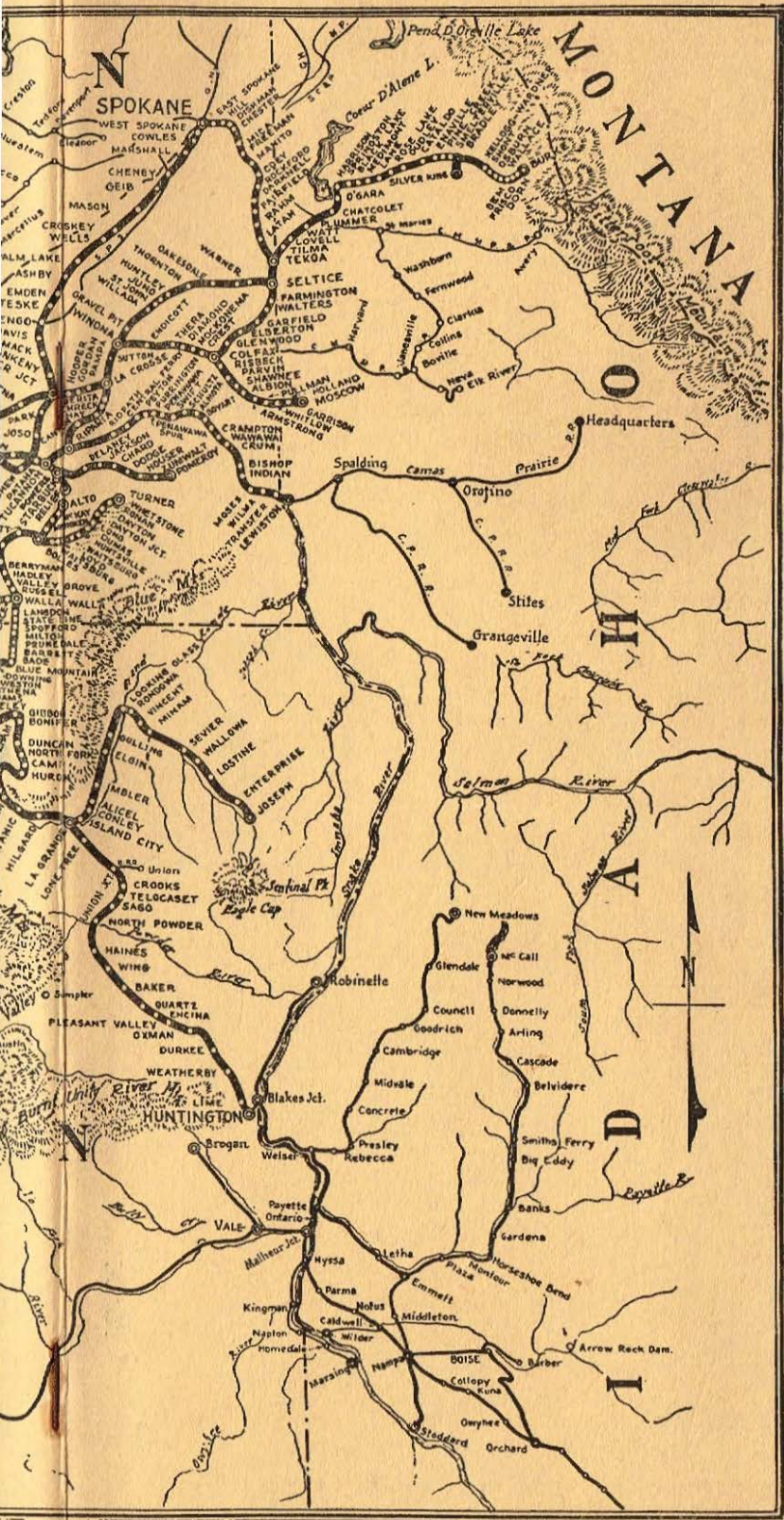




UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE

No. 16

Effective Sunday
March 8, 1953
At 12:01 P.M. Pacific Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

Press of ABBOTT, KEENE & WELLS 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.
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, Calif.	J. E. Carssow	Surgeon	Lewiston, Ida.
Ralph M. Dodson	District Surgeon	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	J. F. Bittner	Surgeon	Pendleton, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
J. P. Craven	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
David G. Duncan	Surgeon	Portland, Ore.	E. S. Morgau	Surgeon	Pendleton, Ore.
Warren W. Hale	Surgeon	Portland, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	Charles G. Smick	Surgeon	Ritzville, Wash.
Edward C. Parkinson	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	I. 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.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
J. C. Vandeventer	Surgeon	Bend, Ore.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	H. V. Valentine	Surgeon	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	L. M. Farnam	Surgeon	South Elma, 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	Tekoa, Wash.
A. D. McMurdo	Surgeon	Heppner, Ore.	O. A. Lindstrom	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	Albert J. Nelson	Surgeon	Tekoa, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	Griffith, Smith, Vogt, Mills, Merriss, Murphy, Steven- son, Wilkinson, Sickels	Surgeons	The Dalles, Ore.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. O. Mowery	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	G. A. Falkner	Surgeon	Walla Walla, Wash.
C. I. Gibbou	Surgeon	Kellogg, Ida.	C. D. Hogenenson	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.
Leo B. Bouvy	Oculist and Aurist	La Grande, Ore.	A. J. Hockett	Surgeon	Wallowa, Ore.
John B. Gregory	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.			

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 16 March 8, 1953		FIRST CLASS						
401	19	11	105	457	17	25		STATIONS		12	458	106	18	20	26	402
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express				Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily										
		5.25	2.05		4.05		0.0	GRANGER	A 9.15			A 12.42	A 10.30			
		10.20	5.45		9.35	12.30	213.9	POCATELLO	4.10			8.55	5.20		A 9.15	
		11.05	5.55		10.36				3.40			8.45	4.45			
		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	550.1	M.T. HUNTINGTON	7.30			3.05	9.25		11.40	
		5.45	10.40		5.35	8.40		P.T.	6.20			2.05	8.15		10.25	
		8.25	1.05		8.20	11.30	649.7	LA GRANDE	3.45			11.40	5.35		7.20	
		10.47	3.11		11.00	2.00	728.9	PENDLETON	1.10			9.35	2.55		4.50	
	9.00						941.3	SPOKANE						A 7.00		
	11.27						837.4	AYER						4.30		
	12.30						786.3	WALLULA						3.18		
	2.00	11.40	3.55		12.30	3.10	755.8	HINKLE	12.20			8.55	2.05	2.35	3.50	
	4.05	1.45	5.35		3.25	5.45	855.4	THE DALLES	10.15			7.15	11.50	12.05	12.30	
11.45	A 6.30	A 4.00	A 7.30	8.00	A 6.00	A 8.30	989.5	PORTLAND	8.10	A 9.15		5.30	9.45	10.00	10.10	A 6.45
5.20				11.05			1084.6	TACOMA		5.52						1.15
A 6.45				A 11.59			1122.7	SEATTLE		4.45						11.45
									Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
(7.00) 26.2	(9.30) 39.0	(23.35) 39.8	(18.25) 51.0	(3.59) 46.0	(26.55) 34.9	(21.00) 34.6		 Thru Time	(24.05) 39.0	(4.30) 40.7	(18.12) 51.6	(23.45) 39.6	(9.00) 41.1	(22.05) 32.9	(7.00) 26.2	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 16 March 8, 1953		FIRST CLASS			
29	33	31			STATIONS		32	34	30	
Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	
Daily	Daily	Daily								
	10.10	9.35		0.0	McCAMMON			A 5.40	A 4.45	
	10.45	10.10		22.7	POCATELLO			5.10	4.15	
	11.36	10.40						4.30	3.30	
	1.05	A 12.25	7.00	78.8	IDAHO FALLS	A 2.30	3.00	2.05		
			8.40	124.8	ASHTON	12.55				
			A 10.20	169.9	VICTOR	11.10				
				180.4	WEST YELLOWSTONE					
	A 7.45			285.8	BUTTE				7.30	
						Daily	Daily	Daily		
	(9.35) 29.8	(2.50) 25.9	(3.20) 29.0		 Thru Time	(3.20) 26.0	(2.40) 27.5	(9.15) 30.9		

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Stages, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 16 March 8, 1963	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	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 7.0 BY	384.5	8.02	10.10	6.07	1.50
100 PW					WEATHERBY 8.0	377.5				
160 PY	11.11	6.08	9.13	6.17	DURKEE 7.2	369.9	7.37	9.45	5.42	1.25
100 P					OXMAN 6.3	361.7				
170 PW	11.34	6.33	9.41	6.42	PLEASANT VALLEY 5.3	355.4	7.10	9.16	5.17	1.01
WB 91 EB 109 PY					ENCINA 4.8	351.9				
107 P	11.45	6.46	9.54	6.55	QUARTZ 5.3	347.8	6.55	9.00	5.03	12.47
WB 109 EB 111 BKOPW XYZ	11.55PM	6.59	10.05	7.05	DN BAKER BC	342.0	6.47	8.52	4.56	12.40
106 P					WING 5.9	337.6	6.37	8.36	4.46	12.30
106 P	12.07AM	7.11	10.18	7.16	D HAINES 9.0 KB	331.7	6.32	8.30	4.41	12.25
100 PW	12.17	7.21	10.30	7.26	D NORTH POWDER 8.8 HD	322.1	6.22	8.15	4.31	12.17
107 P					SAGO 2.9	315.5				
147 PVWY	12.30	7.36	10.45	7.41	TELOCASET 3.7	312.6	6.08	7.58	4.16	12.06AM
105 P					CROOKS 6.7	308.9				
105 PVY	12.46	7.54	11.04	8.00	D UNION JCT. 7.3 UN	302.2	5.49	7.35	3.57	11.51PM
105 P	12.52	8.01	11.11	8.07	LONETREE 5.1	294.9	5.42	7.27	3.51	11.45
BJKOPTWXYZ	A 1.00AM	A 8.10PM	A 1.20AM	A 8.15AM	DN-R LA GRANDE 9.0 RA	289.8	5.35AM	7.20AM	3.45PM	11.40PM
							Daily	Daily	Daily	Daily
	(2.20) 42.7	(2.35) 38.6	(2.40) 37.4	(2.30) 39.8	Thru Time.....		(2.40) 37.4	(3.06) 32.3	(2.35) 38.6	(2.25) 41.2
					Average speed per hour.....					

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

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

WESTWARD					SECOND SUBDIVISION		EASTWARD				
Car Capacity of Siding, etc. See Rule 8(A), Page 31.	FIRST CLASS				Time-Table No. 16 March 8, 1953	Mile Post	FIRST CLASS				
	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							
	STATIONS										
BJKOPTWXYZ	8.20 PM	11.30 AM	8.25 AM	1.05 AM	DN-R LA GRANDE RA	289.8	A 5.25 AM	A 7.10 AM	A 3.35 PM	A 1.35 PM	
WB71 PVWXY EB 72					HILGARD	282.1	6.08	6.52	3.16	11.20	
130 P	8.52	12.01 PM	8.57	1.34	MOTANIC	275.6	4.51	6.37	3.00	11.07	
P					NORDEEN	272.1					
141 PWXY	9.03	12.12	9.08	1.44	KAMELA	271.1	4.40	6.26	2.49	10.58	
P					ROSS	268.3					
WB 106 PW EB 102	9.17	12.26	9.22	1.56	MEACHAM	265.5	4.26	6.12	2.35	10.46	
136 P					HURON	257.7					
120 PW	9.41	12.50	9.49	2.19	CAMP	254.1	3.54	5.45	2.05	10.24	
WB 68 PWY EB 69		1.00			DUNCAN	248.5					
102 P	10.05	1.13	10.10	2.39	BONIFER	239.5	3.32	5.24	1.44	10.05	
106 PWY		1.18			GIBBON	236.9					
117 P	10.28	1.30	10.24	2.52	HOMLY	229.6	3.17	5.10	1.30	9.53	
116 P					MINTHORN	224.7					
115 P	10.43	1.45	10.37	3.05	MUNRA	218.9					
69 BJKPV WXYZ	11.00	2.00	10.47	3.11	DN PENDLETON FD	215.6	2.55	4.50	1.10	9.35	
165 JPX	11.08	2.08	10.55	3.17	RIETH	212.0	2.38	4.29	12.53	9.26	
135 P					BARNHART	208.3					
135 P	11.24	2.24	11.10	3.30	NOLIN	198.9	2.23	4.12	12.38	9.11	
136 PW	11.30	2.32	11.16	3.36	D ECHO HI	192.6	2.16	4.05	12.31	9.05	
P	11.35 PM	2.39	11.21	3.40	STANFIELD	188.4	2.11	4.00	12.26	9.01	
BJKOPWXYZ	A 12.01 AM	A 3.00 PM	A 1.30 AM	A 3.50 AM	DN-R HINKLE UK	184.2	2.05 AM	3.50 AM	12.20 PM	8.55 PM	
					(105.6)		Daily	Daily	Daily	Daily	
	(3.41) 28.7	(3.30) 30.2	(3.05) 34.2	(2.45) 38.4	 Thru Time.....		(3.20) 31.7	(3.20) 31.7	(3.15) 32.5	(2.40) 30.6	
					 Average speed per hour.....						

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

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 16 March 8, 1963		
		257	151		25	11	105	19	17			
		Time Freight	Time Freight		Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger			
		Daily	Daily		Daily	Daily	Daily	Daily	Daily		STATIONS	
BJKOPWXYZ		9.30 ^{PM}	12.10 ^{PM}		3.10 ^{PM}	11.40 ^{AM}	3.55 ^{AM}	2.00 ^{AM}	12.30 ^{AM}	DN-R	HINKLE UK	
99 P		9.40	12.25		3.16	11.45	4.00	2.05	12.35		WESTLAND	
P		9.45	12.30		3.21	11.48	4.03	2.08	12.38		ORDNANCE RN	
96 PW		9.50	12.35		3.24	11.55 ^{AM}	4.05	2.10	12.40		MUNLEY	
98 P		10.00	12.45		3.30	12.02 ^{PM}	4.10	2.16	12.46		CLARKE	
99 P		10.10	12.55		3.35	12.08	4.14	2.21	12.51	DN	MESSNER FC	
14 P					3.38						BOARDMAN BD	
98 P		10.15	1.00		3.42	12.12	4.17	2.27 ²⁶	12.54		PETERS	
98 P		10.21	1.06		3.46	12.16	4.20	2.31	1.07 ¹⁸ 1.26 ²⁰		CASTLE	
104 P		10.30	1.15		3.53	12.23	4.25	2.37	1.33		BOULDER	
19 JP		10.36	1.21		3.57	12.27	4.29	2.41	1.37	N	HEPPNER JCT. WI	
100 P		10.38	1.23		3.59	12.28	4.30	2.43	1.39		WILLOWS	
98 P		10.45	1.30		4.04	12.33	4.34	2.48	1.44		SILICA	
WB 120 BJKOPT EB 113 WX		11.00	1.45		4.10	12.39	4.38 ²⁶²	2.54	1.55 ²⁶	DN	ARLINGTON MX	
100 P		11.07	1.52		4.21 ²⁶⁴	12.47	4.42	3.01	2.10		GILMORE	
99 P		11.14	1.59		4.28	12.51	4.46	3.06	2.17		BLALOCK	
96 P		11.24	2.10		4.36	12.57	4.52	3.12	2.24	N	QUINTON QN	
100 P		11.31	2.17		4.41	1.01	4.56	3.17	2.29		HOOK	
99 P		11.36	2.22		4.45	1.04	4.59	3.21	2.32		GOFF	
104 PW		11.41	2.27		4.48	1.08	5.02	3.25	2.36		DAY	
100 P		11.45	2.31		4.53	1.10	5.04	3.28 ²⁶²	2.39		RUFUS	
100 P		11.49	2.35		4.57	1.13	5.07	3.31	2.42		GRANT	
80 JP { M. P. }		11.54	2.40		5.00	1.16	5.10	3.34	2.45	DN	BIGGS BX	
54 P { W 101.7 }		11.59 ^{PM}	2.45		5.04	1.19	5.13	3.37	2.49		MILLER	
50 P		12.05 ^{AM}	2.52		5.09	1.23	5.17	3.41	2.53		CEILO	
JPV		12.09	2.56		5.11	1.25	5.19	3.43	2.55	D	OREGON TRUNK JCT. VO	
74 P		12.15	3.01		5.16	1.28	5.22	3.47	2.59		DUNE	
BKOPTWXZ		12.40 ^{AM}	3.20 ^{PM}		5.35 ^{PM}	1.40 ^{PM}	5.35 ^{AM}	4.00 ^{AM}	3.15 ^{AM}	DN-R	THE DALLES DK-WH	
		(3.10) 31.1	(3.10) 31.1		(2.26) 40.7	(2.00) 49.2	(1.40) 59.0	(2.00) 40.2	(2.45) 35.8			
		 Thru Time.....										
		 Average speed per hour.....										

BLOCK SIGNALS

DOUBLE TRACK

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

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

No. 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. 16

March 8, 1953

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 ¹⁰2.00AM A ¹⁵¹3.10AM A ¹⁵¹12.10PM A 8.50PM A 1.40AM

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 ¹¹11.55 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

1.30 ¹⁹2.27 11.40 8.26 1.10

5.25 5.30

CASTLE

158.3

¹⁷1.26 2.18 11.36 8.23 ¹⁷1.07

5.15 5.23

BOULDER

152.1

1.20 2.11 11.30 8.17 1.01

5.05 5.13

N **HEPPNER 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

1.04 ¹⁷1.55 11.15 8.05 12.45

¹⁰⁵4.38 4.45

GILMORE

134.0

12.55 1.29 11.05 8.01 12.38

4.11 ²⁵4.21

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 1.12 10.51 7.48 12.24

3.48 3.35

GOFF

116.0

12.37 1.08 10.48 7.45 12.21

3.43 3.30

DAY

111.7

12.34 1.04 10.44 7.42 12.18

3.38 3.25

RUFUS

109.4

12.32 1.01 10.42 7.40 12.16

¹⁰3.28 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

100.6

12.23 12.51 10.32 7.32 12.07

3.03 3.03

CELLO

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 DALLAS** WH

85.8

12.05AM 12.30AM 10.15AM 7.15PM 11.50PM

2.30AM 2.30PM

(08.4)

Daily Daily Daily Daily Daily

Daily Daily

Thru Time

(1.55)

(2.40)

(1.55)

(1.35)

(1.50)

(4.00)

(4.00)

Average speed per hour

51.3

36.9

51.3

62.1

53.7

24.6

24.6

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

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

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

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. 16	
	151	257	458	25	11	105	402	19	17	March 8, 1963	
	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN-R THE DALLES DK WH	
BKOPTWXZ	4.00PM	4.10AM		5.45PM	1.45PM	5.35AM		4.06AM	3.25AM	4.1 CRATES	
P	4.15	4.25		5.51	1.51	5.40		4.12	3.32	5.2 ROWENA	
130 P	4.25	4.35		5.58	1.57	5.46		4.18	3.38	6.3 MOSIER	
133 P	4.40	4.50		6.08	2.08	5.54		4.29	3.50	7.4 HOOD RIVER KI	
WB 72 EB 107 KPVMX	4.52	5.02		6.23	2.20	6.05		4.45	4.05	4.1 MENO	
131 P	5.05	5.10		6.39 ¹⁰⁰	2.26	6.10		4.53	4.13	8.5 WYETH	
121 PW	5.25	5.35		6.55	2.40	6.21		5.07	4.27	7.2 CASCADE LOCKS	
139 P	5.38	5.50		7.05	2.50	6.30		5.17	4.38	4.3 DN BONNEVILLE MU	
122 PW	5.45	5.57		7.13	2.55	6.35		5.22	4.45	4.8 DODSON	
131 P	6.11 ¹⁰⁶	6.04		7.20	3.00	6.40		5.28	4.52	7.3 D BRIDAL VEIL JU	
131 PZ	6.27	6.15		7.31	3.10	6.48		5.37	5.04	3.9 ROOSTER ROCK	
131 P	6.34	6.22		7.38	3.14	6.52		5.42	5.09	7.1 DN TROUTDALE SN	
157 IJPW	A 6.48PM	A 6.35AM		7.50	3.25	7.00		5.53	5.21	1.7 FAIRVIEW FA	
51 P				7.56	3.29	7.03		5.56	5.25	6.0 CLARENIE	
53 P				8.04	3.35	7.09		6.04	5.32	8.5 GRAHAM	
28 PX				8.10	3.41	7.15		6.10	5.38	2.5 BRUUN	
17 PX				8.15	3.46	7.19		6.15	5.43	1.4 EAST PORTLAND	
IJPVXY			9.09PM	8.20	3.50	7.22	6.39AM	6.18	5.47	0.5 DN-R PORTLAND P-VC	
BIKPV			A 9.15PM	A 8.30PM	A 4.00PM	A 7.30AM	A 6.45AM	A 6.30AM	A 6.00AM	(88.8)	
	(2.48) 26.1	(2.25) 20.0	(0.06) 5.0	(2.45) 31.2	(2.15) 38.1	(1.55) 44.8	(0.06) 5.0	(2.25) 35.5	(2.35) 33.2	 Thru Time.....	
										 Average speed per hour.....	

WESTWARD

KENTON LINE

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		458		402		Time-Table No. 16	
	151	257			Passenger	Passenger	Passenger	Passenger	March 8, 1963	
	Time Freight	Time Freight			Daily	Daily	Daily	Daily	STATIONS	
	Daily	Daily							DN TROUTDALE SN	
157 IJPWX	6.48 PM	6.35 AM							5.0 HEMLOCK	
51 P	6.58	6.45							4.6 D FIR FR	
100 P	7.08	6.55							4.8 DN KENTON KN	
73 BKPX	7.20	7.20							2.5 DN NORTH PORTLAND JCT. KD	
IJVX					8.55 PM	6.25 AM			1.2 PENINSULA JCT.	
IJPXY					8.57	6.27			1.4 DN ST. JOHNS JCT. JN	
IJPX	7.40	7.40			9.00	6.30			2.6 DN-R ALBINA B X	
BKOPTWXZ	A 8.00 PM A 8.20 AM				9.04	6.34			1.1 EAST PORTLAND	
IJPVXY					A 9.09 PM A 6.39 AM				(22.7)	
	(1.12) 17.0	(1.45) 11.7			(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.

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. 16

March 8, 1953

FIRST CLASS

SECOND CLASS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

STATIONS		Mile Post	457 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	26 Mail and Express	401 Passenger	264 Time Freight	262 Time Freight
DN-R	THE DALLES 4.1 CRATES 5.2 ROWENA 6.3	DK WH TRUCK DOCK	85.8	A 10:10AM	A 7:15PM	A 1:45PM	A 1:59PM	A 12:20AM		A 1:30PM	A 1:10AM
				10:03	7:09	11:38	11:53	12:13		1:00	12:52
				9:57	7:03	11:32	11:47	12:06AM		12:45	12:42
	MOSIER 7.4			9:47	6:54	11:22	11:37	11:56PM		12:31	12:27
DN	HOOD RIVER 4.1	KI	62.8	9:38	6:45	11:13	11:28	11:47		12:15	12:15
	MENO 8.5			9:28	6:39 ²⁵	11:03	11:18	11:34		12:05PM	12:05AM
	WYETH 7.2			9:16	6:29	10:51	11:06	11:22		11:40AM	11:50PM
	CASCADE LOCKS 4.3			9:06	6:21	10:41	10:56	11:12		11:18	11:32
DN	BONNEVILLE 4.8	MU	38.7	9:01	6:16	10:36	10:51	11:06		11:10	11:25
	DODSON 7.3			8:55	6:11 ¹⁵¹	10:30	10:45	10:59		11:00	11:18
D	BRIDAL VEIL 3.9	JU	28.8	8:46	6:04	10:21	10:36	10:50		10:50	11:07
	ROOSTER ROCK 7.1			8:42	6:00	10:17	10:32	10:46		10:40	11:00
DN	TROUTDALE 1.7	SN	15.8	8:34	5:53	10:09	10:24	10:38		10:25AM	10:45PM
	FAIRVIEW 6.0	FA	13.9	8:32	5:51	10:07	10:22	10:34			
	CLARNIE 3.5			8:26	5:45	10:01	10:16	10:28			
	GRAHAM 2.5			8:21	5:40	9:56	10:11	10:23			
	BRUN 1.4			8:17	5:36	9:52	10:07	10:18			
	EAST PORTLAND 0.5			8:04AM	5:33	9:49	10:04	10:14	A 1:49PM		
DN-R	PORTLAND (36.8)	P-VC	0.0	8:00AM	5:30PM	9:45PM	10:00PM	10:10PM	11:45PM		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....			(0.04)	(2.00)	(1.45)	(2.00)	(1.59)	(2.10)	(0.04)	(3.05)	(2.25)
Average speed per hour.....			7.5	42.9	49.0	42.9	43.3	39.0	7.5	22.8	20.0

KENTON LINE

EASTWARD

Time-Table No. 16

March 8, 1953

FIRST CLASS

SECOND CLASS

BLOCK SIGNALS

STATIONS		Mile Post	457 Passenger	401 Passenger						264 Time Freight	262 Time Freight
DN	TROUTDALE 5.0	SN	22.0							A 10:25AM	A 10:45PM
	HEMLOCK 4.6									10:05	10:20
D	FIR 4.3	FR	12.4							9:50	10:05
DN	KENTON 2.5	KN	8.1							9:35	9:50
DN	NORTH PORTLAND JCT. 1.2	KD	6.8	A 8:16AM	A 12:01AM						
	PENINSULA JCT. 1.4			8:13	11:58PM						
DN	ST. JOHNS JCT. 2.6	JN	4.2	8:10	11:55					9:15	9:30
DN-R	ALBINA 1.1	B X	1.6	8:07	11:52					9:00AM	9:15PM
	EAST PORTLAND (22.7)			8:04AM	11:49PM						
				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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.								Time-Table No. 16	
		401	87	85	457	83	81	March 8, 1953	
		Passenger	CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
		11.45 PM			8.00 AM			BLOCK SIGNALS	PORTLAND
IJPVX		12.01 AM			8.16				DN NORTH PORTLAND JCT. KD
		A 12.06 AM			A 8.21 AM				1.9 VANCOUVER

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

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

									N. P. CROSSING
									1.2 N. P. CROSSING
									0.1 N. P. CROSSING
IJ		5.25AM			11.09AM			BLOCK SIGNALS	0.3 DN RESERVATION RN
JP		A 5.27AM			A 11.11AM				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		6.20AM			11.42AM			BLOCK SIGNALS	DN-R BLACK RIVER BI
									0.0 C. M. St. P. & P. & P. C. CROSSING
BIJKOP TVWXYZ		6.30	9.39PM	2.17PM	11.50	10.13AM	7.05AM		6.3 DN-R ARGO G
BKPxZ		A 6.45AM	A 10.00PM	A 2.30PM	A 11.59AM	A 10.30AM	A 7.30AM		3.1 DN-R SEATTLE OW
									(183.2)

(7.00)	(0.21)	(0.13)	(3.59)	(0.17)	(0.25)	 Thru Time
20.2	8.9	14.3	40.0	10.9	7.4	 Average speed per hour

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

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

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

THROUGH FREIGHT SERVICE.
FOR INFORMATION ONLY.

WESTWARD

EASTWARD

		691	681		692	690	
		5.15PM	6.00AM	ALBINA	A 2.00PM	A 1.00AM	
		A 4.30AM	A 6.00PM	ARGO	3.00AM	7.30PM	

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 16

March 8, 1953

Mile
Post

FIRST CLASS

80	82	84	458	86	402
CMSt.P.&P Passenger	CMSt.P.&P Streamliner Passenger	CMSt.P.&P Streamliner Passenger	Passenger	CMSt.P.&P Passenger	Passenger

STATIONS

BLOCK SIGNALS	PORTLAND								
	6.8 DN NORTH PORTLAND JCT. KD	0.0			Λ 9.15 PM		Λ 6.45 AM		
	1.8 VANCOUVER	6.8			8.55		6.25		
		8.7			8.31 PM		6.20 AM		

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

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

BLOCK SIGNALS	N. P. CROSSING		145.2						
	1.2 N. P. CROSSING		146.4						
	0.1 N. P. CROSSING		146.6						
	0.3 DN RESERVATION RN		146.8		Λ 5.37 PM		Λ 12.45 AM		
	0.7 DN TACOMA JCT. JN		147.6		5.35 PM		12.43 AM		

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

BLOCK SIGNALS	DN-R BLACK RIVER BI	173.8				Λ 5.00 PM		Λ 12.01 AM	
	0.0 C. M. St. P. & P. & P. C. CROSSING	173.8							
	6.3								
	DN-R ARGO G	180.1	Λ 7.59 AM	Λ 10.53 AM	Λ 2.53 PM	4.52	Λ 10.40 PM	11.52 PM	
	DN-R SEATTLE OW	183.2	7.50 AM	10.45 AM	2.45 PM	4.45 PM	10.30 PM	11.45 PM	
	(183.2)		Daily	Daily	Daily	Daily	Daily	Daily	

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

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

WESTWARD

SIXTH SUBDIVISION

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS				Time-Table No. 16 March 8, 1963	STATIONS
	391	151	361	363	346	63	99	19	97		
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMS&P Passenger	Passenger	CMS&P Streamliner Passenger		
	Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		
BKPVX							9.40PM	9.00PM	1.55AM	DN-R	DS SPOKANE AU
BKOPTWXZ		12.45AM					9.44	9.04	2.01		1.7
48 P		12.55					9.53 ⁰⁸	9.08	2.08		3.6
63 P		1.05					10.02	9.13	2.15		4.2
103 PW		1.20					10.15	9.22	2.27	N	7.5
51 P		1.28					10.22	9.30 ⁰⁸	2.36		5.2
52 P		1.36					10.28	9.37	2.42		5.0
53 PW		1.46					10.37	9.45	2.51		7.4
109 P		1.52					10.42	9.49	2.56		4.0
52 P		2.02					10.50	9.56	3.03		6.6
44 P		2.10					10.56	10.02	3.09		5.2
52 P		2.17					11.01	10.07	3.14		4.2
75 JOPVWXY		2.55					11.10PM	10.15	3.25AM	DN-R	6.7
52 P		3.05						10.21			4.8
03 P		3.12						10.26			4.4
51 P		3.20						10.31			4.2
38 JPWY	3.00 ²⁰⁸	3.35						10.42			7.9
53 P	3.15	3.45						10.49		N-R	5.6
51 P	3.30	3.57						10.58			6.2
73 P	3.45	4.10						11.07			5.8
BJKOPWXY	A 4.00PM	4.30 ²⁰ 8.00						11.27		DN-R	3.9
00 P		6.15						11.35			6.2
00 P		6.30						11.44			7.7
40 P		6.40						11.51			6.1
06 P		6.46						11.55PM			2.8
90 PW		7.05						12.06AM			7.6
95 P		7.20						12.15		N	7.5
94 P		7.30						12.21			6.0
157 JKPVWXY		8.50	7.50AM	5.20AM	4.20AM		11.45PM	12.30		DN-R	7.2
JPVXY		9.00	8.00	5.30	A 4.25AM		11.50PM	12.33			1.7
157 P		9.40 ²⁰⁸	8.20	5.50			12.05AM	12.46			10.3
150 P		10.00	8.40	6.10			12.18	12.56			9.8
BJKOPWXYZ	A 10.30AM	9.00 ²⁰⁸	A 6.30AM			A 12.40AM		1.15AM		DN-R	9.2
											(186.0)
	(1.00) 21.5	(0.45) 18.9	(1.10) 20.6	(1.10) 26.6	(0.05) 20.4	(0.55) 33.8	(1.30) 40.7	(4.15) 45.5	(1.30) 40.7	 Thru Time.....	
										 Average speed per hour.....	

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

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

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

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

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 16

March 8, 1963

STATIONS		Mile Post	FIRST CLASS				SECOND CLASS				
			20 Passenger	64 Passenger	96 CMS&P&P Passenger	98 CMS&P&P Streamliner Passenger	362 Freight	392 Freight	298 Freight	364 Freight	345 Mixed
DN-R	SPOKANE AU	367.3	A 7:00AM		A 7:30AM	A 10:10PM					
	1.7										
	WEST SPOKANE	365.6	6:54		7:22	10:01			A 6:30PM		
	3.6										
	COWLES	362.0	6:48		7:14	9:53 ⁹⁹			6:05		
	4.2										
	MARSHALL	367.8	6:41		7:06	9:47			5:55		
	7.3										
N	CHENEY CY	350.5	s 6:32		s 6:50	9:38			5:40		
	5.2										
	GEIB	345.3	6:24		6:44	9:30 ¹⁰			5:30		
	5.0										
	MASON	340.3	6:18		6:38	9:21			5:20		
	7.4										
	CROSBY	332.9	6:10		6:29	9:13			5:05		
	4.0										
	WELLS	328.9	6:05		6:24	9:09			4:57		
	5.6										
	PALM LAKE	322.3	5:57		6:15	9:02			4:45		
	5.2										
	ASHBY	317.1	5:51		6:09	8:56			4:35		
	4.2										
	EMDEN	312.9	5:45		6:04	8:51			4:20		
	6.7										
DN-R	MARENGO RA	306.2	s 5:36		5:55AM	8:44PM			4:00		
	4.8										
	THAVIS	301.4	5:28						3:29		
	4.4										
	MACK	297.0	5:22						3:22		
	4.2										
	ANKENY	292.8	5:16						3:15		
	7.9										
N-R	HOOPER JCT. HR	284.9	5:05					A 6:30AM	3:00 ³⁹¹		
	5.5										
	PARK	279.3	4:57					6:10	2:45		
	5.2										
	JOSO	273.1	4:47					5:55	2:33		
	5.9										
	CHEW	267.3	4:36					5:40	2:15		
	3.0										
DN-R	AYER JD	263.4	s 4:30 ¹⁵¹					5:30AM	2:00		
	5.2										
	RUXBY	257.2	4:16						12:50		
	7.7										
	SCOTT	249.5	4:07						12:36		
	6.1										
	WALKER	243.4	3:59						12:26		
	2.8										
	SIMMONS	240.6	3:56						12:20PM		
	7.6										
N	PAGE MS	233.0	3:45						11:59AM		
	7.5										
	ASH	225.5	3:35						11:40		
	6.0										
	HUMORIST	219.5	3:28						11:27		
	7.2										
DN-R	WALLULA JN	215.2	s 3:18	A 3:40AM			A 3:00AM		11:15	A 7:05PM	A 11:15PM
	1.7										
	WALLULA JCT.	213.5	3:10	3:35			2:55		10:00	7:00	11:05PM
	10.3										
	JUNIPER	203.2	2:58	3:22			2:37		9:40 ¹⁵¹	6:40	
	9.8										
	COLD SPRINGS	193.4	2:47	3:10			2:20		9:20	6:20	
	9.2										
DN-R	HINKLE UK	134.2	2:35AM	2:55AM			2:00AM		9:00AM ³⁶¹	6:00PM	
	(186.0)		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

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

(4.25) (0.45) (1.35) (1.26) (1.00) (1.00) (0.30) (1.05) (0.10)
 43.8 41.3 28.6 42.0 31.0 21.5 19.4 28.0 10.2

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

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

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

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

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

WESTWARD

JOSEPH BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16			Mile Post	SECOND CLASS
	305 Mixed	March 8, 1953				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10PM	D-R	JOSEPH J	83.8	11.15AM	
22 X	12.40	D	ENTERPRISE RS	78.0	11.00	
39	1.10		LOSTINE	67.8	10.07	
27 WXY	1.45	D	WALLOWA WO	60.0	9.50	
12 W { M.P. 49.0 }	2.20		MINAM	47.1	9.07	
40 W { M.P. 32.0 }	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. 16			Mile Post
	March 8, 1953			
	STATIONS			
155 JPX		RIETH		0.0
22		6.7 SPARKS		6.7
18 WX	D	8.2 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. 16			Mile Post
	March 8, 1953			
	STATIONS			
BJKOP WXYZ	DN-R	HINKLE	UK	0.0
05 P	D	HERMISTON	MN	3.9
PWXY	D	UMATILLA	C8	10.1
63 P		IRRIGON		17.9
		(17.9)		

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

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

WESTWARD

HEPPNER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16				SECOND CLASS
	329	March 8, 1953				330
	Freight					Freight
	Monday Wednesday Friday	STATIONS				
30 PWXY	9.30AM	D-R	HEPPNER	HR	45.2	A 8.45AM
19 P	9.55		LEXINGTON		36.3	8.00
7	10.10		JORDAN		31.0	7.40
15 PW	10.30	D	IONE	ON	28.3	7.25
3	10.45		McNAB		25.2	7.10
13	11.05		MORGAN		19.8	6.55
3	11.30AM		CECIL		14.5	6.35
19 JPX	12.15PM	N-R	HEPPNER JCT.	WI	0.0	6.00AM
			(45.2)			Monday Wednesday Friday
	(2.45) 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. 16			Mile Post	SECOND CLASS	
	327 Freight	March 8, 1953				328 Freight	
	Tuesday Thursday Saturday Sunday	STATIONS					
26	PVWXY	10.15AM	D-R	CONDON	CD	44.5	A 9.00AM
22		10.40		8.2 GWENDOLEN		36.3	8.25
27		11.00		4.0 SPEECE		32.3	8.10
26		11.10		3.7 CLEM		28.6	7.50
29	PW	11.30		4.2 MIKKALO		24.4	7.30
27		11.50AM		4.7 BARNETT		19.7	7.10
11	PW	12.10PM		3.7 ROCK CREEK		16.0	6.55
29		12.30		8.7 SHUTLER		7.3	6.25
WB 126 BJKO EB 113 PTWX				7.3			
		A 1.15PM	DN-R	ARLINGTON	MX	0.0	6.00AM
				(44.5)			Tuesday Thursday Saturday Sunday
		(3.00) 14.8	Thru Time.....			(3.00) 14.8	
			Average speed per hour.....				

WESTWARD

GRASS VALLEY BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 16		Mile Post
		March 8, 1953		
		STATIONS		
14	Y		KENT	52.5
			10.0	
10			EAKIN	42.5
			4.0	
28	PW	D	GRASS VALLEY VY	38.5
			11.5	
25		D	MORO MR	27.0
			12.8	
16			KLONDIKE	14.2
			4.5	
32	PW	D	WASCO WA	9.7
			4.5	
0			THORNBERRY	5.2
			5.2	
80	JPX	DN-R	BIGGS BX	0.0
			(52.5)	

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16 March 8, 1953	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

BKOP VWXYZ	5.00 AM	DN-R	BEND	ND	160.0	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.	Time-Table	Mile Post
	No. 16	
	March 8, 1953	
	STATIONS	

39 PWX	R	TONO 5.8	8.0
27 JX		WABASH 2.2	2.2

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

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

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 16 March 8, 1953		
			Mile Post	
			STATIONS	

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

BKPV WXYZ	D-R	OLYMPIA	OA	7.4
		(7.4)		

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 16 March 8, 1953	Mile Post	SECOND CLASS	
	307 Mixed	309 CMStP&P Freight			308 CMStP&P Freight	306 Mixed
	Daily Except Saturdays	Daily Except Sundays				
	STATIONS					

BKOPT VWXYZ	8.00 PM	DN-R	CENTRALIA 2.4	CN	O.O	A 10.20 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 10.05 PM
M		N. P. CROSSING	2.4	
M		C. M. St. P. & P. CROSSING	2.4	
23 P	f 8.20	GALVIN	5.0	f 9.55
43 JPVX	f 8.40 2.30 AM	HELSING JUNCTION	12.2	A 8.10 PM f 9.35
48 PWX	s 8.45 2.35	H. R. INDEPENDENCE	13.7	7.52 s 9.30
52 P	f 9.05 3.00	CEDARVILLE	22.2	7.30 f 9.05
51 P	f 9.20 3.10	LANKNER	26.3	7.20 f 8.50
44 P	f 9.35 3.25	SAGINAW	30.8	7.10 f 8.35
5 PW	f 9.40 3.30	SOUTH ELMA	32.5	7.05 f 8.30
53 PXY	f 10.25 4.00	SOUTH MONTESANO	42.4	6.30 f 8.05
X		SOUTH MONTESANO	42.4	
PVX		D MONTESANO MC	43.9	
53 PXY	f 10.25 4.00	SOUTH MONTESANO	42.4	6.30 f 8.05
27 P	f 10.30 4.05	MELBOURNE	43.8	6.00 f 7.45
32 PV	f 10.40 4.20	PREACHER'S SLOUGH	46.7	5.50 f 7.35
83 JPVX	f 10.55 4.35	COSMOPOLIS	51.2	5.36 f 7.20
M		N. P. CROSSING	53.3	
82 BKPXZ	A 1.25 PM A 5.05 AM	DN-R ABERDEEN	53.9	5.20 PM s 7.00 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.

BKOPT WYZ	A 11.55 PM A 5.35 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	6.30 PM
			(57.5)			Daily Except Sunday	Daily Except Sunday
	(3.55) 14.7	(3.06) 14.7	 Thru Time		(3.10) 14.3	(3.50) 15.0	
			 Average speed per hour				

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

WESTWARD

YAKIMA BRANCH

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS		Time-Table No. 16			
			907	373	361	909	363	63	347	March 8, 1953		
			N. P. Freight	N. P. Freight	Freight	N. P. Freight	Freight	Passenger	N. P. Passenger			
			Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	STATIONS		
BKOPTVWXYZ							9.30PM	8.00PM		DN-R	YAKIMA	NY
39 X							9.40	8.06			3.4 UNION GAP	
MP											3.3 N. P. CROSSING	
30 P							9.50	8.12			0.5 PARKER	
M										Bed Sls }	1.4 N. P. CROSSING	
32 P							10.00	8.19			2.6 DONALD	
18 PV							10.05	8.24			2.3 SAWYER	
40 PV							10.15	8.29			2.0 BUENA	BA
74 PVX							10.25	8.36		D-R	3.1 ZILLAH	AH
53 P							10.48	8.44			5.1 GRANGER	
52							11.05	8.53			6.2 EMERALD	
35 JPXY							11.30 ³⁶⁴ PM	9.25		R	3.6 MIDVALE	
51 PVWX							12.30AM	9.37		N	5.0 GRANDVIEW	GW
44 P							1.10	9.49			6.9 NORTH PROSSER	
53							1.30	10.01 ³⁶⁴			7.8 CHAFFEE	
42 PWX							2.01	10.12		D	6.5 BENTON CITY	BC
53							2.20	10.22			5.2 ACTON	
51 JPX				7.40AM	6.20AM		2.50	10.40		R	12.3 RICHLAND JCT.	
55 BKPVWX				A 8.00AM	6.50		3.10	11.00		DN	5.8 KENNEWICK	KN
12 P					7.00		3.35	11.10			4.5 HEDGES	
70 JPV				6.25PM	7.10	6.35AM	3.55 ³⁶² 4.15 ⁶⁴	11.15	5.25AM	C.F.C.	2.3 VILLARD JCT.	
70 JPWX				A 6.45PM					A 5.37AM		6.4 ATTALIA	
157 JKPVWXY					A 7.25AM	A 6.50AM	A 4.40AM	A 11.30PM			0.6 WALLULA	JN
											(98.6)	
			(0.20) 10.2	(0.20) 17.4	(1.05) 18.1	(0.15) 28.0	(7.10) 13.8	(3.30) 28.2	(0.12) 32.0		Thru Time.....	
											Average speed per hour.....	

WESTWARD

SUNNYSIDE BRANCH

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	FIRST CLASS		Time-Table No. 16 March 8, 1953
	63 Passenger	83 Passenger	
	Daily	Daily	
35 JPXY	9.00PM	6.05AM	R MIDVALE
PVX	A 9.10PM	A 6.15AM	D-R SUNNYSIDE SI
			(2.8)
	(0.10) 16.8	(0.10) 16.8	 Thru Time..... Average speed per hour.....

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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 Wallula.

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

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

YAKIMA BRANCH

EASTWARD

Time-Table No. 16

March 8, 1953

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	64	348	908	362	374	910	364		
		Passenger	N. P. Passenger	N. P. Freight	Freight	N. P. Freight	N. P. Freight	Freight		
DN-R YAKIMA NY	98.0	A 7.50AM						A 2.15AM		
3.4 UNION GAP	94.6	7.40						1.55		
3.3 N. P. CROSSING	91.3									
0.6 PARKER	90.8	f 7.33						1.45		
1.4 N. P. CROSSING	89.4									
2.6 DONALD	86.8	f 7.23						1.30		
2.3 SAWYER	84.5	f 7.17						1.20		
2.0 BUENA BA	81.6	s 7.10						1.10		
3.1 D-R ZILLAH AH	78.6	s 7.03						12.55		
6.1 GRANGER	73.4	f 6.52						12.25		
6.2 EMERALD	67.2	f 6.38						12.05AM		
3.6										
R MIDVALE	63.6	6.30						11.30PM ³⁶³		
6.9 N GRANDVIEW GW	57.7	s 5.56						10.37		
6.0 NORTH PROSSER	50.8	f 5.42						10.20		
7.8										
CHAFFEE	43.0	f 5.28						10.01 ⁶³		
6.6 D BENTON CITY BC	36.6	s 5.16						9.15		
6.2 ACTON	31.3	5.05						9.05		
12.3 R RICHLAND JCT.	19.0	4.47			A 5.20AM	A 5.30AM		8.35		
5.8 DN KENNEWICK KN	13.2	s 4.35			5.00	5.10AM		8.18		
4.6										
HEDGES	8.7	f 4.20 ³⁶²			4.20 ⁶⁴			8.08		
2.3										
C.T.C. VILLARD JCT.	7.0	f 4.15 ³⁶³	A 10.50PM		A 2.35AM	3.55 ³⁶³		A 1.50PM	8.00	
6.4 ATTALIA	0.6		10.38PM		2.15AM					
0.6 DN-R WALLULA JN	0.0	4.05AM			3.40AM		1.30PM	7.45PM		
(98.6)		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
Thru Time.....		(3.45)	(0.12)	(0.20)	(1.40)	(0.20)	(0.20)	(6.30)		
Average speed per hour.....		26.3	32.0	19.2	11.8	17.4	21.0	15.2		

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 16

March 8, 1953

FIRST CLASS

STATIONS	Mile Post	64	84		
		Passenger	Passenger		
R MIDVALE	0.0	A 6.30AM	A 9.25PM		
2.8 D-R SUNNYSIDE SI	2.8	6.20AM	9.15PM		
(2.8)		Daily	Daily		
Thru Time.....		(0.10)	(0.10)		
Average speed per hour.....		16.8	16.8		

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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 Wallula.

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

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

WESTWARD

SPOKANE-TEKOA BRANCH

Time-Table No. 16

March 8, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31	SECOND CLASS			FIRST CLASS				STATIONS
	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	
	Daily	Daily	Daily Except Saturday	Daily	Daily	Daily	Daily	
BIKPVX	9.30PM	5.00PM	7.00AM	10.30PM	8.15AM	8.00AM	1.00AM	DN-R SPOKANE 1.0 DS AU } DOUBLE TRACK
IJPX	9.40	5.15	7.05	10.35	8.20	8.05	A 1.05AM	DN N. P. CROSSING 0.0 CG
83 X	9.51	5.20	7.10	10.38	8.23	8.08		EAST SPOKANE 1.4
51 X	9.56	5.25	7.15	10.41	8.26	8.11		HILL 2.3
69 JKVX	10.10	5.35	A 7.20AM	10.45 s	8.30	8.15		DN DISHMAN 3.2 SP
35	10.20	5.45		10.49 f	8.34	8.19		CHESTER 6.0
49	11.01 ⁹⁵ 382	6.16 ⁶⁸		11.01 ³⁸¹ 382 s	8.45	8.31		D MICA 2.8 MA
38	11.30 ³⁸⁸ PM	6.35		11.05 f	8.50	8.35		FREEMAN 3.3
JVX	A 12.01AM	6.50		A 11.10 ³⁸⁸ PM s	8.56	A 8.40AM		DN-R MANITO 5.2 MU
23		7.10			s 9.03			D ROCKFORD 3.3 RD
40		7.20			9.10			DARKNELL 3.4
31 JWX		7.40			s 9.16			D FAIRFIELD 8.4 G
25		8.10			s 9.31			LATAH 7.2
BJKOPTWXYZ		A 8.45PM			A 9.52AM			DN-R TEKOA 49.3 K
	(2.31) 8.7	(3.45) 13.1	(0.20) 19.5	(0.40) 32.7	(1.37) 30.6	(0.40) 32.7	(0.05) 22.8	Thru Time..... .....Average speed per hour.....

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16		Mile Post
	391 Freight	March 8, 1953		
	Daily Except Monday	STATIONS		
14 JPX	7.25AM	SELTICE 8.2 G. N. CROSSING 0.03 N. P. CROSSING 0.55		48.0 39.8 39.7
34 VWX	8.20	D	OAKESDALE ON 7.0	39.1
44	8.50		THORNTON 0.5 G. N. CROSSING 12.4	31.2 30.7
M				
28 WX	9.40	D	ST. JOHN SJ 6.8	18.3
27	10.10		WILLADA 7.1	11.5
53	10.40		GRAVEL PIT 4.4	4.4
63 JWXV	A11.45AM	D-R	WINONA WA (48.0)	0.0

WESTWARD

WALLULA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16		Mile Post	SECOND CLASS
	345 Mixed	March 8, 1953			346 Mixed
	Daily	STATIONS			
BJKOPTVWXYZ	9.45PM	DN-R	WALLA WALLA 2.0 COLLEGE PLACE 0.2 W. W. V. RY. CROSSING 0.1 GARRETT 4.0 WHITMAN 4.7 LOWDEN 4.3 TOUCHET 7.5 REESE 3.3 ZANGAR JCT.	BC 30.9	A 6.45AM
5 X				28.9	
M				28.7	
17 X	f 9.51			28.6	f 5.55
10	f 10.05			24.0	f 5.35
12	f 10.18			19.3	f 5.20
20 PWX	s 10.30	D		15.0	s 5.05
11	f 10.50			7.5	f 4.45
JPV	A 10.57PM			3.8	4.35AM
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. TIME SHOWN AT WALLULA JCT. IS FOR INFORMATION ONLY.					
JPVXY	A 11.05 PM		WALLULA JCT. 3.8 (30.5)	0.0	4.25 AM
					Daily

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

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

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

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

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

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

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 16		Mile Post	FIRST CLASS						SECOND CLASS			
	March 8, 1953			94	70	68	92			384	382	388	
	STATIONS			CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger			CMStP&P Freight	CMStP&P Freight	Freight	
BKPVX	DN-R	SPOKANE 1.9 DS AU	DOUBLE TRACK	165.4	A 1.45AM	A 1.50PM	A 6.50PM	A 9.15PM			A 4.00PM	A 12.10AM	A 12.30AM
UJPX	DN	N. P. CROSSING CG 0.0		163.5	1.36	1.43PM	6.41	9.08			3.45	11.59PM	12.20
83 X		EAST SPOKANE 1.4		162.6	1.34		6.39	9.06			3.42	11.45	12.10
61 X		HILL 2.3		161.2	1.31		6.36	9.03			3.37	11.35	12.05AM
59 JKVX	DN	DISHMAN 3.2 SP		168.9	1.27		6.33	8.59			3.30PM	11.25	11.55PM
35		CHESTER 6.0		155.7	1.22		6.28	8.54				11.10	11.47
49	D	MICA 2.8 MA		149.7	1.11		6.16 ³⁸⁷	8.43				11.01 ³⁸¹	11.37
38		FREEMAN 3.3		146.9	1.06		6.10	8.38				10.42	11.30 ³⁸¹
JVX	DN-R	MANITO 5.2 MU		143.6	1.01AM		6.04	8.33PM				10.35PM	11.10 ⁰⁵
23	D	ROCKFORD 3.3 RD		188.4			5.53						10.44
40		DARKNELL 3.4		135.1			5.46						10.35
31 JWX	D	FAIRFIELD 8.4 G		181.7			5.40						10.20
25		LATAH 7.2		123.3			5.24						9.55
BJKOPTWXYZ	DN-R	TEKOA (49.3) K		116.1			5.11PM						9.30PM
					Daily	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily
..... Thru Time				(0.44)	(0.07)	(1.39)	(0.42)			(0.30)	(1.35)	(3.00)	
..... Average speed per hour				29.7	16.3	29.9	31.1			13.0	13.8	16.4	

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. 16	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16	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
			3.8 N. P. CROSSING	19.3			11 X	2.50	14.7 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	6.0 ALBION	12.7	8.13	3.20	34		7.8 D WASHUCNA FN	23.5	
10	10.00	7.25	3.0 SHAWNEE	9.7	8.05	3.08	21 V		13.9 D KAHLOTUS HO	37.4	
BJKMOWXY	10.50PM	7.45PM	9.7 DN-R COLFAX CA	0.0	7.42AM	2.30PM	18 WXY		15.5 R CONNELL N	52.9	
			(28.1)		Daily	Daily Except Monday			(52.9)		Daily
(1.60)		(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. 381 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.

No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.

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

WESTWARD				TEKOA-AYER BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 16 March 8, 1953	Mile Post	FIRST CLASS		SECOND CLASS			
	379	355	391	61	73			62	74	392	378	356	
	Freight	Freight	Freight	Passenger	Passenger	Passenger		Passenger	Freight	Freight	Freight		
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily	STATIONS							
BJKOP WXYZ			7.00AM			DN-R TEKOA K	116.1			A 3.00PM			
14 JPX			A 7.25AM			R SELTICE	110.4			2.30			
32 W			VIA PLEASANT VALLEY BRANCH			D 5.9 FARMINGTON FM	104.5			2.10			
M						1.1 N. P. CROSSING	103.4						
						8.0 N. P. CROSSING	95.4						
38 VWX						0.3 D GARFIELD GR	95.1			1.05			
						5.4 ELBERTON	89.7			12.40PM			
32 BJKMOWXY	11.10PM				7.50PM	BLOCK SIGNALS { D-R 12.3 COLFAX CA	77.4	A 7.37AM		11.50AM	A 1.30PM		
M							0.1 G. N. CROSSING	77.3			11.10	1.20	
14 East Spur 16 West Spur X	11.30				7.57		2.4 CREST	74.9	7.27		11.00	1.10	
34	11.50PM				f 8.02		4.0 MOCKONEMA	72.5	f 7.22		10.50	1.02	
20	12.10 AM				f 8.09		10.6 DIAMOND	68.5	f 7.16		10.30	12.50	
27	12.50			s 8.29	D 5.8 ENDICOTT DI	57.9	s 7.00		9.45	12.20			
63 JWCY	1.20		378 12.01PM	s 8.39	D-R 4.1 WINONA WA	52.1	s 6.52		9.10	391 12.01PM			
46	1.35		12.15	8.45	6.5 SUTTON	48.0	6.45		8.50	11.45AM			
26 BJKOWXY	A 2.20AM		A 12.45PM	s 8.56	D-R 5.7 LA CROSSE JA	41.5	s 6.37		8.10AM	11.30AM			
42				f 9.09	5.6 JERITA	35.8	f 6.23						
44				f 9.20	8.1 HAY	30.2	f 6.15						
42				f 9.38	4.6 CANYON	22.1	f 6.00						
60 JPVWXY				s 9.50	0.1 DN-R RIPARIA XS	17.5	s 5.52	A 6.10AM					
M					N. P. CROSSING	17.4							
10 JPXY		8.25PM		s 10.01	s 9.49	R TUCANNON	12.6	s 5.42	s 5.58			A 12.05 AM	
41 X		8.30		10.03	9.51	0.8 PATAHA	11.8	5.37				12.03AM	
54 X		8.50		f 10.21	f 10.08	8.9 RIFTON	2.9	f 5.21	f 5.37			11.40PM	
BJKOPWXY		A 9.00PM		A 10.30PM	A 10.15PM	2.0 DN-R AYER JD	0.0	5.15AM	5.30AM			11.30PM	
						(116.1)		Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday	
	(3.10) 11.3	(0.35) 21.6	(5.45) 12.9	(2.40) 29.0	(0.35) 30.0	Thru Time.....		(2.22) 32.7	(0.40) 26.3	(6.50) 10.9	(2.00) 18.0	(0.35) 21.6	
						Average speed per hour.....							

WESTWARD POMEROY BRANCH					EASTWARD		WESTWARD TUCANNON BRANCH					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 16		Mile Post	SECOND CLASS	
	355	March 8, 1953				356		March 8, 1953		355			
	Freight					Freight				Freight			
	Monday Wednesday Friday	STATIONS				Monday Wednesday Friday		STATIONS					
35 TWX	6.00PM	D-R	POMEROY	PY	28.9	A 2.15AM	JPXY	12.05AM	K	TUCANNON	0.0	A 8.25PM	
25	6.20		ZUMWALT		24.4	2.00	JWXY	A 12.15AM	D	STARBUCK	3.8	8.15PM	
7	6.50		DODGE		16.3	1.30				RELIEF	9.3		
18 W	6.57		CHARD		14.5	1.20				(9.3)			
8	7.10		JACKSON		11.3	1.05						Monday Wednesday Friday	
18	7.25		DELANEY		7.9	12.50							
JWXY	A 8.15PM	D	STARBUCK	SA	0.0	12.20AM							
			(28.9)			Monday Wednesday Friday							
	(2.15) 12.8		Thru Time.....		(1.55) 15.1								
			Average speed per hour.....										

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.
No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.
No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.
For stations not shown on schedule pages, see page 22.

WESTWARD PENDLETON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 16		Mile Post	SECOND CLASS	
	365 Mixed Daily Except Sunday		March 8, 1953			366 Mixed	
	STATIONS						
27	X		ALTO		83.0		
23			7.5 MENOKEN		75.5		
26	JWX	11.45AM	4.2 BOLLES		71.3	A 9.10AM	
26	X	11.58AM	4.0 PRESCOTT	SY	66.7	8.58	
21		12.35PM	13.1 VALLEY GROVE		53.6	8.22	
	M		6.4 N. P. CROSSING		47.2		
			0.6 W. W. V. RY. CROSSING		46.6		
	BJKOPTV WXYZ	12.55PM	0.5 DN-R WALLA WALLA	Z 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		0.1 D MILTON-FREEWATER	CO	36.2		
50			9.5 BLUE MOUNTAIN		26.7		
20			3.3 DOWNING		23.4		
20	WX		6.2 D ATHENA	CN	17.2		
41			4.6 ADAMS		12.6		
15			2.6 BLAKELEY		10.0		
	BJKVWXYZ		10.0 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

WESTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 16 March 8, 1953	Mile Post	FIRST CLASS			
	387				67			
	Freight				Daily			
STATIONS								
TKOKPT WXYZ								
25					9.1	9.3		
17	VX				10.0			
22	TWX				10.2			
	X				10.5			
43					11.0			
20					11.5			
33					12.1			
30					12.3			
6	Y				12.4			
18					12.5			
	JWX							
25	BKOX				1.3			
31								
	BKTVWXYZ							
	M							
	M							
	JX							
5	VWX							

(4.15) (2.58) Thru Time (2.50) (3.35)
18.9 27.0 Average speed per hour 28.3 22.4

WESTWARD

DAYTON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 16 March 8, 1953	Mile Post	SECOND CLASS	
	367	365			366	368
	Mixed	Mixed			Mixed	Mixed
	Tuesday and Friday	Daily Except Sunday			STATIONS	
29 T	12.01 PM		TURNER 2.1	24.8		A 11.50 AM
25	12.10		WHETSTONE 9.6	22.7		11.40
26 VWXY	12.50 PM	11.01 AM	DAYTON 0.09	13.1	A 9.45 AM	11.00 AM
M			N. P. CROSSING 0.01	13.0		
M			N. P. CROSSING 0.1	13.0		
JX		A 11.03 AM	DAYTON JCT. 24.8	12.9	9.43 AM	

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

JX	11.25AM	R	WAITSBURG JCT. 1.7	5.2	A 9.23AM	
28 X	11.31	D	WAITSBURG 3.5	3.5	9.19	BG
28 JWX	A 11.45AM		BOLLES (24.8)	0.0	9.10AM	
					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

WESTWARD

SIERRA NEVADA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 16		Mile Post
	March 8, 1953		
	STATIONS		
JWX		BRADLEY 2.0	0.0
X		END OF TRACK	2.0
		(2.0)	

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

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.

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

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Yonkum.....	201.7	10	Both	Schreck.....	31.9	14	Both
Pendair.....	213.5	80 P	Both	Thera.....(5).....	64.8	15	Both
Mission.....	221.2	{ 18 P	Both	Glenwood.....	83.5	13	Both
Cayuse.....(1).....	227.1	25 P	Both	Walters.....	98.6	10	Both
Thorn Hollow.....	232.1	48 P	Both	Tucannon Branch			
North Fork.....	251.4	14 P	Both	Powers.....	2.7	4	Both
		16 P	West	Spokane-Tekoa Branch			
Third Subdivision				Rahm.....	125.9	4	Both
Seufert.....	87.7	13	West	Coey.....	141.7	17	Both
Dillon.....	93.5	.....	None	Pleasant Valley Branch			
Fourth Subdivision				Juno.....	20.8	10	Both
Quarry Spur.....	6.5	13	West	Huntley.....	22.6	2	Both
Eri.....	14.2	4	Both	Warner.....	45.3	11	Both
Corbett.....(1).....	20.3	.....	None	Pomeroy Branch			
Latourell.....(1).....	23.9	.....	None	Houser.....	19.1	1	Both
Multnomah Falls.....	29.6	 P	None	Moscow Branch			
Oneonta.....	31.1	60 P	Both	Risbeck.....(5).....	4.5	6	Both
Warrendale.....	35.9	.....	None	Parvin.....(5).....	7.8	8	Both
C. L. Lumber Co.....	45.1	7	East	Armstrong.....(5).....	15.7	3 W { M. P. 16.2 }	Both
Farley.....	47.0	102 P	Both	Whitlow.....	20.5	1	Both
Viento.....	55.2	.....	None	Holland.....	21.4	8	Both
Chatfield.....	71.8	20 P	West	Connell Branch			
Kenton Line				Pampa.....	4.6	15	Both
Champ.....	9.5	7	Both	Gordon.....	8.2	7	Both
Ward.....	14.2	6	Both	McAdam.....	29.3	3	Both
		{ 37	Both	Wacota.....	34.1	4	Both
Reynolds.....	20.0	40 P	West	Estes.....	42.3	7	Both
		126	West	Sulphur.....	46.1	9	Both
Sixth Subdivision				Curry.....	51.1	12	Both
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	McKay.....	78.6	6	Both
De Moss.....	23.9	15	West	Wallace Branch			
Erskine.....	31.3	12	Both	Tilma.....	2.1	1 X	Both
Bourbon.....	45.8	9	Both	Watt.....	12.1	18	Both
		8	Both	O'Gara.....(6).....	26.3	.....	None
Grays Harbor Branch				Black Lake.....(6).....	38.0	.....	None
Raisch.....	2.6	7	Both	Dudley.....(6).....	52.0	12	Both
Balch.....(3).....	18.3	18 P	Both	Smelterville.....(6).....	66.3	.....	None
Law.....	44.7	11	East	Shont.....(6).....	72.8	3	Both
Yakima Branch				Polaris.....	74.6	42	East
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				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.		60		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
Steam engines running backward.	20	20	20	When using No. 14 turn-outs at power operated switches, or at end of double track.	25	20	20
3800 class engines.		60	50	When using all other turn-outs.	15	15	15
3700 and 3900 class engines.		65	50	On tracks other than main tracks.	15	15	15
5000 class engines.		50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
7000-7800 class engines.		70	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	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 355.9.	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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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	Cello 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	Meno Between M.P. 58.5 and 56.0.	60	50	40	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 18.5 and 18.2.	60	50	40
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 54.4 and 53.2.	60	50	40	Between M.P. 17.9 and 14.8.	70	60	45
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.8 and 49.6.	45	35	25	Between M.P. 13.5 and 13.2.	55	45	35
Between M.P. 79.3 and 78.9.	55	45	35	Wyeth Between M.P. 49.4 and 48.7.	35	30	20	Fairview Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 48.7 and 43.3.	55	45	35	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Between M.P. 77.0 and 76.3.	60	50	40	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Between M.P. 2.7 and 1.0.	35	30	20
Rowena Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 42.4 and 41.4.	35	30	20	Graham			
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40	Kenton Line Between Troutdale and Kenton.	35	35	35
Between M.P. 72.7 and 71.9.	55	45	35	Bonneville Between M.P. 37.3 and 35.5.	55	45	35	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 71.9 and 71.4.	30	25	20	Dodson Between M.P. 32.8 and 31.7.	70	60	45	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 71.4 and 68.4.	40	35	25	Between M.P. 31.4 and 30.3.	60	50	40	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 29.4 and 27.5.	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. 65.7 and 66.4.	40	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40	Portland Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 66.4 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								
Hood River 2-10-2 class engines using cross- over at freight house.			6								
Between M.P. 62.1 and 59.4.	55	45	35								

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Tacoma On curves between Jct. 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	10	Argo Yard All turn-outs.			10
Reservation On curves between Reservation Tower and Tacoma Jct.	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	Simmons Between M.P. 242.5 and 243.5.		40	25	Ankeny Between M.P. 294.4 and 294.5.		40	25
Hinkle East and West legs of wye.		20	20	Walker Between M.P. 244.5 and 244.6.		50	40	Between M.P. 295.4 and 297.0.		50	40
Cold Springs Between M.P. 200.7 and 201.0.		50	40	Between M.P. 246.1 and 246.3.		50	40	Marengo Between M.P. 308.6 and 309.0.	60	50	40
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 246.9 and 247.0.		45	35	Cheney Within city limits.	35	35	35
Wallula Jct. West leg of wye.		15	15	Scott Between M.P. 252.8 and 253.0.		45	35	Over street crossings.	15	15	15
Wallula Between M.P. 217.2 and 217.4.		45	35	Between M.P. 256.9 and 257.1.		45	35	Between M.P. 352.8 and 353.5.	55	45	35
Between M.P. 219.1 and 219.5.		50	40	Ruxby Between M.P. 260.3 and 260.5.		50	40	Between M.P. 354.0 and 363.8 on curves.	60	50	35
Humorist Between M.P. 224.2 and 224.5.		50	40	Ayer Between M.P. 268.2 and 269.3.		30	30	Between M.P. 364.2 and 364.4.	45	35	25
Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 271.5 and 272.5.		25	15	Between M.P. 364.7 and 364.9.	55	45	35
Between M.P. 228.1 and 229.9.		35	25	Between M.P. 272.7 and 273.2.		45	35	Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 230.8 and 232.3.		45	35	Between M.P. 275.1 and 276.9.		40	25	West Spokane On 16-degree curve west end of yard.	8	8	8
Between M.P. 233.0 and 233.4.		50	40	Between M.P. 277.9 and 279.4.		45	35	Between M.P. 366.5 and 367.1.	45	35	25
Page Between M.P. 234.0 and 235.6.		35	25	Park Between M.P. 280.0 and 281.6.		40	25	Over Bridge 367.13.	10	10	10
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 281.9 and 282.2.		50	40	Spokane Through Union Station limits.	15	15	15
Between M.P. 239.0 and 239.8.		50	40	Hooper Jct. Between M.P. 286.1 and 286.5.		50	40	Union Station over slip switches.	10	10	10
				Between M.P. 290.6 and 291.1.		50	40				
				Between M.P. 291.9 and 292.3.		25	25				

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	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	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
Heppner 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	Olympia Within city limits.		10	10	Fairfield Within city limits.		25	25
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Between M.P. 132.6 and 132.8.		45	30
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Between M.P. 133.3 and 134.6.		25	20
Condon Branch Maximum speed.		25	25	Spokane-Tekoa Branch Maximum speed.		70	60	Between M.P. 135.3 and 136.3.		35	25
3-degree curves.		20	20	Between Spokane and Manito.		60	35	Darknell Between M.P. 136.6 and 139.2.		20	20
4- and 5-degree curves.		15	15	Between Manito and Tekoa.		50	30	Rockford Within city limits.		25	25
On curves of 6 degrees and over.		10	10					Between M.P. 139.4 and 139.7.		45	30
On descending grades between Speece and Mikkalo.		15	15					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.	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Manito				Between M.P. 17.7 and 18.1.	25	20	Glenwood		
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
Freeman				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	Elberton		
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
Mica				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	Garfield		
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 28.2 and 28.7.	20	20	Within city limits.	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. 101.1 and 101.5.	25	25
Between Chester and Mica, on descending grade.			25				Between M.P. 102.0 and 102.4.	25	25
East Spokane				Hay			N. P. Crossing		
Through Interlocking.	15	15	15	Between M.P. 30.4 and 31.1.	35	25	Between M.P. 104.6 and 104.9.	20	20
Spokane				Between M.P. 32.0 and 33.8.	25	20	Farmington		
Through tunnel.	15	15	15	Between M.P. 34.2 and 35.2.	20	20	Within city limits.	20	20
Over slip switches at N. P. Crossing.	15	15	10				Between M.P. 105.5 and 105.8.	20	20
Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Jerita			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. 36.2 and 36.9.	25	20	Between M.P. 115.6 and 116.0.	20	20
Tekoa-Ayer Branch				Between M.P. 37.8 and 39.3.	25	20	Pleasant Valley Branch		
Maximum speed.	50	30		Between M.P. 43.5 and 43.6.	45	30	Maximum speed.	25	25
Between Tekoa and Colfax, via Garfield.	30	30		Sutton			G. N. Crossing, M.P. 30.7.	20	20
On 5- and 6-degree curves.	25	25		Between M.P. 49.3 and 50.1.	30	20	Tucannon Branch		
On 7-, 8-, 9- and 10-degree curves.	20	20					Maximum speed.	25	25
Between Tucannon and Ayer.	35	25		Thera			On curves of 7 degrees and over.	20	20
On 4-degree curves.	45	30		Between M.P. 64.9 and 65.2.	35	25	Starbuck		
On 5- and 6-degree curves.	35	25		Between M.P. 65.4 and 65.6.	45	30	Within city limits.	15	15
On 7- and 8-degree curves.	25	20		Between M.P. 68.2 and 68.5.	35	25	Between Starbuck and Relief.	12	12
On curves of 7 degrees and over with 2-10-2 type engines.	20	20		Diamond			Pendleton Branch		
On 9- and 10-degree curves.	20	20		Between M.P. 68.8 and 69.0.	35	25	Maximum speed.	25	25
Ayer				Between M.P. 69.9 and 70.1.	35	25	On 7-, 8-, 9- and 10-degree curves.	20	20
Between M.P. 14.0 and 14.1.	35	25		Mockonema			Between Barrett and Downing, on descending grade.	15	15
Between M.P. 14.3 and 16.1.	25	25		Between M.P. 73.3 and 73.6.	20	20	Pendleton		
Between M.P. 17.1 and 17.2.	15	15		Between M.P. 74.1 and 74.2.	45	30	Over Thompson, Main and Aura Streets.	12	12
Over Snake River Bridge 17.23.	5	5		Between M.P. 74.9 and 77.2.	25	12	Over other street crossings within city limits.	20	20
				Colfax			Between M.P. 2.5 and 3.0.	20	20
				Within city limits.	12	12	Between M.P. 9.5 and 9.8.	20	20
				Between M.P. 78.4 and 78.5.	20	20	Athens		
				Between M.P. 79.8 and 80.7.	20	20	Over street crossings.	15	15
				Between M.P. 81.5 and 82.3.	20	20	Downing		
				Between M.P. 82.9 and 83.4.	20	20	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.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Blue Mountain			Grandview			Walla Walla		
Between M.P. 29.0 and 29.4.	20	20	Within city limits.	30	30			
Between M.P. 29.8 and 30.1.	20	20	Granger			Pomeroy Branch		
Between M.P. 30.3 and 30.4.	20	20	Over street crossings.	30	30	Maximum speed.	20	20
Between M.P. 31.2 and 31.7.	20	20	Zillah			Starbuck		
Between M.P. 32.2 and 32.4.	20	20	Over street crossings.	25	15	Within city limits.	15	15
Between M.P. 32.7 and 32.9.	20	20	Yakima River Bridge 89.35, through gauntlet track.	15	15	Dayton Branch		
Milton-Freewater			Over N. P. Crossing and between home signals governing cross- ing.	20	20	Maximum speed.	25	25
Over street crossings.	15	15	Yakima			On curves of 7 degrees and over.	20	20
W. W. V. Ry. Crossing M.P. 36.3.	15	15	Over Yakima Ave., and Walnut Street.	6	6	Bolles		
W. W. V. Ry. Crossing, M.P. 44.2.	20	20	Over other street crossings.	10	10	Between M.P. 0.4 and 0.6.	20	20
Walla Walla			Sunnyside Branch			Dayton		
Over street crossings.	12	12	Maximum speed.	45	35	Over street crossings west of Touchet River.	15	15
Within city limits.	20	20	Sunnyside			Over all other street crossings.	10	10
On west leg of wye.	8	8	Within city limits.	30	30	Between M.P. 12.9 and 24.8.	15	15
Between M.P. 52.7 and 53.4.	20	20	Wallula Branch			Connell Branch		
Between M.P. 64.8 and 64.9.	20	20	Maximum speed.	35	30	Maximum speed.		
Between M.P. 65.5 and 66.0.	20	20	On 5- and 6-degree curves.	35	25	Between La Crosse and Hooper Jct.	30	30
Between M.P. 66.1 and 66.3.	20	20	On 7- and 8-degree curves.	25	20	Between Hooper Jct. and Connell.	20	20
Between M.P. 71.7 and 72.5.	20	20	On 9- and 10-degree curves.	20	20	On 5- and 6-degree curves.	25	25
Between M.P. 72.8 and 73.2.	20	20	Wallula Jct.			On 7- and 8-degree curves.	20	20
Between M.P. 74.3 and 76.1.	20	20	West leg of wye.	15	15	On 9- and 10-degree curves.	20	20
Menoken			Zangar Jct.			La Crosse		
Between M.P. 78.4 and 78.5.	20	20	Between M.P. 5.1 and 6.4.	25	20	Between M.P. 3.4 and 3.6.	25	25
Between M.P. 78.9 and 79.3.	20	20	Between M.P. 6.7 and 6.8.	25	20	Between M.P. 6.6 and 6.8.	25	25
Between M.P. 79.6 and 79.9.	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. 80.8 and 81.2.	20	20	Reese			Between M.P. 9.2 and 9.7.	20	20
Alto			Between M.P. 7.7 and 8.0.	25	20	Hooper Jct.		
Yakima Branch			Between M.P. 8.2 and 8.4.	35	25	On connection between Connell Branch and Sixth Subdivi- sion.		15
Maximum speed.	45	30	Between M.P. 8.7 and 9.1.	25	20	Through west leg of wye on 16- degree curve.	8	8
With pile driver 0321.		15	Between M.P. 9.5 and 9.7.	25	20	Moscow Branch		
On 5- and 6-degree curves.	35	25	Between M.P. 10.0 and 10.1.	35	25	Maximum speed.	35	25
On 7- and 8-degree curves.	30	20	Between M.P. 10.7 and 10.9.	35	25	On 7- and 8-degree curves.	25	20
On 9- and 10-degree curves.	25	20	Between M.P. 11.1 and 11.4.	35	25	On 9- and 10-degree curves.	20	20
Villard Jct.			Between M.P. 12.1 and 12.3.	20	20			
Bridge 7.44.	25	15	Between M.P. 12.5 and 12.6.	35	25			
Kennewick			Touchet					
Over street crossings.	8	8	Between M.P. 18.5 and 18.6.	35	25			
Benton City			W. W. V. Ry. Crossing, M.P. 28.7.	12	12			
Within city limits.	40	30	College Place					
Between M.P. 37.5 and 38.1.	25	20	Within city limits.	30	30			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
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. 19.9 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
 Keston.....Telegraph Office
 La Crosse.....Telegraph Office
 La Grande.....Train Dispatcher's Office
 La Grande.....Depot Telegraph Office
 La Grande.....Yard Office
 Moscow.....Telegraph Office
 Olympia.....Telegraph Office
 Pendleton.....Telegraph Office
 Portland (Joint)
N. P. T. Co. Telegraph Office
 Seattle (Joint)
Union Station Telegraph Office
 Spokane.....Train Dispatcher's Office
 Spokane.....Telegraph Office

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

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

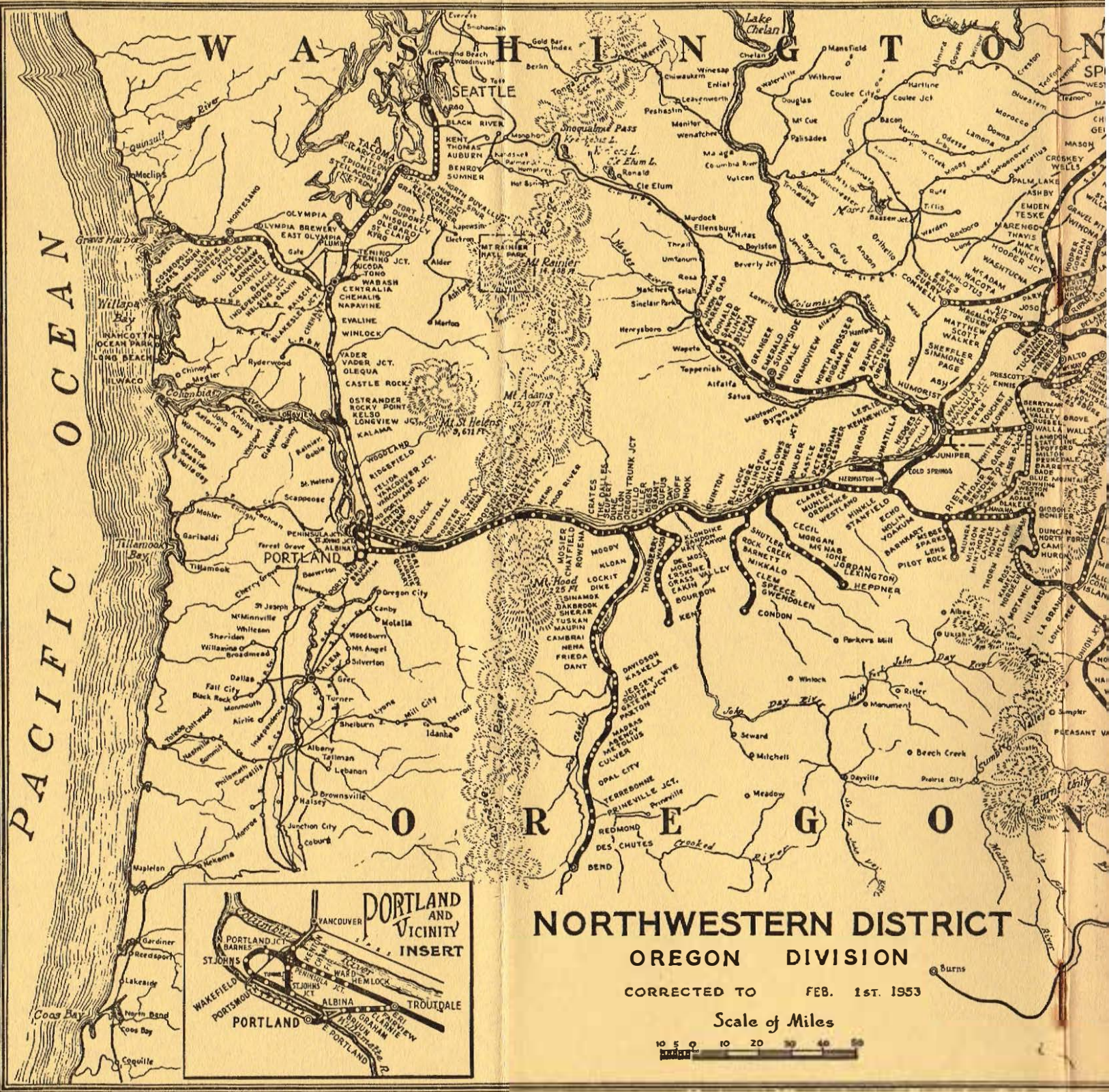
L—leave;
 A—arrive;
 s—regular stop;
 f—flag stop to receive or discharge traffic.

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

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

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

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



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO FEB. 1st. 1953

Scale of Miles

