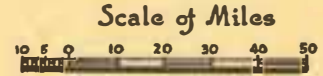


**NORTHWESTERN DISTRICT**  
**OREGON DIVISION**  
 CORRECTED TO FEB. 1st. 1953



**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, KEENE & 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. Carssow	Surgeon	Lewiston, Ida.
Ralph M. Dodson	District Surgeon	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	F. J. Dierckx	Surgeon	Oregon City, Ore.
Guy L. Boyden	Surgeon	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. Krefz	Oculist and Aurist	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Edward O. 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. Schlach	Oculist	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	B. P. 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. Vandever	Surgeon	Bend, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	L. M. Farnam	Surgeon	South Elma, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.	Charles G. Smlck	Surgeon	Sprague, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Bruce O. McIntyre	Surgeon	St. John, Wash.
Henry Weltz	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 O. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	Vern Cressey	Surgeon	Tekoa, Wash.
A. D. McMurdo	Surgeon	Heppler, Ore.	O. A. Lindstrom	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Albert J. Nelson	Surgeon	
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.			Vancouver, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.			Wallace, Ida.
John O. Korvell	Surgeon	Hoquiam, Wash.			Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.			Walla Walla, Wash.
O. I. Gibbon	Surgeon	Kellogg, Ida.			Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.			Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.			Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.			Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.			Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.			Walla Walla, Wash.
John B. Gregory	Surgeon	La Grande, Ore.			Wallowa, Ore.
James J. D. Haun	Surgeon	La Grande, Ore.			Yakima, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.			Yakima, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.			Yakima, Wash.

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													
									GRANGER	A 9.15									
		5.25	2.05		4.05		0.0		POCATELLO	4.00 3.10		A 12.42 8.55 8.45	A 7.00	5.20 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.	HUNTINGTON	P.T. 6.00		2.05	5.20	8.15					
		8.25	1.05		8.20	12.35	723.9		LA GRANDE	3.25		11.40	2.35	5.35					
		10.43	3.11		11.00	3.00	841.3		PENDLETON	1.05		9.35	12.05	2.55					
	9.00						837.4		SPOKANE						A 7.00				
	11.27						786.3		AYER						4.30				
	12.30						755.3		WALLULA						3.18				
	1.40	11.35	3.55		12.30	4.00	855.4		HINKLE	12.15		8.55	11.15	2.05	2.40				
	4.05	1.45	5.35		3.25	6.25	899.5		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	1084.6		PORTLAND	8.05	A 9.15	5.30	6.55	9.45	10.00	A 6.45			
5.20				11.05			1122.7		TACOMA		5.52					1.15			
A 6.45				A 1.59					SEATTLE		4.45					11.45			
										Daily	Daily	Daily	Daily	Daily	Daily	Daily			
(7.00) 26.2	(9.30) 89.0	(23.35) 39.8	(18.25) 51.0	(3.59) 46.0	(26.55) 84.9	(21.15) 34.1		..... Thru Time .....	(24.10) 38.9	(4.30) 40.7	(18.12) 51.6	(23.05) 31.4	(23.45) 39.6	(9.00) 41.1	(7.00) 28.2				
								...Average speed per hour...											

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	Daily													
				0.0												
				22.7												
	10.10	9.35		73.3		A 5.40	A 4.45									
	10.45	10.10		124.3		5.10 4.30	4.05 3.20									
	12.55	A 12.25	7.00	189.9		A 2.30	3.00									
				180.4		12.55										
			A 10.20	285.8		11.10										
	A 7.10															
							7.30									
					Daily	Daily	Daily									
	(9.00) 31.8	(2.50) 25.9	(3.20) 29.0		(3.20) 29.0	(2.40) 27.5	(9.15) 30.9									

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	DN 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	D HAINES KB	331.7	3.32	6.32	f 4.21	12.25				
108 PW	12.17	7.21	11.34	7.26	D 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			D 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								
BJKOPTWXYZ	A 1.00AM	A 8.10PM	A 12.25PM	A 8.15AM	DN-R LA GRANDE RA	289.8	2.35AM	5.35AM	3.25PM	11.40PM				
					(99.6)		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														
BJKOPTWXYZ	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	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	1.32	9.20	1.56	MEACHAM	265.5	4.26	2.22	10.46	1.27				
136 P					HURON	257.7								
120 PW					CAMP	254.1								
WB 68 PWY EB 69		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	DN PENDLETON FD	215.6	s 2.55	s 1.05	s 9.35	s 12.05AM				
165 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	D ECHO HI	192.6	2.16	12.26	9.05					
P	f 11.35PM	f 3.35	11.16	3.40	STANFIELD	188.4								
BJKOPWXYZ	A 12.01AM	A 3.50PM	A 11.25AM	A 3.50AM	DN-R 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 6(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	9.30 <sup>PM</sup>	12.05 <sup>PM</sup>	4.00 <sup>PM</sup>	11.35 <sup>AM</sup>	3.55 <sup>AM</sup>	1.40 <sup>AM</sup>	12.30 <sup>AM</sup>	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	11.59 <sup>AM</sup>	4.10	2.07	12.46	CLARKE		
136 P	10.03	12.56	4.27	12.05 <sup>PM</sup>	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>28</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		
96 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. }	11.56 <sup>PM</sup>	2.40	5.49	1.13	5.10	3.26	2.40	DN BIGGS BX		
54 P { W 101.7 }	12.01 <sup>AM</sup>	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	CELILO		
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		
BKOPTWXZ	12.40 <sup>AM</sup>	3.20 <sup>PM</sup>	6.15 <sup>PM</sup>	1.40 <sup>PM</sup>	5.35 <sup>AM</sup>	4.00 <sup>AM</sup>	3.15 <sup>AM</sup>	DN-R THE DALLES DK-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. 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 2.15 <sup>AM</sup>	A 12.05 <sup>PM</sup>	A 8.50 <sup>PM</sup>	A 11.05 <sup>PM</sup>	A 1.40 <sup>AM</sup>	A 6.30 <sup>AM</sup>	A 6.30 <sup>PM</sup>
ORDNANCE RN	177.7	2.02	11.53 <sup>AM</sup>	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	163.8	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	118.8	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	106.8	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
CELILO	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	12.01 <sup>AM</sup>	2.50	2.50
DUNE	91.9	12.19	10.18	7.23	9.08	11.58 <sup>PM</sup>	2.45	2.45
DN-R THE DALLES DK-WH	85.8	12.10 <sup>AM</sup>	10.10 <sup>AM</sup>	7.15 <sup>PM</sup>	9.00 <sup>PM</sup>	11.50 <sup>PM</sup>	2.30 <sup>AM</sup>	2.30 <sup>PM</sup>

.....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. 18 September 11, 1953	STATIONS	
	151	257	25	458	11	105	402	19	17	DN-R		DK	WH
	Time Freight	Time Freight	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger				
BKOPTWXZ	4.00PM	4.10AM	6.25PM		1.45PM	5.35AM		4.05AM	3.25AM	THE DALLES	4.1	4.1	
P	4.15	4.25	6.31		1.51	5.40		4.12	3.32	CRATES	5.2	5.2	
136 P	4.25	4.35	6.37		1.57	5.46		4.18	3.38	ROWENA	6.3	6.3	
133 P	4.40	4.50	6.54 <sup>106</sup>		2.08	5.54		4.29	3.50	MOSIER	7.4	7.4	
WB 72 EB 107 KPVWX	4.52	5.02	7.13		2.20	6.05		4.45	4.05	HOOD RIVER	4.1	4.1	
131 P	5.05	5.10	7.19		2.26	6.10		4.53	4.13	MENO	8.5	8.5	
121 PW	5.25	5.35	7.33		2.40	6.21		5.07	4.27	WYETH	7.2	7.2	
139 P	5.38	5.50	7.52 <sup>26</sup>		2.50	6.30		5.17	4.38	CASCADE LOCKS	4.3	4.3	
122 PW	5.45	5.57	8.04		2.55	6.35		5.22	4.45	BONNEVILLE	4.8	4.8	
131 P	6.11 <sup>106</sup>	6.04	8.12		3.00	6.40		5.28	4.52	DODSON	7.3	7.3	
131 PZ	6.27	6.15	8.25		3.10	6.48		5.37	5.04	BRIDAL VEIL	3.0	3.0	
131 P	6.34	6.22	8.34		3.14	6.52		5.42	5.09	ROOSTER ROCK	7.1	7.1	
110 IJPW	A 6.48PM	A 6.35AM	8.50		3.25	7.00		5.53	5.21	TROUTDALE	1.7	1.7	
51 P			8.58		3.29	7.03		5.56	5.25	FAIRVIEW	6.0	6.0	
53 P			9.07		3.35	7.09		6.04	5.32	CLARNIE	3.5	3.5	
28 PX			9.13		3.41	7.15		6.10	5.38	GRAHAM	2.5	2.5	
17 PX			9.18		3.46	7.19		6.15	5.43	BRUUN	1.4	1.4	
IJPVXY			9.22		3.50	7.22		6.18	5.47	EAST PORTLAND	0.5	0.5	
BIKPV			A 9.30PM	A 9.15PM	A 4.00PM	A 7.30AM	A 6.45AM	A 6.30AM	A 6.00AM	PORTLAND	0.5	0.5	
												(85.8)	
	(2.48)	(2.25)	(3.05)	(0.08)	(2.15)	(1.55)	(0.06)	(2.25)	(2.35)	..... Thru Time .....			
	25.1	29.0	27.8	5.0	38.1	44.8	5.0	35.5	33.2	..... Average speed per hour .....			

..... Thru Time .....

..... Average speed per hour .....

WESTWARD		KENTON LINE						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 18 September 11, 1953	STATIONS	
	151	257		458	402			DN	KN
	Time Freight	Time Freight		Passenger	Passenger				
157 IJPWX	6.48PM	6.35AM					TROUTDALE	SN	
51 P	6.58	6.45					HEMLOCK		
100 P	7.08	6.55					FIR	FR	
73 BKPX	7.20	7.20					KENTON	KN	
IJVX				8.55PM	6.25AM		NORTH PORTLAND JCT.	KD	
IJPXY				8.57	6.27		PENINSULA JCT.		
IJPX	7.40	7.40		9.00	6.30		ST. JOHNS JCT.	JN	
BKOPTWXZ	A 8.00PM	A 8.20AM		9.04	6.34		ALBINA	B	
IJPVXY				A 9.09PM	A 6.39AM		EAST PORTLAND	X	
								(22.7)	
	(1.12)	(1.45)		(0.14)	(0.14)		..... Thru Time .....		
	17.0	11.7		27.0	27.0		..... Average speed per hour .....		

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

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

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

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

No. 11 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

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

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

WESTWARD		FOURTH SUBDIVISION										EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS					Time-Table No. 18 September 11, 1953	STATIONS	
	151	257	25	458	11	105	402	19	17	DN-R		DK	WH
	Time Freight	Time Freight	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger				
BKOPTWXZ	4.00PM	4.10AM	6.25PM		1.45PM	5.35AM		4.05AM	3.25AM	THE DALLES	4.1	4.1	
P	4.15	4.25	6.31		1.51	5.40		4.12	3.32	CRATES	5.2	5.2	
136 P	4.25	4.35	6.37		1.57	5.46		4.18	3.38	ROWENA	6.3	6.3	
133 P	4.40	4.50	6.54 <sup>106</sup>		2.08	5.54		4.29	3.50	MOSIER	7.4	7.4	
WB 72 EB 107 KPVWX	4.52	5.02	7.13		2.20	6.05		4.45	4.05	HOOD RIVER	4.1	4.1	
131 P	5.05	5.10	7.19		2.26	6.10		4.53	4.13	MENO	8.5	8.5	
121 PW	5.25	5.35	7.33		2.40	6.21		5.07	4.27	WYETH	7.2	7.2	
139 P	5.38	5.50	7.52 <sup>26</sup>		2.50	6.30		5.17	4.38	CASCADE LOCKS	4.3	4.3	
122 PW	5.45	5.57	8.04		2.55	6.35		5.22	4.45	BONNEVILLE	4.8	4.8	
131 P	6.11 <sup>106</sup>	6.04	8.12		3.00	6.40		5.28	4.52	DODSON	7.3	7.3	
131 PZ	6.27	6.15	8.25		3.10	6.48		5.37	5.04	BRIDAL VEIL	3.0	3.0	
131 P	6.34	6.22	8.34		3.14	6.52		5.42	5.09	ROOSTER ROCK	7.1	7.1	
110 IJPW	A 6.48PM	A 6.35AM	8.50		3.25	7.00		5.53	5.21	TROUTDALE	1.7	1.7	
51 P			8.58		3.29	7.03		5.56	5.25	FAIRVIEW	6.0	6.0	
53 P			9.07		3.35	7.09		6.04	5.32	CLARNIE	3.5	3.5	
28 PX			9.13		3.41	7.15		6.10	5.38	GRAHAM	2.5	2.5	
17 PX			9.18		3.46	7.19		6.15	5.43	BRUUN	1.4	1.4	
IJPVXY			9.22		3.50	7.22		6.18	5.47	EAST PORTLAND	0.5	0.5	
BIKPV			A 9.30PM	A 9.15PM	A 4.00PM	A 7.30AM	A 6.45AM	A 6.30AM	A 6.00AM	PORTLAND	0.5	0.5	
												(85.8)	
	(2.48)	(2.25)	(3.05)	(0.08)	(2.15)	(1.55)	(0.06)	(2.25)	(2.35)	..... Thru Time .....			
	25.1	29.0	27.8	5.0	38.1	44.8	5.0	35.5	33.2	..... Average speed per hour .....			

..... Thru Time .....

..... Average speed per hour .....

WESTWARD		KENTON LINE						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 18 September 11, 1953	STATIONS	
	151	257		457	401			DN	KN
	Time Freight	Time Freight		Passenger	Passenger				
157 IJPWX	6.48PM	6.35AM					TROUTDALE	SN	
51 P	6.58	6.45					HEMLOCK		
100 P	7.08	6.55					FIR	FR	
73 BKPX	7.20	7.20					KENTON	KN	
IJVX				8.16AM	12.01AM		NORTH PORTLAND JCT.	KD	
IJPXY				8.13	11.58PM		PENINSULA JCT.		
IJPX	7.40	7.40		8.10	11.55		ST. JOHNS JCT.	JN	
BKOPTWXZ	A 8.00PM	A 8.20AM		8.07	11.52		ALBINA	B	
IJPVXY				8.04AM	11.49PM		EAST PORTLAND	X	
								(22.7)	
	(0.12)	(0.12)		(0.12)	(0.12)		..... Thru Time .....		
	31.5	31.5		31.5	31.5		..... 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. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

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

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

WESTWARD		FIFTH SUBDIVISION						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS						Time-Table No. 18 September 11, 1963		
	401	87	85	457	83	81			
	Passenger	CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
							PORTLAND		
LJPVX							DN NORTH PORTLAND JCT. KD		
							VANCOUVER		

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

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

							N. P. CROSSING	
							N. P. CROSSING	
							N. P. CROSSING	
							N. P. CROSSING	
IJ							DN RESERVATION RN	
JP							DN TACOMA JCT. JN	

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

23 07 IPVX										
BIJKOP TVWXYZ										
BKPXZ										
							DN-R BLACK RIVER BI			
							C. M. St. P. & P. & P. C. CROSSING			
							DN-R ARGO G			
							DN-R SEATTLE OW			
							(183.2)			

(7.00) (0.21) (0.12) (8.89) (0.17) (0.26) Thru Time.....  
26.2 8.9 15.5 46.0 10.9 7.4 Average speed per hour.....

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

WESTWARD		THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD	
		691	681		692	690	
		5.15PM	6.00AM	ALBINA	A 2.00PM	A 11.00AM	
		A 4.30AM	A 6.00PM	ARGO	3.00AM	7.30PM	

WESTWARD		FIFTH SUBDIVISION						EASTWARD	
Time-Table No. 18 September 11, 1963		FIRST CLASS						Mile Post	
		80	82	84	458	86	402		
		CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Passenger	Passenger		
STATIONS									
PORTLAND									
DN NORTH PORTLAND JCT. KD									
VANCOUVER									

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

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

							N. P. CROSSING	
							N. P. CROSSING	
							N. P. CROSSING	
							N. P. CROSSING	
							DN RESERVATION RN	
							DN TACOMA JCT. JN	

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

							DN-R BLACK RIVER BI			
							C. M. St. P. & P. & P. C. CROSSING			
							DN-R ARGO G			
							DN-R SEATTLE OW			
							(183.2)			

Thru Time..... (0.09) (0.08) (0.08) (4.30) (0.10) (7.00)  
Average speed per hour..... 20.7 23.3 23.3 40.7 18.6 26.2

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

WESTWARD

SIXTH SUBDIVISION

Table with columns for Second Class (391, 151, 363, 346) and First Class (63, 99, 19, 97) services. Includes train numbers like BKP VX, BKOPTWXZ, and arrival/departure times.

Time-Table No. 18 September 11, 1953

STATIONS

Station list for Westward service including Spokane, West Spokane, Cheney, Marenango, Hooper Jct., Ayer, Wallula, Juniper, Cold Springs, and Hinkle.

Block signals C.T.C. and Double Track labels.

Summary table with columns for train numbers and average speeds 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.

SIXTH SUBDIVISION

EASTWARD

Table with columns for First Class (20, 64, 96, 98) and Second Class (392, 298, 364, 345) services. Includes train numbers like DN-R Spokane, West Spokane, Cheney, Marenango, Hooper Jct., Ayer, Wallula, Juniper, Cold Springs, and Hinkle.

Time-Table No. 18 September 11, 1953

STATIONS

Station list for Eastward service including Spokane, West Spokane, Cheney, Marenango, Hooper Jct., Ayer, Wallula, Juniper, Cold Springs, and Hinkle.

Block signals C.T.C. and Double Track labels.

Summary table with columns for train numbers and average speeds 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.

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					304 Mixed
	Daily Except Sunday	STATIONS				
28	WXY	12-10 PM	D-R	JOSEPH 5.8	83.8	A 11-15 AM
22	X	12-40	D	ENTERPRISE 10.2	78.0	11-00
39		1-10		LOSTINE 7.8	67.8	10-07
27	WXY	1-45	D	WALLOWA 12.9	60.0	9-50
12	W (M.P. 49.0)	2-20		MINAM 13.3	47.1	9-07
40	W (M.P. 32.6)	2-50		LOOKING GLASS 8.7	38.8	8-37
32		3-20		GULLING 4.2	25.1	8-15
25	WXY	3-40	D	ELGIN 8.6	20.9	8-05
18		4-05	D	IMBLER 3.9	12.3	7-32
20		4-25		ALICEL 8.4	8.4	7-22
	BJKOPT WXYZ	5-00 PM	DN-R	LA GRANDE (83.8)	0.0	7-00 AM Daily Except Sunday
		(4.50) 17.3	Thru Time.....		(4.15) 19.7	Average speed per hour.....

WESTWARD		PILOT ROCK BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS	Mile Post	
						305 Mixed
	Daily Except Sunday	STATIONS				
155	JPX			RIETH 6.7	0.0	
22				SPARKS 8.2	6.7	
18	WX		D	PILOT ROCK 14.9	14.9	
				(14.9)		

WESTWARD		UMATILLA 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				
	BJKOP WXYZ	DN-R		HINKLE 3.9	0.0	
95	P	D		HERMISTON 6.2	3.9	
	PWXY	D		UMATILLA 7.8	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					330 Freight
	Monday Wednesday Friday	STATIONS				
39	PWXY	9-30 AM	D-R	HEPPNER 8.9	45.2	A 8-45 AM
19	P	9-55		LEXINGTON 5.3	36.3	8-00
7		10-10		JORDAN 2.7	31.0	7-40
15	PW	10-30	D	IONE 3.1	28.3	7-25
3		10-45		McNAB 5.4	25.2	7-10
13		11-05		MORGAN 5.3	19.8	6-55
8		11-30 AM		CECIL 14.5	14.5	6-35
19	JPX	12-15 PM	N-R	HEPPNER JCT. (45.2)	0.0	6-00 AM Monday Wednesday Friday
		(2.45) 16.4	Thru Time.....		(2.45) 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. 18 September 11, 1953	Mile Post	SECOND CLASS	Mile Post	
	327 Freight					328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS				
26	PVWXY	10-15 AM	D-R	CONDON 8.2	44.5	A 9-00 AM
22		10-40		GWENDOLEN 4.0	36.3	8-25
27		11-00		SPEECE 3.7	32.3	8-10
26		11-10		CLEM 4.2	28.6	7-50
29	PW	11-30		MIKKALO 4.7	24.4	7-30
27		11-50 AM		BARNETT 3.7	19.7	7-10
11	PW	12-10 PM		ROCK CREEK 8.7	16.0	6-55
29		12-30		SHUTLER 7.3	7.3	6-25
	WB 126 BJKO EB 113 PTWX	1-15 PM	DN-R	ARLINGTON (44.5)	0.0	6-00 AM Tuesday Thursday Saturday Sunday
		(3.00) 14.8	Thru Time.....		(3.00) 14.8	Average speed per hour.....

WESTWARD		GRASS VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18 September 11, 1953	Mile Post	SECOND CLASS	Mile Post	
	327 Freight					328 Freight
	Daily Except Sunday	STATIONS				
14	Y			KENT 10.0	52.5	
10				EAKIN 4.0	42.5	
28	PW	D		GRASS VALLEY 11.5	38.5	
25		D		MORO 12.8	27.0	
16				KLONDIKE 4.5	14.2	
32	PW	D		WASCO 4.5	9.7	
6				THORNBERRY 5.2	5.2	
80	JPX	DN-R		BIGGS (52.5)	0.0	

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					314 Mixed
	Daily Except Monday	STATIONS				
	BKOP VWXYZ	5:00 AM	DN-R	BEND 150.0	0.0	A 2:30 PM
<p>BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.</p>						
	JPV	A 12:01 PM	D	ORE. TRUNK JUNCTION VO (150.0)	0.0	7:30 AM Daily Except Sunday
		(7.01) 21.4	Thru Time.....		(7.00) 21.4	Average speed per hour.....

WESTWARD		TONO 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					314 Mixed
	Daily Except Monday	STATIONS				
39	PWX		R	TONO 5.8	8.0	
27	JX			WABASH 2.2	2.2	

WESTWARD		CENTRALIA 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					314 Mixed
	Daily Except Monday	STATIONS				
	BJKOPT WXYZ	DN-R		CENTRALIA (8.0)	0.0	

WESTWARD		OLYMPIA 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					314 Mixed
	Daily Except Monday	STATIONS				
	JPVXY	R		EAST OLYMPIA 7.3	0.0	
				N. P. CROSSING 0.1	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	Mile Post	
	307 Mixed					309 CMS&P Freight
	Daily Except Saturday	STATIONS				
	BJKOPT WXYZ	8:00 PM	DN-R	CENTRALIA 2.4	0.0	A 10:20 PM
<p>BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</p>						
<p>TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.</p>						
	JMPV	8:10 PM		BLAKESLEE JUNCTION 0.0	2.4	A 10:05 PM
	M			N. P. CROSSING 0.0	2.4	
	M			C. M. St. P. & P. CROSSING 2.6	2.4	
	23 P	f 8-20		GALVIN 7.2	5.0	f 9-55
	43 JPVX	f 8-40	2-30 AM	HELSING JUNCTION 1.5	12.2	A 8:10 PM f 9-35
	48 PWX	s 8-45	2-35	N-R INDEPENDENCE ND 8.5	13.7	7-52 s 9-30
	52 P	f 9:05 <sup>306</sup>	3-00	CEDARVILLE 4.1	22.2	7-30 f 9:05 <sup>307</sup>
	61 P	f 9-20	3-10	LANKNER 4.5	26.3	7-20 f 8-50
	44 P	f 9-35	3-25	SAGINAW 1.7	30.8	7-10 f 8-35
	5 PW	f 9-40	3-30	SOUTH ELMA 9.9	32.5	7-05 f 8-30
	63 PXY	f 10-25	4-00	SOUTH MONTESANO 1.5	42.4	6-30 f 8-05
	X			SOUTH MONTESANO 1.5	42.4	
	PVX			D MONTESANO MO 8.5	43.9	
	63 PXY	f 10-25	4-00	SOUTH MONTESANO 1.4	42.4	6-30 f 8-05
	27 P	f 10-30	4-05	MELBOURNE 2.9	43.8	6-00 f 7-45
	32 PV	f 10-40	4-20	PREACHER'S SLOUGH 4.5	46.7	5-50 f 7-35
	83 JPVY	f 10-55	4-35	COSMOPOLIS 2.1	51.2	5-35 f 7-20
	M			N. P. CROSSING 0.6	53.3	
	82 BKPVXZ	A 1-25 PM A 5-05 AM	DN-R	ABERDEEN 3.6	53.9	5-20 PM s 7-00 PM

WESTWARD		HOQUIAM 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	
	307 Mixed					309 CMS&P Freight
	Daily Except Sunday	STATIONS				
	BKOPT WYZ	A 11:55 PM A 5:35 AM	DN-R	HOQUIAM (57.5)	HO 57.5	5:00 PM 6:30 PM
<p>BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</p>						
<p>TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.</p>						
		(3.55) 14.7	Thru Time.....		(3.10) 14.3	Average speed per hour.....
		(3.05) 14.7	Thru Time.....		(3.50) 18.0	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						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 18		
							September 11, 1953		
		907 N. P. Freight	373 N. P. Freight	909 N. P. Freight	363 Freight	63 Passenger	347 N. P. Passenger	STATIONS	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily			
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								N. P. CROSSING	
32 P				10.00		8.19		DONALD	
18 PV				10.05		8.24		SAWYER	
40 PV				10.15		8.29		BUENA	BA
74 PVX				10.25		8.36	D-R	ZILLAH	AH
53 P				10.48		8.44		GRANGER	
52				11.05		8.53		EMERALD	
35 JPXY				11.30PM		9.25	R	MIDVALE	
51 PVWX				12.01AM		9.37	N	GRANDVIEW	GW
44 P				12.25		9.49		NORTH PROSSER	
53				12.50		10.01		CHAFFEE	
42 PWX				1.20		10.12	D	BENTON CITY	BC
53				1.40		10.22		ACTON	
51 JPX			7.40AM	2.10		10.40	R	RICHLAND JCT.	
55 BKPWX			A 8.00AM	2.50		11.00	DN	KENNEWICK	KN
12 P				3.10		11.10		HEDGES	
70 JPV			6.25PM	6.35AM	3.20	11.15	U	VILLARD JCT.	
70 JPWX			A 6.45PM			5.37AM	U	ATTALIA	
157 JKPVWXY				A 6.50AM	A 3.35AM	A 11.30PM	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	18.1	28.2	32.0	..... Average speed per hour .....		

WESTWARD		SUNNYSIDE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		Time-Table No. 18			
			September 11, 1953			
		63 Passenger	STATIONS			
	Daily	Daily				
35 JPXY		9.00PM	R	MIDVALE		
PVX		A 9.10PM	D-R	SUNNYSIDE	SI	
				(2.8)		
		(0.10)	..... Thru Time .....			
		18.8	..... 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		YAKIMA BRANCH						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 18		
							September 11, 1953		
		64 Passenger	348 N. P. Passenger	908 N. P. Freight	374 N. P. Freight	910 N. P. Freight	364 Freight	STATIONS	
	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily			
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	6.43					1.45
	N. P. CROSSING		89.4						
	DONALD		86.8	6.33					1.30
	SAWYER		84.5	6.26					1.20
	BUENA	BA	81.6	6.19					1.10
D-R	ZILLAH	AH	78.5	6.11					12.55
	GRANGER		78.4	6.00					12.25
	EMERALD		67.2	5.51					12.05AM
R	MIDVALE		63.6	5.44					11.30PM
N	GRANDVIEW	GW	57.7	5.35					10.37
	NORTH PROSSER		50.8	5.19					10.20
	CHAFFEE		43.0	5.07					10.01
D	BENTON CITY	BC	36.5	4.57					9.15
	ACTON		31.3	4.47					9.05
R	RICHLAND JCT.		19.0	4.30			A 5.30AM		8.35
DN	KENNEWICK	KN	13.2	4.20			5.10AM		8.18
	HEDGES		8.7	4.05					8.08
	VILLARD JCT.		7.0	4.00	A 10.50PM		A 2.35AM		A 1.50PM
	ATTALIA		0.6		10.38PM				8.00
DN-R	WALLULA	JN	0.0	3.50AM					1.30PM
									7.45PM
				Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily
	..... Thru Time .....		(3.10)	(0.12)	(0.20)	(0.20)	(0.20)	(6.30)	
	..... Average speed per hour .....		30.9	32.0	19.2	17.4	21.0	15.2	

WESTWARD		SUNNYSIDE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		Time-Table No. 18			
			September 11, 1953			
		84 Passenger	STATIONS			
	Daily	Daily				
R	MIDVALE	0.0	A 9.25PM			
D-R	SUNNYSIDE	SI	2.8	9.15PM		
			Daily			
		(0.10)	..... Thru Time .....			
		18.8	..... 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								Time-Table No. 18	
Car Capacity of Stingers, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				September 11, 1953			
	381	387	383	95	67	91	69	STATIONS			
	CMStP&P Freight	Freight	CMStP&P Freight	CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger	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 DOUBLE TRACK			
LJPX	9.40	5.15	7.05	11.00	8.20	8.05	A 1.05AM	DN N. P. CROSSING 0.9 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	8.34	8.20		CHESTER 6.0			
49	10.50	6.16		11.27	8.45	8.32		D MICA 2.8 MA			
38	11.31	6.35		11.31	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			
23		7.10			9.03			D ROCKFORD 3.3 RD			
40		7.20			9.10			DARKNELL 3.4			
31 JWXX		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 49.3 K			
	(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 .....			..... Average speed per hour .....							

		SPOKANE-TEKOA BRANCH								EASTWARD		
Car Capacity of Stingers, etc. See Rule 6(A), Page 31.	Time-Table No. 18		Mile Post	FIRST CLASS				SECOND CLASS				
	September 11, 1953			94	70	68	92	384	382	388		
				CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Freight	CMStP&P Freight	Freight		
	STATIONS											
BKPVX	DN-R SPOKANE 1.9 DS AU DOUBLE TRACK	166.4	A12.55AM	A 1.50PM	A 6.50PM	A 9.15PM			A 4.00PM	A12.10AM	A12.30AM	
IJPX	DN N. P. CROSSING 0.9 CG	163.5	12.45	1.43PM	6.41	9.07			3.45	11.59PM	12.20	
83 X	EAST SPOKANE 1.4	162.6	12.43		6.39	9.05			3.42	11.45	12.10	
51 X	HILL 2.3	161.2	12.40		6.36	9.02			3.37	11.35	12.05AM	
59 JKVX	DN DISHMAN 3.2 SP	158.9	12.36		6.33	8.58			3.30PM	11.25	11.55PM	
35	CHESTER 6.0	155.7	12.31		6.28	8.53				11.15 <sup>95</sup>	11.47	
49	D MICA 2.8 MA	149.7	12.20		6.16 <sup>387</sup>	8.42				10.50 <sup>381</sup>	11.27 <sup>95</sup>	
38	FREEMAN 3.3	146.9	12.15		6.10	8.37				10.42	11.10 <sup>381</sup>	
JVX	DN-R MANITO 5.2 MU	143.6	12.10AM		6.04	8.32PM				10.35PM	11.01	
23	D ROCKFORD 3.3 RD	138.4			5.53						10.44	
40	DARKNELL 3.4	135.1			5.46						10.35	
31 JWXX	D FAIRFIELD 8.4 G	181.7			5.40						10.20	
25	LATAH 7.2	123.8			5.24						9.55	
BJKOPTWXYZ	DN-R TEKOA 49.3 K	116.1			5.11PM						9.30PM	
	(49.3)		Daily	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily	
	..... Thru Time .....		(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	
	..... Average speed per hour .....		..... Average speed per hour .....									

WESTWARD		PLEASANT VALLEY BRANCH			EASTWARD		WESTWARD		WALLULA BRANCH			EASTWARD		
Car Capacity of Stingers, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18		Mile Post	Car Capacity of Stingers, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18		Mile Post	SECOND CLASS	Time-Table No. 18			
	391	September 11, 1953				345	September 11, 1953			346	September 11, 1953			
	Freight					Mixed				Mixed				
	Daily Except Monday	STATIONS				Daily	STATIONS			Daily	STATIONS			
14 JPX	7.25AM	SELTICE 8.2		48.0	5 X	9.45PM	DN-R WALLA WALLA 2.0 BU	30.9	A 6.45AM	17 X	9.51	GARRETT 4.6	28.6	f 5.40
		G. N. CROSSING 0.03		39.8	M		COLLEGE PLACE 0.2	28.9		10	10.05	WHITMAN 4.7	24.0	f 5.25
34 VWX	8.20	D	OAKESDALE ON 0.55	39.1	12	10.18	LOWDEN 4.3	19.3	f 5.12	29 PWX	10.30	TOUCHET CH 7.5	15.0	s 5.01
44	8.50		THORNTON 0.5	31.2	11	10.50	REESE 3.3	7.5	f 4.43	JPV	A10.57PM	ZANGAR JCT. 3.8	4.35AM	
M			G. N. CROSSING 12.4	30.7	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.									
28 WX	9.40	D	ST. JOHN SJ 8.8	18.3	JPVXY	A 11.05 PM	WALLULA JCT. 3.8	0.0	4.25 AM					
27	10.10		WILLADA 7.1	11.5					Daily					
53	10.40		GRAVEL PIT 4.4	4.4										
63 JWXY	A11.45AM	D-R	WINONA WA 4.4	0.0										
			(48.0)				(30.5)							
	(4.20) 11.1	..... Thru Time .....		(1.20) 22.9	..... Thru Time .....		(2.20) 13.1	..... Average speed per hour .....						

WESTWARD		MOSCOW BRANCH			EASTWARD		WESTWARD		CONNELL BRANCH			EASTWARD	
Car Capacity of Stingers, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 18		Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Stingers, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 18		Mile Post	SECOND CLASS
	379	61	Sept. 11, 1953			62	378		391	Sept. 11, 1953			392
	Freight	Passenger				Passenger	Freight		Freight				Freight
	Daily Except Sunday	Daily	STATIONS			Daily	Daily		Sunday Wednesday Thursday Saturday	STATIONS			Daily
BKTVWX	9.00PM	6.45PM	D-R MOSCOW MO 8.8	28.1	A 8.50AM	A 4.15PM	BJKOWXY	1.45PM	D-R LA CROSSE JA 14.7	0.0	A 7.30AM		
			N. P. CROSSING 0.8	19.3			11 X	2.50	HOOPER 1.0	14.7	6.35		
23 X	9.30	s 7.05	D PULLMAN XN 6.0	18.7	s 8.33	3.45	32 JPWXY	A 2.55PM	N-R HOOPER JCT. HR 7.8	15.7	6.30AM		
18	9.50	s 7.18	ALBION 3.0	12.7	s 8.13	3.20	34		D WASHUCNA FN 13.9	23.5			
19	10.00	f 7.25	SHAWNEE 0.7	9.7	f 8.05	3.08	21 V		D KAHLOTUS HO 15.5	37.4			
BJKMOWXY	A10.50PM	A 7.45PM	DN-R COLFAX CA 0.0	0.0	7.42AM	2.30PM	18 WXY		R CONNELL N 62.9	52.9			
			(28.1)		Daily	Daily Except Monday			(62.9)		Daily		
	(1.50) 15.3	(1.00) 28.1	..... Thru Time .....		(1.08) 24.8	(1.45) 16.1	..... Thru Time .....		(1.10) 13.5	..... Thru Time .....		(1.00) 15.7	
	..... Average speed per hour .....		..... Average speed per hour .....										

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 384, No. 382 and No. 388.—See Rule S-72.

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

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. 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.

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.



**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		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	Smeltonville (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>				<b>Wallace 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 "Pgr."** — 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	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 helpers service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	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	15	15
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
MacArthur type engines with 63-inch drivers.		55	50				15
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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	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. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
<b>Weatherby</b> 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	<b>La Grande</b>	30	25	20	<b>Quartz</b> Between M.P. 347.1 and 346.9.	70	60	45	
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25		Between M.P. 345.1 and 343.6.	45	35		25			
Descending grade, M.P. 365.0 to Durkee.			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. 233.9 and 232.5.			35	30	20	20	Between M.P. 201.6 and 201.4.	70	60	45	
Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 200.9 and 200.6.	60	50	40	
Between M.P. 228.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 223.9 and 232.5.	55	45	35	<b>Nolin</b> Between M.P. 198.6 and 198.5.	45	35	25	
<b>Huron</b> Between M.P. 257.2 and 252.2.	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. 251.9 and 251.4.	60	50	40	<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. 251.2 and 251.0.	35	30	20	Between M.P. 220.5 and 220.1.		55	45	35	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45	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. 249.6 and 249.4.	35	30	20	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. 248.6 and 248.4.	50	40	25	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12	<b>Hinkle</b>				
Between M.P. 248.1 and 247.2.	35	30	20		Over other street crossings within city limits.	20	20		20			
Between M.P. 246.1 and 245.6.	60	50	40	Over Umatilla River bridge, M.P. 214.42.	20	20	20					
Between M.P. 244.7 and 244.0.	40	35	25									
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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	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	45
<b>Heppler 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	45
<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	45
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	25
<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	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 48.3.	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				
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 37.3 and 35.5.	55	45	35				
<b>Hood River</b> 2-10-2 class engines using cross-over at freight house.			6	<b>Dodson</b> Between M.P. 32.8 and 31.7.	70	60	45				
	Between M.P. 62.1 and 59.4.	55	45		35	Between M.P. 31.4 and 30.3.	60	50	40		
				Between M.P. 29.4 and 27.5.	60	50	40				
				Between M.P. 63.2 and 63.1.	45	35	25				
				<b>Bridal Veil</b> Between M.P. 25.9 and 24.8.	60	50	40				
					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	40				
					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.	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.				<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.		50
<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.		45	35		Over street crossings.	15	15	15
<b>Wallula</b> 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	<b>Ruxby</b> Between M.P. 260.3 and 260.5.				Between M.P. 354.0 and 363.8 on curves.	60	50	35	
<b>Humorist</b> Between M.P. 224.2 and 224.5.		50	40		<b>Chew</b> Between M.P. 268.2 and 269.3.		30	30	Between M.P. 364.2 and 364.4.	45	35	25
<b>Ash</b> 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	<b>West Spokane</b> On 16-degree curve west end of yard.		8	8	8
<b>Page</b> 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	<b>Park</b> 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	<b>Spokane</b> Through Union Station limits.	15	15	15
Between M.P. 239.0 and 239.8.		50	40	<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.		50	40	Union Station over slip switches.		10	10	10
				Between M.P. 290.6 and 291.1.		50	40					
				Between M.P. 291.9 and 292.3.		25	25					

**BRANCHES**

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	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	<b>Olympia</b> 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	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	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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<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>Touchet</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	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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<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.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		
<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
	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	Between M.P. 60.0 and 60.2.			20	20	Between M.P. 54.5 and 54.9.		35
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 4-degree curves.		45	25	<b>Cataldo</b> Between M.P. 58.7 and 59.1.		45	30		
<b>Walla Walla</b> Over street crossings.		12	12	On 5- and 6-degree curves.		35	25		Between M.P. 62.4 and 63.2.		35	25	
	Within city limits.		20	20	On 7- and 8-degree curves.		25	20	Between M.P. 63.4 and 64.0.		45	30	
	On west leg of wye.		8	8	On 9- and 10-degree curves.		20	20	<b>Kellogg-Wardner</b> Over street crossings.		10	10	
Between M.P. 52.7 and 53.4.		20	20	<b>Tekoa</b> On west leg of wye.		10	10	Between M.P. 70.1 and 70.3.			35	25	
<b>Valley Grove</b> Between M.P. 64.8 and 64.9.		20	20		<b>Lovell</b> Between M.P. 8.0 and 9.0.		25	20	Between M.P. 70.7 and 70.9.		35	25	
	Between M.P. 65.5 and 66.0.		20	20		Between M.P. 9.9 and 10.7.		25	20	Between M.P. 71.5 and 71.7.		45	30
	Between M.P. 66.1 and 66.3.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 72.4 and 72.6.		35	25	
<b>Bolles</b> Between M.P. 71.7 and 72.5.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 73.4 and 73.6.		45	30		
	Between M.P. 72.8 and 73.2.		20	20	Between M.P. 14.4 and 14.6.		25	20	<b>Osburn</b> Between M.P. 77.1 and 77.2.		35	25	
Between M.P. 74.3 and 76.1.		20	20	<b>Plummer</b> Between M.P. 17.9 and 18.2.		25	20	Between M.P. 77.4 and 77.7.			35	25	
Between M.P. 78.4 and 78.5.		20	20		Between M.P. 18.5 and 20.3.		25	20	Between M.P. 78.0 and 78.2.		35	25	
Between M.P. 78.9 and 79.3.		20	20	<b>Wallace</b> Over street crossings.		6	6	Between M.P. 78.6 and 78.7.		25	20		
Between M.P. 79.6 and 79.9.		20	20		Between M.P. 20.7 and 21.5.		25	20	<b>Sierra Nevada Branch</b> Maximum speed.			10	
Between M.P. 80.8 and 81.2.		20	20	<b>Chatcolet</b> Bridge 23.45.		15	15	Between M.P. 81.4 and 87.3.			20	20	
<b>Alto</b>					Between M.P. 24.1 and 28.4.		25	20	Burke to Wallace, eastward.		10	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).....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
Hoquiam (Joint).....N. P. Ry. Telegraph Office	Spokane.....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"	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	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	Ordnanee.....	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.