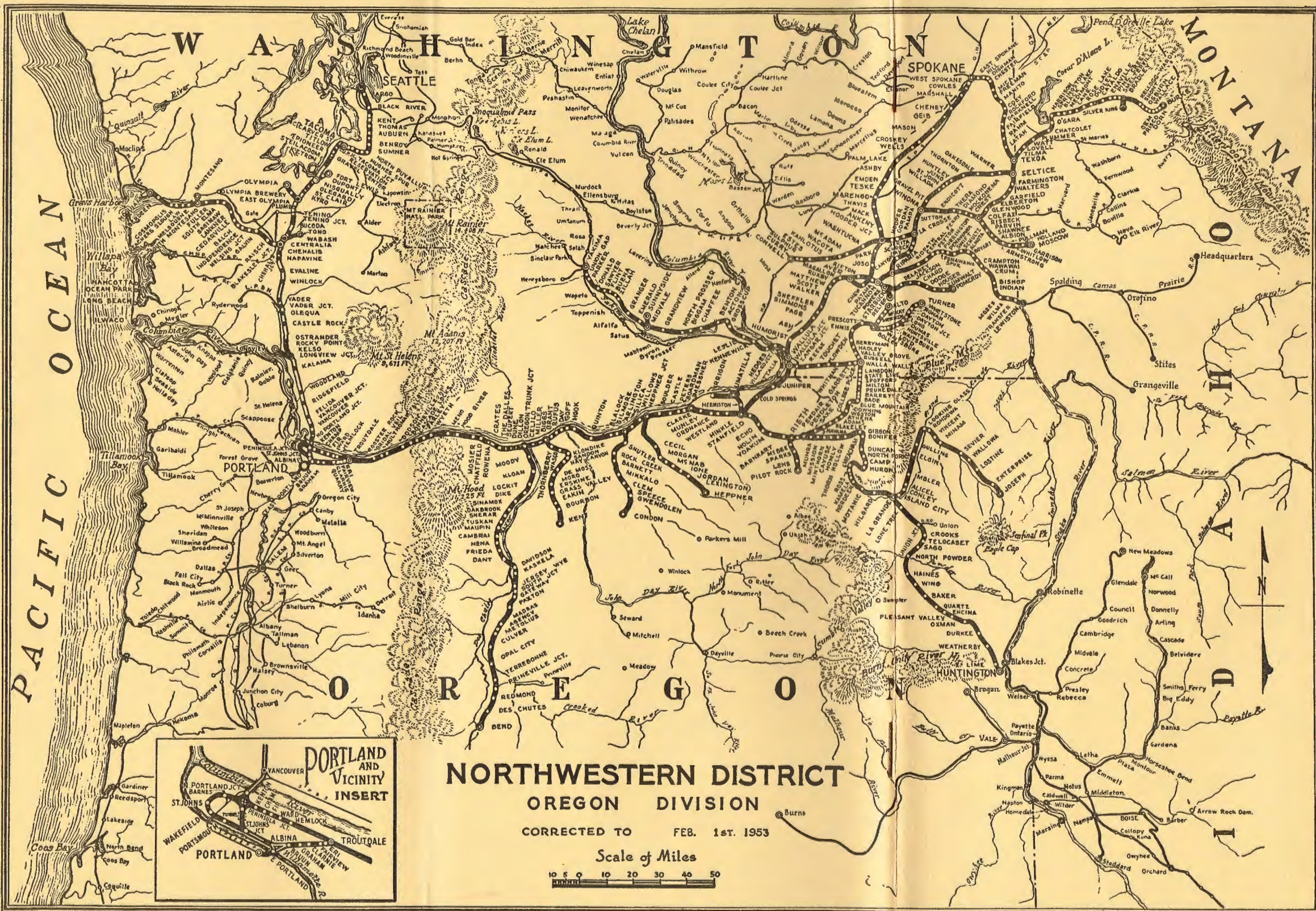




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 18

Effective Friday
September 11, 1953
At 12:01 A.M. Pacific Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

E. H. BAILEY
General Manager

H. E. SHUMWAY
General Superintendent Transportation

A. McALLISTER
General Superintendent

J. G. KIMMELL, Superintendent.....Portland, Ore.
C. B. Lisher, Assistant Superintendent.....Portland, Ore.
R. A. Roberts, Assistant Superintendent.....La Grande, Ore.
H. B. Coburn, Assistant Superintendent.....Seattle, Wash.
H. A. Achenbach, Assistant Superintendent.....Spokane, Wash.
R. L. Rickard, Trainmaster.....Portland, Ore.
J. Bowen, Trainmaster.....Portland, Ore.
D. E. Gardner, Trainmaster.....Walla Walla, Wash.
A. Rau, Master Mechanic.....Portland, Ore.
R. L. Norris, Road Foreman of Engines.....La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines.....Portland, Ore.
J. C. Haydon, Road Foreman of Engines.....Portland, Ore.
R. R. Lowden, Road Foreman of Engines.....Walla Walla, Wash.
E. F. Kidder, Division Engineer.....Portland, Ore.
H. L. Mathewson, General Roadmaster.....Portland, Ore.
E. L. Briggs, Safety Representative.....Portland, Ore.

First and Second Subdivisions and Branches
B. B. Johnson, Chief Train Dispatcher.....La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher.....La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher.....La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher.....La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches
L. L. Rudd, Chief Train Dispatcher.....Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher.....Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher.....Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher.....Albina, Ore.

Sixth Subdivision and Branches
P. H. Walsh, Chief Train Dispatcher.....Spokane, Wash.
J. S. Ellison, Assistant Chief Train Dispatcher.....Spokane, Wash.
J. A. Walsh, Assistant Chief Train Dispatcher.....Spokane, Wash.
C. E. Wizemann, Assistant Chief Train Dispatcher.....Spokane, Wash.

Union Pacific Railroad Employees Hospital Association

Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
D. L. Gamotte	Medical Director	Los Angeles, Calif.	J. E. Carssow	Surgeon	Lewiston, Ida.
Ralph M. Dodson	District Surgeon	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
J. P. Craven	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
David G. Duncan	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Warren W. Hale	Surgeon	Portland, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Edward C. Parkinson	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
George A. Peirson	Surgeon	Portland, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	John M. Schiach	Oculist	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
J. C. Vandeventer	Surgeon	Bond, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	L. M. Farnam	Surgeon	South Elma, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Charles G. Smick	Surgeon	Sprague, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Bruce O. McIntyre	Surgeon	St. John, Wash.
Henry Weitz	Surgeon	Dishman, Wash.	L. A. Hopkins	Surgeon	Tacoma, Wash.
A. F. W. Kresse	Surgeon	Echo, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tecoma, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	Vern Cressey	Surgeon	Tecoma, Wash.
A. D. McMurdo	Surgeon	Happner, Ore.	O. A. Lindstrom	Surgeon	Tecoma, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Albert J. Nelson	Surgeon	Tecoma, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	Griffith, Vogt, Mills, Merriss,	Surgeon	Tecoma, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	Stevenson, Wilkinson,	Surgeons	The Dalles, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.	Sickels	Surgeons	Vancouver, Wash.
John C. Kordwell	Surgeon	Hoquiam, Wash.	H. M. Wiswall	Surgeon	Wallace, Ida.
R. W. Kordwell	Surgeon	Kellogg, Ida.	H. C. Mowery	Surgeon	Walla Walla, Wash.
C. I. Gibson	Surgeon	Kellogg, Ida.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	W. F. Holmes	Surgeon	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennebec, Wash.	J. O. Lyman	Surgeon	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
John B. Gregory	Surgeon	La Grande, Ore.	A. J. Hockett	Surgeon	Walla Walla, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Walla Walla, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.	R. P. Scheffer	Oculist and Aurist	Walla Walla, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.	John W. Skinner	Surgeon	Walla Walla, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 18 Sept. 11, 1953	FIRST CLASS						
401	19	11	105	457	17	25			12	458	106	26	18	20	402
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS						
		5.25	2.05		4.05		0.0		GRANGER	A 9.15		A 12.42		A 10.30	
		10.20	5.45		9.35	1.15	213.9		POCATELLO	4.00		8.55	A 7.00	5.20	
		11.15	5.55		10.35					3.10		8.45		4.45	
		2.15	8.25		2.00	5.30	373.8		GLENNS FERRY	11.40		6.10	3.00	1.30	
		3.59	9.40		3.45	7.45	448.4		BOISE	9.55		5.00	12.45	11.50	
		6.35	11.40		6.25	10.40	550.1		M.T. HUNTINGTON	7.10		3.05	6.35	9.25	
		5.45	10.40		5.35	9.50			P.T. HUNTINGTON	6.00		2.05	5.20	8.15	
		8.25	1.05		8.20	12.35	649.7		LA GRANDE	3.25		11.40	2.35	5.35	
		10.43	3.11		11.00	3.00	723.9		PENDLETON	1.05		9.35	12.05	2.55	
	9.00						941.3		SPOKANE					A 7.00	
	11.27						837.4		AYER					4.30	
	12.30						786.3		WALLULA					3.18	
	1.40	11.35	3.55		12.30	4.00	755.3		HINKLE	12.15		8.55	11.15	2.05	2.40
	4.05	1.45	5.35		3.25	6.25	855.4		THE DALLES	10.10		7.15	9.00	11.50	12.10
11.45	A 6.30	A 4.00	A 7.30	8.00	A 6.00	A 9.30	939.5		PORTLAND	8.05	A 9.15	5.30	6.55	9.45	10.00
5.20				11.05			1084.6		TACOMA		5.52				1.15
A 6.45				A 11.59			1122.7		SEATTLE		4.45				11.45
										Daily	Daily	Daily	Daily	Daily	Daily
(7.00) 26.2	(9.30) 89.0	(23.35) 39.8	(18.25) 51.0	(3.59) 46.0	(26.55) 84.9	(21.15) 34.1		 Thru Time	(24.10) 38.9	(4.30) 40.7	(18.12) 51.6	(23.05) 31.4	(23.45) 39.6	(9.00) 41.1	(7.00) 26.2
								 Average speed per hour							

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 18 September 11, 1953	FIRST CLASS		
	29	33	31			32	34	30
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger
	Daily	Daily	Daily					
					STATIONS			
	10.10	9.35		0.0	McCAMMON		A 5.40	A 4.45
	10.45	10.10		22.7	POCATELLO		5.10	4.05
	12.55	A 12.25	7.00	73.3	IDAHO FALLS	A 2.30	3.00	1.40
			8.40	124.3	ASHTON	12.55		
			A 10.20	169.9	VICTOR	11.10		
				180.4	WEST YELLOWSTONE			
	A 7.10			285.8	BUTTE			7.30
						Daily	Daily	Daily
	(9.00) 31.8	(2.50) 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 Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 18 September 11, 1953	Mile Post	FIRST CLASS							
	105	17	25	11			26	18	12	106				
	Streamliner Passenger	Passenger	Mail and Express	Passenger			Mail and Express	Passenger	Passenger	Streamliner Passenger				
	Daily	Daily	Daily	Daily										
					STATIONS									
BKOPTWXYZ	10.40PM	5.35PM	9.50AM	5.45AM	DN-R HUNTINGTON HU	389.4	A 5.20AM	A 8.15AM	A 6.00PM	As 2.05AM				
100 P					D LIME BY	384.5	5.05	8.02	5.47	1.50				
100 PW					WEATHERBY	377.5								
160 PY	11.11	6.08	s10.22	6.17	DURKEE	368.9	s 4.40	7.37	5.22	1.25				
100 P					OXMAN	361.7								
170 PW	11.34	6.33	10.47	6.42	PLEASANT VALLEY	355.4	4.13	7.10	4.57	1.01				
WB 91 PY EB 109					ENCINA	351.9								
107 P	11.45	6.46	11.00	6.55	QUARTZ	347.3	3.58	6.55	4.43	12.47				
WB 109 BKOPW EB 111 XYZ	s11.55PM	s 6.59	s11.11	s 7.05	DN BAKER BC	342.0	s 3.50	s 6.47	s 4.36	s12.40				
108 P					WING	337.6	3.37	6.37	4.26	12.30				
108 P	12.07AM	7.11	s11.23	7.16	D HAINES KB	331.7	3.32	6.32	f 4.21	12.25				
108 PW	12.17	7.21	s11.34	7.26	D NORTH POWDER HD	322.1	3.22	6.22	f 4.11	12.17				
107 P					SAGO	315.5								
147 PVWY	12.30	7.36	f11.49AM	7.40	TELOCASET	312.6	3.08	6.08	3.56	12.06AM				
105 P					CROOKS	308.9								
105 PVY		s 7.54			D UNION JCT. UN	302.2	2.49	5.49	3.37	11.51PM				
105 P	12.52	8.01	12.14PM	8.06	LONETREE	294.9								
BJKOPTWXYZ	A 1.00AM	A 8.10PM	A12.25PM	A 8.15AM	DN-R LA GRANDE RA	289.8	2.35AM	5.35AM	3.25PM	11.40PM				
					(99.6)		Daily	Daily	Daily	Daily				
(2.20) 42.7					Thru Time					(2.45) 36.2	(2.40) 37.4	(2.35) 38.6	(2.25) 41.2	
(2.35) 38.6					Average speed per hour									

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

WESTWARD					SECOND SUBDIVISION					EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS					Time-Table No. 18 September 11, 1953	Mile Post	FIRST CLASS								
		17	25	11	105				18	12	106	26				
		Passenger	Mail and Express	Passenger	Streamliner Passenger				Passenger	Passenger	Streamliner Passenger	Mail and Express				
		Daily	Daily	Daily	Daily											
					STATIONS											
BJKOPTWXYZ		8.20PM	12.35PM	8.25AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.15PM	A 11.35PM	A 2.25AM					
WB 71 PVWXY EB 72						HILGARD 7.7	282.1	5.08	3.01	11.20	2.07					
139 P		8.52	1.07	8.56	1.34	MOTANIC 6.5	275.6									
P						NORDEEN 3.5	272.1									
141 PWXY		9.03	f 1.18	9.07	1.44	KAMELA 1.0	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 2.8	265.5	4.26	2.22	10.46	1.27					
136 P						HURON 7.3	257.7									
120 PW						CAMP 3.6	254.1									
WB 68 PWY EB 69			f 2.05			DUNCAN 5.6	248.5									
102 P		10.05	2.18	10.05	2.39	BONIFER 9.0	239.5	3.32	1.37	10.05	12.39					
106 PWY			f 2.23			GIBBON 2.6	236.9									
117 P		10.28	2.33	10.19	2.52	HOMLY 7.3	229.6	3.17	1.24	9.53	12.25					
116 P						MINTHORN 4.9	224.7									
115 P		10.43	2.46	10.33	3.05	MUNRA 5.8	218.9									
69 BJKPV WXYZ		s 11.00	s 3.00	s 10.43	s 3.11	DN PENDLETON FD	215.6	s 2.55	s 1.05	s 9.35	s 12.05AM					
155 JPX						RIETH 3.6	212.0	2.38	12.50	9.26	11.50PM					
135 P						BARNHART 3.7	208.3									
135 P						NOLIN 9.4	198.9									
135 PW		f 11.30	f 3.30	11.11	3.36	D ECHO HI	192.6	2.16	12.26	9.05						
P		f 11.35PM	f 3.35	11.16	3.40	STANFIELD 6.3	188.4									
BJKOPWXYZ		A 12.01AM	A 3.50PM	A 11.25AM	A 3.50AM	DN-R HINKLE UK	184.2	2.05AM	12.15PM	8.55PM	11.15PM					
						(105.6)		Daily	Daily	Daily	Daily					
(3.41) 28.7					(3.15) 32.5	(3.00) 35.2	(2.45) 38.4	Thru Time.....					(3.20) 31.7	(3.00) 35.2	(2.40) 39.6	(3.10) 33.3
					Average speed per hour.....											

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

WESTWARD										THIRD SUBDIVISION										EASTWARD									
Time-Table No. 18										September 11, 1953										Time-Table No. 18									
STATIONS										STATIONS										STATIONS									
DN-R HINKLE UK										DN-R HINKLE UK										DN-R HINKLE UK									
ORDNANCE RN										ORDNANCE RN										ORDNANCE RN									
MUNLEY										MUNLEY										MUNLEY									
CLARKE										CLARKE										CLARKE									
DN BOARDMAN BD										DN BOARDMAN BD										DN BOARDMAN BD									
CASTLE										CASTLE										CASTLE									
N HEPPNER JCT. WI										N HEPPNER JCT. WI										N HEPPNER JCT. WI									
WILLOWS										WILLOWS										WILLOWS									
DN ARLINGTON MX										DN ARLINGTON MX										DN ARLINGTON MX									
GILMORE										GILMORE										GILMORE									
BLALOCK										BLALOCK										BLALOCK									
N QUINTON QN										N QUINTON QN										N QUINTON QN									
HOOK										HOOK										HOOK									
GOFF										GOFF										GOFF									
DAY										DAY										DAY									
RUFUS										RUFUS										RUFUS									
GRANT										GRANT										GRANT									
DN BIGGS BX										DN BIGGS BX										DN BIGGS BX									
MILLER										MILLER										MILLER									
CELLO										CELLO										CELLO									
D OREGON TRUNK JCT. VO										D OREGON TRUNK JCT. VO										D OREGON TRUNK JCT. VO									
DUNE										DUNE										DUNE									
DN-R THE DALLES DK-WH										DN-R THE DALLES DK-WH										DN-R THE DALLES DK-WH									
(98.4)										(98.4)										(98.4)									

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.
No. 17 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.
No. 17 will stop at Ordnance on Saturday and Sunday for passengers.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

THIRD SUBDIVISION										EASTWARD				
Time-Table No. 18 September 11, 1953				Mile Post	FIRST CLASS						SECOND CLASS			
STATIONS					20 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger		262 Time Freight	264 Time Freight		
BLOCK SIGNALS	DN-R	HINKLE	UK	184.2	A 2.15AM	A 12.05PM ¹⁵¹	A 8.50PM	A 11.05PM	A 1.40AM ¹⁹		A 6.30AM	A 6.30PM		
		ORDNANCE	RN	177.7	2.02	s 11.53AM	8.40	10.45	1.26		6.00	6.05		
		MUNLEY		175.8	2.00 ¹⁹	11.50 ¹¹	8.38	10.43	1.24		5.55	6.00		
		CLARKE		170.0	1.51	11.44	8.33	10.37	1.18		5.45	5.45		
	DN	BOARDMAN	BD	163.8	s 1.41	11.38	8.28	10.31	1.12		5.30	5.30		
		CASTLE		155.7	1.33	11.30	8.21	10.23 ²⁵⁷	1.04 ¹⁷		5.15	5.10		
	N	HEPPNER JCT.	WI	148.2	1.25	11.22	8.14	10.15	12.57		4.59	4.55		
		WILLOWS		147.0	1.23 ¹⁷	11.20	8.13	10.13	12.55		4.56	4.47 ²⁵		
	DN	ARLINGTON	MX	138.5	s 1.12	s 11.10	8.05	s 10.02	s 12.45		4.38 ¹⁰⁵	4.15		
		GILMORE		134.0	1.01	11.00	8.01	9.50	12.38		4.11	4.05		
		BLALOCK		129.3	12.56	10.56	7.57	9.46	12.34		4.04	3.55		
	N	QUINTON	QN	123.2	12.50	10.50	7.52	9.40	12.28		3.55	3.45		
		HOOK		118.6	12.46	10.46	7.48	9.36	12.24		3.48	3.35		
		GOFF		115.0	12.43	10.43	7.45	9.32	12.21		3.43	3.30		
		DAY		111.7	12.40	10.39	7.42	9.29	12.18		3.38	3.25		
		RUFUS		109.4	12.37	10.37	7.40	9.27	12.16		3.30	3.20		
		GRANT		106.6	12.34	10.34		9.24	12.13		3.22 ¹⁹	3.15		
	DN	BIGGS	BX	103.9	12.31	10.31	7.35	9.21	12.10		3.09	3.10		
		MILLER		100.5	12.28	10.27	7.32	9.17	12.07		3.03	3.03		
		CELLO		96.8	12.24	10.23	7.28	9.13	12.03		2.55	2.55		
D	OREGON TRUNK JCT.	VO	95.2	12.22	10.21	7.26	9.11	12.01AM		2.50	2.50			
	DUNE		91.9	12.19	10.18	7.23	9.08	11.58PM		2.45	2.45			
DN-R	THE DALLES	DK-WH	85.8	12.10AM	10.10AM	7.15PM	9.00PM	11.50PM		2.30AM	2.30PM			
(98.4)					Daily	Daily	Daily	Daily	Daily		Daily	Daily		

WESTWARD				FIFTH SUBDIVISION						
Car Capacity of Seatings, etc. See Rule 6(A), Page 31.	FIRST CLASS								Time-Table No. 18 September 11, 1953	
				401 Passenger	87 CMSt.P&P Passenger	85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger		
				Daily	Daily	Daily	Daily	Daily	Daily	
	STATIONS									
JVPVX				11.45 PM			8.00 AM		BLOCK SIGNALS { PORTLAND 0.8 DN NORTH PORTLAND JCT. KI 1.0 VANCOUVER	
				12.01 AM			8.16			
				A 12.06 AM			A 8.21 AM			

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

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

										N. P. CROSSING - 12	
										N. P. CROSSING 0.1	
										N. P. CROSSING 0.3	
IJ				5-25AM					11-09AM	DN RESERVATION	RN
JP				A 5-27AM					A 11-11AM	DN TACOMA JCT.	JN

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

23 07 IPVX			6.20AM			11.42AM			BLOCK SIGNALS	DN-R	BLACK RIVER	B	DOUBLE TRACK	
											0.0			
											C. M. St. P. & P. & P. C. CROSSING			
											0.8			
BIJKOP TVWXYZ			6.30	9.39PM	2.48PM	11.50	9.13AM	7.05AM		DN-R	ARGO	G		
BKPxZ			A 6.45AM	A10.00PM	A 3.00PM	A11.59AM	A 9.30AM	A 7.30AM		DN-R	3.1			
										DN-R	SEATTLE	OW		
													(183.2)	

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 Jet. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jet.
On Fifth Subdivision, Rule D-97 is in effect.

THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.											
WESTWARD								EASTWARD			
				691	681		692	690			
				5.15 PM	6.00 AM	ALBINA	A 2.00 PM	A 1.00 AM			
				A 4.30 AM	A 6.00 PM	ARGO	3.00 AM	7.30 PM			

FIFTH SUBDIVISION												EASTWARD		
Time-Table No. 18 September 11, 1963			Mile Post	FIRST CLASS										
STATIONS				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					
BLOCK SIGNALS	PORTLAND		0.0											
	6.8 DN NORTH PORTLAND JCT. KD		6.8				A 9.15 PM		A 6.45 AM					
	1.9					8.55		6.25						
	VANCOUVER		8.7				8.51 PM		8.20 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.

[illegible]

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 BI	173.8			A 5.00PM		A 12.01AM		
	C. M. St. P. & P. & P. C. CROSSING 0.0 6.3	173.8							
	DN-R ARGO G	180.1	A 7.59AM	A 9.53AM	A 3.23PM	4.52	A 10.40PM	11.52PM	
	3.1								
	DN-R SEATTLE OW	183.2	7.50AM	9.45AM	3.15PM	4.45PM	10.30PM	11.45PM	
			Daily	Daily	Daily	Daily	Daily	Daily	

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. 18								
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				September 11, 1953									
	391	151	363	346	63	99	19	97	STATIONS									
	Freight	Freight	Freight	Mixed	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger										
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily										
BKPVX						9.40PM	9.00PM	1.05AM	DN-R SPOKANE DS AU 1.7	DOUBLE TRACK								
BKOPTWXZ		12.45AM				9.46	9.04	1.11	WEST SPOKANE 3.6									
48 P		12.55				9.52	9.08	1.18	COWLES 4.2									
53 P		1.05				10.00	9.13	1.25	MARSHALL 7.3									
103 PW		1.20				10.15 ⁹⁸	9.22	1.36	N CHENEY 5.2	CY								
51 P		1.28				10.25	9.28	1.44	GEIB 5.0									
52 P		1.36				10.31	9.35	1.50	MASON 7.4									
58 PW		1.46				10.40	9.43	1.59	CROSKEY 4.0									
109 P		2.05 ⁹⁷				10.46	9.49 ⁹⁸	2.05 ¹⁵¹	WELLS 6.6	RA								
52 P		2.20				10.53	9.56	2.12	PALM LAKE 5.2									
44 P		2.30				10.59	10.02	2.18	ASHBY 4.2									
52 P		2.40				11.05	10.07	2.24	EMDEN 6.7									
75 JOPVWXY		2.55				11.15PM	10.15	2.35AM	DN-R MARENGO 4.8	BLOCK SIGNALS								
52 P		3.05					10.21		THAVIS 4.4									
63 P		3.12					10.26		MACK 4.2									
51 P		3.20					10.31		ANKENY 7.9									
38 JPWY		3.00 ²⁹⁸ PM	3.35				10.42		N-R HOOPER JCT. 5.6	HR								
58 P		3.15	3.45				10.49		PARK 6.2									
51 P		3.30	3.57				10.58		JOSO 5.8									
73 P		3.45	4.10				11.07		CHEW 3.9									
BJKOPWXY	A 4.00PM	4.30 ²⁰ 6.00					11.27		DN-R AYER 6.2	JD								
96 P		6.15					11.35		RUXBY 7.7									
96 P		6.30					11.44		SCOTT 6.1									
46 P		6.40					11.51		WALKER 2.8									
96 P		6.46					11.55PM		SIMMONS 7.6	MS								
96 PW		7.05					12.06AM		N PAGE 7.5									
95 P		7.20					12.15		ASH 6.0									
94 P		7.30					12.21		HUMORIST 7.2									
157 JKPVWXY		8.50	4.30AM	4.20AM		11.45PM	12.30		DN-R WALLULA 1.7	JN								
JPVXY		9.00	4.40	A 4.25AM		11.50PM	12.33		WALLULA JCT. 10.3									
157 P		9.40 ²⁹⁸	5.00			12.05AM	12.46		JUNIPER 9.8									
159 P		10.00	5.20			12.18	12.56		COLD SPRINGS 9.2									
BJKOPWXYZ		A 10.30AM	A 5.40AM			A 12.40AM	A 1.15AM		DN-R HINKLE 186.0	UK								
										(1.00) 21.5	(9.45) 18.9	(1.10) 28.6	(0.05) 20.4	(0.55) 33.8	(1.35) 38.6	(4.15) 43.1	(1.30) 40.7	Thru Time.....
																	Average speed per hour.....	
Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.																		
At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.																		
No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.																		
For conditional stops to discharge or pick up revenue passengers, see page 31.																		
For stations not shown on schedule pages, see page 22.																		

WESTWARD JOSEPH BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 305 Mixed Daily Except Sunday	Time-Table No. 18 September 11, 1953 STATIONS	Mile Post SECOND CLASS 304 Mixed
28 WXY	12.10PM	D-R JOSEPH	83.8
22 X	12.40	D ENTERPRISE RS	78.0
39	1.10	LOSTINE	67.8
27 WXY	1.45	D WALLOWA WO	60.0
12 W (M.P. 49.0)	2.20	MINAM	47.1
40 W (M.P. 32.6)	2.50	LOOKING GLASS	38.8
32	3.20	GULLING	25.1
35 WXY	3.40	D ELGIN GN	20.9
18	4.05	D IMBLER BR	12.3
20	4.25	ALICEL	8.4
BKOPT WXYZ	5.00PM	DN-R LA GRANDE RA	0.0
(4.50) Thru Time..... (4.15) 17.3 Average speed per hour..... 19.7			

WESTWARD PILOT ROCK BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 18 September 11, 1953 STATIONS	Mile Post
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. 18 September 11, 1953 STATIONS	Mile Post
BKOP WXYZ		DN-R HINKLE UK	0.0
95 P		D HERMISTON MN	3.9
PWXY		D UMATILLA CS	10.1
63 P		IRRIGON	17.9
(17.9)			

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

WESTWARD HEPPNER BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 329 Freight Monday Wednesday Friday	Time-Table No. 18 September 11, 1953 STATIONS	Mile Post SECOND CLASS 330 Freight
39 PWXY	9.30AM	D-R HEPPNER HR	45.2
19 P	9.55	LEXINGTON	36.3
7	10.10	JORDAN	31.0
16 PW	10.30	D IONE ON	28.3
8	10.45	McNAB	25.2
13	11.05	MORGAN	19.8
8	11.30AM	CECIL	14.5
19 JPX	12.15PM	N-R HEPPNER JCT. WI	0.0
(45.2)			
(2.45) Thru Time..... (2.45) 16.4 Average speed per hour..... 16.4			

WESTWARD CONDON BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 327 Freight Tuesday Thursday Saturday Sunday	Time-Table No. 18 September 11, 1953 STATIONS	Mile Post SECOND CLASS 328 Freight
26 PVWXY	10.15AM	D-R CONDON CD	44.5
22	10.40	GWENDOLEN	36.3
27	11.00	SPECE	32.3
26	11.10	CLEM	28.6
29 PW	11.30	MIKKALO	24.4
27	11.50AM	BARNETT	19.7
11 PW	12.10PM	ROCK CREEK	16.0
29	12.30	SHUTLER	7.3
WB 126 BKJO EB 113 PTWX	1.15PM	DN-R ARLINGTON MX	0.0
(44.5)			
(3.00) Thru Time..... (3.00) 14.8 Average speed per hour..... 14.8			

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

WESTWARD BEND BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 313 Mixed Daily Except Monday	Time-Table No. 18 September 11, 1953 STATIONS	Mile Post SECOND CLASS 314 Mixed
BKOP VWXYZ	5.00 AM	DN-R BEND ND	150.0

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

JPV	12.01PM	D ORE. TRUNK JUNCTION VO	0.0	7.30 AM
(150.0)				
(7.01) Thru Time..... (7.00) 21.4 Average speed per hour..... 21.4				

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 18 September 11, 1953 STATIONS	Mile Post
39 PWX		R TONO	8.0
27 JX		WABASH	2.2

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

BKOPT WXYZ		DN-R CENTRALIA CN	0.0
(8.0)			

WESTWARD OLYMPIA BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 18 September 11, 1953 STATIONS	Mile Post
JPVXY		R EAST OLYMPIA	0.0
		N. P. CROSSING	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 307 Mixed Daily Except Saturday	309 CMS&P Freight Daily Except Sunday	Time-Table No. 18 September 11, 1953 STATIONS
BKOPT WXYZ	8.00 PM		DN-R CENTRALIA CN

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	A10.05PM
M		N. P. CROSSING	2.4	
M		C. M. St. P. & P. CROSSING	2.4	
23 P	8.20	GALVIN	5.0	9.55
43 JPVX	8.40	2.30AM		
48 PWX	8.45	2.35		
52 P	9.05	3.00		
51 P	9.20	3.10		
44 P	9.35	3.25		
5 PW	9.40	3.30		
53 PXY	10.25	4.00		
X				
PVX				
53 PXY	10.25	4.00		
27 P	10.30	4.05		
32 PV	10.40	4.20		
83 JPXY	10.55	4.35		
M				
82 BKPXZ	1.25PM	5.05AM		
		DN-R ABERDEEN SA	58.9	5.20PM 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	11.55 PM	5.35 AM	DN-R HOQUIAM HO	57.5	5.00 PM	6.30 PM
(57.5)						
(3.55) Thru Time..... (3.10) 14.7 Average speed per hour..... 14.3						

WESTWARD				YAKIMA BRANCH							Time-Table No. 18		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS			September 11, 1953			
				907 N. P. Freight	373 N. P. Freight	909 N. P. Freight	363 Freight		63 Passenger	347 N. P. Passenger			
				Daily	Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily	STATIONS		
BKOPTVWXYZ							9.30PM		8.00PM		DN-R	YAKIMA	NY
39 X							9.40		8.06			3.4 UNION GAP	
MP												3.3 N. P. CROSSING	
30 P							9.50		8.12			0.5 PARKER	
M												1.4 N. P. CROSSING	
32 P							10.00		f 8.19			2.6 DONALD	
18 PV							10.05		f 8.24			2.3 SAWYER	
40 PV							10.15		s 8.29			2.0 BUENA	BA
74 PVX							10.25		s 8.36		D-R	3.1 ZILLAH	AH
53 P							10.48		f 8.44			5.1 GRANGER	
52							11.05		f 8.53			6.2 EMERALD	
35 JPYX							11.30 ³⁶⁴ PM		9.25		R	3.6 MIDVALE	
51 PVWX							12.01AM		s 9.37		N	5.0 GRANDVIEW	GW
44 P							12.25		f 9.49			6.0 NORTH PROSSER	
53							12.50		f 10.01 ³⁶⁴			7.8 CHAFFEE	
42 PWX							1.20		s 10.12		D	6.5 BENTON CITY	BC
53							1.40		10.22			5.2 ACTON	
51 JPX					7.40AM		2.10		10.40		R	12.3 RICHLAND JCT.	
55 BKPVWX					A 8.00AM		2.50		s 11.00		DN	6.8 KENNEWICK	KN
12 P							3.10		f 11.10			4.5 HEDGES	
70 JPV					6.25PM		6.35AM		f 11.15	5.25AM		2.8 VILLARD JCT.	
70 JPWX					A 6.45PM					A 5.37AM		6.4 ATTALIA	
157 JKPVWXY						A 6.50AM	A 3.35AM		A 11.30PM		DN-R	0.6 WALLULA	JN
												(98.6)	
				(0.20) 19.2	(0.20) 17.4	(0.15) 28.0	(6.05) 16.1		(3.30) 28.2	(0.12) 32.0		 Thru Time.....	
												 Average speed per hour.....	

WESTWARD		SUNNYSIDE BRANCH				Time-Table No. 18	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				63 Passenger Daily	September 11, 1953	
						STATIONS	
35	JPXY				9.00PM	R	MIDVALE
	PVX				A 9.10PM	D-R	SUNNYSIDE
							(2.8)
					(0.10)	Thru Time.....	
					16.8	Average speed per hour.....	

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

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

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

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

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

YAKIMA BRANCH										EASTWARD				
Time-Table No. 18 September 11, 1953			Mile Post	FIRST CLASS			SECOND CLASS							
				64 Passenger	348 N. P. Passenger		908 N. P. Freight	374 N. P. Freight	910 N. P. Freight	364 Freight				
STATIONS														
Back Sigs	DN-R	YAKIMA NY	98.0	A 7:00AM						A 2:15AM				
		UNION GAP	94.6	6:50						1:55				
		N. P. CROSSING	91.3											
		PARKER	90.8	f 6:43						1:45				
		N. P. CROSSING	89.4											
		DONALD	86.8	f 6:33						1:30				
		SAWYER	84.5	f 6:26						1:20				
		BUENA BA	81.6	s 6:19						1:10				
		ZILLAH AH	78.5	s 6:11						12:55				
		GRANGER	73.4	f 6:00						12:25				
	EMERALD	67.2	f 5:51						12:05AM					
	R	MIDVALE	63.6	5:44						³⁶³ 11:30PM				
	N	GRANDVIEW GW	57.7	s 5:35						10:37				
		NORTH PROSSER	50.8	f 5:19						10:20				
		CHAFFEE	43.0	f 5:07						⁶³ 10:01				
	D	BENTON CITY BC	36.5	s 4:57						9:15				
		ACTON	31.3	4:47						9:05				
	R	RICHLAND JCT.	19.0	4:30				A 5:30AM		8:35				
	DN	KENNEWICK KN	13.2	s 4:20				5:10AM		8:18				
		HEDGES	8.7	f 4:05						8:08				
C.T.C.		VILLARD JCT.	7.0	f 4:00	A 10:50PM		A 2:35AM		A 1:50PM	8:00				
		ATTALIA	0.6		10:38PM		2:15AM							
	DN-R	WALLULA JN	0.0	3:50AM					1:30PM	7:45PM				
		(98.6)												
				Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily				
..... Thru Time.....			(3.10)	(0.12)	(0.20)	(0.20)	(0.20)	(0.20)	(8.30)					
..... Average speed per hour.....			30.9	32.0	19.2	17.4	21.0	15.2						

SUNNYSIDE BRANCH				EASTWARD			
Time-Table No. 18 September 11, 1953		Mile Post	FIRST CLASS				
			84 Passenger				
STATIONS							
R	MIDVALE	0.0	A 9.25PM				
D-R	SUNNYSIDE	2.8	9.15PM				
	(2.8)		Daily				
..... Thru Time			(0.10)				
..... Average speed per hour			16.8				

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

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

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

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

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

WESTWARD		SPOKANE-TEKOA BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 18		SECOND CLASS	
	381	387	383	95	67	91	69	September 11, 1953		384	382
	CMStP&P Freight	Freight	CMStP&P Freight	CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger	Spokane Internat'l Passenger	STATIONS		CMStP&P Freight	CMStP&P Freight
	Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily				
BKPVX	9.30PM	5.00PM	7.00AM	10.55PM	8.15AM	8.00AM	1.00AM	DN-R SPOKANE 1.9	DS AU		
IJPX	9.40	5.15	7.05	11.00	8.20	8.05	A 1.05AM	DN N. P. CROSSING 0.9	CG		
83 X	9.51	5.20	7.10	11.03	8.23	8.08		EAST SPOKANE 1.4			
51 X	9.56	5.25	7.15	11.06	8.26	8.11		HILL 2.3			
59 JKVX	10.10	5.35	A 7.20AM	11.10	8.30	8.15		DN DISHMAN 3.2	SP		
35	10.20	5.45		11.15	8.34	8.20		CHESTER 6.0			
49	10.50	6.16		11.27	8.45	8.32		D MICA 2.8	MA		
38	11.10	6.35		11.31	8.50	8.36		FREEMAN 3.3			
JVX	A12.01AM	6.50		A11.36PM	8.56	A 8.41AM		DN-R MANITO 5.2	MU		
23		7.10			9.03			D ROCKFORD 3.3	RD		
40		7.20			9.10			DARKNELL 3.4			
31 JWY		7.40			9.16			D FAIRFIELD 8.4	G		
25		8.10			9.31			LATAH 7.2			
BJKOPTWXYZ		A 8.45PM			A 9.52AM			DN-R TEKOA (49.3)	K		
		(2.31) 8.7	(3.45) 13.1	(0.20) 19.5	(0.41) 31.9	(1.37) 30.5	(0.41) 31.9	(0.05) 22.8	 Thru Time	(0.45) 29.0	(0.07) 16.3
		 Average speed per hour								(1.39) 29.9	(0.43) 30.4

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

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

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

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

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

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

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

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

WESTWARD		SPOKANE-TEKOA BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 18		SECOND CLASS	
	94	70	68	92				September 11, 1953		384	382
	CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger				STATIONS		CMStP&P Freight	CMStP&P Freight
	Daily	Daily	Daily	Daily							
BKPVX	12.55AM	1.50PM	6.50PM	9.15PM				165.4		A 4.00PM	A12.10AM
IJPX	12.45	1.43PM	6.41	9.07				163.5		3.45	11.59PM
83 X	12.43		6.39	9.05				162.6		3.42	11.45
51 X	12.40		6.36	9.02				161.2		3.37	11.35
59 JKVX	12.36		6.33	8.58				158.9		3.30PM	11.25
35	12.31		6.28	8.53				155.7			11.15
49	12.20		6.16	8.42				149.7			10.50
38	12.15		6.10	8.37				146.9			11.27
JVX	12.10AM		6.04	8.32PM				143.6			11.10
23			5.53					138.4			10.42
40			5.46					135.1			11.01
31 JWY			5.40					131.7			10.35
25			5.24					128.3			10.44
BJKOPTWXYZ			5.11PM					116.1			10.20
								(49.3)			9.55
		Daily	Daily	Daily	Daily					Daily Except Sunday	Daily
		 Thru Time								(0.30) 13.0	(1.35) 13.8
		 Average speed per hour									

..... 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

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. 18 September 11, 1953	Mile Post	FIRST CLASS		SECOND CLASS			
	379	355	391	61	73			62	74	392	378	356	
	Freight	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Freight	
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily								
STATIONS													
BJKOPT WXYZ			7.00AM			DN-R TEKOA K	116.1			A 3.00PM			
14 JPX			A 7.25AM			R SELTICE	110.4			2.30			
32 W			VIA PLEASANT VALLEY BRANCH			D FARMINGTON FM	104.5			2.10			
M						N. P. CROSSING	103.4						
						N. P. CROSSING	95.4						
38 VWX						D GARFIELD GR	95.1			1.05			
						ELBERTON	89.7			12.40PM			
32 BJKMOWXY	11.10PM				7.50PM	D-R COLFAX CA	77.4	A 7.37AM		11.50AM	A 1.30PM		
M						G. N. CROSSING	77.3			11.10	1.20		
14 East Spur X 16 West Spur	11.30				7.57	CREST	74.9	7.27		11.00	1.10		
34	11.50PM				f 8.02	MOCKONEMA	72.5	f 7.22		10.50	1.02		
29	12.10AM				f 8.09	DIAMOND	68.5	f 7.16		10.30	12.50		
27	12.50			s 8.29	D ENDICOTT DI	57.9	s 7.00		9.45	12.20			
63 JWXY	1.20		12.01PM	s 8.39	D-R WINONA WA	52.1	s 6.52		9.10	12.01PM			
46	1.35		12.15	s 8.45	SUTTON	48.0	6.45		8.50	11.45AM			
28 BJKOWXY	A 2.20AM		A 12.45PM	s 8.56	D-R LA CROSSE JA	41.5	s 6.37		8.10AM	11.30AM			
42				f 9.09	JERITA	35.8	f 6.23						
44				f 9.20	HAY	30.2	f 6.15						
42				f 9.38	CANYON	22.1	f 6.00						
60 JPVWXY				s 9.50	9.40PM	DN-R RIPARIA XS	17.5	s 5.52	A 6.10AM				
M					N. P. CROSSING	17.4							
10 JPXY		8.25PM		s 10.01	s 9.49	R TUCANNON	12.6	s 5.42	s 5.58			A 12.05AM	
41 X		8.30		10.03	9.51	PATAHA	11.8	5.37				12.03AM	
54 X		8.50		f 10.21	f 10.08	RIFTON	2.9	f 5.21	f 5.37			11.40PM	
BJKOPWXY		A 9.00PM		A 10.30PM	A 10.15PM	DN-R AYER JD	0.0	5.15AM	5.30AM			11.30PM	
						(116.1)		Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday	
(3.10) (0.35) (5.45) (2.40) (0.35) (2.22) (0.40) (6.50) (2.00) (0.35) 11.3 21.6 12.9 29.0 30.0 32.7 26.3 10.9 18.0 21.6 Thru Time Average speed per hour													

WESTWARD						POMEROY BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 18		Mile Post	SECOND CLASS			Time-Table No. 18		Mile Post	SECOND CLASS			Time-Table No. 18	
	355			September 11, 1953			356			September 11, 1953			356			September 11, 1953	
	Freight	Freight	Freight				Freight	Freight	Freight				Freight	Freight	Freight		
						STATIONS											
35 TWX	6.00PM	D-R	POMEROY	PY	28.9	A 2.15AM											
25	6.20		ZUMWALT		24.4	2.00											
7	6.50		DODGE		16.3	1.30											
18 W	6.57		CHARD		14.5	1.20											
8	7.10		JACKSON		11.3	1.05											
18	7.25		DELANEY		7.9	12.50											
JWXY	A 8.15PM	D	STARBUCK	SA	0.0	12.20AM											
					(28.9)												
	(2.15) 12.8					Thru Time.....	(1.55) 15.1										
						Average speed per hour.....											

WESTWARD						TUCANNON BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 18		Mile Post	SECOND CLASS			Time-Table No. 18		Mile Post	SECOND CLASS			Time-Table No. 18	
	356			September 11, 1953			356			September 11, 1953			355			September 11, 1953	
	Freight	Freight	Freight				Freight	Freight	Freight				Freight	Freight	Freight		
						STATIONS											
JPXY	12.05AM	R	TUCANNON		0.0	A 8.25PM											
JWXY	A 12.15AM	D	STARBUCK	SA	3.8	8.15PM											
19			RELIEF		9.3												
					(9.3)												
	(0.10) 22.8					Thru Time.....	(0.10) 22.8										
						Average speed per hour.....											
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes. No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse. No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse. No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa. For stations not shown on schedule pages, see page 22.																	

WESTWARD						PENDLETON BRANCH						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 18		Mile Post	SECOND CLASS			Time-Table No. 18		Mile Post	SECOND CLASS			Time-Table No. 18	
	365			September 11, 1953			366			September 11, 1953			366			September 11, 1953	
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed				Mixed	Mixed	Mixed		
						STATIONS											
27 X						ALTO	83.0										
23						MENOKEN	75.5										
26 JWXY	11.45AM					BOLLES	71.3	A 9.10AM									
26 X	11.58AM	D	PRESCOTT	SY	66.7	8.58											
21	12.35PM		VALLEY GROVE		53.6	8.22											
			N. P. CROSSING		47.2												
M			W. W. V. RY. CROSSING		46.6												
BJKOPTV WXYZ	A 12.55PM	DN-R	WALLA WALLA	BU	46.1	8.00AM											
M			W. W. V. RY. CROSSING		44.2												
24			SPOFFORD		39.9												
M			W. W. V. RY. CROSSING		36.3												
39 VWX		D	MILTON-FREEWATER	CO	36.2												
50			BLUE MOUNTAIN		26.7												
20			DOWING		23.4												
20 WX		D	ATHENA	CN	17.2												
41			ADAMS		12.6												
15			BLAKELEY		10.0												
BJKVWXYZ		DN-R	PENDLETON	FD	0.0												
			(83.0)														
	(1.10) 21.6					Thru Time.....	(1.10) 21.6										
						Average speed per hour.....											

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 18 September 11, 1953		Mile Post	SECOND CLASS				
	367 Mixed	365 Mixed			366 Mixed		368 Mixed				
	Tuesday and Friday	Daily Except Sunday									
	STATIONS										
29 T	12.01 PM			TURNER 2.1	24.8			A 11.50 AM			
25	12.10			WHETSTONE 9.6	22.7			11.40			
26 VWXY	A 12.50 PM	11.01 AM	D	DAYTON 0.09	13.1	A 9.45 AM		11.00 AM			
M				N. P. CROSSING 0.01	13.0						
M				N. P. CROSSING 0.1	13.0						
JX		A 11.03 AM		DAYTON JCT.	12.9	9.43 AM					
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRU- CTIONS OF NORTHERN PACIFIC RY.											
JX		11.25 AM	R	WAITSBURG JCT. 1.7	5.2	A 9.23 AM					
28 X		11.31	D	WAITSBURG BG 3.5	3.5	9.19					
28 JWX		A 11.45 AM		BOLLES (24.8)	0.0	9.10 AM					
						Daily Except Sunday		Tuesday and Friday			
(0.49) 14.3		(0.44) 17.9		 Thru Time..... ..Average speed per hour.....		(0.35) 22.5		(0.50) 14.0			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Yoakum.....	201.7	10	Both	Schreck.....	31.9	14	Both
Pendair.....	213.5	80 P	Both	Thera.....(5).....	64.8	15	Both
Mission.....	221.2	18 P	Both	Glenwood.....	83.5	13	Both
Cayuse.....(1).....	227.1	25 P	Both	Walters.....	98.6	10	Both
Thorn Hollow.....	232.1	48 P	Both	Tucannon Branch			
North Fork.....	251.4	14 P	Both	Powers.....	2.7	4	Both
		16 P	West	Spokane-Tekoa Branch			
Third Subdivision				Rahm.....	125.9	4	Both
Seufert.....	87.7	13	West	Coey.....	141.7	17	Both
Dillon.....	93.5		None	Pleasant Valley Branch			
Fourth Subdivision				Juno.....	20.8	10	Both
Quarry Spur.....	6.5	13	West	Huntley.....	22.6	2	Both
Eri.....	14.2	4	Both	Warner.....	45.3	11	Both
Corbett.....(1).....	20.3		None	Pomeroy Branch			
Latourell.....(1).....	23.9		None	Houser.....	19.1	1	Both
Multnomah Falls.....	29.6	 P	None	Moscow Branch			
Oneonta.....	31.1	60 P	Both	Risbeck.....(5).....	4.5	6	Both
Warrendale.....	35.9		None	Parvin.....(5).....	7.8	8	Both
C. L. Lumber Co.....	45.1	7	East	Armstrong.....(5).....	15.7	3 W {M. P. 16.2}	Both
Farley.....	47.0	102 P	Both	Whitlow.....	20.5	1	Both
Viento.....	55.2		None	Holland.....	21.4	8	Both
Chatfield.....	71.8	20 P	West	Connell Branch			
Kenton Line				Pampa.....	4.6	15	Both
Champ.....	9.5	7	Both	Gordon.....	8.2	7	Both
Ward.....	14.2	6	Both	McAdam.....	29.3	3	Both
		37	Both	Wacota.....	34.1	4	Both
Reynolds.....	20.0	40 P	West	Estes.....	42.3	7	Both
		126	West	Sulphur.....	46.1	9	Both
Sixth Subdivision				Curry.....	51.1	12	Both
Sheffer.....	242.1	4	Both	Pendleton Branch			
Matthews.....	253.3	5	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	2	Both	Weston.....	20.9	66 X	East
Teske.....	310.6	2	Both	Bade.....	30.2	13	Both
Joseph Branch				Barrett.....	33.1	10	Both
Island City.....(2).....	2.6	12	Both	Prunedale.....	34.2	15	Both
Conley.....(2).....	5.9	6	Both	State Line.....	41.7	10	Both
Vincent.....(2).....	40.6	2	East	Langdon.....	43.6	12	Both
Sevier.....	56.7	5	West	Russell.....	51.8	11	Both
Pilot Rock Branch				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Ennis.....	60.9	10	Both
Grass Valley Branch				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	12	East	McKay.....	78.6	6	Both
De Moss.....	23.9	15	West	Wallace Branch			
Erskine.....	31.3	12	Both	Tilma.....	2.1	1 X	Both
Bourbon.....	45.8	9	Both	Watt.....	12.1	18	Both
		8	Both	O'Gara.....(6).....	26.3		None
Grays Harbor Branch				Black Lake.....(6).....	38.0		None
Raisch.....	2.6	7	Both	Dudley.....(6).....	52.0	12	Both
Balch.....(3).....	18.3	18 P	Both	Smelterville.....(6).....	66.3		None
Law.....	44.7	11	East	Shont.....(6).....	72.8	3	Both
Yakima Branch				Polaris.....	74.6	42	East
Grossep.....	28.2	8	Both	Gem.....	84.1	5 X	Both
Biggam.....(4).....	48.3	10	Both	Frisco.....	84.4	7 X	Both
Flint.....	83.6	18	Both	Dorn.....	85.1	13	Both
				Dayton Branch			
				Taggard.....	4.3	1	West
				Ronan.....	19.3	28	West

(1) Regular stop for No. 25.
(2) Flag stop for Nos. 304-305.

(3) Flag stop for Nos. 306-307.
(4) Flag stop for Nos. 63-64.

(5) Flag stop for Nos. 61-62.
(6) Flag stop for Nos. 67-68.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Pagr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Motor trains and inspection bus cars.		40	40	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at power operated switches, or at end of double track.	25	20	20
3800 class engines.		60	50	When using all other turn-outs.	15	15	15
3700 and 3900 class engines.		65	50	On tracks other than main tracks.	15	15	15
5000 class engines.		50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
7000-7800 class engines.		70	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				

FIRST SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	North Powder Between M.P. 321.6 and 321.3.	70	60	45
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	35	Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 349.8 and 348.4.	30	25	20	La Grande			
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	45				
Descending grade, M.P. 365.0 to Durkee.			25	Between M.P. 345.1 and 343.6.	45	35	25				
SECOND SUBDIVISION											
La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70	60	45
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.6 and 201.4.	70	60	45
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	45
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 231.7 and 227.2.	40	35	25	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 217.6 and 216.3.	40	35	25	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 246.1 and 245.6.	60	50	40	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25	Over other street crossings within city limits.	20	20	20	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40	Over Umatilla River bridge, M.P. 214.42.	20	20	20				

THIRD SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Castle Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 100.1 and 99.1.	55	45	35
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45
Willows Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	Between M.P. 96.9 and 95.9.	55	45	35
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 123.8 and 123.7.	55	45	35	Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Between M.P. 141.6 and 140.5.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Dune Between M.P. 88.5 and 87.5.	45	35	25
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Between M.P. 118.8 and 118.6.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 136.2 and 136.1.	70	60	45	Hook Between M.P. 116.4 and 116.2.	70	60	45				
Between M.P. 134.8 and 134.7.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45				
				Between M.P. 114.5 and 112.5.	60	50	40				
FOURTH SUBDIVISION											
The Dalles Between M.P. 83.5 and 83.0.	45	35	25	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.2.	55	45	35
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 54.4 and 53.2.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 52.3 and 50.4.	60	50	40	Bruun			
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.9 and 49.6.	55	45	35	Kenton Line 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 Jet.	25	25	25
Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 48.7 and 48.3.	55	45	35	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.1 and 73.7.	60	50	40	Cascade Locks 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	East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 39.9 and 38.2.	60	50	40	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 68.4 and 67.1.	60	50	40	Dodson 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	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Hood River 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	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
				Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	45				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	70	60	45	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				Argo Yard All turn-outs.			10
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10			10	10	Seattle Over Spokane Street crossing.	10	10	10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15		30	30	30				
				Through interlocking.	30	30	30				
				Between M.P. 180.7 and 180.9.	35	35	25				

SIXTH SUBDIVISION

Maximum speed.	70	60	45	Simmons Between M.P. 242.5 and 243.5.		40	25	Ankeny Between M.P. 294.4 and 294.5.		40	25
Hinkle East and West legs of wye.		20	20	Between M.P. 244.5 and 244.6.		50	40	Between M.P. 295.4 and 297.0.		50	40
Cold Springs Between M.P. 200.7 and 201.0.			50	Between M.P. 246.1 and 246.3.		50	40	Marengo Between M.P. 308.6 and 309.0.	60	50	40
Juniper Between M.P. 209.2 and 211.7.				Between M.P. 246.9 and 247.0.		45	35				
Wallula Jct. West leg of wye.				Scott Between M.P. 252.8 and 253.0.		45	35	Cheney Within city limits.	35	35	35
						45	35		15	15	15
Wallula Between M.P. 217.2 and 217.4.				Ruxby Between M.P. 260.3 and 260.5.		50	40	Between M.P. 352.8 and 353.5.	55	45	35
								Between M.P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 219.1 and 219.5.			50	Chew Between M.P. 268.2 and 269.3.		30	30	Between M.P. 364.2 and 364.4.	45	35	25
Humorist Between M.P. 224.2 and 224.5.				Between M.P. 271.5 and 272.5.		25	15	Between M.P. 364.7 and 364.9.	55	45	35
				Between M.P. 272.7 and 273.2.		45	35	Between M.P. 365.1 and 366.2.	25	25	15
Ash Between M.P. 226.8 and 227.0.				Between M.P. 275.1 and 276.9.		40	25	West Spokane On 16-degree curve west end of yard.			
				Between M.P. 277.9 and 279.4.		45	35		8	8	8
Between M.P. 228.1 and 229.9.			35	Park 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			50	40	Over Bridge 367.13.	10	10	10
Page Between M.P. 233.0 and 233.4.				Hooper Jct. Between M.P. 286.1 and 286.5.		50	40	Spokane Through Union Station limits.	15	15	15
						50	40				
Between M.P. 234.0 and 235.6.			35	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	Between M.P. 291.9 and 292.3.		25	25				
Between M.P. 239.0 and 239.8.			50								

BRANCHES

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

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

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

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

BRANCHES (Continued)											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	30
Between M.P. 25.4 and 26.2.		20	20			15	15	Between M.P. 34.5 and 34.7.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	Between M.P. 34.9 and 35.2.		35	25	Between M.P. 34.9 and 35.2.		35	25
		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 38.3 and 38.6.		35	25
		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Between M.P. 39.6 and 39.8.		45	30
		20	20					Lane Between M.P. 47.8 and 48.3.		45	30
		20	20	Dayton Over street crossings west of Touchet River.		15	15			45	30
Between M.P. 31.2 and 31.7.		20	20			10	10	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.2 and 32.4.		20	20			10	10	Rose Lake Between M.P. 50.6 and 51.0.		35	25
Between M.P. 32.7 and 32.9.		20	20	Wallace Branch Maximum speed.		50	30			35	25
Milton-Freewater Over street crossings.		15	15			35	20	Dudley Between M.P. 53.6 and 54.2.		35	25
		15	15	Between Lovell and Chatcolet.		40	25	Between M.P. 54.5 and 54.9.		35	25
		20	20	Between Chatcolet and Harrison.		45	25	Cataldo Between M.P. 58.7 and 59.1.		45	30
W. W. V. Ry. Crossing, M.P. 36.3.				On 4-degree curves.		35	25			45	30
W. W. V. Ry. Crossing, M.P. 44.2.				On 5- and 6-degree curves.		25	20	Between M.P. 60.0 and 60.2.		35	25
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		20	20	Between M.P. 62.4 and 63.2.		45	30
		20	20	On 9- and 10-degree curves.		10	10	Between M.P. 63.4 and 64.0.		35	25
		8	8	Tekoa On west leg of wye.		25	20	Kellogg-Wardner Over street crossings.		10	10
Between M.P. 52.7 and 53.4.		20	20			25	20			35	25
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Lovell Between M.P. 8.0 and 9.0.		25	20	Between M.P. 70.1 and 70.3.		35	25
		20	20			25	20	Between M.P. 70.7 and 70.9.		45	30
		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 71.5 and 71.7.		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. 72.4 and 72.6.		45	30
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		25	20	Between M.P. 73.4 and 73.6.		35	25
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 77.1 and 77.2.		35	25
		20	20	Plummer Between M.P. 17.9 and 18.2.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 72.8 and 73.2.		20	20			25	20	Between M.P. 78.0 and 78.2.		25	20
Between M.P. 74.3 and 76.1.		20	20	Wallace Over street crossings.		6	6	Between M.P. 78.6 and 78.7.		20	20
Between M.P. 78.4 and 78.5.		20	20			25	20	Sierra Nevada Branch Maximum speed.		10	10
Between M.P. 78.9 and 79.3.		20	20	Between M.P. 18.5 and 20.3.		25	20				
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 20.7 and 21.5.		15	15	Between M.P. 81.4 and 87.3.		20	20
Between M.P. 80.8 and 81.2.		20	20	Chatcolet Bridge 23.45.		25	20	Burke to Wallace, eastward.		10	10
Alto				Between M.P. 24.1 and 28.4.							

Standard clocks are located as shown below:											
Aberdeen.....	Telegraph Office	Huntington.....	Telegraph Office	Tacoma.....	Yard Office	Albina.....	Train Dispatcher's Office	Kellogg-Wardner.....	Telegraph Office	Tekoa.....	Telegraph Office
Albina.....	Yard Telegraph Office	Kennewick.....	Telegraph Office	The Dalles.....	Engine-men's Register Room	Argo.....	Engine-men's Register Room	La Grande.....	Train Dispatcher's Office	The Dalles.....	"DK" Telegraph Office
Centralia (Joint).....	N. P. Ry. Telegraph Office	La Grande.....	Depot Telegraph Office	Wallace.....	Telegraph Office	Baker.....	Telegraph Office	La Grande.....	Yard Office	Wallace.....	Engine-men's Register Room
Colfax.....	Telegraph Office	Moscow.....	Telegraph Office	Walla Walla.....	Passenger Depot	Bend (Joint).....	O. T. Ry. Telegraph Office	Olympia.....	Telegraph Office	Walla Walla.....	Engine-men's Register Room
Hinkle.....	Engine-men's Register Room	Portland (Joint).....	N. P. T. Co. Telegraph Office	West Spokane.....	Engine-men's Register Room	Hinkle.....	Yard Office	Seattle (Joint).....	Union Station Telegraph Office	Yakima.....	Telegraph Office
Huntington.....	Yard Office	Spokane.....	Train Dispatcher's Office	Yakima.....	Roundhouse	Hoquiam (Joint).....	N. P. Ry. Telegraph Office	Spokane.....	Telegraph Office		

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	28.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A))

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

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

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

B—bulletins;
C—coal;
D—day operator;
N—night operator;
DN—day and night operator;
H—hog drenching;
I—interlocking;
J—junction;
K—standard clock;
M—railroad crossing protected by signals or gates;

O—oil;
P—telephone;
R—train register;
T—turntable;
V—track connection with foreign railroad;
W—water;
X—yard limits;
Y—wye;
Z—track scales.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Haines, North Powder, Echo, Stanfield.....		Portland or beyond.
11	Any station.....	Pocatello or beyond.	
12	Echo, Stanfield..	Portland or beyond.	
12	Any station.....		Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordinance.....	Portland or beyond.	
18	Union Jct.....	Portland or beyond, Tuesdays only.	
18	North Powder... Haines.....		
19	Any station.....	From Wallula or beyond.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.