

UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT



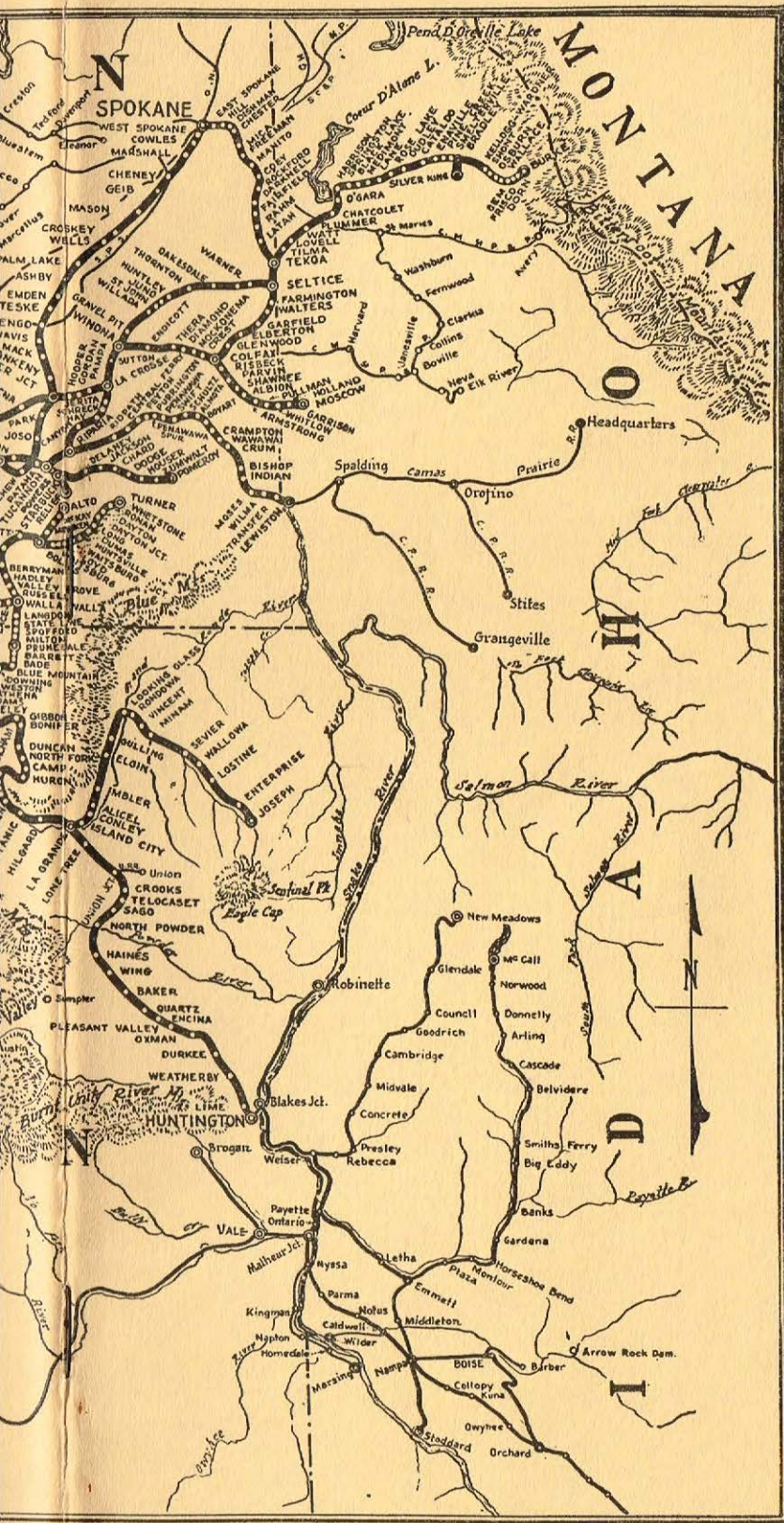
OREGON DIVISION  
**TIME-TABLE**  
**No. 14**

Effective Sunday  
**March 16, 1952**  
At 12:01 A.M. Pacific Time

*Safety Is  
No Accident*

FOR EMPLOYEES ONLY

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



**L. A. COLLINS**  
General Manager

**H. E. SHUMWAY**  
General Superintendent Transportation

**E. H. BAILEY**  
General Superintendent

**A. McALLISTER, Superintendent** ..... Portland, Ore.  
J. G. Kimmell, 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. Hayden, 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.

**First and Second Subdivision 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 Subdivision and Branches**  
L. L. Rudd, Chief Train Dispatcher ..... Albina, Ore.  
L. V. Neely, Assistant Chief Train Dispatcher ..... Albina, Ore.  
G. J. Schatz, Jr., Assistant Chief Train Dispatcher ..... Albina, Ore.  
R. M. Enfield, Assistant Chief Train Dispatcher ..... Albina, Ore.

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

**Union Pacific Railroad Employees Hospital Association**  
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
D. L. Gamette	Medical Director	Los Angeles.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Ralph M. Dodson	District Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lowblow, Ida.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	O. O. Armstrong	Surgeon	Moscow, Ida.
Kenneth O. Brown	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Poulloton, Ore.
David G. Duncan	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Poulloton, Ore.
Warren W. Hale	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Poulloton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	E. I. Silk	Surgeon	Poulloton, Ore.
George D. McGeary	Surgeon	Portland, Ore.	Gordon D. Steinfeld	Surgeon	Poulloton, Ore.
Edward C. Parkinson	Surgeon	Portland, Ore.	J. W. Sherfey	Surgeon	Pomeroy, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
J. P. Craven	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Harold M. U'Ren	Oculist	Portland, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Gregg D. Wood	Surgeon	Portland, Ore.	John M. Schiach	Oculist	Seattle, Wash.
A. E. Anderson	Surgeon	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
J. C. Vandevent	Surgeon	Bend, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	Charles G. Smick	Surgeon	Ritzville, Wash.
Conrad Wetz, Jr.	Surgeon	Colfax, Wash.	L. M. Farnam	Surgeon	South Blinn, Wash.
G. G. Gaunt	Surgeon	Condon, Ore.	Bruce C. McIntyre	Surgeon	St. John, Wash.
W. W. Day	Surgeon	Dayton, Wash.	L. A. Hopkins	Surgeon	Tacoma, Wash.
Warren F. Bolton	Surgeon	Elgin, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	Vern Cressey	Surgeon	Takoa, Wash.
A. D. McMurdo	Surgeon	Happner, Ore.	Albert J. Nelson	Surgeon	Telco, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	C. H. Weitz	Surgeon	Tekoa, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	Griffith, Smith, Vogt, Mills, Boals, Morriss, Murphy, Stevenson, Wilkinson	Surgeons	The Dalles, Ore.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Yancouver, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Walla Walla, Wash.
Leonard Semler	Surgeon	Hoquiam, Wash.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	W. F. Holmes	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	J. O. Lyman	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennebec, Wash.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.	A. J. Hockett	Surgeon	Walla Walla, Ore.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
John B. Gregory	Surgeon	La Grande, Ore.	R. P. Scherter	Oculist and Aurist	Yakima, Wash.
Richard E. Hall	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.			
David H. Stoddard	Surgeon	La Grande, Ore.			

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 14 March 16, 1952	FIRST CLASS							
19	11	105	403	457	17	25			12	404	458	106	18	20	26	
Pgr.	Pgr.	Streamliner Passenger	Pgr.	Pgr.	Pgr.	Mail and Express			Pgr.	Pgr.	Pgr.	Streamliner Passenger	Pgr.	Pgr.	Mail and Express	
Daily	Daily	Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>								
	<b>5.05</b>	<b>2.05</b>			4.05		0.0	GRANGER	A 9.15		A 12.42	A 10.30				
	<b>11.05</b>	<b>5.55</b>			10.35	12.55	213.9	POCATELLO	4.10		8.55	<b>5.25</b>		A 9.15		
	2.15	<b>8.25</b>			<b>2.00</b>	4.45	373.8	GLENNS FERRY	12.05		6.10	<b>1.50</b>		<b>5.00</b>		
	3.59	<b>9.40</b>			<b>3.45</b>	7.05	448.4	BOISE	<b>10.15</b>		5.00	<b>12.10</b>		<b>2.45</b>		
	6.35	<b>11.40</b>			<b>6.25</b>	10.15	550.1	M.T. HUNTINGTON P.T.	<b>7.30</b>		3.05	9.40		11.40		
	5.45	<b>10.40</b>			<b>5.35</b>	9.25	649.7	LA GRANDE	<b>6.20</b>		2.05	8.30		10.25		
	8.30	1.05			<b>8.20</b>	<b>12.20</b>	723.9	PENDLETON	<b>3.45</b>		<b>11.40</b>	5.50		7.20		
	10.50	3.11			<b>11.00</b>	<b>2.53</b>	840.6	SPOKANE	<b>1.10</b>		<b>9.35</b>	3.11		4.50		
	<b>9.00</b>						940.6	AYER						A 7.20		
	<b>11.30</b>						836.7	WALLULA						4.40		
	12.40						783.4	HINKLE						3.20		
	2.00	11.40	3.55		12.30	<b>3.50</b>	755.8	THE DALLES	<b>12.20</b>		<b>8.55</b>	2.15	2.40	3.50		
	4.05	<b>1.45</b>	5.35		3.25	<b>6.20</b>	865.4	PORTLAND	10.15		<b>7.15</b>	<b>11.50</b>	12.05	12.30		
A 6.30	A <b>4.00</b>	A 7.30	8.30	8.00	A 6.00	A <b>9.00</b>	939.6	CENTRALIA	<b>8.10</b>	A <b>1.45</b>	A <b>9.15</b>	<b>5.30</b>	<b>9.45</b>	<b>10.00</b>		
			10.59	9.53			1030.6	TACOMA		11.05	<b>7.05</b>					
			<b>12.30</b>	11.05			1084.6	SEATTLE		9.45	<b>5.52</b>					
			A <b>1.45</b>	A 11.59			1122.7			8.30	<b>4.45</b>					
									Daily	Daily	Daily	Daily	Daily	Daily		
(9.30) 38.9	(23.55) 39.3	(18.25) 51.0	(5.15) 34.9	(3.59) 48.0	(26.55) 34.9	(21.05) 34.4	..... Thru Time .....			(24.05) 39.0	(6.15) 34.9	(4.30) 40.7	(18.12) 51.6	(23.45) 39.0	(9.20) 39.0	(22.05) 32.9
							Average speed per hour									

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS				Distance from McCammmon	Time-Table No. 14 March 16, 1952	FIRST CLASS			
29	33	31	32			34	30		
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger		
Daily	Daily	Daily							
	<b>10.10</b>	9.35		0.0		A 6.05	A 4.45		
	<b>11.30</b>	10.40		22.7		<b>5.35</b>	4.15		
	12.10	11.30		46.9		<b>4.00</b>	2.47		
	1.00	A <b>12.25</b>	7.00	73.3	A 2.30	<b>3.15</b>	2.10		
			8.40	124.3	<b>12.55</b>				
			A 10.20	169.9	11.10				
				180.4					
	A 7.30			286.8				<b>8.00</b>	
					Daily	Daily	Daily		
	(9.20) 30.6	(2.50) 25.9	(3.20) 29.0	..... Thru Time .....			(3.20) 29.0	(2.50) 25.9	(8.45) 32.6
				Average speed per hour					

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

**MILEAGE**

Main Line.....	795.06
Branches.....	1181.40
<b>Grand Total.....</b>	<b>1976.46</b>

**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 14 March 16, 1952	Mile Post	FIRST CLASS			
	105	17	25	11			18	26	12	106
	Streamliner Passenger	Passenger	Mail and Express	Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	STATIONS					
BKOPTWXYZ	10.40PM	5.35PM	9.25AM	5.45AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 10.25AM	A 6.20PM	A 2.05AM
100 P	10.50	5.45	9.35	5.55	D LIME BY	384.5	f 8.17	f 10.03	f 6.07	f 1.50
100 PW	10.59	5.55 <sup>12</sup>	9.48 <sup>26</sup>	6.04	WEATHERBY	377.5	8.05	9.48 <sup>25</sup>	5.55 <sup>17</sup>	1.38
150 PXY	11.11	6.08	10.02	6.17	DURKEE	368.9	7.53	s 9.37	5.42	1.25
100 P	11.22	6.19	10.14	6.28	OXMAN	361.7	7.42	9.25	5.31	1.14
170 PW	11.34	6.33	10.29	6.42	PLEASANT VALLEY	355.4	7.28	s 9.10	5.17	1.01
WB 91 EB 109 PXY	11.39	6.39	10.35	6.48	ENCINA	351.9	7.22	9.03	5.11	12.55
107 P	11.45	6.46	10.43	6.55	QUARTZ	347.3	7.14	8.55	5.03	12.47
WB 100 EB 111 BKOPW XYZ	11.55PM	6.59	10.55	7.07 <sup>18</sup>	DN BAKER BC	342.0	s 7.07 <sup>11</sup>	s 8.48	s 4.56	s 12.40
106 P	12.01AM	7.05	11.01	7.13	WING	337.6	6.52	8.34	4.46	12.30
106 P	12.07	7.11	11.08	f 7.19	D HAINES KB	331.7	6.47	s 8.28	f 4.41	12.25
106 PW	12.17 <sup>106</sup>	7.21	11.18	f 7.29	D NORTH POWDER HD	322.1	6.37	s 8.13	f 4.31	12.17 <sup>105</sup>
107 P	12.28	7.33	11.31	7.41	SAGO	315.5	6.26	8.01	4.19	12.09
147 PVWXY	12.31	7.36	11.35	7.44	TELOCASET	312.6	f 6.23	f 7.58	4.16	12.06
105 P	12.35	7.42	11.41	7.51 <sup>26</sup>	CROOKS	308.9	6.17	7.51 <sup>11</sup>	4.10	12.02AM
105 PVY	12.46	s 7.54	11.54AM	8.03	D UNION JCT. UN	302.2	6.04	7.35	3.57	11.51PM
105 P	12.52	8.01	12.01PM	8.10	LONETREE	294.9	5.57	7.27	3.51	11.45
BJKOPTWXYZ	A 1.00AM	A 8.10PM	A 12.10PM	A 8.20AM	DN-R LA GRANDE RA	289.8	5.50AM	7.20AM	3.45PM	11.40PM
					(99.6)		Daily	Daily	Daily	Daily
	(2.20) 42.7	(2.35) 38.0	(2.45) 36.2	(2.35) 38.6	..... Thru Time .....		(2.40) 37.3	(1.05) 32.3	(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.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 14 March 16, 1952	Mile Post	FIRST CLASS				
	17 Passenger	25 Mail and Express	11 Passenger	105 Streamliner Passenger			18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	
	Daily	Daily	Daily	Daily							
					<b>STATIONS</b>						
BJKOPTWXYZ	8:20PM	12:20PM	8:30AM	1:05AM	DN-R LA GRANDE RA 7.7	289.8	A 5:40AM A	7:10AM A	3:35PM A	11:35PM	
WB 71 PWXY EB 72	8:37	12:38	8:47	1:20	HILGARD 6.5	282.1	5:21	6:52	3:16	11:20	
139 P	8:52	12:53	9:03	1:34	MOTANIC 3.5	275.6	5:04	6:37	3:00	11:07	
P	9:00	1:01	9:12	1:42	NORDEEN 1.0	272.1	4:56	6:29	2:52	11:00	
141 PWXY	9:03 f	1:04	9:15	1:44	KAMELA 2.8	271.1	4:53	6:26	2:49	10:58	
P	9:10	1:11	9:22	1:50	ROSS 2.8	268.3	4:46	6:19	2:42	10:52	
WB 105 PWX EB 102	9:17 f	1:18	9:29	1:56	MEACHAM 7.8	265.5	4:39	6:12	2:35	10:46	
136 P	9:34	1:37	9:48	2:12	HURON 3.6	257.7	4:15	5:53	2:13	10:30	
120 PW	9:41	1:44	9:56	2:19	CAMP 5.6	254.1	4:07	5:45	2:05	10:24	
WB 68 PWXY EB 69	9:50 f	1:56 <sup>12</sup>	10:05	2:27	DUNCAN 9.0	248.6	3:58	5:36	1:56 <sup>25</sup>	10:16	
102 P	10:05 <sup>106</sup>	2:09	10:17	2:39	BONIFER 2.6	239.5	3:45	5:24	1:44	10:05 <sup>17</sup>	
106 PWXY	10:13 f	2:16	10:22	2:44	GIBBON 7.3	236.9	3:40	5:19	1:39	10:01	
117 P	10:28	2:26	10:31	2:52	HOMLY 4.8	229.6	3:30	5:10	1:30	9:53	
116 P	10:35	2:34	10:37	2:58	MINTHORN 5.8	224.7	3:24	5:03	1:23	9:47	
115 P	10:43	2:42	10:44	3:06	MUNRA 3.3	218.9	3:18	4:57	1:17	9:41	
69 BJKPV WXYZ	s 11:00	s 2:53	s 10:50	s 3:11 <sup>18</sup>	DN PENDLETON FD 3.8	215.6	s 3:11 <sup>105</sup>	s 4:50	s 1:10	s 9:35	
175 JPX	11:08	3:00	10:56	3:17	DN RIETH RI 3.7	212.0	2:48	4:29	12:53	9:26	
128 P	11:13	3:05	11:01	3:21	BARNHART 4.8	208.8	2:43	4:24	12:48	9:21	
95 P	11:18	3:10	11:06	3:26	CAMPBELL 4.8	203.5	2:38	4:18	12:43	9:16	
131 P	11:24	3:15	11:11	3:30	NOLIN 6.3	198.9	2:33	4:12	12:38	9:11	
127 PW	f 11:30	s 3:23	11:17	3:36	DN ECHO HI 4.2	192.6	2:26 f	4:05	12:31	9:05	
94 P	f 11:35PM	s 3:29	11:22	3:40	STANFIELD ND 4.2	188.4	2:21 f	4:00	12:26	9:01	
BJKOPWXYZ	A 12:01AM A	3:40PM A	A 11:30AM A	3:50AM <sup>28</sup>	DN-R HINKLE UK (105.6)	184.2	2:15AM	3:50AM <sup>105</sup>	12:20PM	8:55PM	
	(3.41) 28.7	(3.20) 31.0	(3.00) 35.2	(2.45) 38.4	..... Thru Time.....		(3.25) 30.9	(3.20) 31.6	(3.15) 32.5	(2.40) 39.8	
					..... Average speed per hour.....						

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

DOUBLE TRACK

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton, automatic block signals between Pendleton and Rieth and by time-table and train orders between Rieth and Hinkle. Interlocking in service over Umatilla River Bridge, M.P. 214.42.

Except in Centralized Traffic Control territory, following will govern:

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, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.

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 Sights, etc. See Rule 8(A), Page 31.	SECOND CLASS		FIRST CLASS					Time-Table No. 14		
	257	151	25	11	105	19	17	March 16, 1952		
	Time Freight Daily	Time Freight Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	STATIONS		
BJKOPWXYZ	9.45 <sup>PM</sup>	12.10 <sup>PM</sup> <sup>12</sup>	3.50 <sup>PM</sup>	11.40 <sup>AM</sup>	3.55 <sup>AM</sup>	2.00 <sup>AM</sup> <sup>20</sup>	12.30 <sup>AM</sup>	DN-R	HINKLE 3.6	UK
99 P	10.00	12.25	3.56	11.45	4.00	2.05	12.36		WESTLAND 2.9	
P	10.07	12.30	s 4.01	s 11.48	4.03	2.08	f 12.39		ORDNANCE 1.9	RN
96 PW	10.10	12.35	4.04	11.55 <sup>AM</sup> <sup>12</sup>	4.05	2.10	12.42		MUNLEY 5.8	
98 P	10.20 <sup>264</sup>	12.45	4.10	12.04 <sup>PM</sup>	4.10	2.16	12.48		CLARKE 4.9	
99 P	10.31	12.55	4.15	12.09	4.14	2.21	12.53	DN	MESSNER 1.4	FC
14 P			s 4.17						BOALDMAN 1.6	BD
98 P	10.35	1.00	4.20	12.13	4.17	2.27 <sup>26</sup>	12.57		PETERS 3.9	
98 P	10.41	1.06	4.24	12.17	4.20	2.31	1:26 <sup>18</sup> <sup>20</sup>		CASTLE 6.2	
104 P	10.50	1.15	4.31	12.23	4.25	2.37	1.33		BOULDER 3.9	
19 JP	10.56	1.21	4.35	12.27	4.29	2.41	1.37	N	HEPPNER JCT. 1.2	WI
100 P	10.58	1.23	4.37	12.28	4.30	2.43	1.39		WILLOWS 4.6	
98 P	11.05	1.30	4.42	12.33	4.34	2.48	1.44		SILICA 3.9	
WB 126 BJKOPT EB 113 WX	11.25	1.45	s 4.48	s 12.39	4.38 <sup>262</sup>	s 2.54	s 1.55 <sup>20</sup>	DN	ARLINGTON 4.5	MX
100 P	11.40	1.52	4.59	12.47	4.42	3.01	2.10		GILMORE 4.7	
99 P	11.50 <sup>PM</sup>	1.59	s 5.05	12.51	4.46	3.06	2.17		BLALOCK 6.1	
96 P	12.01 <sup>AM</sup>	2.10	5.13	12.57	4.52	3.12	2.24	N	QUINTON 4.6	QN
100 P	12.25 <sup>18</sup> <sup>20</sup>	2.17	5.18	1.01	4.56	3.17	2.29		HOOK 3.6	
99 P	12.50	2.22	5.22	1.04	4.59	3.21	2.32		GOFF 3.3	
104 PW	1.04 <sup>20</sup>	2.27	5.25	1.08	5.02	3.25	2.36		DAY 2.3	
100 P	1.15	2.31	s 5.30	1.10	5.04	3.28 <sup>262</sup>	2.39		RUFUS 2.8	
100 P	1.19	2.35	5.34	1.13	5.07	3.31	2.42		GRANT 2.7	
80 JP { MP } 54 P { W 101.7 }	1.23	2.40	5.37	1.16	5.10	3.34	2.45	DN	BIGGS 3.4	BX
60 P	1.28	2.45	5.41	1.19	5.13	3.37	2.49		MILLER 3.7	
JPV	1.33	2.52	5.46	1.23	5.17	3.41	2.53		CELLIO 1.6	
74 P	1.35	2.56	5.48	1.25	5.19	3.43	2.55	D	OREGON TRUNK JCT. 3.3	VO
DKOPTWXZ	A 2.00 <sup>AM</sup>	A 3.20 <sup>PM</sup>	A 6.10 <sup>PM</sup>	A 1.40 <sup>PM</sup>	A 5.35 <sup>AM</sup>	A 4.00 <sup>AM</sup>	A 3.15 <sup>AM</sup>	DN-R	THE DALLES 6.1	DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(4.15)	(3.10)	(2.20)	(2.00)	(1.40)	(2.00)	(2.45)	..... Thru Time .....
23.1	31.0	42.2	49.2	59.0	49.2	35.8	..... Average speed per hour .....

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 14

March 16, 1952

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS	
		20 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight
DN-R HINKLE UK	184.2	A 2.00 <sup>19</sup> AM	A 3.10 <sup>AM</sup>	A 12.10 <sup>151</sup> PM	A 8.50 <sup>PM</sup>	A 1.45 <sup>AM</sup>	A 6.30 <sup>AM</sup>	A 11.00 <sup>PM</sup>
3.6 WESTLAND	180.6	1.49	2.55	12.02 <sup>PM</sup>	8.43	1.34	6.07	10.50
2.9 ORDNANCE RN	177.7	1.46	s 2.50	s 11.58 <sup>AM</sup>	8.40	1.31	6.00	10.40
1.9 MUNLEY 5.8	175.8	1.44	2.47	11.55 <sup>11</sup>	8.38	1.29	5.55	10.35
CLARKE	170.0	1.38	2.41	11.49	8.33	1.23	5.45	10.20 <sup>257</sup>
DN MESSNER FC	165.2	1.33	2.36	11.44	8.29	1.18	5.35	10.10
1.4 BOARDMAN BD	163.8		s 2.32					
1.6 PETERS	162.2	1.30	2.27 <sup>10</sup>	11.40	8.26	1.15	5.25	10.00
3.9 CASTLE	158.3	1.26 <sup>17</sup>	2.18	11.36	8.23	1.11 <sup>17</sup>	5.15	9.50
6.2 BOULDER	152.1	1.20	2.11	11.30	8.17	1.05	5.05	9.40
3.9 N HEPPNER JCT. WI	148.2	1.16	2.07	11.26	8.14	1.01	4.59	9.34
1.2 WILLOWS	147.0	1.14	2.05	11.24	8.13	12.59	4.57	9.32
4.6 SILICA	142.4	1.09	2.00	11.20	8.09	12.54	4.50	9.25
3.9 DN ARLINGTON MX	138.5	s 1.04	s 1.55 <sup>17</sup>	s 11.15	8.05	s 12.49	4.38 <sup>105</sup>	9.15
4.5 GILMORE	134.0	12.55	1.29	11.05	8.01	12.40	4.11	9.00
4.7 BLALOCK	129.3	12.50	1.24	11.01	7.57	12.35	4.04	8.53
6.1 N QUINTON QN	123.2	12.44	1.17	10.55	7.52	12.29	3.55	8.43
4.6 HOOK	118.6	12.40 <sup>257</sup>	1.12	10.51	7.48	12.25 <sup>257</sup>	3.48	8.35
3.6 GOLF	115.0	12.37	1.08	10.48	7.45	12.22	3.43	8.30
3.3 DAY	111.7	12.34	1.04 <sup>257</sup>	10.44	7.42	12.19	3.38	8.25
2.3 RUFUS	109.4	12.32	1.01	10.42	7.40	12.17	3.28 <sup>10</sup>	8.20
2.8 GRANT	106.6	12.29	12.58	10.39		12.14	3.14	8.15
2.7 DN BIGGS BX	103.9	12.26	12.55	10.36	7.35	12.11	3.09	8.10
3.4 MILLER	100.5	12.23	12.51	10.32	7.32	12.08	3.03	8.03
3.7 CELILO	96.8	12.19	12.46	10.28	7.28	12.04	2.55	7.55
1.6 D OREGON TRUNK JCT. VO	95.2	12.17	12.44	10.26	7.26	12.02 <sup>AM</sup>	2.50	7.50
3.3 DUNE	91.9	12.14	12.39	10.23	7.23	11.59 <sup>PM</sup>	2.45	7.45
6.1 DN-R THE DALLES DK-WH	85.8	12.05 <sup>AM</sup>	12.30 <sup>AM</sup>	10.15 <sup>AM</sup>	7.15 <sup>PM</sup>	11.50 <sup>PM</sup>	2.30 <sup>AM</sup>	7.30 <sup>PM</sup>
(08.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

.....Thru Time.....	(1.55)	(2.40)	(1.55)	(1.35)	(1.55)	(4.00)	(3.30)
.....Average speed per hour.....	51.3	36.9	51.3	62.1	51.3	24.6	25.7

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. 106 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 Blalock and Boardman to permit exchange of mail.  
 No. 18 will reduce speed to 30 MPH at Ordinance 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 Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							Time-Table No. 14		
	151	257	458	25	11	404	105	19	17	March 16, 1952		
	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	STATIONS		
BKOPTWXZ	4.00PM	4.10AM		6.20PM	1.45PM		5.35AM	4.05AM	3.25AM	DN-R THE DALLES <sup>DK</sup> WH <sub>DOUBLE TRACK</sub>		
P	4.15	4.25		6.26	1.51		5.40	4.12	3.32	4.1 CRATES		
136 P	4.25	4.35		6.33	1.57		5.46	4.18	3.38	5.2 ROWENA		
133 P	4.40	4.50		<sup>106</sup> 6.54	2.08		5.54	4.29	3.50	6.3 MOHLER		
WB 72 FB 107 ICPVWX	4.52	5.02		7.15	<sup>106</sup> 2.20		6.05	4.45	4.05	7.4 DN HOOD RIVER KI		
131 P	<sup>264</sup> 5.05	5.10		7.22	2.26		6.10	4.53	4.13	4.1 MENO		
121 PW	5.25	5.35		7.36	2.40		6.21	5.07	4.27	8.5 WYETH		
139 P	5.38	5.50		7.46	2.50		6.30	5.17	4.38	7.2 CASCADE LOCKS		
122 PW	5.45	5.57		7.52	2.55		6.35	5.22	4.45	4.3 DN BONNEVILLE MU		
131 P	<sup>106</sup> 6.11	6.04		7.58	3.00		6.40	5.28	4.52	4.8 DODSON		
131 PZ	6.27	6.15		8.08	3.10		6.48	5.37	5.04	7.3 D BRIDAL VEIL JU		
134 P	6.34	6.22		8.14	3.14		6.52	5.42	5.09	3.9 ROOSTER ROCK		
157 IJPW	A 6.48PM	A 6.35AM		8.25	<sup>264</sup> 3.25		7.00	5.53	5.21	7.1 DN TROUTDALE SN		
51 P				8.30	3.29		7.03	5.56	5.25	1.7 FAIRVIEW FA		
53 P				8.37	3.35		7.09	6.04	5.32	6.0 CLARIE		
28 PX				8.42	3.41		7.15	6.10	5.38	3.5 GRAHAM		
17 PX				8.47	3.46		7.19	6.15	5.43	2.5 BRUN		
IJPVXY				9.09PM	8.50		1.39PM	7.22	6.18	5.47	1.4 EAST PORTLAND	
BKPV				A 9.15PM	A 9.00PM		A 1.45PM	A 7.30AM	A 6.30AM	A 6.00AM	0.5 DN-R PORTLAND P-VC	
	(2.48) 25.1	(2.25) 20.0	(0.06) 5.0	(2.40) 32.2	(2.15) 33.1	(0.06) 5.0	(1.55) 44.8	(2.25) 35.5	(2.35) 33.2	..... Thru Time.....		
										..... Average speed per hour.....		

**WESTWARD**

**KENTON LINE**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 14		
	151	257	458	404	March 16, 1952		
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	STATIONS		
157 IJPWX	6.48PM	6.35AM			DN TROUTDALE SN		
51 P	6.58	6.45			5.0 HEMLOCK		
100 P	7.08	6.55			4.6 D FIR FR		
73 BKPX	7.20	7.20			4.3 DN KENTON KN		
IJVX				8.55PM	1.25PM	2.5 /DN NORTH PORTLAND JCT. KD	
IJPXY				8.57	1.27	1.2 PENINSULA JCT.	
IJPX	7.40	7.40		9.00	1.30	1.4 DN ST. JOHNS JCT. JN	
BKOPTWXZ	A 8.00PM	A 8.20AM		9.04	1.34	2.6 DN-R ALBINA B X	
IJPVXY				A 9.09PM	A 1.39PM	1.1 EAST PORTLAND	
	(1.12) 17.0	(1.45) 11.6		(0.14) 27.0	(0.14) 27.0	..... Thru Time.....	
						..... Average speed per hour.....	

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

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

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

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

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. 14**

**March 16, 1952**

Mile  
Post

**FIRST CLASS**

**SECOND CLASS**

457 Passenger	12 Passenger	403 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	26 Mail and Express	264 Time Freight	262 Time Freight
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**STATIONS**

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R	<b>THE DALLES</b>	DK WH } DOUBLE TRACK	85.8			A 10:10AM		A 7:15PM	A 1:45PM	A 1:59PM	A 12:20AM	A 6:10PM	A 1:45AM	
		4.1 <b>CRATES</b>			81.7			10:03		7:09	11:38	11:53	12:13	5:55	1:20
		6.2 <b>ROWENA</b>			78.5			9:57		7:03	11:32	11:47	12:06AM	5:45	1:10
		6.3 <b>MOSIER</b>		70.2			9:47		<b>6.54</b> <sup>25</sup>	11:22	11:37	11:56PM	5:31	12:51	
		7.4 <b>HOOD RIVER</b>	KI	62.8			s 9:38		f 6:45	s 11:13	s 11:28	s 11:47	5:15	12:35	
		8.5 <b>MENO</b>		58.7			9:28		6:39	11:03	11:18	11:34	<b>5.05</b> <sup>16f</sup>	12:25AM	
		9.2 <b>WYETH</b>		50.2			9:16		6:29	10:51	11:06	11:22	4:40	11:59PM	
		10.3 <b>CASCADE LOCKS</b>		43.0			9:06		6:21	10:41	10:56	11:12	4:18	11:38	
		11.4 <b>BONNEVILLE</b>	MU	38.7			f 9:01		6:16	10:36	10:51	s 11:06	4:10	11:30	
		12.5 <b>DODSON</b>		33.9			8:55		<b>6.11</b> <sup>15f</sup>	10:30	10:45	10:59	4:00	11:21	
		13.6 <b>BRIDAL VEIL</b>	JU	26.8			8:46		6:04	10:21	10:36	10:50	3:50	11:08	
		14.7 <b>ROOSTER ROCK</b>		22.7			8:42		6:00	10:17	10:32	10:46	3:40	11:00	
		15.8 <b>TROUTDALE</b>	SN	15.8			f 8:34		5:53	10:09	10:24	s 10:38	<b>3.25</b> <sup>1f</sup> PM	10:45PM	
		16.9 <b>FAIRVIEW</b>	FA	13.9			8:32		5:51	10:07	10:22	10:34			
		18.0 <b>CLARNIE</b>		7.9			8:26		5:45	10:01	10:16	10:28			
		19.1 <b>GRAHAM</b>		4.4			8:21		5:40	9:56	10:11	10:23			
	20.2 <b>BRUN</b>		1.9			8:17		5:36	9:52	10:07	10:18				
	21.3 <b>EAST PORTLAND</b>		0.5			A 8:04AM	8:14	A 8:34AM	5:33	9:49	10:04	10:14			
	22.4 <b>PORTLAND</b>	P-VC	0.0			8:00AM	8:10AM	8:30AM	5:30PM	9:45PM	10:00PM	10:10PM			
	(85.8)					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	Thru Time					(0.04)	(2.00)	(0.04)	(1.45)	(2.00)	(1.59)	(2.10)	(2.45)	(3.00)	
	Average speed per hour					7.5	42.9	7.5	49.0	42.9	43.3	39.6	25.5	23.4	

**KENTON LINE**

**EASTWARD**

**Time-Table No. 14**

**March 16, 1952**

Mile  
Post

**FIRST CLASS**

**SECOND CLASS**

457 Passenger	403 Passenger	264 Time Freight	262 Time Freight
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**STATIONS**

BLOCK SIGNALS	DN	<b>TROUTDALE</b>	SN	22.0					A 3:25PM	A 10:45PM
		5.0 <b>HEMILOCK</b>		17.0					3:05	10:20
		6.0 <b>PIR</b>	FR	12.4					2:50	10:05
		7.0 <b>KENTON</b>	KN	8.1					2:35	9:50
		8.0 <b>NORTH PORTLAND JCT.</b>	KD	6.8		A 8:16AM	A 8:46AM			
		9.0 <b>PENINSULA JCT.</b>		6.6		8:13	8:43			
		10.0 <b>ST. JOHNS JCT.</b>	JN	4.2		8:10	8:40		2:15	9:30
		11.0 <b>ALBINA</b>	B X	1.6		8:07	8:37		2:00PM	9:15PM
		12.0 <b>EAST PORTLAND</b>		0.5		8:04AM	8:34AM			
		(22.7)				Daily	Daily		Daily	Daily
		Thru Time				(0.12)	(0.12)		(1.25)	(1.30)
	Average speed per hour				31.5	31.5		14.4	13.0	

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

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

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

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

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

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

**WESTWARD**

**FIFTH SUBDIVISION**

**FIRST CLASS**

**Time-Table No. 14**

**March 16, 1962**

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

87 CMSSt. P&P Passenger	85 CMSSt. P&P Streamliner Passenger	403 Passenger	457 Passenger	83 CMSSt. P&P Streamliner Passenger	81 CMSSt. P&P Passenger
Daily	Daily	Daily	Daily	Daily	Daily

**STATIONS**

IJPVX				8.30 AM	8.00 AM			BLOCK SIGNALS { PORTLAND 0.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER
				8.46	8.16			
				A 8.51 AM A	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.**

IJ				12.35 PM	11.09 AM			BLOCK SIGNALS { N. P. CROSSING 1.2 N. P. CROSSING 0.1 N. P. CROSSING 0.3 DN RESERVATION RN 0.7 DN TACOMA JCT. JN
JP				A 12.37 PM A	A 1.11 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.**

23 67 IPVX				1.23 PM	11.42 AM			BLOCK SIGNALS { DN-R BLACK RIVER BI 0.0 C. M. St. P. & P. C. CROSSING 6.3 DN-R ARGO G 3.1 DN-R SEATTLE OW } DOUBLE TRACK
BIJKOP TVWXYZ				9.39 PM	2.17 PM	1.32	11.50 10.13 AM 7.05 AM	
BKPNZ				A 10.00 PM A	A 2.30 PM A	A 1.45 PM A	A 1.59 AM A 10.30 AM A 7.30 AM	

(183.2)

(0.21)	(0.13)	(5.15)	(3.50)	(0.17)	(0.25)	..... Thru Time.....
8.9	14.3	34.9	46.0	10.9	7.4	..... Average speed per hour.....

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

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

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

**WESTWARD**

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

**EASTWARD**

691	681		692	690
5.15 PM	6.00 AM	ALBINA	A 11.00 AM A	5.45 AM
A 4.30 AM A	A 6.00 PM	ARGO	2.00 AM	6.00 PM

**FIFTH SUBDIVISION**

**EASTWARD**

**Time-Table No. 14**

**March 16, 1952**

**FIRST CLASS**

BLOCK SIGNALS	STATIONS	Mile Post	80	404	82	84	458	86			
			CMSt.P&P Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Passenger			
BLOCK SIGNALS {	<b>PORTLAND</b> 0.8	0.0		A 1.45 PM				A 0.15 PM			
	DN NORTH PORTLAND JCT. KD	6.8		1.25				8.65			
	1.0 VANCOUVER	8.7		1.20 PM				8.51 PM			

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

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

	N. P. CROSSING		145.2								
	1.2 N. P. CROSSING		146.4								
	0.1 N. P. CROSSING		146.5								
BLOCK SIGNALS {	DN RESERVATION RN	146.8		A 9.30 AM				A 5.37 PM			
	0.3 DN TACOMA JCT. JN	147.5		9.27 AM				5.35 PM			

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

BLOCK SIGNALS {	DN-R BLACK RIVER BI	173.8		A 8.45 AM				A 5.00 PM			
	0.0 C. M. St. P. & P. & P. C. CROSSING	173.8									
	6.3 DN-R ARGO G	180.1	A 7.59 AM	8.37	A 10.53 AM	A 2.53 PM	4.52	A 10.40 PM			
	3.1 DN-R SEATTLE OW	183.2	7.50 AM	8.30 AM	10.45 AM	2.45 PM	4.45 PM	10.30 PM			
	(183.2)		Daily	Daily	Daily	Daily	Daily	Daily			

..... Thru Time .....	(0.09)	(5.15)	(0.08)	(0.08)	(4.30)	(0.10)
..... Average speed per hour .....	20.7	34.0	23.3	23.3	40.7	18.0

**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 See Rules, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 14	
	391	161	361	363	71	63	99	19	97	March 16, 1952	
	Freight	Time Freight	Freight	Freight	Passenger	Passenger	CMS&P Passenger	Passenger	CMS&P Streamliner Passenger	STATIONS	
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		
BKPVX							9.40 <sup>PM</sup>	9.00 <sup>PM</sup>	1.55 <sup>AM</sup>	DN-R	<b>SPOKANE</b> AU
BKOPTWXZ		12.45 <sup>AM</sup>					9.49 <sup>PM</sup>	9.04	2.01		<b>WEST SPOKANE</b>
48 P		12.55					9.55	9.09	2.08		3.6 COWLES
53 P		1.05					10.02	9.14	2.15		4.2 MARSHALL
50 PW		1.20					10.15	9.25 <sup>PM</sup>	2.27	N	CHENEY CY
51 P		1.28					10.22	9.32	2.36		5.2 GEIB
52 P		1.36					10.28	9.37	2.42		5.0 MASON
53 PW		1.46					10.37	9.45	2.51	N	CROSKEY CK
52 P		1.52					10.42	9.49	2.56		7.4 WELLS
52 P		2.02					10.50	9.56	3.03		4.0 PALM LAKE
44 P		2.10					10.56	10.02	3.09		5.2 ASHBY
52 P		2.17					11.01	10.07	3.14		4.2 EMDEN
75 JOPVWXY		2.55					11.10 <sup>PM</sup>	10.15	3.25 <sup>AM</sup>	DN-R	<b>MARENGO</b> RA
52 P		3.05						10.21			4.8 THAVIS
63 P		3.12						10.26			4.4 MACK
51 P		3.20						10.31			4.2 ANKENY
38 JPWY	3.00 <sup>PM</sup>	3.35						10.42		N-R	<b>HOOPER JCT.</b> HR
53 P	3.15	3.45						10.49			5.0 PARK
51 P	3.30	3.57						10.58			6.2 JOSO
73 P	3.45	4.10						11.07			5.8 CHEW
BJKOPWXY	A 4.00 <sup>PM</sup>	4.40 <sup>PM</sup> 6.00						11.30		DN-R	<b>AYER</b> JD
96 P		6.15						11.39			6.2 RUXBY
96 P		6.30						11.46			7.7 SCOTT
46 P		6.40						11.53			6.1 WALKER PIT
96 P		6.46						11.57 <sup>PM</sup>			2.8 SIMMONS
96 PW		7.05						12.08 <sup>AM</sup>		N	PAGE MS
95 P		7.20						12.17			7.6 ASH
94 P		7.30						12.23			6.0 HUMORIST
28 JPX		7.45	7.25 <sup>AM</sup>	4.40 <sup>AM</sup>			11.30 <sup>PM</sup>	12.30			6.8 <b>ATTALIA</b>
M											0.1 N. P. CROSSING
M											0.6 N. P. CROSSING
BJKOPVWXY		9.00	8.00	5.30			11.55 <sup>PM</sup>	11.40 <sup>PM</sup>	12.40	DN-R	<b>WALLULA</b> JN
157 P		9.40 <sup>PM</sup>	8.20	5.50			12.10 <sup>AM</sup>		12.53		0.1 JUNIPER
159 P		10.00	8.40	6.10			12.22		1.03		9.8 COLD SPRINGS
BJKOPWXYZ		A 10.30 <sup>AM</sup>	A 9.00 <sup>AM</sup>	A 6.30 <sup>AM</sup>			A 12.40 <sup>AM</sup>		A 1.15 <sup>AM</sup>	DN-R	<b>HINKLE</b> UK

BLOCK SIGNALS

BLOCK SIGNALS

DOUBLE TRACK

(1.00)	(9.45)	(1.35)	(1.50)	(0.45)	(0.10)	(1.30)	(4.15)	(1.30)
21.5	18.8	19.4	16.7	37.5	15.6	40.7	43.6	40.7

..... 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. 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. 63 arriving at Attalia on Yakima Branch will run as No. 63 on Sixth Subdivision Attalia to Wallula.  
Nos. 361 and 363 arriving at Attalia on Yakima Branch will run as Nos. 361 and 363 on Sixth Subdivision Attalia to Hinkle.  
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. 14 March 16, 1952		Mile Post	FIRST CLASS					SECOND CLASS			
			20 Passenger	96 CMS&P Passenger	72 Passenger	64 Passenger	98 CMS&P Streamliner Passenger	362 Freight	392 Freight	298 Freight	364 Freight
STATIONS											
BLOCK SIGNALS	DN-R SPOKANE DS AU	367.3	A 7:20AM	A 7:30AM			A 9:55PM				
	WEST SPOKANE	365.6	7:12	7:22			9:49 <sup>90</sup>			A 6:30PM	
	COWLES	362.0	7:04	7:14			9:39			6:05	
	MARSHALL	357.8	6:57	7:06			9:34			5:55	
	N CHENEY CY	350.5	s 6:45	s 6:50			9:25 <sup>19</sup>			5:40	
	GEIB	345.3	6:39	6:44			9:18			5:30	
	MASON	340.3	6:33	6:38			9:13			5:20	
	N CROSKY CK	332.9	6:24	6:29			9:05			5:05	
	WELLS	328.9	6:19	6:24			9:01			4:57	
	PALM LAKE	322.3	6:10	6:15			8:54			4:45	
	ASHBY	317.1	6:04	6:09			8:49			4:35	
	EMDEN	312.9	5:59	6:04			8:44			4:20	
	DN-R MARENGO RA	306.2	s 5:50	5:55AM			8:32PM			4:00	
	THAVIS	301.4	5:34							3:29	
	MACK	297.0	5:28							3:22	
ANKENY	292.8	5:23							3:15		
N-R HOOPER JCT. IIR	284.9	5:12							A 6:30AM	3:00 <sup>391</sup>	
PARK	279.3	5:04							6:10	2:45	
JOSO	273.1	4:55							5:55	2:33	
CHEW	267.3	4:45							5:40	2:15	
DN-R AYER JD	263.4	s 4:40 <sup>151</sup>							5:30AM	2:00	
RUXBY	257.2	4:23								12:50	
SCOTT	249.5	4:14								12:36	
WALKER PIT	243.4	4:06								12:26	
SIMMONS	240.6	4:03								12:20PM	
N PAGE MS	233.0	3:53								11:59AM	
ASII	225.5	3:44								11:40	
HUMORIST	219.5	3:37								11:27	
ATTALIA	212.7	3:26			A 4:05AM			A 3:40AM		11:15	
N. P. CROSSING	212.6									A 7:45PM	
N. P. CROSSING	212.0										
DN-R WALLULA JN	212.3	f 3:20 <sup>362</sup>		A 3:40AM	3:55AM			3:20 <sup>20</sup>		11:00	7:30
JUNIPER	203.2	3:05		3:22				2:40		9:40 <sup>151</sup>	6:40
COLD SPRINGS	193.4	2:53		3:10				2:20		9:20	6:20
DN-R HINKLE UK	184.2	2:40AM		2:55AM				2:00AM		9:00AM <sup>361</sup>	6:00PM
(185.3)		Daily	Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily	Daily

..... Thru Time..... (4.40) (1.35) (0.45) (0.10) (1.23) (1.40) (1.00) (9.30) (1.45)  
 ..... Average speed per hour..... 30.7 38.6 37.5 15.6 44.2 18.4 21.5 19.3 17.5

On single track, 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.

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. 14			Mile Post	SECOND CLASS
	305	March 16, 1952				304
	Daily Except Sunday	STATIONS				Mixed
28 WXY	12-10 PM	D-R	JOSEPH	J	83.8	A 11-15 AM
22 X	12-40	D	ENTERPRISE	RS	78.0	A 11-00
39	1-10		LOSTINE		67.8	A 10-07
27 WXY	1-45	D	WALLOWA	WO	60.0	A 9-50
12 W (M.P. 40.0)	2-20		MINAM		47.1	A 9-07
40 W (M.P. 32.6)	2-50	f	LOOKING GLASS		33.8	f 8-37
32	3-20	f	GULLING		25.1	f 8-15
35 WXY	3-40	D	ELGIN	GN	20.9	A 8-05
18	4-05	D	IMBLER	BR	12.3	A 7-32
20	4-25	f	ALICEL		8.4	f 7-22
BJKOP WXYZ	5-00 PM	DN-R	LA GRANDE	RA	0.0	7-00 AM
			(83.8)			Daily Except Sunday
	(4.50)	..... Thru Time .....			(4.15)	
	17.3	..... Average speed per hour .....			19.7	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 14			Mile Post	SECOND CLASS	
	March 16, 1952				328	
	STATIONS				Freight	
JPX		DN	RIETH	RI	0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
			(14.9)			

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 14			Mile Post	SECOND CLASS	
	March 16, 1952				304	
	STATIONS				Mixed	
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
95 P		D	HERMISTON	MN	8.9	
PWXY		D	UMATILLA	CS	10.1	
63 P			IRRIGON		17.9	
			(17.0)			

Eastward trains are superior to trains of same class in 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. 14			Mile Post	SECOND CLASS
	329	March 16, 1952				330
	Freight	STATIONS				Freight
30 PWXY	9-30 AM	D-R	HEPPNER	HR	45.2	A 8-45 AM
10 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 W	11-30 AM		CECIL		14.5	6-35
10 JPX	12-15 PM	N-R	HEPPNER JCT.	WI	0.0	6-00 AM
			(45.2)			Monday Wednesday Friday
	(2.45)	..... Thru Time .....			(2.45)	
	16.4	..... Average speed per hour .....			19.4	

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 14			Mile Post	SECOND CLASS
	327	March 16, 1952				328
	Freight	STATIONS				Freight
26 PVWXY	10-15 AM	D-R	CONDON	CD	44.5	A 9-00 AM
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	11-50 AM		BARNETT		19.7	7-10
11 PW	12-10 PM		ROCK CREEK		16.0	6-55
20	12-30		SHUTLER		7.3	6-25
WB 126 BJKO EB 113 PTWX	1-15 PM	DN-R	ARLINGTON	MX	0.0	6-00 AM
			(44.5)			Tuesday Thursday Saturday Sunday
	(3.00)	..... Thru Time .....			(3.00)	
	14.8	..... Average speed per hour .....			14.8	

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 14			Mile Post	SECOND CLASS	
	March 16, 1952				304	
	STATIONS				Mixed	
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
25 K		D	MORO	MR	27.0	
16			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNBERRY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
			(52.5)			

**WESTWARD BEND BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	<b>SECOND CLASS</b>	Time-Table No. 14 March 16, 1952	Mile Post	<b>SECOND CLASS</b>
	<b>313</b>			<b>314</b>
	Mixed			Mixed
	Daily Except Monday	<b>STATIONS</b>		

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.	<b>SECOND CLASS</b>	Time-Table No. 14 March 16, 1952	Mile Post	<b>SECOND CLASS</b>
	<b>313</b>			<b>314</b>
	Mixed			Mixed
	Daily Except Monday	<b>STATIONS</b>		

39 PWX	R	TONO	8.0	
27 JX		WABASH	2.2	

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

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

**WESTWARD OLYMPIA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	<b>SECOND CLASS</b>	Time-Table No. 14 March 16, 1952	Mile Post	<b>SECOND CLASS</b>
	<b>321</b>			<b>322</b>
	Freight			Freight
	Daily Except Sunday	<b>STATIONS</b>		

JPVXY	6.00AM R	EAST OLYMPIA	0.0	A 5.50AM
		N. P. CROSSING	7.3	

BKPV WXYZ	A 6.30AM	D-R OLYMPIA OA	7.4	5.20AM
		(7.4)		Daily Except Sunday

(0.30) ..... Thru Time ..... (0.30)  
14.8 .. Average speed per hour ..... 14.8

**WESTWARD GRAYS HARBOR BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	<b>SECOND CLASS</b>		Time-Table No. 14 March 16, 1952	Mile Post	<b>SECOND CLASS</b>	
	<b>307</b>	<b>309</b>			<b>308</b>	<b>306</b>
	Mixed	CMS tP & P Freight			CMS tP & P Freight	Mixed
	Daily Except Saturday	Daily Except Sunday	<b>STATIONS</b>			

BKOPT VWXYZ	8.00 PM	DN-R	CENTRALIA 2.4	CN	O.O	A 10.50 PM
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**BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.**

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

JMPV	8.10PM	BLAKESLEE JUNCTION	2.4	A 10.35PM
M		N. P. CROSSING	2.4	
M		C. M. St. P. & P. CROSSING	2.4	
23 P	f 8.20	GALVIN	5.0	f 10.25
43 JPVX	f 8.40	HELSING JUNCTION	12.2	A 8.10PM f 10.05
48 PWX	a 8.45	N-R INDEPENDENCE ND	13.7	7.52 a 10.00
52 P	f 9.01	CEDARVILLE	22.2	7.30 f 9.35
51 P	f 9.20 <sup>305</sup>	LANKNER	26.3	7.20 f 9.20 <sup>307</sup>
44 P	f 9.35	SAGINAW	30.8	7.10 f 9.05
5 PW	f 9.40	SOUTH ELMA	32.5	7.05 f 9.00
53 PXY	f 10.25	SOUTH MONTESANO	42.4	6.30 f 8.35
X		SOUTH MONTESANO	42.4	
PVX		D MONTESANO MO	43.9	
53 PXY	f 10.25	SOUTH MONTESANO	42.4	6.30 f 8.35
27 P	f 10.30	MELBOURNE	43.8	6.00 f 8.15
32 PV	f 10.40	PREACHER'S SLOUGH	46.7	5.50 f 8.05
83 JPXY	f 10.55	COSMOPOLIS	51.2	5.35 f 7.50
M		N. P. CROSSING	53.3	
82 BKPVXZ	A 1.25PM A 5.05AM	DN-R ABERDEEN SA	53.9	5.20PM a 7.30PM

**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	7.00 PM
			(57.5)		Daily Except Sunday	Daily Except Sunday

(3.55) ..... Thru Time ..... (3.10)  
14.7 14.7 ..... Average speed per hour ..... 14.3 15.0

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

WESTWARD					YAKIMA BRANCH					EASTWARD				
Car Capacity of Stages, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS	Time-Table No. 14 March 16, 1952	Mile Post	FIRST CLASS	SECOND CLASS						
	373	361	363	63			64	362	374	364				
	N. P. Freight	Freight	Freight	Passenger			Passenger	Freight	N. P. Freight	Freight				
Daily Except Sunday	Daily Except Sunday	Daily	Daily	STATIONS										
BICOPTVWXYZ			9.30PM	8.00PM	DN-R	YAKIMA	NY	98.0	A 7.50AM			A 2.15AM		
39 X			9.40	8.06		<sup>3.4</sup> UNION GAP		94.6	7.40			1.55		
MP						<sup>3.3</sup> N. P. CROSSING		91.8						
80 P			9.50	8.12		<sup>0.6</sup> PARKER		90.8	f 7.33			1.45		
M					<sup>1.4</sup> 33) N. P. CROSSING		89.4							
32 P			10.00	f 8.19		<sup>2.6</sup> DONALD		86.8	f 7.23			1.30		
18 PV			10.05	f 8.24		<sup>2.3</sup> SAWYER		84.5	f 7.17			1.20		
40 PV			10.15	s 8.29		<sup>2.9</sup> BUENA	BA	81.6	s 7.10			1.10		
74 PVX			10.25	s 8.36	D-R	<sup>3.1</sup> ZILLAH	AH	78.6	s 7.03			12.55		
53 P			10.48	f 8.44		<sup>5.1</sup> GRANGER		73.4	f 6.52			12.25		
52			11.05	f 8.53		<sup>6.2</sup> EMERALD		67.2	f 6.38			12.05AM		
35 JPXY			<sup>364</sup> 11.30PM	9.25	R	MIDVALE		63.6	6.30			<sup>363</sup> 11.30PM		
51 PVWX			12.30AM	s 9.37	N	<sup>5.9</sup> GRANDVIEW	GW	67.7	s 5.56			10.37		
44 P			1.10	f 9.49		<sup>6.9</sup> NORTH PROSSER		50.8	f 5.42			10.20		
53			1.30	f <sup>304</sup> 10.01		CHAFFEE		43.0	f 5.28			<sup>03</sup> 10.01		
42 PWX			2.01	s 10.12	D	<sup>6.5</sup> BENTON CITY	BC	36.5	s 5.16			9.15		
83			2.20	10.22		<sup>5.2</sup> ACTON		31.3	5.05			9.05		
51 PJX	7.40AM	6.20AM	2.50	10.40	R	<sup>12.3</sup> RICHLAND JCT.		19.0	4.47	A 5.20AM	A 5.30AM	8.35		
55 PVWX	A 8.00AM	6.50	3.10	s 11.00	DN	<sup>6.8</sup> KENNEWICK	KN	13.2	s 4.35	5.00	<sup>64</sup> 5.10AM	8.18		
12 P		7.00	3.35	f 11.10		HEDGES		8.7	f <sup>302</sup> 4.20	<sup>64</sup> 4.20		8.08		
M						<sup>1.4</sup> N. P. CROSSING		7.3						
53		7.10	<sup>362</sup> 3.55	f 11.15		<sup>0.6</sup> VILLARD		6.7	f <sup>363</sup> 4.15	<sup>303</sup> 3.55		8.00		
16 JPX		A 7.25AM	A 4.40AM	A 1.30PM		<sup>6.7</sup> ATTALIA		0.0	4.05AM	3.40AM		7.45PM		
						(08.0)			Daily	Daily Except Sunday	Daily Except Sunday	Daily		
	(0.20) 17.4	(0.55) 20.7	(7.10) 13.7	(3.30) 28.0	..... Thru Time.....					(3.45) 26.1	(1.40) 11.4	(0.20) 17.4	(6.30) 15.1	
					..... Average speed per hour.....									

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Stages, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 14 March 16, 1952	Mile Post	FIRST CLASS					
		63	83			64	84				
		Passenger	Passenger			Passenger	Passenger				
	Daily	Daily	STATIONS								
35 JPXY		9.00PM	6.05AM	R	MIDVALE	0.0	A 6.30AM	A 9.25PM			
PVX		A 9.10PM	A 6.15AM	D-R	<sup>2.8</sup> SUNNYSIDE	2.8	6.20AM	9.15PM			
					(2.8)		Daily	Daily			
	(0.10) 16.8	(0.10) 16.8	..... Thru Time.....					(0.10) 16.8	(0.10) 16.8	..... Average speed per hour.....	

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 83 is superior to No. 64 and 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. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.

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

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					TEKOA-AYER BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 14 March 16, 1952	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						
BJKOPT WXYZ			7.45AM			DN-R	116.1			A	3.00PM			
14 JPX			A 8.00AM			R	110.4				2.30			
32 W						D	104.5				2.10			
M														
38 VWX						D	95.1				1.05			
32 BJKMOWXY	11.10PM						89.7				12.40PM			
M							77.4	A	7.37AM		11.50AM	A	1.30PM	
14 East Spur X 16 West Spur	11.30					BLOCK SIGNALS	77.3				11.10		1.20	
34	11.50PM						74.9		7.27		11.00		1.10	
29	12.10AM						72.5	f	7.22		10.50		1.02	
27	12.50						68.5	f	7.16		10.30		12.50	
63 JWCXY	1.20		12.01PM	s	8.39	D-R	67.9	s	7.00		9.45		12.20	
46	1.35		12.15		8.45		65.1	s	6.52		9.10		12.01PM	
26 BJKOWXY	A 2.20AM		A 12.45PM	s	8.56	D-R	64.0	s	6.45		8.50		11.45AM	
42					9.09		63.5	s	6.37		8.10AM		11.30AM	
44					9.20		62.5	f	6.23					
42					9.38		61.5	f	6.15					
60 JPVWXY					9.50	9.40PM	60.5	f	6.00					
M							59.5	s	5.52	A	6.10AM			
10 JPXY		8.25PM		s	10.01	s	58.5	s	5.42	s	5.58		A 12.05AM	
41 X		8.30			10.03	9.51	57.5	s	5.37				12.03AM	
54 X		8.50		f	10.21	f	56.5	f	5.21	f	5.37		11.40PM	
BJKOPWXY		A 9.00PM		A	10.30PM	A 10.15PM	55.5		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	(5.00) 12.9	(2.40) 29.0	(0.35) 30.0	..... Thru Time.....		(2.22) 32.7	(0.40) 211.3	(0.50) 10.0	(2.00) 18.0	(0.35) 21.6		

WESTWARD					TUCANNON BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			356 Freight Monday Wednesday Friday	Time-Table No. 14 March 16, 1952	Mile Post	SECOND CLASS							
							355 Freight							
	STATIONS													
JPXY				12.05AM	R	0.0	A	8.25PM						
JWCXY				A 12.15AM	D	3.8		8.15PM						
19						9.3								
									Monday Wednesday Friday					
				(0.10) 22.8	..... Thru Time.....			(0.10) 22.8						

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.  
 No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.  
 No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.  
 For stations not shown on schedule pages, see page 22.

**WESTWARD**

**SPOKANE-TEKOA BRANCH**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 14				
	381 CMSI&P Freight	387 Freight	383 CMSI&P Freight	69 Spokane Internat'l Passenger	95 CMSI&P Streamliner Passenger	67 Passenger	91 CMSI&P Passenger	March 16, 1952				
	Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS				
BKPVX	9.30PM	3.30PM	7.00AM		11.59PM	10.15PM	8.15AM	8.00AM	DN-R	SPOKANE 1.9	DS AU	DOUBLE TRACK
IPX	9.40	3.45 <sup>384</sup>	7.05		A12.04AM	10.20	8.20	8.05		N. P. CROSSING 0.9		
83 X	9.51 <sup>382</sup>	3.58	7.10			10.23	8.23	8.08		EAST SPOKANE 1.4		
51 X	9.56	4.03	7.15			10.26	8.26	8.11		HILL 2.3		
50 JKVX	10.10	4.15	A 7.20AM			10.30	8.30	8.15	DN	DISHMAN 3.2	SP	
35	10.20	4.25				10.34	8.34	8.19		CHESTER 6.0		
40	10.46 <sup>95</sup>	4.50				10.46 <sup>381</sup>	8.45	8.31	D	MICA -2.8	MA	
38	11.17 <sup>388</sup>	5.15				10.50	8.50	8.35		FREEMAN 3.3		
JVX	A11.25PM	5.25			A10.55PM <sup>388</sup>	8.56	A 8.40AM		DN-R	MANITO 5.2	MU	
23		5.53 <sup>63</sup>				9.03			D	ROCKFORD 3.3	RD	
40		6.05				9.10				DARKNELL 3.4		
31 WX		6.25				9.16			D	FAIRFIELD 8.4	G	
25		6.55				9.31				LATAH 7.2		
BJKOPTWXYZ		A 7.30PM				A 9.52AM			DN-R	TEKOA (49.3)	K	
	(1.55) 11.4	(4.00) 12.3	(0.20) 19.5		(0.05) 22.8	(0.40) 32.7	(1.37) 30.5	(0.40) 32.7		..... Thru Time .....		
										..... Average speed per hour .....		

WESTWARD PLEASANT VALLEY BRANCH				EASTWARD		WESTWARD POMEROY BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 14		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 14		Mile Post	SECOND CLASS	
	391 Freight	March 16, 1952					355 Freight	March 16, 1952			356 Freight	
	Daily Except Monday	STATIONS					Monday Wednesday Friday	STATIONS			Monday Wednesday Friday	
14 JPX	8.00AM	SELTICE		48.0		35 TWX	6.00PM	D-R	POMEROY	PY	28.9	A 2.15AM
		8.2 G. N. CROSSING		39.8		25	6.20		ZUMWALT		24.4	2.00
		0.03 N. P. CROSSING		39.7		7	6.50		DODGE		16.3	1.30
34 VWX	9.00	D	OAKESDALE	ON	39.1	18 W	6.57		CHARD		14.5	1.20
44	9.25		THORNTON		31.2	8	7.10		JACKSON		11.3	1.05
M			0.5 G. N. CROSSING	30.7		18	7.25		DELANEY		7.9	12.50
28 WX	10.30	D	ST. JOHN	SJ	18.3	JWXY	A 8.15PM	D	STARBUCK	SA	0.0	12.20AM
27	10.55		7.9 WILLADA	11.5					(28.9)			
53	11.25		7.1 GRAVEL PIT	4.4								Monday Wednesday Friday
63 JWXY	A11.45AM	D-R	4.4 WINONA	WA	0.0							
			(48.0)									
	(3.45) 12.8	..... Thru Time .....				(2.15) 12.8	..... Thru Time .....				(1.55) 15.1	..... Average speed per hour .....
		..... Average speed per hour .....					..... Average speed per hour .....					

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

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

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

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. 14 March 16, 1952		Mile Post	FIRST CLASS				SECOND CLASS				
				94	70	68	92	384	382	388		
				CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Freight	CMStP&P Freight	Freight		
STATIONS												
BKPVX	DN-R	SPOKANE	DS AU	166.4	A 1.45AM	A 1.00PM	A 6.50PM	A 9.15PM		A 4.00PM	A 10.05PM	A 12.30AM
IPX		N. P. CROSSING		163.5	1.36	12.53PM	6.41	9.08		3.45 <sup>387</sup>	9.55	12.20
83 X		EAST SPOKANE		162.6	1.34		6.39	9.06		3.42	9.51 <sup>381</sup>	12.15
51 X		HILL		161.2	1.31		6.36	9.03		3.37	9.46	12.10
59 JKVX	DN	DISHMAN	SP	158.9	1.27		6.33	8.59		3.30PM	9.40	12.06AM
35		CHESTER		155.7	1.22		6.28	8.54			9.34	11.52PM
49	D	MICA	MA	149.7	1.11		6.16	8.43			9.16	11.27
38		FREEMAN		146.9	1.06		6.10	8.38			9.10	11.17 <sup>381</sup>
JVX	DN-R	MANITO	MU	143.6	1.01AM		6.04	8.33PM			9.01PM	10.55 <sup>95</sup>
23	D	ROCKFORD	RD	138.4			5.53 <sup>387</sup>					10.44
40		DARKNELL		135.1			5.46					10.35
31 WX	D	FAIRFIELD	G	131.7			5.40					10.20
25		LATAH		123.3			5.24					9.55
BJKOPTWXYZ	DN-R	TEKOA	K	116.1			5.11PM					9.30PM
		(49.3)			Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily
..... Thru Time.....				(0.44)	(0.07)	(1.39)	(0.42)		(0.30)	(1.04)	(3.00)	
..... Average speed per hour.....				29.7	16.3	28.9	31.1		13.0	20.4	18.4	

**WESTWARD MOSCOW BRANCH**

**EASTWARD**

**WESTWARD CONNELL BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 14 March 16, 1952	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 14 March 16, 1952	Mile Post	SECOND CLASS	
	379	61					62	378	391			392					
	Freight	Passenger					Passenger	Freight	Freight			Freight					
	Daily Except Sunday	Daily	STATIONS								Sunday Wednesday Thursday Saturday	STATIONS					
BKTVWX	9.00PM	6.45PM	D-R	MOSCOW	MO	28.1	A 8.50AM	A 4.15PM			BJKOWXY	1.45PM	D-R	LA CROSSE	JA	0.0	A 7.30AM
				N. P. CROSSING		19.3					11 X	2.50		HOOPER		14.7	6.35
23 X	9.30	7.05	D	PULLMAN	XN	18.7	8.33	3.45			32 JPWXY	2.55PM	N-R	HOOPER JCT.	HR	15.7	6.30AM
18	9.50	7.18		ALBION		12.7	8.13	3.20			34		D	WASHTUCNA	FN	23.5	
19	10.00	7.25		SHAWNEE		9.7	8.05	3.08			21 V		D	KAHLOTUS	HO	37.4	
BJKMOWXY	10.50PM	7.45PM	DN-R	COLFAX	CA	0.0	7.42AM	2.30PM			18 WXY		R	CONNELL	N	52.9	
				(28.1)			Daily	Daily Except Monday						(52.9)			Daily
(1.50)		(1.00)	..... Thru Time.....			(1.08)	(1.45)		(1.10)	..... Thru Time.....			(1.00)				
15.3		28.1	Average speed per hour.....			24.8	16.1		13.5	Average speed per hour.....			15.7				

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

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

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				WALLULA BRANCH				EASTWARD			
Car Capacity of Seating, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 14 March 16, 1952	STATIONS	Mile Post	FIRST CLASS				
			71 Passenger						72 Passenger		
			Daily								
	BJKOPTVWXYZ		10.15PM	DN-R	WALLA WALLA	Z BU	30.9	A	5.25AM		
5	X				2.0 COLLEGE PLACE		28.9				
	M				0.2 W. W. V. RY. CROSSING		28.7				
17	X		10.20		0.1 GARLETT		28.6	f	5.13		
10			10.30		4.6 WHITMAN		24.0	f	5.02		
12			10.40		4.7 LOWDEN		19.3	f	4.51		
29	PWX		10.50	D	4.3 TOUCHET	CH	16.0	s	4.40		
11			11.05		7.5 REESE		7.6	f	4.25		
	BJKOPVWXY		11.20PM	DN-R	7.5 WALLULA	JN	0.0		4.10AM		
					(30.9)				Daily		
		(1.05) 28.5			..... Thru Time .....			(1.15) 24.7			
					..... Average speed per hour .....						

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 14 March 16, 1952	STATIONS	Mile Post	SECOND CLASS				
			365 Freight						366 Freight		
			Daily Except Sunday								
27	X				ALTO		83.0				
23					7.5 MENOKEN		75.6				
26	JWX		11.45AM		4.2 BOLLES		71.3	A	8.40AM		
28	X		11.58AM	D	4.6 PRESCOTT	SY	66.7		8.28		
21			12.35PM		13.1 VALLEY GROVE		53.6		7.52		
	M				6.4 N. P. CROSSING		47.2				
					0.6 W. W. V. RY. CROSSING		46.6				
	BJKOPTVWXYZ		12.55PM	DN-R	0.5 WALLA WALLA	Z BU	46.1		7.30AM		
	M				1.9 W. W. V. RY. CROSSING		44.2				
24					4.3 SPOFFORD		39.9				
	M				3.6 W. W. V. RY. CROSSING		36.3				
39	VWX			D	0.1 MILTON-FREEWATER	CO	36.2				
60					9.5 BLUE MOUNTAIN		26.7				
20					3.3 DOWNING		23.4				
20	WX			D	6.2 ATHENA	CN	17.2				
41					4.6 ADAMS		12.6				
15					2.6 BLAKELEY		10.0				
	BJKVWXYZ			DN-R	10.0 PENDLETON	FD	0.0				
					(83.0)				Daily Except Sunday		
		(1.10) 21.6			..... Thru Time .....			(1.10) 21.6			
					..... Average speed per hour .....						

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 For stations not shown on schedule pages, see page 22.

WESTWARD				WALLACE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 14 March 16, 1952				FIRST CLASS		SECOND CLASS	
	387 Freight		67 Passenger						68 Passenger		388 Freight	
	Daily		Daily		STATIONS							
	BJKOPTWXYZ	7.30PM	10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM			
25		7.50	10.14		0.9 LOVELL		6.9	f 4.50	8.50			
17	VX	8.15 <sup>388</sup>	10.33	D	7.5 PLUMMER	MR	15.3	s 4.32	8.15 <sup>387</sup>			
22	TWX	8.50	10.50		7.7 CHATCOLET		22.8	f 4.14	7.45			
	X	9.20	11.09		3.5 HARRISON		30.5	s 3.54	7.20			
43		9.35	11.16	D	11.3 SPRINGSTON	RC	34.0	s 3.45	7.10			
20		10.25	11.34		3.8 LANE		45.3	s 3.24	6.42			
33		10.40	11.40		8.6 ROSE LAKE		49.1	s 3.16	6.32			
30		11.00	11.55AM		4.8 CATALDO		57.7	f 2.59	6.10			
6	Y	11.14	12.03PM		1.6 ENAVILLE		62.5	s 2.53	5.56			
18		11.18PM	12.07		3.1 PINE CREEK		64.1	f 2.49	5.52			
	JWX				2.0 BRADLEY		67.2	f				
25	IKOX	A 12.20AM	12.30	D-R	6.6 KELLOGG-WARDNER	DN	69.2	s 2.40	5.40PM			
31			12.43		4.4 OSBURN		75.8	f 2.22				
	BKTVWXZ		A 1.00PM	D-R	0.2 WALLACE	WC	80.2	2.15PM				
	M				0.2 N. P. CROSSING		80.4					
	M				0.1 N. P. CROSSING		80.6					
	JX				6.2 WALLACE JCT.		80.7					
5	VWX			D	(86.9) BURKE	B	86.9					
								Daily		Daily		
		(4.50) 14.3	(2.58) 27.0		..... Thru Time.....			(2.50) 28.3	(3.50) 18.0			
					..... Average speed per hour.....							

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 14 March 16, 1952		Mile Post	SECOND CLASS					
	367 Freight		365 Freight			366 Freight					
	Tuesday and Friday		Daily Except Sunday			STATIONS					
29	T	11.30AM		TURNER	24.8		A 11.20AM				
25		11.40AM		2.1 WHITSTONE	22.7		11.10				
26	VWXY	A 12.20PM	11.01AM	D DAYTON DA	19.1	A 9.15AM	10.30AM				
	M			0.09 N. P. CROSSING	13.0						
	M			0.01 N. P. CROSSING	13.0						
	JX		A 1.03AM	0.1 DAYTON JCT.	12.9	9.13AM					
	JX		11.25AM	R WAITSBURG JCT.	5.2	A 8.53AM					
28	X		11.31	D WAITSBURG BG	3.5	8.49					
28	JWX		A 1.45AM	3.5 BOLLES	0.0	8.40AM					
				(24.8)		Daily Except Sunday	Tuesday and Friday				
		(0.50) 14.0	(0.44) 17.9	..... Thru Time.....		(0.35) 22.5	(0.50) 14.0				
				..... Average speed per hour.....							

WESTWARD				SIERRA NEVADA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 14 March 16, 1952		Mile Post	SECOND CLASS					
	366 Freight		368 Freight			STATIONS					
	Tuesday and Friday		Daily Except Sunday			STATIONS					
	JWX			BRADLEY	0.0						
	X			3.2 END OF TRACK	3.2						
				(3.2)							
<p>This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.</p>											
<p>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.</p>											
<p>Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.</p>											
<p>No. 368 arriving at Turner will run as No. 367 Turner to Dayton.</p>											
<p>For stations not shown on schedule pages, see page 22.</p>											

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
<b>Second Subdivision</b>				<b>Tekoa-Ayer Branch</b>			
Yoakum.....	201.7	10	Both	Schreck.....	31.9	14	Both
Pendair.....	213.5	80 P	Both	Thera..... (5).....	64.8	15	Both
Mission.....	221.2	{ 18 P	Both	Glenwood.....	83.5	13	Both
Cayuse..... (1).....	227.1	25 P	Both	Walters.....	98.6	10	Both
Thorn Hollow.....	232.1	48 P	Both	<b>Tucannon Branch</b>			
North Fork.....	251.4	14 P	West	Powers.....	2.7	4	Both
<b>Third Subdivision</b>				<b>Spokane-Tekoa Branch</b>			
Seufert.....	87.7	13	West	Rahm.....	125.9	4	Both
Dillon.....	93.5	14	West	Coey.....	141.7	17	Both
<b>Fourth Subdivision</b>				<b>Pleasant Valley Branch</b>			
Quarry Spur.....	6.5	13	West	Juno.....	20.8	10	Both
Eri.....	14.2	4	Both	Huntley.....	22.6	2	Both
Corbett..... (1).....	20.3	.....	None	Warner.....	45.3	11	Both
Latourell..... (1).....	23.9	.....	None	<b>Pomeroy Branch</b>			
Multnomah Falls.....	29.6	.....	None	Houser.....	19.1	1	Both
Oneonta.....	31.1	60 P	Both	<b>Moscow Branch</b>			
Warrendale.....	35.9	.....	None	Risbeck..... (5).....	4.5	6	Both
C. L. Lumber Co.....	45.1	7	East	Parvin..... (5).....	7.8	8	Both
Farley.....	47.0	102 P	Both	Armstrong..... (5).....	15.7	3 W {M. P. 16.2}	Both
Viento.....	55.2	.....	None	Whitlow.....	20.5	1	Both
Chatfield.....	71.8	20	West	Holland.....	21.4	8	Both
<b>Kenton Line</b>				<b>Connell Branch</b>			
Champ.....	9.5	7	Both	Pampa.....	4.6	15	Both
Ward.....	14.2	6	Both	Gordon.....	8.2	7	Both
Reynolds.....	20.0	{ 37 P	Both	McAdam.....	29.3	3	Both
		40 P	West	Wacota.....	34.1	4	Both
		126	West	Estes.....	42.3	7	Both
<b>Sixth Subdivision</b>				Sulphur.....	46.1	9	Both
Sheffler.....	242.1	4	Both	Curry.....	51.1	12	Both
Matthews.....	253.3	5	Both	<b>Pendleton Branch</b>			
Magallon.....	258.6	2	Both	Havana.....	6.9	11	Both
Teske.....	310.6	2	Both	Weston.....	20.9	66 X	East
<b>Joseph Branch</b>				Bade.....	30.2	13	Both
Island City..... (2).....	2.6	12	Both	Barrett.....	33.1	10	Both
Conley..... (2).....	5.9	6	Both	Prunedale.....	34.2	15	Both
Rondowa.....	37.2	7	Both	State Line.....	41.7	10	Both
Vincent..... (2).....	40.6	2	East	Langdon.....	43.6	12	Both
Sevier.....	56.7	5	West	Russell.....	51.8	11	Both
<b>Pilot Rock Branch</b>				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Ennis.....	60.9	10	Both
<b>Grass Valley Branch</b>				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	{ 12 East	Both	McKay.....	78.6	6	Both
De Moss.....	23.9	15 West	Both	<b>Wallace Branch</b>			
Erskine.....	31.3	12 Both	Both	Tilma.....	2.1	1 X	Both
Bourbon.....	45.8	9 Both	Both	Watt.....	12.1	18	Both
<b>Grays Harbor Branch</b>				O'Gara..... (6).....	26.3	.....	None
Raisch.....	2.6	7	Both	Black Lake..... (6).....	38.0	.....	None
Balch..... (3).....	18.3	18 P	Both	Dudley..... (6).....	52.0	12	Both
Law.....	44.7	11	East	Smelterville..... (6).....	66.3	.....	None
<b>Yakima Branch</b>				Shont..... (6).....	72.8	3	Both
Grosscup.....	28.2	8	Both	Polaris.....	74.6	42	East
Biggam..... (4).....	48.3	10	Both	Gem.....	84.1	5 X	Both
Flint.....	83.6	18	Both	Friseo.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both
				<b>Dayton Branch</b>			
				Loyd.....	4.1	3	East
				Ronan.....	19.3	23	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.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.

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.		55		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 helperservice: 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 logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20
Diesel-electric road and road switch locomotives with 12-tooth pinion gear, gear ratio 65-12.	50	50	50	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel-electric yard switch locomotives in road service.	35	35	35	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at end of double track.	25	20	20
3800 class engines.		60	50	When using all other turnouts.	15	15	15
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 turnouts, 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.	Page.	Frts.		Str.	Page.	Frts.		Str.	Page.	Frts.
<b>Huntington</b> Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	<b>Baker</b> Over street crossings within city limits.			
Between M.P. 388.8 and 386.4.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20		15	15	15
Between M.P. 385.2 and 384.3.	30	25	20						20	20	20
<b>Lime</b> High line track and connection.			10	<b>Oxman</b> Between M.P. 360.5 and 355.9.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 383.9 and 382.6.	60	50	40	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 382.6 and 378.1.	40	35	25	<b>Pleasant Valley</b> Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 319.5 and 315.4.	30	25	20
<b>Weatherby</b> Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 354.5 and 354.1.	60	50	25	<b>Telocaset</b> Descending grade, Telocaset to Union Jet.	55	45	25
Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 353.9 and 351.1.	45	35	25	Between M.P. 313.4 and 311.0.	55	45	25
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25	<b>Encina</b> Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 311.0 and 309.7.	35	30	20
Descending grade, M.P. 365.0 to Durkee.			25	<b>Quartz</b> Between M.P. 347.1 and 346.9.	70	60	45	Between M.P. 309.7 and 307.4.	55	45	25
				Between M.P. 345.1 and 343.6.	45	35	25	<b>Crooks</b> Between M.P. 307.4 and 304.0.	35	30	20
								Between M.P. 304.0 and 302.7.	45	35	25
								<b>La Grande</b>			

**SECOND SUBDIVISION**

<b>La Grande</b> Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Over Umatilla River bridge, M.P. 214.42.	20	20	20
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	<b>Rieth</b> Between M.P. 210.2 and 208.9.			
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20		55	45	35
				Between M.P. 240.0 and 238.3.	55	45	35				
<b>Hilgard</b> MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	<b>Bonifer</b> Between M.P. 237.9 and 236.6.	35	30	20	<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	<b>Gibbon</b> Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 206.3 and 205.9.	70	60	45
<b>Huron</b> Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 231.7 and 227.2.	45	35	25	Between M.P. 204.5 and 202.2.	60	50	40
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 201.6 and 201.4.	70	60	45
Between M.P. 251.2 and 251.0.	35	30	20	<b>Minthorn</b> Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 198.6 and 198.5.	45	35	25
<b>Duncan</b> Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	<b>Nolin</b> Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 248.1 and 247.2.	35	30	20	<b>Munra</b> Between M.P. 217.6 and 216.3.	45	35	25	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 246.1 and 245.6.	60	50	40	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 244.7 and 244.0.	45	35	25	Over other street crossings within city limits.	20	20	20	<b>Echo</b> Over first road crossing east and west of depot.	30	30	30
Between M.P. 243.2 and 242.5.	60	50	40					Between M.P. 191.9 and 187.3.	60	50	40
								<b>Hinkle</b>			



**THIRD SUBDIVISION**

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

**FOURTH SUBDIVISION**

<b>The Dalles</b> Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 53.8.	35	30	20	<b>Fairview</b> Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 53.8 and 49.6.	45	35	25	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25
<b>Crates</b> Between M.P. 81.2 and 80.1.	55	45	35	<b>Wyeth</b> Between M.P. 49.4 and 48.7.	35	30	20	Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 48.7 and 43.3.	55	45	35	<b>Graham</b>			
Between M.P. 79.3 and 78.9.	55	45	35	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	45	<b>Kenton Line</b> Between Troutdale and Kenton.	45	45	35
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 42.4 and 41.4.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40	Between M.P. 22.0 and 19.5.	45	40	15
<b>Rowena</b> Between M.P. 75.8 and 75.1.	55	45	35	<b>Bonneville</b> Between M.P. 37.3 and 35.5.	55	45	35	<b>Troutdale</b> 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.1 and 73.7.	60	50	40	<b>Dodson</b> Between M.P. 32.8 and 31.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 31.4 and 30.3.	60	50	40	Between Albina and Portland, backing up.	8		
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 29.4 and 27.5.	60	50	40	Between Albina and East Port- land, curve at Globe Mill.	8	8	8
Between M.P. 71.4 and 66.4.	40	35	25	<b>Bridal Veil</b> Between M.P. 25.9 and 24.8.	60	50	40	East Portland, over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge.	8	8	8
Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 24.0 and 23.8.	55	45	35	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Between M.P. 63.2 and 63.1.	45	35	25	<b>Rooster Rock</b> Between M.P. 22.4 and 20.1.	60	50	40				
<b>Hood River</b> 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 18.5 and 18.2.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	Between M.P. 17.9 and 14.8.	70	60	45				
<b>Meno</b> Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 13.5 and 13.2.	55	45	35				

**FIFTH SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Argo</b> Overslip switch, Lucille street, all engines, eastward and westward trains until entire train through slip switch.				Through interlocking.	30	30	30	<b>Seattle</b> Over Spokane street crossing.	10	10	10
		10	10	Between M.P. 180.7 and 180.9.	35	35	25		<b>Argo Yard</b> All Turnouts.		

**SIXTH SUBDIVISION**

Maximum speed.	70	60	45	<b>Page</b> Between M.P. 234.0 and 235.6.	35	25	<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.		50	40
Trains handling Fuller snow plow 0330.			35	Between M.P. 236.3 and 238.1.	35	25	Between M.P. 290.6 and 291.1.		50	40
<b>Hinkle</b> East and West legs of wye.		20	20	Between M.P. 239.0 and 239.8.	50	40	Between M.P. 291.9 and 292.3.		25	25
Between M.P. 186.0 and 187.5.		60	40	<b>Simmons</b> Between M.P. 242.5 and 243.5.	40	25	<b>Ankeny</b> Between M.P. 294.4 and 294.5.		40	25
<b>Cold Springs</b> Between M.P. 200.3 and 200.9.		60	40	<b>Walker Pit</b> Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.		50	40
<b>Juniper</b> Between M.P. 209.1 and 212.1.		30	25	Between M.P. 246.1 and 246.3.	50	40	<b>Marengo</b> Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 212.1 and 212.2.		25	20	Between M.P. 246.9 and 247.0.	45	35	<b>Cheney</b> Over street crossings.	15	15	15
<b>Wallula</b> Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over crossing.		20	20	<b>Scott</b> Between M.P. 252.8 and 253.0.	45	35	Between M.P. 352.8 and 353.5.	55	45	35
Eastward.		15	15	Between M.P. 256.9 and 257.1.	45	35	Between M.P. 354.0 and 363.8 on curves.	60	50	35
Westward.				<b>Ruxby</b> Between M.P. 260.3 and 260.5.	50	40	Between M.P. 364.2 and 364.4.	45	35	25
Between M.P. 213.8 and 214.1.		40	25	<b>Ayer</b> Between M.P. 268.2 and 269.3.	30	30	Between M.P. 364.7 and 364.9.	55	45	35
<b>Attalia</b> Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.	25	15	Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.	45	35	<b>West Spokane, on 16-degree curve west end of yard.</b>	8	8	8
<b>Humorist</b> Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.	40	25	Between M.P. 366.5 and 367.1.	45	35	25
<b>Ash</b> Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.	45	35	Over Bridge 367.13.	10	10	10
Between M.P. 228.1 and 229.9.		35	25	<b>Park</b> Between M.P. 280.0 and 281.6.	40	25	<b>Spokane, through Union Sta- tion limits.</b>	15	15	15
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 281.9 and 282.2.	50	40	Spokane Union Station over slip switches.	10	10	10
Between M.P. 233.0 and 233.4.		50	40				Spokane, through Union Station limits. 3900 class engines.		6	6

### BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.	
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.		25	25	On 3-degree curves.		50	30	
3-degree curves.		20	20	3-degree curves.		20	20	On 4-degree curves.		45	30	
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	On 5- and 6-degree curves.		35	25	
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	On 7- and 8-degree curves.		25	20	
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	On curves of 7 degrees and over with 2-10-2 type engines.		20	20	
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		20	20	On 9- and 10-degree curves.		20	20	
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	<b>Tekoa</b>				
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Grays Harbor Branch</b> Maximum speed.		30	30	Between M.P. 117.2 and 117.5.		20	20	
<b>Umatilla Branch</b> Maximum speed.		40	40	3-degree curves.		20	20	Between M.P. 117.8 and 117.9.		45	30	
<b>Hinkle</b> Between M.P. 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between M.P. 118.1 and 118.3.		35	25	
Between M.P. 2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 118.5 and 119.7.		25	20	
<b>Hermiston</b> Standard and Union Oil spurs.			6	Trains handling rock.			25	Between M.P. 120.2 and 120.4.		35	25	
On house track west of McNaught warehouse.			6	Preacher's Slough to M.P. 47.0.		10	10	Between M.P. 120.7 and 121.4.		35	25	
Over road crossing east end of depot.		15	15	<b>Cosmopolis</b> Within city limits.		20	15	Between M.P. 121.6 and 121.9.		25	20	
Between M.P. 5.9 and 6.0.		35	35	Handling logs within city limits.			8	Between M.P. 122.1 and 122.5.		35	25	
Between M.P. 9.4 and 11.2.		25	25	<b>Aberdeen</b> Within city limits.		20	20	<b>Latah</b> Within city limits.		40	30	
<b>Umatilla</b> On wye.		10	10	Over Boone Street crossing.		5	5	Between M.P. 123.4 and 124.5.		20	20	
<b>Irrigon</b>				Over other street crossings.		10	10	Between M.P. 125.1 and 125.7.		35	25	
<b>Heppner Branch</b> Maximum speed.		25	25	<b>Tono Branch</b> Maximum speed.		15	15	Between M.P. 127.5 and 128.4.		35	25	
3-degree curves.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 129.6 and 130.6.		35	25	
4- and 5-degree curves.		15	15	<b>Olympia Branch</b> Maximum speed.		20	20	<b>Fairfield</b> Within city limits.		25	25	
On curves of 6 degrees and over.		10	10	<b>Olympia</b> Within city limits.		10	10	Between M.P. 132.6 and 132.8.		45	30	
<b>Condon Branch</b> Maximum speed.		25	25	4- and 5-degree curves.		15	15	Between M.P. 133.3 and 134.6.		25	20	
3-degree curves.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 135.3 and 136.3.		35	25	
4- and 5-degree curves.		15	15	<b>Spokane-Tekoa Branch</b> Maximum speed.		70	60	20	<b>Darknell</b> Between M.P. 136.6 and 139.2.		20	20
On curves of 6 degrees and over.		10	10	Between Spokane and Manito.		60	35		<b>Rockford</b> Within city limits.		25	25
On descending grades between Speece and Mikkalo.		15	15	Between Manito and Tekoa.		50	30	Between M.P. 139.4 and 139.7.		45	30	
On descending grades between Barnett and Rock Creek.		15	15					Between M.P. 139.8 and 140.4.		45	30	
								Between M.P. 141.0 and 141.2.		35	25	
								Between M.P. 142.6 and 143.2.		25	20	

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
<b>Manito</b>				Between M.P. 17.7 and 18.1.	25	20	<b>Glenwood</b>		
Between M.P. 144.4 and 144.6.	60	50	35	Between M.P. 18.6 and 18.8.	35	25	Between M.P. 83.7 and 84.5.	20	20
Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 19.7 and 19.9.	20	20	Between M.P. 86.5 and 87.0.	20	20
Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 20.9 and 21.5.	45	30	Between M.P. 87.6 and 88.9.	20	20
<b>Freeman</b>				Between M.P. 23.1 and 23.7.	35	25	Between M.P. 89.1 and 89.4.	20	20
Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 23.6 and 23.7.	30	20	<b>Elberton</b>		
Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 24.5 and 25.0.	35	25	Within city limits.	25	25
<b>Mica</b>				Between M.P. 25.4 and 26.9.	30	25	Between M.P. 90.7 and 91.9.	20	20
Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 27.1 and 27.2.	25	20	Between M.P. 92.4 and 92.9.	25	25
Between M.P. 154.5 and 154.3, westward.	60	50	35	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 95.6 and 95.8.	25	25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 28.2 and 28.7.	20	20	Between M.P. 101.1 and 101.5.	25	25
Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 29.7 and 29.9.	45	30	Between M.P. 102.0 and 102.4.	25	25
Between Chester and Mica, on descending grade.			25	<b>Hay</b>			<b>N. P. Crossing</b>		
<b>East Spokane</b>				Between M.P. 30.4 and 31.1.	35	25	Between M.P. 104.6 and 104.9.	20	20
Through interlocking.	15	15	15	Between M.P. 32.0 and 33.8.	25	20	<b>Farmington</b>		
<b>Spokane</b>				Between M.P. 34.2 and 35.2.	20	20	Between M.P. 105.5 and 105.8.	20	20
Through tunnel.	15	15	15	<b>Jerita</b>			Between M.P. 112.2 and 113.1.	25	25
Over slip switches at N. P. Crossing.	15	15	10	Between M.P. 36.2 and 36.9.	25	20	Between M.P. 115.6 and 116.0.	25	20
Between N. P. Crossing and Mission Ave., on line through old yard.			12	Between M.P. 37.8 and 39.3.	25	20	<b>Pleasant Valley Branch</b>		
Over street crossings between N.P. Crossing and city limits.	20	20	20	Between M.P. 43.5 and 43.6.	45	30	Maximum speed.	25	25
<b>Tekoa-Ayer Branch</b>				<b>Sutton</b>			G. N. Crossing, M.P. 30.7.	20	20
Maximum speed.		50	30	Between M.P. 49.3 and 50.1.	30	20	<b>Tucannon Branch</b>		
Between Tekoa and Colfax, via Garfield.		30	30	<b>Thera</b>			Maximum speed.	25	25
On 5- and 6-degree curves.		25	25	Between M.P. 64.9 and 65.2.	35	25	On curves, 7 degrees and over.	20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	Between M.P. 65.4 and 65.6.	45	30	<b>Starbuck</b>		
Between Tucannon and Ayer.		35	25	Between M.P. 68.2 and 68.5.	35	25	Within city limits.	15	15
On 4-degree curves.		45	30	<b>Diamond</b>			Between Starbuck and Relief.	12	12
On 5- and 6-degree curves.		35	25	Between M.P. 68.8 and 69.0.	35	25	<b>Pendleton Branch</b>		
On 7- and 8-degree curves.		25	20	Between M.P. 69.9 and 70.1.	35	25	Maximum speed.	25	25
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	<b>Mockonema</b>			On 7-, 8-, 9- and 10-degree curves.	20	20
On 9- and 10-degree curves.		20	20	Between M.P. 73.3 and 73.6.	20	20	Between Barrett and Downing, on descending grade.	15	15
<b>Ayer</b>				Between M.P. 74.1 and 74.2.	45	30	<b>Pendleton</b>		
Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.9 and 77.2.	25	12	Over Thompson, Main and Aura streets.	12	12
Between M.P. 14.3 and 16.1.		25	25	<b>Colfax</b>			Over other street crossings within city limits.	20	20
Between M.P. 17.1 and 17.2.		15	15	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
				Between M.P. 79.8 and 80.7.	20	20	<b>Athena</b>		
				Between M.P. 81.5 and 82.3.	20	20	Over street crossings.	15	15
				Between M.P. 82.9 and 83.4.	20	20	<b>Downing</b>		
							Between M.P. 24.0 and 24.5.	20	20
							Between M.P. 25.4 and 26.2.	20	20

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frnt.		Pagr.	Frnt.		Pagr.	Frnt.
<b>Blue Mountain</b> Between M.P. 29.0 and 29.4.	20	20	<b>Granger</b> Over street crossings.	30	30	<b>College Place</b> Within city limits.	30	30
Between M.P. 29.8 and 30.1.	20	20	<b>Zillah</b> Over street crossings.	25	15	<b>Walla Walla</b>		
Between M.P. 30.3 and 30.4.	20	20	<b>Yakima River Bridge</b> 89.35, through gauntlet track.	15	15	<b>Pomeroy Branch</b> Maximum speed.	20	20
Between M.P. 31.2 and 31.7.	20	20	<b>Yakima</b> Over Yakima Ave., and Walnut Street.	6	6	<b>Starbuck</b> Within city limits.	15	15
Between M.P. 32.2 and 32.4.	20	20	Over other street crossings.	10	10	<b>Chard</b> Between M.P. 14.5 and Pomeroy.	15	15
Between M.P. 32.7 and 32.9.	20	20	<b>Sunnyside Branch</b> Maximum speed.	45	35	<b>Dayton Branch</b> Maximum speed.	25	25
<b>Milton-Freewater</b> Over street crossings.	15	15	<b>Wallula Branch</b> Maximum speed.	35	30	On curves of 7 degrees and over.	20	20
W. W. V. Ry. Crossing M.P. 36.3.	15	15	On 5- and 6-degree curves.	35	25	<b>Bolles</b> Between M.P. 0.4 and 0.6.	20	20
W. W. V. Ry. Crossing, M.P. 44.2.	20	20	On 7- and 8-degree curves.	25	20	<b>Dayton</b> Over street crossings west of Touchet River.	15	15
<b>Walla Walla</b> Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	Over all other street crossings.	10	10
Walla Walla, on west leg of wye.	8	8	<b>Wallula</b> Between M.P. 0.8 and 1.1.	25	20	Between M.P. 12.9 and 24.8.	15	15
Between M.P. 52.7 and 53.4.	20	20	Between M.P. 1.6 and 2.0.	20	20	<b>Connell Branch</b> Maximum speed.		
Between M.P. 64.8 and 64.9.	20	20	Between M.P. 2.6 and 2.7.	35	25	Between La Crosse and Hooper Jct.	30	30
Between M.P. 65.5 and 66.0.	20	20	Between M.P. 2.9 and 3.1.	35	25	Between Hooper Jct. and Connell.	20	20
Between M.P. 66.1 and 66.3.	20	20	Between M.P. 3.5 and 3.6.	35	25	On 5- and 6-degree curves.	25	25
Between M.P. 66.1 and 66.3.	20	20	Between M.P. 4.0 and 4.3.	35	25	On 7- and 8-degree curves.	20	20
Between M.P. 71.7 and 72.5.	20	20	Between M.P. 4.8 and 5.3.	25	20	On 9- and 10-degree curves.	20	20
Between M.P. 72.8 and 73.2.	20	20	Between M.P. 5.9 and 6.4.	25	20	<b>La Crosse</b> Between M.P. 3.4 and 3.6.	25	25
Between M.P. 74.3 and 76.1.	20	20	Between M.P. 6.7 and 6.8.	25	20	Between M.P. 6.6 and 6.8.	25	25
<b>Menoken</b> Between M.P. 78.4 and 78.5.	20	20	Between M.P. 7.0 and 7.1.	20	20	Between M.P. 7.2 and 7.8.	20	20
Between M.P. 78.9 and 79.3.	20	20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Between M.P. 9.2 and 9.7.	20	20
Between M.P. 79.6 and 79.9.	20	20	<b>Reese</b> Between M.P. 7.7 and 8.0.	25	20	<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivi- sion.		15
Between M.P. 80.8 and 81.2.	20	20	Between M.P. 8.2 and 8.4.	35	25	Through west leg of wye on 16- degree curve.	8	8
<b>Alto</b>			Between M.P. 8.7 and 9.1.	25	20	<b>Moscow Branch</b> Maximum speed.	35	25
<b>Yakima Branch</b> Maximum speed.	45	30	Between M.P. 9.5 and 9.7.	25	20	On 7- and 8-degree curves.	25	20
With pile driver 0321.		15	Between M.P. 10.0 and 10.1.	35	25	On 9- and 10-degree curves.	20	20
On 5- and 6-degree curves.	35	25	Between M.P. 10.7 and 10.9.	35	25	<b>Colfax</b> Within city limits.	12	12
On 7- and 8-degree curves.	30	20	Between M.P. 11.1 and 11.4.	35	25			
On 9- and 10-degree curves.	25	20	Between M.P. 12.1 and 12.3.	20	20			
<b>Attalia</b>			Between M.P. 12.5 and 12.6.	35	25			
Bridge 7.44.	25	15	Between M.P. 18.5 and 18.6.	35	25			
<b>Kennewick</b> Over street crossings.	8	8						
<b>Benton City</b> Within city limits.	40	30						
Between M.P. 37.5 and 38.1.	25	20						

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Between M.P. 1.3 and 3.1.	25	20	On 5- and 6-degree curves.	35	25	<b>Rose Lake</b> Between M.P. 50.6 and 51.0.	35	25
Between M.P. 5.6 and 7.5.	25	20	On 7- and 8-degree curves.	25	20	<b>Dudley</b> Between M.P. 53.6 and 54.2.	35	25
Between M.P. 8.4 and 8.8.	25	20	On 9- and 10-degree curves.	20	20	Between M.P. 54.5 and 54.9.	35	25
<b>Shawnee</b> Between M.P. 9.9 and 10.0.	25	20	<b>Lovell</b> Between M.P. 8.0 and 9.0.	25	20	<b>Cataldo</b> Between M.P. 58.7 and 59.1.	45	30
Between M.P. 10.8 and 11.2.	25	20	Between M.P. 9.9 and 10.7.	25	20	Between M.P. 60.0 and 60.2.	20	20
Between M.P. 12.2 and 12.5.	25	20	Between M.P. 11.1 and 12.1.	25	20	Between M.P. 62.4 and 63.2.	35	25
<b>Albion</b> Between M.P. 13.4 and 13.6.	25	20	<b>Watt</b> Between M.P. 12.3 and 13.0.	15	15	Between M.P. 63.4 and 64.0.	45	30
Between M.P. 14.3 and 14.9.	20	20	Between M.P. 14.4 and 14.6.	25	20	Between M.P. 70.1 and 70.3.	35	25
Between M.P. 17.5 and 17.7.	25	20	Between M.P. 17.9 and 18.2.	25	20	Between M.P. 70.7 and 70.9.	35	25
Between M.P. 17.9 and 18.0.	25	20	Between M.P. 18.5 and 20.3.	25	20	Between M.P. 71.5 and 71.7.	45	30
<b>Pullman</b> Within city limits.	15	15	Between M.P. 20.7 and 21.5.	25	20	Between M.P. 72.4 and 72.6.	35	25
Over street crossings.	6	6	Bridge 23.45.	15	15	Between M.P. 73.4 and 73.6.	45	30
Between M.P. 19.9 and 20.0.	25	20	Between M.P. 24.1 and 28.4.	25	20	<b>Osburn</b> Between M.P. 77.1 and 77.2.	35	25
Between M.P. 24.6 and 24.8.	25	20	<b>Springston</b> Between M.P. 34.0 and 34.1.	45	30	Between M.P. 77.4 and 77.7.	35	25
Between M.P. 25.2 and 25.4.	25	20	Between M.P. 34.5 and 34.7.	45	30	Between M.P. 78.0 and 78.2.	35	25
<b>Moscow</b> Over street crossings.	12	12	Between M.P. 34.9 and 35.2.	35	25	Between M.P. 78.6 and 78.7.	25	20
<b>Wallace Branch</b> Maximum speed.	50	30	Between M.P. 38.3 and 38.6.	35	25	<b>Wallace</b> Over street crossings.	6	6
Between Lovell and Chatcolet.	35	20	Between M.P. 39.6 and 39.8.	45	30	Between M.P. 81.4 and 87.3.	20	20
Between Chatcolet and Harrison.	40	25	<b>Lane</b> Between M.P. 47.8 and 48.3.	45	30	Burke to Wallace, eastward.	20	10
On 4-degree curves.	45	25	Between M.P. 48.6 and 49.0.	45	30	<b>Sierra Nevada Branch</b> Maximum speed.		10

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

Huntington..... Yard Office  
 Huntington..... Telegraph Office  
 Baker..... Telegraph Office  
 La Grande..... Train Dispatcher's Office  
 La Grande..... Depot Telegraph Office  
 La Grande..... Yard Office  
 Pendleton..... Telegraph Office  
 Hinkle..... "UK" Telegraph Office  
 Hinkle..... Enginemen's Register Room  
 Hinkle..... Yard Office  
 Arlington..... Telegraph Office  
 Moro..... Telegraph Office  
 Bend (Joint).... O. T. Ry. Telegraph Office  
 The Dalles..... "DK" Telegraph Office  
 The Dalles..... "WH" Telegraph Office  
 Portland (Joint)  
 ..... N. P. T. Co. Telegraph Office

Albina..... Train Dispatcher's Office  
 Albina..... Yard Telegraph Office  
 Albina..... Enginemen's Register Room  
 Kenton..... Telegraph Office  
 Centralia (Joint).N. P. Ry. Telegraph Office  
 Tacoma..... Yard Office  
 Argo..... Yard Office  
 Argo..... Enginemen's Register Room  
 Seattle (Joint)  
 ..... Union Station Telegraph Office  
 Hoquiam (Joint).N. P. Ry. Telegraph Office  
 Aberdeen..... Telegraph Office  
 Olympia..... Telegraph Office  
 Spokane..... Train Dispatcher's Office  
 Spokane..... Telegraph Office  
 West Spokane. Enginemen's Register Room  
 Ayer..... Telegraph Office

Wallula..... Telegraph Office  
 Tekoa..... Telegraph Office  
 Tekoa..... Enginemen's Register Room  
 Colfax..... Telegraph Office  
 La Crosse..... Telegraph Office  
 Moscow..... Telegraph Office  
 Walla Walla..... Passenger Depot  
 Walla Walla... Enginemen's Register Room  
 Yakima..... Telegraph Office  
 Yakima..... Roundhouse  
 Kellogg-Wardner..... Telegraph Office  
 Wallace..... Telegraph Office  
 Wallace..... Enginemen's Register Room

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

**SYMBOLS AND ABBREVIATIONS**

(Rules 6 and 6(A))

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

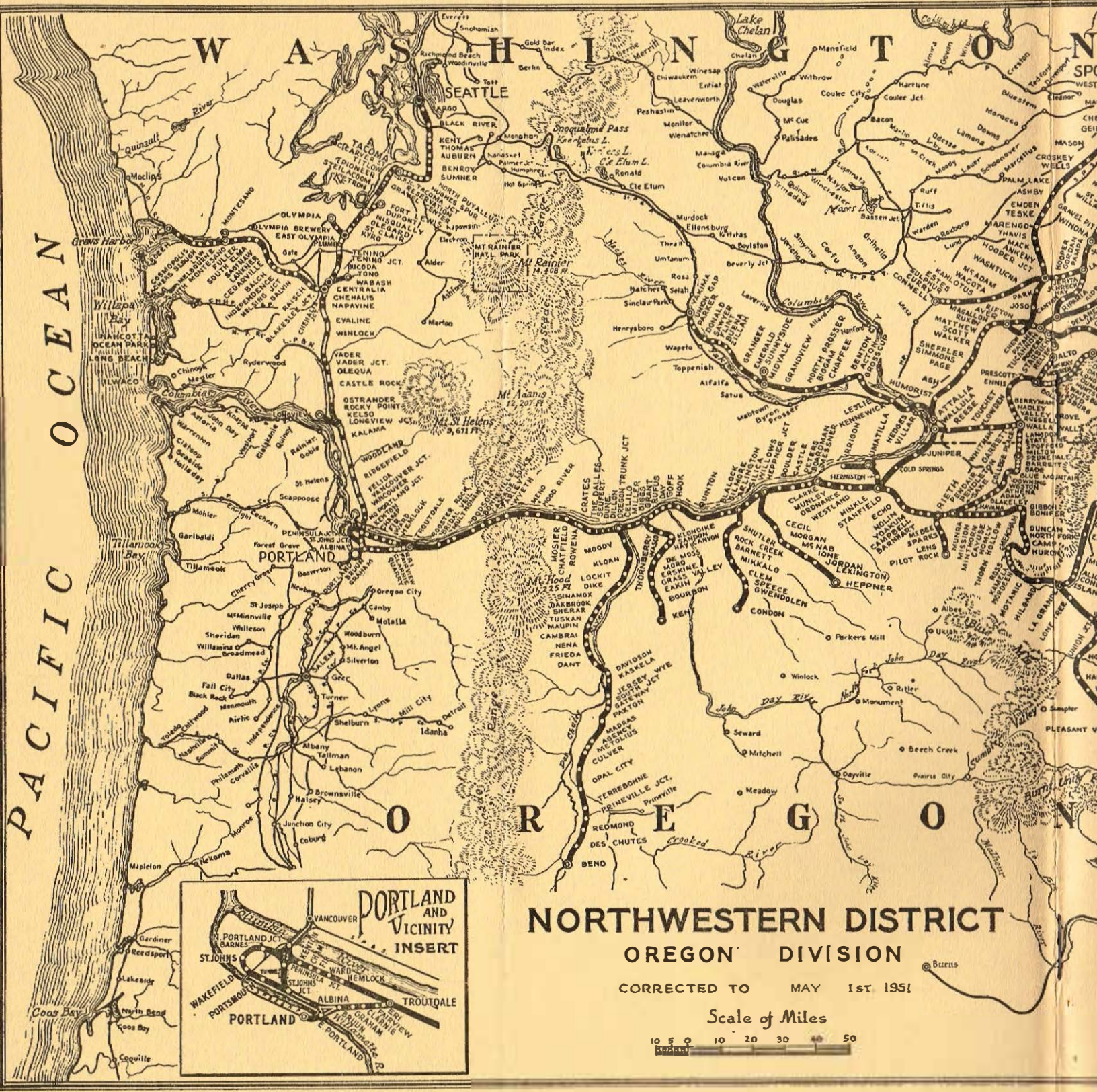
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

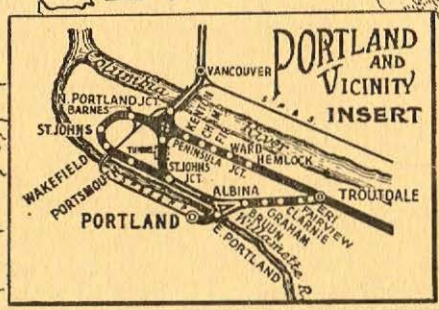
- B—bulletins;
- C—coal;
- D—day operator;
- N—night operator;
- DN—day and night operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- V—track connection with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

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

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



PACIFIC OCEAN



# NORTHWESTERN DISTRICT OREGON DIVISION

CORRECTED TO MAY 1ST 1951

Scale of Miles

