

300

UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT

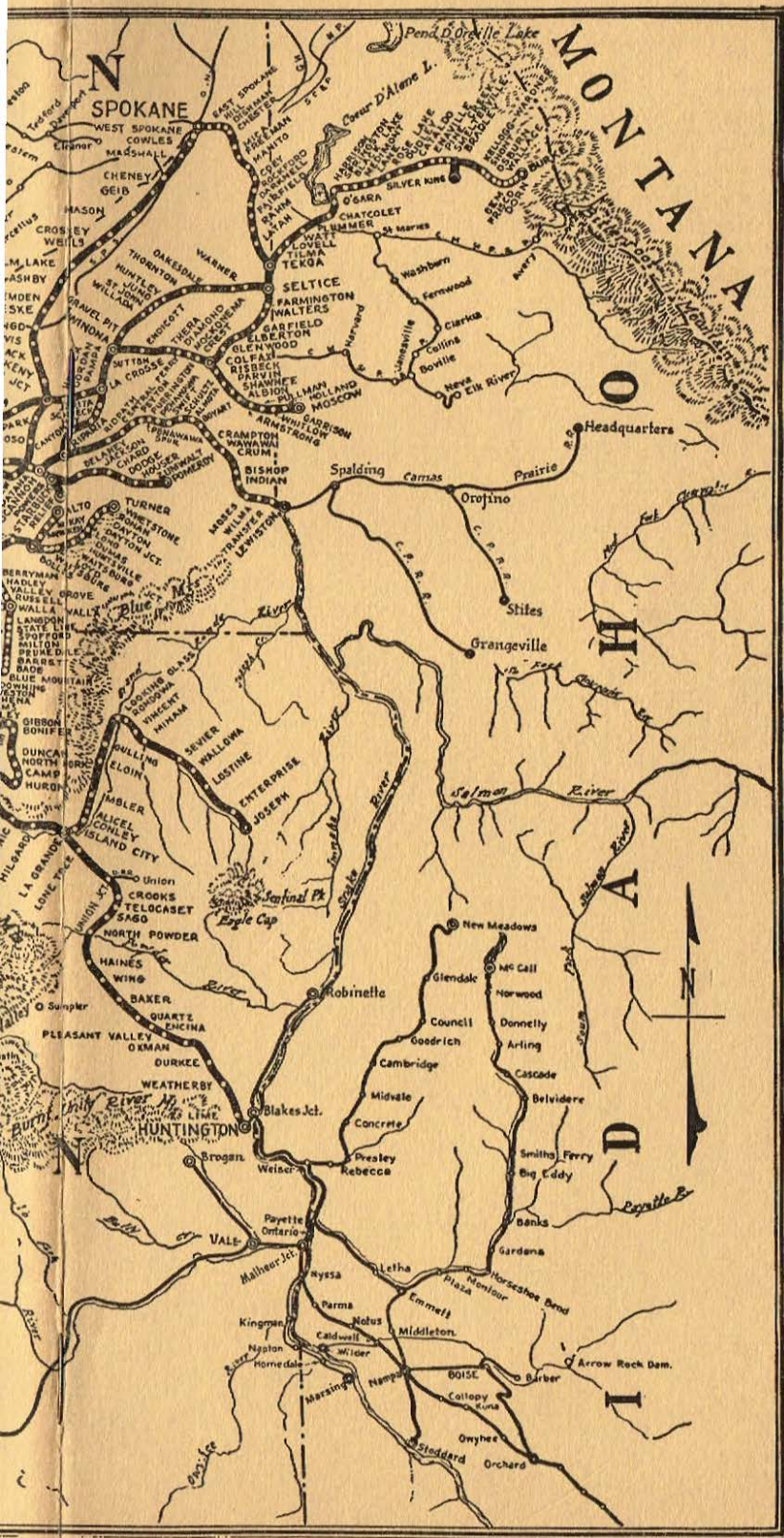


OREGON DIVISION  
TIME-TABLE  
No. 20

Effective Sunday  
November 15, 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. Wizemann, Assistant Chief Train Dispatcher . . . . . Spokane, Wash.

**Union Pacific Railroad Employes Hospital Association**

Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
Spencer Wright	Medical Director	Salt Lake City, Utah.	J. E. Carssow	Surgeon	Lowiston, Ida.
Ralph M. Dodson	District Surgeon	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	F. J. Dierlckx	Surgeon	Oregon City, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
J. P. Craven	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
David G. Duncan	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Warren W. Hale	Surgeon	Portland, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
Alfred J. Kraft	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. Pearson	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. Cathoun	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. Vandevort	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	South Plme, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.	Charles G. Smick	Surgeon	Sprague, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	L. A. Hopkins	Surgeon	Tacoma, Wash.
A. F. W. Krosso	Surgeon	Echo, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
C. A. Lewis	Surgeon	Elgin, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Vern Cressley	Surgeon	Tekoa, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	C. A. Lindstrom	Surgeon	Tekoa, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	Albert J. Nelson	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Griffith, Vogt, Mills, Morriss,		
H. D. Lewis	Surgeon	Hood River, Ore.	Stevenson, Wilkinson,		
Oscar Stenberg, Jr	Surgeon	Hood River, Ore.	Sickels	Surgeons	The Dalles, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
John C. Korvell	Surgeon	Hoquiam, Wash.	H. C. Mowery	Surgeon	Walla, Ida.
R. W. Cordwell	Surgeon	Kellogg, Ida.	G. A. Falkner	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	W. F. Holmes	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
H. F. Oraig	Surgeon	La Crosse, Wash.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	A. J. Hockett	Surgeon	Wallowa, Ore.
John B. Gregory	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.			

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 20 November 15, 1953	FIRST CLASS						
401	19	11	105	457	17	25			12	458	106	26	18	20	402
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>							
		<b>5.25</b>	<b>2.05</b>		4.05		0.0	GRANGER	A 9.15		A12.42		A10.30		
		<b>10.20</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	378.8	GLENN'S 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. P.T. HUNTINGTON	M.T. P.T. <b>7.10</b> <b>6.00</b>		3.05	6.35	9.25		
		5.45	<b>10.40</b>		<b>5.35</b>	9.50	649.7	LA GRANDE	<b>3.25</b>		<b>11.40</b>	2.35	5.35		
		8.25	1.05		<b>8.20</b>	<b>12.35</b>	728.9	PENDLETON	<b>1.05</b>		<b>9.38</b>	12.05	2.52		
	<b>9.00</b>						841.3	SPOKANE						A 6.30	
	<b>11.27</b>						837.4	AYER						4.05	
	12.30						786.3	WALLULA						2.55	
	1.50	11.35	3.55		12.20	<b>4.00</b>	755.3	HINKLE	<b>12.15</b>		<b>9.00</b>	<b>11.15</b>	2.00	2.20	
	3.50	<b>1.45</b>	5.35		3.00	<b>6.25</b>	855.4	THE DALLES	10.10		<b>7.20</b>	<b>9.00</b>	<b>11.35</b>	12.02	
<b>11.45</b>	A 6.10	A <b>4.00</b>	A 7.30	<b>8.00</b>	A 5.30	A <b>9.30</b>	939.9	PORTLAND	8.05	A <b>9.15</b>	<b>5.30</b>	<b>6.55</b>	<b>9.30</b>	<b>10.00</b>	A 6.45
5.20				11.05			1084.6	TACOMA			<b>5.52</b>				1.15
A 6.45				A11.59			1122.7	SEATTLE			<b>4.45</b>				<b>11.45</b>
									Daily	Daily	Daily	Daily	Daily	Daily	Daily
(7.00) 26.2	(0.10) 40.4	(23.35) 30.8	(18.25) 51.0	(3.50) 40.0	(26.25) 35.6	(21.15) 34.1		..... Thru Time.....	(24.10) 38.0	(4.30) 40.7	(18.12) 51.0	(23.05) 31.4	(24.00) 39.1	(8.30) 43.5	(7.00) 26.2
								..... Average speed per hour.....							

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammom	Time-Table No. 20 November 15, 1953	FIRST CLASS			
	29	33	31				32	34	30	
	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	
	Daily	Daily	Daily		<b>STATIONS</b>					
				0.0	McCAMMON		A <b>5.40</b>	A <b>4.45</b>		
				22.7	POCATELLO		<b>5.10</b>	<b>4.05</b>		
				73.3	IDAHO FALLS	A <b>2.30</b>	<b>3.00</b>	1.40		
				124.3	ASHTON	<b>12.55</b>				
				169.9	VICTOR	<b>11.10</b>				
				180.4	WEST YELLOWSTONE					
				235.8	BUTTE			<b>7.30</b>		
	A 7.10					Daily	Daily	Daily		
	(9.00) 31.8	(2.60) 25.9	(3.20) 29.0		..... Thru Time.....	(3.20) 29.0	(2.40) 27.5	(9.15) 30.9		
					..... Average speed per hour.....					

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

## MILEAGE

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

**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Streamliner, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 20 November 15, 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								
	<b>BKOPTWXYZ</b>	<b>10.40PM</b>	<b>5.35PM</b>	<b>9.50AM</b>	<b>5.45AM</b>	<b>STATIONS</b>						
100	P					DN-R <b>HUNTINGTON</b> 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	6.47	1.50	
160	PY	<b>11.11</b>	<b>6.08</b>	<b>10.22</b>	<b>6.17</b>	WEATHERBY	377.5					
100	P					DURKEE	368.9	s 4.40	7.37	5.22	1.25	
170	PW	<b>11.34</b>	<b>6.33</b>	<b>10.47</b>	<b>6.42</b>	OXMAN	361.7					
WB 01 EB 100	PY					PLEASANT VALLEY	355.4	4.13	7.10	4.57	1.01	
107	P	<b>11.45</b>	<b>6.46</b>	<b>11.00</b>	<b>6.55</b>	ENCINA	351.9					
WB109 EB111	BKOPW XYZ	s 11.55PM	s 6.59	s 11.11	s 7.05	QUARTZ	347.8	3.58	6.55	4.43	12.47	
100	P					BAKER BC	342.0	s 3.50	s 6.47	s 4.36	s 12.40	
106	P	<b>12.07AM</b>	<b>7.11</b>	<b>11.23</b>	<b>7.16</b>	WING	337.8	3.37	6.37	4.26	12.30	
100	PW	<b>12.17</b>	<b>7.21</b>	<b>11.34</b>	<b>7.26</b>	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	<b>12.30</b>	<b>7.36</b>	<b>11.49AM</b>	<b>7.40</b>	SAGO	315.5					
105	P					TELOCASET	312.8	3.08	6.08	3.56	12.06AM	
105	PVY		s 7.54			CROOKS	308.9					
105	P	<b>12.52</b>	<b>8.01</b>	<b>12.14PM</b>	<b>8.06</b>	D UNION JCT. UN	302.2	2.49	5.49	3.37	11.51PM	
	<b>BJKOPTWXYZ</b>	<b>A 1.00AM</b>	<b>A 8.10PM</b>	<b>A 12.25PM</b>	<b>A 8.15AM</b>	LONETREE	294.9					
						LA GRANDE RA	289.8	2.35AM	5.35AM	3.25PM	11.40PM	
						(99.6)		Daily	Daily	Daily	Daily	
		(2.20) 42.7	(2.35) 38.6	(2.85) 38.6	(2.30) 39.8	..... Thru Time .....		(2.45) 36.2	(2.40) 37.4	(2.35) 38.6	(2.25) 41.2	
						..... Average speed per hour .....						

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.

342  
289  
53  
105  
184  
344

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	FIRST CLASS				Time-Table No. 20 November 15, 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			18 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express
					STATIONS					
BJKOPTWXYZ	8.20PM	12.35PM	8.25AM	1.05AM	DN-R LA GRANDE RA 7.7	289.8	A 5.25AM	A 3.15PM	A 1.35PM	A 2.25AM
WB 71 PVWXY EB 72					HILGARD 8.6	282.1	5.08	3.01	11.20	2.07
139 P	8.52	1.07	8.56	1.34	MOTANIC 3.5	275.6				
P					NORDEEN 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					ROSS 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	10.47	1.27
136 P					HURON 3.6	257.7				
120 PW					CAMP 5.8	254.1				
WB 68 PWY EB 69		f 2.05			DUNCAN 9.0	248.5				
102 P	10.07	2.18	10.05	2.39	BONIFER 2.6	239.5	3.32	1.37	10.07	12.39
106 PWY		f 2.23			GIBBON 7.3	236.9				
117 P	10.22	2.33	10.19	2.52	HOMLY 4.0	229.6	3.17	1.24		12.25
116 P					MINTHORN 6.8	224.7				
115 P	10.37	2.46	10.33	3.05	MUNRA 3.3	218.9				
69 BJKPV WXYZ	s 10.50	s 3.00	s 10.43	s 3.11	DN PENDLETON FD 3.0	215.6	s 2.52	s 1.05	s 9.38	s 12.05AM
155 JPX					RIETH 3.7	212.0	2.34	12.50	9.29	11.50PM
135 P					BARNHART 9.4	208.3				
135 P					NOLIN 6.3	198.9				
135 PW	f 11.25	f 3.30	11.11	3.36	ECHO HI 4.2	192.6	2.11	12.26		
P	f 11.32	f 3.35	11.16	3.40	STANFIELD 4.2	188.4				
BJKOPWXYZ	A 1.50PM	A 3.50PM	A 1.25AM	A 3.50AM	DN-R HINKLE UK	184.2	2.00AM	12.15PM	9.00PM	11.15PM
					(106.6)		Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

(3.30) (3.15) (3.00) (2.45) ..... Thru Time ..... (3.25) (3.00) (2.35) (3.10)  
 30.2 32.5 35.2 38.4 ..... Average speed per hour ..... 39.9 35.2 40.9 33.3

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

**WESTWARD**

**THIRD SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 20 November 15, 1953	
			257 Time Freight Daily	151 Time Freight Daily	25 Mail and Express Daily	11 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily	17 Passenger Daily		STATIONS
BKOPWXYZ			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>	1.50 <sup>AM</sup> <sup>20</sup>	12.20 <sup>AM</sup>	DN-R HINKLE UK	
P			9.40	12.30	4.08 <sup>s</sup>	11.43 <sup>s</sup>	4.03	1.58	12.28	0.5 ORDNANCE RN	
136 PW			9.43	12.35	4.11	11.50 <sup>12</sup>	4.05	2.00	12.30	MUNLEY	
136 P			9.53	12.45	4.17	11.59 <sup>AM</sup>	4.10	2.06	12.36	5.8 CLARKE	
130 P			10.03	12.56	4.26 <sup>s</sup>	12.05 <sup>PM</sup>	4.15	2.12	12.42	6.2 DN BOARDMAN BD	
130 P			10.23 <sup>20</sup>	1.09	4.35	12.13	4.22	2.20	12.54 <sup>18</sup> 1.16 <sup>20</sup>	8.1 CASTLE	
19 JP			10.37	1.21	4.42	12.21	4.29	2.27	1.27	7.5 N HEPPNER JCT. WI	
143 P			10.39	1.23	4.44 <sup>204</sup>	12.23	4.30	2.29	1.29	1.2 WILLOWS	
WB 120 BKOPT EB 113 WX			10.55	1.45	4.55 <sup>s</sup>	12.34 <sup>s</sup>	4.38 <sup>202</sup>	2.40 <sup>s</sup>	1.40	8.5 DN ARLINGTON MX	
100 P			11.02	1.52	5.05	12.42	4.42	2.46	1.51	4.5 GILMORE	
99 P			11.09	1.59	5.11 <sup>s</sup>	12.47	4.46	2.51	1.56	4.7 BLALOCK	
90 P			11.17	2.10	5.18	12.53	4.52	2.57	2.02	6.1 N QUINTON QN	
100 P			11.24	2.17	5.23	12.58	4.56	3.01	2.07	4.8 HOOK	
90 P			11.29	2.22	5.27	1.02	4.59	3.04	2.11	3.6 GOFF	
104 PW			11.34	2.27	5.31	1.05	5.02	3.07	2.14	3.3 DAY	
100 P			11.38	2.31	5.35 <sup>s</sup>	1.07	5.04	3.09	2.17	2.3 RUFUS	
100 P			11.42	2.35	5.39	1.10	5.07	3.12	2.20	2.8 GRANT	
80 JP { M.P. } 54 P { W 101.7 }			11.47	2.40	5.43	1.13	5.10	3.16 <sup>262</sup>	2.24	2.7 DN BIGGS BX	
50 P			11.53 <sup>PM</sup>	2.45	5.47	1.16	5.13	3.19	2.28	3.4 MILLER	
JPV			12.01 <sup>AM</sup>	2.52	5.52	1.20	5.17	3.23	2.32	3.7 CELILO	
74 P			12.06	2.56	5.54	1.22	5.19	3.25	2.34	1.8 D OREGON TRUNK JCT. V(C)	
BKOPTWXZ			12.14	3.01	5.59	1.26	5.22	3.30	2.38	3.3 DUNE	
			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>	3.45 <sup>AM</sup>	2.55 <sup>AM</sup>	6.1 DN-R THE DALLES DK-WHI	

BLOCK SIGNALS

DOUBLE TRACK

(3.10)	(3.15)	(2.15)	(2.05)	(1.40)	(1.55)	(2.35)	..... Thru Time.....
31.1	30.9	43.7	47.2	59.0	51.3	38.1	..... Average speed per hour.....

**On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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. 20

November 15, 1953

Mile Post	FIRST CLASS					SECOND CLASS			
	20 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Expreas	18 Passenger	262 Time Freight	264 Time Freight		
<b>STATIONS</b>									
DN-R <b>HINKLE</b> UK 6.5	184.2	A 1.50 <sup>11</sup> AM	A 12.05 <sup>151</sup> PM	A 8.55 <sup>151</sup> PM	A 11.05 <sup>151</sup> PM	A 1.40 <sup>151</sup> AM	A 6.30 <sup>151</sup> AM	A 6.30 <sup>151</sup> PM	
ORDNANCE RN 1.9	177.7	1-37	11.53 <sup>11</sup> AM	8.45	10.45	1.19	6.00	6.05	
MUNLEY 5.8	175.8	1-35	11.50 <sup>11</sup>	8.43	10.43	1.17	5.55	6.00	
CLARKE 6.2	170.0	1-29	11.44	8.38	10.37	1.11	5.45	5.45	
DN BOARDMAN BD 8.1	163.8	1-23	11.38	8.33	10.31	1.02	5.30	5.30	
CASTLE 7.5	155.7	1.16 <sup>17</sup>	11.30	8.26	10.23 <sup>257</sup>	12.54 <sup>17</sup>	5.15	5.10	
N <b>HEPPNER JCT.</b> WI 1.2	148.2	1-09	11.22	8.19	10.15	12.47	4.59	4.55	
WILLOWS 8.5	147.0	1-07	11.20	8.18	10.13	12.45	4.56	4.44 <sup>25</sup>	
DN <b>ARLINGTON</b> MX 4.5	138.5	12.57	11.10	8.10	10.02	12.35	4.38 <sup>105</sup>	4.15	
GILMORE 4.7	134.0	12.49	11.00	8.06	9.50	12.23	4.11	4.05	
BLALOCK 5.1	129.3	12.45	10.56	8.02	9.46	12.19	4.04	3.55	
N <b>QUINTON</b> QN 4.6	123.2	12.39	10.50	7.57	9.40	12.13	3.55	3.45	
HOOK 3.6	118.6	12.35	10.46	7.53	9.36	12.09	3.48	3.35	
COFF 3.3	115.0	12.32	10.43	7.50	9.32	12.06	3.43	3.30	
DAY 2.3	111.7	12.29	10.39	7.47	9.29	12.03	3.38	3.25	
RUFUS 2.8	109.4	12.27	10.37	7.45	9.27	12.01 <sup>AM</sup>	3.30	3.20	
GRANT 2.7	106.6		10.34		9.24	11.58 <sup>PM</sup>	3.23	3.15	
DN <b>BIGGS</b> BX 3.9	103.9	12.22	10.31	7.40	9.21	11.55	3.16 <sup>19</sup>	3.10	
MILLER 3.7	100.5	12.19	10.27	7.37	9.17	11.52	3.03	3.03	
CELLO 1.6	96.8	12.15	10.23	7.33	9.13	11.48	2.55	2.55	
D <b>OREGON TRUNK JCT.</b> VO 3.3	95.2	12.13	10.21	7.31	9.11	11.46	2.50	2.50	
DUNN 6.1	91.9	12.10	10.18	7.28	9.08	11.43	2.45	2.45	
DN-R <b>THE DALLES</b> DK- WI/	85.8	12.02 <sup>AM</sup>	10.10 <sup>AM</sup>	7.20 <sup>PM</sup>	9.00 <sup>PM</sup>	11.35 <sup>PM</sup>	2.30 <sup>AM</sup>	2.30 <sup>PM</sup>	
(98.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

BLOCK SIGNALS

DOUBLE TRACK

..... Thru Time.....	(1.48)	(1.65)	(1.35)	(2.05)	(2.05)	(4.00)	(4.00)
..... Average speed per hour.....	54.7	61.3	62.1	47.2	47.2	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**

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							Time-Table No. 20 November 15, 1953			
	151 Time Freight	257 Time Freight	25 Mail and Express	458 Passenger	11 Passenger	105 Streamliner Passenger	402 Passenger	19 Passenger	17 Passenger	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BKOPTWXZ	4:00PM	4:10AM	6:25PM		1:45PM	5:35AM		3:50AM	3:00AM	DN-R	THE DALLES	DK WH	DOUBLE TRACK
P	4:15	4:25	6:31		1:51	5:40		3:56	3:06		4.1		
136 P	4:25	4:35	6:37		1:57	5:46		4:03	3:12		CRATES		
133 P	4:40	4:50	6:57 <sup>106</sup>		2:08	5:54		4:14	3:23		5.2		
WB 72 EB 107 KJPVWX	4:52	5:02	7:15		2:20	6:05		4:27	3:35		6.3		
131 P	5:05	5:10	7:21		2:26	6:10		4:33	3:41	DN	HOOD RIVER	KI	
121 PW	5:25	5:35	7:34		2:40	6:21		4:47	3:55		4.1		
139 P	5:38	5:50	7:52 <sup>26</sup>		2:50	6:30		4:58	4:05		MENO		
122 PW	5:45	5:57	8:04		2:55	6:35		5:03	4:15	DN	BONNEVILLE	MU	
131 P	6:11 <sup>106</sup>	6:04	8:12		3:00	6:40		5:09	4:23		4.8		
131 PZ	6:27	6:15	8:25		3:10	6:48		5:19	4:33	D	BRIDAL VEIL	JU	
131 P	6:34	6:22	8:34		3:14	6:52		5:24	4:38		3.9		
110 IJPW	6:48PM	6:35AM	8:50		3:25	7:00		5:35	4:50	DN	ROOSTER ROCK	SN	
51 P			8:58		3:29	7:03		5:39	4:55		7.1		
53 P			9:07		3:35	7:09		5:47	5:03		1.7		
28 PX			9:13		3:41	7:15		5:53	5:09		6.0		
17 PX			9:18		3:46	7:19		5:58	5:14		3.5		
IJPVXY			9:22	9:06PM	3:50	7:22	6:39AM	6:02	5:18		GRAHAM		
BIKPV			9:30 <sup>18</sup> PM	9:15PM	4:00PM	7:30AM	6:45AM	6:10AM	5:30AM	DN-R	EAST PORTLAND	P-VC	
	(2.48) 25.1	(2.25) 29.0	(3.05) 27.3	(0.09) 3.1	(2.15) 38.1	(1.55) 44.8	(0.08) 5.0	(2.20) 36.8	(2.30) 34.3		BRUN		
											1.4		
											1.4		
											0.5		
											DN-R	PORTLAND	P-VC
											(85.8)		
											..... Thru Time.....		
											..... Average speed per hour.....		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

**WESTWARD**

**KENTON LINE**

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 20 November 15, 1953			
	151 Time Freight	257 Time Freight	458 Passenger	402 Passenger	STATIONS			
	Daily	Daily	Daily	Daily				
157 IJPWX	6:48PM	6:35AM			DN	TROUTDALE	SN	
51 P	6:58	6:45				5.0		
100 P	7:08	6:55				HEMLOCK		
73 BKPX	7:20	7:20			D	FIR	FR	
IJWX				8:55PM	6:25AM			
IJPXY				8:57	6:27	DN	NORTH PORTLAND JCT.	KD
IJPX	7:40	7:40		8:59	6:30		1.2	
BKOPTWXZ	8:00PM	8:20AM			DN	PENINSULA JCT.		
IJPVXY				9:06PM	6:39AM		1.4	
						DN	ST. JOHNS JCT.	JN
							2.6	
					DN-R	ALBINA	B	X
						EAST PORTLAND		
	(1.12) 17.0	(1.45) 11.7		(0.11) 34.4	(0.14) 27.0		(22.7)	
							..... Thru Time.....	
							..... Average speed per hour.....	

BLOCK SIGNALS

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. 20 November 15, 1953		Mile Post	FIRST CLASS						SECOND CLASS		
			457 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	20 Passenger	401 Passenger	264 Time Freight	262 Time Freight
<b>STATIONS</b>											
BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R THE DALLES 4.1	DK WH	DOUBLE TRACK	85.8	A 10:05 AM	A 7:20 PM	A 8:55 PM	A 11:30 PM	A 11:59 PM	A 1:30 PM	A 1:10 AM
	CRATES 5.2			81.7	9:58	7:13	8:45	11:21	11:49	1:00	12:52
	ROWENA 6.3	78.5	9:52	7:07	8:39	11:15	11:43	12:45	12:42		
	MOSIER 7.4	70.2	9:42	6:57 <sup>25</sup>	8:29	11:06	11:34	12:31	12:27		
	DN HOOD RIVER 4.1	KI	62.8	s 9:33	f 6:48	8:20	s 10:57	s 11:25	12:15	12:15	
	MENO 8.5		68.7	9:23	6:42	8:14	10:48	11:16	12:05 PM	12:05 AM	
	WYETH 7.2	50.2	9:11	6:31	8:02	10:36	11:04	11:40 AM	11:50 PM		
	CASCADE LOCKS 4.3	MU	43.0	9:01	6:22	7:52 <sup>25</sup>	10:27	10:55	11:18	11:32	
	BONNEVILLE 4.8		38.7	f 8:56	6:16	7:47	10:22	10:50	11:10	11:25	
	DODSON 7.3	JU	33.9	8:50	6:11 <sup>15t</sup>	7:41	10:16	10:44	11:00	11:18	
	BRIDAL VEIL 3.0		26.6	8:41	6:04	7:32	10:08	10:36	10:50	11:07	
	ROOSTER ROCK 7.1	SN	22.7	8:37	6:00	7:28	10:04	10:32	10:40	11:00	
	TROUTDALE 1.7		15.6	f 8:29	5:53	7:20	9:57	10:24	10:25 AM	10:45 PM	
	FAIRVIEW 6.0	FA	13.9	8:27	5:51	7:17	s 9:53	10:22			
	CLARNE 3.6		7.9	8:21	5:45	7:11	9:46	10:16			
	GRAHAM 2.6	P-VC	4.4	8:16	5:40	7:06	9:41	10:11			
	BRUUN 1.4		1.9	8:12	5:36	7:02	9:37	10:07			
	EAST PORTLAND 0.5	0.6	A 8:04 AM	8:09	5:33	6:59	9:34	10:04	A 11:49 PM		
DN-R PORTLAND	0.0	8:00 AM	8:05 AM	5:30 PM	6:55 PM	9:30 <sup>25</sup> PM	10:00 PM	11:45 PM			
(85.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
..... Thru Time .....		(0.04)	(2.00)	(1.50)	(2.00)	(2.00)	(1.50)	(0.04)	(3.05)	(2.25)	
..... Average speed per hour .....		7.5	42.9	46.8	42.0	42.0	43.3	7.5	22.8	20.0	

**KENTON LINE**

**EASTWARD**

Time-Table No. 20 November 16, 1953		Mile Post	FIRST CLASS				SECOND CLASS		
			457 Passenger	401 Passenger			264 Time Freight	262 Time Freight	
<b>STATIONS</b>									
BLOCK SIGNALS	DN TROUTDALE 5.0	SN	22.0					A 10:25 AM	A 10:45 PM
	HEMLOCK 4.0		17.0					10:05	10:20
	D FIR 4.3	FR	12.4					9:50	10:05
	DN KENTON 2.6		8.1					9:35	9:50
	DN NORTH PORTLAND JCT. 1.2	KD	6.8	A 8:16 AM	A 12:01 AM				
	PENINSULA JCT. 1.4		5.6	8:13	11:58 PM				
	DN ST. JOHNS JCT. 2.6	JN	4.2	8:10	11:55			9:15	9:30
	DN-R ALBINA 1.1		1.6	8:07	11:52			9:00 AM	9:15 PM
EAST PORTLAND 0.6		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. 20**

November 15, 1953

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

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

**STATIONS**

JPVX

11.45 PM			8.00 AM		
12.01 AM			8.16		
A 12.00 AM			A 8.21 AM		

BLOCK  
SIGNALS

DN	<b>PORTLAND</b>	
	6.8	KD
	DN NORTH PORTLAND JCT.	
1.0		
DN	<b>VANCOUVER</b>	

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

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

IJ

JI'

5.25 AM			11.09 AM		
A 5.27 AM			A 11.11 AM		

BLOCK  
SIGNALS

	N. P. CROSSING	
	1.2	
	N. P. CROSSING	
	0.1	
	N. P. CROSSING	
	0.3	
DN	<b>RESERVATION</b>	RN
	0.7	
DN	<b>TACOMA JCT.</b>	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

BIJKOP  
TVWXYZ

BKPPXZ

6.20 AM			11.42 AM		
6.30	9.24 PM	2.48 PM	11.50	9.13 AM	7.35 AM
A 6.45 AM	A 9.45 PM	A 3.00 PM	A 11.59 AM	A 9.30 AM	A 8.00 AM

BLOCK  
SIGNALS

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

(183.2)

(7.00)	(0.21)	(0.12)	(3.89)	(0.17)	(0.25)	..... Thru Time .....
26.2	8.9	15.8	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.**

**WESTWARD**

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

**EASTWARD**

691	681		692	690
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. 20 November 15, 1953		Mile Post	FIRST CLASS							
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger	402 Passenger		
<b>STATIONS</b>										
BLOCK SIGNALS {	<b>PORTLAND</b> 6.8	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.**

BLOCK SIGNALS {	N. P. CROSSING	145.2								
	1.2 N. P. CROSSING	146.4								
	0.1 N. P. CROSSING	146.5								
	0.3 DN RESERVATION RN	146.8				A 5.37 PM		A 12.45 AM		
	0.7 DN TACOMA JCT. JN	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 BLACK RIVER B1	173.8				A 5.00 PM		A 12.01 AM		
	0.0 C. M. St. P. & P. & P. C. CROSSING	173.8								
	6.3 DN-R ARGO G	180.1	A 8.29 AM	A 9.53 AM	A 3.23 PM	4.52	A 10.25 PM	11.52 PM		
	3.1 DN-R SEATTLE OW	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.....	(0.09)	(0.08)	(0.08)	(4.30)	(0.10)	(7.00)
..... Average speed per hour.....	20.7	23.3	23.3	40.7	18.6	26.2

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

**WESTWARD**

**SIXTH SUBDIVISION**

**Time-Table No. 20**  
November 15, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS				STATIONS
	391	151	361	363	346	63	99	19	97	
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMS:P&P Passenger	Passenger	CMS:P&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	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 DS AU
BKOPTWXZ		12.45 <sup>AM</sup>					10.35 <sup>08</sup>	9.04	1.11	WEST SPOKANE
48 P		12.55					10.41	9.08	1.18	COWLES
53 P		1.05					10.49	9.13	1.25	MARSHALL
103 PWX		1.20					11.00 <sup>s</sup>	9.22	1.36	CHENEY CY
51 P		1.28					11.10	9.28	1.44	CEIB
52 P		1.36					11.16	9.35	1.50	MASON
53 PW		1.46					11.25	9.43	1.59	CROSKY
109 P		2.05 <sup>07</sup>					11.31	9.49 <sup>08</sup>	2.05 <sup>151</sup>	WELLS
52 P		2.20					11.38	9.56	2.12	PALM LAKE
44 P		2.30					11.44	10.02	2.18	ASHBY
52 P		2.40					11.50	10.07	2.24	EMDEN
75 JOPVWXY		3.00					11.59 <sup>PM</sup>	10.15	2.35 <sup>AM</sup>	MARENGO RA
53 P		3.10						10.21		THAVIS
63 P		3.17						10.26		MACK
51 P		3.25						10.31		ANKENY
38 JPWY	3.00 <sup>208</sup>	3.40						10.42		HOOPER JCT. HR
53 P	3.15	3.50						10.49		PARK
51 P	3.30	4.19 <sup>20</sup>						10.58		JOSO
73 P	3.45	4.35						11.07		CHEW
BJKOPWXY	4.00 <sup>PM</sup>	5.00 <sup>392</sup> 6.00						11.27		AYER JD
96 P		6.15						11.35		RUXBY
96 P		6.30						11.44		SCOTT
46 P		6.40						11.51		WALKER
96 P		6.46						11.55 <sup>PM</sup>		SIMMONS
96 PW		7.05						12.06 <sup>AM</sup>		PAGE MS
95 P		7.20						12.15		ASH
94 P		7.30						12.21		HUMORIST
157 JKPVWXY		8.50	7.25 <sup>AM</sup>	4.30 <sup>AM</sup>	4.20 <sup>AM</sup>		11.45 <sup>PM</sup>	12.30		WALLULA JN
JPVXY		9.00	7.30	4.40	4.25 <sup>AM</sup>		11.50 <sup>PM</sup>	12.33		WALLULA JCT.
157 P		9.40 <sup>298</sup>	7.47	5.00			12.05 <sup>AM</sup>	12.46		JUNIPER
159 P		10.00	8.05	5.20			12.18	12.56		COLD SPRINGS
BJKOPWXYZ		10.30 <sup>AM</sup>	8.30 <sup>AM</sup>	5.40 <sup>AM</sup>			12.40 <sup>AM</sup>	1.15 <sup>AM</sup>		HINKLE UK

(1.00)	(0.45)	(1.05)	(1.10)	(0.05)	(0.55)	(1.34)	(4.15)	(1.30)	..... Thru Time.....
21.5	18.0	28.6	26.6	20.4	33.8	39.0	43.1	40.7	..... Average speed per hour.....

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

## SIXTH SUBDIVISION

## EASTWARD

**Time-Table No. 20**  
November 15, 1953

### FIRST CLASS

### SECOND CLASS

Time-Table No. 20 November 15, 1953	Mile Post	FIRST CLASS				SECOND CLASS				
		20 Passenger	64 Passenger	96 CMS&P Passenger	98 CMS&P Streamliner Passenger	362 Freight	392 Freight	298 Freight	364 Freight	345 Mixed
STATIONS										
BLOCK SIGNALS	DN-R <b>SPOKANE</b> <sup>DS</sup> AU	367.3	A 6.30AM		A 7.15AM	AI 0.45PM				
	<b>WEST SPOKANE</b> <sup>1.7</sup>	365.6	6.23		7.06	10.35 <sup>99</sup>			A 6.30PM	
	<sup>3.6</sup> COWLES	362.0	6.17		6.59	10.29			6.05	
	<sup>4.2</sup> MARSHALL	357.8	6.11		6.54	10.24			5.55	
	N <sup>7.3</sup> CHENEY <sup>CY</sup>	350.5	R 6.02		S 6.45	10.15			5.40	
	<sup>5.2</sup> GIBB	345.3	5.55		6.34	10.08			5.30	
	<sup>5.0</sup> MASON	340.3	5.48		6.28	10.02			5.20	
	<sup>7.4</sup> CROSKEY	332.9	5.39		6.20	9.54			5.05	
	<sup>4.0</sup> WELLS	328.9	5.34		6.15	9.49 <sup>19</sup>			4.57	
	<sup>6.6</sup> PALM LAKE	322.3	5.26		6.05	9.35			4.45	
	<sup>5.2</sup> ASHBY	317.1	5.19		5.58	9.29			4.35	
	<sup>4.2</sup> EMDEN	312.9	5.14		5.51	9.23			4.20	
	DN-R <sup>6.7</sup> MARENGO <sup>RA</sup>	306.2	R 5.05		5.41AM	9.15PM			4.00	
	<sup>4.8</sup> THAVIS	301.4	4.55						3.29	
	<sup>4.4</sup> MACK	297.0	4.50						3.22	
<sup>4.2</sup> ANKENY	292.8	4.44						3.15		
<sup>7.9</sup> N-R HOOPER JCT. <sup>HR</sup>	284.9	4.35					A 6.00AM	3.00 <sup>391</sup>		
<sup>5.6</sup> PARK	279.3	4.28					5.40	2.45		
<sup>6.3</sup> JOSO	273.1	4.19 <sup>151</sup>					5.25	2.33		
<sup>5.8</sup> CHEW	267.3	4.10					5.10	2.15		
<sup>3.9</sup> DN-R AYER <sup>JD</sup>	263.4	S 4.05					5.00AM <sup>151</sup>	2.00		
<sup>6.2</sup> RUXBY	257.2	3.51						12.50		
<sup>7.7</sup> SCOTT	249.5	3.42						12.36		
<sup>0.1</sup> WALKER	243.4	3.34						12.26		
<sup>2.8</sup> SIMMONS	240.6	3.31						12.20PM		
N <sup>7.6</sup> PAGE <sup>MS</sup>	233.0	3.21						11.59AM		
<sup>7.5</sup> ASH	226.5	3.12						11.40		
<sup>6.0</sup> HUMORIST	219.5	3.05						11.27		
DN-R <sup>7.2</sup> WALLULA <sup>JN</sup>	215.2	S 2.55	A 3.40AM			A 2.45AM		11.15	A 7.05PM AI 1.15PM	
<sup>1.7</sup> WALLULA JCT.	213.5	2.51	3.35			2.40		10.00	7.00 11.05PM	
<sup>10.3</sup> JUNIPER	203.2	2.40	3.22			2.22		9.40 <sup>151</sup>	6.40	
<sup>9.8</sup> COLD SPRINGS	193.4	2.30	3.10			2.05		9.20	6.20	
DN-R <sup>0.2</sup> HINKLE <sup>UK</sup>	184.2	2.20AM	2.55AM			1.45AM		9.00AM	6.00PM	
<sup>(180.0)</sup>		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

..... Thru Time .....	(4.10)	(0.45)	(1.34)	(1.30)	(1.00)	(1.00)	(9.20)	(1.05)	(0.10)
..... Average speed per hour .....	44.0	41.3	39.0	40.7	31.0	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. 20			Mile Post	SECOND CLASS
	305 Mixed	November 15, 1953				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10PM	D-R	JOSEPH	J	83.8	A 11.15AM
22 X	12.40	D	ENTERPRISE	RS	78.0	11.00
39	1.10		LOSTINE		67.8	10.07
27 WXY	1.45	D	WALLOWA	WO	60.0	9.50
12 W { M.P. 49.0 }	2.20		MINAM		47.1	9.07
40 W { M.P. 32.6 }	2.50		LOOKING GLASS		33.8	8.37
32	3.20		GULLING		25.1	8.15
35 WXY	3.40	D	ELGIN	GN	20.9	8.05
18	4.05	D	IMBLER	BR	12.3	7.32
20	4.25	f	ALICEL		8.4	7.22
BJKOPT WXYZ	5.00PM	DN-R	LA GRANDE	RA	0.0	7.00AM
		(83.8)			Daily Except Sunday	
(4.50) Thru Time					(4.15) Thru Time	
17.3 Average speed per hour					10.7 Average speed per hour	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 20			Mile Post	SECOND CLASS	
	November 15, 1953				328 Freight	
	STATIONS					
155 JPX			RIETH		0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
		(14.9)				

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 20			Mile Post	SECOND CLASS	
	November 15, 1953				327 Freight	
	STATIONS					
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
65 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. 20			Mile Post	SECOND CLASS
	329 Freight	November 15, 1953				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9.30AM	D-R	HEPPNER	HR	46.2	A 8.45AM
19 P	9.55		LEXINGTON		36.3	8.00
7	10.10		JORDAN		31.0	7.40
15 PW	10.30	D	IONE	ON	28.3	7.25
3	10.45		McNAB		25.2	7.10
13	11.05		MORGAN		19.8	6.55
3	11.30AM		CECIL		14.5	6.35
19 JPX	12.15PM	N-R	HEPPNER JCT.	WI	0.0	6.00AM
		(45.2)			Monday Wednesday Friday	
(2.45) Thru Time					(2.45) Thru Time	
10.4 Average speed per hour					10.4 Average speed per hour	

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20			Mile Post	SECOND CLASS
	327 Freight	November 15, 1953				328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS				
20 PVWXY	10.15AM	D-R	CONDON	CD	44.5	A 9.00AM
22	10.40		GWENDOLEN		36.3	8.25
27	11.00		SPEECE		32.3	8.10
26	11.10		CLEM		28.6	7.50
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
29	12.30		SHUTLER		7.3	6.25
WB 126 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) Thru Time	
14.8 Average speed per hour					14.8 Average speed per hour	

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 20			Mile Post	SECOND CLASS	
	November 15, 1953				327 Freight	
	STATIONS					
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
33		D	MORO	MR	27.0	
16			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNERRY		5.2	
40 JPX		DN-R	BIGGS	BX	0.0	
		(82.5)				

**WESTWARD BEND BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

BKOP VWXYZ	5.00 AM	DN-R	BEND	ND	150.0	A 2.30 PM
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**BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.**

JPV	A 12.01PM	D ORE. TRUNK JUNCTION VO	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.	SECOND CLASS	Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS
		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.**

BKOPT VWXYZ		DN-R	CENTRALIA	CN	0.0
			(8.0)		

**WESTWARD OLYMPIA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS
		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)		

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

**WESTWARD GRAYS HARBOR BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1963	Mile Post	SECOND CLASS	
	307 Mixed	309 CMStP&P Freight			308 CMStP&P Freight	306 Mixed
		Daily Except Saturday	Daily Except Sunday	STATIONS		

BKOPT VWXYZ	8.00 PM	DN-R	CENTRALIA	CN	0.0	A 10.20 PM
			2.4			

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

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

JMPV	8.10PM	BLAKESLEE JUNCTION	2.4	A 10.05PM
M		N. P. CROSSING	2.4	
M		C. M. St. P. & P. CROSSING	2.4	
23 P	f 8.20	GALVIN	5.0	f 9.55
43 JPVX	f 8.40	HELING JUNCTION	12.2	A 8.10PM f 9.35
48 PWX	s 8.45	N-R INDEPENDENCE ND	13.7	s 9.30
52 P	f 9.05	CEDARVILLE	22.2	f 9.05
51 P	f 9.20	LANKNER	26.3	f 8.50
44 P	f 9.35	SAGINAW	30.8	f 8.36
5 PW	f 9.40	SOUTH ELMA	32.5	f 8.30
53 PXY	f 10.25	SOUTH MONTESANO	42.4	f 8.05
X		SOUTH MONTESANO	42.4	
PVX		MONTESANO MO	43.9	
53 PXY	f 10.25	SOUTH MONTESANO	42.4	f 8.05
27 P	f 10.30	MELBOURNE	48.8	f 7.45
32 PV	f 10.40	PREACHER'S SLOUGH	46.7	f 7.35
83 JPXY	f 10.55	COSMOPOLIS	51.2	f 7.20
M		N. P. CROSSING	53.3	
82 BKPVXZ	A 11.25PM	ABERDEEN	53.9	s 7.00PM

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

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

BKOPT WYZ	A 11.55 PM	A 5.35 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	6.30 PM
				(57.5)			Daily Except Sunday	Daily Except Sunday

(8.55)	(3.05)	..... Thru Time.....	(3.10)	(8.50)
14.7	14.7	Average speed per hour.....	14.3	15.0

**WESTWARD**

**YAKIMA BRANCH**

**SECOND CLASS**

**FIRST CLASS**

**Time-Table No. 20**

November 15, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS		STATIONS	
	907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight	63 Passenger	347 N. P. Passenger		
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		
BCOPTVWXYZ					9:30PM		8:00PM	DN-R YAKIMA NY	
30 X					9:40		8:06	3.4 UNION GAP	
MP								3.3 N. P. CROSSING	
30 P					9:50		8:12	0.6 PARKER	
M								1.4 N. P. CROSSING	
32 P					10:00	f	8:19	2.8 DONALD	
18 PV					10:05	f	8:24	2.3 SAWYER	
40 PV					10:15	s	8:29	2.9 BUENA BA	
74 PVX					10:25	s	8:36	3.1 ZILIAH AH	
53 P					10:48	f	8:44	0.2 GRANGER	
52					11:05	f	8:53	0.1 EMERALD	
36 JPXY					11:30 <sup>304</sup> PM		9:25	3.6 MIDVALE	
51 PVWX					12:01AM	s	9:37	6.0 GRANDVIEW GW	
44 P					12:25	f	9:49	6.0 NORTH PROSSER	
63					12:50	f	10:01 <sup>304</sup>	7.8 CHAFFEE	
42 PWX					1:20	s	10:12	0.6 BENTON CITY BC	
53					1:40		10:22	6.2 ACTON	
61 JPX		7:40AM	6:20AM		2:10		10:40	12.3 RICHLAND JCT.	
65 BKPVWX		A 8:00AM	6:50		2:50	s	11:00	5.8 KENNEWICK KN	
12 P			7:00		3:10	f	11:10	4.5 HEDGES	
70 JPV		6:25PM	7:10	6:35AM	3:20	f	11:15	2.3 VILLARD JCT.	
70 JPWX		A 6:45PM					A 5:37AM	6.4 ATTALIA	
167 JKPVWXY			A 7:25AM	A 6:50AM	A 3:35AM	A	11:30PM	0.6 WALLULA JN	
								(98.6)	
	(0.20)	(0.20)	(1.05)	(0.15)	(6.05)		(3.30)	(0.12)	..... Thru Time .....
	19.2	17.4	18.1	28.0	16.1		28.2	32.0	..... Average speed per hour .....

**WESTWARD**

**SUNNYSIDE BRANCH**

**FIRST CLASS**

**Time-Table No. 20**

November 15, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		STATIONS
		63 Passenger	
		Daily	
35 JPXY		9:00PM R	MIDVALE
PVX		A 9:10PM	SUNNYSIDE SJ
			(2.8)
			(0.10)
			16.8
			..... Thru Time .....
			..... Average speed per hour .....

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

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

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

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

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

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



**YAKIMA BRANCH**

**EASTWARD**

Time-Table No. 20 November 15, 1953		Mile Post	FIRST CLASS				SECOND CLASS			
			64	348	908	362	374	910	364	
			Passenger	N. P. Passenger	N. P. Freight	Freight	N. P. Freight	N. P. Freight	Freight	
STATIONS										
DN-R	<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								
	0.5 PARKER	90.8	f 6.43							1.45
	1.4 N. P. CROSSING	89.4								
	2.6 DONALD	86.8	f 6.33							1.30
	2.3 SAWYER	84.5	f 6.26							1.20
	2.9 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
	3.6 <b>MIDVALE</b>	63.6	5.44							11.30 <sup>363</sup> PM
R	5.0 GRANDVIEW GW	57.7	s 5.35							10.37
N	6.0 NORTH PROSSER	50.8	f 5.19							10.20
	7.8 CHAFFEE	43.0	f 5.07							10.01 <sup>63</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 <b>RICHLAND JCT.</b>	19.0	4.30			A 5.20AM	A 5.30AM			8.35
DN	5.8 KENNEWICK KN	13.2	s 4.20			5.00	5.10AM			8.18
	4.6 HEDGES	8.7	f 4.05			4.25				8.08
	2.3 <b>VILLARD JCT.</b>	7.0	f 4.00	A 10.50PM		A 2.35AM	4.15		A 1.50PM	8.00
	6.4 ATTALIA	0.6		10.38PM		2.15AM				
C.T.C.	0.6 (DN-R) WALLULA JN	0.0	3.50AM			4.00AM			1.30PM	7.45PM
	(08.6)		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	
..... Thru Time .....			(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(6.30)	
..... Average speed per hour .....			30.9	32.0	19.2	14.7	17.4	21.0	15.2	

**SUNNYSIDE BRANCH**

**EASTWARD**

Time-Table No. 20 November 15, 1953		Mile Post	FIRST CLASS			
			84			
STATIONS			Passenger			
R	<b>MIDVALE</b>	0.0	A 9.25PM			
D-R	2.8 <b>SUNNYSIDE</b> SI	2.8	9.15PM			
	(2.8)		Daily			
..... Thru Time .....			(0.10)			
..... Average speed per hour .....			16.8			

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

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

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

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

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

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

**WESTWARD**

**SPOKANE-TEKOA BRANCH**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 20			
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	69 Spokane Internat'l Passenger	November 15, 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	<b>SPOKANE</b> 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	<b>N. P. CROSSING</b> 0.9	CG	
83 X	9.50 <sup>02</sup>	5.20	7.10	11.03	8.23	7.53			EAST SPOKANE		
51 X	9.59	5.25	7.15	11.06	8.26	7.56			HILL		
69 JKVX	10.10	5.35	A 7.20 <sup>AM</sup>	11.10	8.30	8.00		DN	<b>DISHMAN</b> 3.2	SP	
35	10.20	5.45		11.15 <sup>382</sup>	8.34	8.05			CHESTER		
40	10.50 <sup>382</sup>	6.16 <sup>68</sup>		11.27 <sup>388</sup>	8.45	8.17		D	<b>MICA</b> 2.8	MA	
38	11.10 <sup>388</sup> 11.31 <sup>95</sup> <sup>PM</sup>	6.35		11.31 <sup>381</sup>	8.50	8.21			FREEMAN		
JVX	A 12.01 <sup>AM</sup>	6.50		A 1.36 <sup>PM</sup>	8.56	A 8.26 <sup>AM</sup>		DN-R	<b>MANITO</b> 3.3	MU	
23		7.10			9.03			D	<b>ROCKFORD</b> 3.3	RD	
40		7.20			9.10				DARKNELL		
31 JWX		7.40			9.16			D	<b>FAIRFIELD</b> 8.4	G	
25		8.10			9.31				LATAH		
BJKOPTWXYZ		A 8.45 <sup>PM</sup>			A 9.52 <sup>AM</sup>			DN-R	<b>TEKOA</b> 7.2	K	
									(49.3)		

(2.31) (3.45) (0.20) (0.41) (1.37) (0.41) (0.05) ..... Thru Time .....  
 8.7 13.1 19.6 31.9 30.5 31.0 22.8 ..... Average speed per hour .....

**WESTWARD PLEASANT VALLEY BRANCH EASTWARD**

**WESTWARD WALLULA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20		Mile Post
	391 Freight	November 15, 1953		
	Daily Except Monday	STATIONS		
14 JPX	7.25 <sup>AM</sup>	<b>SELTICE</b>	48.0	
		8.2 G. N. CROSSING	39.8	
		0.03 N. P. CROSSING	39.7	
34 VWX	8.20	D OAKESDALE ON	39.1	
44	8.50	THORNTON	31.2	
M		0.5 G. N. CROSSING	30.7	
28 WX	9.40	D ST. JOHN SJ	18.3	
27	10.10	6.8 WILLADA	11.5	
53	10.40	7.1 GRAVEL PIT	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.	SECOND CLASS	Time-Table No. 20		Mile Post	SECOND CLASS
	345 Mixed	November 15, 1953			346 Mixed
	Daily	STATIONS			Daily
BJKOPTVWXYZ	9.45 <sup>PM</sup>	DN-R	<b>WALLA WALLA</b> 2.0	30.9	A 6.45 <sup>AM</sup>
5 X			COLLEGE PLACE	28.9	
M			0.2 W. W. V. RY. CROSSING	28.7	
17 X	9.51		0.1 GARRETT	28.6	f 5.40
10	10.05		4.6 WHITMAN	24.0	f 5.25
12	10.18		4.7 LOWDEN	19.3	f 5.12
29 PX	10.30	D	4.3 TOUCHET CH	15.0	s 5.01
11	10.50		7.5 REESE	7.5	f 4.43
JPV	A 10.57 <sup>PM</sup>		3.3 ZANGAR JCT.	3.8	4.35 <sup>AM</sup>
<b>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.</b>					
JPVXY	A 11.05 <sup>PM</sup>		3.8 WALLULA JCT.	0.0	4.25 <sup>AM</sup>
			(30.5)		Daily

(4.20) ..... Thru Time ..... (1.20) ..... Thru Time .....  
 11.1 ..... Average speed per hour ..... 22.9 ..... Average speed per hour ..... (2.20) 13.1

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

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

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

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

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

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

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

**SPOKANE-TEKOA BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 20 November 15, 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		ILLI 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 0.0	155.7	12.31		6.28	9.38				11.15 <sup>15</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 3.5	138.4			5.53						10.44
40		DARK NELL 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 16.3 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. 20 November 15, 1953	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS	
	379	61				62	378	391	392							
	Freight	Passenger				Passenger	Freight	Freight	Freight		Freight					
Daily Except Sunday			Daily	STATIONS	Daily		Daily	Daily	Sunday Wednesday Thursday Saturday	STATIONS		Daily		Daily	Daily	
BKT'VWX	9.00 PM	6.45 PM	D-R	MOSCOW 7.6	28.1	A 8.50 AM	A 4.15 PM	BJKOWXY	1.45 PM	D-R	LA CROSSE 14.7	0.0	A 7.00 AM			
1	9.17	7.01		WHITLOW 1.2	20.5	8.36	3.50	11 X	2.50		HOOPER 1.0	14.7	6.05			
				N. P. CROSSING 0.6	19.3			32 JPWXY	A 2.55 PM	N-R	HOOPER JCT. 7.8	15.7	6.00 AM			
23 X	9.30	7.05	D	PULLMAN 6.0	18.7	8.33	3.45	34		D	WASHTU CNA 13.9	23.5				
18	9.50	7.18		ALBION 3.0	12.7	8.13	3.20	21 V		D	KAHLOTUS 15.5	37.4				
19	10.00	7.25		SHAWNEE 0.7	9.7	8.05	3.08	18 WXY		R	CONNELL 52.9	52.9				
BJKOWXY	A 10.50 PM	A 7.45 PM	DN-R	COLFAX 28.1	0.0	7.42 AM	2.30 PM			(52.9)			Daily			
Daily			Daily	(28.1)	Daily		Daily Except Monday						Daily			

(1.50) (1.00) .....Thru Time..... (1.08) (1.45) (1.10) .....Thru Time..... (1.00)  
 15.3 28.1 .....Average speed per hour..... 24.8 16.1 13.5 .....Average speed per hour..... 15.7

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

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

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. 20 November 15, 1953	Mile Post	FIRST CLASS		SECOND CLASS				
	379 Freight	355 Freight	391 Freight	61 Passenger	73 Passenger			62 Passenger	74 Passenger	392 Freight	378 Freight	356 Freight		
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily			STATIONS						
			7:00AM			DN-R	TEKOA	K	116.1			A	3:00PM	
14 JPX			A 7:25AM			R	SELTCIE		110.4				2:30	
32 W						D	FARMINGTON	FM	104.5				2:10	
M							N. P. CROSSING		103.4					
38 VWX						D	GARFIELD	GR	95.1				1:05	
32 BJKMOWXY	11:10PM						ELBEUTON		89.7				12:40PM	
M							D-R COLFAX	CA	77.4	A	7:37AM		11:50AM	A 1:30PM
14 East Spur 16 West Spur X	11:30						G. N. CROSSING		77.3				11:10	1:20
34	11:50PM						CREST		74.9		7:27		11:00	1:10
20	12:10AM						MOCKONEMA		72.5	f	7:22		10:50	1:02
27	12:50						DIAMOND		68.5	f	7:16		10:30	12:50
63 JWXY	1:20					D	ENDICOTT	DI	67.9	s	7:00		9:45	12:20
46	1:35					D-R	WINONA	WA	62.1	s	6:52		9:10	12:01PM
26 BJKOWXY	A 2:20AM					D-R	SUTTON	JA	48.0		6:45		8:50	11:45AM
42							LA CROSSE		41.5	s	6:37		8:10AM	11:30AM
44							JERITA		35.8	f	6:23			
42							HAY		30.2	f	6:15			
60 JPVWXY							CANYON		22.1	f	6:00			
M						DN-R	RIPARIA	XS	17.5	s	5:52	A	6:10AM	
10 JPXY		8:25PM					N. P. CROSSING		17.4					
41 X		8:30				R	TUCANNON		12.6	s	5:42	s	5:58	A 12:05AM
54 X		8:50					PATAHA		11.8		5:37			12:03AM
BJKOPWXY	A	9:00PM				DN-R	AYER	JD	0.0		5:15AM		5:30AM	11:40PM
							(116.1)				Daily	Daily	Daily	Daily Except Monday Sunday Tuesday Thursday
	(3.10) 11.3	(0.35) 21.6	(5.45) 12.9	(2.40) 29.0	(0.35) 30.0	..... Thru Time .....				(2.22) 32.7	(0.40) 20.3	(6.50) 10.9	(2.00) 18.0	(0.35) 21.6
..... Average speed per hour .....						..... Average speed per hour .....								

WESTWARD POMEROY BRANCH			EASTWARD			WESTWARD TUCANNON BRANCH			EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS		
	355 Freight	Monday Wednesday Friday			356 Freight	356 Freight		356 Freight	Monday Wednesday Friday			355 Freight		
	STATIONS					STATIONS								
35 TWX	6:00PM	D-R	POMEROY	PY	28.9	A	2:15AM	J-PXY	12:05AM	R	TUCANNON	0.0	A	8:25PM
25	6:20		ZUMWALT		24.4		2:00	JWXY	12:15AM	D	STARBUCK	3.8		8:15PM
7	6:50		DODGE		16.3		1:30				RELIEF	9.3		
18 W	6:57		CHARD		14.5		1:20				(0.3)			Monday Wednesday Friday
	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							
	(2.15) 12.8	..... Thru Time .....				(1.55) 15.1	..... Average speed per hour .....						(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.

WESTWARD PENDLETON BRANCH EASTWARD				WESTWARD WALLACE BRANCH EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	FIRST CLASS			
	365				366				67		68	
	Mixed	Daily Except Sunday			Mixed	Mixed			Freight	Passenger	Passenger	Freight
STATIONS												
27 X			ALTO	83.0			DN-R TEKOA	0.0	A	5:05PM	A	9:15PM
23			MENOKEN	75.5			LOVELL	6.9	f	4:50		8:45
26 JWX	11:45AM		BOLLES	71.3	A	9:10AM	D PLUMMER	MR	15.3	s	4:32	8:15
26 X	11:58AM	D	PISSCOTT	66.7		8:58	CHATCOLET		22.8	f	4:14	7:45
21	12:35PM		VALLEY GROVE	53.6		8:22	HARRISON		30.5	s	3:54	7:20
			N. P. CROSSING	47.2			D SPRINGSTON	RC	34.0	s	3:45	7:10
M			W. W. V. RY. CROSSING	46.6			LANE		46.3	s	3:24	6:42
BKOPTV WXYZ	12:55PM	DN-R	WALLA WALLA	46.1		8:00AM	ROSE LAKE		49.1	s	3:16	6:32
M			W. W. V. RY. CROSSING	44.2			CATALDO		57.7	f	2:59	6:10
24			SPOFFORD	39.9			ENAVILLE		62.5	s	2:53	5:56
M			W. W. V. RY. CROSSING	36.3			PINE CREEK		64.1	f	2:49	5:52
39 VWX		D	MILTON-FREEWATER	36.2			BRADLEY		67.2	f		
50			BLUE MOUNTAIN	26.7			D-R KELLOGG-WARDNER	DN	69.2	s	2:40	5:40PM
20			DOWNING	23.4			OSBURN		75.8	f	2:22	
20 WX		D	ATHENA	17.2			D-R WALLACE	WC	80.2		2:15PM	
41			ADAMS	12.6			N. P. CROSSING		80.4			
15			BLAKELEY	10.0			N. P. CROSSING		80.6			
BKCVWXYZ		DN-R	PENDLETON	0.0			WALLACE JCT.		80.7			
			(83.0)				D BURKE	B	86.9			
							(86.9)			Daily		Daily
(1.10)			Thru Time	(1.10)			Thru Time	(2.50)			(3.35)	
21.6			Average speed per hour	21.6			Average speed per hour	28.3			22.4	
							(4.15)	(2.58)				
							18.0	27.0				

WESTWARD DAYTON BRANCH EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS	
	367				368	
	Mixed	Mixed			Mixed	Mixed
STATIONS						
20	12:01PM		TURNER	24.8		A 1:50AM
25	12:10		WHEATSTONE	22.7		11:40
20 VWXY	12:50PM	11:01AM	D DAYTON	DA	13.1	A 9:45AM 11:00AM
M			N. P. CROSSING	13.0		
M			N. P. CROSSING	13.0		
JX		A 11:03AM	DAYTON JCT.	12.9		9:43AM
<b>BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b>						
JX		11:25AM	R WAITSBURG JCT.	5.2		A 9:23AM
28 X		11:31	D WAITSBURG	BG	3.5	9:19
28 JWX		A 11:45AM	BOLLES	0.0		9:10AM
			(24.8)			Daily Except Sunday
						Tuesday and Friday
(0.49)	(0.44)		Thru Time	(0.35)	(0.50)	
14.3	17.9		Average speed per hour	22.5	14.0	

WESTWARD SIERRA NEVADA BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post
	367			
	Mixed	Mixed		
STATIONS				
JWX			BRADLEY	0.0
X			END OF TRACK	2.0
			(2.0)	
This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.				
Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule 5-72.				
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.				
No. 368 arriving at Turner will run as No. 367 Turner to Dayton.				
For stations not shown on schedule pages, see page 22.				

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
<b>Second Subdivision</b>				<b>Tekoa-Ayer Branch</b>			
Yoakum .....	201.7	10	Both	Schreck .....	31.9	14	Both
Pendair .....	213.5	80 P	Both	Thora ..... (5) .....	64.8	15	Both
Mission .....	221.2	{ 18 P	Both	Glenwood .....	83.5	13	Both
Cayuse ..... (1) .....	227.1	25 P	Both	Walters .....	98.6	10	Both
Thorn Hollow .....	232.1	48 P	Both	<b>Tucannon Branch</b>			
North Fork .....	251.4	14 P	Both	Powers .....	2.7	4	Both
		16 P	West	<b>Spokane-Tekoa Branch</b>			
<b>Third Subdivision</b>				Rahm .....	125.9	4	Both
Seufert .....	87.7	13	West	Coey .....	141.7	17	Both
Dillon .....	93.5	.....	None	<b>Pleasant Valley Branch</b>			
<b>Fourth Subdivision</b>				Juno .....	20.8	10	Both
Quarry Spur .....	6.5	13	West	Huntley .....	22.6	2	Both
Eri .....	14.2	4	Both	Warner .....	45.3	11	Both
Corbett ..... (1) .....	20.3	.....	None	<b>Pomeroy Branch</b>			
Latourell ..... (1) .....	23.9	.....	None	Houser .....	19.1	1	Both
Multnomah Falls .....	29.6	..... P	None	<b>Moscow Branch</b>			
Oneonta .....	31.1	60 P	Both	Risbeck ..... (5) .....	4.5	6	Both
Warrendale .....	35.9	.....	None	Parvin ..... (5) .....	7.8	8	Both
C. L. Lumber Co. ....	45.1	7	East	Armstrong ..... (5) .....	15.7	3 W {M. P. 16.2}	Both
Farley .....	47.0	102 P	Both	Holland .....	21.4	8	Both
Viento .....	55.2	.....	None	<b>Connell Branch</b>			
Chatfield .....	71.8	20 P	West	Pampa .....	4.6	15	Both
<b>Kenton Line</b>				Gordon .....	8.2	7	Both
Champ .....	9.5	7	Both	McAdam .....	29.3	3	Both
Ward .....	14.2	8	Both	Wacota .....	34.1	4	Both
		{ 37 P	Both	Estes .....	42.3	7	Both
Reynolds .....	20.0	40 P	West	Sulphur .....	46.1	9	Both
		126 P	West	Curry .....	51.1	12	Both
<b>Sixth Subdivision</b>				<b>Pendleton Branch</b>			
Sheffler .....	242.1	4	Both	Havana .....	6.9	11	Both
Matthews .....	253.3	5	Both	Weston .....	20.9	66 X	East
Magallon .....	258.6	2	Both	Bade .....	30.2	13	Both
Teske .....	310.6	2	Both	Barrett .....	33.1	10	Both
<b>Joseph Branch</b>				Prunedale .....	34.2	15	Both
Island City ..... (2) .....	2.6	12	Both	State Line .....	41.7	10	Both
Conley ..... (2) .....	5.9	6	Both	Langdon .....	43.6	12	Both
Vincent ..... (2) .....	40.6	2	East	Russell .....	51.8	11	Both
Sevier .....	56.7	5	West	Hadley .....	56.5	19	Both
<b>Pilot Rock Branch</b>				Berryman .....	59.8	9	Both
McBeo .....	2.8	2	East	Ennis .....	60.9	10	Both
Lens .....	11.2	4	East	Robinson .....	67.6	2	Both
<b>Grass Valley Branch</b>				McCall .....	69.4	2	Both
Sandon .....	15.6	8	Both	McKay .....	78.6	6	Both
Hay Canyon .....	19.2	{ 12 East	East	<b>Wallace Branch</b>			
De Moss .....	23.9	15 West	West	Tilma .....	2.1	1 X	Both
Erskine .....	31.3	12	Both	Watt .....	12.1	18	Both
Bourbon .....	45.8	9	Both	O'Gara ..... (6) .....	26.3	.....	None
<b>Grays Harbor Branch</b>				Black Lake ..... (6) .....	38.0	.....	None
Raisch .....	2.6	7	Both	Dudley ..... (6) .....	52.0	12	Both
Balch ..... (3) .....	18.3	18 P	Both	Smeltonville ..... (6) .....	66.3	.....	None
Law .....	44.7	11	East	Shont ..... (6) .....	72.8	3	Both
<b>Yakima Branch</b>				Polaris .....	74.6	42	East
Grosscup .....	28.2	8	Both	Gem .....	84.1	5 X	Both
Biggam ..... (4) .....	48.3	10	Both	Frisco .....	84.4	7 X	Both
Flint .....	83.6	18	Both	Dorn .....	85.1	13	Both
				<b>Dayton Branch</b>			
				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 5
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at power operated switches, or at end of double track.	25	20	20
3800 class engines.		60	50	When using all other turn-outs.	15	15	15
3700 and 3900 class engines.		65	50	On tracks other than main tracks.	15	15	15
5000 class engines.		50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
7000-7800 class engines.		70	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frts.		Str.	Pagr.	Frts.		Str.	Pagr.	Frts.
<b>Huntington</b> Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	<b>Baker</b> Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20				
Between M.P. 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
	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	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.					60	50	25
<b>Weatherby</b> Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	35	Between M.P. 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>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	Between M.P. 307.4 and 302.7.	35	30	20
								Descending grade, M.P. 365.0 to Durkee.			25

**SECOND SUBDIVISION**

<b>La Grande</b> Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	<b>Rieth</b> Between M.P. 210.8 and 208.9.	55	45	35				
				Between M.P. 240.6 and 240.3.	70	60	45								
				Between M.P. 288.8 and 283.4.	30	25	20	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
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 206.3 and 205.9.	70	60	45				
<b>Hilgard</b> MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 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				
				Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 200.9 and 200.6.	60	50	40
<b>Huron</b> Between M.P. 257.2 and 252.2.	35	30	20	<b>Minthorn</b> Between M.P. 223.8 and 222.8.	35	30	20	<b>Nolin</b> Between M.P. 198.6 and 198.5.	45	35	25				
												Between M.P. 251.9 and 251.4.	60	50	40
				Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 195.6 and 195.4.	60	50	40
				Between M.P. 250.6 and 249.9.	70	60	45	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12	Between M.P. 194.5 and 193.4.	45	35	25
				Between M.P. 249.6 and 249.4.	35	30	20					Between M.P. 217.6 and 216.3.	40	35	25
				Between M.P. 248.6 and 248.4.	50	40	25	<b>Hinkle</b>	20	20	20	Between M.P. 191.9 and 187.3.	60	50	40
				Between M.P. 248.1 and 247.2.	35	30	20					Over other street crossings within city limits.	20	20	20
				Between M.P. 246.1 and 245.6.	60	50	40	Over Umatilla River bridge, M.P. 214.42.	20	20	20				
				Between M.P. 244.7 and 244.0.	40	35	25								
				Between M.P. 243.2 and 242.5.	60	50	40								



**THIRD SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
<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>Hepner 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	12
Between M.P. 136.2 and 136.1.	70	60	45	<b>Hook</b> Between M.P. 116.4 and 116.2.	70	60	45				
Between M.P. 134.8 and 134.7.	70	60	45	<b>Goff</b> Between M.P. 114.9 and 114.7.	70	60	45				
				Between M.P. 114.5 and 112.5.	60	50	40				

**FOURTH SUBDIVISION**

<b>The Dalles</b> Between M.P. 83.5 and 83.0.	45	35	25	<b>Meno</b> Between M.P. 58.5 and 56.0.	60	50	40	<b>Fairview</b> Between M.P. 13.5 and 13.2.	55	45	35
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40
<b>Crates</b> Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 54.4 and 53.2.	60	50	40	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.8 and 52.3.	55	45	35	<b>Graham</b> Between M.P. 2.7 and 1.0.	35	30	20
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>			
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.9 and 49.6.	55	45	35	<b>Kenton Line</b> Between Troutdale and Kenton.	35	35	35
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 48.7 and 43.3.	55	45	35	<b>Troutdale</b> 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.1 and 73.7.	60	50	40	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 42.4 and 41.4.	35	30	20	<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. 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				
<b>Hood River</b> 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 24.0 and 23.8.	55	45	35				
Between M.P. 62.1 and 59.4.	55	45	35	<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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	70	60	45	<b>Argo</b> Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				<b>Argo Yard</b> All turn-outs.			10
<b>Tacoma</b> On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10			10	10		<b>Seattle</b> Over Spokane Street crossing.	20	20
<b>Reservation</b> On curves between Reservation Tower and Tacoma Jct.	20	20	15		Through interlocking.	30	30	30			
				Between M.P. 180.7 and 180.9.	35	35	25				

**SIXTH SUBDIVISION**

Maximum speed. Between Hinkle and Wallula.	70	70	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
Between Wallula and Spokane.	70	60	45		Between M.P. 244.5 and 244.6.	50	40		Between M.P. 295.4 and 297.0.	50
<b>Hinkle</b> East and West legs of wye.		20	20		Between M.P. 246.1 and 246.3.	50	40	<b>Marengo</b> Between M.P. 308.6 and 309.0.	60	50
Between M.P. 186.0 and 187.3.		60	45	Between M.P. 246.9 and 247.0.	45	35				
<b>Cold Springs</b> Between M.P. 200.7 and 201.0.		50	40	<b>Scott</b> Between M.P. 252.8 and 253.0.	45	35	<b>Cheney</b> Within city limits.		35	35
<b>Juniper</b> Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.	45	35		Over street crossings.	15	15
<b>Wallula Jct.</b> West leg of wye.		15	15	<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>Wallula</b> Between M.P. 215.1 and 215.5 over manual operated switches.		20	20	<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
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.	25	15	Between M.P. 364.2 and 364.4.	45	35	25
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.7 and 364.9.	55	45	35
<b>Humorist</b> Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.	40	25	Between M.P. 365.1 and 366.2.	25	25	15
<b>Ash</b> Between M.P. 226.8 and 227.0.		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. 228.1 and 229.9.		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. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10	10
<b>Page</b> Between M.P. 233.0 and 233.4.		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. 234.0 and 235.6.		35	25	Between M.P. 290.6 and 291.1.	50	40	Union Station over slip switches.	10	10	10
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.	25	25				
Between M.P. 239.0 and 239.8.		50	40							

**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.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.		25	25	<b>Melbourne</b> Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	<b>Cosmopolis</b> Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thorn- berry.		20	20	<b>Aberdeen</b> Within city limits.		20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.		5	5
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Tono Branch</b> Maximum speed.		15	15	Over other street crossings.		10	10
<b>Umatilla Branch</b> Maximum speed.		40	40	On curves of 6 degrees and over.		10	10	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.		60	45
<b>Hinkle</b> Between M.P. 0.0 and 0.1.		15	15	<b>Olympia Branch</b> Maximum speed.		20	20	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	<b>Olympia</b> Within city limits.		10	10	Between M.P. 70 and Yakima.		45	30
<b>Hermiston</b> Standard and Union Oil spurs.			6	4- and 5-degree curves.		15	15	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	On curves of 6 degrees and over.		10	10	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	<b>Grays Harbor Branch</b> Maximum speed.		30	30	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	<b>Centralia</b> Between M.P. 1.0 and 1.3.		10	10	<b>Villard Jct.</b> Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	<b>Blakeslee Junction</b> Between M.P. 4.3 and 4.7.		20	20	Bridge 7.44.		25	15
<b>Umatilla</b> On wye.		10	10	<b>Galvin</b> Between M.P. 5.1 and 5.7.		15	15	<b>Kennewick</b> Over street crossings.		8	8
<b>Irrigon</b>				Between M.P. 6.5 and 6.8.		10	10	Between M.P. 35.6 and 35.9.		45	35
<b>Heppner Branch</b> Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	<b>Benton City</b> Within city limits.		40	30
3-degree curves.		20	20	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 37.5 and 38.1.		25	20
4- and 5-degree curves.		15	15	Between M.P. 11.9 and 12.1.		15	15	<b>Grandview</b> Within city limits.		30	30
On curves of 6 degrees and over.		10	10	<b>Independence</b> Between M.P. 14.7 and 15.2.		10	10	<b>Granger</b> Over street crossings.		30	30
<b>Condon Branch</b> Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	<b>Zillah</b> Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	<b>Donald</b> Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	<b>South Elma</b> Between M.P. 32.4 and 32.7.		15	15	Over N. P. Crossing and between home signals governing cross- ing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 34.4 and 34.6.		10	10	<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15				
				Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>Sunnyside Branch</b> Maximum speed.		45	30	<b>Manito</b> Between M.P. 144.4 and 144.6.	60	50	35	<b>Reese</b> Between M.P. 7.7 and 8.0.		25	20
<b>Sunnyside</b> Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
<b>Spokane-Tekoa Branch</b> Maximum speed. Between Spokane and Manito.	70	60	35	Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
On 3-degree curves.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 4-degree curves.		45	30	<b>Mica</b> Between M.P. 150.5 and 153.0.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.5 and 151.3, westward.	60	50	35	Between M.P. 11.1 and 11.4.		35	25
On 7- and 8-degree curves.		25	20	Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 12.1 and 12.3.		20	20
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.5 and 12.6.		35	25
On 9- and 10-degree curves.		20	20	Between Chester and Mica, on descending grade.			25	<b>Touchet</b> Between M.P. 18.5 and 18.6.		35	25
<b>Tekoa</b> On west leg of wyc.		10	10					W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 117.2 and 117.5.		20	20	<b>East Spokane</b> Through interlocking.	15	15	15	<b>College Place</b> Within city limits.		30	30
Between M.P. 117.8 and 117.9.		45	30					<b>Walla Walla</b>			
Between M.P. 118.1 and 118.3.		35	25	<b>Spokane</b> Over slip switches at N. P. Crossing.	15	15	10	<b>Moscow Branch</b> Maximum speed.		35	25
Between M.P. 118.5 and 119.7.		25	20	Over street crossings between N. P. Crossing and city limits.	20	20	20	On 7- and 8-degree curves.		25	20
Between M.P. 120.2 and 120.4.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.			12	On 9- and 10-degree curves.		20	20
Between M.P. 120.7 and 121.4.		35	25	Through tunnel.	15	15	15	<b>Colfax</b> Within city limits.		12	12
Between M.P. 121.6 and 121.9.		25	20	<b>Pleasant Valley Branch</b> Maximum speed.			25	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 122.1 and 122.5.		35	25	G. N. Crossing, M.P. 30.7.			20	Between M.P. 5.6 and 7.5.		25	20
<b>Latah</b> Within city limits.		40	30	<b>Wallula Branch</b> Maximum speed.			35	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 123.4 and 124.5.		20	20	On 5- and 6-degree curves.			35	<b>Shawnee</b> Between M.P. 9.9 and 10.0.		25	20
Between M.P. 125.1 and 125.7.		35	25	On 7- and 8-degree curves.			25	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 127.5 and 128.4.		35	25	On 9- and 10-degree curves.			20	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 129.6 and 130.6.		35	25	<b>Wallula Jct.</b> West leg of wyc.			15	<b>Albion</b> Between M.P. 13.4 and 13.6.		25	20
<b>Fairfield</b> Within city limits.		25	25					Between M.P. 14.3 and 14.9.		20	20
Between M.P. 132.6 and 132.8.		45	30	<b>Zangar Jct.</b> Between M.P. 5.1 and 6.4.			25	Between M.P. 17.5 and 17.7.		25	20
Between M.P. 133.3 and 134.6.		25	20	Between M.P. 6.7 and 6.8.			25	Between M.P. 17.9 and 18.0.		25	20
<b>Darknell</b> Between M.P. 135.3 and 136.3.		35	25	Between M.P. 7.0 and 7.1.			20	<b>Pullman</b> Within city limits.		15	15
Between M.P. 136.6 and 139.2.		20	20					Over street crossings.		6	6
<b>Rockford</b> Within city limits.		25	25					<b>N. P. Crossing</b> Between M.P. 19.9 and 20.0.		25	20
Between M.P. 139.4 and 139.7.		45	30					Between M.P. 24.6 and 24.8.		25	20
Between M.P. 139.8 and 140.4.		45	30					Between M.P. 25.2 and 25.4.		25	20
Between M.P. 141.0 and 141.2.		35	25					<b>Moscow</b> Over street crossings.		12	12
Between M.P. 142.6 and 143.2.		25	20								

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Page	Frnt.		Str.	Page	Frnt.		Str.	Page	Frnt.		
<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jet.			30	<b>Canyon</b> Between M.P. 23.1 and 23.6.			35	25	<b>Elberton</b> Within city limits.			25	25
Between Hooper Jet. and Connell.			20	Between M.P. 23.6 and 23.7.			30	20	Between M.P. 90.7 and 91.9.			20	20
On 5- and 6-degree curves.			25	Between M.P. 24.5 and 25.0.			35	25	Between M.P. 92.4 and 92.9.			25	25
On 7- and 8-degree curves.			20	Between M.P. 25.4 and 26.9.			30	25	<b>Garfield</b> Within city limits.			25	25
On 9- and 10-degree curves.			20	Between M.P. 27.1 and 27.2.			25	20	Between M.P. 101.1 and 101.5.			25	25
<b>La Crosse</b> Between M.P. 3.4 and 3.6.			25	Between M.P. 27.4 and 27.8.			20	20	Between M.P. 102.0 and 102.4.			25	25
Between M.P. 6.6 and 6.8.			25	Between M.P. 28.2 and 28.7.			20	20	<b>Farmington</b> Within city limits.			20	20
Between M.P. 7.2 and 7.8.			20	Between M.P. 29.7 and 29.9.			45	30	Between M.P. 104.6 and 104.9.			20	20
Between M.P. 9.2 and 9.7.			20	<b>Hay</b> Between M.P. 30.4 and 31.1.			35	25	Between M.P. 105.5 and 105.8.			20	20
<b>Hooper Jet.</b> On connection between Connell Branch and Sixth Subdivision.			15	Between M.P. 32.0 and 33.8.			25	20	Between M.P. 112.2 and 113.1.			25	25
Through west leg of wye on 16-degree curve.			8	Between M.P. 34.2 and 35.2.			20	20	Between M.P. 115.6 and 116.0.			20	20
<b>Tekoa-Ayer Branch</b> Maximum speed.			50	<b>Jerita</b> Between M.P. 36.2 and 36.9.			25	20	<b>Tekoa</b> On west leg of wye.			10	10
Between Tekoa and Colfax, via Garfield.			30	Between M.P. 37.8 and 39.3.			25	20	<b>Pomeroy Branch</b> Maximum speed.			25	25
On 5- and 6-degree curves.			25	<b>La Crosse</b> Between M.P. 43.5 and 43.6.			45	30	<b>Starbuck</b> Within city limits.			15	15
On 7-, 8-, 9- and 10-degree curves.			20	<b>Sutton</b> Between M.P. 49.3 and 50.1.			30	20	<b>Tucannon Branch</b> Maximum speed.			25	25
Between Tucannon and Ayer.			35	<b>Endicott</b> Between M.P. 64.9 and 65.2.			35	25	On curves of 7 degrees and over.			20	20
On 4-degree curves.			45	Between M.P. 65.4 and 65.6.			45	30	<b>Starbuck</b> Within city limits.			15	15
On 5- and 6-degree curves.			35	Between M.P. 68.2 and 68.5.			35	25	Between Starbuck and Itelief.			12	12
On 7- and 8-degree curves.			25	<b>Diamond</b> Between M.P. 68.8 and 69.0.			35	25	<b>Pendleton Branch</b> Maximum speed.			25	25
On curves of 7 degrees and over with 2-10-2 type engines.			20	Between M.P. 69.9 and 70.1.			35	25	On 7-, 8-, 9- and 10-degree curves.			20	20
On 9- and 10-degree curves.			20	<b>Mockonema</b> Between M.P. 73.3 and 73.6.			20	20	Between Barrett and Downing, on descending grade.			15	15
<b>Tucannon</b> Between M.P. 14.0 and 14.1.			35	Between M.P. 74.1 and 74.2.			45	30	<b>Pendleton</b> Over Thompson, Main and Aura Streets.			12	12
Between M.P. 14.3 and 16.1.			25	<b>Crest</b> Between M.P. 74.9 and 77.2.			25	12	Over other street crossings within city limits.			20	20
Between M.P. 17.1 and 17.2.			15	<b>Colfax</b> Within city limits.			12	12	Between M.P. 2.5 and 3.0.			20	20
Over Snake River Bridge 17.23.			5	Between M.P. 78.4 and 78.5.			20	20	Between M.P. 9.5 and 9.8.			20	20
<b>Riparia</b> Between M.P. 17.7 and 18.1.			25	Between M.P. 79.8 and 80.7.			20	20	<b>Athens</b> Over street crossings.			15	15
Between M.P. 18.6 and 18.8.			35	Between M.P. 81.5 and 82.3.			20	20					
Between M.P. 19.7 and 19.9.			20	Between M.P. 82.9 and 83.4.			20	20					
Between M.P. 20.9 and 21.5.			45	Between M.P. 83.7 and 84.5.			20	20					
				Between M.P. 86.5 and 87.0.			20	20					
				Between M.P. 87.6 and 88.9.			20	20					
				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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.	
<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.		45
<b>Blue Mountain</b> Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 34.9 and 35.2.		35	25	
Between M.P. 29.8 and 30.1.		20	20	<b>Bolles</b> Between M.P. 0.4 and 0.6.		20	20	Between M.P. 38.3 and 38.6.		35	25	
Between M.P. 30.3 and 30.4.		20	20		<b>Dayton</b> Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45	30
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.			10	10	<b>Lane</b> Between M.P. 47.8 and 48.3.		45	30
Between M.P. 32.2 and 32.4.		20	20	<b>Wallace Branch</b> Maximum speed.			50	30	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.7 and 32.9.		20	20		Between Lovell and Chatcolet.		35	20	<b>Rose Lake</b> Between M.P. 50.6 and 51.0.		35	25
<b>Milton-Freewater</b> Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	<b>Dudley</b> Between M.P. 53.6 and 54.2.		35	25	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	25	Between M.P. 54.5 and 54.9.		35	25	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	<b>Cataldo</b> Between M.P. 58.7 and 59.1.		45	30	
<b>Walla Walla</b> Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 60.0 and 60.2.		20	20	
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 62.4 and 63.2.		35	25	
On west leg of wye.		8	8	<b>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>Alto</b>				<b>Wallace</b> Over street crossings.		6	6	
								Between M.P. 81.4 and 87.3.		20	20	
								Burke to Wallace, eastward.		10	10	
								<b>Sierra Nevada Branch</b> Maximum speed.			10	

**Standard clocks are located as shown below:**

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

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

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

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

**SYMBOLS AND ABBREVIATIONS**

(Rules 6 and 6(A))

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

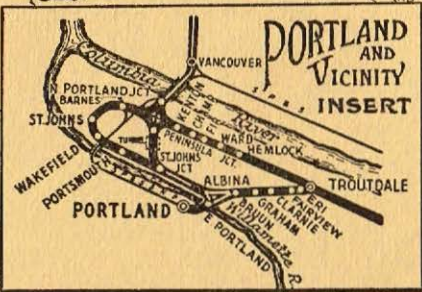
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

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

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	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	Ordance.....	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

