

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



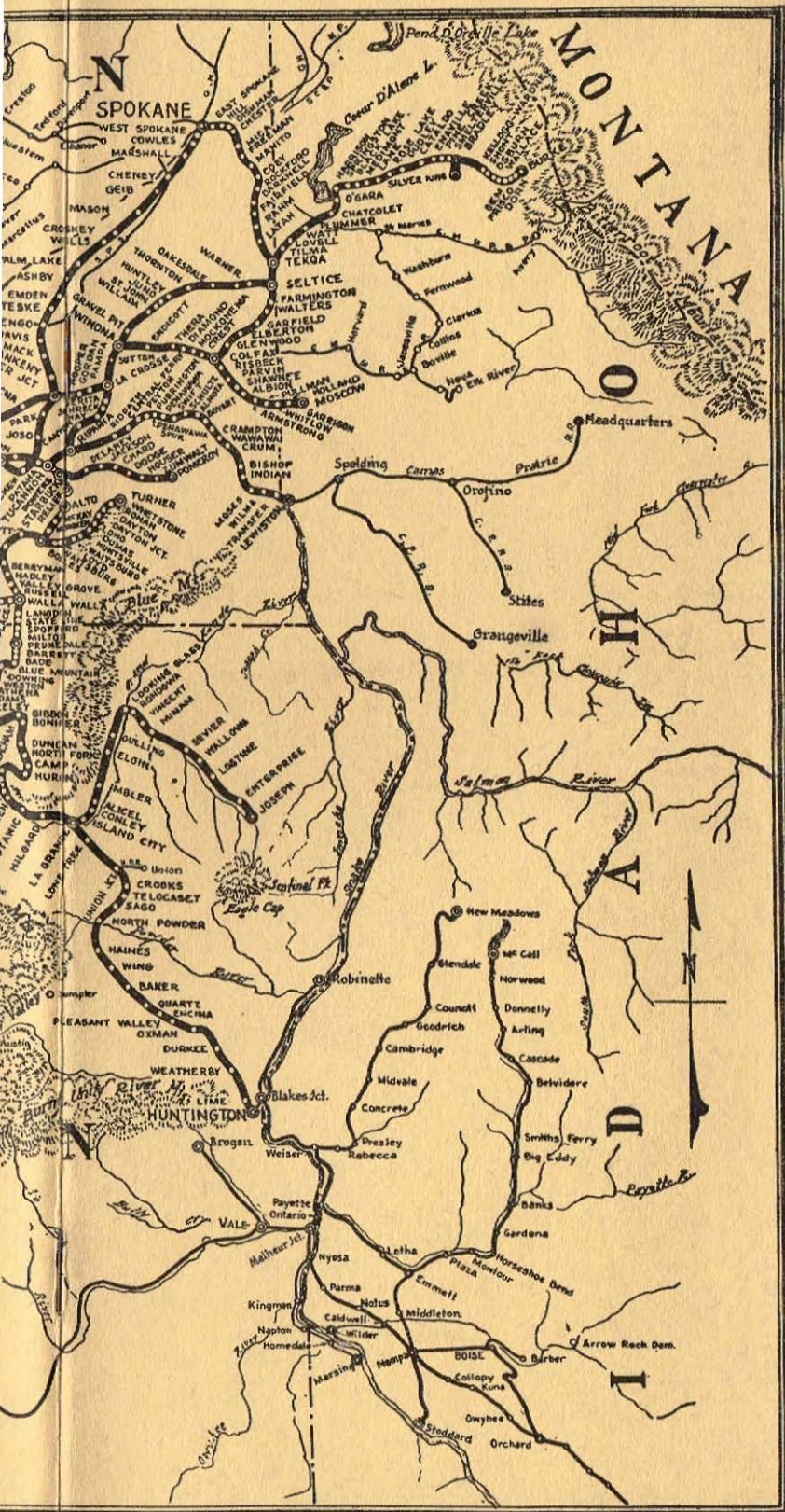
OREGON DIVISION
TIME-TABLE
No. 15

Effective Sunday
October 5, 1952
At 12:01 A.M. Pacific Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

Press of ABBOTT, KERNS & UELL 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. Haydon, Road Foreman of Engines Portland, Ore.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
E. F. Kidder, Division Engineer Portland, Ore.
H. L. Mathewson, General Roadmaster Portland, Ore.

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.
O. 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
O. L. Gamette	Medical Director	Los Angeles	David H. Stoddard	Surgeon	La Grande, Ore.
Ralph M. Dodson	District Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	J. E. Carrow	Surgeon	Lewiston, Ida.
Guy L. Boyden	Aurist	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
Kenneth O. Brown	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
J. P. Craven	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
David G. Duncan	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Warren W. Hale	Surgeon	Portland, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	Gordon D. Steinfeld	Surgeon	Pendleton, Ore.
George D. McGearry	Surgeon	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Edward O. Parkinson	Surgeon	Portland, Ore.	Charles G. Smick	Surgeon	Ritzville, Wash.
Joseph M. Roberts	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. Schlach	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.	L. M. Farnam	Surgeon	South Elma, Wash.
Conrad Wetzl, Jr.	Surgeon	Oolfa, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
G. G. Gaunt	Surgeon	Oondon, Ore.	L. A. Hopkins	Surgeon	Tacoma, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Warren F. Bolton	Surgeon	Elgin, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Vern Cressley	Surgeon	Tekoa, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	Albert J. Nelson	Surgeon	Tekoa, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	C. H. Wetzl	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Griffith, Smith, Vogt, Mills,		
H. D. Lewis	Surgeon	Hood River, Ore.	Merriss, Murphy, Steven-		
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	son, Wilkinson, Sickels	Surgeons	The Dalles, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Leonard Semler	Surgeon	Hoquiam, Wash.	H. O. Mowery	Surgeon	Wallace, Ida.
R. W. Cordwell	Surgeon	Kellogg, Ida.	G. A. Falkner	Surgeon	Walla Walla, Wash.
O. I. Gibbon	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	W. F. Holmes	Surgeon	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	J. C. Lyman	Surgeon	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	A. J. Hockett	Surgeon	Wallowa, Ore.
John B. Gregory	Surgeon	La Grande, Ore.	H. O. Lynch	Surgeon	Yakima, Wash.
Richard E. Hall	Surgeon	La Grande, Ore.	R. P. Soheffer	Oculist and Aurist	Yakima, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 15 October 5, 1952	FIRST CLASS						
19 Pagr.	11 Pagr.	105 Streamliner Passenger	403 Pagr.	457 Pagr.	17 Pagr.	25 Mail and Express			12 Pagr.	404 Pagr.	458 Pagr.	106 Streamliner Passenger	18 Pagr.	20 Pagr.	26 Mail and Express
Daily	Daily	Daily	Daily	Daily	Daily	Daily									
	5.25	2.05			4.05		0.0	GRANGER	A 9.15		A 12.42	A 10.30			
	10.20 11.05	5.45 5.55			9.35 10.35	12.30	213.9	POCATELLO	4.10 3.40		8.55 8.45	5.20 4.45		A 9.15	
	2.15	8.25			2.00	4.10	373.8	GLENNS FERRY	12.05		6.10	1.30		5.00	
	3.59	9.40			3.45	6.15	448.4	BOISE	10.15		5.00	11.50		2.45	
	6.35	11.40			6.25	9.25	560.1	M.T. HUNTINGTON P.T.	7.30		3.05	9.25		11.40	
	5.45	10.40			5.35	8.40			6.20		2.05	8.15		10.25	
	8.25	1.05			8.20	11.45	649.7	LA GRANDE	3.45		11.40	5.35		7.20	
	10.47	3.11			11.00	2.12	723.9	PENDLETON	1.10		9.35	2.55		4.50	
	9.00						940.6	SPOKANE					A 7.20		
	11.30						836.7	AYER						4.35	
	12.40						783.4	WALLULA						3.15	
	2.00	11.40	3.55			12.30	756.3	HINKLE	12.20		8.55	2.05	2.35	3.50	
	4.05	1.45	5.35			3.25	856.4	THE DALLES	10.15		7.15	11.50	12.05	12.30	
A 6.30	A 4.00	A 7.30	8.30	8.00	A 6.00	A 8.30	939.5	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00	
			12.30	11.05			1084.6	TACOMA		9.45	5.52				
			A 1.45	A 11.59			1122.7	SEATTLE		8.30	4.45				
									Daily	Daily	Daily	Daily	Daily	Daily	
(9.30) 38.9	(23.35) 39.8	(18.25) 61.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.0	(21.00) 34.6	 Thru Time..... Average speed per hour	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 61.6	(23.45) 39.6	(9.20) 39.6	(22.05) 32.0

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS			Distance from McCannon	Time-Table No. 15 October 5, 1952	FIRST CLASS		
29 Passenger	33 Passenger	31 Passenger			32 Passenger	34 Passenger	30 Passenger
Daily	Daily	Daily					
	10.10	9.35	0.0	McCAMMON	A 5.40	A 4.45	
	10.45 11.30	10.10 10.40	22.7	POCATELLO	5.10 4.30	4.15 3.30	
	1.05	A 12.25	73.3	IDAHO FALLS	A 2.30	3.00	
			124.3	ASHTON	12.55	2.05	
			169.9	VICTOR	11.10		
			180.4	WEST YELLOWSTONE			
	A 7.45		285.8	BUTTE		7.30	
					Daily	Daily	
					Daily	Daily	
(9.35) 29.8	(2.50) 25.9	(3.20) 29.0		..... Thru Time..... Average speed per hour	(3.20) 29.0	(2.40) 27.5
(9.15) 30.9							

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

MILEAGE

Main Line..... 795.06
Branches..... 1181.40
Grand Total..... 1976.46

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31	FIRST CLASS				Time-Table No. 15 October 5, 1952	Mile Post	FIRST CLASS			
	105	17	25	11			18	26	12	106
	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily
	BKOPTWXYZ	10.40PM	5.35PM	8.40AM	5.45AM	DN-R HUNTINGTON HU 389.4	A 8.15AM	A 10.25AM	A 6.20PM	A 2.05AM
100	P	10.50	5.45	8.50	5.55	D LIME BY 384.5	8.02	10.10	6.07	1.50
100	PW					WEATHERBY 377.5				
150	PY	11.11	6.08	9.15	6.17	DURKEE 368.9	7.37	9.45	5.42	1.25
100	P					OXMAN 361.7				
170	PW	11.34	6.33	9.45	6.42	PLEASANT VALLEY 355.4	7.10	9.16	5.17	1.01
WB 91 EB 109	PY					ENCINA 351.9				
107	P	11.45	6.46	10.00	6.55	QUARTZ 347.3	6.55	9.00	5.03	12.47
WB 109 EB 111	BKOPW XYZ	11.55PM	6.59	10.15	7.05	DN BAKER BC 342.0	6.47	8.52	4.56	12.40
106	P					WING 337.6	6.37	8.36	4.46	12.30
106	P	12.07AM	7.11	10.30	7.16	D HAINES KB 331.7	6.32	8.30	4.41	12.25
106	PW	12.17	7.21	10.43	7.26	D NORTH POWDER HD 322.1	6.22	8.15	4.31	12.17
107	P					SAGO 315.5				
147	PVWY	12.30	7.36	11.00	7.41	TELOCASSET 312.6	6.08	7.58	4.16	12.06AM
105	P					CROOKS 308.9				
105	PVY	12.46	7.54	11.19	8.00	D UNION JCT. UN 302.2	5.49	7.35	3.57	11.51PM
105	P	12.52	8.01	11.26	8.07	LONETREE 294.9	5.42	7.27	3.51	11.45
	BJKOPTWXYZ	A 1.00AM	A 8.10PM	A 1.35AM	A 8.15AM	DN-R LA GRANDE RA 289.8	5.35AM	7.20AM	3.45PM	11.40PM
		(2.20) 42.7	(2.35) 38.6	(2.55) 34.1	(2.30) 39.8	(09.6)	Daily	Daily	Daily	Daily
		..... Thru Time					(2.40)	(3.05)	(2.35)	(2.25)
		..... Average speed per hour.....					37.4	32.3	38.6	41.2

CENTRALIZED TRAFFIC CONTROL

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 15 October 5, 1952	Mile Post	FIRST CLASS				STATIONS
	17	25	11	105			18	26	12	106	
	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily							
BJKOPTWXYZ	8.20PM	11.45AM	8.25AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 7.10AM	A 3.35PM	A 1.35PM	3.
WB 71 PWXY EB 72					HILGARD 7.7	282.1	5.08	6.52	3.16	11.20	3.20
139 P	8.52	12.13PM	8.57	1.34	MOTANIC 8.5	275.6	4.51	6.37	3.00	11.07	3.07
P					NORDEEN 3.5	272.1					3.00
141 PWXY	9.03	12.24	9.08	1.44	KAMELA 1.0	271.1	4.40	6.26	2.49	10.58	2.53
P					ROSS 2.8	268.3					2.52
WB 105 PW EB 102	9.17	12.38	9.22	1.56	MEACHAM 7.8	265.8	4.26	6.12	2.35	10.46	2.46
136 P					HURON 3.6	257.7					2.31
120 PW	9.41	1.02	9.49	2.19	CAMP 5.6	254.1	3.54	5.45	2.05	10.24	2.24
WB 68 PWY EB 69		f 1.14			DUNCAN 9.0	248.5					2.16
102 P	10.05	1.27	10.10	2.39	BONIFER 2.6	239.5	3.32	5.24	1.44	10.05	2.05
106 PWY		f 1.39			GIBBON 7.3	236.9					2.02
117 P	10.28	1.48	10.24	2.52	HOMLY 4.9	229.6	3.17	5.10	1.30	9.53	1.53
116 P					MINTHORN 6.8	224.7					1.48
115 P	10.43	2.01	10.37	3.05	MUNRA 3.3	218.9					1.42
69 BJRPV WXYZ	s 11.00	s 2.12	s 10.47	s 3.11	DN PENDLETON FD 3.6	215.6	s 2.55	s 4.50	s 1.10	s 9.35	1.37
155 JPX	11.08	2.20	10.55	3.17	RIETH 3.7	212.0	2.38	4.29	12.53	9.26	1.30
135 P					BARNHART 9.1	208.3					1.26
135 P	11.24	2.35	11.10	3.30	NOLIN 6.3	198.9	2.23	4.12	12.38	9.11	1.16
135 PW	f 11.30	f 2.43	11.16	3.36	D ECHO HI 4.2	192.6	2.16	f 4.05	12.31	9.05	1.10
P	f 11.35PM	f 2.50	11.21	3.40	STANFIELD 4.2	188.4	2.11	f 4.00	12.26	9.01	1.06
BJKOPWXYZ	A 12.01AM	A 3.05PM	A 11.30AM	A 3.50AM	DN-R HINKLE UK	184.2	2.05AM	3.50AM	12.20PM	8.55PM	1.00A
					(105.6)		Daily	Daily	Daily	Daily	
	(3.41) 28.7	(3.20) 31.7	(3.05) 34.2	(2.45) 38.4	..... Thru Time		(3.20) 31.7	(3.20) 31.7	(3.15) 32.3	(2.40) 30.8	

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

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

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

9.00A

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 15

October 5, 1962

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS						STATIONS	
	257 Time Freight Daily	151 Time Freight Daily	9	25 Mail and Express Daily	11 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily	17 Passenger Daily		STATIONS
BJKOPWXYZ	9.45 ^{PM}	12.10 ^{12 PM}	1.55 ^P	3.15 ^{PM}	11.40 ^{AM}	3.55 ^{AM}	2.00 ^{20 AM}	12.30 ^{AM}	DN-R HINKLE UK	
09 P	10.00	12.25		3.21	11.45	4.00	2.05	12.35	3.0 WESTLAND	
P	10.07	12.30		3.26	11.48	4.03	2.08	12.38	2.9 ORDNANCE RN	
06 PW	10.10	12.35		3.29	11.55 ^{12 AM}	4.05	2.10	12.40	1.9 MUNLEY 6.8	
08 P	10.20	12.45		3.35	12.04 ^{PM}	4.10	2.16	12.46	4.8 CLARKE	
09 P	10.30	12.55		3.40	12.09	4.14	2.21	12.51	DN 4.8 MESSNER FC	
14 P				3.42					1.4 BOARDMAN BD	
08 P	10.35	1.00		3.45	12.13	4.17	2.27 ²⁰	12.54	1.6 PETERS 3.9	
08 P	10.41	1.06		3.49	12.17	4.20	2.31	1.07 ¹⁸ 1.26 ²⁰	3.9 CASTLE	
104 P	10.50	1.15		3.56	12.23	4.25	2.37	1.33	6.2 BOULDER	
10 JP	10.56	1.21		4.00	12.27	4.29	2.41	1.37	3.9 N HEPPNER JCT. WI	
100 P	10.58	1.23		4.02	12.28	4.30	2.43	1.39	1.2 WILLOWS	
08 P	11.05	1.30		4.07	12.33	4.34	2.48	1.44	4.6 SILICA 3.9	
WB 126 BJKOPT EB 113 WX	11.25	1.45		4.13	12.39	4.38 ²⁰²	2.54	1.55 ²⁶	DN 4.6 ARLINGTON MX	
100 P	11.40	1.52		4.24 ²⁰⁴	12.47	4.42	3.01	2.10	GILMORE	
09 P	11.50 ^{PM}	1.59		4.30	12.51	4.46	3.06	2.17	4.7 BLALOCK	
06 P	12.01 ^{AM}	2.10		4.38	12.57	4.52	3.12	2.24	6.1 N QUINTON QN	
100 P	12.24 ¹⁸ 12.40 ²⁰	2.17		4.43	1.01	4.56	3.17	2.29	HOOK	
00 P	12.50	2.22		4.47	1.04	4.59	3.21	2.32	3.6 GOFF 3.3	
104 PW	1.04 ²⁰	2.27		4.50	1.08	5.02	3.25	2.36	DAY 2.3	
100 P	1.15	2.31		4.55	1.10	5.04	3.28 ²⁶²	2.39	RUFUS 2.8	
100 P	1.19	2.35		4.59	1.13	5.07	3.31	2.42	GRANT 2.7	
80 JP { MP } 54 P { W 101.7 }	1.23	2.40		5.02	1.16	5.10	3.34	2.45	DN 3.4 BIGGS BX	
	1.28	2.45		5.06	1.19	5.13	3.37	2.49	3.7 MILLER	
50 P	1.33	2.52		5.11	1.23	5.17	3.41	2.53	3.7 CELLO	
JPV	1.35	2.56		5.13	1.25	5.19	3.43	2.55	D OREGON TRUNK JCT. VO	
74 P	1.40	3.01		5.18	1.28	5.22	3.47	2.59	1.6 DUNE 3.3 6.1	
BKOPTWXZ	Λ 2.00 ^{AM}	Λ 3.20 ^{PM}		Λ 5.35 ^{PM}	Λ 1.40 ^{PM}	Λ 5.35 ^{AM}	Λ 4.00 ^{AM}	Λ 3.15 ^{AM}	DN-R THE DALLES DK-WH	

BLOCK SIGNALS

DOUBLE TRACK

(4.15) (3.10) (2.20) (2.00) (1.40) (2.00) (2.45) Thru Time.....
23.2 31.1 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. 15

October 5, 1952

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS			
		20 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	18 Passenger	10	262 Time Freight	264 Time Freight	
DN-R HINKLE UK	184.2	A 2.00 ¹⁹ AM	A 3.10AM	A 12.10 ¹⁵¹ PM	A 8.50PM	A 1.40AM	1.35P	A 6.30AM	A 6.30PM	
WESTLAND	180.6	1.49	2.55	12.02PM	8.43	1.29		6.07	6.12	
ORDNANCE RN	177.7	1.46	2.50	11.58AM	8.40	1.26		6.00	6.05	
MUNLEY	175.8	1.44	2.47	11.55 ¹¹	8.38	1.24		5.55	6.00	
CLARKE	170.0	1.38	2.41	11.49	8.33	1.18		5.45	5.45	
DN MESSNER FC	165.2	1.33	2.36	11.44	8.29	1.13		5.35	5.37	
BOARDMAN BD	163.8		2.32							
PETERS	162.2	1.30	2.27 ¹⁹	11.40	8.26	1.10		5.25	5.30	
CASTLE	158.3	1.26 ¹⁷	2.18	11.36	8.23	1.07 ¹⁷		5.15	5.23	
BOULDER	152.1	1.20	2.11	11.30	8.17	1.01		5.05	5.13	
N HEPNER JCT. WI	148.2	1.16	2.07	11.26	8.14	12.57		4.59	5.07	
WILLOWS	147.0	1.14	2.05	11.24	8.13	12.55		4.57	5.05	
SILICA	142.4	1.09	2.00	11.20	8.09	12.50		4.50	4.55	
DN ARLINGTON MX	138.5	1.04	1.55 ¹⁷	11.15	8.05	12.45	12.45P	4.38 ¹⁰⁵	4.45	
GILMORE	134.0	12.55	1.29	11.05	8.01	12.38		4.11	4.24 ²⁵	
BLALOCK	129.3	12.50	1.24	11.01	7.57	12.34		4.04	3.55	
N QUINTON QN	123.2	12.44	1.17	10.55	7.52	12.28		3.55	3.45	
HOOK	118.6	12.40 ²⁶⁷	1.12	10.51	7.48	12.24 ²⁵⁷		3.48	3.35	
GOPF	115.0	12.37	1.08	10.48	7.45	12.21		3.43	3.30	
DAY	111.7	12.34	1.04 ²⁵⁷	10.44	7.42	12.18		3.38	3.25	
RUFUS	109.4	12.32	1.01	10.42	7.40	12.16		3.28 ¹⁰	3.20	
GRANT	106.6	12.29	12.58	10.39		12.13		3.14	3.15	
DN BIGGS BX	103.9	12.26	12.55	10.36	7.35	12.10		3.09	3.10	
MILLER	100.5	12.23	12.51	10.32	7.32	12.07		3.03	3.03	
CELLIO	96.8	12.19	12.46	10.28	7.28	12.03		2.55	2.55	
D OREGON TRUNK JCT. VO	95.2	12.17	12.44	10.26	7.26	12.01AM		2.50	2.50	
DUNE	91.9	12.14	12.39	10.23	7.23	11.58PM		2.45	2.45	
DN-R THE DALLES WH	85.8	12.05AM	12.30AM	10.15AM	7.15PM	11.50PM	11.50P	2.30AM	2.30PM	
(98.4)		Daily	Daily	Daily	Daily	Daily		Daily	Daily	

BLOCK SIGNALS

DOUBLE TRACK

Thru Time	(1.55)	(2.40)	(1.55)	(1.35)	(1.50)	(4.00)	(1.00)
Average speed per hour	51.3	36.9	51.3	62.1	54.7	24.0	24.6

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

WESTWARD			FOURTH SUBDIVISION								Time-Table No. 15			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS								October 5, 1952			
	151	257	458	25	11	404	105	19	17	STATIONS				
	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
BKOPTWXZ	4.00PM	4.10AM		5.45PM	1.45PM		5.35AM	4.05AM	3.25AM	DN-R	THE DALLES	DK WH		
P	4.15	4.25		5.51	1.51		5.40	4.12	3.32		4.1	} DOUBLE TRACK		
136 P	4.25	4.35		5.58	1.57		5.46	4.18	3.38		6.2			
133 P	4.40	4.50		s 6.08	2.08		5.54	4.29	3.50		6.3	ROWENA		
WB 73 EB 107 KPVWX	4.52	5.02		s 6.23	s 2.20		f 6.05	s 4.45	s 4.05	DN	MOSIER			
131 P	5.05	5.10		¹⁰⁶ 6.29	2.26		6.10	4.53	4.13		7.4	HOOD RIVER	KI	
121 PW	5.25	5.35		6.55	2.40		6.21	5.07	4.27		4.1	MENO		
139 P	5.38	5.50		s 7.05	2.50		6.30	5.17	4.38		8.5	WYETH		
122 PW	5.45	5.57		s 7.13	2.55		6.35	5.22	4.45	DN	7.2	CASCADE LOCKS		
131 P	¹⁰⁶ 6.11	6.04		7.20	3.00		6.40	5.28	4.52		4.8	BONNEVILLE	MU	
131 P ^{1/2}	6.27	6.15		s 7.31	3.10		6.48	5.37	5.04	D	7.3	BRIDAL VEIL	JU	
131 P	6.34	6.22		7.38	3.14		6.52	5.42	5.09		3.9	ROOSTER ROCK		
157 LJPW	A 6.48PM	A 6.35AM		s 7.50	3.25		7.00	5.53	5.21	DN	7.1	TROUTDALE	SN	
51 P				s 7.56	3.29		7.03	5.56	5.25		1.7	FAIRVIEW	FA	
53 P				8.04	3.35		7.09	6.04	5.32		6.0	CLARNIE		
28 PX				8.10	3.41		7.15	6.10	5.38		3.5	GRATHAM		
17 PX				8.15	3.46		7.19	6.15	5.43		2.5	BRUUN		
LJPVXY				9.09PM	8.20	3.50	1.39PM	7.22	6.18		1.4	EAST PORTLAND		
BKBPV			A	9.15PM	A 8.30PM	A 4.00PM	A 1.45PM	A 7.30AM	A 6.30AM	A 6.00AM	DN-R	0.5	PORTLAND	P-VC
											(85.8)			
	(2.48) 25.1	(2.25) 29.0	(0.06) 5.0	(2.45) 31.2	(2.15) 39.1	(0.08) 5.0	(1.55) 44.8	(2.25) 35.5	(2.35) 33.2			..... Thru Time	
												..... Average speed per hour	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

WESTWARD			KENTON LINE				Time-Table No. 15		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS				October 5, 1952		
	151	257	458	404	STATIONS				
	Time Freight	Time Freight	Passenger	Passenger					
	Daily	Daily	Daily	Daily					
157 LJPWX	6.48PM	6.35AM			DN	TROUTDALE	SN		
51 P	6.58	6.45				HEMLOCK			
100 P	7.08	6.55			D	FIR	FR		
73 BKPX	7.20	7.20			DN	KENTON	KN		
LJYX				8.55PM 1.25PM	DN	NORTH PORTLAND JCT.	KD		
LJPXY				8.57 1.27		1.2	PENINSULA JCT.		
LJPX	7.40	7.40		9.00 1.30	DN	1.4	ST. JOHNS JCT.	JN	
BKOPTWXZ	A 8.00PM	A 8.20AM		9.04 1.34	DN-R	2.0	ALBINA	B X	
LJPVXY				A 9.09PM A 1.39PM		1.1	EAST PORTLAND		
						(22.7)			
	(1.12) 17.0	(1.45) 11.7		(0.14) 27.0		(0.14) 27.0		..... Thru Time
								..... Average speed per hour

BLOCK SIGNALS

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

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.

No. 11 will reduce speed to 30 MPH at Troutdale to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 15

October 5, 1952

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

		Mile Post	FIRST CLASS					SECOND CLASS					
STATIONS			457 Passenger	12 Passenger	403 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	26 Mail and Express	264 Time Freight	262 Time Freight	10	
DN-R	THE DALLES 4.1	85.8		A 10:10AM		As 7:15PM	A 1:45PM	A 1:59PM	A 12:20AM	A 1:30PM	A 1:45AM	11.50A	
	CRATES 5.2		81.7		10:03		7:09	11:38	11:53	12:13	1:00		1:20
	ROWENA 6.3		76.6		9:57		7:03	11:32	11:47	12:06AM	12:45		1:10
	MOSIER 7.4	70.2		9:47		6:54	11:22	11:37	11:56PM	12:31	12:51		
DN	HOOD RIVER 4.1	62.8		s 9:38		f 6:45	s 11:13	s 11:28	s 11:47	12:15	12:35	11.20A	
	MENO 8.5		58.7		9:28		6:39 ²⁵	11:03	11:18	11:34	12:05PM		12:25AM
	WYETH 7.2	50.2		9:16		6:29	10:51	11:06	11:22	11:40AM	11:59PM		
	CASCADE LOCKS 4.3	43.0		9:06		6:21	10:41	10:56	11:12	11:18	11:38		
DN	BONNEVILLE 4.8	38.7		f 9:01		6:16	10:36	10:51	s 11:06	11:10	11:30		
	DODSON 7.3		33.9		8:55		6:11 ¹⁵¹	10:30	10:45	10:59	11:00	11:21	
D	BRIDAL VEIL 3.0	26.6		8:46		6:04	10:21	10:36	10:50	10:50	11:08		
	ROOSTER ROCK 7.1		22.7		8:42		6:00	10:17	10:32	10:46	10:40	11:00	
DN	TROUTDALE 1.7	15.6		f 8:34		5:53	10:09	10:24	s 10:38	10:25AM	10:45PM		
	FAIRVIEW 6.0		13.9		8:32		5:51	10:07	10:22	10:34			
	CLARNIE 3.5	7.9		8:26		5:45	10:01	10:16	10:28				
	GRAHAM 2.5	4.4		8:21		5:40	9:56	10:11	10:23				
	BIRUUN 1.4	1.9		8:17		5:36	9:52	10:07	10:18				
	EAST PORTLAND 0.5	0.5	A	8:04AM	A	8:34AM	5:33	9:49	10:04	10:14			
DN-R	PORTLAND (85.8)	0.0		8:00AM		8:10AM	8:30AM	5:30PM	9:45PM	10:00PM	10:10PM	10.00A	
				Daily		Daily	Daily	Daily	Daily	Daily	Daily		
	..... Thru Time		(0.04)	(2.00)	(0.04)	(1.45)	(2.00)	(1.50)	(2.10)	(3.05)	(3.00)	
	..... Average speed per hour		7.5	42.9	7.5	49.0	42.9	43.3	39.6	22.8	23.4	

KENTON LINE

EASTWARD

Time-Table No. 15

October 5, 1952

BLOCK SIGNALS

		Mile Post	FIRST CLASS		SECOND CLASS		
STATIONS			457 Passenger	403 Passenger		264 Time Freight	262 Time Freight
DN	TROUTDALE 5.0	22.0				A 10:25AM	A 10:45PM
	HEMLOCK 4.6		17.0			10:05	10:20
D	FIR 4.3	12.4			9:50	10:05	
DN	KENTON 2.5	8.1			9:35	9:50	
DN	NORTH PORTLAND JCT. 1.2	6.8	A	8:16AM	A	8:46AM	
	PENINSULA JCT. 1.4		5.6		8:13	8:43	
DN	ST. JOHNS JCT. 2.6	4.2		8:10	8:40	9:15	9:30
DN-R	ALBINA 1.1	1.6		8:07	8:37	9:00AM	9:15PM
	EAST PORTLAND (22.7)		0.5		8:04AM	8:34AM	
				Daily	Daily	Daily	Daily
	..... Thru Time		(0.12)	(0.12)		(1.25)	(1.30)
	..... Average speed per hour		31.5	31.5		14.4	13.6

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

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

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

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

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

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

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

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

Time-Table No. 15
October 6, 1952

Car Capacity of Sidings, etc. See Rule 8(A), Page 31.

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

STATIONS

IJPVX

8.30 AM	8.00 AM
8.46	8.10
A 8.51 AM	A 8.21 AM

BLOCK SIGNALS

PORTLAND	
0.8	
DN NORTH PORTLAND JCT.	KD
1.0	
VANCOUVER	

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

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

IJ
JP

12.35 PM	11.09 AM
A 12.37 PM	A 11.11 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

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

23
07 IPVX

1.23 PM	11.42 AM
---------	----------

BIJKOP
TVWXYZ
BKPXZ

9.39 PM	2.17 PM	1.32	11.50	10.13 AM	7.05 AM
A 10.00 PM	A 2.30 PM	A 1.45 PM	A 11.59 AM	A 10.30 AM	A 7.30 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

(183.2)

(0.21)	(0.13)	(6.15)	(3.59)	(0.17)	(0.25)
8.9	14.3	34.9	46.0	10.9	7.4

..... Thru Time
..... Average speed per hour

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

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

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

WESTWARD

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

EASTWARD

691	681		692	690
5.15 PM	6.00 AM	ALBINA	A 2.00 PM	A 11.00 AM
A 4.30 AM	A 6.00 PM	ARGO	3.00 AM	10.00 PM

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 15 October 5, 1952		Mile Post	FIRST CLASS						88
			80 CMSt.P&P Passenger	404 Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger	
STATIONS									
BLOCK SIGNALS {	PORTLAND	0.0		A 1.45 PM			A 9.15 PM		
	DN NORTH PORTLAND JCT. KD	6.8		1.25			8.55		
	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.

BLOCK SIGNALS {	N. P. CROSSING	145.2						
	N. P. CROSSING	146.4						
	N. P. CROSSING	146.5						
	DN RESERVATION RN	146.8		A 9.30 AM			A 5.37 PM	
	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	
	C. M. St. P. & P. C. CROSSING	173.8						
	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
	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

10.22
10.56

..... 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	18.9

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

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Subdiv., etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 15 October 5, 1952	STATIONS			
	391	151	361	363	63	99	19	97					
	Freight	Time Freight	Freight	Freight	Passenger	CMS & P & P Passenger	Passenger	CMS & P & P Streamliner Passenger					
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily					
BKPVX					11:30 ^{AM}	10:00 ^{AM}	9:40 ^{PM}	9:00 ^{PM}	1:55 ^{AM}	DN-R	SPOKANE	DS AU	DOUBLE TRACK
HKOPTWXZ		12:45 ^{AM}			11:34		9:49 ⁰⁸	9:04	2:01		WEST SPOKANE		
48 P		12:55			11:39		9:55	9:09	2:08		3.0	COWLES	
53 P		1:05			11:44		10:02	9:14	2:15		4.2	MARSHALL	
60 PW		1:20			11:54		10:15	9:25 ⁰⁸	2:27	N	CHENEY	CY	
51 P		1:28			11:59		10:22	9:32	2:36		5.2	GEIB	
62 P		1:36			12:06		10:28	9:37	2:42		6.0	MASON	
53 PW		1:46			12:13		10:37	9:45	2:51		7.4	CROSKY	
52 P		1:52			12:17		10:42	9:49	2:56		4.0	WELLS	
52 P		2:02			12:23		10:50	9:56	3:03		6.6	PALM LAKE	
44 P		2:10			12:29		10:56	10:02	3:09		5.2	ASHBY	
52 P		2:17			12:37		11:01	10:07	3:14		4.2	EMDEN	
75 JOPVWXY		2:55			12:47	11:00 ^{AM}	11:10 ^{PM}	10:15	3:25 ^{AM}	DN-R	MARENGO	RA	
52 P		3:05			12:49			10:21			6.7	THAVIS	
63 P		3:12			12:51			10:26			4.8	MACK	
51 P		3:20			12:55			10:31			4.4	ANKENY	
38 JPWY		3:00 ²⁰⁸ PM	3:35		1:05			10:42		N-R	HOOPER JCT.	HR	
53 P		3:15	3:45		1:12			10:49			5.6	PARK	
51 P		3:30	3:57		1:20			10:58			6.2	JOSO	
73 P		3:45	4:10		1:28			11:07			6.8	CHEW	
HJKOPVWXY	A	4:00 ^{PM}	4:35 ²⁰ 6:00		1:35	12:00 ^{AM}		11:30		DN-R	AYER	JD	
90 P			6:15		1:43			11:39			6.2	RUXBY	
96 P			6:30		1:50			11:46			7.7	SCOTT	
46 P			6:40		1:56			11:53			6.1	WALKER PIT	
96 P			6:46		1:59			11:57 ^{PM}			2.8	SIMMONS	
96 PW			7:05		2:08			12:08 ^{AM}		N	PAGE	MS	
95 P			7:20		2:16			12:17			7.5	ASH	
94 P			7:30		2:22			12:23			7.5	HUMORIST	
28 JPX			7:45	7:25 ^{AM} 4:40 ^{AM}	2:29		11:30 ^{PM}	12:30			6.0	ATTALIA	
M											0.1	N. P. CROSSING	
M											0.6	N. P. CROSSING	
JKOPVWXY			9:00	8:00 5:30	2:32	1:10 ^{PM}	11:50 ^{PM}	12:40		DN-R	WALLULA	JN	
157 P			9:40 ²⁰⁸	8:20 5:50	2:50		12:05 ^{AM}	12:53			0.1	JUNIPER	
150 P			10:00	8:40 6:10	3:00		12:18	1:03			9.8	COLD SPRINGS	
BJKOPVWXYZ			10:30 ^{AM}	9:00 ²⁰⁸ AM 6:30 ^{AM}	3:10	1:25 ^{PM}	12:40 ^{AM}	1:15 ^{AM}		DN-R	HINKLE	UK	

BLOCK SIGNALS

BLOCK SIGNALS

(1 00) 21.5 (9 45) 18.8 (1 35) 18.0 (1 50) 15.5 (1 10) 24.4 (1 30) 40.7 (4 15) 43.0 (1 30) 40.7

..... Thru Time
..... Average speed per hour

(185.3)

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.

Nos. 63, 361 and 363 arriving at Attalia on Yakima Branch will run as Nos. 63, 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. 15
October 5, 1952

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS			
		20 Passenger	96 CMS&P Passenger	64 Passenger	98 CMS&P Streamliner Passenger	10	362 Freight	392 Freight	298 Freight	364 Freight
DN-R SPOKANE ^{DS} _{AU} DOUBLE TRACK	367.3	A 7:20AM	A 7:30AM		A 9:55PM	10.10P	5.30P			
WEST SPOKANE	366.6	7:11	7:22		9.49 ⁹⁹	10.04	5.20		A 6:30PM	
COWLES	362.0	7:03	7:14		9:39	9.57	5.15			6:05
MARSHALL	357.8	6:55	7:06		9:34	9.52	5.10			5:55
N CHENEY ^{DS} _{CY}	350.5	s 6:40	s 6:50		9.25 ¹⁹	9.43	5.00			5:40
GELB	345.3	6:34	6:44		9:18	9.32	4.54			5:30
MASON	340.3	6:28	6:38		9:13	9.27	4.49			5:20
CROSKY	332.9	6:19	6:29		9:05	9.14	4.42			5:05
WELLS	328.9	6:14	6:24		9:01	9.10	4.38			4:57
PALM LAKE	322.3	6:05	6:15		8:54	9.03	4.32			4:45
ASHBY	317.1	5:59	6:09		8:49	8.58	4.27			4:35
EMDEN	312.9	5:54	6:04		8:44	8.53	4.23			4:20
DN-R MARENGO ^{DS} _{RA}	306.2	s 5:45	5:55AM		8:32PM	8.45	4.15			4:00
THAVIS	301.4	5:33					4.07			3:29
MACK	297.0	5:27					4.03			3:22
ANKENY	292.8	5:21					3.59			3:15
N-R HOOPER JCT. ^{DS} _{HR}	284.9	5:10					3.50		A 6:30AM	3.00 ³⁹¹
PARK	279.3	5:02					3.42			2:45
JOSO	273.1	4:52					3.33			2:33
CHEW	267.3	4:41					3.24			2:16
DN-R AYER ^{DS} _{JD}	263.4	s 4.35 ¹⁵¹					3.18		5:30AM	2:00
RUXBY	257.2	4:18					3.09			12:50
SCOTT	249.5	4:09					3.02			12:36
WALKER PIT	243.4	4:01					2.56			12:26
SIMMONS	240.6	3:58					2.53			12:20PM
N PAGE ^{DS} _{MS}	233.0	3:48					2.45			11:59AM
ASH	225.5	3:39					2.37			11:40
HUMORIST	219.5	3:32					2.31			11:27
ATTALIA	212.7	3:21		A 4:05AM			2.24		A 3:40AM	11:15
N. P. CROSSING	212.6									A 7:45PM
N. P. CROSSING	212.0									
DN-R WALLULA ^{DS} _{JN}	212.3	s 3.15 ³⁶²		s 3:55			2.15		3.15 ²⁰	11:00
JUNIPER	203.2	3:00		3:22			2.05		2:40	9.40 ¹⁵¹
COLD SPRINGS	193.4	2:48		3:10			1.55		2:20	9:20
DN-R HINKLE ^{DS} _{UK}	184.2	2:35AM		2:55AM			1.45P		2:00AM	9.00AM ³⁶¹
(185.3)		Daily	Daily	Daily	Daily				Daily Except Sunday	Daily

BLOCK SIGNALS

BLOCK SIGNALS

.....Thru Time.....	(4.45)	(1.35)	(1.10)	(1.23)	(1.40)	(1.00)	(9.20)	(1.45)
.....Average speed per hour.....	39.0	38.6	24.4	44.2	17.1	21.5	19.3	16.3

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. 15			Mile Post	SECOND CLASS
	305 Mixed	October 5, 1952				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10PM	D-R	JOSEPH	J	83.8	A 1.15AM
22 X	12.40	D	ENTERPRISE	RS	78.0	11.00
30	1.10		LOSTINE		67.8	10.07
27 WXY	1.45	D	WALLOWA	WO	60.0	9.50
12 W (M.P. 49.0)	2.20		MINAM		47.1	9.07
40 W (M.P. 32.6)	2.50		LOOKING GLASS		33.8	8.37
32	3.20		GULLING		25.1	8.15
35 WXY	3.40	D	ELGIN	GN	20.9	8.05
18	4.05	D	IMBLER	BR	12.3	7.32
20	4.25		ALICEL		8.4	7.22
BJKOPT WXYZ	5.00PM	DN-R	LA GRANDE	RA	0.0	7.00AM
		(83.8)			Daily Except Sunday	
(4.50) 17.3		..... Thru Time			(4.15) 19.7	
		..... Average speed per hour				

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 15			Mile Post		
	October 5, 1952					
	STATIONS					
156 JPX			RIETH		0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
		(14.9)				

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 15			Mile Post		
	October 5, 1952					
	STATIONS					
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
05 P		D	HERMISTON	MN	3.9	
PWXY		D	UMATILLA	CS	10.1	
03 P			IRRIGON		17.9	
		(17.9)				

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. 15			Mile Post	SECOND CLASS
	329 Freight	October 5, 1952				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9.30AM	D-R	HEPPNER	HR	45.2	A 8.45AM
19 P	9.55		LEXINGTON		36.3	8.00
7	10.10		JORDAN		31.0	7.40
15 PW	10.30	D	IONE	ON	28.3	7.25
3	10.45		McNAB		25.2	7.10
13	11.05		MORGAN		19.8	6.55
3 W	11.30AM		CECIL		14.5	6.35
19 JPX	2.15PM	N-R	HEPPNER JCT.	WI	0.0	6.00AM
		(45.2)			Monday Wednesday Friday	
(2.45) 16.4		..... Thru Time			(2.45) 16.4	
		..... Average speed per hour				

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 15			Mile Post	SECOND CLASS
	327 Freight	October 5, 1952				328 Freight
	Tuesday Thursday Saturday Sunday	STATIONS				
26 PVWXY	10.15AM	D-R	CONDON	CD	44.5	A 9.00AM
22	10.40		GWENDOLEN		36.3	8.25
27	11.00		SPEECE		32.3	8.10
26	11.10		CLEM		28.6	7.50
29 PW	11.30		MIKKALO		24.4	7.30
27	11.50AM		BARNETT		19.7	7.10
11 PW	12.10PM		ROCK CREEK		16.0	6.55
29	12.30		SHUTLER		7.3	6.25
WB128 BJKO EB 113 PTWX	1.15PM	DN-R	ARLINGTON	MX	0.0	6.00AM
		(44.5)			Tuesday Thursday Saturday Sunday	
(3.00) 14.8		..... Thru Time			(3.00) 14.8	
		..... Average speed per hour				

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 15			Mile Post		
	October 5, 1952					
	STATIONS					
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.	SECOND CLASS	Time-Table No. 15 October 5, 1952	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

BKOP VWXYZ	5 00 AM	DN-R	BEND	ND	150.0	A 2.30 PM
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BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

JPV	A 12 01 PM	D	ORE. TRUNK JUNCTION	VO	O.O	7.30 AM
			(150.0)			Daily Except Sunday

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

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 15 October 5, 1952	Mile Post	SECOND CLASS
		STATIONS		

39 PWX	R	TONO 5.8	8.0
27 JX		WABASH 2.2	2.2

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 15 October 5, 1952	Mile Post	SECOND CLASS
		STATIONS		

JPVXY	R	EAST OLYMPIA 7.3	O.O
		N. P. CROSSING 0.1	7.3

BKCPV WXYZ	D-R	OLYMPIA	OA	7.4
		(7.4)		

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 15 October 5, 1952	Mile Post	SECOND CLASS	
	307 Mixed	309 CMStP&P Freight			308 CMStP&P Freight	306 Mixed
	Daily Except Saturday	Daily Except Sunday	STATIONS			

BJKOPT 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	8.10 PM		BLAKESLEE JUNCTION	2.4		A 10.35 PM
M			N. P. CROSSING	2.4		
M			C. M. St. P. & P. CROSSING	2.4		
23 P	8.20		GALVIN	5.0		f 10.25
43 JPVX	8.40	2.30 AM	HELSING JUNCTION	12.2	A 8.10 PM	f 10.05
48 PWX	8.45	2.35	N-R INDEPENDENCE ND	13.7	7.52	s 10.00
52 P	9.01	3.00	CEDARVILLE	22.2	7.30	f 9.35
51 P	9.20	3.10	LANICKNER	26.3	7.20	f 9.20
44 P	9.35	3.25	SAGINAW	30.8	7.10	f 9.05
5 PW	9.40	3.30	SOUTH ELMA	32.5	7.05	f 9.00
53 PXY	10.25	4.00	SOUTH MONTESANO	42.4	6.30	f 8.35
X			SOUTH MONTESANO	42.4		
PVX			D MONTESANO MO	48.9		
53 PXY	10.25	4.00	SOUTH MONTESANO	42.4	6.30	f 8.35
27 P	10.30	4.05	MELBOURNE	43.8	6.00	f 8.15
32 PV	10.40	4.20	PREACHER'S SLOUGH	46.7	5.50	f 8.05
53 JPVY	10.55	4.35	COSMOPOLIS	51.2	5.35	f 7.50
M			N. P. CROSSING	53.3		
52 BKPVXZ	11.25 PM	5.05 AM	DN-R ABERDEEN	53.9	5.20 PM	s 7.30 PM

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.

BJKOPT 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)	(3.05)					(3.10)	(3.50)
	14.7	14.7					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 Sidings, etc. See Rule 6(A), Page 31	SECOND CLASS				FIRST CLASS	Time-Table No. 15 October 5, 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						
BKOPTVWXYZ			9.30PM	8.00PM	DN-R	YAKIMA NY	98.0	A 7.50AM			A 2.15AM
30 X			9.40	8.06		UNION GAP	94.6	7.40			1.55
MP						N. P. CROSSING	91.3				
30 P			9.50	8.12		PARKER	90.8	f 7.33			1.45
M						N. P. CROSSING	89.4				
32 P			10.00	8.19		DONALD	86.8	f 7.23			1.30
18 PV			10.05	8.24		SAWYER	84.5	f 7.17			1.20
40 PV			10.15	8.29		BUENA BA	81.6	s 7.10			1.10
74 PVX			10.25	8.36	D-R	ZILLAH AH	78.5	s 7.03			12.55
53 P			10.48	8.44		GRANGER	73.4	f 6.52			12.25
52			11.05	8.53		EMERALD	67.2	f 6.38			12.05AM
35 JPXY			11.30PM	9.25	R	MIDVALE	63.6	6.30			11.30PM
51 PVWX			12.30AM	9.37	N	GRANDVIEW GW	57.7	s 5.56			10.37
44 P			1.10	9.49		NORTH PROSSER	60.8	f 5.42			10.20
53			1.30	10.01		CHAFFEE	43.0	f 5.28			10.01
42 PWX			2.01	10.12	D	BENTON CITY BC	36.5	s 5.16			9.15
53			2.20	10.22		ACTON	31.3	5.05			9.05
51 PJX	7.40AM	6.20AM	2.50	10.40	R	RICHLAND JCT.	19.0	4.47	A 5.20AM	A 5.30AM	8.35
55 BKPVWX	A 8.00AM	6.50	3.10	11.00	DN	KENNEWICK KN	13.2	s 4.35	5.00	5.10AM	8.18
12 P		7.00	3.35	11.10		HEDGES	8.7	f 4.20	4.20		8.08
M						N. P. CROSSING	7.3				
53		7.10	3.55	11.15		VILLARD	6.7	f 4.15	3.55		8.00
16 JPX	A 7.25AM	A 4.40AM	A 1.30PM			ATTALIA	0.0	4.05AM	3.40AM		7.45PM
						(98.0)		Daily	Daily Except Sunday	Daily Except Sunday	Daily
	(0.20)	(0.65)	(7.10)	(3.30)	..... Thru Time			(3.46)	(1.40)	(0.20)	(6.30)
	17.4	20.7	13.7	28.0	..... Average speed per hour			24.1	11.4	17.4	15.1

WESTWARD

SUNNYSIDE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31	FIRST CLASS				Time-Table No. 15 October 5, 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	SUNNYSIDE SI	2.8	6.20AM	9.15PM		
						(2.8)		Daily	Daily		
			(0.10)	(0.10)	..... Thru Time			(0.10)	(0.10)		
			10.8	16.8	..... Average speed per hour			10.8	16.8		

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 Seating, etc. See Rule 6 (A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 15 October 5, 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									
BJKOPT WXYZ			7.45 AM			DN-R	TEKOA	K	116.1			A 3.00 PM		
14 JPX			A 8.00 AM			R	SELTICE		110.4			2.30		
32 W						D	FARMINGTON	FM	104.5			2.10		
M							N. P. CROSSING		103.4					
38 VWX						D	GARFIELD	GR	95.1			1.05		
							ELBERTON		89.7			12.40 PM		
32 BJKMOWXY	11.10 PM				7.50 PM		D-R COLFAX	CA	77.4	A 7.37 AM		11.50 AM	A 1.30 PM	
M						BLOCK SIGNALS	G. N. CROSSING		77.3			11.10	1.20	
14 East Spur X 16 West Spur X	11.30				7.57		CREST		74.9	7.27		11.00	1.10	
34	11.50 PM				8.02		MOCKONEMA		72.5	f 7.22		10.50	1.02	
29	12.10 AM				8.09		DIAMOND		68.5	f 7.16		10.30	12.50	
27	12.50				8.29	D	ENDICOTT	DI	57.9	s 7.00		9.45	12.20	
63 JWXY	1.20		12.01 PM ³⁷⁸	8.39		D-R	WINONA	WA	52.1	s 6.52		9.10	12.01 PM ³⁰¹	
46	1.35		12.15	8.45			SUTTON		48.0	6.45		8.50	11.45 AM	
26 BJKOWXY	A 2.20 AM		A 12.45 PM	8.56		D-R	LA CROSSE	JA	41.5	s 6.37		8.10 AM	11.30 AM	
42				9.09			JERITA		35.8	f 6.23				
44				9.20			HAY		30.2	f 6.15				
42				9.38			CANYON		22.1	f 6.00				
60 JPVVXY				9.50	9.40 PM	DN-R	RIPARIA	XS	17.5	s 5.52	A 6.10 AM			
M							N. P. CROSSING		17.4					
10 JPXY		8.25 PM		10.01	9.49	R	TUCANNON		12.6	s 5.42	s 5.58		A 12.05 AM	
41 X		8.30		10.03	9.51		PATAHA		11.8	5.37			12.03 AM	
64 X		8.50		10.21	10.08		RIFTON		2.9	f 5.21	f 5.37		11.40 PM	
BJKOPWXY		A 9.00 PM		A 10.30 PM	A 10.15 PM	DN-R	AYER	JD	0.0	5.15 AM	5.30 AM		11.30 PM	
							(116.1)			Daily	Daily	Daily	Daily Except Monday Sunday Tuesday Thursday	
	(3.10) 11.3	(0.35) 21.6	(6.00) 12.9	(2.40) 29.0	(0.35) 30.0	 Thru Time			(3.22) 32.7	(0.40) 26.3	(6.50) 16.9	(2.00) 18.0	(0.35) 21.6

WESTWARD

TUCANNON BRANCH

EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 15 October 5, 1952	Mile Post	SECOND CLASS	
		356 Freight			355 Freight	
		Monday Wednesday Friday				
JPXY		12.05 AM	R	TUCANNON	0.0	A 8.25 PM
JWXY		A 12.15 AM	D	STARBUCK	3.8	8.15 PM
19				RELIEF	9.3	
				(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 5-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.
 No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.
 No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.
 For stations not shown on schedule pages, see page 22.

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 15			
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	69 Spokane Internat'l Passenger	October 5, 1952			
	Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS			
BKPVX	9.30PM	3.30PM	7.00AM	10.15PM	8.15AM	8.00AM	1.00AM	DN-R	SPOKANE 1.0	1.15 ATJ	DOUBLE TRACK CG
IPX	9.40	3.45 ³⁸⁴	7.05	10.20	8.20	8.05	A 1.05AM	DN	N. P. CROSSING 0.9		
83 X	9.51 ³⁸²	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 ⁸⁵	4.50		10.46 ⁸⁸¹	8.45	8.31		D	MICA 2.8	MA	
38	11.17 ³⁸⁸	5.15		10.50	8.50	8.35			FREEMAN 3.3		
JVX	A 11.25PM	5.25		A 10.55PM ³⁸⁸	8.56	A 8.40AM		DN-R	MANITO 5.2	MU	
23		5.53 ⁶⁸			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				LA TAH 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	(0.40) 32.7	(1.37) 30.6	(0.40) 32.7	(0.05) 22.8				
										 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. 15		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 15		Mile Post	SECOND CLASS	
	391 Freight	October 5, 1952					355 Freight	October 5, 1952				356 Freight
	Daily Except Monday	STATIONS					Monday Wed Friday	STATIONS				
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 DAKESDALE ON	39.1	18 W	6.57		CHARD		14.5	1.20		
44	9.25	7.9 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	6.8 WILLADA	11.5				(28.9)			Monday Wednesday Friday		
53	11.25	7.1 GRAVEL PIT	4.4									
63 JWXY	A 1.45AM	D-R WINONA WA	0.0									
		(48.0)										
	(3.45) 12.8				(2.15) 12.8					(1.66) 15.1 Thru Time	
										 Average speed per hour	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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 Seatings, etc. See Rule 6(A), Page 31.	Time-Table No. 15		Mile Post	FIRST CLASS				SECOND CLASS				
	October 5, 1952			94	70	68	92	384	382	388		
				CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Freight	CMStP&P Freight	Freight		
STATIONS												
BKPVX	DN-R	SPOKANE 1.9	DS AU	165.4	A 1.45AM	A 1.00PM	A 6.50PM	A 9.15PM		A 4.00PM	A 10.05PM	A 12.30AM
IPX	DN	N. P. CROSSING 0.9	CGG	163.5	1.36	12.53PM	6.41	9.08		3.45 ³⁸⁷	9.55	12.20
83 X		EAST SPOKANE 1.4		162.6	1.34		6.39	9.06		3.42	9.51 ³⁸¹	12.15
51 X		HILL 2.3		161.2	1.31		6.36	9.03		3.37	9.46	12.10
59 JKVX	DN	DISHMAN 3.2	SP	158.9	1.27		s 6.33	8.59		3.30PM	9.40	12.05AM
35		CHESTER 6.0		155.7	1.22		f 6.28	8.54			9.34	11.52PM
49	D	MICA 2.8	MA	149.7	1.11		f 6.16	8.43			9.16	11.27
38		FREEMAN 3.3		146.9	1.06		f 6.10	8.38			9.10	11.17 ³⁸¹
JVX	DN-R	MANITO 5.2	MU	143.6	1.01AM		f 6.04	8.33PM			9.01PM	10.55 ⁹⁵
23	D	ROCKFORD 3.3	RD	138.4			s 6.53 ³⁸⁷					10.44
10		DARKNELL 3.4		135.1			s 5.46					10.35
31 WX	D	FAIRFIELD 8.4	G	131.7			s 5.40					10.20
25		LATAH 7.2		123.3			s 5.24					9.55
BJKOPTWXYZ	DN-R	TEKOA (49.3)	K	116.1				5.11PM				9.30PM
					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	29.9	31.1		13.0	20.4	16.4

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Seatings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 15	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Seatings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 15	Mile Post	SECOND CLASS
	379	61			62	378		391			392
	Freight	Passenger			Passenger	Freight		Freight			Freight
	Daily Except Sunday	Daily	STATIONS		Daily	Daily Except Monday		Sunday Wednesday Thursday Saturday	STATIONS		Daily
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	s 7.05	D PULLMAN XN	18.7	s 8.33	3.45	32 JPWXY	A 2.55PM	N-R HOOPER JCT. IIR	15.7	6.30AM
18	9.50	s 7.18	ALBION	12.7	s 8.13	3.20	34		D WASHITUCNA FN	23.5	
19	10.00	f 7.25	SHAWNEE	9.7	f 8.05	3.08	21 V		D KAULOTUS HO	37.4	
BJKMOWXY	A 10.50PM	A 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

SECOND CLASS

Time-Table No. 15
October 5, 1952

SECOND CLASS

Mile Post

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

345
Mixed
Daily

346
Mixed

STATIONS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 15 October 5, 1952	Mile Post	SECOND CLASS
		STATIONS		
BJKOPTVWXYZ	9.45PM	DN-R WALLA WALLA BU	30.9	A 6.30AM
5 X		2.0 COLLEGE PLACE	28.9	
M		0.2 W. W. V. RY. CROSSING	28.7	
17 X	9.51	0.1 GARRETT	28.6	f 5.50
10	10.05	4.6 WHITMAN	24.0	f 5.30
12	10.18	4.7 LOWDEN	19.3	f 5.15
20 PWX	10.30	D 4.3 TOUCHET CH	15.0	s 5.00
11	10.50	7.5 REESE	7.5	f 4.40
JKOPVWXY	11.15PM	DN-R WALLULA JN	0.0	4.20AM
		(30.9)		Daily

(1.30) Thru Time (2.10)
20.1 Average speed per hour 12.7

WESTWARD

PENDLETON BRANCH

EASTWARD

SECOND CLASS

Time-Table No. 15
October 5, 1952

SECOND CLASS

Mile Post

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

365
Mixed
Daily Except Sunday

366
Mixed

STATIONS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 15 October 5, 1952	Mile Post	SECOND CLASS
		STATIONS		
27 X		ALTO	83.0	
23		7.5 MENOCKEN	76.5	
26 JWX	11.45AM	4.2 BOLLES	71.3	A 9.10AM
26 X	11.58AM	D 4.6 PRESCOTT SY	66.7	8.58
21	12.35PM	13.1 VALLEY GROVE	63.6	8.22
M		0.4 N. P. CROSSING	47.2	
		0.6 W. W. V. RY. CROSSING	46.6	
BJKOPTVWXYZ	12.55PM	DN-R WALLA WALLA BU	46.1	8.00AM
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	
50		9.5 BLUE MOUNTAIN	26.7	
20		3.3 DOWNING	23.4	
20 WX		D 0.2 ATHENA CN	17.2	
41		1.6 ADAMS	12.6	
15		2.6 BLAKELEY	10.0	
BJKVVXYZ		DN-R PENDLETON FD	0.0	
		(83.0)		Daily Except Sunday

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

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

WALLACE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 15 October 5, 1952	Mile Post	FIRST CLASS		SECOND CLASS	
	387 Freight	Daily	67 Passenger	Daily			68 Passenger	388 Freight	Daily	Daily
		7.30PM		10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM
26		7.50		10.14		LOVELL		6.9	f 4.50	8.50
17	VX	8.15 ³⁸⁸		10.33	D	PLUMMER	MR	15.3	8 4.32	8.15 ³⁸⁷
22	TWX	8.50		10.50		CHATCOLET		22.8	f 4.14	7.45
	X	9.20		11.09		HARRISON		30.5	8 3.54	7.20
43		9.35		11.16	D	SPRINGSTON	RC	34.0	8 3.45	7.10
20		10.25		11.34		LANE		45.3	8 3.24	6.42
33		10.40		11.40		ROSE LAKE		49.1	8 3.16	6.32
30		11.00		11.55AM		CATALDO		57.7	f 2.59	6.10
6	Y	11.14		12.03PM		ENAVILLE		62.5	8 2.53	5.56
18		11.18PM		12.07		PINE CREEK		64.1	f 2.49	5.52
	JWX					BRADLEY		67.2	f	
26	BKOX	A 12.20AM		12.30	D-R	KELLOGG-WARDNER	DN	69.2	8 2.40	5.40PM
31				12.43		OSBURN		75.8	f 2.22	
	BKTVWXZ			A 1.00PM	D-R	WALLACE	WC	80.2	A 2.15PM	
	M					N. P. CROSSING		80.4		
	M					N. P. CROSSING		80.6		
	JX					WALLACE JCT.		80.7		
6	VWX				D	BURKE	B	86.9		
						(86.9)			Daily	Daily

(4.50) (2.68) Thru Time (2.50) (3.50)
 14.3 27.0 Average speed per hour 28.3 18.0

WESTWARD

DAYTON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 15 October 6, 1952	Mile Post	SECOND CLASS	
	367 Mixed	365 Mixed			366 Mixed	368 Mixed
	Tuesday and Friday	Daily Except Sunday			STATIONS	
29	T	12.01PM		24.8		A 1.50AM
25		12.10		22.7		11.40
26	VWXY	A 12.50PM	11.01AM	D 13.1	A 9.45AM	11.00AM
	M			13.0		
	M			13.0		
	JX		A 1.03AM	12.9	9.43AM	

WESTWARD

SIERRA NEVADA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 15 October 6, 1952	Mile Post
	367 Mixed	365 Mixed		
	STATIONS			
	JWX		BRADLEY	0.0
	X		END OF TRACK	3.2
			(3.2)	

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

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

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

(0.40) (0.44) Thru Time (0.35) (0.50)
 14.3 17.9 Average speed per hour 22.5 14.0

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 368 arriving at Turner will run as No. 367 Turner to Dayton.
 For stations not shown on schedule pages, see page 22.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Yoakum.....	201.7	10	Both	Schreck.....	31.9	14	Both
Pendair.....	213.5	80 P	Both	Thera.....(5).....	64.8	15	Both
Mission.....	221.2	{ 18 P	Both	Glenwood.....	83.5	13	Both
Cayuse.....(1).....	227.1	25 P	Both	Walters.....	98.6	10	Both
Thorn Hollow.....	232.1	48 P	Both	Tucannon Branch			
North Fork.....	251.4	14 P	Both	Powers.....	2.7	4	Both
		16 P	West	Spokane-Tekoa Branch			
Third Subdivision				Rahm.....	125.9	4	Both
Seufert.....	87.7	13	West	Coey.....	141.7	17	Both
Dillon.....	93.5	.....	None	Pleasant Valley Branch			
Fourth Subdivision				Juno.....	20.8	10	Both
Quarry Spur.....	6.5	13	West	Huntley.....	22.6	2	Both
Eri.....	14.2	4	Both	Warner.....	45.3	11	Both
Corbett.....(1).....	20.3	.....	None	Pomeroy Branch			
Latourell.....(1).....	23.9	.....	None	Houser.....	19.1	1	Both
Multnomah Falls.....	29.6	.....	None	Moscow Branch			
Oneonta.....	31.1	60 P	Both	Risbeck.....(5).....	4.5	6	Both
Warrendale.....	35.9	.....	None	Parvin.....(5).....	7.8	8	Both
C. L. Lumber Co.....	45.1	7	East	Armstrong.....(5).....	15.7	3 W { M. P. } 16.2	Both
Farley.....	47.0	102 P	Both	Whitlow.....	20.5	1	Both
Viento.....	55.2	.....	None	Holland.....	21.4	8	Both
Chatfield.....	71.8	20	West	Connell Branch			
Kenton Line				Pampa.....	4.6	15	Both
Champ.....	9.5	7	Both	Gordon.....	8.2	7	Both
Ward.....	14.2	6	Both	McAdam.....	29.3	3	Both
Reynolds.....	20.0	{ 37 P	Both	Wacota.....	34.1	4	Both
		40 P	West	Estes.....	42.3	7	Both
		126	West	Sulphur.....	46.1	9	Both
Sixth Subdivision				Curry.....	51.1	12	Both
Sheffler.....	242.1	4	Both	Pendleton Branch			
Matthews.....	253.3	5	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	2	Both	Weston.....	20.9	66 X	East
Teske.....	310.6	2	Both	Bade.....	30.2	13	Both
Joseph Branch				Barrett.....	33.1	10	Both
Island City.....(2).....	2.6	12	Both	Prunedale.....	34.2	15	Both
Conley.....(2).....	5.9	6	Both	State Line.....	41.7	10	Both
Vincent.....(2).....	40.6	2	East	Langdon.....	43.6	12	Both
Sevier.....	56.7	5	West	Russell.....	51.8	11	Both
Pilot Rock Branch				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Ennis.....	60.9	10	Both
Grass Valley Branch				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	{ 12 East	Both	McKay.....	78.6	6	Both
De Moss.....	23.9	15 West	Both	Wallace Branch			
Erskine.....	31.3	12	Both	Tilma.....	2.1	1 X	Both
Bourbon.....	45.8	9	Both	Watt.....	12.1	18	Both
		8	Both	O'Gara.....(6).....	26.3	.....	None
Grays Harbor Branch				Black Lake.....(6).....	38.0	.....	None
Raisch.....	2.6	7	Both	Dudley.....(6).....	52.0	12	Both
Balch.....(3).....	18.3	18 P	Both	Smelterville.....(6).....	66.3	.....	None
Law.....	44.7	11	East	Shont.....(6).....	72.8	3	Both
Yakima Branch				Polaris.....	74.6	42	East
Grosscup.....	28.2	8	Both	Gem.....	84.1	5 X	Both
Biggam.....(4).....	48.3	10	Both	Frisco.....	84.4	7 X	Both
Flint.....	83.6	18	Both	Dorn.....	85.1	13	Both
				Dayton Branch			
				Loyd.....	4.1	3	East
				Ronan.....	19.3	28	West

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

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

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

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

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

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

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

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 helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at power operated switches, or at end of double track.	25	20	20
3800 class engines.		60	50	When using all other turn-outs.	15	15	15
3900 class engines.		65	50	On tracks other than main tracks.	15	15	15
5000 class engines.		50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
7000-7800 class engines.		70	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Baker Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 359.9.	30	25	20	Between M.P. 321.6 and 321.3.	70	60	45
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Sago Between M.P. 314.3 and 311.8.	55	45	25
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 311.8 and 307.4.	45	35	25
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	45	35	25	Crooks Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	45	Encina Between M.P. 349.8 and 348.4.	30	25	20	La Grande			
Durkee Between M.P. 366.5 and 366.3.	70	60	25	Quartz Between M.P. 347.1 and 346.9.	70	60	45				
Descending grade, M.P. 365.0 to Durkee.			25	Between M.P. 345.1 and 343.6.	45	35	25				

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

The Dalles Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 53.8.	35	30	20	Fairview 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	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35	Wyeth 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	Graham			
Between M.P. 79.3 and 78.9.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Kenton Line Between Troutdale and Kenton.	35	35	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	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Rowena Between M.P. 75.8 and 75.1.	55	45	35	Bonneville Between M.P. 37.3 and 35.5.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.1 and 73.7.	60	50	40	Dodson Between M.P. 32.8 and 31.7.	70	60	45	Between Albina and Portland, backing up.	8		
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 31.4 and 30.3.	60	50	40	East Portland Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 29.4 and 27.5.	60	50	40	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 71.4 and 66.4.	40	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 24.0 and 23.8.	55	45	35				
Between M.P. 63.2 and 63.1.	45	35	25	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
Hood River 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				
Meno Between M.P. 58.5 and 56.5.	60	50	40	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.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
Tacoma On curves between Jet. Switch 15th Street and Reservation Tower.	10	10	10	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.			10	Argo Yard All turn-outs.			10
Reservation On curves between Reservation Tower and Tacoma Jet.	20	20	15	Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	10	10	10
				Between M.P. 180.7 and 180.9.	35	35	25				

SIXTH SUBDIVISION

Maximum speed.	70	60	45	Page Between M.P. 234.0 and 235.6.	35	25	Hooper Jct. 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
Hinkle 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	Simmons Between M.P. 242.5 and 243.5.	40	25	Ankeny Between M.P. 294.4 and 294.5.	40	25
Cold Springs Between M.P. 200.3 and 200.9.		60	40	Walker Pit Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.	50	40
Juniper Through turn-out M.P. 209.15.		15	15	Between M.P. 246.1 and 246.3.	50	40	Marengo Between M.P. 308.6 and 309.0.	60	50
Between M.P. 209.15 and 212.1.		30	25	Between M.P. 246.9 and 247.0.	45	35	Cheney Within city limits.	35	35
Between M.P. 212.1 and 212.2.		25	20	Scott Between M.P. 252.8 and 253.0.	45	35	Over street crossings.	15	15
Wallula Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over crossing.		20	20	Between M.P. 256.9 and 257.1.	45	35	Between M.P. 352.8 and 353.5.	55	45
Eastward.		15	15	Ruxby Between M.P. 260.3 and 260.5.	50	40	Between M.P. 354.0 and 363.8 on curves.	60	50
Westward.				Ayer Between M.P. 268.2 and 269.3.	30	30	Between M.P. 364.2 and 364.4.	45	35
Between M.P. 213.8 and 214.1.		40	25	Between M.P. 271.5 and 272.5.	25	15	Between M.P. 364.7 and 364.9.	55	45
Attalia Between M.P. 217.2 and 217.4.		45	35	Between M.P. 272.7 and 273.2.	45	35	Between M.P. 365.1 and 366.2.	25	25
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 275.1 and 276.9.	40	25	West Spokane On 16-degree curve west end of yard.	8	8
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 277.9 and 279.4.	45	35	Between M.P. 366.5 and 367.1.	45	35
Ash Between M.P. 226.8 and 227.0.		50	40	Park Between M.P. 280.0 and 281.6.	40	25	Over Bridge 367.13.	10	10
Between M.P. 228.1 and 229.9.		35	25	Between M.P. 281.9 and 282.2.	50	40	Spokane Through Union Station limits.	15	15
Between M.P. 230.8 and 232.3.		45	35				Through Union Station limits. 3900 class engines.		6
Between M.P. 233.0 and 233.4.		50	40				Union Station over slip switches.	10	10

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch 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 Thorn- berry.		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	Tekoa Between M.P. 117.2 and 117.5.		20	20
Pilot Rock Branch Maximum speed.		15	15	Grays Harbor Branch Maximum speed.		30	30	Between M.P. 117.8 and 117.9.		45	30
Umatilla Branch Maximum speed.		40	40	3-degree curves.		20	20	Between M.P. 118.1 and 118.3.		35	25
Hinkle Between M.P. 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between M.P. 118.5 and 119.7.		25	20
Between M.P. 2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 120.2 and 120.4.		35	25
Hermiston Standard and Union Oil spurs.			6	Cosmopolis Within city limits.		20	15	Between M.P. 120.7 and 121.4.		35	25
On house track west of McNaught Warehouse.			6	Handling logs within city limits.			8	Between M.P. 121.6 and 121.9.		25	20
Over road crossing east end of depot.		15	15	Aberdeen Within city limits.		20	20	Between M.P. 122.1 and 122.5.		35	25
Between M.P. 5.9 and 6.0.		35	35	Over Boone Street crossing.		5	5	Latah Within city limits.		40	30
Between M.P. 9.4 and 11.2.		25	25	Over other street crossings.		10	10	Between M.P. 123.4 and 124.5.		20	20
Umatilla On wye.		10	10	Tono Branch Maximum speed.		15	15	Between M.P. 125.1 and 125.7.		35	25
Irrigon				On curves of 6 degrees and over.		10	10	Between M.P. 127.5 and 128.4.		35	25
Heppler Branch Maximum speed.		25	25	Olympia Branch Maximum speed.		20	20	Between M.P. 129.6 and 130.6.		35	25
3-degree curves.		20	20	Maximum speed.		15	15	Fairfield Within city limits.		25	25
4- and 5-degree curves.		15	15	On curves of 6 degrees and over.		10	10	Between M.P. 132.6 and 132.8.		45	30
On curves of 6 degrees and over.		10	10	Olympia Within city limits.		10	10	Between M.P. 133.3 and 134.6.		25	20
Condon Branch Maximum speed.		25	25	4- and 5-degree curves.		15	15	Between M.P. 135.3 and 136.3.		35	25
3-degree curves.		20	20	On curves of 6 degrees and over.		10	10	Darknell Between M.P. 136.6 and 139.2.		20	20
4- and 5-degree curves.		15	15	Spokane-Tekoa Branch Maximum speed.	70	60	35	Within city limits.		25	25
On curves of 6 degrees and over.		10	10	Between Spokane and Manito.		50	30	Between M.P. 139.4 and 139.7.		45	30
On descending grades between Speece and Mikkalo.		15	15	Between Manito and Tekoa.		50	30	Between M.P. 139.8 and 140.4.		45	30
On descending grades between Barnett and Rock Creek.		15	15					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.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
Manito Between M.P. 144.4 and 144.6.	60	50	35	Between M.P. 17.7 and 18.1.	25	20	Glenwood Between M.P. 83.7 and 84.5.	20	20
Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 18.6 and 18.8.	35	25	Between M.P. 86.5 and 87.0.	20	20
Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 19.7 and 19.9.	20	20	Between M.P. 87.6 and 88.9.	20	20
Frooan Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 20.9 and 21.5.	45	30	Between M.P. 89.1 and 89.4.	20	20
Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 23.1 and 23.7.	35	25	Elberton Within city limits.	25	25
Mica Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 23.6 and 23.7.	30	20	Between M.P. 90.7 and 91.9.	20	20
Between M.P. 154.5 and 154.3, westward.	60	50	35	Between M.P. 24.5 and 25.0.	35	25	Between M.P. 92.4 and 92.9.	25	25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 25.4 and 26.9.	30	25	Garfield Within city limits.	25	25
Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 27.1 and 27.2.	25	20	Between M.P. 101.1 and 101.5.	25	25
Between Chester and Mica, on descending grade.			25	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 102.0 and 102.4.	25	25
East Spokane Through interlocking.	15	15	15	Between M.P. 28.2 and 28.7.	20	20	N. P. Crossing Between M.P. 104.6 and 104.9.	20	20
Spokane Through tunnel.	15	15	15	Between M.P. 29.7 and 29.9.	45	30	Farmington Within city limits.	20	20
Over slip switches at N. P. Crossing.	15	15	10	Hay Between M.P. 30.4 and 31.1.	35	25	Between M.P. 105.5 and 105.8.	20	20
Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Between M.P. 32.0 and 33.8.	25	20	Between M.P. 112.2 and 113.1.	25	25
Over street crossings between N.P. Crossing and city limits.	20	20	20	Between M.P. 34.2 and 35.2.	20	20	Between M.P. 115.6 and 116.0.	20	20
Tekoa-Ayer Branch Maximum speed.		50	30	Jerita Between M.P. 36.2 and 36.9.	25	20	Pleasant Valley Branch Maximum speed.	25	25
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.	25	20	G. N. Crossing, M.P. 30.7.	20	20
On 5- and 6-degree curves.		25	25	Between M.P. 43.5 and 43.6.	45	30	Tucannon Branch Maximum speed.	25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.	30	20	On curves of 7 degrees and over.	20	20
Between Tucannon and Ayer.		35	25	Thera Between M.P. 64.9 and 65.2.	35	25	Starbuck Within city limits.	15	15
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.	45	30	Between Starbuck and Relief.	12	12
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.	35	25	Pendleton Branch Maximum speed.	25	25
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.	35	25	On 7-, 8-, 9- and 10-degree curves.	20	20
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Between M.P. 69.9 and 70.1.	35	25	Between Barrett and Downing, on descending grade.	15	15
On 9- and 10-degree curves.		20	20	Mockonema Between M.P. 73.3 and 73.6.	20	20	Pendleton Over Thompson, Main and Aura Streets.	12	12
Ayer Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.	45	30	Over other street crossings within city limits.	20	20
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.9 and 77.2.	25	12	Between M.P. 2.5 and 3.0.	20	20
Between M.P. 17.1 and 17.2.		15	15	Colfax Within city limits.	12	12	Between M.P. 9.5 and 9.8.	20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 78.4 and 78.5.	20	20	Athena Over street crossings.	15	15
				Between M.P. 79.8 and 80.7.	20	20	Downing Between M.P. 24.0 and 24.5.	20	20
				Between M.P. 81.5 and 82.3.	20	20	Between M.P. 25.4 and 26.2.	20	20
				Between M.P. 82.9 and 83.4.	20	20			

BRANCHES (Continued)

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.		Pagr.	Frts.
Colfax Within city limits.	12	12	On 4-degree curves.	45	25	Rose Lake Between M.P. 50.6 and 51.0.	35	25
Between M.P. 1.3 and 3.1.	25	20	On 5- and 6-degree curves.	35	25	Dudley Between M.P. 53.6 and 54.2.	35	25
Between M.P. 5.6 and 7.5.	25	20	On 7- and 8-degree curves.	25	20	Between M.P. 54.5 and 54.9.	35	25
Between M.P. 8.4 and 8.8.	25	20	On 9- and 10-degree curves.	20	20	Cataldo Between M.P. 58.7 and 59.1.	45	30
Shawnee Between M.P. 9.9 and 10.0.	25	20	Lovell Between M.P. 8.0 and 9.0.	25	20	Between M.P. 60.0 and 60.2.	20	20
Between M.P. 10.8 and 11.2.	25	20	Between M.P. 9.9 and 10.7.	25	20	Between M.P. 62.4 and 63.2.	35	25
Between M.P. 12.2 and 12.5.	25	20	Between M.P. 11.1 and 12.1.	25	20	Between M.P. 63.4 and 64.0.	45	30
Albion Between M.P. 13.4 and 13.6.	25	20	Watt Between M.P. 12.3 and 13.0.	15	15	Kellogg-Wardner Over street crossings.	10	10
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
Pullman 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. 10.9 and 20.0.	25	20	Between M.P. 24.1 and 28.4.	25	20	Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 24.6 and 24.8.	25	20	Springston 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
Moscow 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
Wallace Branch Maximum speed.	50	30	Between M.P. 38.3 and 38.6.	35	25	Wallace 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	Lane Between M.P. 47.8 and 48.3.	45	30	Burke to Wallace, eastward.	20	10
			Between M.P. 48.6 and 49.0.	45	30	Sierra Nevada Branch Maximum speed.		10

Standard clocks are located as shown below:

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

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

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

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

- L—leave;
- A—arrive;
- a—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.

