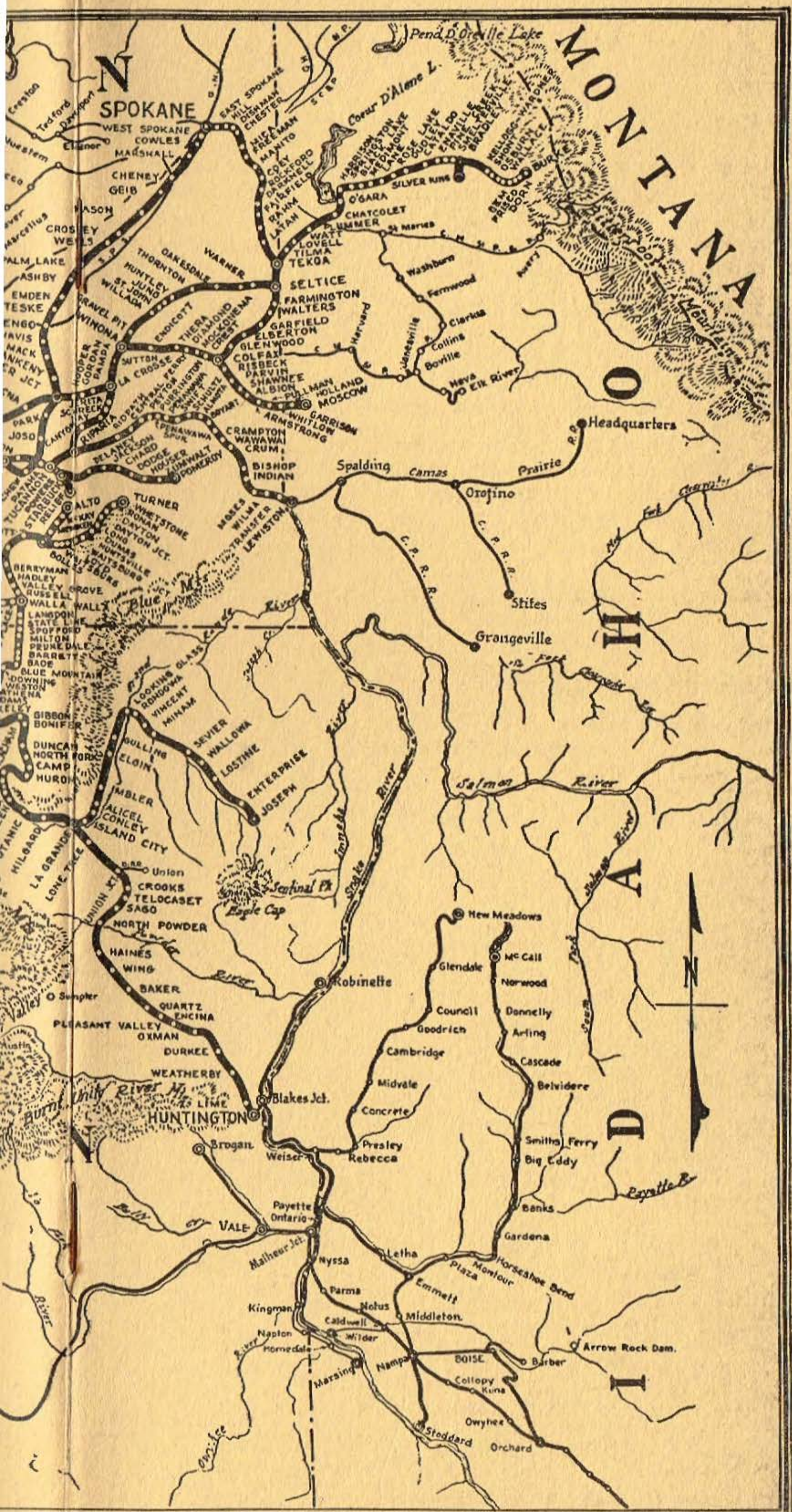


UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

OREGON DIVISION

TIME-TABLE No. 19

Effective Sunday

October 11, 1953

At 12:01 A.M. Pacific Time

Safety Is No Accident

FOR EMPLOYES ONLY

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

[redacted]

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

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

FIRST CLASS									FIRST CLASS						
401 Passenger	19 Passenger	11 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	25 Mail and Express	Distance from Granger via Boise	Time-Table No. 19 October 11, 1953	12 Passenger	458 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	20 Passenger	402 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS							
		5.25	2.05		4.05		0.0	GRANGER	A 9.15		A12.42		A10.30		
		10.20 11.15	5.45 5.55		9.35 10.35	1.15	218.9	POCATELLO	4.00 3.10		8.55 8.45	A 7.00	5.20 4.45		
		2.15	8.25		2.00	5.30	373.8	GLENNS FERRY	11.40		6.10	3.00	1.30		
		3.59	9.40		3.45	7.45	448.4	BOISE	9.55		5.00	12.45	11.50		
		6.35	11.40		6.25	10.40	550.1	M.T. HUNTINGTON M.T.	7.10		3.05	6.35	9.25		
		5.45	10.40		5.35	9.50		P.T. HUNTINGTON P.T.	6.00		2.05	5.20	8.15		
		8.25	1.05		8.20	12.35	649.7	LA GRANDE	3.25		11.40	2.35	5.35		
		10.43	3.11		11.00	3.00	723.9	PENDLETON	1.05		9.35	12.05	2.55		
	9.00						941.3	SPOKANE						A 7.00	
	11.27						837.4	AYER						4.30	
	12.30						786.3	WALLULA						3.18	
	1.40	11.35	3.55		12.30	4.00	755.3	HINKLE	12.15		8.55	11.15	2.05	2.40	
	4.05	1.45	5.35		3.25	6.25	855.4	THE DALLES	10.10		7.15	9.00	11.50	12.10	
11.45	A 6.30	A 4.00	A 7.30	8.00	A 6.00	A 9.30	939.5	PORTLAND	8.05	A 9.15	5.30	6.55	9.45	10.00	A 6.45
5.20				11.05			1084.6	TACOMA		5.52					1.15
A 6.45				A11.59			1122.7	SEATTLE		4.45					11.45
									Daily	Daily	Daily	Daily	Daily	Daily	Daily
(7.00) 26.2	(9.30) 39.0	(23.35) 39.8	(18.25) 51.0	(3.59) 46.0	(26.55) 34.9	(21.15) 34.1		.....Thru Time..... ...Average speed per hour...	(24.10) 38.9	(4.30) 40.7	(18.12) 51.6	(23.05) 31.4	(23.45) 30.6	(9.00) 41.1	(7.00) 26.2

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

FIRST CLASS							FIRST CLASS				
		29 Passenger	33 Passenger	31 Passenger	Distance from McCammon	Time-Table No. 19 October 11, 1953	32 Passenger	34 Passenger	30 Passenger		
		Daily	Daily	Daily		STATIONS					
		10.10	9.35		0.0	McCAMMON		A 5.40	A 4.45		
		10.45 11.30	10.10 10.40		22.7	POCATELLO		5.10 4.30	4.05 3.20		
		12.55	A12.25	7.00	73.3	IDAHO FALLS	A 2.30	3.00	1.40		
				8.40	124.3	ASHTON	12.55				
				A10.20	169.9	VICTOR	11.10				
					180.4	WEST YELLOWSTONE					
		A 7.10			285.8	BUTTE			7.30		
							Daily	Daily	Daily		
		(0.00) 31.8	(2.50) 25.0	(3.20) 29.0		.....Thru Time..... .....Average speed per hour.....	(3.20) 29.0	(2.40) 27.5	(0.15) 30.9		

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

MILEAGE

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

WESTWARD — FIRST SUBDIVISION — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		FIRST CLASS 105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	Time-Table No. 19 October 11, 1953 STATIONS			Mile Post	FIRST CLASS 26 Mail and Express	18 Passenger	12 Passenger	106 Streamliner Passenger
	BKOPTWXYZ	10.40PM	5.35PM	9.50AM	5.45AM	DN-R	HUNTINGTON	HU	389.4	A 5.20AM	A 8.15AM	A 6.00PM	As2.05AM
							4.9						
100	P					D	LIME	BY	384.5	5.05	8.02	5.47	1.50
							7.0						
100	PW						WEATHERBY		377.5				
							8.6						
150	PY	11.11	6.08	s10.22	6.17		DURKEE		368.9	s 4.40	7.37	5.22	1.25
							7.2						
100	P						OXMAN		361.7				
							6.3						
170	PW	11.34	6.33	10.47	6.42		PLEASANT VALLEY		355.4	4.13	7.10	4.57	1.01
							3.5						
WB 01 EB109	PY						ENCINA		351.9				
							4.6						
107	P	11.45	6.46	11.00	6.55		QUARTZ		347.3	3.58	6.55	4.43	12.47
							5.3						
WB109 EB111	BKOPW 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
							4.4						
106	P						WING		337.6	3.37	6.37	4.26	12.30
							5.0						
106	P	12.07AM	7.11	s11.23	7.16	D	HAINES	KB	331.7	3.32	6.32	f 4.21	12.25
							0.6						
106	PW	12.17	7.21	s11.34	7.26	D	NORTH POWDER	HD	322.1	3.22	6.22	f 4.11	12.17
							6.6						
107	P						SAGO		315.5				
							2.9						
147	PVWY	12.30	7.36	f11.49AM	7.40		TELOCASET		312.6	3.08	6.08	3.56	12.06AM
							3.7						
105	P						CROOKS		308.9				
							6.7						
105	PVY		s 7.54			D	UNION JCT.	UN	302.2	2.49	5.49	3.37	11.51PM
							7.3						
105	P	12.52	8.01	12.14PM	8.06		LONETREE		294.9				
							5.1						
	BJKOPTWXYZ	A 1.00AM	A 8.10PM	A12.25PM	A 8.15AM	DN-R	LA GRANDE	Q RA	289.8	2.35AM	5.35AM	3.25PM	11.40PM
							(99.0)			Daily	Daily	Daily	Daily
		(2.20) 42.7	(2.35) 38.6	(2.35) 38.6	(2.30) 39.8	.....Thru Time..... .....Average speed per hour.....				(2.45) 36.2	(2.40) 37.4	(2.35) 38.6	(2.25) 41.2

CENTRALIZED TRAFFIC CONTROL

Nos. 12 and 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.

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

WESTWARD — **SECOND SUBDIVISION** — **EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		FIRST CLASS				Time-Table No. 19 October 11, 1953	Mile Post	FIRST CLASS			
		17 Passenger	25 Mail and Express	11 Passenger	105 Streamliner Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express
		Daily	Daily	Daily	Daily	STATIONS					
BJKOPTWXYZ		8.20PM	12.35PM	8.25AM	1.05AM	DN-R **LA GRANDE** RA (Q)	289.8	A 5.25AM	A 3.15PM	A11.35PM	A 2.25AM
						7.7					
WB 71 PVWXY EB 72						HILGARD	282.1	5.08	3.01	11.20	2.07
						6.5					
130 P		8.52	1.07	8.56	1.34	MOTANIC	275.6				
						3.5					
P						**NORDEEN**	272.1				
						1.0					
141 PWXY		9.03	f 1.18	9.07	1.44	KAMELA (DOUBLE TRACK)	271.1	4.40	2.35	10.58	1.41
						2.8					
P						**ROSS**	268.3				
						2.8					
WB 105 PW EB 102		9.17	f 1.32	9.20	1.56	MEACHAM	265.5	4.26	2.22	10.46	1.27
						7.8					
130 P						HURON	257.7				
						3.6					
120 PW						CAMP	254.1				
						5.6					
WB 68 PWY EB 69			f 2.05			DUNCAN	248.5				
						9.0					
102 P		10.05	2.18	10.05	2.39	BONIFER	239.5	3.32	1.37	10.05	12.39
						2.6					
106 PWY			f 2.23			GIBBON	236.9				
						7.3					
117 P		10.28	2.33	10.19	2.52	HOMLY	229.6	3.17	1.24	9.53	12.25
						4.9					
116 P						MINTHORN	224.7				
						5.8					
115 P		10.43	2.46	10.33	3.05	MUNRA	218.9				
						3.3					
69 BJKPV WXYZ		s11.00	s 3.00	s10.43	s 3.11	DN **PENDLETON** FD	215.6	s 2.55	s 1.05	s 9.35	s12.05AM
						3.6					
155 JPX						**RIETH**	212.0	2.38	12.50	9.26	11.50PM
						3.7					
135 P						BARNHART	208.3				
						9.4					
135 P						NOLIN	198.9				
						6.3					
135 PW		f11.30	f 3.30	11.11	3.36	D ECHO HI	192.6	2.16	12.26	9.05	
						4.2					
P		f11.35PM	f 3.35	11.16	3.40	STANFIELD	188.4				
						4.2					
BJKOPWXYZ		A12.01AM	A 3.50PM	A11.25AM	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)	(3.15)	(3.00)	(2.45)	.....Thru Time.....		(3.20)	(3.00)	(2.40)	(3.10)
		28.7	32.5	35.2	38.4	....Average speed per hour.....		31.7	35.2	39.6	33.3

CENTRALIZED TRAFFIC CONTROL

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

WESTWARD — THIRD SUBDIVISION

Time-Table No. 19
October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS		FIRST CLASS						STATIONS		
		257 Time Freight	151 Time Freight	25 Mail and Express	11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	BJKOPWXYZ	9.30PM	12.05PM [12]	4.00PM	11.35AM	3.55AM	1.40AM [18]	12.30AM	DN-R	HINKLE	UK	
	P	9.40	12.30	s 4.10	s11.43	4.03	1.48	f12.38		0.5 ORDNANCE	RN	
136	PW	9.43	12.35	4.13	11.50 [12]	4.05	2.00 [20]	12.40		1.9 MUNLEY		
136	P	9.53	12.45	4.19	11.59AM	4.10	2.07	12.46		5.8 CLARKE		
136	P	10.03	12.56	s 4.27	12.05PM	4.15	2.13	12.52	DN	6.2 BOARDMAN	BD	
130	P	10.23 [26]	1.09	4.37	12.13	4.22	2.22	1.04 [18]		8.1 CASTLE		
19	JP	10.40	1.21	4.45	12.21	4.29	2.31	1.12	N	7.5 HEPPNER JCT.	WI	
143	P	10.42	1.23	4.47 [264]	12.23	4.30	2.33	1.23 [20]		1.2 WILLOWS		
WB 126 EB 113	BJKOPT WX	11.02	1.45	s 4.58	s12.34	4.38 [262]	s 2.44	s 1.40	DN	8.5 ARLINGTON	MX	
100	P	11.09	1.52	5.09	12.42	4.42	2.52	1.55		4.5 GILMORE		BLOCK SIGNALS
99	P	11.16	1.59	s 5.16	12.47	4.46	2.57	2.02		4.7 BLALOCK		
96	P	11.26	2.10	5.24	12.53	4.52	3.03	2.10	N	6.1 QUINTON	QN	
100	P	11.33	2.17	5.30	12.58	4.56	3.08	2.17		4.6 HOOK		
99	P	11.38	2.22	5.34	1.02	4.59	3.12	2.23		3.6 GOFF		
104	PW	11.43	2.27	5.38	1.05	5.02	3.16	2.28		3.3 DAY		
100	P	11.47	2.31	s 5.42	1.07	5.04	3.19	2.32		2.3 RUFUS		
100	P	11.51	2.35	5.46	1.10	5.07	3.22 [202]	2.36		2.8 GRANT		
80 JP / 54 P	M. P. / W 101.7	11.56PM	2.40	5.49	1.13	5.10	3.26	2.40	DN	2.7 BIGGS	BX	DOUBLE TRACK
		12.01AM	2.45	5.52	1.16	5.13	3.30	2.46		3.4 MILLER		
50	P	12.07	2.52	5.56	1.20	5.17	3.35	2.52		3.7 CELILO		
	JPV	12.11	2.56	5.58	1.22	5.19	3.37	2.54	D	1.6 OREGON TRUNK JCT.	VO	
74	P	12.17	3.01	6.03	1.26	5.22	3.42	2.58		3.3 DUNE		
	BKOPTWXZ	A12.40AM	A 3.20PM	A 6.15PM	A 1.40PM	As5.35AM	A 4.00AM	A 3.15AM	DN-R	6.1 THE DALLES	DK-WH	
										(98.4)		
		(3.10)	(3.15)	(2.15)	(2.05)	(1.40)	(2.20)	(2.45)		.....Thru Time.....		
		31.1	30.9	43.7	47.2	50.0	42.2	35.8		.....Average speed per hour.....		

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

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

No. 17 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.

No. 17 will stop at Ordnance on Saturday and Sunday for passengers.

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

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

THIRD SUBDIVISION — EASTWARD

Time-Table No. 19 October 11, 1953			Mile Post	FIRST CLASS					SECOND CLASS	
STATIONS				20 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	262 Time Freight	264 Time Freight
DN-R	**HINKLE**	UK	184.2	A 2.15AM	A 151 **12.05**PM	A 8.50PM	A 11.05PM	A 19 **1.40**AM	A 6.30AM	A 6.30PM
6.5										
	ORDNANCE	RN	177.7	2.02	s 11.53AM	8.40	10.45	1.26	6.00	6.05
1.9										
	MUNLEY		175.8	19 **2.00**	11 **11.50**	8.38	10.43	1.24	5.55	6.00
5.8										
	CLARKE		170.0	1.51	11.44	8.33	10.37	1.18	5.45	5.45
6.2										
DN	BOARDMAN	BD	163.8	s 1.41	11.38	8.28	10.31	1.12	5.30	5.30
8.1										
	CASTLE		155.7	1.33	11.30	8.21	257 **10.23**	17 **1.04**	5.15	5.10
7.5										
N	**HEPPNER JCT.**	WI	148.2	1.25	11.22	8.14	10.15	12.57	4.59	4.55
1.2										
	WILLOWS		147.0	17 **1.23**	11.20	8.13	10.13	12.55	4.56	25 **4.47**
8.5										
DN	**ARLINGTON**	MX	138.5	s 1.12	s 11.10	8.05	s 10.02	s 12.45	105 **4.38**	4.15
4.5										
	GILMORE		134.0	1.01	11.00	8.01	9.50	12.38	4.11	4.05
4.7										
	BLALOCK		129.3	12.56	10.56	7.57	9.46	12.34	4.04	3.55
6.1										
N	QUINTON	QN	123.2	12.50	10.50	7.52	9.40	12.28	3.55	3.45
4.6										
	HOOK		118.6	12.46	10.46	7.48	9.36	12.24	3.48	3.35
3.6										
	GOFF		115.0	12.43	10.43	7.45	9.32	12.21	3.43	3.30
3.3										
	DAY		111.7	12.40	10.39	7.42	9.29	12.18	3.38	3.25
2.3										
	RUFUS		109.4	12.37	10.37	7.40	9.27	12.16	3.30	3.20
2.8										
	GRANT		106.6	12.34	10.34		9.24	12.13	19 **3.22**	3.15
2.7										
DN	**BIGGS**	BX	103.9	12.31	10.31	7.35	9.21	12.10	3.09	3.10
3.4										
	MILLER		100.5	12.28	10.27	7.32	9.17	12.07	3.03	3.03
3.7										
	CELILO		96.8	12.24	10.23	7.28	9.13	12.03	2.55	2.55
1.6										
D	**OREGON TRUNK JCT.**	VO	95.2	12.22	10.21	7.26	9.11	12.01AM	2.50	2.50
3.3										
	DUNE		91.9	12.19	10.18	7.23	9.08	11.58PM	2.45	2.45
6.1										
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
.....Thru Time.....				(2.05)	(1.55)	(1.35)	(2.05)	(1.50)	(4.00)	(4.00)
.....Average speed per hour.....				47.2	51.3	62.1	47.2	53.7	24.6	24.6

BLOCK SIGNALS

DOUBLE TRACK

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

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

No. 12 will reduce speed to 30 MPH at Rufus, Blalock and Boardman to permit exchange of mail.

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

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

WESTWARD — FOURTH SUBDIVISION

Time-Table No. 19
October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS		FIRST CLASS									
		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		4.05AM	3.25AM	DN-R	THE DALLES (DK, WH) — DOUBLE TRACK	
												4.1	
	P	4.15	4.25	6.31		1.51	5.40		4.12	3.32		CRATES	
												5.2	
136	P	4.25	4.35	6.37		1.57	5.46		4.18	3.38		ROWENA	
												6.3	
133	P	4.40	4.50	s 6.54 (106)		2.08	5.54		4.29	3.50		MOSIER	
												7.4	
WB 72 EB 107	KPVWX	4.52	5.02	s 7.13		s 2.20	f 6.05		s 4.45	s 4.05	DN	HOOD RIVER	KI
												4.1	
131	P	5.05	5.10	7.19		2.26	6.10		4.53	4.13		MENO	
												8.5	
121	PW	5.25	5.35	7.33		2.40	6.21		5.07	4.27		WYETH	
												7.2	
139	P	5.38	5.50	s 7.52 (26)		2.50	6.30		5.17	4.38		CASCADE LOCKS	
												4.3	
122	PW	5.45	5.57	s 8.04		2.55	6.35		5.22	s 4.45	DN	BONNEVILLE	MU
												4.8	
131	P	6.11 (106)	6.04	8.12		3.00	6.40		5.28	4.52		DODSON	
												7.3	
131	PZ	6.27	6.15	s 8.25		3.10	6.48		5.37	5.04	D	BRIDAL VEIL	JU
												3.9	
131	P	6.34	6.22	8.34		3.14	6.52		5.42	5.09		ROOSTER ROCK	
												7.1	
110	IJPW	A 6.48PM	A 6.35AM	s 8.50		3.25	7.00		5.53	s 5.21	DN	TROUTDALE	SN
												1.7	
51	P			s 8.58		3.29	7.03		5.56	5.25		FAIRVIEW	FA
												6.0	
53	P			9.07		3.35	7.09		6.04	5.32		CLARNIE	
												3.5	
28	PX			9.13		3.41	7.15		6.10	5.38		GRAHAM	
												2.5	
17	PX			9.18		3.46	7.19		6.15	5.43		BRUUN	
												1.4	
	IJPVXY			9.22	9.09PM	3.50	7.22	6.39AM	6.18	5.47		EAST PORTLAND	
												0.5	
	BIKPV			A 9.30PM	A 9.15PM	A 4.00PM	A 7.30AM	A 6.45AM	A 6.30AM	A 6.00AM	DN-R	PORTLAND	P-VC
												(85.8)	
		(2.48) 25.1	(2.25) 29.0	(3.05) 27.8	(0.06) 5.0	(2.15) 38.1	(1.55) 44.8	(0.06) 5.0	(2.25) 35.5	(2.35) 33.2		Thru Time / Average speed per hour	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

WESTWARD — KENTON LINE

Time-Table No. 19
October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS		FIRST CLASS								
		151 Time Freight	257 Time Freight					458 Passenger	402 Passenger		STATIONS	
		Daily	Daily					Daily	Daily			
157	IJPWX	6.48PM	6.35AM							DN	TROUTDALE	SN
											5.0	
51	P	6.58	6.45								HEMLOCK	
											4.6	
100	P	7.08	6.55							D	FIR	FR
											4.8	
73	BKPX	7.20	7.20							DN	KENTON	KN
											2.5	
	IJVX							8.55PM	6.25AM	DN	NORTH PORTLAND JCT.	KD
											1.2	
	IJPXY							8.57	6.27		PENINSULA JCT.	
											1.4	
	IJPX	7.40	7.40					9.00	6.30	DN	ST. JOHNS JCT.	JN
											2.6	
	BKOPTWXZ	A 8.00PM	A 8.20AM					9.04	6.34	DN-R	ALBINA	B X
											1.1	
	IJPVXY							A 9.09PM	A 6.39AM		EAST PORTLAND	
											(22.7)	
		(1.12) 17.0	(1.45) 11.7					(0.14) 27.0	(0.14) 27.0		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. 19, October 11, 1953		Mile Post	457 Passenger	12 Passenger	106 Streamliner Passenger	26 Mail and Express	18 Passenger	20 Passenger	401 Passenger	264 Time Freight	262 Time Freight
			FIRST CLASS							SECOND CLASS	
STATIONS											
DN-R THE DALLES (DK WH, DOUBLE TRACK)		85.8		A10·05AM	As7·15PM	A 8·55PM	A11·45PM	A12·05AM		A 1·30PM	A 1·10AM
4.1											
CRATES		81.7		9.58	7.09	8.45	11.38	11.57PM		1.00	12.52
5.2											
ROWENA		76.5		9.52	7.03	8.39	11.32	11.51		12.45	12.42
6.3											
MOSIER		70.2		9.42	6.54 25	8.29	11.22	11.41		12.31	12.27
7.4											
DN HOOD RIVER	KI	62.8		s 9.33	f 6.45	8.20	s11.13	s11.32		12.15	12.15
4.1											
MENO		58.7		9.23	6.39	8.14	11.03	11.21		12.05PM	12.05AM
8.5											
WYETH		50.2		9.11	6.29	8.02	10.51	11.10		11.40AM	11.50PM
7.2											
CASCADE LOCKS		43.0		9.01	6.21	7.52 25	10.41	11.00		11.18	11.32
4.3											
DN BONNEVILLE	MU	38.7		f 8.56	6.16	7.47	10.36	10.55		11.10	11.25
4.8											
DODSON		33.9		8.50	6.11 151	7.41	10.30	10.49		11.00	11.18
7.3											
D BRIDAL VEIL	JU	26.6		8.41	6.04	7.32	10.21	10.40		10.50	11.07
3.0											
ROOSTER ROCK		22.7		8.37	6.00	7.28	10.17	10.36		10.40	11.00
7.1											
DN TROUTDALE	SN	15.6		f 8.29	5.53	7.20	10.09	10.28		10.25AM	10.45PM
1.7											
FAIRVIEW	FA	13.9		8.27	5.51	7.17	10.07	s10.24			
6.0											
CLARNIE		7.9		8.21	5.45	7.11	10.01	10.16			
3.5											
GRAHAM		4.4		8.16	5.40	7.06	9.56	10.11			
2.5											
BRUUN		1.9		8.12	5.36	7.02	9.52	10.07			
1.4											
EAST PORTLAND		0.5	A 8.04AM	8.09	5.33	6.59	9.49	10.04	A11.49PM		
0.5											
DN-R PORTLAND	P-VC	0.0	8.00AM	8.05AM	5.30PM	6.55PM	9.45PM	10.00PM	11.45PM		
(85.8)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time			(0.04)	(2.00)	(1.45)	(2.00)	(2.00)	(2.05)	(0.04)	(3.05)	(2.25)
Average speed per hour			7.5	42.9	49.0	42.9	42.9	41.2	7.5	22.8	29.0

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

KENTON LINE — EASTWARD

Time-Table No. 19, October 11, 1953		Mile Post	457 Passenger	401 Passenger	264 Time Freight	262 Time Freight
			FIRST CLASS		SECOND CLASS	
STATIONS						
DN TROUTDALE	SN	22.0			A10·25AM	A10·45PM
5.0						
HEMLOCK		17.0			10.05	10.20
4.6						
D FIR	FR	12.4			9.50	10.05
4.3						
DN KENTON	KN	8.1			9.35	9.50
2.5						
DN NORTH PORTLAND JCT.	KD	6.8	A 8.16AM	A12·01AM		
1.2						
PENINSULA JCT.		5.6	8.13	11.58PM		
1.4						
DN ST. JOHNS JCT.	JN	4.2	8.10	11.55	9.15	9.30
2.6						
DN-R ALBINA	BX	1.6	8.07	11.52	9.00AM	9.15PM
1.1						
EAST PORTLAND		0.5	8.04AM	11.49PM		
(22.7)			Daily	Daily	Daily	Daily
Thru Time			(0.12)	(0.12)	(1.25)	(1.30)
Average speed per hour			31.5	31.5	14.4	13.6

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. 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

Time-Table No. 19
October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS 401 Passenger Daily	87 CMSt.P&P Passenger Daily	85 CMSt.P&P Streamliner Passenger Daily	457 Passenger Daily	83 CMSt.P&P Streamliner Passenger Daily	81 CMSt.P&P Passenger Daily	STATIONS
	11.45 PM			8.00 AM			BLOCK SIGNALS — PORTLAND
							6.8
IJPVX	12.01 AM			8.16			DN NORTH PORTLAND JCT. KD
							1.9
	A 12.06 AM			A 8.21 AM			VANCOUVER

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

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

							N. P. CROSSING
							1.2
							N. P. CROSSING
							0.1
							N. P. CROSSING
							0.3
IJ	5.25 AM			11.09 AM			BLOCK SIGNALS — DN RESERVATION RN
							0.7
JP	A 5.27 AM			A 11.11 AM			DN TACOMA JCT. JN

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

23 67 IPVX	6.20 AM			11.42 AM			BLOCK SIGNALS — DN-R BLACK RIVER BI
							0.0
							C. M. St. P. & P. & P. C. CROSSING
							6.3
BIJKOP TVWXYZ	6.30	9.24 PM	2.48 PM	11.50	9.13 AM	7.35 AM	DN-R ARGO G — DOUBLE TRACK
							3.1
BKPXZ	A 6.45 AM	A 9.45 PM	A 3.00 PM	A 11.59 AM	A 9.30 AM	A 8.00 AM	DN-R SEATTLE OW
							(183.2)
	(7.00)	(0.21)	(0.12)	(3.59)	(0.17)	(0.25)	.....Thru Time.....
	26.2	8.9	15.5	46.0	10.9	7.4	.....Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.

On Fifth Subdivision, Rule D-97 is in effect.

THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.

WESTWARD							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. 19 October 11, 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			
STATIONS										
BLOCK SIGNALS — **PORTLAND**	0.0				A 9.15 PM		A 6.45 AM			
6.8										
DN NORTH PORTLAND JCT. KD	6.8				8.55		6.25			
1.9										
VANCOUVER	8.7				8.51 PM		6.20 AM			

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

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

N. P. CROSSING	145.2										
1.2											
N. P. CROSSING	146.4										
0.1											
N. P. CROSSING	146.5										
0.3											
BLOCK SIGNALS — DN **RESERVATION** RN	146.8				A 5.37PM		A12.45AM				
0.7											
DN **TACOMA JCT.** JN	147.5				5.35PM		12.43AM				

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 5.00PM		A12.01AM				
0.0											
C. M. St. P. & P. & P. C. CROSSING	173.8										
6.3											
DN-R **ARGO** G (DOUBLE TRACK)	180.1	A 8.29AM	A 9.53AM	A 3.23PM	4.52	A10.25PM	11.52PM				
3.1											
DN-R **SEATTLE** OW (DOUBLE TRACK)	183.2	8.20AM	9.45AM	3.15PM	4.45PM	10.15PM	11.45PM				
(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. 19
October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				STATIONS		
	391 Freight	151 Freight	363 Freight	346 Mixed	63 Passenger	99 CMStP&P Passenger	19 Passenger	97 CMStP&P Streamliner Passenger			
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
BKPVX						10.25PM	9.00PM	1.05AM	DN-R	SPOKANE (DS, AU)	DOUBLE TRACK
										1.7	
BKOPTWXZ		12.45AM				10.35 (98)	9.04	1.11		WEST SPOKANE	
										3.6	
48 P		12.55				10.41	9.08	1.18		COWLES	
										4.2	
53 P		1.05				10.49	9.13	1.25		MARSHALL	
										7.3	
103 PW		1.20				s11.00	s 9.22	1.36	N	CHENEY (CY)	
										5.2	
51 P		1.28				11.10	9.28	1.44		GEIB	
										5.0	
52 P		1.36				11.16	9.35	1.50		MASON	
										7.4	
53 PW		1.46				11.25	9.43	1.59		CROSKEY	
										4.0	
100 P		2.05 (97)				11.31	9.49 (98)	2.05 (151)		WELLS	
										6.6	
52 P		2.20				11.38	9.56	2.12		PALM LAKE	
										5.2	
44 P		2.30				11.44	10.02	2.18		ASHBY	
										4.2	
52 P		2.40				11.50	10.07	2.24		EMDEN	
										6.7	
75 JOPVWXY		2.55				A11.59PM	s10.15	A 2.35AM	DN-R	MARENGO (RA)	BLOCK SIGNALS
										4.8	
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		3.00PM (298)	3.35				10.42		N-R	HOOPER JCT. (HR)	
										5.6	
53 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				s11.27		DN-R	AYER (JD)	
										6.2	
96 P			6.15				11.35			RUXBY	
										7.7	
96 P			6.30				11.44			SCOTT	
										6.1	
46 P			6.40				11.51			WALKER	
										2.8	
96 P			6.46				11.55PM			SIMMONS	
										7.6	
96 PW			7.05				12.06AM		N	PAGE (MS)	
										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		s12.30		DN-R	WALLULA (JN)	C.T.C.
										1.7	
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	BLOCK SIGNALS
										9.8	
159 P		10.00	5.20		12.18		12.56			COLD SPRINGS	
										9.2	
BJKOPWXYZ		A10.30AM	A 5.40AM		A12.40AM		A 1.15AM		DN-R	HINKLE (UK)	
										(186.0)	
	(1.00)	(0.45)	(1.10)	(0.05)	(0.55)	(1.34)	(4.15)	(1.30)		.....Thru Time.....	
	21.5	18.9	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. 19 October 11, 1953			Mile Post	FIRST CLASS 20 Passenger	64 Passenger	96 CMStP&P Passenger	98 CMStP&P Streamliner Passenger	SECOND CLASS 392 Freight	298 Freight	364 Freight	345 Mixed
STATIONS											
DN-R	SPOKANE (DS AU)		367.3	A 7.00AM		A 7.15AM	A10.45PM				
1.7											
	WEST SPOKANE		365.6	6.54		7.06	10.35 (99)		A 6.30PM		
3.6											
	COWLES		362.0	6.48		6.59	10.29		6.05		
4.2											
	MARSHALL		357.8	6.41		6.54	10.24		5.55		
7.3											
N	CHENEY	CY	350.5	s 6.32		s 6.45	10.15		5.40		
5.2											
	GEIB		345.3	6.24		6.34	10.08		5.30		
5.0											
	MASON		340.3	6.18		6.28	10.02		5.20		
7.4											
	CROSKEY		332.9	6.10		6.20	9.54		5.05		
4.0											
	WELLS		328.9	6.05		6.15	9.49 (19)		4.57		
6.6											
	PALM LAKE		322.3	5.57		6.05	9.39		4.45		
5.2											
	ASHBY		317.1	5.51		5.58	9.32		4.35		
4.2											
	EMDEN		312.9	5.45		5.51	9.25		4.20		
6.7											
DN-R	MARENGO	RA	306.2	s 5.36		5.41AM	9.15PM		4.00		
4.8											
	THAVIS		301.4	5.28					3.29		
4.4											
	MACK		297.0	5.22					3.22		
4.2											
	ANKENY		292.8	5.16					3.15		
7.9											
N-R	HOOPER JCT.	HR	284.9	5.05				A 6.30AM	3.00 (391)		
5.6											
	PARK		279.3	4.57				6.10	2.45		
6.2											
	JOSO		273.1	4.47				5.55	2.33		
5.8											
	CHEW		267.3	4.36				5.40	2.15		
3.9											
DN-R	AYER	JD	263.4	s 4.30 (151)				5.30AM	2.00		
5.2											
	RUXBY		257.2	4.16					12.50		
7.7											
	SCOTT		249.5	4.07					12.36		
6.1											
	WALKER		243.4	3.59					12.26		
2.8											
	SIMMONS		240.6	3.56					12.20PM		
7.6											
N	PAGE	MS	233.0	3.45					11.59AM		
7.5											
	ASH		225.5	3.35					11.40		
6.0											
	HUMORIST		219.5	3.28					11.27		
7.2											
DN-R	WALLULA	JN	216.2	s 3.18	A 3.40AM				11.15	A 7.05PM	A11.15PM
1.7											
	WALLULA JCT.		213.5	3.12	3.35				10.00	7.00	11.05PM
10.3											
	JUNIPER		203.2	3.01	3.22				9.40 (151)	6.40	
9.8											
	COLD SPRINGS		193.4	2.51	3.10				9.20	6.20	
9.2											
DN-R	HINKLE	UK	184.2	2.40AM	2.55AM				9.00AM	6.00PM	
(186.0)				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....Thru Time.....				(4.20)	(0.45)	(1.34)	(1.30)	(1.00)	(9.30)	(1.05)	(0.10)
.....Average speed per hour.....				42.9	41.3	39.0	40.7	21.5	19.4	28.6	10.2

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

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

Time-Table No. 19, October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 305 Mixed Daily Except Sunday		STATIONS		Mile Post	SECOND CLASS 304 Mixed
28 WXY	12.10PM	D-R	**JOSEPH** J		83.8	A11.15AM
			5.8			
22 X	s12.40	D	ENTERPRISE RS		78.0	s11.00
			10.2			
39	s 1.10		LOSTINE		67.8	s10.07
			7.8			
27 WXY	s 1.45	D	WALLOWA WO		60.0	s 9.50
			12.9			
12 W{M.P. 49.0}	s 2.20		MINAM		47.1	s 9.07
			13.3			
40 W{M.P. 32.0}	f 2.50		LOOKING GLASS		33.8	f 8.37
			8.7			
32	f 3.20		GULLING		25.1	f 8.15
			4.2			
35 WXY	s 3.40	D	ELGIN GN		20.9	s 8.05
			8.6			
18	s 4.05	D	IMBLER BR		12.3	s 7.32
			3.9			
20	f 4.25		ALICEL		8.4	f 7.22
			8.4			
BJKOPT WXYZ	A 5.00PM	DN-R	**LA GRANDE** Q RA		0.0	7.00AM
			(83.8)			Daily Except Sunday
	(4.50) 17.3		.....Thru Time..... .....Average speed per hour.....			(4.15) 19.7

WESTWARD — PILOT ROCK BRANCH — EASTWARD

Time-Table No. 19, October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS		Mile Post	
155 JPX		**RIETH**		0.0	
		6.7			
22		SPARKS		6.7	
		8.2			
18 WX		D **PILOT ROCK** RO		14.9	
		(14.9)			

WESTWARD — UMATILLA BRANCH — EASTWARD

Time-Table No. 19, October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS		Mile Post	
BJKOP WXYZ		DN-R **HINKLE** UK		0.0	
		3.9			
95 P		D HERMISTON MN		3.9	
		6.2			
PWXY		D UMATILLA CS		10.1	
		7.8			
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

Time-Table No. 19, October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 329 Freight Monday Wednesday Friday		STATIONS		Mile Post	SECOND CLASS 330 Freight
30 PWXY	9.30AM	D-R	**HEPPNER** HR		45.2	A 8.45AM
			8.9			
19 P	9.55		LEXINGTON		36.3	8.00
			5.3			
7	10.10		JORDAN		31.0	7.40
			2.7			
15 PW	10.30	D	IONE ON		28.3	7.25
			3.1			
8	10.45		McNAB		25.2	7.10
			5.4			
13	11.05		MORGAN		19.8	6.55
			5.3			
3	11.30AM		CECIL		14.5	6.35
			14.5			
19 JPX	A12.15PM	N-R	**HEPPNER JCT.** WI		0.0	6.00AM
			(45.2)			Monday Wednesday Friday
	(2.45) 16.4		.....Thru Time..... .....Average speed per hour.....			(2.45) 16.4

WESTWARD — CONDON BRANCH — EASTWARD

Time-Table No. 19, October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 327 Freight Tuesday Thursday Saturday Sunday		STATIONS		Mile Post	SECOND CLASS 328 Freight
26 PVWXY	10.15AM	D-R	**CONDON** CD		44.5	A 9.00AM
			8.2			
22	10.40		GWENDOLEN		36.3	8.25
			4.0			
27	11.00		SPEECE		32.3	8.10
			3.7			
26	11.10		CLEM		28.6	7.50
			4.2			
29 PW	11.30		MIKKALO		24.4	7.30
			4.7			
27	11.50AM		BARNETT		19.7	7.10
			3.7			
11 PW	12.10PM		ROCK CREEK		16.0	6.55
			8.7			
29	12.30		SHUTLER		7.3	6.25
			7.3			
WB 126 BJKO EB 113 PTWX	A 1.15PM	DN-R	**ARLINGTON** MX		0.0	6.00AM
			(44.5)			Tuesday Thursday Saturday Sunday
	(3.00) 14.8		.....Thru Time..... ....Average speed per hour.....			(3.00) 14.8

WESTWARD — GRASS VALLEY BRANCH — EASTWARD

Time-Table No. 19, October 11, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS		Mile Post	
14 Y		**KENT**		52.5	
		10.0			
10		EAKIN		42.5	
		4.0			
28 PW		D GRASS VALLEY VY		38.5	
		11.5			
25		D MORO MR		27.0	
		12.8			
16		KLONDIKE		14.2	
		4.5			
32 PW		D WASCO WA		9.7	
		4.5			
6		THORNBERRY		5.2	
		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. 19 October 11, 1953 STATIONS	Mile Post	SECOND CLASS 314 Mixed
BKOP VWXYZ	5.00 AM	DN-R **BEND** ND	150.0	A 2.30 PM

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

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

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD — TONO BRANCH — EASTWARD

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

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

BJKOPT VWXYZ		DN-R **CENTRALIA** CN (8.0)	0.0	

WESTWARD — OLYMPIA BRANCH — EASTWARD

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

WESTWARD — GRAYS HARBOR BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 307 Mixed Daily Except Saturday	SECOND CLASS 309 CMStP&P Freight Daily Except Sunday	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	SECOND CLASS 308 CMStP&P Freight	SECOND CLASS 306 Mixed
BJKOPT VWXYZ	8.00 PM		DN-R **CENTRALIA** CN 2.4	0.0		A 10.20 PM

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	8.10PM		**BLAKESLEE JUNCTION** 0.0	2.4		A10.05PM
M			N. P. CROSSING 0.0	2.4		
M			C. M. St. P. & P. CROSSING 2.0	2.4		
23 P	f 8.20		GALVIN 7.2	5.0		f 9.55
43 JPVX	f 8.40	2.30AM	BLOCK SIGNALS: **HELSING JUNCTION** 1.5	12.2	A 8.10PM	f 9.35
48 PWX	s 8.45	2.35	N-R INDEPENDENCE ND 8.5	13.7	7.52	s 9.30
52 P	f 9.05 306	3.00	CEDARVILLE 4.1	22.2	7.30	f 9.05 307
51 P	f 9.20	3.10	LANKNER 4.6	26.3	7.20	f 8.50
44 P	f 9.35	3.25	SAGINAW 1.7	30.8	7.10	f 8.35
5 PW	f 9.40	3.30	SOUTH ELMA 9.9	32.5	7.05	f 8.30
53 PXY	f10.25	4.00	**SOUTH MONTESANO**	42.4	6.30	f 8.05
X			**SOUTH MONTESANO** 1.5	42.4		
PVX			D MONTESANO MO	43.9		
53 PXY	f10.25	4.00	**SOUTH MONTESANO** 1.4	42.4	6.30	f 8.05
27 P	f10.30	4.05	MELBOURNE 2.9	43.8	6.00	f 7.45
32 PV	f10.40	4.20	PREACHER'S SLOUGH 4.5	46.7	5.50	f 7.35
83 JPXY	f10.55	4.35	COSMOPOLIS 2.1	51.2	5.35	f 7.20
M			N. P. CROSSING 0.6	53.3		
82 BKPVXZ	A11.25PM	A 5.05AM	DN-R **ABERDEEN** SA 3.6	53.9	5.20PM	s 7.00PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 11.55 PM	A 5.35 AM	DN-R **HOQUIAM** HO (57.5)	57.5	5.00 PM Daily Except Sunday	6.30 PM Daily Except Sunday
	(3.55) 14.7	(3.05) 14.7	.....Thru Time..... .....Average speed per hour.....		(3.10) 14.3	(3.50) 15.0

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

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

WESTWARD — YAKIMA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS							FIRST CLASS				Time-Table No. 19 October 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											Block Sys	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			2.9 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	JPXY							364 11.30PM		9.25		R	3.6 MIDVALE	
51	PVWX							12.01AM		s 9.37		N	5.9 GRANDVIEW	GW
44	P							12.25		f 9.49			6.9 NORTH PROSSER	
53								12.50		364 f10.01			7.8 CHAFFEE	
42	PWX							1.20		s10.12		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		s11.00		DN	5.8 KENNEWICK	KN
12	P							3.10		f11.10			4.5 HEDGES	
70	JPV				6.25PM		6.35AM	3.20		f11.15	5.25AM	C.T.C.	2.3 VILLARD JCT.	
70	JPWX				A 6.45PM						A 5.37AM	C.T.C.	0.4 ATTALIA	
157	JKPVWXY						A 6.50AM	A 3.35AM		A11.30PM		C.T.C. DN-R	0.8 WALLULA	JN
													(98.0)	
					(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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		FIRST CLASS				Time-Table No. 19 October 11, 1953	
					63 Passenger		
					Daily	STATIONS	
35	JPXY				9.00PM	R	MIDVALE
	PVX				A 9.10PM	D-R	2.8 SUNNYSIDE	SI
							(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. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

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

YAKIMA BRANCH — EASTWARD

Time-Table No. 19 October 11, 1953		Mile Post	FIRST CLASS 64 Passenger	348 N. P. Passenger		SECOND CLASS 908 N. P. Freight	374 N. P. Freight	910 N. P. Freight	364 Freight				
STATIONS													
DN-R YAKIMA 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													
Block Sets 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				
2.0													
BUENA BA		81.6	s 6.19						1.10				
3.1													
D-R 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													
R MIDVALE		63.6	5.44						363 11.30PM				
5.9													
N GRANDVIEW GW		57.7	s 5.35						10.37				
6.9													
NORTH PROSSER		50.8	f 5.19						10.20				
7.8													
CHAFFEE		43.0	f 5.07						63 10.01				
6.5													
D BENTON CITY BC		36.5	s 4.57						9.15				
5.2													
ACTON		31.3	4.47						9.05				
12.3													
R RICHLAND JCT.		19.0	4.30				A 5.30AM		8.35				
5.8													
DN KENNEWICK KN		13.2	s 4.20				5.10AM		8.18				
4.5													
HEDGES		8.7	f 4.05						8.08				
2.3													
C.T.C. VILLARD JCT.		7.0	f 4.00	A10.50PM		A 2.35AM		A 1.50PM	8.00				
6.4													
ATTALIA		0.6		10.38PM		2.15AM							
0.6													
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)	(6.30)				
.....Average speed per hour.....			30.9	32.0		19.2	17.4	21.0	15.2				

SUNNYSIDE BRANCH — EASTWARD

Time-Table No. 19 October 11, 1953		Mile Post	FIRST CLASS 84 Passenger				
STATIONS							
R MIDVALE		0.0	A 9.25PM				
2.8							
D-R SUNNYSIDE 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. 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 381 CMStP&P Freight Daily	387 Freight Daily	383 CMStP&P Freight Daily Except Saturday	FIRST CLASS 96 CMStP&P Streamliner Passenger Daily	67 Passenger Daily	91 CMStP&P Passenger Daily	69 Spokane Internat'l Passenger Daily	Time-Table No. 19 October 11, 1953 STATIONS			
BKPVX	9.30PM	5.00PM	7.00AM	10.55PM	8.15AM	7.45AM	1.00AM	DN-R	SPOKANE 1.9	DS AU	DOUBLE TRACK
IJPX	9.35	5.15	7.05	11.00	8.20	7.50	A 1.05AM	DN	N. P. CROSSING 0.9	CG	
83 X	9.50 [92]	5.20	7.10	11.03	8.23	7.53			EAST SPOKANE 1.4		
51 X	9.59	5.25	7.15	11.06	8.26	7.56			HILL 2.3		
59 JKVX	10.10	5.35	A 7.20AM	11.10	s 8.30	8.00		DN	DISHMAN 3.2	SP	BLOCK SIGNALS
35	10.20	5.45		11.15 [382]	f 8.34	8.05			CHESTER 6.0		
49	10.50 [382]	6.16 [68]		11.27 [388]	s 8.45	8.17		D	MICA 2.8	MA	
38	11.10 [388] 11.31PM [95]	6.35		11.31 [381]	f 8.50	8.21			FREEMAN 3.3		
JVX	A12.01AM	6.50		A11.36PM	s 8.56	A 8.26AM		DN-R	MANITO 5.2	MU	
23		7.10			s 9.03			D	ROCKFORD 3.3	RD	
40		7.20			9.10				DARKNELL 3.4		
31 JWX		7.40			s 9.16			D	FAIRFIELD 8.4	G	
25		8.10			s 9.31				LATAH 7.2		
BJKOPTWXYZ		A 8.45PM			A 9.52AM			DN-R	TEKOA (49.3)	K	
	(2.31) 8.7	(3.45) 13.1	(0.20) 19.5	(0.41) 31.9	(1.37) 30.5	(0.41) 31.9	(0.05) 22.8	.....Thru Time..... .....Average speed per hour.....			

WESTWARD — PLEASANT VALLEY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 391 Freight Daily Except Monday	Time-Table No. 19 October 11, 1953 STATIONS			Mile Post
14 JPX	7.25AM	SELTICE 8.2			48.0
		G. N. CROSSING 0.03			39.8
		N. P. CROSSING 0.55			39.7
34 VWX	8.20	D	OAKESDALE 7.9	ON	39.1
44	8.50	THORNTON 0.5			31.2
M		G. N. CROSSING 12.4			30.7
28 WX	9.40	D	ST. JOHN 6.8	SJ	18.3
27	10.10	WILLADA 7.1			11.5
53	10.40	GRAVEL PIT 4.4			4.4
63 JWXY	A11.45AM	D-R	WINONA (48.0)	WA	0.0
	(4.20) 11.1	.....Thru Time..... ....Average speed per hour.....			

WESTWARD — WALLULA BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 345 Mixed Daily	Time-Table No. 19 October 11, 1953 STATIONS			Mile Post	SECOND CLASS 346 Mixed
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA 2.0	Z BU	30.9	A 6.45AM
5 X		COLLEGE PLACE 0.2			28.9	
M		W. W. V. RY. CROSSING 0.1			28.7	
17 X	f 9.51	GARRETT 4.6			28.6	f 5.40
10	f10.05	WHITMAN 4.7			24.0	f 5.25
12	f10.18	LOWDEN 4.3			19.3	f 5.12
29 PWX	s10.30	D	TOUCHET 7.5	CH	15.0	s 5.01
11	f10.50	REESE 3.3			7.5	f 4.43
JPV	A10.57PM	ZANGAR JCT. 3.8			3.8	4.35AM
		BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. TIME SHOWN AT WALLULA JCT. IS FOR INFORMATION ONLY.				
JPVXY	A 11.05 PM	WALLULA JCT. (30.5)			0.0	4.25 AM Daily
	(1.20) 22.9	.....Thru Time..... 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. 19 October 11, 1953 STATIONS	Mile Post	FIRST CLASS 94 CMStP&P Streamliner Passenger	70 Spokane Internat'l Passenger	68 Passenger	92 CMStP&P Passenger			SECOND CLASS 384 CMStP&P Freight	382 CMStP&P Freight	388 Freight
BKPVX	DN-R **SPOKANE** DS AU (DOUBLE TRACK)	165.4	A12.55AM	A 1.50PM	A 6.50PM	A10.00PM			A 4.00PM	A12.10AM	A12.30AM
	1.9										
IJPX	DN **N. P. CROSSING** CG	163.5	12.45	1.43PM	6.41	9.52			3.45	11.59PM	12.20
	0.9										
83 X	EAST SPOKANE	162.6	12.43		6.39	**9.50** 381			3.42	11.45	12.10
	1.4										
51 X	HILL	161.2	12.40		6.36	9.47			3.37	11.35	12.05AM
	2.3										
59 JKVX	DN **DISHMAN** SP	158.9	12.36		s 6.33	9.43			3.30PM	11.25	11.55PM
	3.2										
35	CHESTER	155.7	12.31		f 6.28	9.38				**11.15** 95	11.47
	6.0										
49	D MICA MA	149.7	12.20		f **6.16** 387	9.27				**10.50** 381	**11.27** 95
	2.8										
38	FREEMAN	146.9	12.15		f 6.10	9.22				10.42	**11.10** 381
	3.3										
JVX	DN-R **MANITO** MU	143.6	12.10AM		f 6.04	9.17PM				10.35PM	11.01
	5.2										
23	D ROCKFORD RD	138.4			s 5.53						10.44
	3.3										
40	DARKNELL	135.1			5.46						10.35
	3.4										
31 JWX	D FAIRFIELD G	131.7			s 5.40						10.20
	8.4										
25	LATAH	123.3			s 5.24						9.55
	7.2										
BJKOPTWXYZ	DN-R **TEKOA** K	116.1			5.11PM						9.30PM
	(49.3)		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

BLOCK SIGNALS

WESTWARD — MOSCOW BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31	SECOND CLASS 379 Freight Daily Except Sunday	FIRST CLASS 61 Passenger Daily	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	FIRST CLASS 62 Passenger	SECOND CLASS 378 Freight
BKTVWX	9.00PM	6.45PM	D-R **MOSCOW** MO	28.1	A 8.50AM	A 4.15PM
			8.8			
			N. P. CROSSING	19.3		
			0.0			
23 X	9.30	s 7.05	D PULLMAN XN	18.7	s 8.33	3.45
			6.0			
18	9.50	s 7.18	ALBION	12.7	s 8.13	3.20
			3.0			
19	10.00	f 7.25	SHAWNEE	9.7	f 8.05	3.08
			9.7			
BJKMOWXY	A10.50PM	A 7.45PM	DN-R **COLFAX** CA	0.0	7.42AM	2.30PM
			(28.1)		Daily	Daily Except Monday
	(1.50)	(1.00)	.....Thru Time.....		(1.08)	(1.45)
	15.3	28.1	Average speed per hour.....		24.8	16.1

WESTWARD — CONNELL BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31	SECOND CLASS 391 Freight Sunday Wednesday Thursday Saturday	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	SECOND CLASS 392 Freight
BJKOWXY	1.45PM	D-R **LA CROSSE** JA	0.0	A 7.30AM
		14.7		
11 X	2.50	HOOPER	14.7	6.35
		1.0		
32 JPWXY	A 2.55PM	N-R **HOOPER JCT.** HR	15.7	6.30AM
		7.8		
34		D WASHTUCNA FN	23.5	
		13.9		
21 V		D KAHLOTUS HO	37.4	
		15.5		
18 WXY		R **CONNELL** N	52.9	
		(52.9)		Daily
	(1.10)	.....Thru Time.....		(1.00)
	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 379 Freight Daily Except Sunday	SECOND CLASS 355 Freight Monday Wednesday Friday	SECOND CLASS 391 Freight Daily Except Monday	FIRST CLASS 61 Passenger Daily	FIRST CLASS 73 Passenger Daily	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	FIRST CLASS 62 Passenger	FIRST CLASS 74 Passenger	SECOND CLASS 392 Freight	SECOND CLASS 378 Freight	SECOND CLASS 356 Freight
BJKOPT WXYZ			7.00AM			DN-R TEKOA K	116.1			A 3.00PM		
						5.7						
14 JPX			A 7.25AM			R SELTICE	110.4			2.30		
						5.9						
32 W						D FARMINGTON FM	104.5			2.10		
						1.1						
M						N. P. CROSSING	103.4					
						8.0						
						N. P. CROSSING	95.4					
						0.3						
38 VWX						D GARFIELD GR	95.1			1.05		
						5.4						
						ELBERTON	89.7			12.40PM		
						12.3						
32 BJKMOWXY	11.10PM			7.50PM		D-R COLFAX CA	77.4	A 7.37AM		11.50AM	A 1.30PM	
M						0.1						
						G. N. CROSSING	77.3			11.10	1.20	
						2.4						
14 East Spur X 16 West Spur	11.30			7.57		CREST	74.9	7.27		11.00	1.10	
						2.4						
34	11.50PM			f 8.02		MOCKONEMA	72.5	f 7.22		10.50	1.02	
						4.0						
29	12.10AM			f 8.09		DIAMOND	68.5	f 7.16		10.30	12.50	
						10.6						
27	12.50			s 8.29		D ENDICOTT DI	57.9	s 7.00		9.45	12.20	
						5.8						
63 JWXY	1.20		378 12.01PM	s 8.39		D-R WINONA WA	52.1	s 6.52		9.10	391 12.01PM	
						4.1						
46	1.35		12.15	8.45		SUTTON	48.0	6.45		8.50	11.45AM	
						6.5						
26 BJKOWXY	A 2.20AM		A12.45PM	s 8.56		D-R LA CROSSE JA	41.5	s 6.37		8.10AM	11.30AM	
						5.7						
42				f 9.09		JERITA	35.8	f 6.23				
						5.6						
44				f 9.20		HAY	30.2	f 6.15				
						8.1						
42				f 9.38		CANYON	22.1	f 6.00				
						4.6						
60 JPVWXY				s 9.50	9.40PM	DN-R RIPARIA XS	17.5	s 5.52	A 6.10AM			
						0.1						
M						N. P. CROSSING	17.4					
						4.8						
10 JPXY		8.25PM		s10.01	s 9.49	R TUCANNON	12.6	s 5.42	s 5.58			A12.05AM
						0.8						
41 X		8.30		10.03	9.51	PATAHA	11.8	5.37				12.03AM
						8.9						
54 X		8.50		f10.21	f10.08	RIFTON	2.9	f 5.21	f 5.37			11.40PM
						2.9						
BJKOPWXY		A 9.00PM		A10.30PM	A10.15PM	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) 11.3	(0.35) 21.6	(5.45) 12.9	(2.40) 29.0	(0.35) 30.0	.....Thru Time..... ....Average speed per hour.....		(2.22) 32.7	(0.40) 26.3	(6.50) 10.9	(2.00) 18.0	(0.35) 21.6

BLOCK SIGNALS: D-R COLFAX CA — G. N. CROSSING — CREST

VIA PLEASANT VALLEY BRANCH

WESTWARD — POMEROY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 355 Freight Monday Wednesday Friday	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	SECOND CLASS 356 Freight
35 TWX	6.00PM	D-R POMEROY PY	28.9	A 2.15AM
		4.5		
25	6.20	ZUMWALT	24.4	2.00
		8.1		
7	6.50	DODGE	16.3	1.30
		1.8		
18 W	6.57	CHARD	14.5	1.20
		3.2		
8	7.10	JACKSON	11.3	1.05
		3.4		
18	7.25	DELANEY	7.9	12.50
		7.9		
JWXY	A 8.15PM	D STARBUCK SA	0.0	12.20AM
		(28.9)		Monday Wednesday Friday
	(2.15) 12.8	.....Thru Time..... ....Average speed per hour.....		(1.55) 15.1

WESTWARD — TUCANNON BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 356 Freight Monday Wednesday Friday	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	SECOND CLASS 355 Freight
JPXY	12.05AM	R TUCANNON	0.0	A 8.25PM
		3.8		
JWXY	A12.15AM	D STARBUCK SA	3.8	8.15PM
		5.5		
19		RELIEF	9.3	
		(0.3)		Monday Wednesday Friday
	(0.10) 22.8	.....Thru Time..... ....Average speed per hour.....		(0.10) 22.8

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

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

No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.

No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.

No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.

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

WESTWARD PENDLETON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 365 Mixed Daily Except Sunday	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	SECOND CLASS 366 Mixed
27 X		**ALTO**	83.0	
		7.5		
23		MENOKEN	75.5	
		4.2		
26 JWX	11.45AM	**BOLLES**	71.3	A 9.10AM
		4.6		
26 X	11.58AM	D PRESCOTT SY	66.7	8.58
		13.1		
21	12.35PM	VALLEY GROVE	53.6	8.22
		6.4		
		N. P. CROSSING	47.2	
		0.6		
M		W. W. V. RY. CROSSING	46.6	
		0.5		
BJKOPTV WXYZ	A12.55PM	DN-R Z **WALLA WALLA** BU	46.1	8.00AM
		1.9		
M		W. W. V. RY. CROSSING	44.2	
		4.3		
24		SPOFFORD	39.9	
		3.6		
M		W. W. V. RY. CROSSING	36.3	
		0.1		
39 VWX		D CO **MILTON-FREEWATER**	36.2	
		9.5		
50		BLUE MOUNTAIN	26.7	
		3.3		
20		DOWNING	23.4	
		6.2		
20 WX		D ATHENA CN	17.2	
		4.6		
41		ADAMS	12.6	
		2.6		
15		BLAKELEY	10.0	
		10.0		
BJKVWXYZ		DN-R **PENDLETON** FD	0.0	
		(83.0)		Daily Except Sunday
	(1.10) 21.6	.....Thru Time..... ....Average speed per hour.....		(1.10) 21.6

WESTWARD WALLACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 387 Freight Daily	FIRST CLASS 67 Passenger Daily	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	FIRST CLASS 68 Passenger	SECOND CLASS 388 Freight
BJKOPT WXYZ	388 9.15PM	10.02AM	DN-R **TEKOA** K	0.0	A 5.05PM	387 A 9.15PM
			6.9			
25	9.35	f10.14	LOVELL	6.9	f 4.50	8.45
			8.4			
17 VX	10.00	s10.33	D PLUMMER MR	15.3	s 4.32	8.15
			7.5			
22 TWX	10.20	s10.50	CHATCOLET	22.8	f 4.14	7.45
			7.7			
X	10.50	s11.09	HARRISON	30.5	s 3.54	7.20
			3.5			
43	11.05	s11.16	D SPRINGSTON RC	34.0	s 3.45	7.10
			11.3			
20	11.50PM	s11.34	LANE	45.3	s 3.24	6.42
			3.8			
33	12.10AM	s11.40	ROSE LAKE	49.1	s 3.16	6.32
			8.6			
30	12.30	s11.55AM	CATALDO	57.7	f 2.59	6.10
			4.8			
6 Y	12.45	s12.03PM	ENAVILLE	62.5	s 2.53	5.56
			1.6			
18	12.50	f12.07	PINE CREEK	64.1	f 2.49	5.52
			3.1			
JWX		f	**BRADLEY**	67.2	f	
			2.0			
25 BKOX	A 1.30AM	s12.30	D-R DN KELLOGG-WARDNER	69.2	s 2.40	5.40PM
			6.6			
31		s12.43	OSBURN	75.8	f 2.22	
			4.4			
BKTVWXZ		A 1.00PM	D-R **WALLACE** WC	80.2	2.15PM	
			0.2			
M			N. P. CROSSING	80.4		
			0.2			
M			N. P. CROSSING	80.6		
			0.1			
JX			**WALLACE JCT.**	80.7		
			6.2			
5 VWX			D **BURKE** B	80.9		
			(86.9)		Daily	Daily
	(4.15) 18.9	(2.58) 27.0	.....Thru Time..... .Average speed per hour.....		(2.50) 28.3	(3.35) 22.4

WESTWARD DAYTON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 367 Mixed Tuesday and Friday	SECOND CLASS 365 Mixed Daily Except Sunday	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post	SECOND CLASS 366 Mixed	SECOND CLASS 368 Mixed
29 T	12.01PM		**TURNER**	24.8		A11.50AM
			2.1			
25	12.10		WHETSTONE	22.7		11.40
			9.8			
26 VWXY	A12.50PM	11.01AM	D **DAYTON** DA	13.1	A 9.45AM	11.00AM
			0.09			
M			N. P. CROSSING	13.0		
			0.01			
M			N. P. CROSSING	13.0		
			0.1			
JX		A11.03AM	**DAYTON JCT.**	12.9	9.43AM	

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

JX		11.25AM	R **WAITSBURG JCT.**	5.2	A 9.23AM	
			1.7			
28 X		11.31	D WAITSBURG BG	3.5	9.19	
			3.5			
28 JWX		A11.45AM	**BOLLES**	0.0	9.10AM	
			(24.8)		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

SIERRA NEVADA BRANCH

WESTWARD EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 19 October 11, 1953 STATIONS	Mile Post
JWX	**BRADLEY**	0.0
	2.0	
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 S-72.

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

No. 368 arriving at Turner will run as No. 367 Turner to Dayton.

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision			
Yoakum	201.7	10	Both
Pendair	213.5	80 P	Both
Mission	221.2	18 25 P	Both
Cayuse (1)	227.1	48 P	Both
Thorn Hollow	232.1	14 P	Both
North Fork	251.4	16 P	West
Third Subdivision			
Seufert	87.7	13	West
Dillon	93.5	.....	None
Fourth Subdivision			
Quarry Spur	6.5	13	West
Eri	14.2	4	Both
Corbett (1)	20.3	.....	None
Latourell (1)	23.9	.....	None
Multnomah Falls	29.6	..... P	None
Oneonta	31.1	60 P	Both
Warrendale	35.9	.....	None
C. L. Lumber Co.	45.1	7	East
Farley	47.0	102 P	Both
Viento	55.2	.....	None
Chatfield	71.8	20 P	West
Kenton Line			
Champ	9.5	7	Both
Ward	14.2	6	Both
Reynolds	20.0	37 40 P 126	Both West West
Sixth Subdivision			
Sheffler	242.1	4	Both
Matthews	253.3	5	Both
Magallon	258.6	2	Both
Teske	310.6	2	Both
Joseph Branch			
Island City (2)	2.6	12	Both
Conley (2)	5.9	6	Both
Vincent (2)	40.6	2	East
Sevier	56.7	5	West
Pilot Rock Branch			
McBee	2.8	2	East
Lens	11.2	4	East
Grass Valley Branch			
Sandon	15.6	8	Both
Hay Canyon	19.2	12 15	East West
De Moss	23.9	12	Both
Erskine	31.3	9	Both
Bourbon	45.8	8	Both
Grays Harbor Branch			
Raisch	2.6	7	Both
Balch (3)	18.3	18 P	Both
Law	44.7	11	East
Yakima Branch			
Grosscup	28.2	8	Both
Biggam (4)	48.3	10	Both
Flint	83.6	18	Both

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Tekoa-Ayer Branch			
Schreck	31.9	14	Both
Thera (5)	64.8	15	Both
Glenwood	83.5	13	Both
Walters	98.6	10	Both
Tucannon Branch			
Powers	2.7	4	Both
Spokane-Tekoa Branch			
Rahm	125.9	4	Both
Coey	141.7	17	Both
Pleasant Valley Branch			
Juno	20.8	10	Both
Huntley	22.6	2	Both
Warner	45.3	11	Both
Pomeroy Branch			
Houser	19.1	1	Both
Moscow Branch			
Risbeck (5)	4.5	6	Both
Parvin (5)	7.8	8	Both
Armstrong (5)	15.7	3 W{M. P. 16.2}	Both
Whitlow	20.5	1	Both
Holland	21.4	8	Both
Connell Branch			
Pampa	4.6	15	Both
Gordon	8.2	7	Both
McAdam	29.3	3	Both
Wacota	34.1	4	Both
Estes	42.3	7	Both
Sulphur	46.1	9	Both
Curry	51.1	12	Both
Pendleton Branch			
Havana	6.9	11	Both
Weston	20.9	66 X	East
Bado	30.2	13	Both
Barrett	33.1	10	Both
Prunedale	34.2	15	Both
State Line	41.7	10	Both
Langdon	43.6	12	Both
Russell	51.8	11	Both
Hadley	56.5	19	Both
Berryman	59.8	9	Both
Ennis	60.9	10	Both
Robinson	67.6	2	Both
McCall	69.4	2	Both
McKay	78.6	6	Both
Wallace Branch			
Tilma	2.1	1 X	Both
Watt	12.1	18	Both
O'Gara (6)	26.3	.....	None
Black Lake (6)	38.0	.....	None
Dudley (6)	52.0	12	Both
Smelterville (6)	66.3	.....	None
Shont (6)	72.8	3	Both
Polaris	74.6	42	East
Gom	84.1	5 X	Both
Frisco	84.4	7 X	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 "Psgr."—Traiu 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 tbat may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	79	79	50
Motor trains and inspection bus cars.		40	40
When caboose is handled in train consisting of passenger train equipment.		60	
Within yard limits:			
On main line and on branch between Spokane and Manito.	50	40	25
On other branch lines.		30	15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel-electric locomotives in road or helper service:			
Backing up shoving a train. (Speed of train being helped will govern.)	40	40	40
Backing up pulling train.			40
Backing up light.			
Diesel-electric freight and road switch locomotives.	65	65	50
1500 class Diesel-electric road freight locomotives.	50	50	50
Diesel-electric yard switch locomotives in road service.	35	35	35
Steam engines running backward.	20	20	20
3800 class engines.		60	50
3700 and 3900 class engines.		65	50
5000 class engines.		50	50
7000-7800 class engines.		70	50
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

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.			40
Derricks with 4-wheel trucks.			35
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling scale test cars:			
On main line.			30
On branch lines.			25
Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:			
Maximum speed.			20
Through truss bridges.			6
When using cross-overs or turnouts:			
Forward movement.	15	15	15
Back-up movement.	10	10	10
When using No. 14 turn-outs at power operated switches, or at end of double track.	25	20	20
When using all other turn-outs.	15	15	15
On tracks other than main tracks.	15	15	15
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
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
On main line.			25
On branch line.			15
(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Huntington			
Between M.P. 389.8 and 388.8.	20	20	20
Between M.P. 388.8 and 386.3.	35	30	20
Between M.P. 385.2 and 384.3.	30	25	20
Lime			
High line track and connection.			10
Between M.P. 383.9 and 382.6.	60	50	40
Between M.P. 382.6 and 378.1.	40	35	25
Weatherby			
Between M.P. 377.1 and 372.8.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	45
Durkee			
Between M.P. 366.5 and 366.3.	70	60	25
Descending grade, M.P. 365.0 to Durkee.			25
Between M.P. 364.5 and 364.1.	35	30	20
Between M.P. 363.6 and 362.1.	45	35	20
Oxman			
Between M.P. 360.5 and 355.9.	30	25	20
Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20
Pleasant Valley			
Descending grade, between Pleasant Valley and Quartz.	60	50	25
Between M.P. 354.5 and 354.1.	60	50	25
Between M.P. 353.9 and 351.1.	40	35	35
Between M.P. 349.8 and 348.4.	30	25	20
Quartz			
Between M.P. 347.1 and 346.9.	70	60	45
Between M.P. 345.1 and 343.6.	45	35	25
Baker			
Over street crossings within city limits.	15	15	15
Between M.P. 342.6 and 341.2.	20	20	20
North Powder			
Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 311.8 and 307.4.	45	35	25
Between M.P. 307.4 and 302.7.	35	30	20
La Grande			

SECOND SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
La Grande			
Between M.P. 290.1 and 289.8.	20	20	20
Between M.P. 288.8 and 283.4.	30	25	20
Between M.P. 283.3 and 282.1.	45	35	25
Hilgard			
MacArthur type engines between tail of wye and Mt. Emily interchange track.			10
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20
Huron			
Between M.P. 257.2 and 252.2.	35	30	20
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. 250.6 and 249.9.	70	60	45
Between M.P. 249.6 and 249.4.	35	30	20
Between M.P. 248.6 and 248.4.	50	40	25
Between M.P. 248.1 and 247.2.	35	30	20
Between M.P. 246.1 and 245.6.	60	50	40
Between M.P. 244.7 and 244.0.	40	35	25
Between M.P. 243.2 and 242.5.	60	50	40
Between M.P. 242.0 and 241.1.	30	25	20
Between M.P. 240.6 and 240.3.	70	60	45
Between M.P. 240.2 and 240.1.	30	25	20
Between M.P. 240.0 and 238.3.	55	45	35
Between M.P. 237.9 and 236.6.	35	30	20
Between M.P. 233.9 and 232.5.	55	45	35
Between M.P. 231.7 and 227.2.	40	35	25
Between M.P. 226.1 and 226.0.	70	60	45
Minthorn			
Between M.P. 223.8 and 222.8.	35	30	20
Between M.P. 220.5 and 220.1.	55	45	35
Between M.P. 219.0 and 217.7.	60	50	40
Between M.P. 217.6 and 216.3.	40	35	25
Pendleton			
Over Third, Main and Fourth Streets.	12	12	12
Over other street crossings within city limits.	20	20	20
Over Umatilla River bridge, M.P. 214.42.	20	20	20
Rieth			
Between M.P. 210.8 and 208.9.	55	45	35
Barnhart			
Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 206.3 and 205.9.	70	60	45
Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 201.6 and 201.4.	70	60	45
Between M.P. 200.9 and 200.6.	60	50	40
Nolin			
Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 194.5 and 193.4.	45	35	25
Echo			
Over first road crossing east and west of depot.	30	30	30
Between M.P. 191.9 and 187.3.	60	50	40
Hinkle			

THIRD SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40
Castle Between M.P. 154.5 and 149.4.	70	60	45
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35
Willows Between M.P. 147.0 and 146.3.	70	60	45
Between M.P. 144.0 and 143.9.	60	50	40
Between M.P. 141.6 and 140.5.	70	60	45
Arlington Between M.P. 138.0 and 137.8.	35	35	25
Between M.P. 136.2 and 136.1.	70	60	45
Between M.P. 134.8 and 134.7.	70	60	45

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Gilmore Between M.P. 132.8 and 132.7.	70	60	45
Between M.P. 131.0 and 130.4.	60	50	40
Between M.P. 130.0 and 129.2.	70	60	45
Between M.P. 124.8 and 124.0.	70	60	45
Between M.P. 123.8 and 123.7.	55	45	35
Quinton Between M.P. 120.8 and 120.6.	60	50	40
Between M.P. 118.8 and 118.6.	70	60	45
Hook Between M.P. 116.4 and 116.2.	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

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Day Between M.P. 110.2 and 110.0.	70	60	45
Miller Between M.P. 100.1 and 99.1.	55	45	35
Between M.P. 98.1 and 97.9.	70	60	45
Between M.P. 96.9 and 95.9.	55	45	35
Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Dune Between M.P. 88.5 and 87.5.	45	35	25
The Dalles Over street crossings.	12	12	12

FOURTH SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
The Dalles Between M.P. 83.5 and 83.0.	45	35	25
Between M.P. 82.1 and 81.8.	60	50	40
Crates Between M.P. 81.2 and 80.1.	55	45	35
Between M.P. 80.1 and 79.3.	70	60	45
Between M.P. 79.3 and 78.9.	55	45	35
Between M.P. 78.2 and 77.5.	70	60	45
Between M.P. 77.0 and 76.3.	60	50	40
Between M.P. 75.8 and 75.1.	55	45	35
Between M.P. 75.1 and 73.7.	60	50	40
Between M.P. 72.7 and 71.9.	55	45	35
Between M.P. 71.9 and 71.4.	30	25	20
Between M.P. 71.4 and 68.4.	40	35	25
Between M.P. 68.4 and 67.1.	60	50	40
Between M.P. 66.7 and 66.4.	40	35	25
Between M.P. 66.4 and 64.4.	60	50	40
Between M.P. 63.2 and 63.1.	45	35	25
Hood River 2-10-2 class engines using cross-over at freight house.			6
Between M.P. 62.1 and 59.4.	55	45	35

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Meno Between M.P. 58.5 and 56.0.	60	50	40
Between M.P. 56.0 and 54.7.	35	30	20
Between M.P. 54.4 and 53.2.	60	50	40
Between M.P. 52.8 and 52.3.	55	45	35
Between M.P. 52.3 and 50.4.	60	50	40
Between M.P. 49.9 and 49.6.	55	45	35
Between M.P. 49.4 and 48.7.	35	30	20
Between M.P. 48.7 and 43.3.	55	45	35
Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45
Between M.P. 42.4 and 41.4.	35	30	20
Between M.P. 39.9 and 38.2.	60	50	40
Between M.P. 37.3 and 35.5.	55	45	35
Dodson Between M.P. 32.8 and 31.7.	70	60	45
Between M.P. 31.4 and 30.3.	60	50	40
Between M.P. 29.4 and 27.5.	60	50	40
Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40
Between M.P. 24.0 and 23.8.	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

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Fairview Between M.P. 13.5 and 13.2.	55	45	35
Between M.P. 12.0 and 10.9.	50	50	40
Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Graham Between M.P. 2.7 and 1.0.	35	30	20
Bruun			
Kenton Line Between Troutdale and Kenton.	35	35	35
Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between Albina and Portland, over street crossings.	10	10	10
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
Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6

FIFTH SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	70	60	45
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.		10	10
Through interlocking.	30	30	30
Between M.P. 180.7 and 180.9.	35	35	25

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Argo Yard All turn-outs.			10
Seattle Over Spokane Street crossing.	10	10	10

SIXTH SUBDIVISION

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	70	60	45
Hinkle East and West legs of wye.		20	20
Cold Springs Between M.P. 200.7 and 201.0.		50	40
Juniper Between M.P. 209.2 and 211.7.		40	30
Wallula Jct. West leg of wye.		15	15
Wallula Between M.P. 217.2 and 217.4.		45	35
Between M.P. 219.1 and 219.5.		50	40
Humorist Between M.P. 224.2 and 224.5.		50	40
Ash Between M.P. 226.8 and 227.0.		50	40
Between M.P. 228.1 and 229.9.		35	25
Between M.P. 230.8 and 232.3.		45	35
Page Between M.P. 233.0 and 233.4.		50	40
Between M.P. 234.0 and 235.6.		35	25
Between M.P. 236.3 and 238.1.		35	25
Between M.P. 239.0 and 239.8.		50	40

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Simmons Between M.P. 242.5 and 243.5.		40	25
Between M.P. 244.5 and 244.6.		50	40
Between M.P. 246.1 and 246.3.		50	40
Between M.P. 246.9 and 247.0.		45	35
Scott Between M.P. 252.8 and 253.0.		45	35
Between M.P. 256.9 and 257.1.		45	35
Ruxby Between M.P. 260.3 and 260.5.		50	40
Chew Between M.P. 268.2 and 269.3.		30	30
Between M.P. 271.5 and 272.5.		25	15
Between M.P. 272.7 and 273.2.		45	35
Between M.P. 275.1 and 276.9.		40	25
Between M.P. 277.9 and 279.4.		45	35
Park Between M.P. 280.0 and 281.6.		40	25
Between M.P. 281.9 and 282.2.		50	40
Hooper Jct. Between M.P. 286.1 and 286.5.		50	40
Between M.P. 290.6 and 291.1.		50	40
Between M.P. 291.9 and 292.3.		25	25

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Ankeny Between M.P. 294.4 and 294.5.		40	25
Between M.P. 295.4 and 297.0.		50	40
Marengo Between M.P. 308.6 and 309.0.	60	50	40
Cheney Within city limits.	35	35	35
Over street crossings.	15	15	15
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. 364.2 and 364.4.	45	35	25
Between M.P. 364.7 and 364.9.	55	45	35
Between M.P. 365.1 and 366.2.	25	25	15
West Spokane On 16-degree curve west end of yard.	8	8	8
Between M.P. 366.5 and 367.1.	45	35	25
Over Bridge 367.13.	10	10	10
Spokane Through Union Station limits.	15	15	15
Union Station over slip switches.	10	10	10

BRANCHES

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

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Joseph Branch Maximum speed.		30	30
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Between La Grande and M.P. 13.0.		25	25
Between M.P. 25.0 and 55.0.		25	25
Between M.P. 72.0 and Joseph.		25	25
Pilot Rock Branch Maximum speed.		15	15
Umatilla Branch Maximum speed.		40	40
Hinkle Between M.P. 0.0 and 0.1.		15	15
Between M.P. 2.3 and 3.7.		20	20
Hermiston Standard and Union Oil spurs.			6
On house track west of McNaught Warehouse.			6
Over road crossing east end of depot.		15	15
Between M.P. 5.9 and 6.0.		35	35
Between M.P. 9.4 and 11.2.		25	25
Umatilla On wye.		10	10
Irrigon			
Heppner Branch Maximum speed.		25	25
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Condon Branch Maximum speed.		25	25
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
On descending grades between Speece and Mikkalo.		15	15
On descending grades between Barnett and Rock Creek.		15	15

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Grass Valley Branch Maximum speed.		25	25
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Between Kent and M.P. 39.0.		15	15
Between M.P. 33.0 and Thornberry.		20	20
Between Thornberry and Biggs, on descending grades.		10	10
Tono Branch Maximum speed.		15	15
On curves of 6 degrees and over.		10	10
Olympia Branch Maximum speed.		20	20
Olympia Within city limits.		10	10
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Grays Harbor Branch Maximum speed.		30	30
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Cosmopolis Within city limits.		20	15
Handling logs within city limits.			8
Aberdeen Within city limits.		20	20
Over Boone Street crossing.		5	5
Over other street crossings.		10	10
Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	45
Between Villard Jct. and M.P. 70.		50	35
Between M.P. 70 and Yakima.		45	30
With pile driver 0321.			15
On 4-degree curves.		45	35
On 5- and 6-degree curves.		35	25

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Bridge 7.44.		25	15
Kennewick Over street crossings.		8	8
Between M.P. 35.6 and 35.9.		45	35
Benton City Within city limits.		40	30
Between M.P. 37.5 and 38.1.		25	20
Grandview Within city limits.		30	30
Granger Over street crossings.		30	30
Zillah Over street crossings.		25	15
Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
Over N. P. Crossing and between home signals governing crossing.		20	20
Yakima Over Yakima Ave., and Walnut Street.		6	6
Over other street crossings.		10	10
Sunnyside Branch Maximum speed.		45	30
Sunnyside Within city limits.		30	30
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35
Between Manito and Tekoa.		50	30
On 3-degree curves.		50	30
On 4-degree curves.		45	30
On 5- and 6-degree curves.		35	25
On 7- and 8-degree curves.		25	20
On curves of 7 degrees and over with 2-10-2 type engines.		20	20
On 9- and 10-degree curves.		20	20

BRANCHES (Continued)

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Tekoa			
On west leg of wye.		10	10
Between M.P. 117.2 and 117.5.		20	20
Between M.P. 117.8 and 117.9.		45	30
Between M.P. 118.1 and 118.3.		35	25
Between M.P. 118.5 and 119.7.		25	20
Between M.P. 120.2 and 120.4.		35	25
Between M.P. 120.7 and 121.4.		35	25
Between M.P. 121.6 and 121.9.		25	20
Between M.P. 122.1 and 122.5.		35	25
Latah			
Within city limits.		40	30
Between M.P. 123.4 and 124.5.		20	20
Between M.P. 125.1 and 125.7.		35	25
Between M.P. 127.5 and 128.4.		35	25
Between M.P. 129.6 and 130.6.		35	25
Fairfield			
Within city limits.		25	25
Between M.P. 132.6 and 132.8.		45	30
Between M.P. 133.3 and 134.6.		25	20
Darknell			
Between M.P. 135.3 and 136.3.		35	25
Between M.P. 136.6 and 139.2.		20	20
Rockford			
Within city limits.		25	25
Between M.P. 139.4 and 139.7.		45	30
Between M.P. 139.8 and 140.4.		45	30
Between M.P. 141.0 and 141.2.		35	25
Between M.P. 142.6 and 143.2.		25	20
Manito			
Between M.P. 144.4 and 144.6.	60	50	35
Between M.P. 145.5 and 146.0.	55	45	35
Between M.P. 146.2 and 147.2.	60	50	35
Between M.P. 147.3 and 148.8.	45	35	25
Between M.P. 149.1 and 149.2.	60	50	35

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Mica			
Between M.P. 150.5 and 153.9.	35	30	20
Between M.P. 154.5 and 154.3, westward.	60	50	35
Between M.P. 154.3 and 154.5, eastward.	60	50	25
Between M.P. 154.7 and 155.5.	45	35	25
Between Chester and Mica, on descending grade.			25
East Spokane			
Through Interlocking.	15	15	15
Spokane			
Over slip switches at N. P. Crossing.	15	15	10
Over street crossings between N. P. Crossing and city limits.	20	20	20
Between N. P. Crossing and Mission Ave., on line through old yard.		12	12
Through tunnel.	15	15	15
Pleasant Valley Branch			
Maximum speed.		25	25
G. N. Crossing, M.P. 30.7.		20	20
Wallula Branch			
Maximum speed.		35	30
On 5- and 6-degree curves.		35	25
On 7- and 8-degree curves.		25	20
On 9- and 10-degree curves.		20	20
Wallula Jct.			
West leg of wye.		15	15
Zangar Jct.			
Between M.P. 5.1 and 6.4.		25	20
Between M.P. 6.7 and 6.8.		25	20
Between M.P. 7.0 and 7.1.		20	20
Reese			
Between M.P. 7.7 and 8.0.		25	20
Between M.P. 8.2 and 8.4.		35	25
Between M.P. 8.7 and 9.1.		25	20
Between M.P. 9.5 and 9.7.		25	20
Between M.P. 10.0 and 10.1.		35	25
Between M.P. 10.7 and 10.9.		35	25
Between M.P. 11.1 and 11.4.		35	25
Between M.P. 12.1 and 12.3.		20	20
Between M.P. 12.5 and 12.6.		35	25

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Touchet			
Between M.P. 18.5 and 18.6.		35	25
W. W. V. Ry. Crossing, M.P. 28.7.		12	12
College Place			
Within city limits.		30	30
Walla Walla			
Moscow Branch			
Maximum speed.		35	25
On 7- and 8-degree curves.		25	20
On 9- and 10-degree curves.		20	20
Colfax			
Within city limits.		12	12
Between M.P. 1.3 and 3.1.		25	20
Between M.P. 5.6 and 7.5.		25	20
Between M.P. 8.4 and 8.8.		25	20
Shawnee			
Between M.P. 9.9 and 10.0.		25	20
Between M.P. 10.8 and 11.2.		25	20
Between M.P. 12.2 and 12.5.		25	20
Albion			
Between M.P. 13.4 and 13.6.		25	20
Between M.P. 14.3 and 14.9.		20	20
Between M.P. 17.5 and 17.7.		25	20
Between M.P. 17.9 and 18.0.		25	20
Pullman			
Within city limits.		15	15
Over street crossings.		6	6
N. P. Crossing			
Between M.P. 19.9 and 20.0.		25	20
Between M.P. 24.6 and 24.8.		25	20
Between M.P. 25.2 and 25.4.		25	20
Moscow			
Over street crossings.		12	12
Connell Branch			
Maximum speed.			
Between La Crosse and Hooper Jct.		30	30
Between Hooper Jct. and Connell.		20	20
On 5- and 6-degree curves.		25	25
On 7- and 8-degree curves.		20	20
On 9- and 10-degree curves.		20	20

BRANCHES (Continued)

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

BRANCHES (Continued)

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Downing			
Between M.P. 24.0 and 24.5.		20	20
Between M.P. 25.4 and 26.2.		20	20
Blue Mountain			
Between M.P. 29.0 and 29.4.		20	20
Between M.P. 29.8 and 30.1.		20	20
Between M.P. 30.3 and 30.4.		20	20
Between M.P. 31.2 and 31.7.		20	20
Between M.P. 32.2 and 32.4.		20	20
Between M.P. 32.7 and 32.9.		20	20
Milton-Freewater			
Over street crossings.		15	15
W. W. V. Ry. Crossing, M.P. 36.3.		15	15
W. W. V. Ry. Crossing, M.P. 44.2.		20	20
Walla Walla			
Over street crossings.		12	12
Within city limits.		20	20
On west leg of wye.		8	8
Between M.P. 52.7 and 53.4.		20	20
Valley Grove			
Between M.P. 64.8 and 64.9.		20	20
Between M.P. 65.5 and 66.0.		20	20
Between M.P. 66.1 and 66.3.		20	20
Bolles			
Between M.P. 71.7 and 72.5.		20	20
Between M.P. 72.8 and 73.2.		20	20
Between M.P. 74.3 and 76.1.		20	20
Between M.P. 78.4 and 78.5.		20	20
Between M.P. 78.9 and 79.3.		20	20
Between M.P. 79.6 and 79.9.		20	20
Between M.P. 80.8 and 81.2.		20	20
Alto			

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Dayton Branch			
Maximum speed.		25	25
Between Dayton Jct. and Turner.		15	15
On curves of 7 degrees and over.		20	20
Bolles			
Between M.P. 0.4 and 0.6.		20	20
Dayton			
Over street crossings west of Touchet River.		15	15
Over all other street crossings.		10	10
Wallace Branch			
Maximum speed.		50	30
Between Lovell and Chatcolet.		35	20
Between Chatcolet and Harrison.		40	25
On 4-degree curves.		45	25
On 5- and 6-degree curves.		35	25
On 7- and 8-degree curves.		25	20
On 9- and 10-degree curves.		20	20
Tekoa			
On west leg of wye.		10	10
Lovell			
Between M.P. 8.0 and 9.0.		25	20
Between M.P. 9.9 and 10.7.		25	20
Between M.P. 11.1 and 12.1.		25	20
Between M.P. 12.3 and 13.0.		15	15
Between M.P. 14.4 and 14.6.		25	20
Plummer			
Between M.P. 17.9 and 18.2.		25	20
Between M.P. 18.5 and 20.3.		25	20
Between M.P. 20.7 and 21.5.		25	20
Chatcolet			
Bridge 23.45.		15	15
Between M.P. 24.1 and 28.4.		25	20

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Springston			
Between M.P. 34.0 and 34.1.		45	30
Between M.P. 34.5 and 34.7.		45	30
Between M.P. 34.9 and 35.2.		35	25
Between M.P. 38.3 and 38.6.		35	25
Between M.P. 39.6 and 39.8.		45	30
Lane			
Between M.P. 47.8 and 48.3.		45	30
Between M.P. 48.6 and 49.0.		45	30
Rose Lake			
Between M.P. 50.6 and 51.0.		35	25
Dudley			
Between M.P. 53.6 and 54.2.		35	25
Between M.P. 54.5 and 54.9.		35	25
Cataldo			
Between M.P. 58.7 and 59.1.		45	30
Between M.P. 60.0 and 60.2.		20	20
Between M.P. 62.4 and 63.2.		35	25
Between M.P. 63.4 and 64.0.		45	30
Kellogg-Wardner			
Over street crossings.		10	10
Between M.P. 70.1 and 70.3.		35	25
Between M.P. 70.7 and 70.9.		35	25
Between M.P. 71.5 and 71.7.		45	30
Between M.P. 72.4 and 72.6.		35	25
Between M.P. 73.4 and 73.6.		45	30
Osburn			
Between M.P. 77.1 and 77.2.		35	25
Between M.P. 77.4 and 77.7.		35	25
Between M.P. 78.0 and 78.2.		35	25
Between M.P. 78.6 and 78.7.		25	20
Wallace			
Over street crossings.		6	6
Between M.P. 81.4 and 87.3.		20	20
Burke to Wallace, eastward.		10	10
Sierra Nevada Branch			
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:

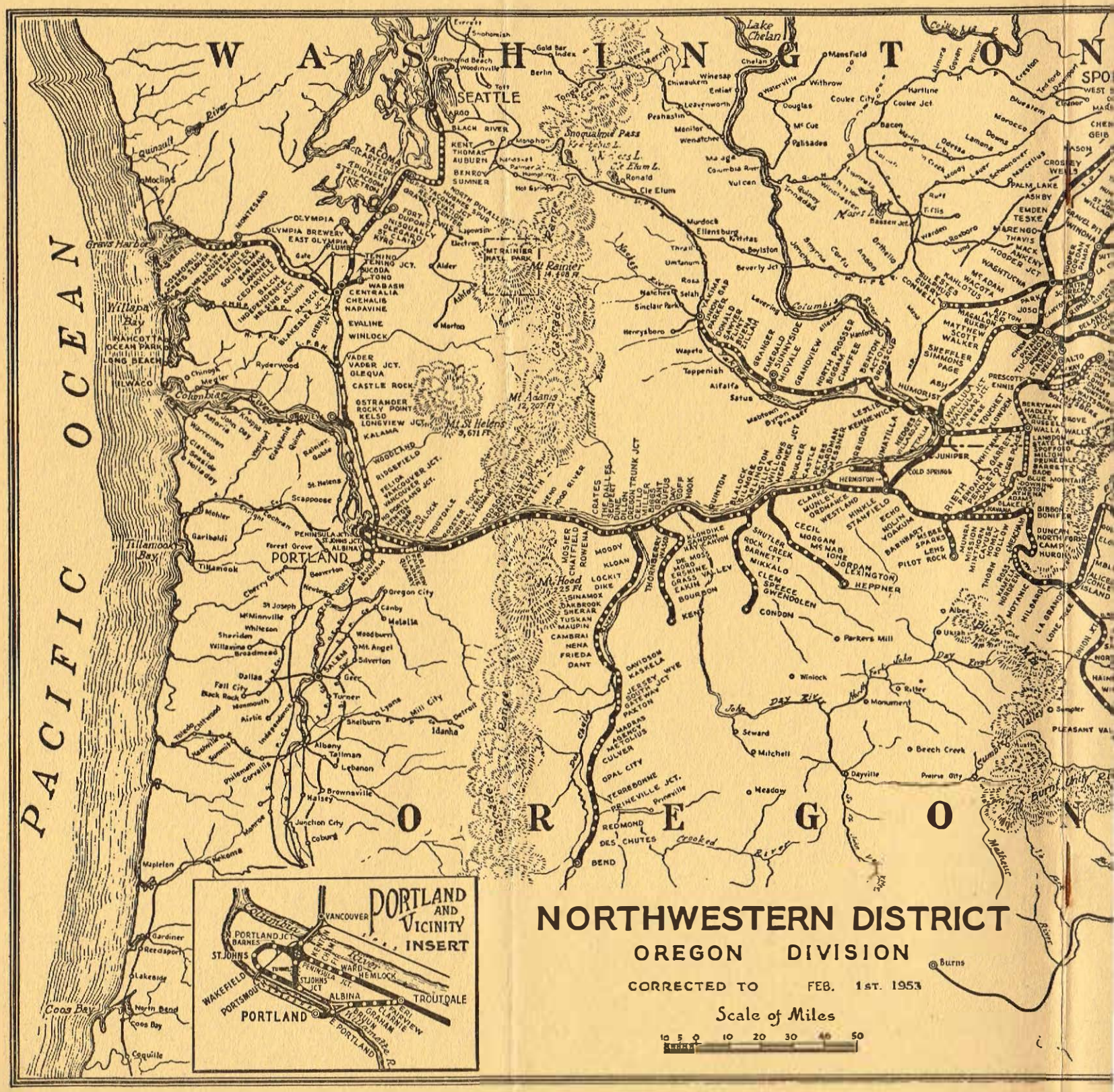
L—leave;
A—arrive;
s—regular stop;
f—flag stop to receive or discharge traffic.

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	Ordnance.....	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

10 5 0 10 20 30 40 50