

UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT

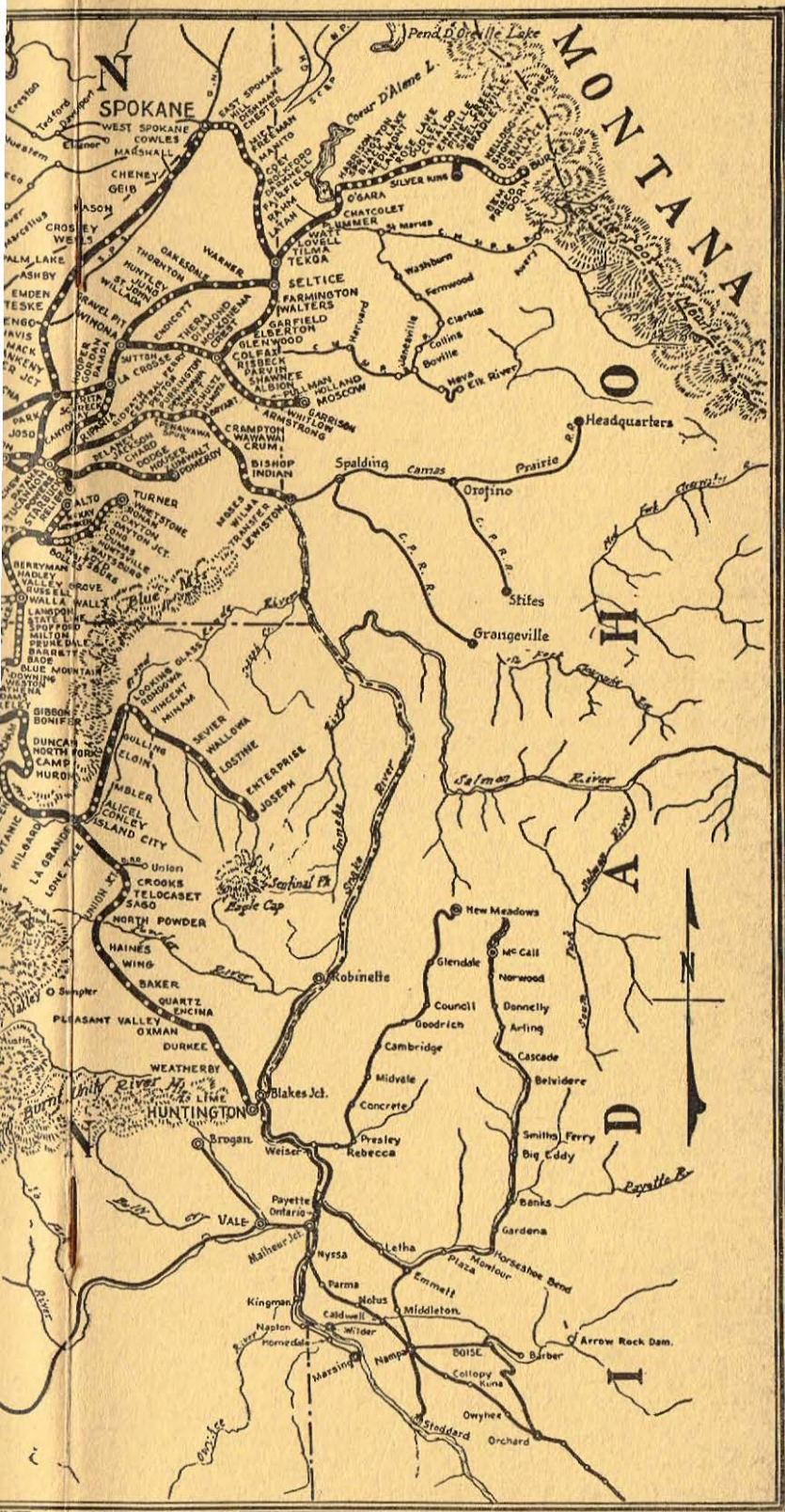


OREGON DIVISION  
**TIME-TABLE**  
**No. 19**

Effective Sunday  
**October 11, 1953**  
At 12:01 A.M. Pacific Time

*Safety Is  
No Accident*

FOR EMPLOYEES ONLY



**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. Wizmann, Assistant Chief Train Dispatcher . . . . . Spokane, Wash.

**Union Pacific Railroad Employees Hospital Association**

Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
D. L. Gamette . . . . .	Medical Director . . . . .	Los Angeles, Calif.	J. E. Carsow . . . . .	Surgeon . . . . .	Lowston, 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 . . . . .	Pondleton, Ore.
Kenneth C. Brown . . . . .	Surgeon . . . . .	Portland, Ore.	J. P. Brennan . . . . .	Surgeon . . . . .	Pondleton, Ore.
J. P. Craven . . . . .	Surgeon . . . . .	Portland, Ore.	G. W. McGowan . . . . .	Surgeon . . . . .	Pondleton, Ore.
Edward G. Duncan . . . . .	Surgeon . . . . .	Portland, Ore.	E. S. Morgan . . . . .	Surgeon . . . . .	Pondleton, Ore.
Warren W. Hale . . . . .	Surgeon . . . . .	Portland, Ore.	E. I. Silk . . . . .	Surgeon . . . . .	Pondleton, Ore.
M. H. Johnson . . . . .	Oculist . . . . .	Portland, Ore.	R. J. Welland . . . . .	Surgeon . . . . .	Pomroy, 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. 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. Vandeventer . . . . .	Surgeon . . . . .	Bend, Ore.	W. H. Tousey . . . . .	Surgeon . . . . .	Spokane, Wash.
George F. Parke . . . . .	Surgeon . . . . .	Centralla, Wash.	H. V. Valentine . . . . .	Surgeon . . . . .	Spokane, Wash.
J. E. Toothaker . . . . .	Surgeon . . . . .	Centralla, Wash.	L. M. Farnam . . . . .	Surgeon . . . . .	Spokane, Wash.
Conrad Wetz, Jr. . . . .	Surgeon . . . . .	Colfax, Wash.	Charles G. Smick . . . . .	Surgeon . . . . .	South Elma, Wash.
W. W. Day . . . . .	Surgeon . . . . .	Dayton, Wash.	Bruce C. McIntyre . . . . .	Surgeon . . . . .	Sprague, Wash.
Henry Weitz . . . . .	Surgeon . . . . .	Dishman, Wash.	L. A. Hopkins . . . . .	Surgeon . . . . .	St. John, 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 . . . . .	Tacoma, Wash.
Marvin Munsell . . . . .	Surgeon . . . . .	Grandview, Wash.	Vern Cressey . . . . .	Surgeon . . . . .	Takoa, Wash.
A. D. McMurdo . . . . .	Surgeon . . . . .	Heppner, Ore.	C. A. Lindstrom . . . . .	Surgeon . . . . .	Takoa, Wash.
F. B. Belt . . . . .	Surgeon . . . . .	Hermiston, Ore.	Alhort J. Nelson . . . . .	Surgeon . . . . .	Takoa, Wash.
H. D. Lewis . . . . .	Surgeon . . . . .	Hood River, Ore.	Griffith, Vogt, Mills, Merriiss, 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 . . . . .	Walla Walla, Wash.
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.
O. I. Gibbon . . . . .	Surgeon . . . . .	Kellogg, Ida.	W. F. Holmes . . . . .	Surgeon . . . . .	Walla Walla, Wash.
Robert E. Staley . . . . .	Surgeon . . . . .	Kellogg, Ida.	J. C. 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 . . . . .	Waltowa, Ore.
Lee B. Bouvy . . . . .	Oculist and Aurist . . . . .	La Grande, Ore.	H. O. Lynch . . . . .	Surgeon . . . . .	Yakima, Wash.
John B. Gregory . . . . .	Surgeon . . . . .	La Grande, Ore.	R. P. Scheffer . . . . .	Oculist and Aurist . . . . .	Yakima, Wash.
James J. D. Haun . . . . .	Surgeon . . . . .	La Grande, Ore.	John W. Skinner . . . . .	Surgeon . . . . .	Yakima, Wash.
W. J. Kubler . . . . .	Surgeon . . . . .	La Grande, Ore.			
Robert L. Stuart . . . . .	Oculist and Aurist . . . . .	La Grande, Ore.			

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 19 October 11, 1953	FIRST CLASS						
401 Passenger	19 Passenger	11 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	25 Mail and Express			12 Passenger	458 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	20 Passenger	402 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS						
		<b>5.25</b>	<b>2.05</b>		4.05		0.0	GRANGER	A 9.15		A <b>2.42</b>		A <b>10.30</b>		
		<b>10.20</b> <b>11.15</b>	<b>5.45</b> <b>5.55</b>		9.35 10.35	1.15	213.9	POCATELLO	4.00 3.10		8.55 8.45	A 7.00	<b>5.20</b> <b>4.45</b>		
		2.15	<b>8.25</b>		<b>2.00</b>	5.30	373.8	GLENNS FERRY	<b>11.40</b>		6.10	<b>3.00</b>	<b>1.30</b>		
		3.59	<b>9.40</b>		<b>3.45</b>	7.45	448.4	BOISE	<b>9.55</b>		5.00	<b>12.45</b>	11.50		
		6.35	<b>11.40</b>		<b>6.25</b>	10.40	550.1	M.T. HUNTINGTON	M.T. 7.10		3.05	6.35	9.25		
		5.45	<b>10.40</b>		<b>5.35</b>	9.50	649.7	P.T. LA GRANDE	P.T. 6.00		2.05	5.20	8.15		
		8.25	1.05		<b>8.20</b>	<b>12.35</b>	723.9	PENDLETON	<b>3.25</b>		<b>11.40</b>	2.35	5.35		
		10.43	3.11		<b>11.00</b>	<b>3.00</b>	841.3	SPOKANE						A 7.00	
	<b>9.00</b>						837.4	AYER						4.30	
	<b>11.27</b>						786.8	WALLULA						3.18	
	12.30						756.3	HINKLE	<b>12.15</b>		<b>8.55</b>	<b>11.15</b>	2.05	2.40	
	1.40	11.35	3.55		12.30	<b>4.00</b>	856.4	THE DALLES	10.10		<b>7.15</b>	<b>9.00</b>	<b>11.50</b>	12.10	
	4.05	<b>1.45</b>	5.35		3.25	<b>6.25</b>	939.5	PORTLAND	8.05	A <b>9.15</b>	<b>5.30</b>	<b>6.55</b>	<b>9.45</b>	<b>10.00</b>	
	<b>11.45</b>	A 6.30	A 4.00	A 7.30	8.00	A 6.00	1084.6	TACOMA						A 6.45	
	5.20				11.05		1122.7	SEATTLE			<b>5.52</b>			1.15	
	A 6.45				A 1.59						<b>4.45</b>			<b>11.45</b>	
									Daily	Daily	Daily	Daily	Daily	Daily	
(7.00) 26.2	(9.30) 30.0	(23.35) 39.8	(18.25) 51.0	(3.50) 40.0	(26.55) 34.9	(21.15) 34.1	..... Thru Time .....	(24.10) 38.9	(4.30) 40.7	(18.12) 61.6	(23.05) 31.4	(23.45) 30.0	(9.00) 41.1	(7.00) 26.2	

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 19 October 11, 1953	FIRST CLASS			
29 Passenger	33 Passenger	31 Passenger	32 Passenger			34 Passenger	30 Passenger		
Daily	Daily	Daily	STATIONS						
				0.0	McCANNON		A 5.40	A 4.45	
				22.7	POCATELLO		<b>5.10</b> <b>4.30</b>	4.05 3.20	
				73.3	IDAHO FALLS	A 2.30	<b>3.00</b>	1.40	
				124.3	ASHTON	<b>12.55</b>			
				169.9	VICTOR	<b>11.10</b>			
				180.4	WEST YELLOWSTONE				
				286.8	BUTTE			<b>7.30</b>	
						Daily	Daily	Daily	
(0.00) 31.8	(2.50) 25.0	(3.20) 29.0	..... Thru Time .....	(3.20) 20.0	(2.40) 27.5	(9.16) 30.9	..... Average speed per hour .....		

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

## MILEAGE

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

**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Seating, etc. See Rule 6 (A), Page 31.	FIRST CLASS				Time-Table No. 19 October 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						
BKOPTWXYZ	10.40PM	5.35PM	9.50AM	5.45AM						
100 P					DN-R HUNTINGTON HU	389.4	A 5.20AM	A 8.15AM	A 6.00PM	A 2.05AM
100 PW					D LIME BY	384.5	5.05	8.02	5.47	1.50
150 PY	11.11	6.08	10.22	6.17	WEATHERBY	377.6				
100 P					DURKEE	368.9	4.40	7.37	5.22	1.25
170 PW	11.34	6.33	10.47	6.42	OXMAN	361.7				
WD 01 PY EB109					PLEASANT VALLEY	355.4	4.13	7.10	4.57	1.01
107 P	11.45	6.46	11.00	6.55	ENCINA	351.9				
WB109 BKOPW EB111 XYZ	11.55PM	6.59	11.11	7.05	QUARTZ	347.3	3.58	6.55	4.43	12.47
108 P					DN BAKER BC	342.0	3.50	6.47	4.36	12.40
106 P	12.07AM	7.11	11.23	7.16	WING	337.6	3.37	6.37	4.26	12.30
106 PW	12.17	7.21	11.34	7.26	D HAINES KB	331.7	3.32	6.32	4.21	12.25
107 P					D NORTH POWDER HD	322.1	3.22	6.22	4.11	12.17
147 PVWY	12.30	7.36	11.49AM	7.40	SAGO	315.5				
105 P					TELOCASET	312.6	3.08	6.08	3.56	12.06AM
105 PVY		7.54			CROOKS	308.9				
105 P	12.52	8.01	12.14PM	8.06	D UNION JCT. UN	302.2	2.49	5.49	3.37	11.51PM
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
					(99.0)		Daily	Daily	Daily	Daily
	(2.20) 42.7	(2.35) 38.6	(2.36) 38.6	(2.30) 39.8	.....Thru Time.....		(2.45)	(2.40)	(2.36)	(2.25)
					.....Average speed per hour.....		36.2	37.4	38.6	41.2

CENTRALIZED TRAFFIC CONTROL

Nos. 12 and 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.  
For conditional stops to discharge or pick up revenue passengers, see page 31.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Bldgs, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 19 October 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							
					<b>STATIONS</b>						
BJKOPTWXYZ	8.20 <sup>PM</sup>	12.35 <sup>PM</sup>	8.25 <sup>AM</sup>	1.05 <sup>AM</sup>	DN-R LA GRANDE RA 7.7	289.8	A 5.25 <sup>AM</sup>	A 3.15 <sup>PM</sup>	A 1.35 <sup>PM</sup>	A 2.25 <sup>AM</sup>	
WB 71 PVWXY EB 72					HILGARD 6.5	282.1	5.08	3.01	11.20	2.07	
130 P	8.52	1.07	8.56	1.34	MOTANIC 3.5	275.6					
P					<b>NORDEEN</b> 1.0	272.1					
141 PWXY	9.03	f 1.18	9.07	1.44	KAMELA 2.8	271.1	4.40	2.35	10.58	1.41	
P					<b>ROSS</b> 2.8	268.3					
WB 105 PW EB 102	9.17	f 1.32	9.20	1.56	MEACHAM 7.8	265.5	4.26	2.22	10.46	1.27	
130 P					HURON 3.6	257.7					
120 PW					CAMP 5.6	254.1					
WB 68 PWY EB 69		f 2.05			DUNCAN 9.0	248.5					
102 P	10.05	2.18	10.05	2.39	HONIFER 2.6	239.5	3.32	1.37	10.05	12.39	
106 PWY		f 2.23			GIBBON 7.3	236.9					
117 P	10.28	2.33	10.19	2.52	HOMLY 4.9	229.6	3.17	1.24	9.53	12.25	
110 P					MINTHORN 5.8	224.7					
115 P	10.43	2.46	10.33	3.05	MUNRA 3.3	218.9					
89 BJKPY WXYZ	11.00	3.00	10.43	3.11	DN PENDLETON FD 3.6	215.6	s 2.55	s 1.05	s 9.35	s 12.05 <sup>AM</sup>	
155 JPX					RIETH 3.7	212.0	2.38	12.50	9.26	11.50 <sup>PM</sup>	
135 P					BARNHART 9.4	208.3					
135 P					NOLIN 6.3	198.9					
135 PW	f 11.30	f 3.30	11.11	3.36	D ECHO III 4.2	192.6	2.16	12.26	9.05		
P	f 11.35 <sup>PM</sup>	f 3.35	11.16	3.40	STANFIELD 4.2	188.4					
BJKOPWXYZ	A 12.01 <sup>AM</sup>	A 3.50 <sup>PM</sup>	A 1.25 <sup>AM</sup>	A 3.50 <sup>AM</sup>	DN-R HINKLE UK (105.6)	184.2	2.05 <sup>AM</sup>	12.15 <sup>PM</sup>	8.55 <sup>PM</sup>	11.15 <sup>PM</sup>	
							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.....						

CENTRALIZED TRAFFIC CONTROL

DOWLE TRACK

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

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

**WESTWARD**

**THIRD SUBDIVISION**

**Time-Table No. 19**  
October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				
		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> <sup>12</sup>		4.00 <sup>PM</sup>	11.35 <sup>AM</sup>	3.55 <sup>AM</sup>	1.40 <sup>AM</sup> <sup>18</sup>	12.30 <sup>AM</sup>
P		9.40	12.30		4.10 <sup>s</sup>	11.43 <sup>s</sup>	4.03	1.48	12.38
130 PW		9.43	12.35		4.13	11.50 <sup>12</sup>	4.05	2.00 <sup>20</sup>	12.40
130 P		9.53	12.45		4.19	11.59 <sup>AM</sup>	4.10	2.07	12.46
130 P		10.03	12.56		4.27 <sup>s</sup>	12.05 <sup>PM</sup>	4.15	2.13	12.52
130 P		10.23 <sup>26</sup>	1.09		4.37	12.13	4.22	2.22	1.04 <sup>18</sup>
19 JP		10.40	1.21		4.45	12.21	4.29	2.31	1.12
143 P		10.42	1.23		4.47 <sup>264</sup>	12.23	4.30	2.33	1.23 <sup>20</sup>
WR 126 BJKOPT EB 113 WX		11.02	1.45		4.58 <sup>s</sup>	12.34 <sup>s</sup>	4.38 <sup>202</sup>	2.44 <sup>s</sup>	1.40 <sup>s</sup>
100 P		11.09	1.52		5.09	12.42	4.42	2.52	1.55
99 P		11.16	1.59		5.16 <sup>s</sup>	12.47	4.46	2.57	2.02
96 P		11.26	2.10		5.24	12.53	4.52	3.03	2.10
100 P		11.33	2.17		5.30	12.58	4.56	3.08	2.17
99 P		11.38	2.22		5.34	1.02	4.59	3.12	2.23
104 PW		11.43	2.27		5.38	1.05	5.02	3.16	2.28
100 P		11.47	2.31		5.42 <sup>s</sup>	1.07	5.04	3.19	2.32
100 P		11.51	2.35		5.46	1.10	5.07	3.22 <sup>202</sup>	2.36
80 JP { M. P. }		11.56 <sup>PM</sup>	2.40		5.49	1.13	5.10	3.26	2.40
54 P { W 101.7 }		12.01 <sup>AM</sup>	2.45		5.52	1.16	5.13	3.30	2.46
50 P		12.07	2.52		5.56	1.20	5.17	3.35	2.52
JPV		12.11	2.56		5.58	1.22	5.19	3.37	2.54
74 P		12.17	3.01		6.03	1.26	5.22	3.42	2.58
BKOPTWXX		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>

STATIONS		
DN-R	HINKLE	UK
	0.6	
	ORDNANCE	RN
	1.9	
	MUNLEY	
	5.8	
	CLARKE	
	6.2	
DN	BOARDMAN	BD
	8.1	
	CASTLE	
	7.5	
N	HEPPNER JCT.	WI
	1.2	
	WILLOWS	
	8.5	
DN	ARLINGTON	MX
	4.5	
	GILMORE	
	4.7	
	BLALOCK	
	6.1	
N	QUINTON	QN
	4.5	
	HOOK	
	2.5	
	GOFF	
	3.3	
	DAY	
	2.3	
	RUFUS	
	2.8	
	GRANT	
	2.7	
DN	BIGGS	BX
	1.1	
	MILLER	
	3.7	
	CELILO	
	1.5	
D	OREGON TRUNK JCT.	VO
	3.3	
	DUNE	
	6.1	
DN-R	THE DALLES	DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(3.10) 31.1 (3.15) 30.9 (2.15) 43.7 (2.05) 47.2 (1.40) 50.0 (2.20) 42.2 (2.45) 35.8 ..... Thru Time .....  
..... Average speed per hour .....

**On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—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. 19**

October 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			
<b>STATIONS</b>													
BLOCK SIGNALS	DN-R	<b>HINKLE</b> UK	184.2	A 2.15AM	A 12.05 <sup>151</sup> PM	A 8.50PM	A 11.05PM	A 1.40 <sup>10</sup> AM		A 6.30AM	A 6.30PM		
		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	s 1.41	11.38	8.28	10.31	1.12		5.30	5.30		
		CASTLE	166.7	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	s 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		3.65	3.45		
		HOOK	118.6	12.46	10.46	7.48	9.36	12.24		3.48	3.35		
		GOFF	116.0	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		
		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	12.01AM		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			
	(08.4)		Daily	Daily	Daily	Daily	Daily		Daily	Daily			

DOUBLE TRACK

..... Thru Time..... (2.05) (1.55) (1.35) (2.05) (1.50) (4.00) (4.00)  
 ..... Average speed per hour..... 47.2 61.3 62.1 47.2 63.7 24.6 24.6

**On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.**  
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.  
 No. 12 will reduce speed to 30 MPH at Rufus, Blalock and Boardman to permit exchange of mail.  
 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**

**Time-Table No. 19**

October 11, 1953

Car Capacity of 25 Freight etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS								STATIONS
	151 Time Freight	257 Time Freight	25 Mail and Express	458 Passenger	11 Passenger	105 Streamliner Passenger	402 Passenger	19 Passenger	17 Passenger	BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
BKOPTWXZ	4.00PM	4.10AM	6.25PM		1.45PM	5.35AM		4.05AM	3.25AM	DN-R THE DALLES 4.1 DK WHI 4.1	
P	4.15	4.25	6.31		1.51	5.40		4.12	3.32	CRATES 5.2	
136 P	4.25	4.35	6.37		1.57	5.46		4.18	3.38	ROWENA 6.3	
133 P	4.40	4.50	6.54 <sup>100</sup>		2.08	5.54		4.29	3.50	MOSIER 7.4	
WB 72 EB 107 KPVWX	4.52	5.02	7.13		2.20	6.05		4.46	4.05	DN HOOD RIVER 4.1 KI	
131 P	5.05	5.10	7.19		2.26	6.10		4.53	4.13	MENO 8.5	
121 PW	5.25	5.35	7.33		2.40	6.21		5.07	4.27	WYETH 7.2	
139 P	5.38	5.50	7.52 <sup>20</sup>		2.50	6.30		5.17	4.38	CASCADE LOCKS 4.3	
122 PW	5.45	5.57	8.04		2.55	6.35		5.22	4.45	DN BONNEVILLE 4.8 MU	
131 P	6.11 <sup>100</sup>	6.04	8.12		3.00	6.40		5.28	4.52	DODSON 7.3	
131 P2	6.27	6.15	8.25		3.10	6.48		5.37	5.04	D BRIDAL VEIL 3.9 JU	
131 P	6.34	6.22	8.34		3.14	6.52		5.42	5.09	ROOSTER ROCK 7.1	
110 IJPW	A 6.48PM	A 6.35AM	8.50		3.25	7.00		5.53	5.21	DN TROUTDALE 1.7 SN	
51 P			8.58		3.29	7.03		5.56	5.25	FAIRVIEW 6.0 FA	
53 P			9.07		3.35	7.09		6.04	5.32	CLARNIE 3.5	
28 PX			9.13		3.41	7.15		6.10	5.38	GRAHAM 2.5	
17 PX			9.18		3.46	7.19		6.15	5.43	BRUUN 1.4	
IJPVXY			9.22	9.09PM	3.50	7.22	6.39AM	6.18	5.47	EAST PORTLAND 0.5	
BIKPV			A 9.30PM	A 9.15PM	A 4.00PM	A 7.30AM	A 6.45AM	A 6.30AM	A 6.00AM	DN-R PORTLAND 0.5 P-VC	
	(2.48) 25.1	(2.25) 29.0	(3.05) 27.8	(0.00) 5.0	(2.15) 38.1	(1.55) 44.8	(0.00) 5.0	(2.25) 35.5	(2.35) 33.2	..... Thru Time ..... ..... Average speed per hour.....	

**WESTWARD**

**KENTON LINE**

**Time-Table No. 19**

October 11, 1953

Car Capacity of 25 Freight etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		STATIONS	
	151 Time Freight	257 Time Freight	458 Passenger	402 Passenger		BLOCK SIGNALS
	Daily	Daily	Daily	Daily		
157 IJPWX	6.48PM	6.35AM			DN TROUTDALE 5.0 SN	
51 P	6.58	6.45			HEMLOCK 4.6	
100 P	7.08	6.55			D FIR 4.8 FR	
73 BKPX	7.20	7.20			DN KENTON 4.8 KN	
IJVX			8.55PM	6.25AM	DN NORTH PORTLAND JCT. 2.5 KD	
IJPXY			8.57	6.27	PENINSULA JCT. 1.2	
IJPX	7.40	7.40	9.00	6.30	DN ST. JOHNS JCT. 1.4 JN	
BKOPTWXZ	A 8.00PM	A 8.20AM	9.04	6.34	DN-R ALBINA 2.6 B	
IJPVXY			A 9.09PM	A 6.39AM	EAST PORTLAND 1.1 X	
	(1.12) 17.0	(1.45) 11.7	(0.14) 27.0	(0.14) 27.0	..... 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.

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

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

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

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

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



**FOURTH SUBDIVISION**

**EASTWARD**

Time-Table No. 19 October 11, 1953		Mile Post	FIRST CLASS						SECOND CLASS				
			457	12	106	26	18	20	401	264	262		
			Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger	Passenger	Time Freight	Time Freight		
<b>STATIONS</b>													
DN-R	<b>THE DALLES</b> 4.1	DK WH	DOUBLE TRACK	85.8		A 10:05 AM	A 7:15 PM	A 8:55 PM	A 11:45 PM	A 12:05 AM		A 1:30 PM	A 1:10 AM
	<b>CRATES</b> 5.2			81.7		9:58	7:09	8:45	11:38	11:57 PM		1:00	12:52
	<b>ROWENA</b> 6.3			76.6		9:52	7:03	8:39	11:32	11:51		12:45	12:42
	<b>MOSIER</b> 7.4			70.2		9:42	6:54 <sup>25</sup>	8:29	11:22	11:41		12:31	12:27
DN	<b>HOOD RIVER</b> 4.1	KI		62.8		9:33	6:45	8:20	11:13	11:32		12:15	12:15
	<b>MENO</b> 8.6		58.7		9:23	6:39	8:14	11:03	11:21		12:05 PM	12:05 AM	
	<b>WYETH</b> 7.2		50.2		9:11	6:29	8:02	10:51	11:10		11:40 AM	11:50 PM	
	<b>CASCADE LOCKS</b> 4.3		43.0		9:01	6:21	7:52 <sup>25</sup>	10:41	11:00		11:18	11:32	
DN	<b>DONNEVILLE</b> 4.8	MU	38.7		8:56	6:16	7:47	10:36	10:55		11:10	11:25	
	<b>DODSON</b> 7.3		33.9		8:50	6:11 <sup>151</sup>	7:41	10:30	10:49		11:00	11:18	
D	<b>BRIDAL VEIL</b> 8.0	JU	26.6		8:41	6:04	7:32	10:21	10:40		10:50	11:07	
	<b>ROOSTER ROCK</b> 7.1		22.7		8:37	6:00	7:28	10:17	10:36		10:40	11:00	
DN	<b>TROUTDALE</b> 1.7	SN	15.6		8:29	5:53	7:20	10:09	10:28		10:25 AM	10:45 PM	
	<b>FAIRVIEW</b> 6.0	FA	13.9		8:27	5:51	7:17	10:07	10:24				
	<b>CLARNIE</b> 3.5		7.9		8:21	5:45	7:11	10:01	10:16				
	<b>GRAHAM</b> 2.5		4.4		8:16	5:40	7:06	9:56	10:11				
	<b>BRUUN</b> 1.4		1.9		8:12	5:36	7:02	9:52	10:07				
	<b>EAST PORTLAND</b> 0.5		0.5		A 8:04 AM	8:09	5:33	6:59	9:49	10:04	A 1:49 PM		
DN-R	<b>PORTLAND</b>	P-VC	0.0		8:00 AM	8:05 AM	5:30 PM	6:55 PM	9:45 PM	10:00 PM	11:45 PM		
	(85.8)				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
..... Thru Time .....				(0.04)	(2.00)	(1.45)	(2.00)	(2.00)	(2.05)	(0.04)	(3.05)	(2.25)	
..... Average speed per hour .....				7.5	42.9	49.0	42.0	42.9	41.2	7.5	22.8	29.0	

Time-Table No. 19 October 11, 1953		Mile Post	FIRST CLASS				SECOND CLASS	
			457	401			264	262
			Passenger	Passenger			Time Freight	Time Freight
<b>STATIONS</b>								
DN	<b>TROUTDALE</b> 5.0	SN	22.0				A 10:25 AM	A 10:45 PM
	<b>HEMLOCK</b> 4.6		17.0				10:05	10:20
D	<b>FIR</b> 4.3	FR	12.4				9:50	10:05
DN	<b>KENTON</b> 2.5	KN	8.1				9:35	9:50
DN	<b>NORTH PORTLAND JCT.</b> 1.2	KD	6.8	A 8:16 AM	A 12:01 AM			
	<b>PENINSULA JCT.</b> 1.4		5.8	8:13	11:58 PM			
DN	<b>ST. JOHNS JCT.</b> 2.6	JN	4.2	8:10	11:55		9:15	9:30
DN-R	<b>ALBINA</b> 1.1	B X	1.8	8:07	11:52		9:00 AM	9:15 PM
	<b>EAST PORTLAND</b>		0.5	8:04 AM	11:49 PM			
	(22.7)			Daily	Daily		Daily	Daily
..... Thru Time .....				(0.12)	(0.12)		(1.25)	(1.30)
..... Average speed per hour .....				31.6	31.5		14.4	13.6

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

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

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

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

No. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

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

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

**WESTWARD**

**FIFTH SUBDIVISION**

**FIRST CLASS**

**Time-Table No. 19**

**October 11, 1953**

Car Capacity of Seating, etc., See Rule 6(A), Page 31.				<b>401</b> Passenger	<b>87</b> CMSt.P&P Passenger	<b>85</b> CMSt.P&P Streamliner Passenger	<b>457</b> Passenger	<b>83</b> CMSt.P&P Streamliner Passenger	<b>81</b> CMSt.P&P Passenger	<b>STATIONS</b>
				Daily	Daily	Daily	Daily	Daily	Daily	
	IJPVX			11.45 PM			8.00 AM			
			12.01 AM			8.16 AM				
			A 12.06 AM			A 8.21 AM				

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

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

										N. P. CROSSING 1.2
										N. P. CROSSING 0.1
										N. P. CROSSING 0.3
IJ				5.25 AM			11.09 AM			DN RESERVATION RN
JP				A 6.27 AM			A 11.11 AM			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 67 IPVX				6.20 AM			11.42 AM			<b>BLOCK SIGNALS</b> DN-R BLACK RIVER HI 0.0 C. M. St. P. & P. & P. C. CROSSING 0.3 DN-R ARGO G 3.1 DN-R SEATTLE OW (183.2)
HJKOP TVWXYZ				6.30	9.24 PM	2.48 PM	11.50	9.13 AM	7.35 AM	
BKPXZ				A 6.45 AM	A 9.45 PM	A 3.00 PM	A 11.59 AM	A 9.30 AM	A 8.00 AM	

(7.00)	(0.21)	(0.12)	(3.50)	(0.17)	(0.25)	.....Thru Time.....
26.2	8.0	15.5	46.0	10.0	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.**

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

**WESTWARD**

**EASTWARD**

				<b>691</b>	<b>681</b>		<b>692</b>	<b>690</b>		
				5.15 PM	6.00 AM	ALBINA	A 2.00 PM	A 11.00 AM		
				A 4.30 AM	A 6.00 PM	ARGO	3.00 AM	7.30 PM		

**FIFTH SUBDIVISION**

**EASTWARD**

Time-Table No. 19 October 11, 1953		Mile Post	FIRST CLASS							
			80 CM St. P. & P Passenger	82 CM St. P. & P Streamliner Passenger	84 CM St. P. & P Streamliner Passenger	458 Passenger	86 CM St. P. & P Passenger	402 Passenger		
<b>STATIONS</b>										
BLOCK SIGNALS {	<b>PORTLAND</b> 0.8	0.0				A 9.15 PM		A 6.45 AM		
	DN NORTH PORTLAND JCT. KD 1.9	6.8				8.55		6.25		
	<b>VANCOUVER</b> 1.9	8.7				8.51 PM		6.20 AM		

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

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

	N. P. CROSSING		145.2							
	1.2 N. P. CROSSING		146.4							
	0.1 N. P. CROSSING		146.5							
BLOCK SIGNALS {	DN <b>RESERVATION</b> RN 0.3	146.8				A 5.37 PM		A 12.45 AM		
	DN <b>TACOMA JCT.</b> JN 0.7	147.5				5.35 PM		12.43 AM		

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

BLOCK SIGNALS {	DN-R <b>BLACK RIVER</b> B1 0.0	173.8				A 5.00 PM		A 12.01 AM		
	C. M. St. P. & P. & P. C. CROSSING 6.3	173.8								
	DN-R <b>ARGO</b> G 3.1	180.1	A 8.29 AM	A 9.53 AM	A 3.23 PM	4.52	A 10.25 PM	11.52 PM		
	DN-R <b>SEATTLE</b> OW 3.1	183.2	8.20 AM	9.45 AM	3.15 PM	4.45 PM	10.15 PM	11.45 PM		
	(183.2)		Daily	Daily	Daily	Daily	Daily	Daily		

.....Thru Time.....	(0.00)	(0.08)	(0.08)	(4.30)	(0.10)	(7.00)
.....Average speed per hour.....	20.7	23.3	23.3	40.7	18.0	20.2

**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**

**Time-Table No. 19**  
**October 11, 1953**

Car Capacity of Sidings, etc. See Rules 6(A), Page 61.	SECOND CLASS				FIRST CLASS				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						10:25 <sup>PM</sup>	9:00 <sup>PM</sup>	1:05 <sup>AM</sup>	DN-R SPOKANE AU
BKOPTWXZ		12:45 <sup>AM</sup>				10:35 <sup>PM</sup>	9:04	1:11	WEST SPOKANE
48 P		12:55				10:41	9:08	1:18	3.6 COWLES
53 P		1:05				10:49	9:13	1:25	4.2 MARSHALL
103 PW		1:20				11:00	9:22	1:36	7.3 N CHENEY CY
51 P		1:28				11:10	9:28	1:44	5.2 GEIB
52 P		1:36				11:16	9:35	1:50	5.0 MASON
53 PW		1:46				11:25	9:43	1:59	7.4 CROSKY
100 P		2:05 <sup>PM</sup>				11:31	9:49 <sup>PM</sup>	2:05 <sup>AM</sup>	4.0 WELLS
52 P		2:20				11:38	9:56	2:12	6.6 PALM LAKE
44 P		2:30				11:44	10:02	2:18	5.2 ASHBY
52 P		2:40				11:50	10:07	2:24	4.2 EMDEN
75 JOPVWXY		2:55				11:59 <sup>PM</sup>	10:15	2:35 <sup>AM</sup>	DN-R MARENGO RA
52 P		3:05					10:21		4.3 THAVIS
63 P		3:12					10:26		4.4 MACK
51 P		3:20					10:31		4.2 ANKENY
38 JPWY		3:00 <sup>PM</sup>	3:35				10:42		7.9 N-R HOOPER JCT. HR
53 P		3:15	3:45				10:49		5.6 PAIK
51 P		3:30	3:57				10:58		6.2 JOSE
73 P		3:45	4:10				11:07		5.8 CHEW
BJKOPWXY	A 4:00 <sup>PM</sup>	4:30 <sup>PM</sup>	5:00				11:27		3.9 DN-R AYER JD
96 P		6:15					11:35		6.3 RUXBY
90 P		6:30					11:44		7.7 SCOTT
46 P		6:40					11:51		6.1 WALKER
90 P		6:46					11:55 <sup>PM</sup>		2.8 SMMONS
96 PW		7:05					12:06 <sup>AM</sup>		7.6 N PAGE MS
95 P		7:20					12:15		7.6 ASH
94 P		7:30					12:21		6.0 HUMORIST
157 JKPVWXY		8:50	4:30 <sup>AM</sup>	4:20 <sup>AM</sup>		11:45 <sup>PM</sup>	12:30		7.2 DN-R WALLULA JN
JPVXY		9:00	4:40	A 4:25 <sup>AM</sup>		11:50 <sup>PM</sup>	12:33		1.7 WALLULA JCT.
157 P		9:40 <sup>PM</sup>	5:00			12:05 <sup>AM</sup>	12:46		10.3 JUNIPER
159 P		10:00	5:20			12:18	12:56		8.8 COLD SPRINGS
BJKOPWXYZ		10:30 <sup>AM</sup>	5:40 <sup>AM</sup>			12:40 <sup>AM</sup>	1:15 <sup>AM</sup>		9.2 DN-R HINKLE UK
									(186.0)

(1.00) 21.5 (0.45) 18.9 (1.10) 26.6 (0.05) 20.4 (0.55) 33.8 (1.34) 39.0 (4.15) 43.1 (1.30) 40.7

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

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.  
At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.  
No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.  
For conditional stops to discharge or pick up revenue passengers, see page 31.  
For stations not shown on schedule pages, see page 22.

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 19

October 11, 1953

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		20 Passenger	64 Passenger	96 CM&P Passenger	98 CM&P Streamliner Passenger	392 Freight	298 Freight	364 Freight	345 Mixed
DN-R <b>SPOKANE</b> DS AU 1.7	367.3	A 7.00AM		A 7.15AM	A 10.45PM				
<b>WEST SPOKANE</b> DS AU 3.0	365.6	6.54		7.06	<b>10.35</b> <sup>99</sup>		A 6.30PM		
COWLES 4.2	362.0	6.48		6.59	10.29		6.05		
MARSHALL 7.3	357.8	6.41		6.54	10.24		5.56		
N CHENEY CY 5.2	350.5	s 6.32		s 6.45	10.15		5.40		
GEIB 5.0	345.3	6.24		6.34	10.08		5.30		
MASON 7.4	340.3	6.18		6.28	10.02		5.20		
CROSKEY 4.0	332.9	6.10		6.20	9.54		5.05		
WELLS 6.6	328.9	6.05		6.15	<b>9.49</b> <sup>10</sup>		4.57		
PALM LAKE 5.2	322.3	5.57		6.05	9.39		4.46		
ASHBY 4.2	317.1	5.51		5.58	9.32		4.35		
EMDEN 6.7	312.9	5.45		5.51	9.25		4.20		
DN-R <b>MARENGO</b> RA 4.8	306.2	s 5.36		5.41 AM	9.15 PM		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 <b>HOOPER JCT.</b> HR 5.6	284.9	5.05				A 6.30AM	<b>3.00</b> <sup>391</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 <b>AYER</b> JD 6.2	263.4	s <b>4.30</b> <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 MB 7.5	233.0	3.45					11.59AM		
ASH 6.0	225.5	3.35					11.40		
HUMORIST 7.2	219.5	3.28					11.27		
DN-R <b>WALLULA</b> JN 1.7	215.2	s 3.18	A 3.40AM				11.15	A 7.05PM	A 1.15PM
<b>WALLULA JCT.</b> 16.3	213.5	3.12	3.35				10.00	7.00	11.05PM
JUNIPER 9.9	208.2	3.01	3.22				<b>9.40</b> <sup>151</sup>	6.40	
COLD SPRINGS 0.3	199.4	2.51	3.10				9.20	6.20	
DN-R <b>HINKLE</b> UK (186.0)	184.2	2.40AM	2.55AM				9.00AM	6.00PM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

.....Thru Time.....	(4.20)	(0.45)	(1.34)	(1.30)	(1.00)	(9.30)	(1.05)	(0.10)
.....Average speed per hour.....	42.9	41.3	39.0	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. 19			Mile Post	SECOND CLASS
	305 Mixed	October 11, 1953				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10PM	D-R	JOSEPH	J	83.8	A 1.15AM
22 X	12.40	D	ENTERPRISE	RS	78.0	11.00
39	1.10		LOSTINE		67.8	10.07
27 WXY	1.45	D	WALLOWA	WO	60.0	9.50
12 W {M.P. 49.0}	2.20		MINAM		47.1	9.07
40 W {M.P. 32.0}	2.50		LOOKING GLASS		33.8	8.37
32	3.20		GULLING		25.1	8.15
35 WXY	3.40	D	ELGIN	GN	20.9	8.05
18	4.05	D	IMBILER	BR	12.3	7.32
20	4.25	f	ALICEL		8.4	7.22
BJKOPT WXYZ	5.00PM	DN-R	LA GRANDE	IRA	0.0	7.00AM
			(83.8)			Daily Except Sunday
(4.60)	..... Thru Time.....				(4.15)	
17.3	..... Average speed per hour.....				10.7	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 19			Mile Post	
		October 11, 1953				
		STATIONS				
165 JPX			RIETH		0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
			(14.9)			

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 19			Mile Post	
		October 11, 1953				
		STATIONS				
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
95 P		D	HERMISTON	MN	3.9	
PWXY		D	UMATILLA	CS	10.1	
63 P			IRRIGON		17.9	
			(17.9)			

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

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

WESTWARD		HEPPNER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 19			Mile Post	SECOND CLASS
	329 Freight	October 11, 1953				330 Freight
	Monday Wednesday Friday	STATIONS				
30 PWXY	9.30AM	D-R	HEPPNER	HR	45.2	A 8.45AM
19 P	9.55		LEXINGTON		36.3	8.00
7	10.10		JORDAN		31.0	7.40
15 PW	10.30	D	IONE	ON	28.3	7.25
8	10.45		McNAB		25.2	7.10
13	11.05		MORGAN		19.8	6.55
3	11.30AM		CECIL		14.5	6.35
19 JPX	12.15PM	N-R	HEPPNER JCT.	WL	0.0	6.00AM
			(45.2)			Monday Wednesday Friday
(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. 19			Mile Post	SECOND CLASS
	327 Freight	October 11, 1953				328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS				
20 PWXY	10.15AM	D-R	CONDON	CD	44.5	A 9.00AM
22	10.40		GWENDOLEN		36.3	8.25
27	11.00		SPEECE		32.3	8.10
26	11.10		CLEM		28.6	7.50
20 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
20	12.30		SHUTLER		7.3	6.25
WB 124 BJKO EB 113 PTWX	1.15PM	DN-R	ARLINGTON	MX	0.0	6.00AM
			(44.5)			Tuesday Thursday Saturday Sunday
(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. 19			Mile Post	
		October 11, 1953				
		STATIONS				
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
25		D	MORO	MR	27.0	
16			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNBERRY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
			(52.5)			

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 19		Mile Post	SECOND CLASS
	313	October 11, 1953			314
	Mixed	STATIONS			Mixed
	Daily Except Monday				

BKOP VWXYZ	5.00 AM	DN-R	BEND	ND	150.0	A 2.30 PM
------------	---------	------	------	----	-------	-----------

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

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

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

**BEND BRANCH SHOWN FOR INFORMATION ONLY.**

**WESTWARD TONO BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 19		Mile Post
	October 11, 1953		
	STATIONS		
39 PWX	R	TONO 5.8	8.0
27 JX		WABASH 2.2	2.2

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

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

**WESTWARD OLYMPIA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 19		Mile Post
	October 11, 1953		
	STATIONS		
JPVXY	R	EAST OLYMPIA 7.3	0.0
		N. P. CROSSING 0.1	7.3
BKPV WXYZ	D-R	OLYMPIA	OA 7.4
		(7.4)	

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 19	Mile Post	SECOND CLASS	
	307	309			308	306
	Mixed	CMStP&P Freight			CMStP&P Freight	Mixed
	Daily Except Saturday	Daily Except Sunday	STATIONS			

BJKOPT VWXYZ	8.00 PM	DN-R	CENTRALIA 2.4	CN	O.O	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.**

Train	Time	Station	Time	Station	Time	
JMPV	8.10 PM	BLAKESLEE JUNCTION	2.4		A 10.05 PM	
M		N. P. CROSSING	2.4			
M		C. M. St. P. & P. CROSSING	2.4			
23 P	f 8.20	GALVIN	5.0		f 9.55	
43 JPVX	f 8.40	HELING JUNCTION	12.2	A 8.10 PM	f 9.35	
48 PWX	a 8.45	M-R INDEPENDENCE ND	18.7	7.52	a 9.30	
52 P	f 9.05	CEDARVILLE	22.2	7.30	f 9.05	
51 P	f 9.20	LANKNER	26.8	7.20	f 8.50	
44 P	f 9.35	SAGINAW	30.8	7.10	f 8.35	
5 PW	f 9.40	SOUTH ELMA	32.5	7.05	f 8.30	
53 PXY	f 10.25	SOUTH MONTESANO	42.4	6.30	f 8.05	
X		SOUTH MONTESANO	42.4			
PVX		D MONTESANO MO	43.9			
53 PXY	f 10.25	SOUTH MONTESANO	42.4	6.30	f 8.05	
27 P	f 10.30	MELBOURNE	43.8	6.00	f 7.45	
32 PV	f 10.40	PREACHER'S SLOUGH	46.7	5.50	f 7.35	
83 JPYX	f 10.55	COSMOPOLIS	51.2	5.35	f 7.20	
M		N. P. CROSSING	58.3			
82 BKPVXZ	A 11.25 PM	A 5.05 AM	DN-R ABERDEEN	SA 53.9	5.20 PM	a 7.00 PM

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

**TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.**

BKOPT WYZ	A 11.55 PM	A 5.35 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	6.30 PM
				(57.5)			Daily Except Sunday	Daily Except Sunday
	(3.55)	(3.06)					(3.10)	(3.60)
	14.7	14.7					14.3	15.0

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

**WESTWARD**

**YAKIMA BRANCH**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS		Time-Table No. 19		
		907	373	909	363		63	347	October 11, 1953		
		N. P. Freight	N. P. Freight	N. P. Freight	Freight		Passenger	N. P. Passenger			
	Daily	Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily	<b>STATIONS</b>			
BKOPTVWXYZ					9.30PM		8.00PM		DN-R	<b>YAKIMA</b> NY	
30 X					9.40		8.06			3.4 UNION GAP	
MP										3.3 N. P. CROSSING	
30 P					9.50		8.12			0.5 PARKER	
M									1.4 N. P. CROSSING		
32 P					10.00		f 8.19		2.6 DONALD		
18 PV					10.05		f 8.24		2.3 SAWYER		
40 PV					10.15		s 8.29		2.0 BUENA	BA	
74 PVX					10.25		s 8.36		3.1 ZILLAH	AH	
53 P					10.48		f 8.44		6.1 GRANGER		
62					11.05		f 8.53		6.2 EMERALD		
35 JPXY					11.30 <sup>364</sup> PM		9.25		R	<b>MIDVALE</b>	
51 PVWX					12.01AM		s 9.37		N	5.9 GRANDVIEW	GW
44 P					12.25		f 9.49		6.9 NORTH PROSSER		
53					12.50		f 10.01 <sup>364</sup>		7.8 CHAPPEE		
42 PWX					1.20		s 10.12		D	6.5 BENTON CITY	BC
53					1.40		10.22			6.2 ACTON	
51 JPX			7.40AM		2.10		10.40		R	12.3 <b>RICHLAND JCT.</b>	
66 BKPVWX			A 8.00AM		2.50		s 11.00		DN	6.8 KENNEWICK	KN
12 P					3.10		f 11.10			4.6 HEDGES	
70 JPV		6.25PM		6.35AM	3.20		f 11.15	5.25AM		2.3 <b>VILLARD JCT.</b>	
70 JPWX		A 6.45PM						A 5.37AM		0.4 <b>ATTALIA</b>	
157 JKPVWXY				A 6.50AM	A 3.35AM		A 11.30PM		DN-R	0.8 <b>WALLULA</b>	JN
										(98.0)	
		(0.20) 19.3	(0.20) 17.4	(0.15) 28.0	(6.05) 16.1		(3.30) 28.2	(0.12) 32.0		..... Thru Time .....	
										..... Average speed per hour .....	

**WESTWARD**

**SUNNYSIDE BRANCH**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 19	
			63	October 11, 1953	
			Passenger		
			Daily	<b>STATIONS</b>	
36 JPXY			9.00PM	R	<b>MIDVALE</b>
PVX			A 9.10PM	D-R	<b>SUNNYSIDE</b> SI
					(2.8)
			(0.10) 10.8		..... Thru Time .....
					..... Average speed per hour .....

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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. 19 October 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		
STATIONS											
DN-R	<b>YAKIMA</b>	NY	98.0	A 7:00AM					A 2:15AM		
	3.4 UNION GAP		94.6	6:50					1:55		
	3.3 N. P. CROSSING		91.3								
	0.6 PARKER		90.8	f 6:43					1:45		
Buck 2-15	1.4 N. P. CROSSING		89.4								
	2.0 DONALD		86.8	f 6:33					1:30		
	2.3 SAWYER		84.5	f 6:26					1:20		
	2.0 BUENA	BA	81.6	s 6:19					1:10		
D-R	3.1 Zillah	AH	78.5	s 6:11					12:55		
	5.1 GRANGER		73.4	f 6:00					12:25		
	6.2 EMERALD		67.2	f 5:51					12:05AM		
	3.0 MIDVALE		63.6	5:44					11:30 <sup>363</sup> PM		
R	5.9 GRANDVIEW	GW	57.7	s 5:35					10:37		
N	6.9 NORTH PROSSER		50.8	f 5:19					10:20		
	7.8 CHAFFEE		43.0	f 5:07					10:01 <sup>03</sup>		
D	8.5 BENTON CITY	BC	36.5	s 4:57					9:15		
	5.2 ACTON		31.3	4:47					9:05		
R	12.3 RICHLAND JCT.		19.0	4:30			A 5:30AM		8:35		
DN	5.8 KENNEWICK	KN	13.2	s 4:20			5:10AM		8:18		
	4.5 HEDGES		8.7	f 4:05					8:08		
C.T.C.	2.3 VILLARD JCT.		7.0	f 4:00	A 10:50PM		A 2:35AM	A 1:50PM	8:00		
	6.4 ATTALIA		0.6		10:38PM		2:15AM				
DN-R	0.6 WALLULA	JN	0.0	3:50AM				1:30PM	7:45PM		
(98.0)				Daily	Daily		Daily	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			

**SUNNYSIDE BRANCH**

**EASTWARD**

Time-Table No. 19 October 11, 1953		Mile Post	FIRST CLASS			
STATIONS			84 Passenger			
R	<b>MIDVALE</b>	0.0	A 9:25PM			
D-R	<b>SUNNYSIDE</b>	2.8	9:15PM			
(2.8)			Daily			
..... Thru Time .....			(0.10)			
..... Average speed per hour .....			16.8			

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

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

No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.

No. 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**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 19			
	381 CMS&P Freight	387 Freight	383 CMS&P Freight	96 CMS&P Streamliner Passenger	67 Passenger	91 CMS&P Passenger	69 Spokane Internat'l Passenger	October 11, 1953			
	Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS			
BKPVX	9.30 <sup>PM</sup>	5.00 <sup>PM</sup>	7.00 <sup>AM</sup>	10.55 <sup>PM</sup>	8.15 <sup>AM</sup>	7.45 <sup>AM</sup>	1.00 <sup>AM</sup>	DN-R	SPOKANE 1.9	DS AU	DOUBLE TRACK
IJPX	9.35	5.15	7.05	11.00	8.20	7.50	A 1.05 <sup>AM</sup>	DN	N. P. CROSSING 0.9	CG	
83 X	9.50 <sup>02</sup>	5.20	7.10	11.03	8.23	7.53			EAST SPOKANE 1.4		
51 X	9.59	5.25	7.15	11.06	8.26	7.56			HILL 2.3		
69 JKVX	10.10	5.35	A 7.20 <sup>AM</sup>	11.10	s 8.30	8.00		DN	DISHMAN 3.2	SP	
35	10.20	5.45		11.15 <sup>382</sup>	f 8.34	8.05			CHESTER 6.0		
49	10.50 <sup>382</sup>	6.16 <sup>68</sup>		11.27 <sup>388</sup>	s 8.45	8.17		D	MICA 2.8	MA	
38	11.10 <sup>388</sup>	6.35		11.31 <sup>381</sup>	f 8.50	8.21			FREEMAN 3.3		
JVX	A 12.01 <sup>AM</sup>	6.50		A 1.36 <sup>PM</sup>	s 8.56	A 8.26 <sup>AM</sup>		DN-R	MANITO 5.2	MU	
23		7.10			s 9.03			D	ROCKFORD 3.3	RD	
40		7.20			9.10				DARKNELL 3.4		
31 JWX		7.40			s 9.16			D	FAIRFIELD 8.4	G	
25		8.10			s 9.31				LATAH 7.2		
BJKOPTWXYZ		A 8.45 <sup>PM</sup>			A 9.52 <sup>AM</sup>			DN-R	TEKOA (40.3)	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.....			

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
	SECOND CLASS	Time-Table No. 19			Mile Post	
	391 Freight	October 11, 1953				
	Daily Except Monday	STATIONS				
14 JPX	7.25 <sup>AM</sup>	SELTICE 8.2			48.0	
		G. N. CROSSING 0.03			39.8	
		N. P. CROSSING 0.65			39.7	
34 VWX	8.20	D OAKESDALE ON			39.1	
44	8.50	THORNTON 7.9			31.2	
M		G. N. CROSSING 0.5			30.7	
28 WX	9.40	D ST. JOHN SJ			18.3	
27	10.10	WILLADA 12.4			11.5	
53	10.40	GRAVEL PIT 7.1			4.4	
63 JWXY	A 1.45 <sup>AM</sup>	D-R WINONA WA			0.0	
		(48.0)				

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	WESTWARD		WALLULA BRANCH		EASTWARD	
	SECOND CLASS	Time-Table No. 19			Mile Post	SECOND CLASS
	345 Mixed	October 11, 1953				346 Mixed
	Daily	STATIONS				
BJKOPTWXYZ	9.45 <sup>PM</sup>	DN-R WALLA WALLA BU			30.9	A 6.45 <sup>AM</sup>
5 X		COLLEGE PLACE 2.0			28.9	
M		W. W. V. RY. CROSSING 0.2			28.7	
17 X	f 9.51	GARRETT 0.1			28.6	f 5.40
10	f 10.05	WHITMAN 4.6			24.0	f 5.25
12	f 10.18	LOWDEN 4.7			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			7.5	f 4.43
JPV	A 10.57 <sup>PM</sup>	ZANGAR JCT. 3.3			3.8	4.35 <sup>AM</sup>
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 <sup>PM</sup>	WALLULA JCT. 3.8			0.0	4.25 <sup>AM</sup>
		(30.5)				Daily
	(4.20) 11.1	..... Thru Time..... ..... Average speed per hour.....	(1.20) 22.0	..... Thru Time..... ..... Average speed per hour.....	(2.80) 13.1	

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

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

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

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

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

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

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

**SPOKANE-TEKOA BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A) Page 31	Time-Table No. 19 October 11, 1953		Mile Post	FIRST CLASS				SECOND CLASS			
				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	165.4	A 12:55 AM	A 1:50 PM	A 6:50 PM	A 10:00 PM		A 4:00 PM	A 12:10 AM	A 12:30 AM
IJPX	DN	N. P. CROSSING 0.9	163.5	12:45	1:43 PM	6:41	9:52		3:45	11:59 PM	12:20
83 X		EAST SPOKANE 1.4	162.6	12:43		6:39	9:50 <sup>381</sup>		3:42	11:45	12:10
51 X		HILL 2.3	161.2	12:40		6:36	9:47		3:37	11:35	12:05 AM
59 JKVX	DN	DISHMAN 3.2	158.9	12:36		6:33	9:43		3:30 PM	11:25	11:55 PM
35		CHESTER 6.0	155.7	12:31		6:28	9:38			11:15 <sup>95</sup>	11:47
49	D	MICA 2.8	149.7	12:20		6:16 <sup>387</sup>	9:27			10:50 <sup>381</sup>	11:27 <sup>96</sup>
38		FREEMAN 3.3	146.9	12:15		6:10	9:22			10:42	11:10 <sup>381</sup>
JVX	DN-R	MANITO 5.2	143.6	12:10 AM		6:04	9:17 PM			10:35 PM	11:01
23	D	ROCKFORD 3.3	138.4			5:53					10:44
40		DARKNELL 3.4	135.1			5:46					10:35
81 JWX	D	FAIRFIELD 8.4	131.7			5:40					10:20
25		LATAH 7.2	123.3			5:24					9:55
BJKOPTWXYZ	DN-R	TEKOA (49.3)	116.1			5:11 PM					9:30 PM
				Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily
..... Thru Time .....				(0.45)	(0.07)	(1.39)	(0.43)		(0.30)	(1.35)	(3.00)
..... Average speed per hour .....				29.0	10.3	29.9	30.4		13.0	13.8	16.4

**WESTWARD**

**MOSCOW BRANCH**

**EASTWARD**

**WESTWARD CONNELL BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A) Page 31	SECOND CLASS		FIRST CLASS	Time-Table No. 19 October 11, 1953	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A) Page 31	SECOND CLASS	Time-Table No. 19 October 11, 1953	Mile Post	SECOND CLASS
	379	61	62			378	391		392			
	Freight	Passenger	Passenger			Freight	Freight		Freight			
STATIONS												
BKTVWX	9:00 PM	6:45 PM	D-R MOSCOW 8.8	28.1	A 8:50 AM	A 4:15 PM	BJKOWXY	1:45 PM	D-R LA CROSSE JA 14.7	0.0	A 7:30 AM	
			N. P. CROSSING 0.0	19.3			11 X	2:50	HOOPER 1.0	14.7	6:35	
23 X	9:30	7:05	D PULLMAN XN 6.0	18.7	8:33	3:45	32 JPWXY	2:55 PM	N-R HOOPER JCT. FR 7.8	15.7	6:30 AM	
18	9:50	7:18	ALBION 3.0	12.7	8:13	3:20	34		D WASHTUCNA FN 13.9	23.5		
19	10:00	7:25	SHAWNEE 9.7	9.7	8:05	3:08	21 V		D KAHLOTUS HO 15.5	37.4		
BJKMOWXY	10:50 PM	7:45 PM	DN-R COLFAX 0.0	0.0	7:42 AM	2:30 PM	18 WXY		R CONNELL N	52.9		
				(28.1)	Daily	Daily Except Monday					(52.9)	Daily
..... Thru Time .....												
..... Average speed per hour .....												
(1.50)		(1.00)	(1.08)		(1.45)	(1.10)	(1.10)		(1.00)		(1.00)	
15.3		23.1	24.8		16.1	13.5	13.5		16.7		16.7	

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

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

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

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

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

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

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

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

**WESTWARD**

**TEKOA-AYER BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 19 October 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							
BJKOPT WXYZ			7.00AM			DN-R TEKOA K	116.1			A 3.00PM		
14 JPX			A 7.25AM			R SELTICE	110.4			2.30		
32 W			VIA PLEASANT VALLEY BRANCH			D FARMINGTON FM	104.5			2.10		
M						N. P. CROSSING	103.4					
38 VWX						N. P. CROSSING	95.4					
						D GARFIELD GR	95.1			1.05		
						ELBERTON	89.7			12.40PM		
32 BJKMOW XY	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 X 16 West Spur	11.30				7.57	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		
40	1.35		12.15	8.45	SUTTON	48.0	6.45		8.50	11.45AM		
26 BJKOW XY	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 JPVW XY				9.50	9.40PM	DN-R RIPARIA XS	17.5	s 5.52	A 6.10AM			
M					N. P. CROSSING	17.4						
10 JPXY		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	
BJKOPW XY		A 9.00PM		A 10.30PM	A 10.15PM	DN-R AYER JD	0.0	5.15AM	5.30AM		11.30PM	
						(116.1)		Daily	Daily	Daily	Daily Except Monday	Sunday Thursday
	(3.10) 11.3	(0.35) 21.6	(5.45) 12.9	(2.40) 29.0	(0.35) 30.0	..... Thru Time .....	(2.22) 32.7	(0.40) 26.3	(0.50) 10.9	(2.00) 18.0	(0.35) 21.6	

WESTWARD POMEROY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 19 October 11, 1953	Mile Post	SECOND CLASS	Mile Post
	355 Freight			356 Freight	
	Monday Wednesday Friday			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	
		(28.9)		Monday Wednesday Friday	
	(2.15) 12.8	..... Thru Time .....	(1.65) 15.1		

WESTWARD TUCANNON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 19 October 11, 1953	Mile Post	SECOND CLASS	Mile Post
	356 Freight			355 Freight	
	Monday Wednesday Friday			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		
		(0.3)			Monday Wednesday Friday
	(0.10) 22.8	..... Thru Time .....	(0.10) 22.8		

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.  
 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.



**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 .....	64.8	15	Both
Mission .....	221.2	{ 18 P	Both	Glenwood .....	83.5	13	Both
Cayuse .....	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 .....	20.3	.....	None	<b>Pomeroy Branch</b>			
Latourell .....	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 .....	4.5	6	Both
Warrendale .....	35.9	.....	None	Parvin .....	7.8	8	Both
C. L. Lumber Co. ....	45.1	7	East	Armstrong .....	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
Reynolds .....	20.0	{ 37 P	Both	Wacota .....	34.1	4	Both
		40 P	West	Estes .....	42.3	7	Both
		126	West	Sulphur .....	46.1	9	Both
<b>Sixth Subdivision</b>				Curry .....	51.1	12	Both
Sheffler .....	242.1	4	Both	<b>Pendleton Branch</b>			
Matthews .....	253.3	5	Both	Havana .....	6.9	11	Both
Magallon .....	258.6	2	Both	Weston .....	20.9	66 X	East
Teske .....	310.6	2	Both	Bado .....	30.2	13	Both
<b>Joseph Branch</b>				Barrett .....	33.1	10	Both
Island City .....	2.6	12	Both	Prunedale .....	34.2	15	Both
Conley .....	5.9	6	Both	State Line .....	41.7	10	Both
Vincent .....	40.6	2	East	Langdon .....	43.6	12	Both
Sevier .....	56.7	5	West	Russell .....	51.8	11	Both
<b>Pilot Rock Branch</b>				Hadley .....	56.5	19	Both
McBee .....	2.8	2	East	Berryman .....	59.8	9	Both
Lens .....	11.2	4	East	Ennis .....	60.9	10	Both
<b>Grass Valley Branch</b>				Robinson .....	67.6	2	Both
Sandon .....	15.6	8	Both	McCall .....	69.4	2	Both
Hay Canyon .....	19.2	{ 12 West	Both	McKay .....	78.6	6	Both
De Moss .....	23.0	15	Both	<b>Wallace Branch</b>			
Erskine .....	31.3	12	Both	Tilma .....	2.1	1 X	Both
Bourbon .....	45.8	9	Both	Watt .....	12.1	18	Both
		8	Both	O'Gara .....	26.3	.....	None
<b>Grays Harbor Branch</b>				Black Lako .....	38.0	.....	None
Raisch .....	2.6	7	Both	Dudley .....	52.0	12	Both
Balch .....	18.3	18 P	Both	Smelterville .....	66.3	.....	None
Law .....	44.7	11	East	Shont .....	72.8	3	Both
<b>Yakima Branch</b>				Polaris .....	74.6	42	East
Grosscup .....	28.2	8	Both	Gom .....	84.1	5 X	Both
Biggam .....	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 "Psgr."**—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Motor trains and inspection bus cars.		40	40	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at power operated switches, or at end of double track.	25	20	20
3800 class engines.		60	50	When using all other turn-outs.	15	15	15
3700 and 3900 class engines.		65	50	On tracks other than main tracks.	15	15	15
5000 class engines.		50	50	Over springswitches, 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.	Frt.		Str.	Psg.	Frt.		Str.	Pagr.	Frt.
<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.			
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20		15	15	15
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	Between M.P. 342.6 and 341.2.	20	20	20
<b>Lime</b> High line track and connection.			10		Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	<b>North Powder</b> Between M.P. 321.6 and 321.3.	70	60
	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. 319.5 and 315.4.	30
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. 314.3 and 311.8.	55	45
<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. 311.8 and 307.4.	45	35	25
	Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 349.8 and 348.4.	30	25	20	<b>La Grande</b>		
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25	<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			
	Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60	50	40
<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. 206.3 and 205.9.		70	60	45
	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. 204.5 and 202.2.	60	50	40
					Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	45
<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	Between M.P. 200.9 and 200.6.	60	50	40	
	Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 226.1 and 226.0.	70	60	45	<b>Nolin</b> Between M.P. 198.6 and 198.5.	45	35	25
	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. 198.2 and 196.8.	55	45
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. 195.6 and 195.4.	60	50	40
Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 194.5 and 193.4.	45	35	25	
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 217.6 and 216.3.	40	35	25	<b>Echo</b> Over first road crossing east and west of depot.	30	30	30	
Between M.P. 248.1 and 247.2.	35	30	20	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12		Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 246.1 and 245.6.	60	50	40		Over other street crossings within city limits.	20	20	20	<b>Hinkle</b>			
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.	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	35				
<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	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					Between M.P. 114.9 and 114.7.			
				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.	50
<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>Clarrie</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
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	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.
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.
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 cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8	
Between M.P. 72.7 and 71.9.	55	45	35		Between M.P. 42.4 and 41.4.	35	30					20
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 39.9 and 38.2.	60	50	40	<b>Portland</b> Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6	
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 37.3 and 35.5.	55	45	35					
Between M.P. 68.4 and 67.1.	60	50	40	<b>Dodson</b> Between M.P. 32.8 and 31.7.	70	60	45					
Between M.P. 66.7 and 66.4.	40	35	25		Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.4 and 64.4.	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>Hood River</b> 2-10-2 class engines using cross- over at freight house.	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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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>Reservation</b> On curves between Reservation Tower and Tacoma Jct.	20	20	15		Through interlocking.	30	30	30	<b>Seattle</b> Over Spokane Street crossing.	10	10
				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.	50	40	
<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>Wallula Jct.</b> West leg of wye.	15	15		<b>Scott</b> Between M.P. 252.8 and 253.0.	45	35	<b>Cheney</b> Within city limits.	35	35	35
<b>Wallula</b> Between M.P. 217.2 and 217.4.	45	35		Between M.P. 256.9 and 257.1.	45	35	Over street crossings.	15	15	15
Between M.P. 219.1 and 219.5.	50	40		<b>Ruxby</b> Between M.P. 260.3 and 260.5.	50	40	Between M.P. 352.8 and 353.5.	55	45	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. 354.0 and 363.8 on curves.	60	50	35
<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. 364.2 and 364.4.	45	35	25
Between M.P. 228.1 and 229.9.	35	25		Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.7 and 364.9.	55	45	35
Between M.P. 230.8 and 232.3.	45	35		Between M.P. 275.1 and 276.9.	40	25	Between M.P. 365.1 and 366.2.	25	25	15
<b>Page</b> Between M.P. 233.0 and 233.4.	50	40		Between M.P. 277.9 and 279.4.	45	35	<b>West Spokane</b> On 16-degree curve west end of yard.	8	8	8
Between M.P. 234.0 and 235.6.	35	25		<b>Park</b> Between M.P. 280.0 and 281.6.	40	25	Between M.P. 366.5 and 367.1.	45	35	25
Between M.P. 236.3 and 238.1.	35	25		Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10	10
Between M.P. 239.0 and 239.8.	50	40		<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.	50	40	<b>Spokane</b> Through Union Station limits.	15	15	15
				Between M.P. 290.6 and 291.1.	50	40	Union Station over slip switches.	10	10	10
				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.		25	15
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	20
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	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	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	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.		70	60
<b>Umatilla</b> On wye.		10	10	On curves of 6 degrees and over.		10	10	Between Spokane and Manito.		50	30
<b>Irrigon</b>				<b>Cosmopolis</b> Within city limits.		20	15	Between Manito and Tekoa.		50	30
<b>Heppner Branch</b> Maximum speed.		25	25	Handling logs within city limits.			8	On 3-degree curves.		50	30
3-degree curves.		20	20	<b>Aberdeen</b> Within city limits.		20	20	On 4-degree curves.		45	30
4- and 5-degree curves.		15	15	Over Boone Street crossing.		5	5	On 5- and 6-degree curves.		35	25
On curves of 6 degrees and over.		10	10	Over other street crossings.		10	10	On 7- and 8-degree curves.		25	20
<b>Condon Branch</b> Maximum speed.		25	25	<b>Yakima Branch</b> Maximum speed.		60	45	On curves of 7 degrees and over with 2-10-2 type engines.		20	20
3-degree curves.		20	20	Between Wallula and Villard Jct.				On 9- and 10-degree curves.		20	20
4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.		50	35				
On curves of 6 degrees and over.		10	10	Between M.P. 70 and Yakima.		45	30				
On descending grades between Speece and Mikkalo.		15	15	With pile driver 0321.			15				
On descending grades between Barnett and Rock Creek.		15	15	On 4-degree curves.		45	35				
				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>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. Rly. 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	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	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	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	30	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	25	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	20	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	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	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	20	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	20	<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	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	20	<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	25	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	20	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	20	<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	25	<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	25	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	25	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	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	25	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 Subdivision.		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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	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 Jet. and Turner.		15		15	Between M.P. 34.5 and 34.7.	
<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 Chateolet.		35	20	<b>Rose Lake</b> Between M.P. 50.6 and 51.0.		35
<b>Milton-Freewater</b> Over street crossings.		15	15	Between Chateolet 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>Tekoa</b> On west leg of wye.		10	10	Between M.P. 63.4 and 64.0.		45	30
Between M.P. 52.7 and 53.4.		20	20	<b>Lovell</b> Between M.P. 8.0 and 9.0.		25	20	<b>Kellogg-Wardner</b> Over street crossings.		10	10
<b>Valley Grove</b> Between M.P. 64.8 and 64.9.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 70.1 and 70.3.		35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 70.7 and 70.9.		35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 71.5 and 71.7.		45	30
<b>Bolles</b> Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 72.8 and 73.2.		20	20	<b>Plummer</b> Between M.P. 17.9 and 18.2.		25	20	Between M.P. 73.4 and 73.6.		45	30
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 18.5 and 20.3.		25	20	<b>Osburn</b> Between M.P. 77.1 and 77.2.		35	25
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 78.9 and 79.3.		20	20	<b>Chatcolet</b> Bridge 23.45.		15	15	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 24.1 and 28.4.		25	20	Between M.P. 78.6 and 78.7.		25	20
Between M.P. 80.8 and 81.2.		20	20	<b>Sierra Nevada Branch</b> Maximum speed.				<b>Wallace</b> Over street crossings.		6	6
<b>Alto</b>								Between M.P. 81.4 and 87.3.		20	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).....	Telegraph Office	West Spokane.....	Enginemen's Register Room
Hinkle.....	Telegraph Office	.....	N. P. T. Co. Telegraph Office	Yakima.....	Telegraph Office
Hinkle.....	Enginemen's Register Room	Seattle (Joint).....	Union Station Telegraph Office	Yakima.....	Roundhouse
Hinkle.....	Yard Office	Spokane.....	Train Dispatcher's Office		
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' 0"	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'	8.0
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"	26.0		
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:

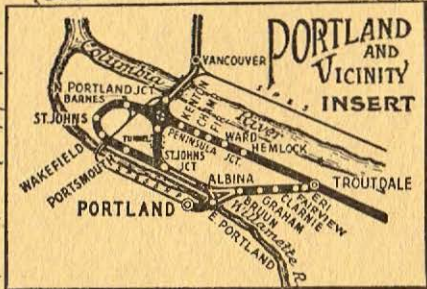
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

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

**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.



**NORTHWESTERN DISTRICT**  
**OREGON DIVISION**

CORRECTED TO FEB. 1st. 1953

Scale of Miles

