

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

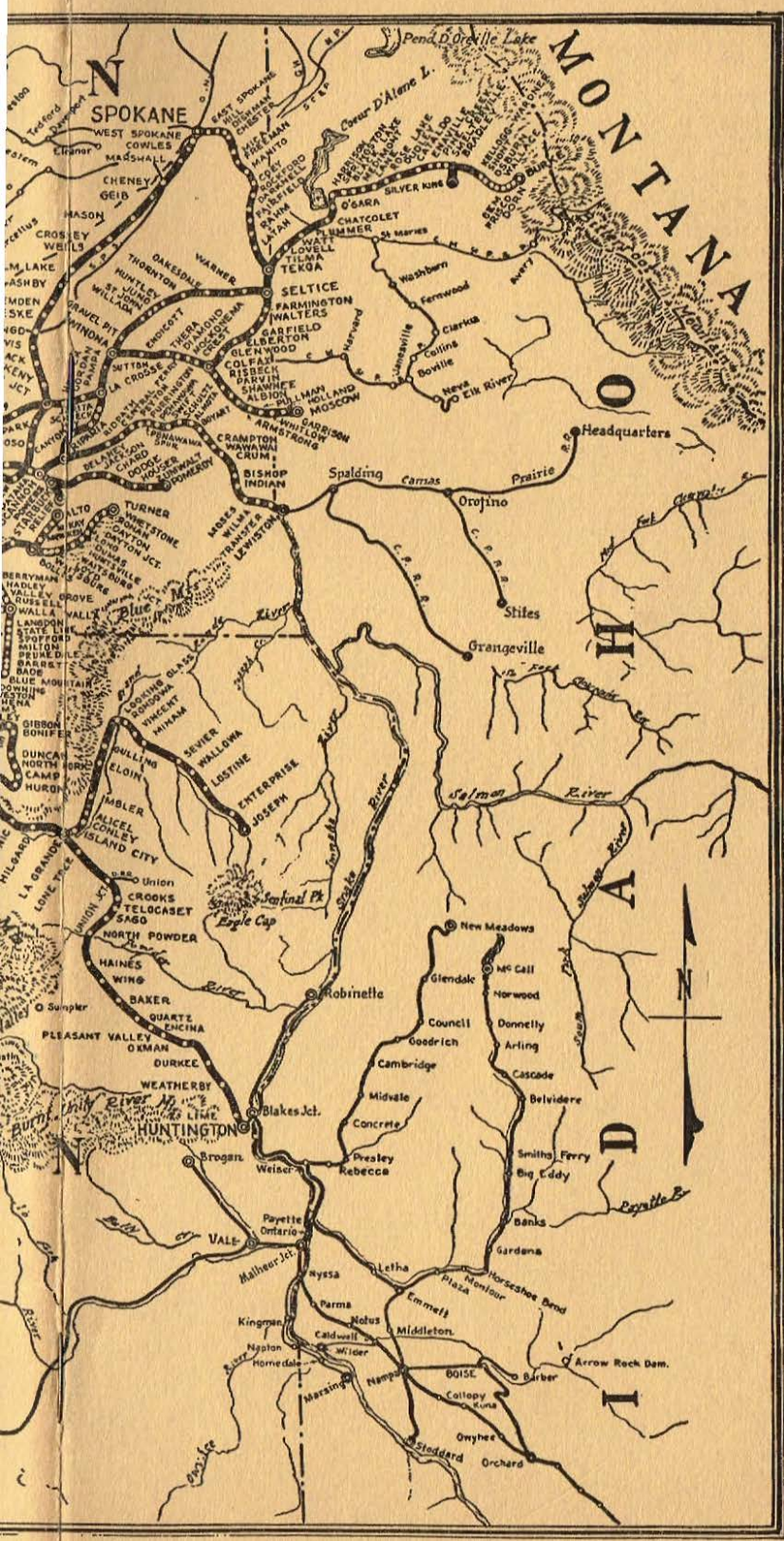


OREGON DIVISION
TIME-TABLE
No. 20

Effective Sunday
November 15, 1953
At 12:01 A.M. Pacific Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY



E. H. BAILEY
General Manager

H. E. SHUMWAY
General Superintendent Transportation

A. McALLISTER
General Superintendent

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

First and Second Subdivisions and Branches

B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

L. L. Rudd, Chief Train Dispatcher Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher Albina, Ore.

Sixth Subdivision and Branches

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

Union Pacific Railroad Employees Hospital Association

Physicians and Surgeons are located as shown below:

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 20 November 15, 1953	STATIONS	FIRST CLASS						
401	19	11	106	457	17	25				12	458	106	26	18	20	402
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express				Passenger	Passenger	Streamliner Passenger	Mail and Express	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily										
		5.25	2.05		4.05		0.0		GRANGER	A 9.15		A 12.42		A 10.30		
		10.20	5.45		9.35	1.15	213.9		POCATELLO	4.00		8.55	A 7.00	5.20		
					10.35					3.10		8.45		4.45		
		2.15	8.25		2.00	5.30	378.8		GLENNS FERRY	11.40		6.10	3.00	1.30		
		3.59	9.40		3.45	7.45	448.4		BOISE	9.55		5.00	12.45	11.50		
		6.35	11.40		6.25	10.40	550.1	M.T.	HUNTINGTON	M.T. 7.10		3.05	6.35	9.25		
		5.45	10.40		5.35	9.50	649.7	P.T.		P.T. 6.00		2.05	5.20	8.15		
		8.25	1.05		8.20	12.35	723.9		LA GRANDE	3.25		11.40	2.35	5.35		
		10.43	3.11		10.50	3.00	841.3		PENDLETON	1.05		9.38	12.05	2.52		
	9.00						837.4		SPOKANE						A 6.30	
	11.27						786.3		AYER						4.05	
	12.30						755.3		WALLULA						2.55	
	1.50	11.35	3.55		12.20	4.00	855.4		HINKLE	12.15		9.00	11.15	2.00	2.20	
	3.50	1.45	5.35		3.00	6.25	939.5		THE DALLES	10.10		7.20	9.00	11.35	12.02	
11.45	A 6.10	A 4.00	A 7.30	8.00	A 5.30	A 9.30	1084.6		PORTLAND	8.05	A 9.15	5.30	6.55	9.30	10.00	A 6.45
5.20				11.05			1122.7		TACOMA		5.52					1.15
A 6.45				A 11.59					SEATTLE		4.45					11.45
										Daily	Daily	Daily	Daily	Daily	Daily	Daily
(7.00) 26.2	(0.10) 40.4	(23.35) 30.8	(18.25) 51.0	(3.50) 46.0	(26.25) 35.6	(21.15) 34.1		 Thru Time.....		(24.10) 38.0	(4.30) 40.7	(18.12) 51.6	(23.05) 31.4	(24.00) 39.1	(8.30) 43.5	(7.00) 26.2
								...Average speed per hour...								

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammmon	Time-Table No. 20 November 15, 1953	STATIONS	FIRST CLASS			
	29	33	31					32	34	30	
	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	
	Daily	Daily	Daily								
	10.10	9.35		0.0			McCAMMON		A 5.40	A 4.45	
	10.45	10.10		22.7			POCATELLO		5.10	4.05	
	11.30	10.40							4.30	3.20	
	12.55	A 12.25	7.00	73.3			IDAHO FALLS	A 2.30	3.00	1.40	
			8.40	124.3			ASHTON	12.55			
			A 10.20	169.9			VICTOR	11.10			
				180.4			WEST YELLOWSTONE				
	A 7.10			235.8			BUTTE			7.30	
								Daily	Daily	Daily	
	(9.00) 31.8	(2.50) 25.9	(3.20) 29.0			 Thru Time.....		(3.20) 29.0	(2.40) 27.5	(9.15) 30.9	
						...Average speed per hour...					

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Sleeping etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 20 November 15, 1953	Mile Post	FIRST CLASS			
	105 Streamliner Passenger	17 Passenger	25 Mail and Express	11 Passenger			26 Mail and Express	18 Passenger	12 Passenger	106 Streamliner Passenger
	Daily	Daily	Daily	Daily						
	STATIONS									
BKOPTWXYZ	10.40PM	5.35PM	9.50AM	5.45AM	DN-R HUNTINGTON HU	389.4	A 5.20AM	A 8.15AM	A 6.00PM	A 2.05AM
100 P					D 4.9 LIME BY	384.5	5.05	8.02	5.47	1.50
100 PW					7.0 WEATHERBY	377.5				
160 PY	11.11	6.08	10.22	6.17	8.6 DURKEE	368.9	4.40	7.37	5.22	1.25
100 P					7.2 OXMAN	361.7				
170 PW	11.34	6.33	10.47	6.42	6.3 PLEASANT VALLEY	355.4	4.13	7.10	4.57	1.01
WB 01 PY					3.5 ENCINA	351.9				
EB 100					4.6 QUARTZ	347.8	3.58	6.55	4.43	12.47
107 P	11.45	6.46	11.00	6.55	5.3 DN BAKER BC	342.0	3.50	6.47	4.36	12.40
WB 100 BKOPW	11.55PM	6.59	11.11	7.05	4.4 WING	337.8	3.37	6.37	4.26	12.30
EB 111 XYZ					5.9 D HAINES KB	331.7	3.32	6.32	4.21	12.25
100 P					9.6 D NORTH POWDER HD	322.1	3.22	6.22	4.11	12.17
106 P	12.07AM	7.11	11.23	7.16	6.6 SAGO	315.5				
100 PW	12.17	7.21	11.34	7.26	2.9 TELOCASET	312.8	3.08	6.08	3.56	12.06AM
107 P					3.7 CROOKS	308.9				
147 PVWY	12.30	7.36	11.49AM	7.40	6.7 D UNION JCT. UN	302.2	2.49	5.49	3.37	11.51PM
105 P					7.3 LONETREE	294.9				
105 PVY		7.54			6.1 DN-R LA GRANDE RA	289.8	2.35AM	5.35AM	3.25PM	11.40PM
105 P	12.52	8.01	12.14PM	8.06	(99.6)		Daily	Daily	Daily	Daily
BJKOPTWXYZ	A 1.00AM	A 8.10PM	A 12.25PM	A 8.15AM						
	(2.20) 42.7	(2.35) 38.6	(2.85) 38.6	(2.30) 39.8	Thru Time.....		(2.45) 36.2	(2.40) 37.4	(2.35) 38.6	(2.25) 41.2
					Average speed per hour.....					

CENTRALIZED TRAFFIC CONTROL

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

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

342
289
53
185
184
344

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	FIRST CLASS				Time-Table No. 20 November 15, 1953	Mile Post	FIRST CLASS							
	17	25	11	105			18	12	106	26				
	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Passenger	Streamliner Passenger	Mail and Express				
	Daily	Daily	Daily	Daily										
STATIONS														
BJKOPTWXYZ	8.20PM	12.35PM	8.25AM	1.05AM	DN-R LA GRANDE	289.8	A 5.25AM	A 3.15PM	A 1.35PM	A 2.25AM				
WB 71 PVWXY EB 72					7.7									
139 P	8.52	1.07	8.56	1.34	HILGARD	282.1	5.08	3.01	11.20	2.07				
P					6.6									
141 PWXY	9.03	f 1.18	9.07	1.44	MOTANIC	275.6								
P					3.6									
WB 105 PW EB 102	9.17	f 1.32	9.20	1.56	NORDEEN	272.1								
136 P					1.0									
120 PW					KAMELA	271.1	4.40	2.35	10.58	1.41				
WB 68 PWY EB 69		f 2.05			2.8									
102 P	10.07	2.18	10.05	2.39	ROSS	268.3								
106 PWY		f 2.23			2.8									
117 P	10.22	2.33	10.19	2.52	MEACHAM	265.5	4.26	2.22	10.47	1.27				
116 P					7.8									
115 P	10.37	2.46	10.33	3.05	HURON	257.7								
09 BJKPV WXYZ	10.50	s 3.00	s 10.43	s 3.11	3.6									
155 JPX					CAMP	254.1								
135 P					DUNCAN	248.5								
135 P					9.0									
135 PW	f 11.25	f 3.30	11.11	3.36	BONIFER	239.5	3.32	1.37	10.07	12.39				
P	f 11.32	f 3.35	11.16	3.40	2.6									
BJKOPWXYZ	A 11.50PM	A 3.50PM	A 11.25AM	A 3.50AM	GIBBON	236.9								
					7.3									
					HOMLY	229.6	3.17	1.24		12.25				
					4.0									
					MINTHORN	224.7								
					5.8									
					MUNRA	218.9								
					3.3									
					DN PENDLETON	215.6	s 2.52	s 1.05	s 9.38	s 12.05AM				
					3.0									
					RIETH	212.0	2.34	12.50	9.29	11.50PM				
					3.7									
					BARNHART	208.3								
					9.4									
					NOLIN	198.9								
					6.3									
					ECHO	192.6	2.11	12.26						
					4.2									
					STANFIELD	188.4								
					4.2									
					DN-R HINKLE	184.2	2.00AM	12.15PM	9.00PM	11.15PM				
					UK									
					(106.6)		Daily	Daily	Daily	Daily				
	(3.30)	(3.15)	(3.00)	(2.45)	 Thru Time.....		(3.25)	(3.00)	(2.35)	(3.10)				
	30.2	32.5	35.2	38.4	 Average speed per hour		39.9	35.2	40.9	33.3				

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

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Siding, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 20 November 15, 1953		
		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			
BKOPWXYZ		9.30PM	12.05 ¹² PM		4.00PM	11.35AM	3.55AM	1.50 ²⁰ AM	12.20AM	DN-R HINKLE UK		
P		9.40	12.30		4.08	11.43	4.03	1.58	12.28	ORDNANCE RN		
136 PW		9.43	12.35		4.11	11.50 ¹²	4.05	2.00	12.30	MUNLEY		
136 P		9.53	12.45		4.17	11.59AM	4.10	2.06	12.36	CLARKE		
130 P		10.03	12.56		4.26	12.05PM	4.15	2.12	12.42	DN BOARDMAN BD		
130 P		10.23 ²⁶	1.09		4.35	12.13	4.22	2.20	12.54 ¹⁸	CASTLE		
19 JP		10.37	1.21		4.42	12.21	4.29	2.27	1.27	N HEPPNER JCT. WI		
143 P		10.39	1.23		4.44 ²⁶⁴	12.23	4.30	2.29	1.29	WILLOWS		
WB 120 BKOPT EB 113 WX		10.55	1.45		4.55	12.34	4.38 ²⁶²	2.40	1.40	DN ARLINGTON MX		
100 P		11.02	1.52		5.05	12.42	4.42	2.46	1.51	GILMORE		
99 P		11.09	1.59		5.11	12.47	4.46	2.51	1.56	BLALOCK		
90 P		11.17	2.10		5.18	12.53	4.52	2.57	2.02	N QUINTON QN		
100 P		11.24	2.17		5.23	12.58	4.56	3.01	2.07	HOOK		
90 P		11.29	2.22		5.27	1.02	4.59	3.04	2.11	GOFF		
104 PW		11.34	2.27		5.31	1.05	5.02	3.07	2.14	DAY		
100 P		11.38	2.31		5.35	1.07	5.04	3.09	2.17	RUFUS		
100 P		11.42	2.35		5.39	1.10	5.07	3.12	2.20	GRANT		
80 JP { M. P. }		11.47	2.40		5.43	1.13	5.10	3.16 ²⁶²	2.24	DN BIGGS BX		
54 P { W 101.7 }		11.53PM	2.45		5.47	1.16	5.13	3.19	2.28	MILLER		
50 P		12.01AM	2.52		5.52	1.20	5.17	3.23	2.32	CELILO		
JPV		12.06	2.56		5.54	1.22	5.19	3.25	2.34	D OREGON TRUNK JCT. VU		
74 P		12.14	3.01		5.59	1.26	5.22	3.30	2.38	DUNE		
BKOPTWXZ		12.40AM	3.20PM		6.15PM	1.40PM	5.35AM	3.45AM	2.55AM	DN-R THE DALLES DK-WH		
										(98.4)		

BLOCK SIGNALS

DOUBLE TRACK

(08.4)

(3.10)
31.1(3.15)
30.9(2.15)
43.7(2.05)
47.2(1.40)
59.0(1.55)
51.3(2.35)
38.1

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

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

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

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

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

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

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

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 20

November 15, 1953

Mile
Post

FIRST CLASS

SECOND CLASS

20
Passenger

12
Passenger

106
Streamliner
Passenger

26
Mail and
Express

18
Passenger

262
Time
Freight

264
Time
Freight

STATIONS

DN-R	HINKLE	UK
	6.5	
	ORDNANCE	RN
	1.9	
	MUNLEY	
	5.8	
	CLARKE	
	6.2	
DN	BOARDMAN	BD
	8.1	
	CASTLE	
	7.5	
N	HEPPNER JCT.	WI
	1.2	
	WILLOWS	
	8.6	
DN	ARLINGTON	MX
	4.5	
	GILMORE	
	4.7	
	BLALOCK	
	8.1	
N	QUINTON	QN
	4.6	
	HOOK	
	3.6	
	COFF	
	3.3	
	DAY	
	2.3	
	RUFUS	
	2.8	
	GRANT	
	2.7	
DN	BIGGS	BX
	3.9	
	MILLER	
	3.7	
	CELLO	
	1.6	
D	OREGON TRUNK JCT.	VO
	3.3	
	DUNN	
	6.1	
DN-R	THE DALLES	DK-WI
	(98.4)	

DOUBLE TRACK

BLOCK SIGNALS

184.2	A 1.50 ¹⁹ AM	A 12.05 ¹⁵¹ PM	A 8.55 ¹⁵¹ PM	A 11.05 ¹⁵¹ PM	A 1.40 ¹⁵¹ AM	A 6.30 ¹⁵¹ AM	A 6.30 ¹⁵¹ PM
177.7	1-37	11.53 ¹¹ AM	8.45	10.45	1.19	6.00	6.05
175.8	1-35	11.50 ¹¹ AM	8.43	10.43	1.17	5.55	6.00
170.0	1-29	11.44	8.38	10.37	1.11	5.45	5.45
163.8	1-23	11.38	8.33	10.31	1.02	5.30	5.30
155.7	1-16 ¹⁷	11.30	8.26	10.23 ²⁵⁷	12.54 ¹⁷	5.15	5.10
148.2	1-09	11.22	8.19	10.15	12.47	4.59	4.55
147.0	1-07	11.20	8.18	10.13	12.45	4.56	4.44 ²⁵
138.5	12.57	11.10	8.10	10.02	12.35	4.38 ¹⁰⁵	4.15
134.0	12.49	11.00	8.06	9.50	12.23	4.11	4.05
129.3	12.45	10.56	8.02	9.46	12.19	4.04	3.55
123.2	12.39	10.50	7.57	9.40	12.13	3.55	3.45
118.6	12.35	10.46	7.53	9.36	12.09	3.48	3.35
115.0	12.32	10.43	7.50	9.32	12.06	3.43	3.30
111.7	12.29	10.39	7.47	9.29	12.03	3.38	3.25
109.4	12.27	10.37	7.45	9.27	12.01 ^{AM}	3.30	3.20
106.6		10.34		9.24	11.58 ^{PM}	3.23	3.15
103.9	12.22	10.31	7.40	9.21	11.55	3.16 ¹⁹	3.10
100.5	12.19	10.27	7.37	9.17	11.52	3.03	3.03
96.8	12.15	10.23	7.33	9.13	11.48	2.55	2.55
95.2	12.13	10.21	7.31	9.11	11.46	2.50	2.50
91.9	12.10	10.18	7.28	9.08	11.43	2.45	2.45
85.8	12.02 ^{AM}	10.10 ^{AM}	7.20 ^{PM}	9.00 ^{PM}	11.35 ^{PM}	2.30 ^{AM}	2.30 ^{PM}
	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(1.48)	(1.65)	(1.35)	(2.05)	(2.05)	(4.00)	(4.00)
Average speed per hour.....	54.7	61.3	62.1	47.2	47.2	24.6	24.6

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

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

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

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

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

WESTWARD

FOURTH SUBDIVISION

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS								Time-Table No. 20 November 15, 1953	
		151 Time Freight	257 Time Freight	25 Mail and Express	458 Passenger	11 Passenger	105 Streamliner Passenger	402 Passenger	19 Passenger	17 Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
BKOPTWXZ		4:00PM	4:10AM	6:25PM		1:45PM	5:35AM		3:50AM	3:00AM	DN-R	THE DALLES DK WH
P		4:15	4:25	6:31		1:51	5:40		3:56	3:06		4.1
136 P		4:25	4:35	6:37		1:57	5:46		4:03	3:12		CRATES 5.2
133 P		4:40	4:50	6:57 ¹⁰⁶		2:08	5:54		4:14	3:23		ROWENA 6.3
WB 72 EB 107 KSPVWX		4:52	5:02	7:15		2:20	6:06		4:27	3:35		MOSIER 7.4
131 P		5:05	5:10	7:21		2:26	6:10		4:33	3:41	DN	HOOD RIVER KI
121 PW		5:25	5:35	7:34		2:40	6:21		4:47	3:55		4.1
139 P		5:38	5:50	7:52 ²⁶		2:50	6:30		4:58	4:05		MENO 8.5
122 PW		5:45	5:57	8:04		2:55	6:35		5:03	4:15		WYETH 7.2
131 P		6:11 ¹⁰⁶	6:04	8:12		3:00	6:40		5:09	4:23		CASCADE LOCKS 4.3
131 PZ		6:27	6:15	8:25		3:10	6:48		5:19	4:33	DN	BONNEVILLE MU
131 P		6:34	6:22	8:34		3:14	6:52		5:24	4:38		4.8
110 LJPW		6:48PM	6:35AM	8:50		3:25	7:00		5:35	4:50		DODSON 7.3
51 P				8:58		3:29	7:03		5:39	4:55	D	BRIDAL VEIL JU
53 P				9:07		3:35	7:09		5:47	5:03		3.9
28 PX				9:13		3:41	7:15		5:53	5:09		ROOSTER ROCK 7.1
17 PX				9:18		3:46	7:19		5:58	5:14	DN	TROUTDALE SN
LJPVXY				9:22	9:06PM	3:50	7:22	6:39AM	6:02	5:18		1.7
BIKPV				9:30 ¹⁸ PM	9:15PM	4:00PM	7:30AM	6:45AM	6:10AM	5:30AM		FAIRVIEW FA
												6.0
												CLARNIE 3.5
												GRAHAM 2.5
												BRUN 1.4
												EAST PORTLAND 0.5
											DN-R	PORTLAND P-VC
												(85.8)
		(2.48) 25.1	(2.25) 20.0	(3.05) 27.3	(0.09) 3.1	(2.15) 38.1	(1.55) 44.8	(0.08) 5.0	(2.20) 36.8	(2.30) 34.3		 Thru Time.....
												 Average speed per hour.....

Time-Table No. 20

November 15, 1953

WESTWARD				KENTON LINE							
Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	SECOND CLASS			FIRST CLASS						Time-Table No. 20 November 15, 1953	
		151 Time Freight	257 Time Freight				458 Passenger	402 Passenger			
		Daily	Daily				Daily	Daily	STATIONS		
157	IJPWX	6:48PM	6:35AM						DN	TROUTDALE	SN
51	P	6:58	6:45							5.0	
100	P	7:08	6:55							HEMLOCK	
73	BKPX	7:20	7:20						D	4.6	FR
	IJVX								DN	4.3	KN
	IJPXY						8:55PM	6:25AM	DN	2.5	
	IJPX	7:40	7:40				8:57	6:27		NORTH PORTLAND JCT.	IKD
	BKOPTWXZ	8:00PM	8:20AM				8:59	6:30	DN	1.4	JN
	MPVXY							6:34		2.6	
							9:06PM	6:39AM	DN-R	ALBINA	B X
										1.1	
										EAST PORTLAND	
										(22.7)	
		(1.12) 17.0	(1.43) 11.7				(0.11) 34.4	(0.14) 27.0		 Thru Time.	
										Average speed per hour	

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

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

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

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

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

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

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

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 20

November 15, 1953

Mile
Post

FIRST CLASS

SECOND CLASS

457
Passenger

12
Passenger

106
Streamliner
Passenger

26
Mail and
Express

18
Passenger

20
Passenger

401
Passenger

264
Time
Freight

262
Time
Freight

STATIONS

DN-R	THE DALLES 4.1	DK WH	DOUBLE TRACK	85.8		A 10:05 AM	A 7:20 PM	A 8:55 PM	A 11:30 PM	A 11:59 PM		A 1:30 PM	A 1:10 AM
	CRATES 5.2			81.7		9:58	7:13	8:45	11:21	11:49		1:00	12:52
	ROWENA 6.3			76.5		9:52	7:07	8:39	11:15	11:43		12:45	12:42
	MOSIER 7.4			70.2		9:42	6:57 ²⁵	8:29	11:06	11:34		12:31	12:27
DN	HOOD RIVER 4.1	KI		62.8		9:33	6:48	8:20	10:57	11:25		12:15	12:15
	MENO 8.5			58.7		9:23	6:42	8:14	10:48	11:16		12:05 PM	12:05 AM
	WYETH 7.2			50.2		9:11	6:31	8:02	10:36	11:04		11:40 AM	11:50 PM
	CASCADE LOCKS 4.3			43.0		9:01	6:22	7:52 ²⁵	10:27	10:55		11:18	11:32
DN	BONNEVILLE 4.8	MU		38.7		8:56	6:16	7:47	10:22	10:50		11:10	11:25
	DODSON 7.3			33.9		8:50	6:11 ¹⁵	7:41	10:16	10:44		11:00	11:18
D	BRIDAL VEIL 3.0	JU		26.6		8:41	6:04	7:32	10:08	10:36		10:50	11:07
	ROOSTER ROCK 7.1			22.7		8:37	6:00	7:28	10:04	10:32		10:40	11:00
DN	TROUTDALE 1.7	SN		15.6		8:29	5:53	7:20	9:57	10:24		10:25 AM	10:45 PM
	FAIRVIEW 6.0	FA		13.9		8:27	5:51	7:17	9:53	10:22			
	CLARNIE 3.6			7.9		8:21	5:45	7:11	9:46	10:16			
	GRAHAM 2.6			4.4		8:16	5:40	7:06	9:41	10:11			
	BRUUN 1.4			1.9		8:12	5:36	7:02	9:37	10:07			
	EAST PORTLAND 0.5			0.5	A	8:04 AM	8:09	5:33	6:59	9:34	A 11:49 PM		
DN-R	PORTLAND	P-VC		0.0		8:00 AM	8:05 AM	5:30 PM	6:55 PM	9:30 ²⁵ PM	10:00 PM	11:45 PM	
	(85.8)					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time

Average speed per hour

(0.04)

7.5

(2.00)

42.9

(1.50)

46.8

(2.00)

42.0

(2.00)

42.0

(1.50)

43.3

(0.04)

7.5

(3.05)

22.8

(2.25)

20.0

KENTON LINE

EASTWARD

Time-Table No. 20

November 16, 1953

Mile
Post

FIRST CLASS

SECOND CLASS

457
Passenger

401
Passenger

264
Time
Freight

262
Time
Freight

STATIONS

DN	TROUTDALE 5.0	SN	22.0								A 10:25 AM	A 10:45 PM
	HEMLOCK 4.0		17.0								10:05	10:20
D	FIR 4.3	FR	12.4								9:50	10:05
DN	KENTON 2.6	KN	8.1								9:35	9:50
DN	NORTH PORTLAND JCT. 1.2	KD	6.8	A	8:16 AM	A 12:01 AM						
	PENINSULA JCT. 1.4		5.6		8:13	11:58 PM						
DN	ST. JOHNS JCT. 2.6	JN	4.2		8:10	11:55					9:15	9:30
DN-R	ALBINA 1.1	B X	1.6		8:07	11:52					9:00 AM	9:15 PM
	EAST PORTLAND 0.5		0.5		8:04 AM	11:49 PM						
	(22.7)				Daily	Daily					Daily	Daily

Thru Time

Average speed per hour

(0.12)

31.6

(0.12)

31.5

(1.25)

14.4

(1.30)

13.6

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

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

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

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

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

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

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

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS								Time-Table No. 20 November 15, 1953			
				401 Passenger	87 CMSt.P&P Passenger	85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger			81 CMSt.P&P Passenger	
				Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
1JPVX				11.45 PM			8.00 AM			BLOCK SIGNALS {	PORTLAND 6.8 DN NORTH PORTLAND JCT. 1.0 VANCOUVER	KD
				12.01 AM			8.10					
				A 12.00 AM			A 8.21 AM					

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

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

										N. P. CROSSING
										1.2
										N. P. CROSSING
										0.1
										N. P. CROSSING
										0.3
IJ				5.25 AM			11.09 AM			DN RESERVATION RN
JI'				A 5.27 AM			A 11.11 AM			DN TACOMA JCT. JN
										BLOCK SIGNALS {
										DN-R BLACK RIVER BI
										0.0
										C. M. St. P. & P. & P. C. CROSSING
										6.3
										DN-R ARGO G
										3.1
										DN-R SEATTLE OW
										(183.2)

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			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
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) (3.89) (0.17) (0.25) Thru Time
26.2 8.9 15.6 46.0 10.0 7.4 Average speed per hour.....

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

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

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

WESTWARD

THROUGH FREIGHT SERVICE.
FOR INFORMATION ONLY.

EASTWARD

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

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 20

November 15, 1953

Time-Table No. 20 November 15, 1953		Mile Post	FIRST CLASS								
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger	402 Passenger			
STATIONS											
BLOCK SIGNALS	{ PORTLAND 6.8 DN NORTH PORTLAND JCT. 1.9 VANCOUVER	KD	0.0				A 9.15 PM		A 6.45 AM		
			6.8				8.55		6.25		
			8.7				8.51 PM		6.20 AM		

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

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

BLOCK SIGNALS	N. P. CROSSING	145.2							
	N. P. CROSSING	146.4							
	N. P. CROSSING	146.5							
	DN RESERVATION	146.8				A 5.37 PM		A 12.45 AM	
	DN TACOMA JCT.	147.5				5.35 PM		12.43 AM	

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

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

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

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

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS					Time-Table No. 20 November 15, 1953
	391	151	361	363	346		63	99	19	97	
	Freight	Freight	Freight	Freight	Mixed		Passenger	CMS:P&P Passenger	Passenger	CMS:P&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily		Daily	Daily	Daily	Daily	
BKPVX								10.25 ^{PM}	9.00 ^{PM}	1.05 ^{AM}	DN-R SPOKANE ^{DS} AU } DOUBLE TRACK 1.7 WEST SPOKANE 3.6 COWLES 4.2 MARSHALL 7.3 CHENEY 5.2 GEIB 5.0 MASON 7.4 CROSKY 4.0 WELLS 6.6 PALM LAKE 5.2 ASHBY 4.2 EMDEN 6.7 DN-R MARENGO RA 4.8 THAVIS 4.4 MACK 4.2 ANKENY 7.9 N-R HOOPER JCT. HR 5.6 PARK 6.2 JOSO 5.8 CHEW 3.9 DN-R AYER JD 6.2 RUXBY 7.7 SCOTT 6.1 WALKER 2.8 SIMMONS 7.6 N PAGE MS 7.5 ASH 6.0 HUMORIST 7.2 DN-R WALLULA JN 1.7 WALLULA JCT. 10.3 JUNIPER 9.8 COLD SPRINGS 9.2 DN-R HINKLE UK (186.0)
BKOPTWXZ		12.45 ^{AM}						10.35 ⁰⁸	9.04	1.11	
48 P		12.55						10.41	9.08	1.18	
53 P		1.05						10.49	9.13	1.25	
103 PWX		1.20						11.00 ⁰⁸	9.22	1.36	BLOCK SIGNALS BLOCK SIGNALS C.T.C.
51 P		1.28						11.10	9.28	1.44	
52 P		1.36						11.16	9.35	1.50	
53 PW		1.46						11.25	9.43	1.59	
109 P		2.05 ⁰⁷						11.31	9.49 ⁰⁸	2.05 ¹⁵¹	
52 P		2.20						11.38	9.56	2.12	BLOCK SIGNALS BLOCK SIGNALS C.T.C.
44 P		2.30						11.44	10.02	2.18	
52 P		2.40						11.50	10.07	2.24	
75 JOPVWXY		3.00						11.59 ^{PM}	10.15	2.35 ^{AM}	
53 P		3.10							10.21		BLOCK SIGNALS BLOCK SIGNALS C.T.C.
63 P		3.17							10.26		
51 P		3.25							10.31		
38 JPWY	3.00 ^{PM}	3.40							10.42		
53 P	3.15	3.50							10.49		BLOCK SIGNALS BLOCK SIGNALS C.T.C.
51 P	3.30	4.19 ²⁰							10.58		
73 P	3.45	4.35							11.07		
BJKOPWXY	A 4.00 ^{PM}	5.00 ³⁹² 6.00							11.27		
96 P		6.15							11.35		BLOCK SIGNALS BLOCK SIGNALS C.T.C.
96 P		6.30							11.44		
46 P		6.40							11.51		
96 P		6.46							11.55 ^{PM}		
96 PW		7.05							12.06 ^{AM}		BLOCK SIGNALS BLOCK SIGNALS C.T.C.
95 P		7.20							12.15		
94 P		7.30							12.21		
157 JKPVWXY		8.50	7.25 ^{AM}	4.30 ^{AM}	4.20 ^{AM}		11.45 ^{PM}		12.30		
JPVXY		9.00	7.30	4.40	A 4.25 ^{AM}		11.50 ^{PM}		12.33		BLOCK SIGNALS BLOCK SIGNALS C.T.C.
157 P		9.40 ²⁹⁸	7.47	5.00			12.05 ^{AM}		12.46		
159 P		10.00	8.05	5.20			12.18		12.56		
BJKOPWXYZ		A 10.30 ^{AM}	A 8.30 ^{AM}	A 5.40 ^{AM}			A 12.40 ^{AM}		A 1.15 ^{AM}		
	(1.00) 21.5	(9.45) 18.0	(1.05) 28.6	(1.10) 26.6	(0.05) 20.4		(0.55) 33.8	(1.34) 39.0	(4.15) 43.1	(1.30) 40.7	 Thru Time..... Average speed per hour.....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.

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

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 20

November 15, 1953

FIRST CLASS

SECOND CLASS

Time-Table No. 20 November 15, 1963			Mile Post	FIRST CLASS				SECOND CLASS				
STATIONS				20 Passenger	64 Passenger	96 CMS&P Passenger	98 CMS&P Streamliner Passenger	362 Freight	392 Freight	298 Freight	364 Freight	345 Mixed
BLOCK SIGNALS	DN-R	SPOKANE AU 1.7	367.3	A 6.30AM		A 7.15AM	A 10.45PM					
		WEST SPOKANE 3.6	365.6	6.23		7.06	10.35 ⁹⁹			A 6.30PM		
		COWLES 4.2	362.0	6.17		6.59	10.29			6.05		
		MARSHALL 7.3	357.8	6.11		6.54	10.24			5.55		
	N	CHENEY CY 5.2	350.5	B 6.02		S 6.45	10.15			5.40		
		GRIB 5.0	345.3	5.55		6.34	10.08			5.30		
		MASON 7.4	340.3	5.48		6.28	10.02			5.20		
		CROSKEY 4.0	332.9	5.39		6.20	9.54			5.05		
		WELLS 6.6	328.9	5.34		6.15	9.49 ¹⁹			4.57		
		PALM LAKE 5.2	322.3	5.26		6.05	9.35			4.45		
		ASHBY 4.2	317.1	5.19		5.58	9.29			4.35		
		EMDEN 6.7	312.9	5.14		5.51	9.23			4.20		
	DN-R	MARENGO RA 4.8	306.2	B 5.05		5.41AM	9.15PM			4.00		
		THAVIS 4.4	301.4	4.55						3.29		
		MACK 4.2	297.0	4.50						3.22		
		ANKENY 7.9	292.8	4.44						3.15		
	N-R	HOOPER JCT. HR 5.6	284.9	4.35					A 6.00AM	3.00 ³⁹¹		
		PARK 6.2	279.3	4.28					5.40	2.45		
		JOSO 5.8	273.1	4.19 ¹⁵¹					5.25	2.33		
		CHEW 3.9	267.3	4.10					5.10	2.15		
BLOCK SIGNALS C.T.C.	DN-R	AYER JD 6.2	263.4	S 4.05				5.00AM ¹⁵¹	2.00			
		RUXBY 7.7	257.2	3.51					12.50			
		SCOTT 6.1	249.5	3.42					12.36			
		WALKER 2.8	243.4	3.34					12.26			
		SIMMONS 7.6	240.6	3.31					12.20PM			
	N	PAGE MS 7.5	233.0	3.21					11.59AM			
		ASH 6.0	225.5	3.12					11.40			
		HUMORIST 7.2	219.5	3.05					11.27			
	DN-R	WALLULA JN 1.7	215.2	S 2.55	A 3.40AM			A 2.45AM	11.15	A 7.05PM	A 1.15PM	
		WALLULA JCT. 10.3	213.5	2.51	3.35			2.40	10.00	7.00	11.05PM	
		JUNIPER 9.8	203.2	2.40	3.22			2.22	9.40 ¹⁵¹	6.40		
		COLD SPRINGS 9.2	193.4	2.30	3.10			2.05	9.20	6.20		
DN-R	HINKLE UK	184.2	2.20AM	2.55AM			1.45AM	9.00AM	6.00PM			
(180.0)			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	
..... Thru Time			(4.10)	(0.45)	(1.34)	(1.30)	(1.00)	(1.00)	(9.20)	(1.05)	(0.10)	
..... Average speed per hour			44.0	41.3	39.0	40.7	31.0	21.5	19.4	28.6	10.2	

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

No. 345 arriving Zangar Jct. on Wallula Branch will run as No. 345 on Sixth Subdivision Wallula Jct. to Wallula.

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20		Mile Post	SECOND CLASS
	305 Mixed	November 15, 1953			304 Mixed
	Daily Except Sunday	STATIONS			
28 WXY	12.10PM	D-R	JOSEPH J	83.8	A 11.15AM
22 X	12.40	D	ENTERPRISE RS	78.0	11.00
39	1.10		LOSTINE	67.8	10.07
27 WXY	1.45	D	WALLOWA WO	60.0	9.50
12 W { M.P. 49.0 }	2.20		MINAM	47.1	9.07
40 W { M.P. 32.6 }	2.50		LOOKING GLASS	33.8	8.37
32	3.20		GULLING	25.1	8.15
35 WXY	3.40	D	ELGIN GN	20.9	8.05
18	4.05	D	IMBLER BR	12.3	7.32
20	4.25		ALICEL	8.4	7.22
BJKOPT WXYZ	5.00PM	DN-R	LA GRANDE RA	0.0	7.00AM
			(83.8)		Daily Except Sunday
	(4.50) 17.3	 Thru Time.....			(4.15) 10.7
		 Average speed per hour.....			

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 20			
		November 15, 1953		Mile Post	
		STATIONS			
155 JPX			RIETH 6.7	0.0	
22			SPARKS 8.2	6.7	
18 WX		D	PILOT ROCK	RO	14.9
			(14.9)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 20		Mile Post	
		November 15, 1953			
		STATIONS			
BJKOP WXYZ		DN-R	HINKLE	UK	0.0
55 P		D	HERMISTON	MN	3.9
PWXY		D	UMATILLA	CS	10.1
63 P			IRRIGON		17.9
			(17.9)		

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

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

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

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20		Mile Post	SECOND CLASS
	327 Freight	November 15, 1953			328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS			
20 PVWXY	10.15AM	D-R	CONDON CD	44.5	A 9.00AM
22	10.40		GWENDOLEN	36.3	8.25
27	11.00		SPEECE	32.3	8.10
26	11.10		CLEM	28.6	7.50
20 PW	11.30		MIKKALO	24.4	7.30
27	11.50AM		BARNETT	19.7	7.10
11 PW	12.10PM		ROCK CREEK	16.0	6.55
29	12.30		SHUTLER	7.3	6.25
WB 126 BJKO EB 113 PTWX	A 1.15PM	DN-R	ARLINGTON MX	0.0	6.00AM
			(44.5)		Tuesday Thursday Saturday Sunday
	(3.00) 14.8	Thru Time.....			(3.00) 14.8
		Average speed per hour.....			

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 20		Mile Post	
		November 15, 1953			
		STATIONS			
14	Y		KENT	52.5	
10			10.0 EAKIN	42.5	
28	PW	D	4.0 GRASS VALLEY VY	38.5	
34		D	11.5 MORO MR	27.0	
16			12.3 KLONDIKE	14.2	
32	PW	D	4.5 WASCO WA	9.7	
6			4.5 THORNBERRY	5.2	
40	JPX	DN-R	5.2 BIGGS BX	0.0	
			(52.5)		

WESTWARD BEND BRANCH EASTWARD

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

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

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

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

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 20 November 15, 1953		Mile Post
	STATIONS		
39 PWX	R	TONO 5.8	8.0
27 JX		WABASH 2.2	2.2

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 20 November 15, 1953			Mile Post	
	STATIONS				
JPVXY	R	EAST OLYMPIA 7.3	O.O		
		N. P. CROSSING 0.1	7.3		
BKPV WXYZ	D-R	OLYMPIA (7.4)	OA 7.4		

WESTWARD GRAYS HARBOR BRANCH EASTWARD

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

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

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	8.10PM	BLAKESLEE JUNCTION	2.4	A10.05PM
M		N. P. CROSSING	2.4	
M		C. M. St. P. & P. CROSSING	2.4	
23 P	f 8.20	GALVIN	5.0	f 9.55
43 JPVX	f 8.40 2.30AM	HELSING JUNCTION	12.2	A 8.10PM f 9.35
48 PWX	s 8.45 2.35	N-R INDEPENDENCE ND	13.7	7.52 s 9.30
52 P	f 9.05 3.00	CEDARVILLE	22.2	7.30 f 9.05
51 P	f 9.20 3.10	LANKNER	26.3	7.20 f 8.50
44 P	f 9.35 3.25	SAGINAW	30.8	7.10 f 8.35
5 PW	f 9.40 3.30	SOUTH ELMA	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	42.4	
PVX		D MONTESANO MO	43.9	
53 PXY	f10.25 4.00	SOUTH MONTESANO	42.4	6.30 f 8.05
27 P	f10.30 4.05	MELBOURNE	48.8	6.00 f 7.45
32 PV	f10.40 4.20	PREACHER'S SLOUGH	46.7	5.50 f 7.35
83 JPYX	f10.55 4.35	COSMOPOLIS	51.2	5.35 f 7.20
M		N. P. CROSSING	53.8	
82 BKPXZ	A11.25PM A 5.05AM	DN-R ABERDEEN SA	58.9	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	5.00 PM	6.20 PM
				(57.5)			Daily Except Sunday	Daily Except Sunday
	(3.55) 14.7	(3.05) 14.7					(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
SECOND CLASS
FIRST CLASS
Time-Table No. 20
November 15, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS		STATIONS
		907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Freight	63 Passenger	347 N. P. Passenger	
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	
BKOPTVWXYZ						9.30PM		8.00PM	DN-R YAKIMA NY
30 X						9.40		8.06	3.4 UNION GAP
MP									3.3 N. P. CROSSING
30 P						9.50		8.12	0.6 PARKER
M									1.4 N. P. CROSSING
32 P						10.00	f 8.19		2.8 DONALD
18 PV						10.05	f 8.24		2.3 SAWYER
40 PV						10.15	s 8.29		2.9 BUENA BA
74 PVX						10.25	s 8.36		3.1 ZILIAH AH
53 P						10.48	f 8.44		0.2 GRANGER
52						11.05	f 8.53		3.6 EMERALD
36 JPYX						11.30 ³⁰⁴	9.25		R MIDVALE
51 PVWX						12.01AM	s 9.37		N GRANDVIEW GW
44 P						12.25	f 9.49		6.0 NORTH PROSSER
63						12.50	f 10.01 ³⁰⁴		7.8 CHAFFEE
42 PWX						1.20	s 10.12		D BENTON CITY BC
53						1.40	10.22		6.2 ACTON
61 JPYX			7.40AM	6.20AM		2.10	10.40		R RICHLAND JCT.
65 BKPVWX			A 8.00AM	6.50		2.50	s 11.00		8.8 KENNEWICK KN
12 P				7.00		3.10	f 11.10		4.5 HEDGES
70 JPV		6.25PM		7.10	6.35AM	3.20	f 11.15	5.25AM	2.3 VILLARD JCT.
70 JPWX		A 6.45PM						A 5.37AM	6.4 ATTALIA
167 JKPVWX				A 7.25AM	A 6.50AM	A 3.35AM	A 11.30PM		0.6 WALLULA JN
									(98.6)
		(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(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
FIRST CLASS
Time-Table No. 20
November 15, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		STATIONS
		63 Passenger	
		Daily	
35 JPYX		9.00PM	R MIDVALE
PVX		A 9.10PM	D-R 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. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.

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

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

YAKIMA BRANCH											EASTWARD		
Time-Table No. 20 November 15, 1953			Mile Post	FIRST CLASS			SECOND CLASS						
				64 Passenger	348 N. P. Passenger		908 N. P. Freight	362 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 N. P. CROSSING		89.4										
	2.6 DONALD		86.8	f 6.33							1.30		
	2.3 SAWYER		84.5	f 6.26							1.20		
	2.9 BUENA	BA	81.6	s 6.19							1.10		
D-R	3.1 ZILLAH	AH	78.5	s 6.11							12.55		
	5.1 GRANGER		73.4	f 6.00							12.25		
	6.2 EMERALD		67.2	f 5.51							12.05AM		
	3.6												
R	MIDVALE		63.6	5.44							11.30 ³⁶³ PM		
N	5.0 GRANDVIEW	GW	57.7	s 5.35							10.37		
	6.0 NORTH PROSSER		50.8	f 5.19							10.20		
	7.8												
	CHAFEE		43.0	f 5.07							10.01 ⁶³		
D	6.5 BENTON CITY	BC	36.5	s 4.57							9.15		
	5.2 ACTON		31.3	4.47							9.05		
R	12.3 RICHLAND JCT.		19.0	4.30							8.35		
DN	5.8 KENNEWICK	KN	13.2	s 4.20			A 5.20AM	A 5.30AM			8.18		
	4.6 HEDGES		8.7	f 4.05			5.00	5.10AM			8.08		
	2.3 VILLARD JCT.		7.0	f 4.00	A 10.50PM		4.25				8.00		
	6.4 ATTALIA		0.6		10.38PM		4.15			A 1.50PM			
DN-R	0.6 WALLULA	JN	0.0	3.50AM									
	(08.6)			Daily	Daily		4.00AM			1.30PM	7.45PM		
				Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
Thru Time.....				(3.10)	(0.12)		(0.20)	(1.20)	(0.20)	(0.30)	(6.30)		
Average speed per hour.....				30.9	32.0		19.2	14.7	17.4	21.0	15.2		

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

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

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

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

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

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

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

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 20	
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight		95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	69 Spokane Internat'l Passenger	November 15, 1953
	Daily	Daily	Daily Except Saturday		Daily	Daily	Daily	Daily	STATIONS
BKPVX	9.30PM	5.00PM	7.00AM		10.55PM	8.15AM	7.45AM	1.00AM	DN-R SPOKANE 1.9 DS AU
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 ⁰²	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	8.30	8.00		DN DISHMAN 3.2 SP
35	10.20	5.45			11.15 ³⁸²	8.34	8.05		CHESTER 6.0
40	10.50 ³⁸²	6.16 ⁶⁸			11.27 ³⁸⁸	8.45	8.17		D MICA 2.8 MA
38	11.10 ³⁸⁸ 11.31PM	6.35			11.31 ³⁸¹	8.50	8.21		FREEMAN 3.3
JVX	A 12.01AM	6.50			A 1.36PM	8.56	A 8.26AM		DN-R MANITO 5.2 MU
23		7.10				9.03			D ROCKFORD 3.3 RD
40		7.20				9.10			DARKNELL 3.4
31 JWX		7.40				9.16			D FAIRFIELD 8.4 G
25		8.10				9.31			LATAH 7.2
BJKOPTWXYZ		A 8.45PM			A 9.52AM				DN-R TEKOA 7.2 K
									(49.3)
	(2.31) 8.7	(3.45) 13.1	(0.20) 19.6		(0.41) 31.9	(1.37) 30.5	(0.41) 31.0	(0.05) 22.8	Thru Time..... Average speed per hour.....

BLOCK SIGNALS

DOUBLE
TRACK

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20		Mile Post
	391 Freight	November 15, 1953		
	Daily Except Monday	STATIONS		
14 JPK	7.25AM	SELTICE	48.0	
		8.2 G. N. CROSSING	39.8	
		0.03 N. P. CROSSING	39.7	
34 VWX	8.20	D OAKESDALE ON	39.1	
44	8.50	7.9 THORNTON	31.2	
M		0.5 G. N. CROSSING	30.7	
28 WX	9.40	D 12.4 ST. JOHN SJ	18.3	
27	10.10	6.8 WILLADA	11.6	
53	10.40	7.1 GRAVEL PIT	4.4	
63 JWXY	A 11.45AM	D-R 4.4 WINONA WA	0.0	
		(48.0)		

WESTWARD WALLULA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20		Mile Post	SECOND CLASS
	345 Mixed	November 15, 1953			346 Mixed
	Daily	STATIONS			
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA 2.0 COLLEGE PLACE	30.9	A 6.45AM
5 X			0.2 W. W. V. R.Y. CROSSING	28.9	
M			0.1 GARRETT	28.7	
17 X	9.51		4.6 WHITMAN	28.6	f 5.40
10	10.05		4.7 LOWDEN	24.0	f 5.25
12	10.18		4.3 TOUCHET	19.3	f 5.12
29 PX	10.30	D	7.5 REESE	15.0	s 5.01
11	10.50		3.3 ZANGAR JCT.	7.5	f 4.43
JPV	10.57PM			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		3.8 WALLULA JCT.	0.0	4.25 AM
			(30.5)		Daily

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

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

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

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

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

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

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

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A) Page 31.	Time-Table No. 20 November 15, 1953			Mile Post	FIRST CLASS						SECOND CLASS		
					94	70	68	92				384	382	388
	CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger		CMStP&P Passenger				CMStP&P Freight	CMStP&P Freight	Freight		
STATIONS													
BKPVX	BLOCK SIGNALS	DN-R SPOKANE 1.9	DN AU	165.4	A 12.55 AM	A 1.50 PM	A 6.50 PM	A 10.00 PM			A 4.00 PM	A 12.10 AM	A 12.30 AM
IJPX		DN N. P. CROSSING CG 0.9		163.5	12.45	1.43 PM	6.41	9.52			3.45	11.59 PM	12.20
83 X		EAST SPOKANE 1.4		162.6	12.43		6.39	9.50 ³⁸¹			3.42	11.45	12.10
51 X		ILLI 2.3		161.2	12.40		6.36	9.47			3.37	11.35	12.05 AM
59 JKVX		DN DISHAMAN 3.2	SP	158.9	12.36		6.33	9.43			3.30 PM	11.25	11.55 PM
35		CHESTER 0.0		155.7	12.31		6.28	9.38				11.15 ¹⁵	11.47
49		D MICA 2.8	MA	149.7	12.20		6.16 ³⁸⁷	9.27				10.50 ³⁸¹	11.27 ⁹⁵
38		FREEMAN 3.3		146.9	12.15		6.10	9.22				10.42	11.10 ³⁸¹
JVX		DN-R MANITO 5.2	MU	143.6	12.10 AM		6.04	9.17 PM				10.35 PM	11.01
23		D ROCKFORD 3.3	RD	138.4			5.53						10.44
40		DARKNELL 3.4		135.1			5.46						10.35
81 JWX		D FAIRFIELD 8.4	G	181.7			5.40						10.20
25		LATAH 7.2		123.3			5.24						9.55
BJKOPTWXYZ	DN-R TEKOA (49.3)	K	116.1			5.11 PM						9.30 PM	
					Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily	
Thru Time.....				(0.45)	(0.07)	(1.39)	(0.43)		(0.30)	(1.35)	(3.00)		
Average speed per hour.....				29.0	16.3	29.9	30.4		13.0	13.8	16.4		

WESTWARD

MOSCOW BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 20 November 15, 1953		Mile Post	FIRST CLASS	SECOND CLASS
	379	61				62	378
	Freight	Passenger	Passenger	Freight			
	Daily Except Sunday	Daily	STATIONS				
BKTVWX	9.00PM	6.45PM	D-R	MOSCOW MO	28.1	A 8.50AM	A 4.15PM
1	9.17	7.01		WHITLOW	20.5	8.36	3.50
				N. P. CROSSING	19.3		
23 X	9.30	7.05	D	PULLMAN XN	18.7	8.33	3.45
18	9.50	7.18		ALBION	12.7	8.13	3.20
19	10.00	7.25		SHAWNEE	9.7	8.05	3.08
BJKMOWXY	A 10.50PM	A 7.45PM	DN-R	COLFAX CA	0.0	7.42AM	2.30PM
				(28.1)		Daily	Daily Except Monday
	(1.50) 15.3	(1.00) 28.1	Thru Time.....			(1.08) 24.8	(1.45) 16.1
			Average speed per hour				

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 20 November 15, 1953		Mile Post	SECOND CLASS
	391				392
	Freight	Freight			
	Sunday Wednesday Thursday Saturday				
	STATIONS				
BJKOWXY	1.45 PM	D-R	LA CROSSE JA	0.0	A 7.00 AM
11 X	2.50		HOOPER	14.7	6.05
32 JPWXY	A 2.55 PM	N-R	HOOPER JCT. HR	15.7	6.00 AM
34		D	WASHTUCNA FN	23.5	
21 V		D	KAHLOTUS HO	37.4	
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			FIRST CLASS		Time-Table No. 20 November 15, 1953	Mile Post	FIRST CLASS		SECOND CLASS							
	379 Freight	355 Freight	391 Freight	61 Passenger	73 Passenger			62 Passenger	74 Passenger	392 Freight	378 Freight	356 Freight					
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily												
						STATIONS											
14 JPX			7:00AM			DN-R TEKOA K	116.1			A 3:00PM							
32 W			A 7:25AM			R SELTICE	110.4			2:30							
M			VIA PLEASANT VALLEY BRANCH			D FARMINGTON FM	104.5			2:10							
38 VWX						N. P. CROSSING	103.4										
32 BJKMOWXY	11:10PM					N. P. CROSSING	95.4										
M						D GARFIELD GR	95.1			1:05							
14 West Spur X	11:30					ELBEUTON	89.7			12:40PM							
34	11:50PM					D-R COLFAX CA	77.4	A 7:37AM		11:50AM	A 1:30PM						
20	12:10AM					G. N. CROSSING	77.3			11:10	1:20						
27	12:50					CREST	74.9	7:27		11:00	1:10						
63 JWXY	1:20					MOCKONEMA	72.5	f 7:22		10:50	1:02						
46	1:35					DIAMOND	68.5	f 7:16		10:30	12:50						
26 BJKOWXY	A 2:20AM					D ENDICOTT DI	67.9	s 7:00		9:45	12:20						
42						D-R WINONA WA	52.1	s 6:52		9:10	12:01PM						
44						SUTTON	48.0	6:45		8:50	11:45AM						
42						D-R LA CROSSE JA	41.5	s 6:37		8:10AM	11:30AM						
60 JPVWXY						JERITA	35.8	f 6:23									
10 JPYX		8:25PM				HAY	30.2	f 6:15									
41 X		8:30				CANYON	22.1	f 6:00									
54 X		8:50				DN-R RIPARIA XS	17.5	s 5:52	A 6:10AM								
BJKOPWXY		A 9:00PM				N. P. CROSSING	17.4										
						R TUCANNON	12.6	s 5:42	s 5:58			A 12:05AM					
						PATAHA	11.8	5:37				12:03AM					
						RIFTON	2.9	f 5:21	f 5:37			11:40PM					
						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		(2.22) 32.7	(0.40) 20.3	(6.50) 10.9	(2.00) 18.0	(0.35) 21.6					
						 Average speed per hour											

WESTWARD POMEROY BRANCH						EASTWARD TUCANNON BRANCH					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS
	355 Freight	356 Freight					355 Freight	356 Freight			
	Monday Wednesday Friday	Monday Wednesday Friday					Monday Wednesday Friday	Monday Wednesday Friday			
			STATIONS						STATIONS		
35 TWX	6:00PM	D-R POMEROY PY	28.9	A 2:15AM		JPXY	12:05AM	R TUCANNON	0.0	A 8:20PM	
25	6:20	ZUMWALT	24.4	2:00		JWXY	A 12:15AM	D STARBUCK SA	3.8	8:15PM	
7	6:50	DODGE	16.3	1:30				RELIEF	9.3		
18 W	6:57	CHARD	14.5	1:20				(0.3)			
	7:10	JACKSON	11.3	1:05							Monday Wednesday Friday
18	7:25	DELANEY	7.9	12:50							
JWXY	A 8:15PM	D STARBUCK SA	0.0	12:20AM							
			(28.9)		Monday Wednesday Friday						
	(2.15) 12.8	 Thru Time		(1.55) 15.1			(6.10) 22.8	 Average speed per hour		(0.10) 22.8	
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes. No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse. No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse. No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa. For stations not shown on schedule pages, see page 22.											

WESTWARD PENDLETON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS	
	365	366			366	366
	Mixed Daily Except Sunday	Mixed			Mixed	Mixed
	STATIONS				STATIONS	
27 X			ALTO	83.0		
23			MENOIKEN	75.5		
26 JWX	11.45 AM		BOLLES	71.3	A 9.10 AM	
26 X	11.58 AM		PIESCOTT	66.7	8.58	
21	12.35 PM		VALLEY GROVE	53.6	8.22	
			N. P. CROSSING	47.2		
M			W. W. V. RY. CROSSING	46.6		
BKOPTV WXYZ	A 12.55 PM		DN-R WALLA WALLA	46.1	8.00 AM	
M			W. W. V. RY. CROSSING	44.2		
24			SPOFFORD	39.9		
M			W. W. V. RY. CROSSING	36.3		
29 VWX			DN-MILTON-FREEWATER	36.2		
50			BLUE MOUNTAIN	26.7		
20			DOWNING	23.4		
20 WX			DN-ATHLENA	17.2		
41			ADAMS	12.6		
15			BLAKELEY	10.0		
BKCVWXYZ			DN-R PENDLETON	0.0		
			(83.0)		Daily Except Sunday	

(1.10) Thru Time (1.10)
21.6 Average speed per hour 21.6

WESTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	FIRST CLASS	
	387	67			68	388
	Freight Daily	Passenger Daily			Passenger	Freight
	STATIONS				STATIONS	
25	9.15 PM	10.02 AM	DN-R TEKOA	0.0	A 5.05 PM	A 9.15 PM
	9.35	10.14	LOVELL	6.9	f 4.50	8.45
17 VX	10.00	10.33	D PLUMMER	15.3	s 4.32	8.15
22 TWX	10.20	10.50	CHATCOLET	22.8	f 4.14	7.45
X	10.50	11.09	HARRISON	30.5	s 3.54	7.20
43	11.05	11.16	D SPRINGSTON	34.0	s 3.45	7.10
20	11.50 PM	11.34	LANE	46.3	s 3.24	6.42
33	12.10 AM	11.40	ROSE LAKE	49.1	s 3.16	6.32
30	12.30	11.55 AM	CATALDO	57.7	f 2.59	6.10
6 Y	12.45	12.03 PM	ENAVILLE	62.5	s 2.53	5.56
18	12.50	12.07	PINE CREEK	64.1	f 2.49	5.52
JWX			BRADLEY	67.2	f	
25 BKOX	A 1.30 AM	12.30	DN-KELLOGG-WARDNER	69.2	s 2.40	5.40 PM
31		12.43	OSBURN	75.8	f 2.22	
BKTVWXYZ		A 1.00 PM	D-R WALLACE	80.2	2.15 PM	
M			N. P. CROSSING	80.4		
M			N. P. CROSSING	80.6		
JX			WALLACE JCT.	80.7		
5 VWX			D BURKE	86.9		
			(86.9)		Daily	Daily

(4.15) Thru Time (2.58)
18.0 Average speed per hour 27.0

WESTWARD

DAYTON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 20 November 15, 1953	Mile Post	SECOND CLASS	
	367	365			366	368
	Mixed Tuesday and Friday	Mixed Daily Except Sunday			Mixed	Mixed
	STATIONS				STATIONS	
20	12.01 PM		TURNER	24.8	A 1.50 AM	
25	12.10		WHEATSTONE	22.7	11.40	
20 VWXY	A 12.50 PM	11.01 AM	D DAYTON	13.1	A 9.45 AM	11.00 AM
M			N. P. CROSSING	13.0		
M			N. P. CROSSING	13.0		
JX		A 11.03 AM	DAYTON JCT.	12.9	9.43 AM	

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

JX		11.25 AM	R WAITSBURG JCT.	5.2	A 9.23 AM	
28 X		11.31	D WAITSBURG	3.5	9.19	
28 JWX		A 11.45 AM	BOLLES	0.0	9.10 AM	
			(24.8)		Daily Except Sunday	Tuesday and Friday

(0.49) Thru Time (0.35)
14.3 Average speed per hour 22.5

WESTWARD

SIERRA NEVADA BRANCH

EASTWARD

WESTWARD		BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 20 November 15, 1953		Mile Post	
		STATIONS			
JWX		BRADLEY 2.0		0.0	
X		END OF TRACK		2.0	
		(2.0)			

This branch shown for information as to distances only.
It will be operated as a switching spur lying within
Bradley-Kellogg-Wardner yard limits.

Eastward trains are superior to trains of the
same class in the opposite direction, except that
No. 67 is superior to No. 68.—See Rule 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	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Yoakum	201.7	10	Both	Schreck	31.9	14	Both
Pendair	213.5	80 P	Both	Thora	64.8	15	Both
Mission	221.2	18 P	Both	Glenwood	83.5	13	Both
Cayuse	227.1	25 P	Both	Walters	98.6	10	Both
Thorn Hollow	232.1	48 P	Both	Tucannon Branch			
North Fork	251.4	14 P	Both	Powers	2.7	4	Both
		16 P	West	Spokane-Tekoa Branch			
Third Subdivision				Rahm	125.9	4	Both
Seufert	87.7	13	West	Coey	141.7	17	Both
Dillon	93.5	.....	None	Pleasant Valley Branch			
Fourth Subdivision				Juno	20.8	10	Both
Quarry Spur	6.5	13	West	Huntley	22.6	2	Both
Eri	14.2	4	Both	Warner	45.3	11	Both
Corbett	20.3	.....	None	Pomeroy Branch			
Latourell	23.9	.....	None	Houser	19.1	1	Both
Multnomah Falls	29.6	 P	None	Moscow Branch			
Oneonta	31.1	60 P	Both	Risbeck	4.5	6	Both
Warrendale	35.9	.....	None	Parvin	7.8	8	Both
C. L. Lumber Co.	45.1	7	East	Armstrong	15.7	3 W {M. P. 16.2}	Both
Farley	47.0	102 P	Both	Holland	21.4	8	Both
Viento	55.2	.....	None	Connell Branch			
Chatfield	71.8	20 P	West	Pampa	4.6	15	Both
Kenton Line				Gordon	8.2	7	Both
Champ	9.5	7	Both	McAdam	29.3	3	Both
Ward	14.2	8	Both	Wacota	34.1	4	Both
		37	Both	Estes	42.3	7	Both
Reynolds	20.0	40 P	West	Sulphur	46.1	9	Both
		126	West	Curry	51.1	12	Both
Sixth Subdivision				Pendleton Branch			
Sheffler	242.1	4	Both	Havana	6.9	11	Both
Matthews	253.3	5	Both	Weston	20.9	66 X	East
Magallon	258.6	2	Both	Bade	30.2	13	Both
Teske	310.6	2	Both	Barrett	33.1	10	Both
Joseph Branch				Prunedale	34.2	15	Both
Island City	2.6	12	Both	State Line	41.7	10	Both
Conley	5.9	6	Both	Langdon	43.6	12	Both
Vincent	40.6	2	East	Russell	51.8	11	Both
Sevier	56.7	5	West	Hadley	56.5	19	Both
Pilot Rock Branch				Berryman	59.8	9	Both
McBeo	2.8	2	East	Ennis	60.9	10	Both
Lens	11.2	4	East	Robinson	67.6	2	Both
Grass Valley Branch				McCall	69.4	2	Both
Sandon	15.6	8	Both	McKay	78.6	6	Both
Hay Canyon	19.2	12	East	Wallace Branch			
De Moss	23.9	15	West	Tilma	2.1	1 X	Both
Erskine	31.3	12	Both	Watt	12.1	18	Both
Bourbon	45.8	9	Both	O'Gara	26.3	.....	None
Grays Harbor Branch				Black Lake	38.0	.....	None
Raisch	2.6	7	Both	Dudley	52.0	12	Both
Balch	18.3	18 P	Both	Smelterville	66.3	.....	None
Law	44.7	11	East	Shont	72.8	3	Both
Yakima Branch				Polaris	74.6	42	East
Grosscup	28.2	8	Both	Gem	84.1	5 X	Both
Biggam	48.3	10	Both	Frisco	84.4	7 X	Both
Flint	83.6	18	Both	Dorn	85.1	13	Both
				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."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Motor trains and inspection bus cars.		40	40	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 5
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at power operated switches, or at end of double track.	25	20	20
3800 class engines.		60	50	When using all other turn-outs.	15	15	15
3700 and 3900 class engines.		65	50	On tracks other than main tracks.	15	15	15
5000 class engines.		50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
7000-7800 class engines.		70	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				

FIRST SUBDIVISION

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

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Rieth Between M.P. 210.8 and 208.9.	55	45	35
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70	60	45
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.6 and 201.4.	70	60	45
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 231.7 and 227.2.	40	35	25	Nolin Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 250.6 and 249.9.	70	60	45	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 219.0 and 217.7.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 217.6 and 216.3.	40	35	25	Between M.P. 191.9 and 187.3.	60	50	40
Between M.P. 246.1 and 245.6.	60	50	40	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 244.7 and 244.0.	40	35	25	Over other street crossings within city limits.	20	20	20				
Between M.P. 243.2 and 242.5.	60	50	40	Over Umatilla River bridge, M.P. 214.42.	20	20	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Castle Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	Miller Between M.P. 100.1 and 99.1.	55	45	35
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45
Willows Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	Between M.P. 96.9 and 95.9.	55	45	35
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 123.8 and 123.7.	55	45	35	Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Between M.P. 141.6 and 140.5.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Dune Between M.P. 88.5 and 87.5.	45	35	25
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Between M.P. 118.8 and 118.6.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 136.2 and 136.1.	70	60	45	Hook Between M.P. 116.4 and 116.2.	70	60	45				
Between M.P. 134.8 and 134.7.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45				
				Between M.P. 114.5 and 112.5.	60	50	40				

FOURTH SUBDIVISION

The Dalles Between M.P. 83.5 and 83.0.	45	35	25	Meno Between M.P. 58.5 and 56.0.	60	50	40	Fairview Between M.P. 13.5 and 13.2.	55	45	35
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 54.4 and 53.2.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.8 and 52.3.	55	45	35	Graham Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 52.3 and 50.4.	60	50	40	Bruun			
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.9 and 49.6.	55	45	35	Kenton Line Between Troutdale and Kenton.	35	35	35
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 76.3 and 75.1.	55	45	35	Between M.P. 48.7 and 43.3.	55	45	35	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.1 and 73.7.	60	50	40	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 73.7 and 71.9.	55	45	35	Between M.P. 42.4 and 41.4.	35	30	20	East Portland Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 39.9 and 38.2.	60	50	40	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 68.4 and 67.1.	60	50	40	Dodson Between M.P. 32.8 and 31.7.	70	60	45				
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Hood River 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 24.0 and 23.8.	55	45	35				
Between M.P. 62.1 and 59.4.	55	45	35	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
				Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	45				

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed.				Simmons Between M.P. 242.5 and 243.5.	40	25	Ankeny Between M.P. 294.4 and 294.5.	40	25
Between Hinkle and Wallula.	70	70	45						
Between Wallula and Spokane.	70	60	45	Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.	50	40
Hinkle East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.	50	40	Marengo Between M.P. 308.6 and 309.0.	60	50
		60	45	Between M.P. 246.9 and 247.0.	45	35			40
Between M.P. 186.0 and 187.3.				Scott Between M.P. 252.8 and 253.0.	45	35	Cheney Within city limits.	35	35
Cold Springs Between M.P. 200.7 and 201.0.		50	40		45	35		15	15
Juniper Between M.P. 209.2 and 211.7.		40	30	Ruxby Between M.P. 260.3 and 260.5.	50	40	Over street crossings.	15	15
Wallula Jct. West leg of wye.		15	15				Between M.P. 352.8 and 353.5.	55	45
Wallula Between M.P. 215.1 and 215.5 over manual operated switches.		20	20	Chew Between M.P. 268.2 and 269.3.	30	30	Between M.P. 354.0 and 363.8 on curves.	60	50
		45	35		25	15	Between M.P. 364.2 and 364.4.	45	35
Between M.P. 217.2 and 217.4.				Between M.P. 271.5 and 272.5.			Between M.P. 364.7 and 364.9.	55	45
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.	45	35	Between M.P. 365.1 and 366.2.	25	25
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.	40	25	West Spokane On 16-degree curve west end of yard.	8	8
				Between M.P. 277.9 and 279.4.	45	35			
Ash Between M.P. 226.8 and 227.0.		50	40	Park Between M.P. 280.0 and 281.6.	40	25	Between M.P. 366.5 and 367.1.	45	35
Between M.P. 228.1 and 229.9.		35	25		50	40	Over Bridge 367.13.	10	10
Between M.P. 230.8 and 232.3.		45	35	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40	Spokane Through Union Station limits.	15	15
Page Between M.P. 233.0 and 233.4.		50	40						
Between M.P. 234.0 and 235.6.		35	25	Between M.P. 290.6 and 291.1.	50	40	Union Station over slip switches.	10	10
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.	25	25			
Between M.P. 239.0 and 239.8.		50	40						

BRANCHES

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

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

BRANCHES (Continued)

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

BRANCHES (Continued)

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

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Springston Between M.P. 34.0 and 34.1.		45	30
Between M.P. 25.4 and 26.2.		20	20	Between Dayton Jct. and Turner.		15	15	Between M.P. 34.5 and 34.7.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 34.9 and 35.2.		35	25
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Between M.P. 38.3 and 38.6.		35	25
Between M.P. 30.3 and 30.4.		20	20	Dayton Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45	30
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.		10	10	Lane Between M.P. 47.8 and 48.3.		45	30
Between M.P. 32.2 and 32.4.		20	20	Wallace Branch Maximum speed.		50	30	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.7 and 32.9.		20	20	Between Lovell and Chatcolet.		35	20	Rose Lake Between M.P. 50.6 and 51.0.		35	25
Milton-Freewater Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	Dudley Between M.P. 53.6 and 54.2.		35	25
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	25	Between M.P. 54.5 and 54.9.		35	25
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	Cataldo Between M.P. 58.7 and 59.1.		45	30
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 60.0 and 60.2.		20	20
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 62.4 and 63.2.		35	25
On west leg of wye.		8	8	Tekoa On west leg of wye.		10	10	Between M.P. 63.4 and 64.0.		45	30
Between M.P. 52.7 and 53.4.		20	20	Lovell Between M.P. 8.0 and 9.0.		25	20	Kellogg-Wardner Over street crossings.		10	10
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 70.1 and 70.3.		35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 70.7 and 70.9.		35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 71.5 and 71.7.		45	30
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 72.8 and 73.2.		20	20	Plummer Between M.P. 17.9 and 18.2.		25	20	Between M.P. 73.4 and 73.6.		45	30
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 18.5 and 20.3.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 78.9 and 79.3.		20	20	Chatcolet Bridge 23.45.		15	15	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 24.1 and 28.4.		25	20	Between M.P. 78.6 and 78.7.		25	20
Between M.P. 80.8 and 81.2.		20	20					Wallace Over street crossings.		6	6
Alto								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;	O—oil;
C—coal;	P—telephone;
D—day operator;	R—train register;
N—night operator;	T—turntable;
DN—day and night operator;	V—track connection with
H—hog drenching;	foreign railroad;
I—interlocking;	W—water;
J—junction;	X—yard limits;
K—standard clock;	Y—wye;
M—railroad crossing protected	Z—track scales.
by signals or gates;	

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

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

