



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**OREGON DIVISION**

- FIRST SUBDIVISION
- SECOND SUBDIVISION
- THIRD SUBDIVISION
- FOURTH SUBDIVISION
- FIFTH SUBDIVISION
- and BRANCHES

**TIME-TABLE**  
**No. 40**

**Effective Monday,**  
**September 1, 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.

# CONDENSED TIME-TABLE

WESTWARD						Distance from Huntington	Time-Table No. 40 Sept. 1, 1947	EASTWARD					
FIRST CLASS								FIRST CLASS					
105 Streamliner Passenger	19 Passenger	65 Passenger	17 Passenger	457 Passenger	11 Passenger			66 Passenger	12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger
Daily	Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>						
						0.0	HUNTINGTON		A 7:00PM	A 2:35AM	A 7:55AM		
						99.6	LA GRANDE		4:00	12:02AM	5:05		
						173.8	PENDLETON		1:30	9:43PM	2:25		
						177.4	RIETH		1:10PM	9:28	1:50AM		
						400.4	SPOKANE	A 7:50AM				A 7:00AM	
						296.5	AYER		5:15			4:23	
						243.3	WALLULA		3:55			3:05	
						215.9	UMATILLA		2:50			2:05AM	
						303.6	THE DALLES						
						389.4	PORTLAND	L 12:45AM Pendleton	8:10AM	A 8:50PM	5:30PM	9:10PM	9:20PM
						480.5	CENTRALIA			6:26			
						534.5	TACOMA			5:05			
						572.6	SEATTLE			3:50PM			
									Daily	Daily	Daily	Daily	Daily
(8.40) 44.9	(10.00) 36.7	(5.50) 38.9	(12.30) 31.2	(5.45) 31.8	(11.10) 34.8	..... Thru Time .....	(7.05) 32.0	(10.50) 35.9	(5.00) 36.6	(9.05) 42.8	(10.45) 36.2	(9.40) 38.0	..... Average speed per hour .....

<p><b>L. A. COLLINS</b> General Manager</p> <p><b>P. T. McCARTHY, Superintendent</b> . . . . . Portland, Ore.                  A. McAllister, Assistant Superintendent . . . . . Portland, Ore.                  H. B. Coburn, Assistant Superintendent . . . . . Seattle, Wash.                  F. Larsen, Assistant Superintendent . . . . . La Grande, Ore.                  C. H. Burnett, Trainmaster . . . . . La Grande, 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.</p>	<p><b>G. J. MULICK</b> Assistant General Manager</p> <p style="text-align: center;"><b>First and Second Subdivisions and Branches</b></p> 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. <p style="text-align: center;"><b>Third, Fourth and Fifth Subdivisions and Branches</b></p> 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.	<p><b>H. E. SHUMWAY</b> General Superintendent Transportation</p>
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**MILEAGE**  
First, Second, Third, Fourth and Fifth Subdivisions.

Main Line . . . . .	619.09
Branches . . . . .	493.46
<b>Grand Total . . . . .</b>	<b>1112.55</b>

## 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 Jet. 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.....	Portland.	J. B. Blair.....	Surgeon.....	Vancouver, Wash...	Centralia to South Monte-
R. C. B. Thornton...	Surgeon.....	Huntington, Ore...	Baker to Huntington.	George M. Lovelace.	Surgeon.....	Centralia, Wash...	Centralia to South Monte-
J. R. Higgins.....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.	J. E. Toothaker.....	Surgeon.....	Centralia, Wash...	Centralia to South Monte-
T. J. Higgins.....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.	George F. Parke.....	Surgeon.....	Centralia, Wash...	Centralia to South Monte-
Glenn G. Gordon....	Specialist.....	Baker, Ore.....	Telocaset to Huntington.	A. E. Anderson.....	Surgeon.....	Aberdeen, Wash...	South Elma to Hoquiam.
J. B. Gregory.....	Surgeon.....	La Grande, Ore....	Pendleton to Baker, La Grande to Elgin.	J. F. Macdonald.....	Surgeon.....	Hoquiam, Wash...	Centralia to Hoquiam.
J. D. Haun.....	Surgeon.....	La Grande, Ore....	Pendleton to Baker, La Grande to Elgin.	Ross D. Wright.....	Surgeon.....	Tacoma, Wash.....	Tenino to Auburn.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore....	Umatilla to Huntington.	L. A. Hopkins.....	Surgeon.....	Tacoma, Wash.....	Tenino to Auburn.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore....	Umatilla to Pendleton.	B. E. McConville....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
E. S. Morgan.....	Surgeon.....	Pendleton, Ore....	Umatilla to Pendleton.	L. Fred Lundy.....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
E. I. Silk.....	Surgeon.....	Pendleton, Ore....	Umatilla to Pendleton.	F. H. Brown.....	Surgeon.....	Seattle, Wash.....	Tacoma to Seattle.
F. B. Belt.....	Surgeon.....	Hermiston, Ore....	Boardman to Stanfield.	Purman Dorman...	Specialist.....	Seattle, Wash.....	Tacoma to Seattle.
A. D. McMurdo....	Surgeon.....	Heppner, Ore.....	Heppner Jet. to Heppner.				
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore....	The Dalles to Umatilla, Arlington to Condon.				

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.		

## 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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Car Capacity of Siding, etc. See Rule 6(A), Page 19.	WESTWARD			FIRST SUBDIVISION			EASTWARD		
	FIRST CLASS			Time-Table No. 40 September 1, 1947	Mile Post	FIRST CLASS			
	105 Streamliner Passenger	17 Passenger	11 Passenger			106 Streamliner Passenger	18 Passenger	12 Passenger	
	Daily	Daily	Daily						
BCKO PTWXYZ	11.20 <sup>PM</sup>	6.00 <sup>PM</sup>	7.05 <sup>AM</sup>	DN-R HUNTINGTON HU	389.4	A 2.35 <sup>AM</sup>	A 7.55 <sup>AM</sup>	A 7.00 <sup>PM</sup>	
100 P	11.30	6.10	7.15	D LIME BY	384.5	2.24	7.40	6.43	
100 PW	11.41	6.25 <sup>12</sup>	7.28 <sup>18</sup>	WEATHERBY	377.5	2.11	7.28 <sup>11</sup>	6.25 <sup>17</sup>	
150 PWXY	11.52 <sup>PM</sup>	6.39	7.42	D DURKEE DU	368.9	1.59	7.16	6.12	
100 P	12.02 <sup>AM</sup>	6.51	7.56	OXMAN	361.7	1.48	7.05	6.00	
170 PWY	12.15	7.03	8.10	PLEASANT VALLEY	355.4	1.36	6.54	5.47	
WB 91 EB 109 PXY	12.20	7.10	8.16	ENCINA	351.9	1.31	6.48	5.41	
107 P	12.26	7.18	8.22	QUARTZ	347.3	1.25	6.40	5.33	
WB 109 EB 111 BKOPW XYZ	12.38	7.35	8.35	DN BAKER BC	342.0	1.17	6.30	5.23	
106 P	12.43	7.43	8.41	WING	337.6	1.11	6.18	5.10	
106 P	12.48	7.51	8.48	D HAINES KB	331.7	1.06	6.12	5.03	
106 PW	12.57 <sup>106</sup>	8.03	9.00	D NORTH POWDER HD	322.1	12.57 <sup>105</sup>	6.01	4.51	
107 P	1.05	8.14	9.10	SAGO	315.5	12.45	5.52	4.41	
147 PVWXY	1.09	8.20	9.15	D TELOCASET WK	312.6	12.38	5.47	4.36	
105 P	1.15	8.27	9.22	CROOKS	308.9	12.30	5.38	4.28	
105 PVWY	1.23	8.40	9.35	D UNION JCT. UN	302.2	12.17	5.25	4.15	
105 P	1.30	8.49	9.43	HOT LAKE	299.0				
BJKOP TWXYZ	1.38 <sup>AM</sup>	8.55 <sup>PM</sup>	9.50 <sup>AM</sup>	DN-R LA GRANDE Dispr Q RA	289.8	12.02 <sup>AM</sup>	5.10 <sup>AM</sup>	4.00 <sup>PM</sup>	
	(2.18) 43.3	(2.55) 34.1	(2.45) 35.2			(2.33) 39.0	(2.45) 36.2	(3.00) 33.2	

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.	
12	Any station		Pocatello or beyond.
18	Any station		Pocatello or beyond.
18	Union Jct.	Portland and beyond, Tuesdays only.	
18	North Powder		
18	Haines		

Car Capacity of Siding, etc. See Rule 6(A), Page 19.	WESTWARD				SECOND SUBDIVISION				EASTWARD			
	FIRST CLASS				Time-Table No. 40 September 1, 1947	Mile Post	FIRST CLASS					
	17 Passenger	11 Passenger	105 Streamliner Passenger	66 Passenger			65 Passenger	18 Passenger	12 Passenger	106 Streamliner Passenger		
	Daily	Daily	Daily	Daily								
BJKOP TWXYZ	9.10 <sup>PM</sup>	10.05 <sup>AM</sup>	1.40 <sup>AM</sup>		DN-R LA GRANDE Dispr Q RA	289.8	A 4.57 <sup>AM</sup>	A 3.50 <sup>PM</sup>	A 11.58 <sup>PM</sup>			
82 P	9.20	10.13	1.47		PERRY	285.8	4.48	3.40	11.48			
WB 75 EB 73 PVWXY	9.28	10.20	1.53		HILGARD	282.1	4.40	3.33	11.41			
73 P	9.37	10.27	2.00		GLOVER	278.6	4.31	3.25	11.33			
135 PW	9.46	10.34	2.06		MOTANIC	275.6	4.23	3.17	11.26			
P	9.55	10.42	2.13		DN NORDEEN	272.1	4.15	3.09	11.19			
C 132 PWXY	10.02	10.45	2.16		KAMELA	271.1	4.12	3.06	11.16			
P	10.08	10.52	2.22		ROSS	268.3	4.03	3.00	11.09			
WB 108 EB 102 PWX	10.15	10.58	2.28		MEACHAM	265.5	3.56	2.54	11.02			
74 P	10.24	11.07	2.36		PORTER	260.8	3.46	2.44	10.52			
85 P	10.32	11.14	2.43		HURON	257.7	3.39	2.37	10.45			
90 PW	10.40 <sup>106</sup>	11.20	2.48		CAMP	254.1	3.34	2.32	10.40 <sup>17</sup>			
Spur P	10.48	11.25	2.52		NORTH FORK	251.4	3.29	2.28	10.36			
WB 74 EB 74 PWXY	10.53	11.30	2.56		DUNCAN	248.5	3.24	2.23	10.32			
74 P	10.59	11.36	3.02		SLOAN	245.4	3.18	2.18	10.27			
106 P	11.07	11.44	3.10 <sup>18</sup>		BONIFER	239.5	3.10 <sup>105</sup>	2.09	10.19			
WB 78 EB 106 PWXY	11.11	11.48	3.15		GIBBON	236.9	3.02	2.04	10.15			
99 P	11.14	11.51	3.18		TUMIA	234.6	2.57	2.00	10.12			
14 P	11.18	11.55	3.21		THORN HOLLOW	232.1	2.53	1.57	10.09			
100 P	11.22	11.59 <sup>AM</sup>	3.24		HOMLY	229.6	2.49	1.53	10.06			
48 PW	11.26	12.03 <sup>PM</sup>	3.27		CAYUSE	227.1	2.44	1.49	10.03			
73 P	11.30	12.07	3.31		MINTHORN	224.7	2.40	1.45	10.00			
72 P	11.36	12.13	3.36		MISSION	221.2	2.34	1.39	9.54			
99 P	11.42	12.17	3.40		MUNRA	218.9	2.30	1.35	9.49			
60 BJKPVW XYZ	11.55 <sup>PM</sup>	12.25 <sup>PM</sup>	3.47	12.45 <sup>AM</sup>	DN PENDLETON FD	215.6	A 1.30 <sup>AM</sup>	2.25 <sup>PM</sup>	1.30 <sup>PM</sup>	9.43 <sup>PM</sup>		
BJKO PTWX	12.35 <sup>AM</sup>	12.45 <sup>PM</sup>	3.52	12.55 <sup>AM</sup>	DN-R RIETH RI	212.0	1.20 <sup>AM</sup>	1.50 <sup>AM</sup>	1.10 <sup>PM</sup>	9.28 <sup>PM</sup>		
	(3.25) 22.8	(2.40) 29.1	(2.22) 32.9	(0.10) 21.6			(0.10) 21.6	(3.07) 25.0	(2.40) 29.1	(2.30) 31.1		

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.	
12	Any station		Pocatello or beyond.
18	Any station		Pocatello or beyond.

**WESTWARD**

**THIRD SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6(A), Page 19.	SECOND CLASS				FIRST CLASS				
	151	299	699	655	11	105	19	66	17
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
BJKO PTWX		4.10 <sup>AM</sup>	4.05 <sup>AM</sup>	1.50 <sup>AM</sup>	12.45 <sup>PM</sup>	4.02 <sup>AM</sup>		12.55 <sup>AM</sup>	12.35 <sup>AM</sup>
96 P		4.30	4.25	2.05	12.58 <sup>12</sup>	4.07		1.10 <sup>65</sup>	12.43
96 P		4.48	4.38	2.15	1.04	4.12		1.18	12.50
95 P		4.57	4.48	2.25	1.10 <sup>258</sup>	4.17		1.28 <sup>18</sup>	12.58 <sup>65</sup>
94 PW		5.10	5.02	2.40	1.20	4.23		1.40	1.07
94 P		5.18	5.10	2.47	1.25	4.27		1.52	1.15 <sup>18</sup>
JP	A 5.27 <sup>AM</sup>	5.20	2.55		1.31	4.32		A 2.05 <sup>AM</sup>	1.23
99 P			5.26	3.02		1.35	4.35		1.27
P			5.30	3.09		1.38	4.38		1.30
98 PW			5.33	3.14		1.42	4.40		1.32
98 P			5.43	3.25		1.48	4.44		1.38
99 JPWY	10.45 <sup>AM</sup>		5.53	3.33		1.53	4.48	2.50 <sup>AM</sup>	1.43
14 P	10.49		5.56	3.36		1.55	4.49	2.53	1.45
98 P	10.53		5.59 <sup>108</sup>	3.39		1.57	4.51	2.56	1.47
98 P	11.05		6.05	3.45		2.01	4.54	3.01	1.52
104 P	11.20		6.15	4.06		2.08	5.00	3.09	2.00
19 JP	11.32		6.22	4.13		2.13	5.04	3.14	2.06
100 P	11.40 <sup>12</sup>		6.25	4.16		2.15	5.05	3.16	2.08
98 P	11.53 <sup>AM</sup>		6.32 <sup>158</sup>	4.25		2.20	5.09 <sup>108</sup>	3.22	2.14
WB 128 EB 113 JOPTWX	12.10 <sup>PM</sup>		6.55	4.45 <sup>108</sup>		2.25 <sup>156</sup>	5.13	3.29	2.20
100 P	12.25		7.10	5.18 <sup>105</sup>		2.37	5.18 <sup>158</sup>	3.45	2.42
99 PW	12.35		7.18	5.25		2.43	5.22	3.52	2.48
98 P	12.45		7.24	5.31		2.47	5.25	3.57	2.53
98 P	12.53		7.30	5.36		2.50	5.27	4.00	2.57
100 P	1.01		7.38	5.43		2.56	5.32	4.07 <sup>108</sup>	3.03
99 P	1.08		7.45	5.49		3.00	5.35	4.11	3.07
104 PW	1.15 <sup>156</sup>		7.51	5.54		3.04	5.38	4.15 <sup>108</sup>	3.11
100 P	1.22		7.57	5.59		3.07	5.40	4.18	3.14
100 P	1.29		8.03	6.04		3.11	5.43	4.21	3.17
90 JP (MP)	1.40		8.10	6.09		3.15	5.46	4.24	3.21
94 P (W 101.7)	1.50		8.18	6.15		3.19	5.49	4.28	3.25
80 P	1.58		8.26	6.21		3.23	5.52	4.32	3.31
JPV	2.03		8.30	6.24		3.25	5.54	4.34	3.33
74 P	2.10		8.40	6.29		3.30	5.57	4.38	3.37
BKOPTWXZ	A 2.30 <sup>PM</sup>	A 9.00 <sup>AM</sup>	A 6.40 <sup>AM</sup>		A 3.45 <sup>PM</sup>	A 6.07 <sup>AM</sup>	A 4.50 <sup>AM</sup>		A 3.50 <sup>AM</sup>

**Time-Table No. 40**  
September 1, 1947

**STATIONS**

DN-R RIETH RI
BARNHART
CAMPBELL
NOLIN
DN ECHO HI
STANFIELD ND
DN HINKLE UK
WESTLAND
D ORDNANCE RN
MUNLEY
CLARKE
DN MESSNER FC
BOARDMAN
PETERS
CASTLE
BOULDER
N HEPPNER JCT. WI
WILLOWS
SILICA
DN ARLINGTON MX
GILMORE
BLALOCK
RAMSAY
N QUINTON QN
HOOK
GOFF
DAY
RUFUS
GRANT
DN BIGGS BX
MILLER
CELILO
D OREGON TRUNK JOT. VO
DUNE
DN-R THE DALLES DK-WH (126.2)

BLOCK SIGNALS

DOUBLE TRACK

Thru Time (3.45) (1.17) (4.55) (4.50) (3.00) (2.05) (2.00) (1.10) (3.15) ..... Thru Time  
Average speed per hour 21.2 18.6 25.6 26.1 43.0 60.5 59.7 23.9 33.8

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.  
The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 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	Umatilla or beyond.	
11	Echo, Stanfield		Portland or beyond.
11	Any station	Pocatello or beyond.	
17	Any station	Pocatello or beyond.	

**THIRD SUBDIVISION**

**EASTWARD**

**Time-Table No. 40**  
September 1, 1947

**STATIONS**

DN-R RIETH RI
BARNHART
CAMPBELL
NOLIN
DN ECHO HI
STANFIELD ND
DN HINKLE UK
WESTLAND
D ORDNANCE RN
MUNLEY
CLARKE
DN MESSNER FC
BOARDMAN
PETERS
CASTLE
BOULDER
N HEPPNER JCT. WI
WILLOWS
SILICA
DN ARLINGTON MX
GILMORE
BLALOCK
RAMSAY
N QUINTON QN
HOOK
GOFF
DAY
RUFUS
GRANT
DN BIGGS BX
MILLER
CELILO
D OREGON TRUNK JOT. VO
DUNE
DN-R THE DALLES DK-WH (126.2)

BLOCK SIGNALS

DOUBLE TRACK

Mile Post	FIRST CLASS					SECOND CLASS			
	65	12	106	18	20	198	158	258	156
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight
212.0	A 1.20 <sup>AM</sup>	A 1.10 <sup>PM</sup>	A 9.28 <sup>PM</sup>	A 1.50 <sup>AM</sup>			A 11.00 <sup>AM</sup>	A 2.00 <sup>PM</sup>	A 8.30 <sup>PM</sup>
208.8	1.10 <sup>66</sup>	12.58 <sup>11</sup>	9.22	1.40			10.35	1.38	7.50
203.5	1.04	12.51	9.17	1.34			10.20	1.25	7.20
198.9	12.58 <sup>17</sup>	12.45	9.12	1.28 <sup>66</sup>			10.05	1.10 <sup>11</sup>	6.55
192.6	12.50	12.38	9.05	1.20			9.35	12.53	6.25
188.4	12.42	12.33	9.00	1.15 <sup>17</sup>			9.20	12.45	6.01
184.1	12.36 <sup>AM</sup>	12.28	8.55	1.10			9.05	12.37 <sup>PM</sup>	5.45
180.6		12.23	8.51	1.06			8.50		5.35
177.7		12.18	8.48	1.03			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	A 1.13 <sup>AM</sup>		A 6.05 <sup>AM</sup>	7.55	4.25
163.8		12.01 <sup>PM</sup>	8.35	12.48	1.11		6.02	7.46	4.18
162.2		11.58 <sup>AM</sup>	8.33	12.46	1.09		5.59 <sup>600</sup>	7.40	4.12
158.3		11.54	8.30	12.42	1.05		5.50	7.30	4.00
152.1		11.46	8.24	12.35	12.57		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 <sup>151</sup>	8.19	12.29	12.50		5.28	6.45	3.20
142.4		11.35	8.15	12.24	12.45		5.09 <sup>105</sup>	6.32 <sup>600</sup>	3.05
138.5		11.30	8.11	12.19	12.39		4.45 <sup>655</sup>	6.00	2.25 <sup>11</sup>
134.0		11.18	8.07	12.08	12.23		4.37	5.18 <sup>655</sup>	2.05
129.3		11.13	8.03	12.03 <sup>AM</sup>	12.18		4.30	4.52	1.55
125.7		11.09	8.00	11.59 <sup>PM</sup>	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 <sup>10</sup>	4.30	1.30
115.0		10.57	7.51	11.47	12.02 <sup>AM</sup>		3.52	4.22	1.21
111.7		10.53	7.48	11.44	11.58 <sup>PM</sup>		3.45	4.15 <sup>10</sup>	1.15 <sup>151</sup>
109.4		10.50	7.46	11.42	11.55		3.37	4.03	1.03
106.6		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
98.8		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	12.10 <sup>PM</sup>
91.9		10.30	7.28	11.24	11.35		2.55	3.20	11.55 <sup>AM</sup>
86.8		10.20 <sup>AM</sup>	7.20 <sup>PM</sup>	11.15 <sup>PM</sup>	11.25 <sup>PM</sup>		2.30 <sup>AM</sup>	3.00 <sup>AM</sup>	11.30 <sup>AM</sup>

Thru Time (0.44) (2.50) (2.08) (2.35) (1.48) (3.35) (8.00) (1.23) (9.00)  
Average speed per hour 38.0 44.5 58.3 48.9 44.1 22.1 15.8 20.1 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 S-72.  
The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 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		Umatilla or beyond.
12	Echo, Stanfield	Portland or beyond.	
12	Any station		Pocatello or beyond.
65	Stanfield, Echo	Umatilla or beyond.	
18	Any station		Pocatello or beyond.
18	Ordinance	Portland or beyond.	

WESTWARD				FOURTH SUBDIVISION					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.	SECOND CLASS			FIRST CLASS					STATIONS	
	151	699	655	458	11	105	19	17	Time-Table No. 40	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	September 1, 1947	
BKOPT WXZ	4.00PM	10.00AM	7.40AM						DN-R THE DALLES DK-WH	
P	4.10	10.10	7.55		3.50PM	6.07AM	5.00AM	4.00AM	CRATES	
110 P	4.22	10.20	8.10		3.56	6.12	5.07	4.08	ROWENA	
63 P	4.31	10.35	8.20		4.03	6.18	5.15	4.16	CHATFIELD	
63 P	4.45	10.48	8.32		4.09	6.23	5.20	4.21	MOSIER	
WB 72 EB 107 BPVWX	5.00	11.05	9.05 <sup>150</sup>		4.27	6.38	5.40	4.40	DN HOOD RIVER KI	
80 P	5.15	11.20	9.30 <sup>12</sup>		4.33	6.43	5.48	4.48	MENO	
98 P	5.35	11.35	10.00		4.40	6.50	5.57	4.57	LINDSEY	
104 PW	5.45	11.50AM	10.30		4.44	6.54	6.02	5.02	D WYETH WE	
102 P	5.55	12.05PM	10.59		4.49	6.58	6.07	5.07	FARLEY	
97 P	6.22 <sup>106</sup>	12.20	11.25		4.55	7.03	6.13	5.13	CASCADE LOCKS	
116 PW	7.00	12.40	11.50AM		5.01	7.08	6.20	5.20	DN BONNEVILLE MU	
99 P	7.20	12.55	12.05PM		5.07	7.14	6.27	5.27	DODSON	
60 P	7.40	1.05	12.15		5.10	7.17	6.32	5.32	ONEONTA	
100 PZ	8.05	1.20	12.25		5.15	7.22	6.39	5.39	D BRIDAL VEIL JU	
98 P	8.30	1.30	12.35		5.20	7.26 <sup>155</sup>	6.44	5.44	ROOSTER ROCK	
59 P	8.40	1.45	12.45		5.24	7.30	6.50	5.50	TAYLOR	
157 IJPW	A 9.05PM	A 2.00PM	A 1.00PM		5.28	7.34	6.56	5.56	DN TROUTDALE SN	
51 P					5.31	7.36	7.00	6.00	FAIRVIEW FA	
53 P					5.44 <sup>106</sup>	7.43	7.08	6.08	CLARNIE	
28 PX					5.52	7.48	7.13	6.13	GRAHAM	
17 PX					5.58	7.53	7.17	6.17	BRUUN	
IJPVXY					8.44PM	6.03	7.56	7.20	EAST PORTLAND	
BIKPV					A 8.50PM	A 6.15PM	A 8.00AM	A 7.30AM	DN-R PORTLAND P-VC	
	(5.05)	(4.00)	(5.20)		(0.08)	(2.25)	(1.53)	(2.30)	Thru Time	
	13.8	17.5	13.1		5.0	35.5	45.5	34.3	Average speed per hour	

WESTWARD				THIRD SUBDIVISION (UMATILLA LINE)				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.	SECOND CLASS		FIRST CLASS		Time-Table No. 40				STATIONS				
	151	299	19	66	September 1, 1947				Mile Post				
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily					Passenger	Passenger	Time Freight	Time Freight	
JP		5.27AM		2.05AM	DN HINKLE UK				184.1	A12.36AM		A12.37PM	
95 P		5.40		f 2.30	D HERMISTON MN				189.2	f 12.29		12.25	
IJKOPTWXY	10.00AM	A 6.00AM	2.20AM	A 2.45AM	DN-R UMATILLA CS				183.4	12.20AM	A 1.50AM	A 6.40AM	12.01PM
62 P	10.15		2.27		BAILEY				178.8		1.36	6.28	
63 P	10.23		f 2.33		IRRIGON				175.6		1.30	6.22	
63 P	10.30		2.39		JUDSON				172.0		1.25	6.15	
99 JPWY	A10.45AM		A 2.50AM		DN MESSNER FC				165.2		1.13AM	6.05AM	
	(0.45)	(0.33)	(0.30)	(0.40)	Thru Time				(0.16)	(0.37)	(0.35)	(0.36)	
	24.3	17.8	36.4	14.7	Average speed per hour				36.8	29.5	31.2	16.8	

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

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

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

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

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

WESTWARD				FOURTH SUBDIVISION					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.	SECOND CLASS			FIRST CLASS					STATIONS	
	151	699	655	457	106	18	20	Time-Table No. 40		
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger	Streamliner Passenger	Passenger	Passenger	September 1, 1947		
BKOPT WXZ	4.00PM	10.00AM	7.40AM					DN-R THE DALLES DK-WH		
P	4.10	10.10	7.55		7.20PM	11.10PM	11.20PM	CRATES		
110 P	4.22	10.20	8.10		7.12	11.02	11.12	ROWENA		
63 P	4.31	10.35	8.20		7.06	10.55	11.05	CHATFIELD		
63 P	4.45	10.48	8.32		7.02	10.50	11.00	MOSIER		
WB 72 EB 107 BPVWX	5.00	11.05	9.05 <sup>150</sup>		6.58	10.46	10.56	DN HOOD RIVER KI		
80 P	5.15	11.20	9.30 <sup>12</sup>		6.50	10.38	10.48	MENO		
98 P	5.35	11.35	10.00		6.41	10.28	10.38	LINDSEY		
104 PW	5.45	11.50AM	10.30		6.34	10.21	10.31	D WYETH WE		
102 P	5.55	12.05PM	10.59		6.31	10.17	10.27	FARLEY		
97 P	6.22 <sup>106</sup>	12.20	11.25		6.27	10.13	10.23	CASCADE LOCKS		
116 PW	7.00	12.40	11.50AM		6.17	10.02	10.12	DN BONNEVILLE MU		
99 P	7.20	12.55	12.05PM		6.11	9.56	10.06	DODSON		
60 P	7.40	1.05	12.15		6.08	9.52	10.02	ONEONTA		
100 PZ	8.05	1.20	12.25		6.04	9.46	9.56	D BRIDAL VEIL JU		
98 P	8.30	1.30	12.35		5.59	9.42	9.52	ROOSTER ROCK		
59 P	8.40	1.45	12.45		5.55	9.38	9.48	TAYLOR		
157 IJPW	A 9.05PM	A 2.00PM	A 1.00PM		5.52	9.34	9.44	DN TROUTDALE SN		
51 P					5.50	9.32	9.42	FAIRVIEW FA		
53 P					5.44 <sup>11</sup>	9.25	9.35	CLARNIE		
28 PX					5.39	9.20	9.30	GRAHAM		
17 PX					5.35	9.16	9.26	BRUUN		
IJPVXY					8.14	A 8.34AM	5.33	9.13	EAST PORTLAND	
BIKPV					8.10AM	8.30AM	5.30PM	9.10PM	DN-R PORTLAND P-VC	
	(5.05)	(4.00)	(5.20)		(2.05)	(0.04)	(1.50)	(2.00)	Thru Time	
	13.8	17.5	13.1		41.2	7.5	46.8	42.9	Average speed per hour	

WESTWARD				FOURTH SUBDIVISION (KENTON LINE)					EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.	SECOND CLASS			FIRST CLASS					STATIONS		
	151	699	655	457	106	18	20	Time Table No. 40			
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger	Streamliner Passenger	Passenger	Passenger	September 1, 1947			
157 IJPW	9.05PM	2.00PM	1.00PM					DN TROUTDALE SN			
51 P	9.30	2.15	1.25					HEMLOCK			
100 P	9.45	2.27	1.42					D FIR FR			
73 PX	9.55 <sup>158</sup>	2.40	1.55					DN KENTON KN			
IJPVX							8.27PM	DN NORTH PORTLAND JCT. KD			
IJPXY							8.30	PENINSULA JCT.			
IJPX	10.40	3.10	2.20				8.35	DN ST. JOHNS JCT.			
BKOPTW XZ	A11.00PM	A 3.30PM	A 2.45PM				8.40	DN-R ALBINA B			
IJPVXY							A 8.44PM	Dispr. X			
	(1.55)	(1.30)	(1.45)				(0.17)	Thru Time			
	10.6	13.6	11.6				22.2	Average speed per hour			

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

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

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

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



WESTWARD				HEPPNER BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 40 September 1, 1947				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.				329 Freight	Mile Post	330 Freight	326 Freight						
				Monday Wednesday Friday		STATIONS							
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		14.6	12:01PM	6:01			
19 JPX				A 9:45AM	N-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. 40 September 1, 1947				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.				325 Freight	327 Freight	Mile Post	328 Freight						
				Saturday	Tuesday Thursday		STATIONS						
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 JOPTWX EB 113				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. 40 September 1, 1947				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.				329 Freight	Mile Post	330 Freight	326 Freight						
				Monday Wednesday Friday		STATIONS							
14 Y						KENT		62.5					
8						BOURBON		45.8					
10						EAKIN		42.5					
28 PW						D GRASS VALLEY	VY	38.5					
9						ERSKINE		31.8					
25						D MORO	MR	27.0					
12						DE MOSS		23.9					
Spur						NISH		20.0					
Spur						HAY CANYON		19.2					
8						SANDON		16.6					
16						KLONDIKE		14.2					
32 PW						D WASCO	WA	9.7					
6						THORNBERRY		6.2					
80 JPX						DN-R BIGGS	BX	0.0					
				(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. 40 September 1, 1947				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.				321 Freight	Mile Post	322 Freight							
				Daily		STATIONS							
39 PWXZ						R	TONO		8.0				
27 JX							WABASH		2.2				
				(8.0)									

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

WESTWARD				OLYMPIA BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 40 September 1, 1947				SECOND CLASS					
Car Capacity of Sidings, etc. See Rule 6(A), Page 19.				321 Freight	Mile Post	322 Freight							
				Daily		STATIONS							
JPVXY				6:00AM	R	EAST OLYMPIA		0.0	A 5:50AM				
						N. P. CROSSING		7.3					
BKPV WXYZ				A 6:30AM	D-R	OLYMPIA	OA	7.4	5:20AM				
				(7.4)									
				(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 Rodgers, etc. See Rule 6(A), Page 13.	<b>SECOND CLASS</b>				<b>Time-Table No. 40</b> September 1, 1947	Mile Post	<b>SECOND CLASS</b>			
			<b>309</b>	<b>307</b>			<b>308</b>	<b>306</b>		
			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 SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.**

JMPV				1.25 AM	<b>BLAKESLEE JUNCTION</b>	2.4		11.00 PM	
M					N. P. CROSSING	2.4			
M					C. M. St. P. & P. CROSSING	2.4			
					RAISCH	2.6			
23 P				1.35	GALVIN	5.0		10.43	
43 JPVX				2.43 AM	<b>BLAKESLEE JUNCTION</b>	12.2	A 8.00 PM	10.20	
48 PWX				2.55	N-R INDEPENDENCE ND	13.7	7.52	10.15	
18 P				3.10	BALCH	18.3	7.40	10.00	
52 P				3.25	CEDARVILLE	22.2	7.30	9.45	
51 P				3.35	LANKNER	26.3	7.20	9.35	
10				3.42	RONY	28.9	7.15	9.25	
44 P				3.48	SAGINAW	30.8	7.10	9.20	
I					SCHAFFER BROS. CROSSING	31.5			
Spur PW				3.55	SOUTH ELMA	32.5	7.05	9.15	
31 P				4.05	FULLER	36.0	6.50	9.05	
53 PXY				4.30	<b>SOUTH MONTESANO</b>	42.2	6.30	8.50	
X					<b>SOUTH MONTESANO</b>	42.3			
PVX					D MONTESANO MO	43.8			
53 PXY				4.30	<b>SOUTH MONTESANO</b>	42.3	6.30	8.50	
27 P				4.36	MELBOURNE	43.8	6.14	8.30	
32 PV				4.45	PREACHER'S SLOUGH	46.7	5.50	8.20	
83 JPWXY				5.00	COSMOPOLIS	51.2	5.35	8.05	
					N. P. CROSSING	53.3			
82 BKPXZ				5.15 AM	DN-R ABERDEEN	53.9	5.20 PM	7.45 PM	8A

**BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS 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 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 "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.

Where rules, special instructions or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or anything requiring the speed of a train to be reduced, but not exceeding 15 miles per hour.

**GENERAL**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	75	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.				20
3800 class engines.			60	45	Through truss bridges.				6
3900 class engines.			65	45	Trains handling scale test cars: On main line.				30
5000 class engines.			50	45	On branch lines.				25
4000 and 9000 class engines.			45	40	Within yard limits: On main line.	50	50	40	25
MacArthur type engines with 63-inch drivers.			50	45	On branch lines.			30	15
MacArthur type engines with 57-inch drivers.			35	35	Through tunnels.	40	40	40	25
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	When using cross-overs or turnouts.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	On tracks other than main tracks.	15	15	15	15
C. M. St. P. & P. class L engines.			35	35	Through interlocking.	15	15	15	15
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.			35	35	Over railroad crossings at grade.	15	15	15	15
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.			25	25	Over spring switches, when using turnouts.	15	15	15	15
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.			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
Light engines.				35	Through cross-overs, turnouts and on wyes, with 9000 class engines.				5
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					
Crooks Between M.P. 309.7 and 310.4.	45	35	35	25	Between M.P. 318.7 and 319.5.	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	Between M.P. 321.3 and 321.6.	70	60	60	45



**FIRST SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
<b>Baker</b> No. 106 to permit exchange of mail.	10				<b>Durkee</b> Between M.P. 370.7 and 371.0.	70	60	60	45
Over street crossings within city limits.	15	15	15	15	Between M.P. 372.8 and 377.1.	35	30	30	20
Between M.P. 343.5 and 344.3.	55	45	45	35	<b>Weatherby</b> 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
<b>Quartz</b> Between M.P. 348.4 and 349.8.	30	25	25	20	Between M.P. 379.8 and 380.1.	55	45	45	35
<b>Encina</b> 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	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
<b>Pleasant Valley</b> 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
<b>Oxman</b> 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	<b>Lime</b> High line track and connection.				10
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
					<b>Huntington</b>				

**SECOND SUBDIVISION**

<b>Rieth</b>					<b>Bonifer</b> Between M.P. 238.3 and 240.0.	55	45	45	35
<b>Pendleton</b> 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
<b>Munra</b> Between M.P. 217.7 and 219.0.	60	50	50	40	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
<b>Mission</b> Between M.P. 222.8 and 223.8.	35	30	30	20	Between M.P. 244.0 and 244.7.	45	35	35	25
<b>Minthorn</b> Between M.P. 226.0 and 226.1.	70	60	60	45	<b>Sloan</b> Between M.P. 245.4 and 246.1.	60	50	50	40
<b>Cayuse</b> Between M.P. 227.3 and 231.7.	45	35	35	25	Between M.P. 247.2 and 249.5.	35	30	30	20
<b>Thorn Hollow</b> Between M.P. 232.6 and 232.9.	70	60	60	45	<b>Duncan</b> 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
<b>Gibbon</b> 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.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
<b>Huron</b> Between M.P. 257.2 and 282.1.	30	25	25	20	<b>Hilgard</b> 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
					<b>La Grande</b>				

**THIRD SUBDIVISION**

<b>Ordnance, Nos. 17 and 18 to permit exchange of mail.</b>		30	30		<b>Silica</b> 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
<b>The Dalles</b> Over street crossings.	12	12	12	12	<b>Willows</b> Between M.P. 146.3 and 147.0.	70	60	60	45
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	<b>Heppler Jct.</b> Between M.P. 149.4 and 149.6.	70	60	60	45
<b>Oregon Trunk Jct.</b> Between M.P. 95.8 and 96.8.	55	45	45	35	Between M.P. 150.0 and 150.2.	70	60	60	45
<b>Celilo</b> 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
<b>Rufus</b> Between M.P. 110.0 and 110.2.	70	60	60	45	<b>Castle</b>				
<b>Day</b> Between M.P. 112.5 and 114.3.	60	50	50	40	<b>Umatilla Line</b>				
Between M.P. 114.7 and 114.9.	70	60	60	45	<b>Messner</b> Between M.P. 170.9 and 171.0.	60	60	60	40
<b>Goff</b> Between M.P. 116.2 and 116.4.	70	60	60	45	<b>Judson</b> 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
<b>Hook</b> Between M.P. 120.6 and 120.8.	60	50	50	40	<b>Irrigon</b> Between M.P. 178.3 and 178.4.	60	60	60	40
<b>Quinton</b> Between M.P. 123.7 and 123.8.	55	45	45	35	<b>Umatilla</b> 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
<b>Ramsay</b> Between M.P. 129.2 and 130.0.	70	60	60	45	Between M.P. 182.3 and 184.1.	45	35	35	25
<b>Blalock</b> Between M.P. 130.4 and 130.5.	60	50	50	40	Between M.P. 185.2 and 185.3.	60	60	60	40
Between M.P. 130.9 and 131.0.	70	60	60	45	Between M.P. 186.8 and 186.9.	60	60	60	40
Between M.P. 132.7 and 132.8.	70	60	60	45	Between M.P. 187.5 and 187.6.	55	45	45	35
<b>Gilmore</b> Between M.P. 134.7 and 134.8.	70	60	60	45	Between M.P. 187.9 and 188.1.	60	50	50	40
Between M.P. 136.1 and 136.3.	70	60	60	45	<b>Hermiston</b> Over road crossing east end of depot.	15	15	15	15
<b>Arlington</b> 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.	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.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Between M.P. 193.3 and 193.5. <b>Hinkle</b>	15	15	15	15	Between M.P. 195.4 and 195.6.	60	50	50	40
<b>Line Via Munley</b>					Between M.P. 196.7 and 197.3.	60	50	50	40
<b>Westland</b> Between M.P. 181.7 and 182.0. <b>Hinkle</b>	60	50	50	40	Between M.P. 197.8 and 198.2.	55	45	45	35
<b>Line East of Hinkle</b>					<b>Nolin</b> Between M.P. 198.4 and 198.7.	45	35	35	25
<b>Hinkle</b> Between M.P. 187.3 and 187.5.	70	60	60	45	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
<b>Stanfield</b> 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
<b>Echo</b> 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	<b>Barnhart</b> 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
					<b>Rieth</b>				

**FOURTH SUBDIVISION**

East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge.	8	8	8	8	<b>Rooster Rock</b> 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	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	<b>Bridal Veil</b> 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	Between M.P. 30.7 and 31.4.	60	50	50	40
Troutdale, Nos. 18 and 20, to permit exchange of mail.		30	30		<b>Oneonta</b> Between M.P. 31.8 and 32.8.	70	60	60	45
Between Kenton and Troutdale.	45	45	45	35	<b>Dodson</b> Between M.P. 35.5 and 37.3.	55	45	45	35
<b>Graham</b> Between M.P. 1.0 and 2.7.	35	30	30	20	<b>Bonneville</b> Between M.P. 38.2 and 39.2.	60	50	50	40
Between M.P. 2.7 and 7.6.	50	40	40	25	Between M.P. 39.7 and 39.9.	40	40	40	25
<b>Clarnie</b> Between M.P. 10.9 and 12.0.	60	50	50	40	Between M.P. 41.4 and 42.4.	45	35	35	25
<b>Fairview</b> Between M.P. 13.2 and 13.5.	55	45	45	35	Between M.P. 42.7 and 42.9.	70	60	60	45
<b>Troutdale</b> 2-10-2 class engines using lead and other tracks in Alcoa plant.				6	<b>Cascade Locks</b> 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
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.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
<b>Wyeth</b> Between M.P. 49.7 and 51.6.	55	45	45	35	<b>Chatfield</b> Between M.P. 71.9 and 72.7.	55	45	45	35
Between M.P. 51.6 and 52.0.	45	35	35	25	Between M.P. 73.7 and 74.1.	60	50	50	40
Between M.P. 52.0 and 53.8.	55	45	45	35	Between M.P. 74.1 and 74.2.	40	40	40	25
Between M.P. 53.8 and 54.8.	35	30	30	20	Between M.P. 74.2 and 75.1.	60	50	50	40
Between M.P. 54.8 and 56.2.	45	35	35	25	Between M.P. 75.1 and 75.8.	55	45	45	35
Between M.P. 56.5 and 58.3.	55	45	45	35	<b>Rowena</b> Between M.P. 76.3 and 77.0.	60	50	50	40
<b>Meno</b> Between M.P. 59.4 and 61.8.	55	45	45	35	Between M.P. 77.5 and 78.2.	70	60	60	45
<b>Hood River</b> 2-10-2 class engines using crossover at freight house.				6	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. 64.4 and 66.1.	60	50	50	40	Between M.P. 80.1 and 81.2.	55	45	45	35
Between M.P. 66.4 and 71.4.	45	35	35	25	<b>Crates</b> Between M.P. 81.8 and 82.1.	60	50	50	40
Between M.P. 71.4 and 71.9.	30	25	25	20	Between M.P. 83.3 and 83.4.	45	35	35	25
					<b>The Dalles</b>				

**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	<b>Grass Valley Branch.</b> 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
<b>Joseph Branch.</b> 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	<b>Grays Harbor Branch.</b> 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
<b>Pilot Rock Branch.</b>			15	15	Aberdeen, over street crossings.	10 10
<b>Hepner Branch.</b>			30	25	Cosmopolis, within city limits.	20 15
<b>Condon Branch.</b> Maximum speed.			30	25	Cosmopolis, with logs within city limits.	8
On descending grades between Speece and Mikkalo.			25	15	<b>Tono Branch.</b>	30 15
On descending grades between Barnett and Rock Creek.			25	15	<b>Olympia Branch.</b>	20 20
					700 class engines.	10 10

**SYMBOLS AND ABBREVIATIONS**

(Rules 6, 6(A), Consolidated Code of Operating Rules)

6. The following letters, when placed before the figures of the schedule, indicate:  
 L.—leave;  
 A.—arrive;  
 s.—regular stop;  
 f.—flag stop to receive or discharge traffic.

6 (A). The following letters, when placed in the columns provided, indicate:  
 B—bulletins;  
 C—coal;  
 D—day operator;  
 N—night operator;  
 DN—day and night operator;

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