

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 39

Effective Sunday,
June 29, 1947
At 12:01 A.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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

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. C. Kimmell, Assistant Superintendent La Grande, Ore.
C. H. Burnett, Trainmaster La Grande, Ore.
J. J. Winter, Trainmaster Portland, Ore.
R. L. Rickard, Terminal Trainmaster Portland, Ore.
J. D. Killian, Master Mechanic Portland, Ore.
R. L. Norris, Road Foreman of Engines La Grande, 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.
L. V. Thomas, 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.
R. M. Enfield, 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 E. A. McElvain
The Dalles Ernest H. Newhouse
Portland N. L. Nielson
Portland Roy & Molin
Portland Potter Jewelry Store
Centralia C. R. Ahern
Tacoma Mierow's
Seattle Benn Tipp
Argo E. Le May
Heppner J. O. Peterson
Hoquiam Kneipps Jewelry Co.
Aberdeen Wiltamaki Jewelry Co.
Olympia Talcott Bros., Inc.

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

105 Streamliner Passenger	19 Passenger	65 Passenger	17 Passenger	457 Passenger	11 Passenger
Daily	Daily	Daily	Daily	Daily	Daily
10.40PM			6.00PM		6.30AM
1.08AM			9.10PM		9.25AM
3.25			12.25AM		12.05PM
3.35			12.35		12.15
	9.30PM	7.40PM			
	11.48PM	10.00			
	1.20AM	11.30PM			
	2.20	12.20AM			
5.55	5.00		4.00		3.18
A 8.00AM	A 7.30AM	A 1.30AM Pendleton	A 6.30AM	8.30AM	A 5.30PM

Distance from
Huntington

Time-Table No. 39
June 29, 1947

STATIONS

HUNTINGTON
LA GRANDE
PENDLETON
RIETH
SPOKANE
AYER
WALLULA
UMATILLA
THE DALLES
PORTLAND
CENTRALIA
TACOMA
ARGO
SEATTLE

(9.20) (10.00) (5.50) (12.30) (5.45) (11.00) Thru Time
41.7 36.7 38.9 31.2 31.8 35.4 Average speed per hour

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

MILEAGE

OREGON DIVISION
Main Line..... 619.09
Branches..... 493.46
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"	66.0	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

FIRST CLASS

Time-Table No. 39
June 29, 1947

Distance from
Portland

66 Passenger	12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger
	A 7.00PM		A 2.50AM	A 7.55AM	
	4.00		12.05AM	5.05	
	1.30		9.43PM	2.25	
	1.10PM		9.28	1.50AM	
A 7.50AM					A 7.00AM
5.15					4.23
3.55					3.05
2.50					2.05AM
	10.20AM		7.20	11.15PM	11.25PM
L 12.45AM Pendleton	8.10AM	A 8.50PM	5.30PM	9.10PM	9.20PM
		6.26			
		5.05			
		3.58			
		3.50PM			

Daily Daily Daily Daily Daily Daily

Thru Time..... (7.05) (10.50) (5.00) (9.20) (10.45) (9.40)
Average speed per hour..... 32.0 35.9 36.6 41.7 36.2 38.0

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.....	East Portland north of Sullivan's Gulch.	J. C. Vandevert....	Surgeon.....	Bend, Ore.....	Oregon Trunk Jct. to Bend.
Ivor M. Campbell...	Assistant Surgeon.	Portland, Ore.....	Portland.	Thompson, Vogt, Griffith, Smith, Armstrong, Mills and Boals.....	Surgeons.....	The Dalles, Ore...	Hood River to Umatilla.
A. H. Johnston.....	Assistant Surgeon.	Portland, Ore.....	Portland.	Stanley E. Wells....	Surgeon.....	Hood River, Ore..	Portland to Hood River.
Joseph M. Roberts..	Assistant Surgeon.	Portland, Ore.....	East Portland south of Sullivan's Gulch.	H. B. Lewis.....	Surgeon.....	Hood River, Wash..	Albina to Kalama.
Paul E. Shininger...	Assistant Surgeon.	Portland, Ore.....	La Grande to Huntington.	J. B. Blair.....	Surgeon.....	Vancouver, Wash..	Centralia to South Montezano, Winlock to Tenino.
J. R. Higgins.....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.	George M. Lovelace..	Surgeon.....	Centralia, Wash...	Centralia to South Montezano, Winlock to Tenino.
T. J. Higgins.....	Surgeon.....	Baker, Ore.....	Telecast to Huntington.	J. E. Toothaker....	Surgeon.....	Centralia, Wash...	Centralia to South Montezano, Winlock to Tenino.
Glenn G. Gordon....	Specialist.....	Baker, Ore.....	Pendleton to Baker, La Grande to Elgin.	George F. Parke....	Surgeon.....	Centralia, Wash...	Centralia to South Montezano, Winlock to Tenino.
J. B. Gregory.....	Surgeon.....	La Grande, Ore...	Pendleton to Baker, La Grande to Elgin.	A. E. Anderson.....	Surgeon.....	Aberdeen, Wash...	South Elma to Hoquiam.
J. D. Haun.....	Surgeon.....	La Grande, Ore...	Umatilla to Huntington.	J. F. Macdonald....	Surgeon.....	Hoquiam, Wash...	Centralia to Hoquiam.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore...	Umatilla to Pendleton.	Rosa D. Wright....	Surgeon.....	Tacoma, Wash....	Tenino to Auburn.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore...	Umatilla to Pendleton.	L. A. Hopkins.....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
E. S. Morgan.....	Surgeon.....	Pendleton, Ore...	Boardman to Stanfield.	B. E. McConville...	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
E. I. Silk.....	Surgeon.....	Pendleton, Ore...	Heppner Jct. to Heppner.	L. Fred Lundy.....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
F. B. Belt.....	Surgeon.....	Hermiston, Ore...	The Dalles to Umatilla, Arlington to Condon.	F. H. Brown.....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
A. D. McMurdo.....	Surgeon.....	Heppner, Ore.....		Purman Dorman...	Specialist.....	Seattle, Wash.....	Tacoma to Seattle.
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore.....					

WESTWARD FIRST SUBDIVISION

Car Capacity of Siding, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			Time-Table No. 39 June 29, 1947	STATIONS
	677	699	655	105	17	11		
	Time Freight	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger		
BCKO PTWXYZ	7.00 ¹² PM	12.01PM	8.05AM	10.40PM	6.00 ¹⁵⁶ PM	6.30AM	DN-R HUNTINGTON HU	
74 P	7.15	12.25	8.25	10.50	6.10	6.40	DN LIME BY	
74 P	7.23	12.40	8.38	10.56	6.17	6.46	JETT 3.4	
100 PW	7.31	1.01 ¹⁶⁰	8.50	11.01	6.25 ¹²	6.52	WEATHERBY 5.1	
71 P	7.43	1.18	9.05	11.08	6.33	7.00	NELSON 3.5	
WB 75 EB 74 PWXY	8.05	1.35	9.30	11.12	6.39	7.06	DN DURKEE DU	
73 P	8.15	1.45	9.38	11.17	6.44	7.12 ¹⁸	LEONARD 3.7	
74 P	8.30	2.00	9.48	11.23	6.51	7.20	OXMAN 2.9	
73 P	8.43	2.15	10.01	11.29	6.57	7.26	HINDMAN 3.4	
WB 75 EB 82 PWY	9.08	2.30	10.20	11.36	7.03	7.33	PLEASANT VALLEY 3.5	
WB 91 EB 109 PXY	9.20PM	2.45PM	10.50 ¹⁶⁰ AM	11.41	7.10	7.39	DN ENCINA NA	
107 P				11.47	7.18	7.45	QUARTZ 5.3	
WB 109 BKOPW EB 111 XYZ				11.58PM	7.35	7.55	DN BAKER BC	
106 P				12.03AM	7.43	8.01	WING 5.9	
106 P				12.08	7.51	8.08	D HAINES KB	
106 PW				12.17	8.03	8.19	D NORTH POWDER HD	
107 P				12.25	8.14	8.29	SAGO 2.9	
147 PVWXY				12.29	8.20	8.35	D TELOCASET WK	
105 P				12.35 ¹⁰⁶	8.27	8.42	CROOKS 6.7	
105 PVWY				12.46	8.40	8.55	D UNION JCT. UN	
							HOT LAKE 4.1	
105 P				12.53	8.49	9.04	LONETREE 5.1	
BJKOP TWXYZ	A 12.30AM	A 6.00PM	A 3.00PM	A 1.03AM	A 8.55PM	A 9.10AM	DN-R LA GRANDE Dispr Q RA	

(5.30) 18.0 (5.50) 16.6 (6.55) 14.4 (2.23) 41.8 (2.55) 34.1 (2.40) 37.3 Thru Time
Average speed per hour

Except where Centralized Traffic Control system is in operation, 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 and 18, and not less than fifteen minutes by second class, extra trains and yard engines.

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

FIRST SUBDIVISION EASTWARD

Car Capacity of Siding, etc. See Rule 6(A).	Time-Table No. 39 June 29, 1947	Mile Post	FIRST CLASS			SECOND CLASS		
			106	18	12	160	156	158
			Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
BCKO PTWXYZ	DN-R HUNTINGTON HU	389.4	A 2.50AM	A 7.55AM	A 7.00 ⁶⁷⁷ PM	A 2.00PM	A 6.00 ¹⁷ PM	A 5.00AM
74 P	DN LIME BY	384.5	2.35	7.41	6.43	1.27	5.30	4.30
74 P	JETT 3.4	380.9	2.27	7.34	6.34	1.14	5.21	4.17
100 PW	WEATHERBY 5.1	377.5	2.20	7.28	6.25 ¹⁷	1.01 ⁶⁹⁹	5.12	4.05
71 P	NELSON 3.5	372.4	2.12	7.21	6.17	12.40	5.01	3.50
WB 75 EB 74 PWXY	DN DURKEE DU	368.9	2.06	7.16	6.12	12.25	4.43	3.40
73 P	LEONARD 3.7	365.4	2.01	7.12 ¹¹	6.07	12.01PM	4.30	3.30
74 P	OXMAN 2.9	361.7	1.55	7.04	6.00	11.40AM	4.05	3.10
73 P	HINDMAN 3.4	358.8	1.50	6.57	5.54	11.27	3.50	3.01
WB 75 EB 82 PWY	PLEASANT VALLEY 3.5	355.4	1.44	6.50	5.47	11.05	3.28	2.40
WB 91 EB 109 PXY	DN ENCINA NA	351.9	1.38	6.44	5.41	10.50 ⁶⁵⁵ AM	3.20PM	2.30AM
107 P	QUARTZ 5.3	347.3	1.30	6.36	5.33			
WB 109 BKOPW EB 111 XYZ	DN BAKER BC	342.0	f 1.20	s 6.26	a 5.23			
106 P	WING 5.9	337.6	1.13	6.15	5.10			
106 P	D HAINES KB	331.7	1.07	6.08	f 5.03			
106 PW	D NORTH POWDER HD	322.1	12.56	5.56	f 4.51			
107 P	SAGO 2.9	315.5	12.47	5.47	4.41			
147 PVWXY	D TELOCASET WK	312.6	12.42	5.42	4.36			
105 P	CROOKS 6.7	308.9	12.35 ¹⁰⁵	5.34	4.28			
105 PVWY	D UNION JCT. UN	302.2	12.20	5.20	4.15			
	HOT LAKE 4.1	299.0						
105 P	LONETREE 5.1	294.9	12.11	5.11	4.07			
BJKOP TWXYZ	DN-R LA GRANDE Dispr Q RA	289.8	12.05AM	5.05AM	4.00PM	5.30AM	10.30AM	9.30PM

Thru Time (2.45) 36.2 (2.50) 35.0 (3.00) 33.2 (8.30) 11.7 (7.30) 13.3 (7.30) 13.3
Average speed per hour

Except where Centralized Traffic Control system is in operation, 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 and 18, and not less than fifteen minutes by second class, extra trains and yard engines.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
12 18	Any station.....	Pocatello or beyond.
18	(Union Jct..... North Powder..... Haines.....)	Portland and beyond, Tuesdays only.	Pocatello or beyond.

WESTWARD

SECOND SUBDIVISION

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 39 June 29, 1947			
	17	11	105	66	STATIONS			
	Passenger	Passenger	Streamliner Passenger	Passenger				
	Daily	Daily	Daily	Daily				
BJKOP TWXYZ	9.10 ^{PM}	9.25 ^{AM}	1.08 ^{AM}		DN-R	LA GRANDE	Dispr Q RA	
82 P	9.20	9.33	1.15			PERRY		
WB 75 EB 73 PVWXY	9.28	9.40	1.21			HILGARD		
73 P	9.37	9.48	1.28			GLOVER		
135 PW	9.46	9.54	1.34			MOTANIC		
P	9.55	10.02	1.41			NORDEEN		
C 132 PWXY	10.02	10.06	1.44			KAMELA		
P	10.08	10.13	1.49			ROSS		
WB 108 EB 102 PWX	10.15	10.20	1.54			MEACHAM		
74 P	10.24	10.29	2.01			PORTER		
85 P	10.32	10.36	2.07			HURON		
90 PW	10.43 ¹⁰⁶	10.42	2.12			CAMP		
Spur P	10.48	10.47	2.16			NORTH FORK		
WB 74 EB 74 PWXY	10.53	10.52	2.21			DUNCAN		
74 P	10.59	10.58	2.27			SLOAN		
106 P	11.07	11.07	2.35			BONIFER		
WB 78 EB 106 PWXY	11.11	11.11	2.40			GIBBON		
99 P	11.14	11.15	2.43			TUMIA		
14 P	11.18	11.18	2.46			THORN HOLLOW		
100 P	11.22	11.22	2.49 ¹⁸			HOMLY		
48 PW	11.26	11.26	2.53			CAYUSE		
73 P	11.30	11.30	2.57			MINTHORN		
72 P	11.36	11.36	3.03			MISSION		
99 P	11.42	11.39	3.08			MUNRA		
69 BJKPVW XYZ	11.55 ^{PM}	11.45 ^{AM}	3.20	12.45 ^{AM}	DN	PENDLETON	FD	
BJKO PTWX	12.35 ^{AM}	12.15 ^{PM}	3.35 ^{AM}	12.55 ^{AM}	DN-R	RIETH	RI	

(3.25) (2.50) (2.27) (0.10) Thru Time
22.8 27.5 31.7 21.6 Average speed per hour

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.

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

SECOND SUBDIVISION

EASTWARD

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 39 June 29, 1947				
	65	18	12	106	STATIONS				
	Passenger	Passenger	Passenger	Streamliner Passenger					
					Mile Post				
BJKOP TWXYZ					289.8	A 4.50 ^{AM}	A 3.50 ^{PM}	A 12.01 ^{AM}	
82 P		4.40	3.39	11.50 ^{PM}	285.8				
WB 75 EB 73 PVWXY		4.34	3.33	11.43	282.1				
73 P		4.27	3.25	11.36	278.6				
135 PW		4.21	3.18	11.30	275.6				
P		4.14	3.11	11.23	272.1				
C 132 PWXY		4.11	3.08	11.20	271.1				
P		4.01	3.00	11.10	268.3				
WB 108 EB 102 PWX		3.55	2.54	11.05	265.5				
74 P		3.43	2.44	10.55	260.8				
85 P		3.35	2.37	10.48	257.7				
90 PW		3.29	2.32	10.43 ¹⁷	254.1				
Spur P		3.24	2.28	10.39	251.4				
WB 74 EB 74 PWXY		3.19	2.23	10.34	248.5				
74 P		3.14	2.18	10.29	245.4				
106 P		3.06	2.09	10.21	239.5				
WB 78 EB 106 PWXY		3.01	2.04	10.17	236.9				
99 P		2.57	2.00	10.13	234.6				
14 P		2.53	1.57	10.10	232.1				
100 P		2.49 ¹⁰⁵	1.53	10.07	229.6				
48 PW		2.44	1.49	10.03	227.1				
73 P		2.40	1.45	9.59	224.7				
72 P		2.34	1.39	9.54	221.2				
99 P		2.30	1.35	9.50	218.9				
69 BJKPVW XYZ	A 1.30 ^{AM}	2.25	1.30	9.43	215.6				
BJKO PTWX	1.20 ^{AM}	1.50 ^{AM}	1.10 ^{PM}	9.28 ^{PM}	212.0				

Thru Time..... (0.10) (3.00) (2.40) (2.33)
Average speed per hour..... 21.6 25.9 29.1 30.5

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.

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

WESTWARD THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS				
	151 Time Freight Daily	299 Time Freight Daily	699 Time Freight Daily	655 Time Freight Daily	11 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily	66 Passenger Daily	17 Passenger Daily
BKO PTWX		4.05AM	3.50AM	1.50AM	12.15PM	3.35AM		12.55AM	12.35AM
90 P		4.30	4.10	2.05	12.23	3.41		1.10 ⁶⁵	12.43
95 P		4.48	4.25	2.15	12.29	3.46		1.18	12.50
95 P		4.57	4.38	2.25	12.34	3.52		1.28 ¹⁸	12.58 ⁶⁵
94 PW		5.10	4.55	2.40	12.42 ¹²	4.00	f 1.40	1.07	
94 P		5.18	5.05	2.47	12.50 ²⁵⁸	4.05	f 1.52	1.15 ¹⁸	
JP		5.27	5.18	2.55	12.58	4.10	2.05	1.23	
95 P		6.40					f 2.30		
BKOPTWXY	10.00AM	A 6.00AM	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	2.20AM	A 2.45AM	VIA MUNLEY
62 P	10.15						2.27		
63 P	10.23						2.33		
63 P	10.30						2.39		
99 P	VIA UMATILLA		5.24	3.02	1.03	4.14	VIA UMATILLA		1.27
P			5.29	3.09	f 1.08	4.17		f 1.30	
96 PW			5.33	3.14	1.12	4.19		1.32	
98 P			5.43	3.25	1.18	4.24		1.38	
99 JPWY	10.45		5.53	3.33	1.23	4.29	2.50	1.43	
14 P	10.49		5.56	3.36	1.25	4.30	2.53	1.45	
98 P	10.53		5.59 ¹⁰⁸	3.39	1.27	4.32	2.56	1.47	
98 P	11.05		6.05	3.45	1.32	4.36	3.01	1.52	
104 P	11.20		6.15	4.06	1.40	4.42	3.09	2.00	
19 JP	11.32		6.22	4.13	1.45	4.46	3.14	2.06	
100 P	11.40 ¹²		6.25	4.16	1.47	4.47	3.16	2.08	
98 P	11.53AM		6.32 ¹⁵⁸	4.25	1.52	4.52	3.22	2.14	
WB 126 EB 113 JOPTWX	12.10PM		6.55	4.57 ¹⁰⁵	1.58	4.57 ¹⁰⁸	3.29	2.20	
100 P	12.25		7.10	5.15 ¹⁵⁸	2.08 ¹⁵⁶	5.02	3.45	2.42	
99 PW	12.35		7.18	5.22	2.15	5.06 ¹⁵⁸	3.52	2.48	
98 P	12.45		7.24	5.28	2.19	5.09	3.57	2.53	
96 P	12.53		7.30	5.34	2.22	5.11	4.00	2.57	
100 P	1.01		7.38	5.42	2.27	5.16	4.07 ¹⁰⁸	3.03	
99 P	1.08		7.45	5.48	2.31	5.19	4.11	3.07	
104 PW	1.15 ¹⁵⁶		7.51	5.54	2.35	5.22	4.15 ¹⁵⁸	3.11	
100 P	1.22		7.57	5.59	2.38	5.24	4.18	3.14	
100 P	1.29		8.03	6.04	2.41	5.27	4.21	3.17	
80 JP (MP)	1.40		8.10	6.09	2.44	5.30	4.24	3.21	
54 P (W 101.7)	1.50		8.18	6.15	2.48	5.34	4.28	3.25	
50 P	1.58		8.26	6.21	2.52	5.38	4.32	3.31	
JPV	2.03		8.30	6.24	2.54	5.40	4.34	3.33	
74 P	2.10		8.40	6.29	2.58	5.44	4.38	3.37	
BKOPTWXX	A 2.30PM	A 9.00AM	A 6.40AM		A 3.10PM	A 5.55AM	A 4.50AM		A 3.50AM

Time-Table No. 39
June 29, 1947

STATIONS

DN-R RIETH 3.7	RI
BARNHART 4.8	
CAMPBELL 4.6	
NOLIN 6.3	
DN ECHO 4.2	HI
STANFIELD 4.3	ND
DN HINKLE 4.0	UK
D HERMISTON 5.8	MN
DN-R UMATILLA 4.6	CS
BAILEY 3.2	
IRRIGON 3.6	
JUDSON 6.8	
WESTLAND 2.9	
D ORDNANCE 1.9	RN
MUNLEY 5.8	
CLARKE 4.8	
DN MESSNER 1.6	FC
BOARDMAN 3.9	
PETERS 6.2	
CASTLE 3.9	
BOULDER 1.2	
N HEPPNER JCT. 1.2	WI
WILLOWS 4.0	
SILICA 3.9	
DN ARLINGTON 4.5	MX
GILMORE 4.7	
BLALOCK 3.6	
RAMSAY 2.5	
N QUINTON 4.8	QN
HOOK 3.6	
GOFF 3.3	
DAY 2.3	
RUFUS 2.8	
GRANT 2.7	
DN BIGGS 3.4	BX
MILLER 3.7	
CELLO 1.6	
D OREGON TRUNK JCT. 3.3	VO
DUNE 6.1	
DN-R THE DALLES 126.2	DK-WH

(4.30)	(1.65)	(5.10)	(4.50)	(2.55)	(2.20)	(2.30)	(1.50)	(3.15) Thru Time
21.6	19.7	24.4	26.1	43.3	54.1	39.0	20.6	38.8 Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 5-72.

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 65 and 66, and not less than fifteen minutes by second class, extra trains and yard engines.

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

THIRD SUBDIVISION EASTWARD

Time-Table No. 39
June 29, 1947

STATIONS

DN-R RIETH 3.7	RI
BARNHART 4.8	
CAMPBELL 4.6	
NOLIN 6.3	
DN ECHO 4.2	HI
STANFIELD 4.3	ND
DN HINKLE 4.0	UK
D HERMISTON 5.8	MN
DN-R UMATILLA 4.6	CS
BAILEY 3.2	
IRRIGON 3.6	
JUDSON 6.8	
WESTLAND 2.9	
D ORDNANCE 1.9	RN
MUNLEY 5.8	
CLARKE 4.8	
DN MESSNER 1.6	FC
BOARDMAN 3.9	
PETERS 6.2	
CASTLE 3.9	
BOULDER 1.2	
N HEPPNER JCT. 1.2	WI
WILLOWS 4.0	
SILICA 3.9	
DN ARLINGTON 4.5	MX
GILMORE 4.7	
BLALOCK 3.6	
RAMSAY 2.5	
N QUINTON 4.8	QN
HOOK 3.6	
GOFF 3.3	
DAY 2.3	
RUFUS 2.8	
GRANT 2.7	
DN BIGGS 3.4	BX
MILLER 3.7	
CELLO 1.6	
D OREGON TRUNK JCT. 3.3	VO
DUNE 6.1	
DN-R THE DALLES 126.2	DK-WH

Mile Post	FIRST CLASS					SECOND CLASS			
	65 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	198 Time Freight	158 Time Freight	258 Time Freight	156 Time Freight
212.0	A 1.20AM	A 1.10PM	A 9.28PM	A 1.50AM			A 11.00AM	A 2.00PM	A 8.30PM
208.3	1.10 ⁶⁶	1.02	9.22	1.40			10.35	1.43	7.50
203.5	1.04	12.56	9.17	1.34			10.20	1.32	7.20
198.9	12.58 ¹⁷	12.50	9.12	1.28 ⁶⁶			10.05	1.20	6.55
192.6	12.50	12.42 ¹¹	9.05	1.20			9.35	1.03	6.25
188.4	12.42	12.35	9.00	1.15 ¹⁷			9.20	12.50 ¹¹	6.01
184.1	12.36	12.28	8.55	1.10			9.05	12.37	5.45
189.2	12.29	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY					12.25
183.4	12.20AM	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	A 1.50AM		A 6.40AM	VIA MUNLEY	12.01PM
178.8					1.36		6.28		
175.0					1.30		6.22		
172.0					1.25		6.15		
180.6		12.23	8.51	1.06			8.50		5.35
177.7		12.18	8.48	1.03	VIA UMATILLA		8.40		5.25
175.8		12.15	8.46	1.01			8.30		5.15
170.0		12.08	8.40	12.55			8.10		4.50
165.2		12.03	8.36	12.50			6.05	7.55	4.25
163.8		12.01PM	8.35	12.48			6.02	7.46	4.18
162.2		11.58AM	8.33	12.46			5.59 ⁶⁹⁹	7.40	4.12
158.3		11.54	8.30	12.42			5.50	7.30	4.00
152.1		11.46	8.24	12.35			5.37	7.15	3.40
148.2		11.42	8.20	12.31	12.52		5.31	6.50	3.26
147.0		11.40 ¹⁵¹	8.19	12.29	12.50		5.28	6.45	3.20
142.4		11.35	8.15	12.24	12.45		5.20	6.32 ⁶⁹⁹	3.05
138.5		11.30	8.11	12.19	12.39		4.57 ¹⁰⁵	6.00	2.45
134.0		11.18	8.07	12.08	12.23		4.37	5.15 ⁶⁵⁵	2.09 ¹¹
129.3		11.13	8.03	12.03AM	12.18		4.30	5.06 ¹⁰⁵	1.55
125.7		11.09	8.00	11.59PM	12.14		4.22	4.45	1.47
123.2		11.06	7.58	11.56	12.11		4.15	4.39	1.40
118.6		11.01	7.54	11.51	12.06		4.07 ¹⁹	4.30	1.30
115.0		10.57	7.51	11.47	12.02AM		3.52	4.22	1.21
111.7		10.53	7.48	11.44	11.58PM		3.45	4.15 ¹⁰	1.15 ¹⁵¹
109.4		10.50	7.46	11.42	11.55		3.37	4.03	1.03
106.0		10.47	7.43	11.39	11.52		3.31	3.56	12.55
103.9		10.44	7.40	11.36	11.49		3.25	3.50	12.45
100.5		10.40	7.37	11.33	11.45		3.18	3.42	12.30
96.0		10.36	7.33	11.29	11.41		3.12	3.35	12.16
95.2		10.34	7.31	11.27	11.39		3.09	3.32	12.10PM
91.9		10.30	7.28	11.24	11.35		2.55	3.20	11.55AM
85.8		10.20AM	7.20PM	11.15PM	11.25PM		2.30AM	3.00AM	11.30AM

Thru Time	(1.00)	(2.50)	(2.08)	(2.35)	(2.25)	(4.10)	(8.00)	(1.59)	(9.00)
Average speed per hour	37.7	44.5	58.3	48.9	40.4	23.4	15.8	18.9	14.0

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 5-72.

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 65 and 66, and not less than fifteen minutes by second class, extra trains and yard engines.

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

WESTWARD				FOURTH SUBDIVISION					FIRST CLASS		Time-Table No. 39 June 29, 1947																														
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS					STATIONS																																
	151	699	655	458	11	105	19	17	DN-R THE DALLES DK-WH																																
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	CRATES	ROWENA	CHATFIELD	MOSIER	HOOD RIVER	MENO	LINDSEY	WYETH	FARLEY	CASCADE LOCKS	BONNEVILLE	DODSON	ONEONTA	MULTNOMAH FALLS	BRIDAL VEIL	ROOSTER ROCK	CORBETT	TAYLOR	TROUTDALE	FAIRVIEW	CLARNIE	GRAHAM	BRUUN	HEMLOCK	FIR	KENTON	NORTH PORTLAND JCT.	PENINSULA JCT.	ST. JOHNS JCT.	ALBINA	EAST PORTLAND	PORTLAND	
BKOPT WXZ	4.00PM	10.00AM	7.40AM			3.18PM	5.55AM	5.00AM	4.00AM	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
P	4.10	10.10	7.55			3.23	6.02	5.07	4.08	5.2	5.2	5.2	5.2	5.2	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
110 P	4.22	10.20	8.10			3.29	6.08	5.15	4.16	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
63 P	4.31	10.35	8.20			3.34	6.14	5.20	4.21	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
63 P	4.45	10.48	8.32			3.38	6.19	5.25	4.26	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
WB 72 EB 107 BPVWX	5.00	11.05	9.05 ¹⁵⁶			3.52	6.28	5.40	4.40	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
80 P	5.15	11.20	9.30 ¹²			3.58	6.36	5.48	4.48	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
98 P	5.35	11.35	10.00			4.05	6.44	5.57	4.57	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
104 PW	5.45	11.50AM	10.30			4.08	6.48	6.02	5.02	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
102 P	5.55	12.05PM	10.59			4.12	6.52	6.07	5.07	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
97 P	6.22 ¹⁰⁶	12.20	11.25			4.17	6.57	6.13	5.13	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
116 PW	7.00	12.40	11.50AM			4.22	7.02	6.20	5.20	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
99 P	7.20	12.55	12.05PM			4.28	7.08	6.27	5.27	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
60 P	7.40	1.05	12.15			4.32	7.12	6.32	5.32	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
100 PZ	8.05	1.20	12.25			4.38	7.18	6.39	5.39	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
98 P	8.30	1.30	12.35			4.43	7.23 ¹⁵⁶	6.44	5.44	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
59 P	8.40	1.45	12.45			4.48	7.28	6.50	5.50	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
157 LPW	9.05	2.00	1.00			4.53	7.32	6.56	5.56	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
51 P	VIA KENTON	VIA KENTON	VIA KENTON			4.55	7.34	7.00	6.00	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
53 P	VIA KENTON	VIA KENTON	VIA KENTON			5.03	7.41	7.08	6.08	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
28 PX	VIA KENTON	VIA KENTON	VIA KENTON			5.09	7.46	7.13	6.13	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
17 PX	VIA KENTON	VIA KENTON	VIA KENTON			5.14	7.51	7.17	6.17	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
51 P	9.30	2.15	1.25			5.18	7.54	7.20	6.20	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
100 P	9.45	2.27	1.42			5.18	7.54	7.20	6.20	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
73 PX	9.55 ¹⁵⁸	2.40	1.55			5.18	7.54	7.20	6.20	4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
LJPVX						8.27PM				4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
LJPXY						8.30				4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
LJPX	10.40	3.10	2.20			8.35				4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
BKOPT WXZ	A 11.00PM	A 3.30PM	A 2.45PM			8.44				4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
LJPVXY						8.44				4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4	3.1	3.9	2.2	1.4	3.5	1.7	6.0	3.5	2.5	1.4	5.0	4.6	4.3	1.2	1.4	2.6	1.1	0.5	0.5
BIKPV	A 8.50PM	A 5.30PM ¹⁰⁶	A 8.00AM	A 7.30AM	A 6.30AM	8.44				4.1	4.1	4.1	4.1	4.1	5.7	2.8	3.2	4.0	4.3	4.3	2.3	1.4</																			

WESTWARD				HEPPNER BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 39 June 29, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			329 Freight	Mile Post				330 Freight	326 Freight		
39	BKOP WXY		7:00AM	D-R	HEPPNER	HR	45.2	A 2:15PM	A 8:15PM		
19	P		7:20		LEXINGTON		36.3	1:35	7:35		
7			7:35		JORDAN		31.0	1:10	7:10		
15	PW		7:55		IONE	ON	28.3	12:55	6:55		
3			8:10		McNAB		25.2	12:35	6:35		
13			8:30		MORGAN		19.8	12:20	6:20		
3	W		8:55		CECIL		14.5	12:01PM	6:01		
19	JPX		A 9:45AM	D-R	HEPPNER JCT.	WI	0.0	11:20AM	5:20PM		
								(45.2)			
								(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. 39 June 29, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			325 Freight	327 Freight	Mile Post			328 Freight			
26	BKPV WXY		1:00PM	7:00AM	D-R	CONDON	CD	44.5	A 2:15PM		
22			1:25	7:25		GWENDOLEN		36.3	1:30		
27			1:45	7:45		SPEECE		32.3	1:10		
26			2:00	7:59		CLEM		28.6	12:50		
29	PW		2:20	8:20		MIKKALO		24.4	12:30		
27			2:40	8:40		BARNETT		19.7	12:10PM		
11	PW		3:00	9:00		ROCK CREEK		16.0	11:55AM		
29			3:30	9:30		SHUTLER		7.3	11:25		
WB 126 EB 113	JOPTWX		A 4:00PM	A 10:00AM	DN-R	ARLINGTON	MX	0.0	11:00AM		
								(44.5)			
								(3.00) (3.00) Thru Time (3.15) 14.8 14.8 Average speed per hour 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			
SECOND CLASS				Time-Table No. 39 June 29, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			329 Freight	Mile Post				330 Freight	326 Freight		
14	Y										
8											
10											
28	PW										
9											
25											
12											
Spur											
8											
16											
32	PW										
6											
80	JPX										
								(52.5)			

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

WESTWARD				TONO BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 39 June 29, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			325 Freight	Mile Post				328 Freight			
39	PWXZ										
27	JX										
								(8.0)			

WESTWARD				OLYMPIA BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 39 June 29, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			321 Freight	Mile Post				322 Freight			
	JPVXY		6:00AM								
	BKPV WXYZ		A 6:30AM								
								(7.4)			
								(0.30) (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 Siding, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 39 June 29, 1947	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									
BIKOP 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 SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

Train	Class	Time	Direction	Station	Mile Post	Time	Direction
JMPV		1.25 AM	W	BLAKESLEE JUNCTION	2.4	11.00 PM	E
M			W	N. P. CROSSING	2.4		E
M			W	C. M. St. P. & P. CROSSING	2.4		E
			W	RAISCH	2.6		E
23 P		1.35	W	GALVIN	5.0	10.43	E
43 JPVX		2.43 AM	W	HELING JUNCTION	12.2	8.00 PM	E
48 PWX		2.55	W	N-R INDEPENDENCE ND	13.7	7.52	E
18 P		3.10	W	BALCH	18.3	7.40	E
52 P		3.25	W	CEDARVILLE	22.2	7.30	E
51 P		3.35	W	LANKNER	26.3	7.20	E
10		3.42	W	RONY	28.9	7.15	E
44 P		3.48	W	SAGINAW	30.8	7.10	E
I			W	SCHAFFER BROS. CROSSING	31.5		E
Spur PW		3.55	W	SOUTH ELMA	32.5	7.05	E
31 P		4.05	W	FULLER	36.0	6.50	E
53 PXY		4.30	W	SOUTH MONTESANO	42.3	6.30	E
X			W	SOUTH MONTESANO	42.3		E
PVX			W	MONTESANO MO	43.8		E
53 PXY		4.30	W	SOUTH MONTESANO	42.3	6.30	E
27 P		4.36	W	MELBOURNE	43.8	6.14	E
32 PV		4.45	W	PREACHER'S SLOUGH	46.7	5.50	E
83 JPWXY		5.00	W	COSMOPOLIS	51.2	5.35	E
			W	N. P. CROSSING	53.3		E
82 BKPXZ		5.15 AM	W	DN-R ABERDEEN	53.9	5.20 PM	E

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

Train	Class	Time	Direction	Station	Mile Post	Time	Direction
BKOPT WYZ		A 5.45 AM	W	DN-R HOQUIAM	HO	57.5	5.00 PM
		A 5.15 AM	W				7.15 PM
			W	(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 special instructions 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 "Fr." — 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 "Fr." must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	90	70	70	45	Trains handling gravel loaded in 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	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					Telocaset				
Union Jct. Between M.P. 302.7 and 307.4.	35	30	30	20	Sago Between M.P. 315.4 and 318.5.	30	25	25	20
Between M.P. 307.4 and 309.3.	55	45	45	25	Lun Between M.P. 318.7 and 319.5.	45	35	35	25
Crooks Between M.P. 309.7 and 310.4.	45	35	35	25	Between M.P. 321.3 and 321.6.	70	60	60	45
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.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Baker No. 106 to permit exchange of mail.	10				Durkee Between M.P. 370.7 and 371.0.	70	60	60	45
Over street crossings within city limits.	15	15	15	15	Nelson Between M.P. 372.8 and 377.1.	35	30	30	20
Between M.P. 343.5 and 344.3.	55	45	45	35	Weatherby Between M.P. 378.1 and 378.3.	35	30	30	20
Between M.P. 344.5 and 345.2.	70	60	60	45	Between M.P. 378.6 and 379.0.	35	30	30	20
Between M.P. 346.9 and 347.1.	70	60	60	45	Between M.P. 379.3 and 379.5.	60	50	50	40
Quartz Between M.P. 348.4 and 349.8.	30	25	25	20	Between M.P. 379.8 and 380.1.	55	45	45	35
Encina Between M.P. 351.1 and 353.9.	45	35	35	25	Between M.P. 380.3 and 380.5.	45	35	35	25
Between M.P. 354.1 and 354.5.	60	50	50	25	Jett Between M.P. 380.7 and 381.2.	60	50	50	40
Descending grade; between Pleasant Valley and Quartz.	60	50	50	25	Between M.P. 381.3 and 382.0.	45	35	35	25
Pleasant Valley Descending grade, Pleasant Valley to Leonard.	50	40	40	20	Between M.P. 382.3 and 382.6.	60	50	50	40
Between M.P. 355.9 and 360.2.	30	25	25	20	Between M.P. 383.0 and 383.2.	70	60	60	45
Oxman Between M.P. 362.1 and 363.6.	45	35	35	20	Between M.P. 383.8 and 383.9.	70	60	60	45
Between M.P. 364.1 and 364.5.	35	30	30	20	Lime High line track and connection.				10
Leonard Descending grade, Leonard to Durkee.				25	Between M.P. 384.3 and 385.2.	30	25	25	20
Between M.P. 366.3 and 366.5.	70	60	60	25	Between M.P. 386.4 and 390.0.	35	30	30	20
					Huntington				

SECOND SUBDIVISION

Rieth					Bonifer Between M.P. 238.3 and 240.0.	55	45	45	35
Pendleton Over Third, Main and Fourth Streets.	12	12	12	12	Between M.P. 240.0 and 240.2.	30	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. 216.5 and 217.7.	45	35	35	25	Between M.P. 241.1 and 242.0.	30	25	25	20
Munra Between M.P. 217.7 and 219.0.	60	50	50	40	Conway Between M.P. 242.5 and 242.7.	60	50	50	40
Between M.P. 220.1 and 220.5.	55	45	45	35	Between M.P. 243.0 and 243.2.	70	60	60	45
Mission Between M.P. 222.8 and 223.8.	35	30	30	20	Between M.P. 244.0 and 244.7.	45	35	35	25
Minthorn Between M.P. 226.0 and 226.1.	70	60	60	45	Sloan Between M.P. 245.4 and 246.1.	60	50	50	40
Cayuse Between M.P. 227.3 and 231.7.	45	35	35	25	Between M.P. 247.2 and 249.5.	35	30	30	20
Thorn Hollow Between M.P. 232.6 and 232.9.	70	60	60	45	Duncan On wye.				8
Between M.P. 233.0 and 233.9.	55	45	45	35	Between M.P. 249.9 and 250.6.	70	60	60	45
Gibbon Between M.P. 236.6 and 238.3.	35	30	30	20	Between M.P. 251.0 and 251.2.	35	30	30	20
					Between M.P. 251.4 and 251.9.	60	50	50	40
					Between M.P. 252.2 and 257.2.	35	30	30	20

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Huron Between M.P. 257.2 and 282.1.	30	25	25	20	Hilgard MacArthur engines between tail of wye and Mt. Emily interchange track.				10
Between Hilgard and Huron, ascending and descending grade.	30	25	25	20	Between M.P. 282.1 and 283.3.	45	35	35	25
					Between M.P. 283.3 and 288.8.	30	25	25	20
					La Grande				

THIRD SUBDIVISION

Ordnance, Nos. 17 and 18 to permit exchange of mail.		30	30		Silica Between M.P. 142.6 and 142.8.	60	50	50	40
Between Messner and Hinkle via Umatilla.	60	60	60	40	Between M.P. 143.8 and 144.0.	60	50	50	40
The Dalles Over street crossings.	12	12	12	12	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.	70	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	Castle Umatilla Line				
Day Between M.P. 112.5 and 114.3.	60	50	50	40	Messner Between M.P. 170.9 and 171.0.	60	60	60	40
Between M.P. 114.7 and 114.9.	70	60	60	45	Judson Between M.P. 172.8 and 172.9.	60	60	60	40
Goff Between M.P. 116.2 and 116.4.	70	60	60	45	Between M.P. 175.4 and 175.5.	60	60	60	40
Between M.P. 118.6 and 118.7.	70	60	60	45	Irrigon Between M.P. 178.3 and 178.4.	60	60	60	40
Hook Between M.P. 120.6 and 120.8.	60	50	50	40	Umatilla On track No. 7.	25	25	25	15
Quinton Between M.P. 123.7 and 123.8.	55	45	45	35	On wye.	10	10	10	10
Between M.P. 124.0 and 124.8.	70	60	60	45	Between M.P. 182.3 and 184.1.	45	35	35	25
Ramsay Between M.P. 129.2 and 130.0.	70	60	60	45	Between M.P. 185.2 and 185.3.	60	60	60	40
Blalock Between M.P. 130.4 and 130.5.	60	50	50	40	Between M.P. 186.8 and 186.9.	60	60	60	40
Between M.P. 130.9 and 131.0.	70	60	60	45	Between M.P. 187.5 and 187.6.	55	45	45	35
Between M.P. 132.7 and 132.8.	70	60	60	45	Between M.P. 187.9 and 188.1.	60	50	50	40
Gilmore Between M.P. 134.7 and 134.8.	70	60	60	45	Hermiston Over road crossing east end of depot.	15	15	15	15
Between M.P. 136.1 and 136.3.	70	60	60	45	On house track west of McNaught warehouse.				6
Arlington Between M.P. 140.5 and 141.6.	70	60	60	45	Standard and Union Oil spurs.				6
					Between M.P. 189.8 and 191.2.	35	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.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
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 Over first road crossing east and west of depot.	30	30	30	30	Between M.P. 206.7 and 206.9.	60	50	50	40
Between M.P. 193.3 and 193.5.	70	60	60	45	Barnhart Between M.P. 208.8 and 209.3.	60	50	50	40
Between M.P. 193.7 and 194.5.	45	35	35	25	Between M.P. 209.6 and 210.0.	55	45	45	35
					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. 18 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.	35	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. 10.9 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 2-10-2 class engines using lead and other tracks in Alcoa plant.				6	Cascade Locks Between M.P. 43.3 and 43.5.	60	50	50	40
Between M.P. 14.8 and 17.9.	70	60	60	45	Between M.P. 43.8 and 44.1.	55	45	45	35
Between M.P. 19.5 and 22.0 (Kenton Line).	45	40	40	25	Between M.P. 44.3 and 44.9.	60	50	50	40
Between M.P. 18.2 and 18.5.	60	50	50	40	Between M.P. 45.4 and 48.7.	55	45	45	35
Corbett Between M.P. 20.1 and 21.1.	60	50	50	40	Between M.P. 48.7 and 49.4.	35	30	30	20
Between M.P. 21.1 and 21.3.	40	40	40	25					
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.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
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.	35	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. 63.1 and 63.2.	45	35	35	25	Between M.P. 78.9 and 79.3.	55	45	45	35
Between M.P. 64.4 and 66.1.	60	50	50	40	Between M.P. 79.3 and 80.1.	70	60	60	45
Between M.P. 66.4 and 71.4.	45	35	35	25	Between M.P. 80.1 and 81.2.	55	45	45	35
Between M.P. 71.4 and 71.9.	30	25	25	20	Crates Between M.P. 81.8 and 82.1.	60	50	50	40
					Between M.P. 83.3 and 83.4.	45	35	35	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
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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.

General.						
3-degree curves.			25	20	Grass Valley Branch. 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 La Grande and M.P. 13.			25	25	Between Thornberry and Biggs, on descending grades.	20 10
Between M.P. 13 and 25.			35	30	Grays Harbor Branch. 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	Aberdeen, within city limits.	20 20
Pilot Rock Branch.			15	15	Aberdeen, over street crossings.	10 10
Hepner Branch.			30	25	Cosmopolis, within city limits.	20 15
Condon Branch. Maximum speed.			30	25	Cosmopolis, with logs within city limits.	8
On descending grades between Speece and Mikkalo.			25	15	Tono Branch.	30 15
On descending grades between Barnett and Rock Creek.			25	15	Olympia Branch.	20 20
					700 class engines.	10 10

Year	Population	Area	Notes
1850	100	100	
1855	110	110	
1860	120	120	
1865	130	130	
1870	140	140	
1875	150	150	
1880	160	160	
1885	170	170	
1890	180	180	
1895	190	190	
1900	200	200	

Year	Population	Area	Notes
1905	210	210	
1910	220	220	
1915	230	230	
1920	240	240	
1925	250	250	
1930	260	260	
1935	270	270	
1940	280	280	
1945	290	290	
1950	300	300	

Year	Population	Area	Notes
1850	100	100	
1855	110	110	
1860	120	120	
1865	130	130	
1870	140	140	
1875	150	150	
1880	160	160	
1885	170	170	
1890	180	180	
1895	190	190	
1900	200	200	

Year	Population	Area	Notes
1905	210	210	
1910	220	220	
1915	230	230	
1920	240	240	
1925	250	250	
1930	260	260	
1935	270	270	
1940	280	280	
1945	290	290	
1950	300	300	