

L. A. COLLINS
General Manager

H. E. SHUMWAY
General Superintendent Transportation

G. J. MULICK
Assistant General Manager

P. T. McCARTHY, Superintendent Portland, Ore.
A. McAllister, Assistant Superintendent Portland, Ore.
H. B. Coburn, Assistant Superintendent Seattle, Wash.
J. G. Kimmell, Assistant Superintendent La Grande, Ore.
C. H. Burnett, Trainmaster La Grande, Ore.
R. L. Rickard, Terminal Trainmaster Portland, Ore.
R. K. Lake, Master Mechanic Portland, Ore.
R. L. Norris, Road Foreman of Engines La Grande, Ore.
J. T. Rorick, Road Foreman of Engines Portland, Ore.
P. D. Brinkman, Road Foreman of Engines Portland, Ore.
L. W. Althof, Division Engineer Portland, Ore.
E. J. Pratt, General Roadmaster Portland, Ore.

First and Second Subdivisions and Branches

B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
C. F. Roberts, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

L. L. Rudd, Chief Train Dispatcher Albina, Ore.
M. A. Stearns, Assistant Chief Train Dispatcher Albina, Ore.
G. J. Schatz, Assistant Chief Train Dispatcher Albina, Ore.

Time Inspectors are located as shown below:

Baker Bacon Jewelry Store
La Grande J. H. Peare and Son
Pendleton C. A. Titus
Hermiston A. W. Behrman
The Dalles Ernest H. Newhouse
Portland N. L. Nielson
Portland Roy & Molin
Centralia C. R. Ahern
Tacoma Mierow's
Seattle Benn Tipp
Argo E. Le May
Heppner J. O. Peterson
Hoquiam Kneipps Jewelry Co.
Aberdeen Wiitamaki Jewelry Co.
Olympia Talcott Bros., Inc.

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 36

Effective Sunday,
November 10, 1946
At 12:01 A.M. Pacific Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

Time-Table No. 36
November 10, 1946

STATIONS

401 Passenger	19 Passenger	65 Passenger	17 Passenger	15 Passenger	457 Passenger	11 Passenger	105 STREAMLINER PASSENGER	Distance from Huntington
Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See note below	
			6.00PM	5.45PM		6.30AM	12.50AM	0.0
			9.45PM	8.55PM		9.25AM	3.11AM	99.6
			12.45AM	11.55PM		12.05PM	5.13AM	173.8
			12.55AM	12.05AM		12.15PM	5.21AM	177.4
	9.30PM	7.40PM						400.4
	11.48PM	10.00PM						296.5
	1.20AM	11.30PM						243.3
	2.20AM	12.20AM						215.9
	5.00AM		4.20AM	3.35AM		3.18PM	7.21AM	303.6
11.30PM	A 7.30AM	A 1.30AM Pendleton	A 7.15AM	A 6.30AM	8.30AM	A 5.30PM	A 9.10AM	389.4
3.10AM					11.05AM			480.5
5.20AM					12.50PM			534.5
6.30AM					2.05PM			569.5
A 6.45AM					A 2.15PM			572.6

(7.15) 25.3	(10.00) 36.7	(5.50) 38.9	(13.15) 29.4	(12.45) 30.6	(5.45) 31.8	(11.00) 35.4	(8.20) 46.7 Thru Time
Average speed per hour								

★Note.—No. 105 will run only on the following dates:
Due to leave Huntington on the 5th, 10th, 15th, 20th, 25th and 30th of each month.

Standard clocks are located as shown below:

Huntington..... Yard Office Huntington..... Depot Telegraph Office Huntington..... Enginemen's Register Room Baker..... Telegraph Office La Grande..... Dispatcher's Office La Grande..... Depot Telegraph Office La Grande..... Yard Office Pendleton..... Telegraph Office Rieth..... Telegraph Office Rieth..... Enginemen's Register Room Umatilla..... Telegraph Office Umatilla..... Enginemen's Register Room Heppner..... Telegraph Office Condon..... Telegraph Office Grass Valley..... Telegraph Office Bend (Joint)..... O. T. Ry. Telegraph Office	The Dalles..... "DK" Telegraph Office The Dalles..... "WH" Telegraph Office Hood River..... Telegraph Office Portland (Joint)..... N. P. T. Co. Telegraph Office Albina..... Dispatcher's Office Albina..... Yard Telegraph Office Albina..... Enginemen's Register Room Centralia (Joint)..... N. P. Ry. Telegraph Office Tacoma..... Yard Office Argo..... Yard Office Argo..... Enginemen's Register Room Seattle (Joint)..... Union Station Telegraph Office Hoquiam (Joint)..... N. P. Ry. Telegraph Office Aberdeen..... Telegraph Office Olympia..... Telegraph Office
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MILEAGE

OREGON DIVISION	619.09
Main Line.....	493.46
Branches.....	
Total.....	1112.55

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.		

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 36

November 10, 1946

FIRST CLASS

STATIONS

66 Passenger	12 Passenger	458 Passenger	106 STREAMLINER PASSENGER	18 Passenger	20 Passenger	16 Passenger	402 Passenger	Distance from Portland
Daily	Daily	Daily	★See note below	Daily	Daily	Daily	Daily	
	A 8.00PM		A 1.25AM	A 6.00AM		A 8.05AM		389.4
	5.10PM		10.58PM	2.45AM		5.10AM		289.8
	2.30PM		8.45PM	12.05AM		2.25AM		215.6
	2.10PM		8.38PM	11.30PM		1.50AM		212.0
A 7.50AM				A 7.00AM				367.3
5.15AM				4.06AM				263.4
3.55AM				2.40AM				210.2
2.50AM				1.30AM				183.4
	11.20AM		6.37PM	8.45PM	10.50PM	11.20PM		85.8
Lv. 1.10AM Pendleton	9.00AM	A 8.50PM	4.50PM	6.30PM	8.30PM	9.15PM	A 6.45AM	0.0
			6.26PM					91.1
			5.05PM					145.1
			3.58PM					180.1
			3.50PM					183.2

Thru Time.....	(6.40)	(11.00)	(5.00)	(8.35)	(11.30)	(10.30)	(10.50)	(7.15)
Average speed per hour.....	33.7	35.4	36.6	45.3	33.8	35.0	35.9	25.3

★Note.—No. 106 will run only on the following dates:
Due to leave Portland on the 1st, 6th, 11th, 16th, 21st and 26th of each month.

Railroad Surgeons are located as shown below:

Name	Title	Location	Territory	Name	Title	Location	Territory
Ralph M. Dodson...	Medical Director.	Portland, Ore....	Portland.	G. G. Gaunt.....	Surgeon.....	Condon, Ore.....	Arlington to Condon.
Kenneth C. Brown...	Assistant Surgeon.	Portland, Ore....	Portland.	J. C. Vandeventer...	Surgeon.....	Bend, Ore.....	Oregon Trunk Jct. to Bend.
Paul E. Spangler...	Assistant Surgeon.	Portland, Ore....	East Portland north of Sullivan's Gulch.	Thompson, Vogt, Griffith, Smith, Armstrong, Mills and Boals.....	Surgeons.....	The Dalles, Ore...	Hood River to Umatilla.
Ivor M. Campbell...	Assistant Surgeon.	Portland, Ore....	Portland.	I. J. Scovis.....	Specialist.....	The Dalles, Ore...	Hood River to Umatilla.
A. H. Johnston.....	Assistant Surgeon.	Portland, Ore....	East Portland south of Sullivan's Gulch.	Stanley E. Wells....	Surgeon.....	Hood River, Ore...	Portland to Hood River.
Joseph M. Roberts...	Assistant Surgeon.	Portland, Ore....	Portland.	J. B. Blair.....	Surgeon.....	Vancouver, Wash.	Albina to Kalama.
Paul E. Shingler...	Assistant Surgeon.	Portland, Ore....	Portland.	George M. Lovelace..	Surgeon.....	Centralia, Wash...	Centralia to South Monteseano, Winlock to Tenino.
Harry M. Bouvy....	Specialist.....	Portland, Ore....	La Grande to Huntington.	J. E. Toothaker....	Surgeon.....	Centralia, Wash...	Centralia to South Monteseano, Winlock to Tenino.
C. G. Patterson....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.	George F. Parke....	Surgeon.....	Centralia, Wash...	Centralia to South Monteseano, Winlock to Tenino.
T. J. Higgins.....	Surgeon.....	Baker, Ore.....	Telocaset to Huntington.	I. R. Watkins.....	Surgeon.....	Aberdeen, Wash...	South Elma to Hoquiam.
Glenn G. Gordon....	Specialist.....	Baker, Ore.....	La Grande to Wallowa.	A. E. Anderson.....	Surgeon.....	Aberdeen, Wash...	South Elma to Hoquiam.
Ivan E. Bennett....	Surgeon.....	Elgin, Ore.....	Pendleton to Baker.	J. F. McDonald....	Surgeon.....	Hoquiam, Wash...	Centralia to Hoquiam.
J. B. Gregory.....	Surgeon.....	La Grande, Ore...	Pendleton to Baker.	Ross D. Wright....	Surgeon.....	Tacoma, Wash....	Tenino to Auburn.
J. D. Haun.....	Surgeon.....	La Grande, Ore...	La Grande to Elgin.	L. A. Hopkins.....	Surgeon.....	Tacoma, Wash....	Tenino to Auburn.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore...	Umatilla to Pendleton.	B. E. McConville...	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore...	Umatilla to Pendleton.	L. Fred Lundy....	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
E. S. Morgan.....	Surgeon.....	Pendleton, Ore...	Umatilla to Pendleton.	F. H. Brown.....	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
E. I. Silk.....	Surgeon.....	Pendleton, Ore...	Umatilla to Pendleton.	E. G. Dorland.....	Specialist.....	Seattle, Wash....	Portland to Seattle.
F. B. Belt.....	Surgeon.....	Hermiston, Ore...	Boardman to Stanfield.	John M. Shiach....	Specialist.....	Seattle, Wash....	Portland to Seattle.
A. D. McMurdo....	Surgeon.....	Heppner, Ore....	Heppner Jct. to Heppner.				
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore....	The Dalles to Umatilla, Arlington to Condon.				

WESTWARD

FIRST SUBDIVISION

Table with columns for Second Class (677, 699, 655) and First Class (17, 15, 11, 105). Includes station names and times for November 10, 1946.

Time-Table No. 36 November 10, 1946

STATIONS

Station list with mileposts and directions (DN-R, DN) for HUNTINGTON through LA GRANDE.

(99.6)

Thru Time and Average speed per hour for Westward trains.

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.

*Note.—No. 105 will run only on the following dates: Due to leave Huntington on the 5th, 10th, 15th, 20th, 25th and 30th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To.

FIRST SUBDIVISION

EASTWARD

Table with columns for First Class (18, 16, 12, 106) and Second Class (160, 156, 158). Includes station names and times for November 10, 1946.

Time-Table No. 36 November 10, 1946

STATIONS

Station list with mileposts and directions (DN-R, DN) for HUNTINGTON through LA GRANDE.

(99.6)

Thru Time and Average speed per hour for Eastward trains.

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.

*Note.—No. 106 will run only on the following dates: Due to leave La Grande on the 1st, 6th, 11th, 16th, 21st and 26th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To.

WESTWARD

SECOND SUBDIVISION

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS					Time-Table No. 36 November 10, 1946	STATIONS
	17	15	11	105	66		
	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Passenger		
	Daily	Daily	Daily	★See note below	Daily		
BJKOP TWXYZ	9:45 ^{PM}	8:55 ^{PM}	9:25 ^{AM}	3:11 ^{AM}		DN-R LA GRANDE Dispr Q RA	
82 P	9:53	9:04	9:33	3:18		PERRY 4.0 3.7	
WB 75 EB 73 PVWXY	10:00	9:11	9:40	3:23		HILGARD 3.5	
73 P	10:08	9:21	9:48	3:30		GLOVER 3.0	
135 PW	10:15	9:29	9:54	3:36		MOTANIC 3.5	
P	10:23 ¹⁰⁶	9:40	10:02	3:42		NORDEEN 1.0	
C 132 PWXY	10:29	9:46	10:06	3:45		D KAMELA 2.8 S DOUBLE TRACK	
P	10:36	9:53	10:13	3:50		ROSS 2.8	
WB 108 EB 102 PWX	10:44	10:02 ¹⁰⁶	10:20	3:55 ¹⁶		MEACHAM 4.7	
74 P	10:53	10:11	10:29	4:03		PORTER 3.1	
85 P	11:00	10:18	10:36	4:09		HURON 3.6	
90 PW	11:05	10:24	10:42	4:14		CAMP 2.7	
Spur P	11:10	10:28	10:47	4:18		NORTH FORK 2.9	
WB 74 EB 74 PWXY	11:16	10:33	10:52	4:23		DUNCAN 3.1	
74 P	11:21	10:38	10:58	4:28		SLOAN 5.9	
106 P	11:29	10:47	11:07	4:35		BONIFER 2.6	
WB 78 EB 106 PWXY	11:35	10:52	11:11	4:39		GIBBON 2.3	
99 P	11:39	10:55	11:15	4:42		TUMIA 2.5	
14 P	11:43	10:58	11:18	4:45		THORN HOLLOW 2.5	
100 P	11:47	11:02	11:22	4:48		HOMLY 2.5	
48 PW	11:52	11:06	11:26	4:51		CAYUSE 2.4	
73 P	11:56 ^{PM}	11:09	11:30	4:55		MINTHORN 3.5	
72 P	12:02 ^{AM}	11:14	11:36	5:01		MISSION 2.3	
99 P	12:07 ¹⁸	11:18	11:39	5:05		MUNRA 3.3	
69 BJKPVW XYZ	12:15	11:25 ¹⁸	11:45 ^{AM}	5:13	1:10 ^{AM}	DN PENDLETON 3.6 FD	
BJKO PTWX	12:55 ^{AM}	12:05 ^{AM}	12:15 ^{PM}	5:21 ^{AM}	1:20 ^{AM}	DN-R RIETH RI (77.8)	

Thru Time..... (3.10) (3.10) (2.50) (2.10) (0.10) Thru Time
Average speed per hour..... 24.5 24.5 27.5 35.9 21.6

Train movements governed by Centralized Traffic Control system between LaGrande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

★Note.—No. 105 will run only on the following dates:

Due to leave La Grande on the 5th, 10th, 15th, 20th, 25th and 30th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Any station.....	Cheyenne or beyond.	
15			
17	Any station.....	Pocatello or beyond.	

SECOND SUBDIVISION

EASTWARD

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS					Time-Table No. 36 November 10, 1946	STATIONS
	65	16	12	106	18		
	Passenger	Passenger	Passenger	STREAMLINER PASSENGER	Passenger		
BJKOP TWXYZ						289.8	
82 P		A 4:55 ^{AM}	A 4:55 ^{PM}	A 10:58 ^{PM}	A 2:30 ^{AM}	285.8	
WB 75 EB 73 PVWXY		4:46	4:42	10:50	2:21	282.1	
73 P		4:39	4:35	10:43	2:15	278.6	
135 PW		4:32	4:27	10:36	2:07	275.6	
P		4:26	4:21	10:30	2:01	272.1	
C 132 PWXY		4:18	4:13	10:23 ¹⁷	1:53	271.1	
P		4:15	4:10	10:20	1:51	268.3	
WB 108 EB 102 PWX		4:02	4:00	10:10	1:41	265.5	
74 P		3:55 ¹⁰⁵	3:54	10:02 ¹⁵	1:34	260.8	
85 P		3:43	3:44	9:52	1:22	257.7	
90 PW		3:36	3:37	9:44	1:14	254.1	
Spur P		3:30	3:32	9:39	1:09	251.4	
WB 74 EB 74 PWXY		3:25	3:28	9:35	1:04	248.5	
74 P		3:20	3:23	9:31	12:59	245.4	
106 P		3:14	3:18	9:26	12:53	239.5	
WB 78 EB 106 PWXY		3:05	3:09	9:18	12:43	236.9	
99 P		3:00	3:04	9:14	12:37	234.6	
14 P		2:56	3:00	9:11	12:33	232.1	
100 P		2:52	2:57	9:08	12:29	229.6	
48 PW		2:48	2:53	9:05	12:25	227.1	
73 P		2:44	2:49	9:02	12:21	224.7	
72 P		2:40	2:45	8:59	12:17	221.2	
99 P		2:34	2:39	8:53	12:13	218.9	
69 BJKPVW XYZ		2:30	2:35	8:49	12:07 ¹⁷	215.6	
BJKO PTWX		A 1:30 ^{AM}	2:25	2:30	8:45	212.0	
		1:20 ⁶⁶	2:00	2:20	11:40 ¹⁵		
		Daily	Daily	Daily	Daily		

Thru Time..... (0.10) (3.05) (2.45) (2.20) (3.00)
Average speed per hour..... 21.6 25.2 28.3 33.3 25.9

Train movements governed by Centralized Traffic Control system between LaGrande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

★Note.—No. 106 will run only on the following dates:

Due to leave Rieth on the 1st, 6th, 11th, 16th, 21st and 26th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
12	Any station.....		Cheyenne or beyond.
16			
18	Any station.....		Pocatello or beyond.

WESTWARD		THIRD SUBDIVISION										Time-Table No. 36 November 10, 1946	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS						STATIONS		
	151 Time Freight Daily	299 Time Freight Daily	699 Time Freight Daily	655 Time Freight Daily	11 Passenger Daily	105 STREAMLINER PASSENGER ★See note below Daily	19 Passenger Daily	66 Passenger Daily	17 Passenger Daily	15 Passenger Daily			
BJKO PTWX		3:40AM	3:30AM	12:10AM	12:15PM	5:21AM	1:20 ⁶⁵ AM	12:55AM	12:05AM	DN-R RIETH RI			
96 P		3:55	3:45	12:25	12:23	5:26	1:40 ¹⁶	1:10 ⁶⁵	12:14	BARNHART			
95 P		4:02	3:52	12:40	12:29	5:30	1:46	1:17	12:20	CAMPBELL			
95 P		4:09	3:59	12:58 ⁶⁵	12:35	5:34	1:52	1:28 ¹⁶	12:26	NOLIN			
94 PW		4:22	4:13	1:20 ¹⁶	12:44	5:40	f 2:02	f 1:38	12:35	DN ECHO HI			
94 P		4:29	4:21	1:30	12:51 ²⁵⁸	5:44	f 2:10	f 1:45	12:42 ⁶⁵	STANFIELD ND			
JP		4:37	4:30	1:38	12:58	5:48	2:18	1:53	12:48	DN HINKLE UK			
95 P		4:50	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	f 2:30	VIA MUNLEY	VIA MUNLEY	D HERMISTON MN			
BJKOPTWXY	10:00AM	A 5:10AM				2:20AM	A 2:45AM	VIA MUNLEY	VIA MUNLEY	DN-R UMATILLA CS			
62 P	10:15					2:27		VIA MUNLEY	VIA MUNLEY	BAILEY			
63 P	10:23					f 2:33		VIA MUNLEY	VIA MUNLEY	IRRIGON			
63 P	10:30					2:39		VIA MUNLEY	VIA MUNLEY	JUDSON			
99 P			4:38	1:57 ¹⁷	1:03	5:51		1:57 ⁶⁵⁵	12:52	WESTLAND			
P			4:44	2:04	f 1:08	5:54		2:02	f 12:55	DN ORDNANCE RN			
96 PW			4:50	2:08	1:12 ¹²	5:56		2:05	1:01 ¹⁶	MUNLEY			
98 P			5:01	2:20	1:18	6:01		2:12	1:11	CLARKE			
99 JPWY	10:45		5:15	2:30	1:23	6:05	2:50	2:17	1:20	DN MESSNER FC			
14 P	10:49		5:20	2:38	1:25	6:06	2:53	2:19	1:22	BOARDMAN			
98 P	10:53		5:25	2:56	1:27	6:08	2:56 ⁶⁵⁵	2:23	1:24	PETERS			
98 P	10:59		5:38	3:10	1:32	6:12	3:01	2:27	1:29	CASTLE			
104 P	11:18		5:55	3:35	1:40	6:18	3:09	2:34	1:36	BOULDER			
19 JP	11:25		6:05	3:50	1:45	6:22	3:14	2:39	1:41	D HEPPIER JCT. WI			
100 P	11:30		6:23 ¹⁰⁵	3:56	1:47	6:23 ⁶⁹⁹	3:16	2:41	1:43	WILLOWS			
98 P	11:40AM		6:45 ¹⁵⁸	4:13 ¹⁹⁸	1:52	6:27	3:22	2:46	1:48	SILICA			
WB 126 EB 113 JOPTWX	12:01PM		7:01	4:35	s 1:58	6:31 ¹⁵⁸	s 3:29	s 2:52	s 1:53	DN ARLINGTON MX			
100 P	12:18 ¹²		7:11	4:48	2:09 ¹⁵⁶	6:35	3:45 ¹⁹⁸	3:05	2:06	GILMORE			
99 PW	12:35		7:20	4:59 ¹⁵⁸	2:15	6:39	3:52	f 3:11	2:13	BLALOCK			
98 P	12:45		7:27	5:10	2:19	6:42	3:57	3:15 ¹⁹⁸	2:18	RAMSAY			
96 P	12:53		7:33	5:18	2:22	6:44	4:00	3:18	2:22	QUINTON			
100 P	1:01		7:40	5:25	2:27	6:48	4:07 ¹⁵⁸	3:24	2:28	HOOK			
99 P	1:08		7:46	5:32	2:31	6:51	4:11	3:28	2:33	GOFF			
104 PW	1:15 ¹⁵⁶		7:52	5:38	2:35	6:54	4:15	3:32 ¹⁵⁸	2:38 ¹⁹⁸	DAY			
100 P	1:22		7:58	5:43	2:38	6:56	4:18	f 3:35	2:42	RUFUS			
100 P	1:29		8:04	5:48	2:41	6:59	4:21	3:38	2:46	GRANT			
80 JP {MP}	1:40		8:10	5:53	2:43	7:02	4:24	3:41	2:50	DN BIGGS BX			
54 P {W 101.7}	1:50		8:18	5:59	2:47	7:05	4:28	3:45	2:55	MILLER			
50 P	1:58		8:25	6:05	2:51	7:08	4:32	3:49	3:01	CELLO			
JPV	2:03		8:30	6:08	2:53	7:10	4:34	3:51	3:04	N OREGON TRUNK JCT. VO			
74 P	2:10		8:40	6:13	2:58	7:13	4:38	3:55	3:10	DUNE			
BKOPTWXZ	A 2:30PM		A 9:00AM	A 6:30AM	A 3:10PM	A 7:21AM	A 4:50AM	A 4:10AM	A 3:25AM	DN-R THE DALLES DK-WH			

(4.30) 21.6 (1.30) 25.2 (5.30) 22.9 (6.20) 19.9 (2.55) 43.2 (2.00) 63.1 (2.30) 39.0 (1.25) 26.6 (3.15) 38.8 (3.20) 37.9

..... 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.

Between Hinkle and Messner, extra trains will run via Munley unless otherwise directed.

★Note.—No. 105 will run only on the following dates: Due to leave Rieth on the 5th, 10th, 15th, 20th, 25th and 30th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class, extra trains and yard engines.

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
19	Any station	Washington Division.	Portland or beyond.
11	Echo, Stanfield.	.....	Portland or beyond.
11, 15	Any station	Cheyenne or beyond.	.....
17	Any station	Pocatello or beyond.	.....

THIRD SUBDIVISION		THIRD SUBDIVISION										Time-Table No. 36 November 10, 1946	
Mile Post	FIRST CLASS						SECOND CLASS				STATIONS		
	65 Passenger	12 Passenger	106 STREAMLINER PASSENGER	18 Passenger	20 Passenger	16 Passenger	198 Time Freight	158 Time Freight	258 Time Freight	156 Time Freight			
212.0	A 1:20 ⁶⁶ AM	A 2:10PM	A 8:38PM	A 11:30PM	A 1:50AM		A 11:00AM	A 2:00PM	A 8:30PM	DN-R RIETH RI			
208.3	1:10 ¹⁷	1:59	8:33	11:20	1:40 ⁶⁶		10:35	1:43	7:50	BARNHART			
203.5	1:04	1:53	8:28	11:14	1:34		10:20	1:32	7:20	CAMPBELL			
198.9	12:58 ⁶⁵⁵	1:46	8:24	11:08	1:28 ¹⁷		10:05	1:20	6:55	NOLIN			
192.6	12:50	1:36	8:18	f 10:59	1:20 ⁶⁵⁵		9:35	1:03	6:25	DN ECHO HI			
188.4	12:42 ¹⁵	1:29	8:14	f 10:52	1:15		9:20	12:51 ¹¹	6:01	STANFIELD ND			
184.1	12:36	1:24	8:10	10:47	1:10		9:05	12:37	5:45	DN HINKLE UK			
189.2	f 12:29	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	A 1:15AM	A 5:30AM	VIA MUNLEY	VIA MUNLEY	D HERMISTON MN			
183.4	12:20AM					1:01	5:23	VIA MUNLEY	VIA MUNLEY	DN-R UMATILLA CS			
178.8						f 12:55	5:18	VIA MUNLEY	VIA MUNLEY	BAILEY			
175.8						12:50	5:12	VIA MUNLEY	VIA MUNLEY	IRRIGON			
172.0								VIA MUNLEY	VIA MUNLEY	JUDSON			
180.6		1:19	8:06	10:43	1:06		8:50		5:35	WESTLAND			
177.7		s 1:15	8:03	f 10:39	1:03		8:40		5:25	DN ORDNANCE RN			
175.8		1:12 ¹¹	8:01	10:36	1:01 ¹⁵		8:30		5:15	MUNLEY			
170.0		1:06	7:56	10:29	12:55		8:10		4:50	CLARKE			
165.2		1:01	7:52	10:23	12:40	12:50	7:55		4:25	DN MESSNER FC			
163.8		12:59	7:51	10:20	12:36	12:48	7:46		4:18	BOARDMAN			
162.2		12:57	7:49	10:18	12:34	12:46	7:40		4:12	PETERS			
158.3		12:53	7:46	10:14	12:30	12:42	7:30		4:00	CASTLE			
152.1		12:45	7:40	10:07	12:23	12:36	7:15		3:40	BOULDER			
148.2		12:40	7:36	10:02	12:18	12:32	7:03		3:26	D HEPPIER JCT. WI			
147.0		12:38	7:35	10:00	12:16	12:31	6:58		3:20	WILLOWS			
142.4		12:33	7:31	9:55	12:11	12:26	6:45 ⁶⁹⁹		3:05	SILICA			
138.5		s 12:28	7:28	s 9:50	s 12:05AM	s 12:21	6:31 ¹⁰⁵		2:45	DN ARLINGTON MX			
134.0		12:18 ¹⁵¹	7:24	9:43	11:49PM	12:14	6:25 ¹⁹		2:09 ¹¹	GILMORE			
129.3		12:13	7:20	9:38	11:44	12:09	6:15 ⁶⁵⁵		1:55	BLALOCK			
125.7		12:09	7:17	9:34	11:40	12:05	6:03 ¹⁷		1:47	RAMSAY			
123.2		12:06	7:15	9:31	11:37	12:02AM	6:03		1:40	QUINTON			
118.6		12:01PM	7:11	9:26	11:32	11:57PM	6:03 ¹⁹		1:30	HOOK			
116.0		11:57AM	7:08	9:22	11:28	11:53	6:03		1:21	GOFF			
111.7		11:53	7:05	9:19	11:24	11:50	6:03 ¹⁵		1:15 ¹⁵¹	DAY			
109.4		11:50	7:03	9:16	11:21	11:48	6:03		1:03	RUFUS			
106.6		11:47	7:00	9:13	11:18	11:45	6:03		12:55	GRANT			
103.9		11:44	6:57	9:10	11:15	11:42	6:03		12:45	DN BIGGS BX			
100.5		11:40	6:54	9:06	11:10	11:39	6:03		12:30	MILLER			
98.8		11:36	6:50	9:01	11:06	11:35	6:03		12:16	CELLO			
95.2		11:34	6:48	8:59	11:04	11:33	6:03		12:10PM	N OREGON TRUNK JCT. VO			
91.9		11:30	6:45	8:55	11:00	11:30	6:03		11:55AM	DUNE			
85.8		11:20AM	6:37PM	8:45PM	10:50PM	11:20PM	6:03		11:30AM	DN-R THE DALLES DK-WH			

Thru Time (1.00) 37.7 (2.50) 44.5 (2.01) 62.5 (2.45) 45.9 (2.25) 40.4 (2.30) 50.5 (4.00) 24.4 (9.00) 14.0 (1.59) 18.9 (9.00) 14.0

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.

Between Hinkle and Messner, extra trains will run via Munley unless otherwise directed.

★Note.—No. 106 will run only on the following dates: Due to leave The Dalles on the 1st, 6th, 11th, 16th, 21st and 26th of each month.

The time of No. 105 and No. 106 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class, extra trains and yard engines.

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
20	Any station between Portland and Umatilla.	.....	Washington Division.
12	Echo, Stanfield.	Portland or beyond.	.....
12, 16	Any station	.....	Cheyenne or beyond.
65	Stanfield, Echo.	Washington Division.	.....
18	Any station	.....	Pocatello or beyond.

WESTWARD

FOURTH SUBDIVISION

Table with columns for Second Class (151, 699, 655) and First Class (458, 11, 105, 402, 19, 17, 15). Includes 'Time-Table No. 36' and 'November 10, 1946'.

Time-Table No. 36 November 10, 1946

STATIONS table listing stations from DN-R THE DALLES to PORTLAND P-VC with mile markers.

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.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. *Note.—No. 105 will run only on the following dates: Due to leave The Dalles on the 5th, 10th, 15th, 20th, 25th and 30th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS table with columns for Train, At, Discharge Passengers From, and Pick Up Passengers Destined To.

FOURTH SUBDIVISION

EASTWARD

Table with columns for First Class (457, 12, 106, 18, 20, 16, 401) and Second Class (156, 158). Includes 'Time-Table No. 36' and 'November 10, 1946'.

Time-Table No. 36 November 10, 1946

STATIONS table listing stations from DN-R THE DALLES to PORTLAND P-VC with mile markers.

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.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. *Note.—No. 106 will run only on the following dates: Due to leave Portland on the 1st, 6th, 11th, 16th, 21st and 26th of each month.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS table with columns for Train, At, Discharge Passengers From, and Pick Up Passengers Destined To.

WESTWARD				FIFTH SUBDIVISION		EASTWARD			
FIRST CLASS				Time-Table No. 36 November 10, 1946	Mile Post	FIRST CLASS			
401	99	457	97			96	458	98	402
Passenger	CMSt.P&P Passenger (16)	Passenger	CMSt.P&P Passenger (15)			CMSt.P&P Passenger (15)	Passenger	CMSt.P&P Passenger (16)	Passenger
Daily	Daily	Daily	Daily	STATIONS					
11.30PM		8.30AM		PORTLAND				0.0	
				0.5 EAST PORTLAND					
				1.1 DN-R ALBINA B				1.6	
				2.5 ST. JOHNS JCT.				4.1	
				1.5 PENINSULA JCT.				5.6	
				1.2 DN NORTH PORTLAND JCT. KD				6.8	
11.53PM		8.53AM		1.0 VANCOUVER				8.7	
12.05 AM		8.58 AM						8.22 PM	6.15 AM

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS 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 REGULATIONS OF NORTHERN PACIFIC RY.

				Mile Post					
N. P. CROSSING					145.2				
1.2 N. P. CROSSING					146.4				
				0.1 N. P. CROSSING	146.5				
IJ	5.25AM	12.55PM		0.3 DN RESERVATION RN	146.8			4.49PM	12.34AM
JP	5.29AM	12.59PM		0.7 DN TACOMA JCT. JN	147.5			4.45PM	12.30AM

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

				Mile Post					
DN-R BLACK RIVER BI					173.8	4.07PM			
0.0 C. M. St. P. & P. & P. C. CROSSING					173.8				
				6.3 DN-R ARGO G	180.1	A 8.29AM	3.58	A 9.40PM	11.40
				3.1 DN-R SEATTLE OW	183.2	8.20AM	3.50PM	9.30PM	11.30PM
				(183.2)					
					Daily	Daily	Daily	Daily	
(7.15)	(0.21)	(5.45)	(0.25)	..... Thru Time	(0.09)	(5.00)	(0.10)	(7.15)	
25.3	8.6	31.8	7.4	..... Average speed per hour	20.7	36.6	18.6	25.3	

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

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

WESTWARD				THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD			
691	681	693		694	690	692					
7.00PM	11.00AM	2.00AM		5.00PM	3.45AM	8.00AM					
A 4.30AM	A 11.00PM	A 12.30PM		6.30AM	6.00PM	11.00PM					

WESTWARD				JOSEPH BRANCH		EASTWARD				
SECOND CLASS				Time-Table No. 36 November 10, 1946	Mile Post	SECOND CLASS				
305 Mixed						304 Mixed				
Daily Except Sunday										
28 OWXY				11.45AM	D-R JOSEPH J	83.8	A 10.15AM			
22 X				12.30PM	D ENTERPRISE RS	78.8	10.00			
39				12.53	LOSTINE	67.8	9.07			
27 WXY				1.10	D WALLOWA WO	60.0	8.50			
Spur					SEVIER	56.7				
12 {W.M.P.} 49.0				1.42	MINAM	47.1	8.10			
Spur				1.58	VINCENT	40.6	7.54			
7					RONDOWA	37.2				
40 W{M.P.} 32.6				2.15	LOOKING GLASS	33.8	7.37			
32				2.37	GULLING	25.1	7.15			
35 WXY				2.50	D ELGIN GN	20.9	7.05			
18				3.15	D IMBLER BR	12.8	6.32			
20				3.25	ALICEL	8.4	6.22			
6				f	CONLEY	5.9	f			
12				3.40	ISLAND CITY	2.6	6.10			
BJKOP TWXYZ				4.00PM	DN-R LA GRANDE Dispr Q RA	0.0	6.00AM			
					(83.8)					
				(4.15)	..... Thru Time	(4.15)				
				19.7	..... Average speed per hour	19.7				

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

WESTWARD				BEND BRANCH		EASTWARD				
SECOND CLASS				Time-Table No. 36 November 10, 1946	Mile Post	SECOND CLASS				
315 Mixed						314 Mixed				
Saturday										
BCOK WXYZ				12.30 PM	12.01 AM	150.0	A 7.35 AM			

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

				Mile Post					
A 7.30 PM A 8.10 AM					0.0	12.44 AM			
N OREGON TRUNK JUNCTION VO						Daily Ex. Sunday			
JPV				(150.0)					
				(7.00)	..... Thru Time	(8.51)			
				21.4	..... Average speed per hour	21.0			

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD					HEPPNER BRANCH					EASTWARD							
SECOND CLASS					Time-Table No. 36 November 10, 1946					SECOND CLASS							
Car Capacity of Sidings, etc. See Rule 6(A).					329 Mixed	STATIONS				Mile Post	330 Mixed	326 Mixed					
39 BKOP WXY					Monday, Wednesday and Friday	D-R	HEPPNER	HR	45.2	A	2.15PM	A	8.15PM				
19 P							LEXINGTON		36.3		1.35		7.35				
7							JORDAN		31.0		1.10		7.10				
15 PW							IONE	ON	28.3		12.55		6.55				
							McNAB		25.2		12.35		6.35				
13							MORGAN		19.8		12.20		6.20				
3 W							CECIL		14.5		12.01PM		6.01				
19 JPX					A	D-R	HEPPNER JCT.	WI	0.0		11.20AM		5.20PM				
												Tuesday and Thursday				Saturday	
					(2.45)	Thru Time				(2.55)	(2.55)						
					16.4	Average speed per hour.....				15.5	15.5						

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

WESTWARD					CONDON BRANCH					EASTWARD							
SECOND CLASS					Time-Table No. 36 November 10, 1946					SECOND CLASS							
Car Capacity of Sidings, etc. See Rule 6(A).					325 Mixed	327 Mixed	STATIONS				Mile Post	328 Mixed					
26 BKPV WXY					Saturday	Tuesday and Thursday	D-R	CONDON	CD	44.5	A	2.15PM					
22							GWENDOLEN		36.3		1.30						
27							SPEECE		32.3		1.10						
26							CLEM		28.6		12.50						
20 PW							MIKKALO		24.4		12.30						
27							BARNETT		19.7		12.10PM						
11 PW							ROCK CREEK		16.0		11.55AM						
29							SHUTLER		7.3		11.25						
WB 126 JOPTWX EB 113					A	DN-R	ARLINGTON	MX	0.0		11.00AM						
												Monday, Wednesday and Friday					
					(3.00)	(3.00)	Thru Time				(3.15)	(3.15)					
					14.8	14.8	Average speed per hour.....				13.7	13.7					

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

WESTWARD					GRASS VALLEY BRANCH					EASTWARD					WESTWARD					PILOT ROCK BRANCH					EASTWARD				
					Time-Table No. 36 November 10, 1946															Time-Table No. 36 November 10, 1946									
Car Capacity of Sidings, etc. See Rule 6(A).					Mile Post	STATIONS				Mile Post					Car Capacity of Sidings, etc. See Rule 6(A).					Mile Post	STATIONS				Mile Post				
14 Y					52.5		KENT		45.8																				
8							BOURBON		42.5																				
10							EAKIN		38.5																				
28 PW						D	GRASS VALLEY	VY	31.3																				
Spur							ERSKINE		27.0																				
25						D	MORO	MR	23.9																				
12							DE MOSS		20.0																				
Spur							NISH		19.2																				
Spur							HAY CANYON		15.6																				
Spur							SANDON		14.2																				
16							KLONDIKE		9.7																				
32 PW						D	WASCO	WA	5.2																				
6							THORNBERRY		0.0																				
80 JPX						DN-R	BIGGS	BX																					
												(52.5)																	

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

WESTWARD					TONO BRANCH					EASTWARD					WESTWARD					OLYMPIA BRANCH					EASTWARD				
					Time-Table No. 36 November 10, 1946															Time-Table No. 36 November 10, 1946									
Car Capacity of Sidings, etc. See Rule 6(A).					Mile Post	STATIONS				Mile Post					Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Mile Post	Time-Table No. 36				Mile Post	SECOND CLASS			
39 PWXZ					8.0	R	TONO		2.2																				
27 JX							WABASH																						
												(8.0)																	
															BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.														
BKOPT VWXYZ						DN-R	CENTRALIA	CN	0.0																				
												(8.0)																	
															(0.30)					Thru Time					(0.30)				
															14.8					Average speed per hour.....					14.8				

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

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 36 November 10, 1946	Mile Post	SECOND CLASS							
	309		307				308		306					
	CMSt.P.&P Freight	Mixed	CMSt.P.&P Freight	Mixed			CMSt.P.&P Freight	Mixed	CMSt.P.&P Freight	Mixed				
	Daily Except Sunday	Daily Except Monday												
BJKOP TVWXYZ		1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0		A 11.15 PM						

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

JMPV				1.25 AM	BLAKESLEE JUNCTION	2.4		11.00 PM	
M					N. P. CROSSING	0.0			
M					C. M. St. P. & P. CROSSING	0.0			
					RAISCH	0.2			
23 P				f 1.35	GALVIN	2.4		f 10.43	
43 JPVX				2.43 AM f 1.55	BLOCK SIGNALS HELSING JUNCTION	7.2		A 8.00 PM f 10.20	
48 PWX				2.55 s 2.00	N-R INDEPENDENCE ND	1.5		s 10.15	
18 P				3.10 f 2.10	BALCH	4.6		f 10.00	
52 P				3.25 f 2.25	CEDARVILLE	3.9		f 9.45	
51 P				3.35 f 2.35	LANKNER	4.1		f 9.35	
10				3.42 f 2.43	RONY	2.6		f 9.25	
44 P				3.48 f 2.50	SAGINAW	1.9		f 9.20	
I					SCHAFFER BROS. CROSSING	0.7			
Spur PWX				3.55 f 3.00	SOUTH ELMA	1.0		f 9.15	
31 P				4.05 f 3.10	FULLER	3.5		f 9.05	
53 PXY				4.30 f 3.40	SOUTH MONTESANO	6.3		f 8.50	
X					SOUTH MONTESANO	42.3			
PVX					D MONTESANO MO	1.5			
53 PXY				4.30 f 3.40	SOUTH MONTESANO	42.3		f 8.50	
27 P				4.36 f 3.52	MELBOURNE	1.5		f 8.30	
32 PV				4.45 f 4.00	PREACHER'S SLOUGH	2.9		f 8.20	
83 JPWXY				5.00 s 4.15	COSMOPOLIS	4.5		s 8.05	
					N. P. CROSSING	2.1			
82 BKPVXZ				5.15 AM s 4.45 AM	DN-R ABERDEEN SA	0.8		5.20 PM s 7.45 PM	
						8.6			

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

BKOPT WYZ		A 5.45 AM	A 5.15 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	7.15 PM
					(57.5)			Daily Except Sunday	Daily Except Sunday

(3.02) (4.00) Thru Time (3.00) (4.00)
14.9 14.3 Average speed per hour 15.1 14.3

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

Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and regulations of Northern Pacific Ry.

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 "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
- Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	90	70	70	45	Trains handling gravel loaded in Rodger or Hart ballast cars.				25
Motor trains and inspection bus cars.			40	40	Jordan spreaders and other machines of spreader type, when in operation.				15
When caboose is handled in train consisting of passenger train equipment.		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
3800 and 3900 class engines.			60	45	Trains handling scale test cars: On main line. On branch lines.				30 25
5000 class engines.			50	45	Within yard limits: On main line. On branch lines.	50	50	40 30	25 15
4000 and 9000 class engines.			45	40	Through tunnels.	40	40	40	25
MacArthur type engines with 63-inch drivers.			50	45	When using cross-overs or turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	On tracks other than main tracks.	15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	Through interlocking.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	Over railroad crossings at grade.	15	15	15	15
C. M. St. P. & P. class L engines.			35	35	Over spring switches, when using turnouts.	15	15	15	15
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.			35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.			25	25	Through cross-overs, turnouts and on wyes, with 9000 class engines.				5
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.			35	35					
Light engines.				35					
Engines running backward.	20	20	20	20					
Trains handling company roadway machines on their own wheels.				25					

FIRST SUBDIVISION

La Grande Between M.P. 289.8 and 291.3.	50	40	40	25	Telocaset Between M.P. 311.8 and 314.3.	50	40	40	25
Union Jct. Between M.P. 301.5 and 302.7.	50	40	40	25	Sago Between M.P. 315.4 and 318.5.	35	25	25	20
Between M.P. 302.7 and 307.4.	40	30	30	20	Lun Between M.P. 318.7 and 319.5.	45	35	35	25
Between M.P. 307.4 and 309.3.	55	45	45	25	Between M.P. 321.3 and 321.6.	70	60	60	45
Crooks Between M.P. 309.7 and 310.4.	45	35	35	25					
Between M.P. 311.0 and 311.8.	55	45	45	25					
Descending grade, Telocaset to Union Jct.	55	45	45	25					

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Baker Over street crossings within city limits.	15	15	15	15	Durkee Between M.P. 367.8 and 370.0.	50	40	40	25
Between M.P. 340.7 and 342.8.	50	40	40	25	Between M.P. 370.0 and 371.0.	70	60	60	45
Between M.P. 343.5 and 344.3.	55	45	45	35	Nelson Between M.P. 372.8 and 377.1.	40	30	30	20
Between M.P. 344.5 and 345.2.	70	60	60	45	Weatherby Between M.P. 378.1 and 378.3.	40	30	30	20
Between M.P. 346.9 and 347.1.	70	60	60	45	Between M.P. 378.6 and 379.0.	40	30	30	20
Quartz Between M.P. 348.4 and 349.8.	35	25	25	20	Between M.P. 379.3 and 379.5.	60	50	50	40
Encina Between M.P. 350.8 and 353.9.	45	35	35	25	Between M.P. 379.8 and 380.1.	55	45	45	35
Between M.P. 354.1 and 354.5.	60	50	50	25	Between M.P. 380.3 and 380.5.	45	35	35	25
Descending grade; between Pleasant Valley and Quartz.	60	50	50	25	Jett Between M.P. 380.7 and 381.2.	60	50	50	40
Pleasant Valley Descending grade, Pleasant Valley to Leonard.	50	40	40	20	Between M.P. 381.3 and 382.0.	45	35	35	25
Between M.P. 355.9 and 360.2.	35	25	25	20	Between M.P. 382.3 and 382.6.	60	50	50	40
Oxman Between M.P. 362.1 and 363.6.	45	35	35	20	Between M.P. 383.0 and 383.2.	70	60	60	45
Between M.P. 364.1 and 364.5.	40	30	30	20	Between M.P. 383.8 and 383.9.	70	60	60	45
Leonard Descending grade, Leonard to Durkee.				25	Lime High line track and connection.				10
Between M.P. 366.3 and 366.5.	70	60	60	25	Between M.P. 384.3 and 385.2.	35	25	25	20
					Between M.P. 386.4 and 390.0.	40	30	30	20
					Huntington				

SECOND SUBDIVISION

Rieth Between M.P. 212.0 and 215.6.	50	40	40	25	Bonifer Between M.P. 238.3 and 240.0.	55	45	45	35
Pendleton Over Thompson, Main and Aura Streets.	12	12	12	12	Between M.P. 240.0 and 240.2.	35	25	25	20
Over other street crossings within city limits.	20	20	20	20	Between M.P. 240.3 and 240.6.	70	60	60	45
Between M.P. 215.6 and 216.5.	50	40	40	25	Between M.P. 241.1 and 242.0.	35	25	25	20
Between M.P. 216.5 and 217.7.	45	35	35	25	Conway Between M.P. 242.5 and 242.7.	60	50	50	40
Munra Between M.P. 217.7 and 219.0.	60	50	50	40	Between M.P. 243.0 and 243.2.	70	60	60	45
Between M.P. 220.1 and 220.5.	55	45	45	35	Between M.P. 240.0 and 244.4.	55	45	45	35
Mission Between M.P. 222.8 and 223.8.	40	30	30	20	Sloan Between M.P. 245.4 and 246.1.	60	50	50	40
Minthorn Between M.P. 226.0 and 226.1.	70	60	60	45	Between M.P. 247.2 and 249.5.	40	30	30	20
Cayuse Between M.P. 227.3 and 231.7.	45	35	35	25	Duncan On wye.				8
Thorn Hollow Between M.P. 232.6 and 232.9.	70	60	60	45	Between M.P. 249.9 and 250.6.	70	60	60	45
Between M.P. 233.0 and 233.9.	55	45	45	35	Between M.P. 251.0 and 251.2.	40	30	30	20
Gibbon Between M.P. 236.2 and 237.9.	40	30	30	20	Between M.P. 251.4 and 251.9.	60	50	50	40
					Between M.P. 252.2 and 257.2.	40	30	30	20

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Huron Between M.P. 257.2 and 282.1.	35	25	25	20	Hilgard Between M.P. 282.1 and 283.3.	45	35	35	25
Between Hilgard and Huron, ascending and descending grade.	35	25	25	20	Between M.P. 283.3 and 288.8.	35	25	25	20
					Between M.P. 288.8 and 289.8.	50	40	40	25
					La Grande				

THIRD SUBDIVISION

Between Messner and Hinkle via Umatilla.	60	60	60	40	Silica Between M.P. 142.6 and 142.8.	60	50	50	40
The Dalles Over street crossings.	12	12	12	12	Between M.P. 143.8 and 144.0.	60	50	50	40
Between M.P. 85.8 and 87.0.	50	40	40	25	Willows Between M.P. 146.3 and 147.0.	70	60	60	45
Seufert Between M.P. 87.4 and 88.5.	45	35	35	25	Between M.P. 147.9 and 148.5.	55	45	45	35
Between M.P. 91.2 and 91.4.	70	60	60	45	Heppner Jct. Between M.P. 149.4 and 149.6.	70	60	60	45
Oregon Trunk Jct. Between M.P. 95.8 and 96.8.	55	45	45	35	Between M.P. 150.0 and 150.2.	70	60	60	45
Celilo Between M.P. 97.9 and 98.1.	60	60	60	45	Between M.P. 151.0 and 151.3.	70	60	60	45
Between M.P. 99.0 and 100.1.	55	45	45	35	Between M.P. 151.7 and 154.5.	70	60	60	45
Rufus Between M.P. 110.0 and 110.2.	70	60	60	45	Umatilla Line				
Day Between M.P. 112.5 and 114.3.	60	50	50	40	Messner Between M.P. 165.9 and 167.7.	50	40	40	25
Between M.P. 114.7 and 114.9.	70	60	60	45	Between M.P. 170.9 and 171.0.	60	60	60	40
Goff Between M.P. 116.2 and 116.4.	70	60	60	45	Judson Between M.P. 172.8 and 172.9.	60	60	60	40
Between M.P. 118.6 and 118.7.	70	60	60	45	Between M.P. 175.4 and 175.5.	60	60	60	40
Hook Between M.P. 120.6 and 120.8.	60	50	50	40	Irrigon Between M.P. 178.3 and 178.4.	60	60	60	40
Quinton Between M.P. 123.7 and 123.8.	55	45	45	35	Umatilla On track No. 7.	25	25	25	15
Between M.P. 124.0 and 124.8.	70	60	60	45	On wye.	10	10	10	10
Ramsay Between M.P. 129.2 and 130.0.	70	60	60	45	Between M.P. 182.3 and 184.1.	45	35	35	25
Blalock Between M.P. 130.4 and 130.5.	60	50	50	40	Between M.P. 184.1 and 185.1.	50	40	40	25
Between M.P. 130.9 and 131.0.	70	60	60	45	Between M.P. 185.2 and 185.3.	60	60	60	40
Between M.P. 132.7 and 132.8.	70	60	60	45	Between M.P. 186.8 and 186.9.	60	60	60	40
Gilmore Between M.P. 134.7 and 134.8.	70	60	60	45	Between M.P. 187.5 and 187.6.	55	45	45	35
Between M.P. 136.1 and 136.3.	70	60	60	45	Between M.P. 187.9 and 188.1.	60	50	50	40
Arlington Between M.P. 136.5 and 139.3.	50	40	40	25	Hermiston Over road crossing east end of depot.	15	15	15	15
Between M.P. 140.5 and 141.6.	70	60	60	45	On house track west of McNaught warehouse.				6
					Standard and Union Oil spurs.				6
					Between M.P. 189.8 and 191.2.	40	30	30	20
					Between M.P. 192.2 and 192.6.	60	50	50	40

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Between M.P. 193.3 and 193.5. Hinkle	15	15	15	15	Between M.P. 195.4 and 195.6.	60	50	50	40
Line Via Munley					Between M.P. 196.7 and 197.3.	60	50	50	40
Westland Between M.P. 181.7 and 182.0. Hinkle	60	50	50	40	Between M.P. 197.8 and 198.2.	55	45	45	35
Line East of Hinkle					Nolin Between M.P. 198.4 and 198.7.	45	35	35	25
Hinkle Between M.P. 187.3 and 187.5.	70	60	60	45	Yoakum Between M.P. 200.6 and 200.9.	60	50	50	40
Between M.P. 188.0 and 188.3.	60	50	50	40	Between M.P. 201.5 and 201.6.	70	60	60	45
Stanfield Between M.P. 188.8 and 189.0.	60	50	50	40	Between M.P. 202.2 and 204.0.	60	50	50	40
Between M.P. 190.0 and 190.4.	70	60	60	45	Between M.P. 204.0 and 204.5.	40	40	40	25
Between M.P. 190.7 and 191.9.	60	50	50	40	Between M.P. 205.8 and 206.2.	70	60	60	45
Echo Mill spur and wool warehouse.				6	Between M.P. 206.7 and 206.9.	60	50	50	40
Over first road crossing east and west of depot.	30	30	30	30	Barnhart Between M.P. 208.8 and 209.3.	60	50	50	40
Between M.P. 193.3 and 193.5.	70	60	60	45	Between M.P. 209.6 and 210.0.	55	45	45	35
Between M.P. 193.7 and 194.5.	45	35	35	25	Between M.P. 210.0 and 212.0.	50	40	40	25
					Rieth				

FOURTH SUBDIVISION

East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge.	8	8	8	8	Rooster Rock Between M.P. 23.8 and 24.0.	55	45	45	35
Between East Portland and Albina, curve at Globe Mill.	8	8	8	8	Latourell Between M.P. 24.8 and 25.2.	60	50	50	40
Between Portland and Albina, backing up.	8	8			Between M.P. 25.5 and 25.9.	70	60	60	45
Between Portland and Albina, over street crossings.	10	10	10	10	Bridal Veil Between M.P. 27.5 and 29.4.	60	50	50	40
Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6	6	Multnomah Falls Between M.P. 30.7 and 31.4.	60	50	50	40
Troutdale, Nos. 16 and 20, to permit exchange of mail.		30	30		Oneonta Between M.P. 31.8 and 32.8.	70	60	60	45
Between Kenton and Troutdale.	45	45	45	35	Dodson Between M.P. 35.5 and 37.3.	55	45	45	35
Graham Between M.P. 1.0 and 6.1.	40	30	30	20	Bonneville Between M.P. 38.2 and 39.2.	60	50	50	40
Between M.P. 6.1 and 7.6.	60	50	50	40	Between M.P. 39.7 and 39.9.	40	40	40	25
Clarnie Between M.P. 10.5 and 12.0.	60	50	50	40	Between M.P. 41.4 and 42.4.	45	35	35	25
Fairview Between M.P. 13.2 and 13.5.	55	45	45	35	Between M.P. 42.7 and 42.9.	70	60	60	45
Troutdale Between M.P. 14.8 and 17.9.	70	60	60	45	Cascade Locks Between M.P. 43.3 and 43.5.	60	50	50	40
Between M.P. 19.5 and 22.0 (Kenton Line).	45	40	40	25	Between M.P. 43.8 and 44.1.	55	45	45	35
Between M.P. 18.2 and 18.5.	60	50	50	40	Between M.P. 44.3 and 44.9.	60	50	50	40
Corbett Between M.P. 20.1 and 21.1.	60	50	50	40	Between M.P. 45.4 and 48.7.	55	45	45	35
Between M.P. 21.1 and 21.3.	40	40	40	25	Between M.P. 48.7 and 49.4.	40	30	30	20
Between M.P. 21.3 and 22.4.	60	50	50	40					

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Wyeth Between M.P. 49.7 and 51.6.	55	45	45	35	Chatfield Between M.P. 71.9 and 72.7.	55	45	45	35
Between M.P. 51.6 and 54.7.	45	35	35	25	Between M.P. 73.7 and 74.1.	60	50	50	40
Between M.P. 54.7 and 54.8.	40	30	30	20	Between M.P. 74.1 and 74.2.	40	40	40	25
Between M.P. 54.8 and 56.2.	45	35	35	25	Between M.P. 74.2 and 75.1.	60	50	50	40
Between M.P. 56.5 and 58.3.	55	45	45	35	Between M.P. 75.1 and 75.8.	55	45	45	35
Meno Between M.P. 59.4 and 61.8.	55	45	45	35	Rowena Between M.P. 76.3 and 77.0.	60	50	50	40
Hood River 2-10-2 class engines using crossover at freight house.				6	Between M.P. 77.5 and 78.2.	70	60	60	45
Between M.P. 61.8 and 63.1.	50	40	40	25	Between M.P. 78.9 and 79.3.	55	45	45	35
Between M.P. 63.1 and 63.2.	45	35	35	25	Between M.P. 79.3 and 80.1.	70	60	60	45
Between M.P. 63.2 and 64.3.	50	40	40	25	Between M.P. 80.1 and 81.2.	55	45	45	35
Between M.P. 64.4 and 66.1.	60	50	50	40	Crates Between M.P. 81.8 and 82.1.	60	50	50	40
Between M.P. 66.4 and 71.4.	45	35	35	25	Between M.P. 82.8 and 83.3.	50	40	40	25
Between M.P. 71.4 and 71.9.	35	25	25	20	Between M.P. 83.3 and 83.4.	45	35	35	25
					Between M.P. 83.4 and 85.8.	50	40	40	25
					The Dalles				

FIFTH SUBDIVISION

Argo, over slip switch, Lucile Street, with 7000 and 7800 class engines.			10	10	Seattle, over Spokane St. Crossing.	10	10	10	10
BRANCHES									
On branch lines where fish tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature, and speeds for curves as shown below must not be exceeded.									
General.					Grass Valley Branch.				
3-degree curves.			25	20	Maximum speed.			30	25
4- and 5-degree curves.			20	15	Between Kent and M.P. 39.			25	15
On curves of 6 degrees and over.			15	10	Between M.P. 33 and Thornberry, on descending grades.			30	20
Joseph Branch.					Between Thornberry and Biggs, on descending grades.			20	10
Between La Grande and M.P. 13.			25	25	Grays Harbor Branch.				
Between M.P. 13 and 25.			35	30	Maximum speed.			40	35
Between M.P. 25 and 55.			30	25	Trains handling rock.				25
Between M.P. 55 and 72.			35	30	Preacher's Slough to M.P. 47.			10	10
Between M.P. 72 and Joseph.			30	25	Pilot Rock Branch.				
Pilot Rock Branch.			15	15	Aberdeen, within city limits.			20	20
Heppner Branch.			30	25	Aberdeen, over street crossings.			10	10
Condon Branch.					Cosmopolis, within city limits.			20	15
Maximum speed.			30	25	Cosmopolis, with logs within city limits.				8
On descending grades between Speece and Mikkalo.			25	15	Blue Slough, on rollways.				6
On descending grades between Barnett and Rock Creek.			25	15	Tono Branch.			30	15
					Olympia Branch.			20	20

