup> 6.00				11.27			DN-R AYER 6.2 JD	
96 P		6.15					11.35		RUXBY 7.7	
96 P		6.30					11.44		SCOTT 6.1	
46 P		6.40					11.51		WALKER 2.8	
96 P		6.46					11.55PM		SIMMONS 7.6	
96 PW		7.05					12.06AM		N PAGE 7.5 MS	
95 P		7.20					12.15		ASH 6.0	
94 P		7.30					12.21		HUMORIST 7.2	
157 JKPVWXY		8.50	4.30AM	4.20AM		11.45PM	12.30		DN-R WALLULA 1.7 JN	
JPVXY		9.00	4.40	A 4.25AM		11.50PM	12.33		WALLULA JCT. 10.3	
157 P		9.40 <sup>298</sup>	5.00			12.05AM	12.46		JUNIPER 9.8	
159 P		10.00	5.20			12.18	12.56		COLD SPRINGS 9.2	
BJKOPWXYZ		A 10.30AM	A 5.40AM			A 12.40AM	A 1.15AM		DN-R HINKLE 186.0 UK	

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

(1.00)	(9.45)	(1.10)	(0.05)	(0.55)	(1.35)	(4.15)	(1.30)	
21.5	18.9	28.6	20.4	33.8	38.6	43.1	40.7	

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. 18 September 11, 1953	Mile Post	FIRST CLASS				SECOND CLASS			
		20	64	96	98	392	298	364	345
		Passenger	Passenger	CMStP&P Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight	Mixed
DN-R SPOKANE DS AU 1.7	367.3	A 7.00AM		A 7.30AM	A 10.45PM				
WEST SPOKANE 3.6	365.6	6.54		7.20	10.35		A 6.30PM		
COWLES 4.2	362.0	6.48		7.13	10.29		6.05		
MARSHALL 7.3	357.8	6.41		7.08	10.24		5.55		
N CHENEY 5.2	350.5	6.32		6.59	10.15 <sup>98</sup>		5.40		
GEIB 5.0	345.3	6.24		6.48	10.08		5.30		
MASON 7.4	340.3	6.18		6.42	10.02		5.20		
CROSKEY 4.0	332.9	6.10		6.34	9.54		5.05		
WELLS 6.6	328.9	6.05		6.29	9.49 <sup>19</sup>		4.57		
PALM LAKE 5.2	322.3	5.57		6.19	9.39		4.45		
ASHBY 4.2	317.1	5.51		6.12	9.32		4.35		
EMDEN 6.7	312.9	5.45		6.05	9.25		4.20		
DN-R MARENGO 4.8 RA	306.2	5.36		5.55AM	9.15PM		4.00		
THAVIS 4.4	301.4	5.28					3.29		
MACK 4.2	297.0	5.22					3.22		
ANKENY 7.9	292.8	5.16					3.15		
N-R HOOPER JCT. 5.6 HR	284.9	5.05				A 6.30AM	3.00 <sup>891</sup>		
PARK 6.2	279.3	4.57				6.10	2.45		
JOSO 5.8	273.1	4.47				5.55	2.33		
CHEW 3.9	267.3	4.36				5.40	2.15		
DN-R AYER 6.2 JD	263.4	4.30 <sup>151</sup>				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 7.5 MS	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 1.7 JN	215.2	3.18	A 3.40AM				11.15	A 7.05PM	A 11.15PM
WALLULA JCT. 10.3	213.5	3.12	3.35				10.00	7.00	11.05PM
JUNIPER 9.8	203.2	3.01	3.22				9.40 <sup>151</sup>	6.40	
COLD SPRINGS 9.2	193.4	2.51	3.10				9.20	6.20	
DN-R HINKLE 186.0 UK	184.2	2.40AM	2.55AM				9.00AM	6.00PM	

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

(4.20)	(0.45)	(1.35)	(1.30)	(1.00)	(9.30)	(1.05)	(0.10)
42.9	41.3	38.6	40.7	21.5	19.4	28.6	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. 18 September 11, 1953	Mile Post	SECOND CLASS	Mile Post
	305 Mixed				
	Daily Except Sunday				
STATIONS					
28 WXY	12-10PM	D-R JOSEPH	83.8	A 11-15AM	
22 X	12-40	D ENTERPRISE	78.0	11-00	
39	1-10	LOSTINE	67.8	10-07	
27 WXY	1-45	D WALLOWA	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	38.8	8-37	
32	3-20	GULLING	25.1	8-15	
35 WXY	3-40	D ELGIN	20.9	8-05	
18	4-05	D IMBLER	12.8	7-32	
20	4-25	ALICEL	8.4	7-22	
BKOPT WXYZ	5-00PM	DN-R LA GRANDE	0.0	7-00AM	
(4.50) Thru Time..... (4.15) 17.3 Average speed per hour..... 19.7					

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 18 September 11, 1953		Mile Post	SECOND CLASS	Mile Post
	STATIONS				
155 JPX		RIETH	0.0		
22		SPARKS	6.7		
18 WX	D	PILOT ROCK	14.9		
(14.9)					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 18 September 11, 1953		Mile Post	SECOND CLASS	Mile Post
	STATIONS				
BKOP WXYZ		DN-R HINKLE	0.0		
95 P	D	HERMISTON	3.9		
PWXY	D	UMATILLA	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. 18 September 11, 1953	Mile Post	SECOND CLASS	Mile Post
	329 Freight				
	Monday Wednesday Friday				
STATIONS					
39 PWXY	9-30AM	D-R HEPPNER	45.2	A 8-45AM	
19 P	9-55	LEXINGTON	36.3	8-00	
7	10-10	JORDAN	31.0	7-40	
16 PW	10-30	D IONE	28.3	7-25	
8	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	12-15PM	N-R HEPPNER JCT.	0.0	6-00AM	
(45.2)					
(2.45) Thru Time..... (2.45) 16.4 Average speed per hour..... 16.4					

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS	Mile Post
	327 Freight				
	Tuesday Thursday Saturday Sunday				
STATIONS					
26 PVWXY	10-15AM	D-R CONDON	44.5	A 9-00AM	
22	10-40	GWENDOLEN	36.3	8-25	
27	11-00	SPECE	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	7.3	6-25	
WB 126 BKJO EB 113 PTWX	1-15PM	DN-R ARLINGTON	0.0	6-00AM	
(44.5)					
(3.00) Thru Time..... (3.00) 14.8 Average speed per hour..... 14.8					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 18 September 11, 1953		Mile Post	SECOND CLASS	Mile Post
	STATIONS				
14 Y		KENT	52.5		
10		EAKIN	42.5		
28 PW	D	GRASS VALLEY	38.5		
25	D	MORO	27.0		
16		KLONDIKE	14.2		
32 PW	D	WASCO	9.7		
6		THORNBERRY	5.2		
80 JPX	DN-R	BIGGS	0.0		
(52.5)					

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS	Mile Post
	313 Mixed				
	Daily Except Monday				
STATIONS					
BKOP WXYZ	5.00 AM	DN-R BEND	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) 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. 18 September 11, 1953		Mile Post	SECOND CLASS	Mile Post
	STATIONS				
39 PWX		R TONO	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.

BKOPT WXYZ		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. 18 September 11, 1953		Mile Post	SECOND CLASS	Mile Post
	STATIONS				
JPVXY		R EAST OLYMPIA	0.0		
		N. P. CROSSING	7.3		
BKPV WXYZ		D-R OLYMPIA	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. 18 September 11, 1953	Mile Post	SECOND CLASS
	307 Mixed	309 CMStP&P Freight			
	Daily Except Saturday	Daily Except Sunday			
STATIONS					
BKOPT WXYZ	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.

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			
48 PWX	s 8-45	2-35			
52 P	f 9:05	3:00			f 9:55
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
63 PXY	f 10-25	4-00			f 8-05
X					
PVX					
63 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 JPXY	f 10-55	4-35			f 7-20
M					
82 BKPVXZ	A 1-25PM	A 5-05AM	DN-R ABERDEEN	SA	58.9
5-20PM s 7-00PM					

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	57.5	5.00 PM	6.30 PM
(57.5)							
(3.55) Thru Time..... (3.10) 14.7 Average speed per hour..... 14.3							
(3.05) Thru Time..... (3.50) 14.7 Average speed per hour..... 15.0							



WESTWARD		YAKIMA BRANCH									
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 18 September 11, 1953	STATIONS	
		907 N. P. Freight	373 N. P. Freight	909 N. P. Freight	363 Freight		63 Passenger	347 N. P. Passenger			
		Daily	Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily			
BKOPTVWXYZ					9.30PM		8.00PM		DN-R YAKIMA NY		
38 X					9.40		8.06		UNION GAP		
MP									N. P. CROSSING		
30 P					9.50		8.12		PARKER		
M									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		ZILLAH AH		
63 P					10.48		f 8.44		GRANGER		
62					11.05		f 8.53		EMERALD		
35 JPXY					11.30PM		9.25		MIDVALE		
61 PVWX					12.01AM		s 9.37		GRANDVIEW GW		
44 P					12.25		f 9.49		NORTH PROSSER		
53					12.50		f 10.01		CHAFFEE		
42 PWX					1.20		s 10.12		BENTON CITY BC		
63					1.40		10.22		ACTON		
61 JPX				7.40AM	2.10		10.40		RICHLAND JCT.		
55 BKPVWX				A 8.00AM	2.50		s 11.00		KENNEWICK KN		
12 P					3.10		f 11.10		HEDGES		
70 JPV				6.25PM	3.20		f 11.15	5.25AM	VILLARD JCT.		
70 JPWX				A 6.45PM				A 5.37AM	ATTALIA		
167 JKPVWXY				A 6.50AM	A 3.35AM		A 1.30PM		DN-R WALLULA JN		
									(98.6)		
		(0.20)	(0.20)	(0.15)	(6.05)		(3.30)	(0.12)	Thru Time		
		19.2	17.4	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			63 Passenger	Time-Table No. 18 September 11, 1953	STATIONS
			Daily			
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. 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. 18 September 11, 1953	Mile Post	FIRST CLASS				SECOND CLASS					
		64 Passenger	348 N. P. Passenger			908 N. P. 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		
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		
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		
MIDVALE	63.6	5.44							11.30PM		
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		
BENTON CITY BC	36.5	s 4.57							9.15		
ACTON	31.3	4.47							9.05		
RICHLAND JCT.	19.0	4.30					A 5.30AM		8.35		
KENNEWICK KN	13.2	s 4.20					5.10AM		8.18		
HEDGES	8.7	f 4.05							8.08		
VILLARD JCT.	7.0	f 4.00	A 10.50PM		A 2.35AM		A 1.50PM		8.00		
ATTALIA	0.6		10.38PM		2.15AM						
DN-R WALLULA JN	0.0	3.50AM					1.30PM		7.45PM		
		Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily			
		(3.10)	(0.12)	(0.20)	(0.20)	(0.20)	(6.30)				
		30.9	32.0	19.2	17.4	21.0	15.2				

		SUNNYSIDE BRANCH			EASTWARD	
Time-Table No. 18 September 11, 1953	Mile Post	FIRST CLASS				
		84 Passenger				
R MIDVALE	0.0	A 9.25PM				
D-R SUNNYSIDE SI	2.8	9.15PM				
	(2.8)	Daily				
		(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. 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. 18		
	381	387	383	95	67	91	69	September 11, 1953		
	CMStP&P Freight	Freight	CMStP&P Freight	CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger	Spokane Internat'l Passenger	STATIONS		
Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS			
BKPVX	9.30PM	5.00PM	7.00AM	10.55PM	8.15AM	8.00AM	1.00AM	DN-R	SPOKANE	DS AU
IJPX	9.40	5.15	7.05	11.00	8.20	8.05	A 1.05AM	DN	N. P. CROSSING	CG
83 X	9.51	5.20	7.10	11.03	8.23	8.08			EAST SPOKANE	
51 X	9.56	5.25	7.15	11.06	8.26	8.11			HILL	
59 JKVX	10.10	5.35	A 7.20AM	11.10	8.30	8.15		DN	DISHMAN	SP
35	10.20	5.45		11.15	8.34	8.20			CHESTER	
49	10.50	6.16		11.27	8.45	8.32		D	MICA	MA
38	11.10	6.35		11.31	8.50	8.36			FREEMAN	
JVX	A12.01AM	6.50		A11.36PM	8.56	A 8.41AM		DN-R	MANITO	MU
23		7.10			9.03			D	ROCKFORD	RD
40		7.20			9.10				DARKNELL	
31 JWX		7.40			9.16			D	FAIRFIELD	G
25		8.10			9.31				LATAH	
BJKOPTWXYZ		A 8.45PM			A 9.52AM			DN-R	TEKOA	K

.....Thru Time..... (2.31) (3.45) (0.20) (0.41) (1.37) (0.41) (0.05) .....  
 .....Average speed per hour..... 8.7 13.1 19.5 31.9 30.5 31.9 22.8

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18		Mile Post	STATIONS
	391	September 11, 1953			
	Freight				
Daily Except Monday					
14 JPX	7.25AM	SELTICE		48.0	
		G. N. CROSSING		39.8	
		N. P. CROSSING		39.7	
34 VWX	8.20	D	OAKESDALE ON	39.1	
44	8.50	THORNTON		31.2	
M		G. N. CROSSING		30.7	
28 WX	9.40	D	ST. JOHN SJ	18.3	
27	10.10	WILLADA		11.5	
53	10.40	GRAVEL PIT		4.4	
63 JWXY	A11.45AM	D-R	WINONA WA	0.0	

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18		Mile Post	SECOND CLASS
	345	September 11, 1953			346
	Mixed				Mixed
Daily					
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA	30.9	A 6.45AM
5 X			COLLEGE PLACE	28.9	
M			W. W. V. RY. CROSSING	28.7	
17 X	f 9.51		GARRETT	28.6	f 5.40
10	f 10.05		WHITMAN	24.0	f 5.25
12	f 10.18		LOWDEN	19.3	f 5.12
29 PWX	s 10.30	D	TOUCHET CH	15.0	s 5.01
11	f 10.50		REESE	7.5	f 4.43
JPV	A10.57PM		ZANGAR JCT.	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	4.25 AM

.....Thru Time..... (1.20) (1.20) (1.20) .....  
 .....Average speed per hour..... 22.9 22.9 22.9

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. Jet. 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. 18			
	384	382	388	94	70	68	92	September 11, 1953			
	CMStP&P Freight	CMStP&P Freight	Freight	CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	STATIONS			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
BKPVX	12.55AM	1.50PM	6.50PM	9.15PM				A	4.00PM	A12.10AM	A12.30AM
IJPX	12.45	1.43PM	6.41	9.07					3.45	11.59PM	12.20
83 X	12.43		6.39	9.05					3.42	11.45	12.10
51 X	12.40		6.36	9.02					3.37	11.35	12.05AM
59 JKVX	12.36		6.33	8.58					3.30PM	11.25	11.55PM
35	12.31		6.28	8.53						11.15	11.47
49	12.20		6.16	8.42						10.50	11.27
38	12.15		6.10	8.37						10.42	11.10
JVX	12.10AM		6.04	8.32PM						10.35PM	11.01
23			5.53								10.44
40			5.46								10.35
31 JWX			5.40								10.20
25			5.24								9.55
BJKOPTWXYZ			5.11PM								9.30PM

.....Thru Time..... (0.45) (0.07) (1.39) (0.43) .....  
 .....Average speed per hour..... 29.0 18.3 29.9 30.4 18.0 13.8 16.4

WESTWARD		MOSCOW BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 18		Mile Post	
	379	61	Sept. 11, 1953			
	Freight	Passenger				
Daily Except Sunday			STATIONS			
BKTVMWX	9.00PM	6.45PM	D-R	MOSCOW MO	28.1	A 8.50AM A 4.15PM
				N. P. CROSSING	19.3	
23 X	9.30	s 7.05	D	PULLMAN XN	18.7	s 8.33 3.45
18	9.50	s 7.18		ALBION	12.7	s 8.13 3.20
19	10.00	f 7.25		SHAWNEE	9.7	f 8.05 3.08
BJKMOWXY	A10.50PM	A 7.45PM	DN-R	COLFAX CA	0.0	7.42AM 2.30PM

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18		Mile Post	SECOND CLASS
	391	Sept. 11, 1953			392
	Freight				Freight
Sunday Wednesday Thursday Saturday					
BJKOWXY	1.45PM	D-R	LA CROSSE JA	0.0	A 7.30AM
11 X	2.50		HOOPER	14.7	6.35
32 JPWXY	A 2.55PM	N-R	HOOPER JOT. HR	15.7	6.30AM
34			WASHTUCNA FN	23.5	
21 V			KAHLOTUS HO	37.4	
18 WXY		R	CONNELL N	52.9	

.....Thru Time..... (1.08) (1.45) (1.10) .....  
 .....Average speed per hour..... 24.8 16.1 13.5 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. Jet. 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. 18 September 11, 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						
BJKOPT WXYZ			7:00AM			DN-R		TEKOA	K	116.1			A 3:00PM	
14 JPX			A 7:25AM			R		SELTYCE		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	
								ELBERTON		89.7			12:40PM	
32 BJKMOWXY	11:10PM			7:50PM		D-R	COLFAX	CA		77.4	A 7:37AM		11:50AM	A 1:30PM
M								G. N. CROSSING		77.3			11:10	1:20
14 East Spur 16 West Spur X	11:30			7:57		BLOCK SIGNALS		CREST		74.9	7:27		11:00	1:10
34	11:50PM			8:02				MOCKONEMA		72.5	f 7:22		10:50	1:02
29	12:10AM			8:09				DIAMOND		68.5	f 7:16		10:30	12:50
27	12:50			8:29		D	ENDICOTT	DI		57.9	s 7:00		9:45	12:20
63 JWXY	1:20		12:01PM	8:39		D-R	WINONA	WA		52.1	s 6:52		9:10	12:01PM
46	1:35		12:15	8:45				SUTTON		48.0	6:45		8:50	11:45AM
28 BJKOWXY	A 2:20AM		A 12:45PM	8:56		D-R	LA CROSSE	JA		41.5	s 6:37		8:10AM	11:30AM
42				9:09				JERITA		35.8	f 6:23			
44				9:20				HAY		30.2	f 6:15			
42				9:38				CANYON		22.1	f 6:00			
60 JPVWXY			9:50	9:40PM		DN-R	RIPARIA	XS		17.5	s 5:52	A 6:10AM		
M								N. P. CROSSING		17.4				
10 JPYX		8:25PM		10:01	9:49	R	TUCANNON			12.6	s 5:42	s 5:58		A 12:05AM
41 X		8:30		10:03	9:51			PATAHA		11.8	5:37			12:03AM
54 X		8:50		10:21	10:08			RIFTON		2.9	f 5:21	f 5:37		11:40PM
BJKOPWXY	A 9:00PM		A 10:30PM	A 10:15PM		DN-R	AYER	JD		0.0	5:15AM	5:30AM		11:30PM

(3.10) (0.35) (5.45) (2.40) (0.35) ..... Thru Time ..... (2.22) (0.40) (6.50) (2.00) (0.35)   
 11.3 21.8 12.9 29.0 30.0 ..... Average speed per hour ..... 32.7 26.3 10.9 18.0 21.6

WESTWARD POMEROY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS	STATIONS
	355 Freight			356 Freight	
	Monday Wednesday Friday				
35 TWX	6:00PM	D-R POMEROY PY	28.9	A 2:15AM	
25	6:20	ZUMWALT	24.4	2:00	
7	6:50	DODGE	16.3	1:30	
18 W	6:57	CHARD	14.5	1:20	
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	

WESTWARD TUCANNON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS	STATIONS
	356 Freight			355 Freight	
	Monday Wednesday Friday				
JPXY	12:05AM	R TUCANNON	0.0	A 8:25PM	
JWXY	A 12:15AM	D STARBUCK SA	3.8	8:15PM	
19		RELIEF	9.3		

(0.10) ..... Thru Time ..... (0.10)   
 22.8 ..... Average speed per hour ..... 22.8

**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. 18 September 11, 1953	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 18 September 11, 1953	Mile Post	FIRST CLASS	SECOND CLASS				
	365 Mixed			366 Mixed		387 Freight	67 Passenger			68 Passenger	388 Freight				
	Daily Except Sunday	Daily Except Sunday	Daily	Daily		Daily	Daily								
27 X				ALTO		BJKOPT WXYZ		9:15PM	10:02AM	DN-R	TEKOA	K	0.0	A 5:05PM	A 9:15PM
23				MENOKEN		25		9:35	10:14		LOVELL		6.9	f 4:50	8:45
26 JWXY	11:45AM			BOLLES		17 VX		10:00	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	10:50		CHATCOLET		22.8	f 4:14	7:45
21	12:35PM	VALLEY GROVE		53.6	8:22	X		10:50	11:09		HARRISON		30.5	s 3:54	7:20
M		N. P. CROSSING		47.2		43		11:05	11:16	D	SPRINGSTON	RC	34.0	s 3:45	7:10
		W. W. V. RY. CROSSING		46.6		20		11:50PM	11:34		LANE		45.3	s 3:24	6:42
BJKOPTV WXYZ	A 12:55PM	DN-R WALLA WALLA BU		46.1	8:00AM	33		12:10AM	11:40		ROSE LAKE		49.1	s 3:16	6:32
M		W. W. V. RY. CROSSING		44.2		30		12:30	11:55AM		CATALDO		57.7	f 2:59	6:10
24		SPOFFORD		39.9		6 Y		12:45	12:03PM		ENAVILLE		62.5	s 2:53	5:56
M		W. W. V. RY. CROSSING		36.3		18		12:50	12:07		PINE CREEK		64.1	f 2:49	5:52
39 VWX		D MILTON-FREEWATER		36.2		JWXY					BRADLEY		67.2	f	
50		BLUE MOUNTAIN		26.7		25 BKOX	A 1:30AM	12:30	12:30	D-R	KELLOGG-WARDNER	DN	69.2	s 2:40	5:40PM
20		DOWING		23.4		31		12:43	12:43		OSBURN		75.8	f 2:22	
20 WX		D ATHENA CN		17.2			BKTVWXX	A 1:00PM		D-R	WALLACE	WC	80.2	2:15PM	
41		ADAMS		12.6		M					N. P. CROSSING		80.4		
15		BLAKELEY		10.0		M					N. P. CROSSING		80.6		
BJKVWXYZ		DN-R PENDLETON FD		0.0		JX					WALLACE JCT.		80.7		
		(83.0)				5 VWX					BURKE	B	86.9		

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

(4.15) (2.58) ..... Thru Time ..... (2.50) (3.35)   
 18.9 27.0 ..... Average speed per hour ..... 28.3 22.4

WESTWARD DAYTON BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS	
	367 Mixed	365 Mixed			366 Mixed	368 Mixed
		Tuesday and Friday	Daily Except Sunday			
29 T	12:01PM		TURNER	24.8		A 1:50AM
25	12:10		WHEATSTONE	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 11:03AM	DAYTON JCT.	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.**

WESTWARD DAYTON BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS
	367 Mixed			368 Mixed
	Daily Except Sunday			Daily Except Sunday
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 11:45AM	BOLLES	0.0	9:10AM

(0.49) (0.44) ..... Thru Time ..... (0.36) (0.50)   
 14.3 17.9 ..... Average speed per hour ..... 22.5 14.0

WESTWARD SIERRA NEVADA BRANCH EASTWARD									
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	STATIONS	Time-Table No. 18 September 11, 1953	Mile Post	STATIONS					
					JWXY		BRADLEY	0.0	
					X		END OF TRACK	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
<b>Second Subdivision</b>				<b>Tekoa-Ayer Branch</b>			
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	<b>Tucannon Branch</b>			
North Fork.....	251.4	14 P	Both	Powers.....	2.7	4	Both
		16 P	West	<b>Spokane-Tekoa Branch</b>			
<b>Third Subdivision</b>				Rahm.....	125.9	4	Both
Seufert.....	87.7	13	West	Coey.....	141.7	17	Both
Dillon.....	93.5	.....	None	<b>Pleasant Valley Branch</b>			
<b>Fourth Subdivision</b>				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	<b>Pomeroy Branch</b>			
Latourell.....(1)	23.9	.....	None	Houser.....	19.1	1	Both
Multnomah Falls.....	29.6	..... P	None	<b>Moscow Branch</b>			
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	<b>Connell Branch</b>			
<b>Kenton Line</b>				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
				Curry.....	51.1	12	Both
<b>Sixth Subdivision</b>				<b>Pendleton Branch</b>			
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
<b>Joseph Branch</b>				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
<b>Pilot Rock Branch</b>				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
<b>Grass Valley Branch</b>				McCall.....	69.4	2	Both
Sandon.....	15.6	8	Both	McKay.....	78.6	6	Both
Hay Canyon.....	19.2	12	East	<b>Wallace Branch</b>			
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
<b>Grays Harbor Branch</b>				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
<b>Yakima Branch</b>				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
<b>Dayton Branch</b>				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 "Pagr."** —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.	Psg.	Frt.		Str.	Psg.	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	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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.	
<b>Huntington</b> Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	<b>Baker</b> Over street crossings within city limits.	15	15	15	
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20		Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	<b>Oxman</b> Between M.P. 360.5 and 355.9.	30	25	20	<b>North Powder</b> Between M.P. 321.6 and 321.3.	70	60	45	
<b>Lime</b> 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
	Between M.P. 383.9 and 382.6.	60	50	40	<b>Pleasant Valley</b> Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 311.8 and 307.4.		45	35	25	Between M.P. 307.4 and 302.7.	35	30	20
<b>Weatherby</b> Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 354.5 and 354.1.		60	50	25	<b>La Grande</b>			
	Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 353.9 and 351.1.	40	35	35				
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 349.8 and 348.4.	30	25	20	<b>Quartz</b> 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**

<b>La Grande</b> Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	<b>Rieth</b> Between M.P. 210.8 and 208.9.	55	45	35	
	Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60		45	<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60	50
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
<b>Hilgard</b> 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. 282.1 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
					Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40
<b>Huron</b> Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 231.7 and 227.2.	40	35	25	<b>Nolin</b> Between M.P. 198.6 and 198.5.	45	35	25	
	Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 226.1 and 226.0.	70	60		45	Between M.P. 198.2 and 196.8.	55	45
Between M.P. 251.2 and 251.0.	35	30	20	<b>Minthorn</b> Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 195.6 and 195.4.	60	50	40	
Between M.P. 250.6 and 249.9.	70	60	45		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. 249.6 and 249.4.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	<b>Echo</b> Over first road crossing east and west of depot.	30	30	30	
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 217.6 and 216.3.	40	35	25		Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 248.1 and 247.2.	35	30	20	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12	<b>Hinkle</b>				
Between M.P. 246.1 and 245.6.	60	50	40		Over other street crossings within city limits.	20	20		20			
Between M.P. 244.7 and 244.0.	40	35	25	Over Umatilla River bridge, M.P. 214.42.	20	20	20					
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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Hinkle</b> Between M.P. 182.0 and 181.7.	60	50	40	<b>Gilmore</b> Between M.P. 132.8 and 132.7.	70	60	45	<b>Day</b> Between M.P. 110.2 and 110.0.	70	60	45
<b>Castle</b> Between M.P. 154.5 and 149.4.	70	60	45		Between M.P. 131.0 and 130.4.	60	50		40	<b>Miller</b> Between M.P. 100.1 and 99.1.	55
<b>Heppner Jct.</b> Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45	Between M.P. 98.1 and 97.9.	70		60
<b>Willows</b> 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	<b>Oregon Trunk Jct.</b> Between M.P. 91.7 and 91.3.	70	60
Between M.P. 141.6 and 140.5.	70	60	45	<b>Quinton</b> Between M.P. 120.8 and 120.6.	60	50	40	<b>Dune</b> Between M.P. 88.5 and 87.5.		45	35
<b>Arlington</b> Between M.P. 138.0 and 137.8.	35	35	25		Between M.P. 118.8 and 118.6.	70	60		45	<b>The Dalles</b> Over street crossings.	12
	Between M.P. 136.2 and 136.1.	70	60	45	<b>Hook</b> Between M.P. 116.4 and 116.2.	70	60	45			
Between M.P. 134.8 and 134.7.	70	60	45	<b>Goff</b> Between M.P. 114.9 and 114.7.	70	60	45				
				Between M.P. 114.5 and 112.5.	60	50	40				

**FOURTH SUBDIVISION**

<b>The Dalles</b> Between M.P. 83.5 and 83.0.	45	35	25	<b>Meno</b> Between M.P. 58.5 and 56.0.	60	50	40	<b>Fairview</b> 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.
<b>Crates</b> Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 54.4 and 53.2.	60	50	40	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25
	Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.8 and 52.3.	55	45		35	<b>Graham</b> Between M.P. 2.7 and 1.0.	35
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 52.3 and 50.4.	60	50	40	<b>Bruun</b> <b>Kenton Line</b> Between Troutdale and Kenton.	35		35
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.9 and 49.6.	55	45	35		Over Columbia Boulevard, near Peninsula Jct.	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 49.4 and 48.7.	35	30	20	<b>Troutdale</b> 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 48.7 and 43.3.	55	45	35		Between Albina and Portland, over street crossings.	10	10
Between M.P. 75.1 and 73.7.	60	50	40	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	45	<b>East Portland</b> 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. 72.7 and 71.9.	55	45	35		Between M.P. 42.4 and 41.4.	35	30		20	<b>Portland</b> Through interlocking and on all tracks N. P. T. Yard, Union Station.	6
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 39.9 and 38.2.	60	50	40	<b>Dodson</b> Between M.P. 32.8 and 31.7.			
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 37.3 and 35.5.	55	45	35		Between M.P. 31.4 and 30.3.	60	50
Between M.P. 68.4 and 67.1.	60	50	40	<b>Bridal Veil</b> Between M.P. 25.9 and 24.8.	60	50	40	Between M.P. 29.4 and 27.5.	60	50	40
Between M.P. 66.7 and 66.4.	40	35	25		Between M.P. 24.0 and 23.8.	55	45	35	<b>Rooster Rock</b> Between M.P. 22.4 and 20.1.	60	50
Between M.P. 66.4 and 64.4.	60	50	40	<b>Hood River</b> 2-10-2 class engines using cross-over at freight house.	60	50	40	Between M.P. 18.5 and 18.2.		60	50
Between M.P. 63.2 and 63.1.	45	35	25		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.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	70	60	45	<b>Argo</b> Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				<b>Argo Yard</b> All turn-outs.			10
<b>Tacoma</b> On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10			10	10		<b>Seattle</b> Over Spokane Street crossing.	10	10
<b>Reservation</b> On curves between Reservation Tower and Tacoma Jct.	20	20	15		Through interlocking.	30	30	30			
				Between M.P. 180.7 and 180.9.	35	35	25				

**SIXTH SUBDIVISION**

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

**BRANCHES**

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.		25	25	<b>Villard Jct.</b> Between M.P. 7.1 and 7.4.		30	30
3-degree curves.		20	20		3-degree curves.		20		20	Bridge 7.44.	
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	<b>Kennewick</b> Over street crossings.		8	8
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Between M.P. 35.6 and 35.9.		45	35
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	<b>Benton City</b> Within city limits.		40	30
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		20	20		Between M.P. 37.5 and 38.1.		25
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	<b>Grandview</b> Within city limits.		30	30
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Tono Branch</b> Maximum speed.		15	15	<b>Granger</b> Over street crossings.		30	30
<b>Umatilla Branch</b> Maximum speed.		40	40	On curves of 6 degrees and over.		10	10	<b>Zillah</b> Over street crossings.		25	15
<b>Hinkle</b> Between M.P. 0.0 and 0.1.		15	15	<b>Olympia Branch</b> Maximum speed.		20	20	<b>Donald</b> Yakima River Bridge 89.35, through gauntlet track.		15	15
Between M.P. 2.3 and 3.7.		20	20	Within city limits.		10	10		Over N. P. Crossing and between home signals governing crossing.		20
<b>Hermiston</b> Standard and Union Oil spurs.			6	4- and 5-degree curves.		15	15	<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6
On house track west of McNaught Warehouse.			6	On curves of 6 degrees and over.		10	10		Over other street crossings.		10
Over road crossing east end of depot.		15	15	<b>Grays Harbor Branch</b> Maximum speed.		30	30	<b>Sunnyside Branch</b> Maximum speed.		45	30
Between M.P. 5.9 and 6.0.		35	35	3-degree curves.		20	20		<b>Sunnyside</b> Within city limits.		30
Between M.P. 9.4 and 11.2.		25	25	4- and 5-degree curves.		15	15	<b>Spokane-Tekoa Branch</b> Maximum speed. Between Spokane and Manito.	70	60	35
<b>Umatilla</b> On wye.		10	10	On curves of 6 degrees and over.		10	10		Between Manito and Tekoa.		50
<b>Irrigon</b>				<b>Cosmopolis</b> Within city limits.		20	15	On 3-degree curves.		50	30
<b>Heppner Branch</b> Maximum speed.		25	25	Handling logs within city limits.			8	On 4-degree curves.		45	30
3-degree curves.		20	20	<b>Aberdeen</b> Within city limits.		20	20	On 5- and 6-degree curves.		35	25
4- and 5-degree curves.		15	15	Over Boone Street crossing.		5	5	On 7- and 8-degree curves.		25	20
On curves of 6 degrees and over.		10	10	Over other street crossings.		10	10	On curves of 7 degrees and over with 2-10-2 type engines.		20	20
<b>Condon Branch</b> Maximum speed.		25	25	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.		60	45	On 9- and 10-degree curves.		20	20
3-degree curves.		20	20	Between Villard Jct. and M.P. 70.		50	35				
4- and 5-degree curves.		15	15	Between M.P. 70 and Yakima.		45	30				
On curves of 6 degrees and over.		10	10	With pile driver 0321.			15				
On descending grades between Speece and Mikkalo.		15	15	On 4-degree curves.		45	35				
On descending grades between Barnett and Rock Creek.		15	15	On 5- and 6-degree curves.		35	25				

BRANCHES (Continued)											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
<b>Tekoa</b> On west leg of wye.		10	10	<b>Mica</b> Between M.P. 150.5 and 153.9.	35	30	20	<b>Touquet</b> Between M.P. 18.5 and 18.6.		35	25
Between M.P. 117.2 and 117.5.		20	20	Between M.P. 154.5 and 154.3, westward.	60	50	35	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.8 and 117.9.		45	30	Between M.P. 154.3 and 154.5, eastward.	60	50	25	<b>College Place</b> Within city limits.		30	30
Between M.P. 118.1 and 118.3.		35	25	Between M.P. 154.7 and 155.5.	45	35	25	<b>Walla Walla</b>			
Between M.P. 118.5 and 119.7.		25	20	Between Chester and Mica, on descending grade.			25	<b>Moscow Branch</b> Maximum speed.		35	25
Between M.P. 120.2 and 120.4.		35	25	<b>East Spokane</b> Through interlocking.	15	15	15	On 7- and 8-degree curves.		25	20
Between M.P. 120.7 and 121.4.		35	25	<b>Spokane</b> Over slip switches at N. P. Crossing.	15	15	10	On 9- and 10-degree curves.		20	20
Between M.P. 121.6 and 121.9.		25	20	Over street crossings between N. P. Crossing and city limits.	20	20	20	<b>Colfax</b> Within city limits.		12	12
Between M.P. 122.1 and 122.5.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.			12	Between M.P. 1.3 and 3.1.		25	20
<b>Latah</b> Within city limits.		40	30	Through tunnel.	15	15	15	Between M.P. 5.6 and 7.5.		25	20
Between M.P. 123.4 and 124.5.		20	20	<b>Pleasant Valley Branch</b> Maximum speed.			25	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 125.1 and 125.7.		35	25	G. N. Crossing, M.P. 30.7.			20	<b>Shawnee</b> Between M.P. 9.9 and 10.0.		25	20
Between M.P. 127.5 and 128.4.		35	25	<b>Wallula Branch</b> Maximum speed.			35	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 129.6 and 130.6.		35	25	On 5- and 6-degree curves.			35	Between M.P. 12.2 and 12.5.		25	20
<b>Fairfield</b> Within city limits.		25	25	On 7- and 8-degree curves.			25	<b>Albion</b> Between M.P. 13.4 and 13.6.		25	20
Between M.P. 132.6 and 132.8.		45	30	On 9- and 10-degree curves.			20	Between M.P. 14.3 and 14.9.		20	20
Between M.P. 133.3 and 134.6.		25	20	<b>Wallula Jct.</b> West leg of wye.			15	Between M.P. 17.5 and 17.7.		25	20
<b>Darknell</b> Between M.P. 135.3 and 136.3.		35	25	<b>Zangar Jct.</b> Between M.P. 5.1 and 6.4.			25	Between M.P. 17.9 and 18.0.		25	20
Between M.P. 136.6 and 139.2.		20	20	Between M.P. 6.7 and 6.8.			25	<b>Pullman</b> Within city limits.		15	15
<b>Rockford</b> Within city limits.		25	25	Between M.P. 7.0 and 7.1.			20	Over street crossings.		6	6
Between M.P. 139.4 and 139.7.		45	30	<b>Reese</b> Between M.P. 7.7 and 8.0.			25	<b>N. P. Crossing</b> Between M.P. 19.9 and 20.0.		25	20
Between M.P. 139.8 and 140.4.		45	30	Between M.P. 8.2 and 8.4.			35	Between M.P. 24.6 and 24.8.		25	20
Between M.P. 141.0 and 141.2.		35	25	Between M.P. 8.7 and 9.1.			25	Between M.P. 25.2 and 25.4.		25	20
Between M.P. 142.6 and 143.2.		25	20	Between M.P. 9.5 and 9.7.			25	<b>Moscow</b> Over street crossings.		12	12
<b>Manito</b> Between M.P. 144.4 and 144.6.	60	50	35	Between M.P. 10.0 and 10.1.			35	<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.		30	30
Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 10.7 and 10.9.			35	Between Hooper Jct. and Connell.		20	20
Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 11.1 and 11.4.			35	On 5- and 6-degree curves.		25	25
Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 12.1 and 12.3.			20	On 7- and 8-degree curves.		20	20
Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 12.5 and 12.6.			35	On 9- and 10-degree curves.		20	20

BRANCHES (Continued)											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
<b>La Crosse</b> Between M.P. 3.4 and 3.6.		25	25	Between M.P. 27.1 and 27.2.		25	20	<b>Elberton</b> Within city limits.		25	25
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 90.7 and 91.9.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 28.2 and 28.7.		20	20	Between M.P. 92.4 and 92.9.		25	25
Between M.P. 9.2 and 9.7.		20	20	Between M.P. 29.7 and 29.9.		45	30	<b>Garfield</b> Within city limits.		25	25
<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivi- sion.		15	15	<b>Hay</b> Between M.P. 30.4 and 31.1.		35	25	Between M.P. 101.1 and 101.5.		25	25
Through west leg of wye on 16- degree curve.		8	8	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 102.0 and 102.4.		25	25
<b>Tekoa-Ayer Branch</b> Maximum speed.		50	30	Between M.P. 34.2 and 35.2.		20	20	<b>Farmington</b> Within city limits.		20	20
Between Tekoa and Colfax, via Garfield.		30	30	<b>Jerita</b> Between M.P. 36.2 and 36.9.		25	20	Between M.P. 104.6 and 104.9.		20	20
On 5- and 6-degree curves.		25	25	Between M.P. 37.8 and 39.3.		25	20	Between M.P. 105.5 and 105.8.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	<b>La Crosse</b> Between M.P. 43.5 and 43.6.		45	30	Between M.P. 112.2 and 113.1.		25	25
Between Tucannon and Ayer.		35	25	<b>Sutton</b> Between M.P. 49.3 and 50.1.		30	20	Between M.P. 115.6 and 116.0.		20	20
On 4-degree curves.		45	30	<b>Endicott</b> Between M.P. 64.9 and 65.2.		35	25	<b>Tekoa</b> On west leg of wye.		10	10
On 5- and 6-degree curves.		35	25	Between M.P. 65.4 and 65.6.		45	30	<b>Pomeroy Branch</b> Maximum speed.		25	25
On 7- and 8-degree curves.		25	20	Between M.P. 68.2 and 68.5.		35	25	<b>Starbuck</b> Within city limits.		15	15
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	<b>Diamond</b> Between M.P. 68.8 and 69.0.		35	25	<b>Tucannon Branch</b> Maximum speed.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 69.9 and 70.1.		35	25	On curves of 7 degrees and over.		20	20
<b>Tucannon</b> Between M.P. 14.0 and 14.1.		35	25	<b>Mockonema</b> Between M.P. 73.3 and 73.6.		20	20	<b>Starbuck</b> Within city limits.		15	15
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.1 and 74.2.		45	30	Between Starbuck and Relief.		12	12
Between M.P. 17.1 and 17.2.		15	15	<b>Crest</b> Between M.P. 74.9 and 77.2.		25	12	<b>Pendleton Branch</b> Maximum speed.		25	25
Over Snake River Bridge 17.23.		5	5	<b>Colfax</b> Within city limits.		12	12	On 7-, 8-, 9- and 10-degree curves.		20	20
<b>Riparia</b> Between M.P. 17.7 and 18.1.		25	20	Between M.P. 78.4 and 78.5.		20	20	Between Barrett and Downing, on descending grade.		15	15
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 79.8 and 80.7.		20	20	<b>Pendleton</b> Over Thompson, Main and Aura Streets.		12	12
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.		20	20	Over other street crossings within city limits.		20	20
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 82.9 and 83.4.		20	20	Between M.P. 2.5 and 3.0.		20	20
<b>Canyon</b> Between M.P. 23.1 and 23.6.		35	25	Between M.P. 83.7 and 84.5.		20	20	Between M.P. 9.5 and 9.8.		20	20
Between M.P. 23.6 and 23.7.		30	20	Between M.P. 86.5 and 87.0.		20	20	<b>Athens</b> Over street crossings.		15	15
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 87.6 and 88.9.		20	20				
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 89.1 and 89.4.		20	20				

**BRANCHES (Continued)**

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

**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	The Dalles.....	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	Portland (Joint).....	Telegraph Office	Wallula.....	Telegraph Office
Colfax.....	Telegraph Office	Seattle (Joint).....	N. P. T. Co. Telegraph Office	West Spokane.....	Enginemen's Register Room
Hinkle.....	Telegraph Office	Seattle (Joint).....	Union Station Telegraph Office	Yakima.....	Telegraph Office
Hinkle.....	Enginemen's Register Room	Spokane.....	Train Dispatcher's Office	Yakima.....	Roundhouse
Hinkle.....	Yard Office	Spokane.....	Telegraph Office		
Hoquiam (Joint).....	N. P. Ry. Telegraph Office				
Huntington.....	Yard 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"	28.6		
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	Haines, North Powder, 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.