

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 6

Effective Sunday
April 30, 1950
At 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

Printed by ABBOTT, KIRKENS & BELL COMPANY, Portland, Oregon, U.S.A.



1949

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

E. HICKS
General Superintendent

A. McALLISTER, Superintendent Portland, Ore.
J. G. Kimmell, Assistant Superintendent Portland, Ore.
C. H. Burnett, Assistant Superintendent La Grande, Ore.
H. B. Coburn, Assistant Superintendent Seattle, Wash.
H. A. Achenbach, Assistant Superintendent Spokane, Wash.
R. V. Johnson, Trainmaster The Dalles, Ore.
D. E. Gardner, Trainmaster Walla Walla, Wash.
J. D. Killian, Master Mechanic Portland, Ore.
L. W. Shirley, Terminal Master Mechanic Portland, Ore.
R. L. Norris, Road Foreman of Engines La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines Portland, Ore.
J. C. Hayden, Road Foreman of Engines Portland, Ore.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
E. F. Kidder, Division Engineer Portland, Ore.
H. L. Mathewson, General Roadmaster Portland, Ore.

First and Second Subdivision and Branches

B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivision and Branches

L. L. Rudd, Chief Train Dispatcher Albina, Ore.
M. A. Stearns, Assistant Chief Train Dispatcher Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher Albina, Ore.

Sixth Subdivision and Branches

P. H. Walsh, Chief Train Dispatcher Spokane, Wash.
J. S. Ellison, Assistant Chief Train Dispatcher Spokane, Wash.
J. A. Walsh, Assistant Chief Train Dispatcher Spokane, Wash.
C. E. Wizemann, Assistant Chief Train Dispatcher Spokane, Wash.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Territory	Name	Title	Location	Territory
D. L. Gamette	Medical Director	Los Angeles.	System.	John B. Gregory	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
Ralph M. Dodson	District Surgeon	Portland, Ore.	Portland District.	James J. D. Haun	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
E. E. Ahlquist	District Surgeon	Spokane, Wash.	Spokane District.	David H. Stoddard	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland.	Lee B. Bouvy	Oculist and Aurist.	La Grande, Ore.	Umatilla to Huntington.
William N. Murray	Surgeon	Portland, Ore.	Portland.	Robert L. Stuart	Oculist and Aurist.	La Grande, Ore.	Umatilla to La Grande.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland.	Warren F. Bolton	Surgeon	Elgin, Ore.	La Grande to Wallawa.
David G. Duncan	Surgeon	Portland, Ore.	Portland.	Stewart Merrill	Surgeon	Wallowa, Ore.	Wallowa and vicinity.
Warren W. Halo	Surgeon	Portland, Ore.	Portland.	Lyle C. Ham	Surgeon	Enterprise, Ore.	Enterprise and vicinity.
Edward C. Parkinson	Surgeon	Portland, Ore.	Portland.	B. R. Sharff	Surgeon	Enterprise, Ore.	Enterprise and vicinity.
George D. McGeary	Surgeon	Portland, Ore.	Parkrose.	T. J. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.
Paul A. Wagner	Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.	J. R. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.
Paul E. Shingler	Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.	Glenn G. Gordon	Oculist and Aurist.	Baker, Ore.	Tolocaset to Huntington.
H. M. Bouvy	Oculist and Aurist.	Portland, Ore.	Portland.	H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Alfred J. Kroat	Oculist and Aurist.	Portland, Ore.	Portland.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.	M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa to Spokane.
L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.	Carroll Smith	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
Stephen J. Wood	Surgeon	Seattle, Wash.	Tacoma to Seattle.	Robert L. Pohl	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
John M. Schiach	Oculist	Seattle, Wash.	Tacoma to Seattle.	Charles G. Smiok	Surgeon	Sprague, Wash.	Croskoy to Marengo.
J. L. Ash	Aurist	Seattle, Wash.	Tacoma to Seattle.	Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
Rose D. Wright	Surgeon	Tacoma, Wash.	Tenino to Auburn.	C. B. Clier	Surgeon	Tekoa, Wash.	Colfax to Spokane.
L. A. Hopkins	Surgeon	Tacoma, Wash.	Tenino to Auburn.	G. Mc Caffery	Surgeon	Kellogg, Ida.	Tekoa to Wallace.
Paul B. Smith	Oculist and Aurist.	Tacoma, Wash.	Tenino to Auburn.	Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Wallace.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	G. M. Whitesel	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.
George F. Parke	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	R. W. Cordwell	Surgeon	Wallace, Ida.	Tekoa to Kellogg.
A. E. Anderson	Surgeon	Abordeen, Wash.	South Elma to Hoquiam.	H. C. Mowery	Surgeon	Wallace, Ida.	Tekoa to Burko.
John C. Korvell	Surgeon	Hoquiam, Wash.	Hoquiam to Centralia.	Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
H. M. Wiswall	Surgeon	Vancouver, Wash.	Alma to Kalama.	James L. Gilloiland	Surgeon	Pullman, Wash.	Moscow to Colfax.
Stanley E. Wella	Surgeon	Hood River, Ore.	Portland to Hood River.	C. O. Armstrong	Surgeon	Moscow, Ida.	Colfax to Moscow.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
Griffith, Smith	Surgeons	The Dalles, Ore.	Hood River to Umatilla.	H. F. Craig	Surgeon	La Crosse, Wash.	Riparia to Endicott, and La Crosse to Connell.
Vogt, Mills, Boala, Morris, Stevenson, Bowen	Surgeons	Bend, Ore.	Oregon Trunk Jet to Bend.	J. E. Carsow	Surgeon	Lewiston, Ida.	Riparia to Lewiston.
J. C. Vaedervort	Surgeon	Arlington, Ore.	The Dalles to Umatilla, Arlington to Condon.	J. W. Sherrey	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
J. V. Wilhelm	Surgeon	Arlington, Ore.	Arlington to Condon.	W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jet to Heppner.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.	W. F. Holmes	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
J. P. Brennan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	G. A. Falkner	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
E. S. Morgan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	R. W. Stevens	Oculist and Aurist.	Walla Walla, Wash.	Pendleton to Riparia.
G. W. McCowan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	C. D. Hogenson	Oculist and Aurist.	Walla Walla, Wash.	Walla Walla to Yakima.
E. I. Silk	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Umatilla.
				Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 6 April 30, 1950	FIRST CLASS						
19 Pagr.	61 Pagr.	11 Pagr.	105 Streamliner Passenger	457 Pagr.	17 Pagr.	25 Mail and Express			12 Pagr.	458 Pagr.	106 Streamliner Passenger	20 Pagr.	18 Pagr.	26 Mail and Express	62 Pagr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS						
		6.15	3.00		3-55		0.0	GRANGER	A 9.30		A 12.42		A 10.30		
		11.20	6.50		10-10	1-20	213.9	POCATELLO	4.25		8-55		5.25	A 9.15	
		2.35	9.20		1.40	4-55	373.8	GLENN'S FERRY	12.30		6-10		1.55	5.00	
		4.20	10.35		3.25	7-05	448.4	BOISE	10.13		5-00		12.15	2.50	
		7-00	12-30		6.10	10-15	550.1	M.T. HUNTINGTON P.T.	7.45		3-05		9-45	11-40	
		6-10	11.30		5.20	9-25	649.7	LA GRANDE	4.10		11.45		6-00	7-05	
		8-50	1-45		8.10	12.20	723.9	PENDLETON	1.35		9.38		3-25	4-25	
		11-20	4-05		11.30	3.15	727.5	RIETH	1.15		9.23		2-40	3-45	
		11-30	4-15		11.40	3.25	948.3	SPOKANE					A 7-00	Moscow A 8-50	
9.30	Moscow 7.15						844.4	AYER					4-23	5-15	
11.48	11.20						791.1	WALLULA					3-05	3-15	
1-20	1-10						764.0	UMATILLA					2-05	12-55	
2-20	1-55						855.4	THE DALLES	10-35		7.17	11.35	12-05	12-30	
4-35		1.50	6-20		3-40	6.25	939.5	PORTLAND	8-30	A 9.15	5.30	9.30	10.00	10.10	11.40 Pendleton
A 7-00	A 3-00 Pendleton	A 4.00	A 8-15	9-00	A 6-15	A 9.00	1030.6	CENTRALIA			6.58				
							1084.6	TACOMA			5.40				
							1122.7	SEATTLE			4.30				
									Daily	Daily	Daily	Daily	Daily	Daily	Daily
(9.30) 38.9	(7.45) 29.3	(22.45) 41.8	(18.15) 51.5	(5.15) 34.9	(27.20) 34.4	(20.40) 35.1Thru Time.....		(24.00) 39.1	(4.45) 38.6	(18.12) 51.6	(9.30) 38.9	(23.30) 40.0	(22.05) 32.9	(9.10) 24.8
Average speed per hour															

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 6 April 30, 1950	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger	32 Passenger			34 Passenger	30 Passenger	
Daily	Daily	Daily						
10.10	4-10	12-20	0.0	McCAMMON	A 4-50	A 6.15	A 3-35	
A 10.45	5-15	1-35	22.7	POCATELLO	4.20	5.40	3-05	
	6-08	2-20	46.9	BLACKFOOT		4.00	1-52	
	7-20	3-10	73.3	IDAHO FALLS		3.15	1-05	
	9-00		124.3	ASHTON		1.15		
	A 10-40		169.9	VICTOR		11.30		
			180.4	WEST YELLOWSTONE				
		A 9-30	285.8	BUTTE			7.00	
					Daily	Daily	Daily	
(0.35) 38.9	(6.30) 28.1	(9.10) 31.2	.....Thru Time.....		(0.30) 45.4	(6.45) 26.2	(8.35) 33.3
Average speed per hour								

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

MILEAGE

Main Line..... 802.73
Branches..... 1163.13
Grand Total..... 1965.86

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 6 April 30, 1950	Mile Post	FIRST CLASS			
	105 Streamliner Passenger	17 Passenger	25 Mail and Express	11 Passenger			18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger
	Daily	Daily	Daily	Daily			Passenger	Mail and Express	Passenger	Streamliner Passenger
BKOPT WXYZ	11.30PM	5.20PM	9.25AM	6.10AM	DN-R HUNTINGTON HU	389.4	A 8.35AM	A 10.25AM	A 6.35PM	A 2.05AM
100 P	11.39	5.30	9.35	6.19	D LIME BY	384.5	8.22	10.03	6.25	1.53
100 PW	11.47	5.40	9.48 ²⁶	6.28	WEATHERBY	377.5	8.13	9.48 ²⁶	6.13	1.42
150 PXY	11.58PM	6.00 ¹²	10.02	6.41	DURKEE	368.9	8.00	9.35	6.00 ¹⁷	1.30
100 P	12.07AM	6.13	10.14	6.51	OXMEN	361.7	7.50	9.25	5.51	1.20
170 PW	12.18	6.29	10.29	7.05	PLEASANT VALLEY	355.4	7.35	9.11	5.37	1.08
WB 01 PXY EB 109	12.23	6.34	10.35	7.10	ENCINA	351.9	7.28	9.05	5.32	1.04
107 P	12.29	6.42	10.43	7.18 ¹⁸	QUARTZ	347.3	7.18 ¹¹	8.57	5.24	12.56
WB 109 BKOPW EB 111 XYZ	12.36	6.50	10.55	7.30	DN BAKER BC	342.0	7.12	8.50	5.18	12.50
106 P	12.42 ¹⁰⁶	6.55	11.01	7.35	WING	337.6	7.02	8.33	5.10	12.42 ¹⁰⁵
106 P	12.48	7.01	11.08	7.41	D HAINES KB	331.7	6.56	8.27	5.04	12.37
106 PW	12.56	7.10	11.18	7.50	D NORTH POWDER HD	322.1	6.47	8.15	4.55	12.28
107 P	1.06	7.22	11.31	8.00 ²⁶	SAGO	315.5	6.34	8.00 ¹¹	4.43	12.19
147 PVWXY	1.09	7.26	11.35	8.03	TELOCASET	312.6	6.31	7.50	4.40	12.15
105 P	1.14	7.32	11.41	8.09	CROOKS	308.9	6.25	7.43	4.34	12.09AM
105 PVY	1.26	7.46	11.54AM	8.22	D UNION JCT. UN	302.2	6.12	7.30	4.22	11.57PM
105 P	1.33	7.53	12.01PM	8.29	LONETREE	294.9	6.05	7.12	4.15	11.51
BJKOPTW XYZ	A 1.40AM	A 8.00PM	A 12.10PM	A 8.40AM	DN-R LA GRANDE RA	289.8	6.00AM	7.05AM	4.10PM	11.45PM
	(2.10) 46.0	(2.40) 37.4	(2.45) 36.2	(2.30) 39.8	..... Thru Time.....		(2.35) 38.6	(3.20) 29.9	(2.25) 41.2	(2.20) 43.7

CENTRALIZED TRAFFIC CONTROL

WESTWARD JOSEPH BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 6 April 30, 1950	Mile Post	SECOND CLASS	
	305 Mixed				304 Mixed	
	Daily Except Sunday	STATIONS				
28 WXY	12.45PM	D-R JOSEPH J	83.8	A 11.15AM		
22 X	1.30	D ENTERPRISE RS	78.0	11.00		
30	1.53	LOSTINE	67.8	10.07		
27 WXY	2.10	D WALLOWA WO	60.0	9.50		
40 W {M.P. 32.8}	3.15	LOOKING GLASS	33.8	8.37		
32	3.37	GULJING	25.1	8.15		
35 WXY	3.50	D ELGIN GN	20.9	8.05		
18	4.15	D IMBLER BR	12.3	7.32		
20	4.25	ALICEL	8.4	7.22		
BJKOPTW XYZ	A 5.00PM	DN-R LA GRANDE RA	0.0	7.00AM		
	(4.15) 19.7	..... Thru Time.....		(4.15) 19.7	

WESTWARD PILOT ROCK BRANCH EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	Time-Table No. 6 April 30, 1950			
	Mile Post		Mile Post	
	STATIONS			
RI KOP TWX	DN-R	RIETH RI	0.0	
22		SPARKS	6.7	
18 WX	D	PILOT ROCK RO	14.9	
		(14.0)		

On Joseph and Pilot Rock Branches, eastward trains are superior to trains of the same class in the opposite direction.— See Rule S-72.

No. 106 will reduce speed to 10 MPH at Baker to permit exchange of mail.

Nos. 17 and 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.

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

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS					Time-Table No. 6 April 30, 1950	Mile Post	FIRST CLASS				
	62	17	25	11	105			18	61	26	12	106
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily							
	STATIONS											
BJKOPT WXYZ		8.10 ^{PM}	12.20 ^{PM}	8.50 ^{AM}	1.45 ^{AM}	DN-R LA GRANDE RA ^Q 7.7	289.8	A 5.50 ^{AM}		A 6.55 ^{AM}	A 4.00 ^{PM}	A 11.40 ^{PM}
WB 71 PWXY EB 72		8.27	12.38	9.07	2.00	HILGARD 6.5	282.1	5.32		6.33	3.42	11.24
139 P		8.44	12.54	9.23	2.14	MOTANIC 3.5	275.6	5.15		6.16	3.26	11.11
P		8.53	1.03	9.32	2.21	NORDEEN 1.0	272.1	5.06		6.07	3.17	11.03
141 PWXY		8.56	1.06	9.35	2.23	KAMELA 2.8	271.1	5.03		6.04	3.14	11.01
P		9.03	1.13	9.42	2.29	ROSS 2.3	268.3	4.56		5.57	3.07	10.56
WB 105 PWX EB 102		9.10	1.20	9.49	2.35	MEACHAM 7.3	265.5	4.49		5.50	3.00	10.50
136 P		9.30	1.40	10.08	2.51	HURON 3.6	267.7	4.29		5.29	2.40	10.34
120 PW		9.38	1.48	10.15	2.58	CAMP 5.6	264.1	4.21		5.21	2.32	10.28
WB 68 PWXY EB 69		9.47	1.57	10.23	3.06	DUNCAN 9.0	248.5	4.12		5.12	2.23	10.20
102 P		10.09 ¹⁰⁰	2.10 ¹²	10.35	3.17	BONIFER 2.6	239.5	3.59		4.59	2.10 ²⁵	10.09 ¹⁷
106 PWXY		10.16	2.18	10.40	3.22	GIBBON 7.3	236.9	3.54		4.54	2.04	10.05
117 P		10.27	2.30	10.49	3.31	HOMLY 4.9	229.6	3.45		4.44	1.54	9.56
116 P		10.36	2.39	10.55	3.38 ¹⁸	MINTHORN 5.8	224.7	3.38 ¹⁰⁵		4.37	1.47	9.49
115 P		10.45	2.49	11.02	3.48	MUNRA 3.3	218.9	3.30		4.30	1.40	9.42
69 BJKPV WXYZ	11.40 ^{PM}	10.55	3.05	11.10	4.00 ²⁰	DN PENDLETON FD 3.6	215.6	3.25	A 3.00 ^{AM}	4.25 ¹⁰⁶	1.35	9.38
BJKOP TWX	A 11.50 ^{PM}	A 11.40 ^{PM}	A 3.25 ^{PM}	A 11.30 ^{AM}	A 4.15 ^{AM}	DN-R RIETH RI (77.8)	212.0	2.40 ^{AM}	2.50 ^{AM}	3.45 ^{AM}	1.15 ^{PM}	9.23 ^{PM}
								Daily	Daily	Daily	Daily	Daily
	(0.10) 21.8	(3.30) 22.2	(3.05) 25.2	(2.40) 29.1	(2.30) 31.1	..... Thru Time.....		(3.10) 24.6	(0.10) 21.6	(3.10) 24.6	(2.45) 28.3	(2.17) 34.1
						..... Average speed per hour.....						

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

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

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

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

WESTWARD

THIRD SUBDIVISION

Time-Table No. 6
April 30, 1950

Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	SECOND CLASS			FIRST CLASS						STATIONS
	257	151	299	62	17	25	11	105	19	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	
										DN-R RIETH RI
										3.7 BARNHART
										4.8 CAMPBELL
										4.6 NOLIN
										0.3 ECHO HI
										4.2 STANFIELD ND
										4.3 HINKLE UK
										3.5 WESTLAND
										2.0 ORDNANCE RN
										1.0 MUNLEY
										5.8 CLARKE
										4.8 MESSNER FC
										3.0 PETERS
										3.9 CASTLE
										6.2 BOULDER
										3.9 HEPPNER JCT. WI
										1.2 WILLOWS
										4.6 SILICA
										3.0 ARLINGTON MX
										4.6 GILMORE
										4.7 BLALOCK
										6.1 QUINTON QN
										4.6 HOOK
										3.6 GOFF
										3.3 DAY
										2.3 RUFUS
										2.8 GRANT
										2.7 BIGGS BX
										3.4 MILLER
										3.7 CELILO
										1.6 OREGON TRUNK JCT. VO
										3.3 DUNE
										6.1 THE DALLES DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(5.00)	(2.20)	(0.55)	(0.40)	(3.50)	(2.50)	(2.35)	(2.05)	(1.45)
25.2	34.0	30.4	41.9	32.9	44.5	56.1	60.5	45.4

.....Tbru Time.....
.....Average speed per hour.....

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62, 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.

No. 17 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.

No. 11 will stop at Ordnance on Sunday for passengers.

No. 17 will stop at Ordnance on Saturday and Sunday for passengers.

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

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 6

April 30, 1960

			Mile Post	FIRST CLASS						SECOND CLASS			
				18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight
STATIONS													
DN-R	RIETH	RI	212.0	A 2.40AM	A 2.50AM	A 3.45AM	A 1.15PM	A 9.23PM					
	3.7 BARNHART		208.3	2.31	2.40	3.31	1.05	9.16			A 7.45AM	A 2.00PM	A 9.45PM ²⁵⁷
	4.8 CAMPBELL		203.6	2.25	2.34	3.26	12.59	9.11			7.15	1.25	9.20
	4.6 NOLIN		198.9	2.19	2.29	3.20	12.54	9.06 ²⁶⁴			7.05	1.10	9.06 ¹⁰⁶
DN	0.3 ECHO	HI	192.6	2.12	2.21	s 3.11	12.46	8.59			6.50	12.53	8.23
	4.2 STANFIELD	ND	188.4	2.07	2.16	a 3.01	12.41	8.54			6.42	12.45	8.16
DN	4.3 HINKLE	UK	184.1	2.02	2.11AM	2.53	12.36	8.50			6.35	12.37PM	8.10
	3.5 WESTLAND		180.6	1.58		2.48	12.31	8.47			6.27		8.04
	2.9 ORDNANCE	RN	177.7	1.55		s 2.44	s 12.27	8.44			6.22		7.59
	1.9 MUNLEY		176.8	1.53		2.40	12.22	8.42			6.18		7.55
	5.8 CLARKE		170.0	1.46		2.32	12.14 ¹¹	8.37			6.10		7.37
DN	4.8 MESSNER	FC	166.2	1.40		2.25	12.05	8.33	A 1.16AM	A 3.20AM	6.01		7.26
	3.0 PETERS		162.2	1.36		2.18	12.01PM	8.30	1.12	3.15	5.56		7.22
	3.9 CASTLE		158.3	1.32		2.13	11.57AM	8.27	1.08	3.10	5.50		7.16
	6.2 BOULDER		152.1	1.25		2.05	11.50	8.21	1.01 ¹⁷	3.00 ¹⁰	5.40		7.06
N	3.9 HEPPNER JCT.	WI	148.2	1.21		2.00	11.46	8.17	12.57	2.38	5.33		7.00
	1.2 WILLOWS		147.0	1.19 ¹⁷		1.58	11.44	8.16	12.55	2.36	5.30		6.57
	4.6 SILICA		142.4	1.14		1.52	11.39	8.12	12.50	2.30	5.19 ¹⁰⁵		6.50
DN	3.9 ARLINGTON	MX	138.6	a 1.09		s 1.45 ¹⁷	11.34	8.08	12.45	2.20	4.45		6.40
	4.5 GILMORE		134.0	12.58		1.29	11.27	8.04	12.32 ²⁵⁷	2.05 ¹⁷	4.33		6.30
	4.7 BLALOCK		129.8	12.53 ²⁶⁷		1.24	11.22	8.00	12.27	1.45	4.26		6.23
N	6.1 QUINTON	QN	123.2	12.46		1.17 ²⁵⁷	11.16	7.55	12.21	1.36	4.17		6.14
	4.6 HOOK		118.6	12.41		1.12	11.11	7.51	12.16	1.29 ²⁵⁷	4.10		6.08
	3.6 GOFF		116.0	12.37		1.08	11.07	7.48	12.12	1.24	4.05		6.03
	3.3 DAY		111.7	12.34		1.04	11.04	7.45	12.08	1.19	3.53 ¹⁰		5.58
	2.3 RUFUS		109.4	12.32		1.01	11.01	7.43	12.05	1.14	3.38		5.54
	2.8 GRANT		106.6	12.29		12.58	10.58	7.40	12.02AM	1.10	3.34		5.50
	2.7 BIGGS	BX	103.9	12.26		12.55	10.55	7.37	11.59PM	1.06	3.30		5.46 ²⁵
	3.4 MILLER		100.6	12.23		12.51	10.51	7.34	11.55	1.01	3.23		5.30
	3.7 CELILO		96.8	12.19		12.46	10.47	7.30	11.51	12.56	3.16		5.24
D	1.6 OREGON TRUNK JCT.	VO	96.2	12.17		12.44	10.45	7.28	11.49	12.53	3.12		5.20
	3.3 DUNE		91.9	12.14		12.39	10.42	7.25	11.45	12.48	3.05		5.15
DN-R	0.1 THE DALLES	DK-WH	86.8	12.05AM		12.30AM	10.35AM	7.17PM	11.35PM	12.35AM	2.45AM		5.00PM
	(126.2)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

.....Thru Time.....	(2.35)	(0.39)	(3.15)	(2.40)	(2.00)	(1.41)	(2.45)	(5.00)	(1.23)	(4.45)
.....Average speed per hour.....	48.0	42.0	38.8	47.3	60.1	47.2	28.0	25.2	20.1	20.5

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62, 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.

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

No. 18 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.

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

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

WESTWARD

FOURTH SUBDIVISION

Time-Table No. 6

April 30, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS						STATIONS		
	151	257	458	25	11	105	19	17			
	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily			
BKOPT WXZ	4:00PM	4:00AM		6:25PM	1:50PM	6:20AM	4:35AM	3:40AM	DN-R THE DALLES DK-WH		
P	4:15	4:15		6:30	1:56	6:26	4:42	3:47	4.1 CRATES		
110 P	4:25	4:25		6:36	2:02	6:32	4:48	3:53	5.2 ROWENA		
63 P	4:32	4:32		6:41	2:07	6:36	4:53	3:58	4.1 CHATFIELD		
63 P	4:41	4:41		6:56 ¹⁰⁶	2:13	6:41	5:00	4:06	3.3 MOSIER		
WB 72 EB 107 KPVWX	4:52	4:52		7:08	2:25	6:51	5:15	4:20	6.3 DN HOOD RIVER KI		
80 P	5:00	5:00		7:13	2:31	6:56	5:23	4:28	4.1 MENO		
98 P	5:12	5:15		7:22	2:40 ²⁶⁴	7:03	5:32	4:37	5.7 LINDSEY		
104 PW	5:20	5:37 ¹⁹		7:26	2:45	7:07	5:37 ²⁵⁷	4:42	2.8 WYETH WE		
102 P	5:27	5:48		7:31	2:49	7:11	5:42	4:47	3.2 FARLEY		
97 P	5:34	5:55		7:37	2:54	7:16	5:47	4:53	4.9 CASCADE LOCKS		
110 PW	5:41	6:02		7:43	2:59	7:21	5:52	5:00	4.3 DN BONNEVILLE MU		
99 P	6:12 ¹⁰⁶	6:09		7:49	3:05	7:27	5:58	5:07	4.8 DODSON		
60 P	6:20	6:13		7:53	3:08	7:30	6:02	5:12	2.8 ONEONTA		
100 PZ	6:27	6:20		8:01	3:14	7:35	6:07	5:19	4.5 D BRIDAL VEIL JU		
98 P	6:34	6:27		8:07	3:19	7:39	6:12	5:24	3.9 ROOSTER ROCK		
50 P	6:42	6:35		8:12	3:23	7:43	6:17	5:30	3.6 TAYLOR		
157 LJPW	6:48PM	6:45AM		8:18	3:30	7:47	6:23	5:36	3.5 DN TROUTDALE SN		
51 P				8:23	3:32	7:50	6:26	5:40	1.7 FAIRVIEW FA		
63 P				8:30	3:39	7:57	6:33	5:47	6.0 CLARNIE		
28 PX				8:35	3:44	8:01	6:38	5:52	3.5 GRAHAM		
17 PX				8:40	3:48	8:04	6:42	5:56	2.5 BRUUN		
LJPVXY				9:09PM	8:44	3:52	8:07	6:45	1.4 EAST PORTLAND 0.6		
BIKPV				9:15PM	9:00PM	4:00PM	8:15AM	7:00AM	DN-R PORTLAND P-VC (85.8)		

(2.48) 25.1 (2.45) 25.6 (0.06) 6.0 (2.35) 33.2 (2.10) 30.6 (1.55) 44.8 (2.25) 35.6 (2.35) 33.2 Thru Time Average speed per hour

WESTWARD

UMATILLA LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 6		FIRST CLASS		SECOND CLASS	
	151	299	19	62	April 30, 1950		20	61	198	258
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	STATIONS		Passenger	Passenger	Time Freight Daily	Time Freight Daily
JP		6:25AM		12:30AM	DN HINKLE UK		184.1	A 2:11AM		A 12:37PM
95 P		6:40		12:38	D HERMISTON MN		189.6	f 2:04		12:25
BJKOPTWXY	12:01PM	7:00AM	2:20AM	12:50AM	DN-R UMATILLA CS		183.4	A 1:45AM	1:55AM	A 4:00AM 12:01PM
63 P	12:10		2:27		BAILEY		178.8	1:34		3:45
63 P	12:17		2:31		IRRIGON		176.6	1:29		3:38
63 P	12:25		2:37		JUDSON		172.0	1:23		3:30
99 JPY	12:40PM		2:45AM		DN MESSNER FC		166.2	1:16AM		3:20AM

(0.39) 28.0 (0.35) 16.8 (0.25) 43.7 (0.20) 20.4 Thru Time Average speed per hour (0.29) 37.7 (0.16) 36.8 (0.40) 27.3 (0.36) 16.3

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

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. Between Hinkle and Messner, extra trains will run via Munley 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. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 6

April 30, 1950

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS		
		12 Passenger	457 Passenger	106 Streamliner Passenger	20 Passenger	18 Passenger	26 Mail and Express	264 Time Freight	262 Time Freight
DN-R THE DALLES DK-WH 4.1 CRATES 5.2 ROWENA 4.1 CHATFIELD 3.3 MOSIER 6.3	86.8	A10:30AM		A 7:17PM	A11:30PM	A11:59PM	A12:20AM	A 4:00PM	A 1:45AM
DN HOOD RIVER KI 4.1 MENO 5.7 LINDSEY 2.8 WYETH WE 3.2 FARLEY 4.0 CASCADE LOCKS 4.3 BONNEVILLE MU 4.8	81.7 78.5 72.4 69.1 62.8 68.7 63.0 60.2 47.0 43.0 38.7	10:21 10:15 10:10 10:04 9:57 9:49 9:41 9:37 9:32 9:27 9:21		7:10 7:05 7:01 6:56 ²⁵ 6:48 6:40 6:33 6:30 6:26 6:22 6:17	A11:30PM A11:28 A11:22 A11:18 A11:10 A11:06 A11:01 A11:00 A10:56 A10:51	A11:59PM A11:55PM A11:47 A11:42 A11:37 A11:27 A11:22 A11:17 A11:12 A11:06	A12:20AM A12:15 A12:05AM A11:52PM A11:45 A11:37	A 4:00PM A 3:47 A 3:39 A 3:32 A 3:25 A 3:10 A 2:55 A 2:40 ¹¹ A 2:15 A 2:05 A 1:57 A 1:50	A 1:45AM A 1:25 A 1:15 A 1:05 A 12:55 A 12:40 A 12:30 A 12:15 A 12:05AM A 11:52PM A 11:45 A 11:37
DN DODSON 2.8 ONEONTA 4.5 BRIDAL VEIL JU 3.9 ROOSTER ROCK 3.6 TAYLOR 3.5 TROUTDALE SN 1.7 FAIRVIEW FA 6.0 CLARNIE 3.5 GRAHAM 2.5 BRUUN 1.4 EAST PORTLAND 0.5	33.9 31.1 28.6 22.7 19.1 15.8 13.9 7.9 4.4 1.9 0.0	9:15 9:12 9:07 9:03 8:59 8:55 8:51 8:44 8:41 8:36 8:33		6:12 ¹⁵¹ 6:09 6:04 6:00 5:56 5:53 5:51 5:46 5:41 5:36 5:33	10:16 10:13 10:07 10:03 9:59 9:55 9:53 9:46 9:42 9:36 9:33	10:45 10:42 10:36 10:32 10:28 10:24 10:22 10:15 10:11 10:06 10:03	10:59 10:56 10:50 10:46 10:42 10:38 10:34 10:28 10:24 10:19 10:15	Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily	Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily

BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL

BLOCK SIGNALS

..... Thru Time.....	(2.00)	(0.04)	(1.47)	(2.00)	(1.59)	(2.19)	(3.05)	(2.55)
..... Average speed per hour.....	42.0	7.6	48.1	42.9	43.8	39.6	22.7	24.1

WESTWARD

KENTON LINE

EASTWARD

Car Capacity of Bldg., etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Mile Post	FIRST CLASS		SECOND CLASS	
	151 Time Freight	257 Time Freight	458 Passenger	458 Passenger		457 Passenger	264 Time Freight	262 Time Freight	264 Time Freight	262 Time Freight
157 IJPW	6:48PM	6:45AM			22.0			A12:55PM	A10:40PM
61 P	6:58	6:55			17.0			12:40	10:25
100 P	7:08	7:05			12.4			12:30	10:15
73 BKPX	7:20	7:30			8.1			12:20	10:05
IJVX			8:52PM		6.8	A 9:21AM			
IJPXY			8:56		5.6	9:17			
IJPX	7:40	7:50	9:00		4.2	9:13		12:01PM	9:45
BKOPT WXZ	A 8:00PM	A 8:30AM	9:05		1.6	9:08		11:45AM	9:30PM
IJPVXY			A 9:09PM		0.5	9:04AM		Daily	Daily

(1.12)	(1.45)	(0.17)	(0.17)	(0.17)	(0.17)	(1.10)	(1.10)	(1.10)
11.7	8.0	22.2	22.2	22.2	22.2	12.0	12.0	12.0

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, 25 and 26, and not less than fifteen minutes by second-class, extra trains and yard engines.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.
 No. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

Time-Table No. 6

April 30, 1950

Car Capacity of Seating, etc. See Rule 6(A), Page 31.				87 CMSt.P&P Passenger	85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger	81 CMSt.P&P Passenger	STATIONS
				Daily	Daily	Daily	Daily	Daily	
	IJPVX						9.00 AM			BLOCK SIGNALS { PORTLAND 5.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER
						9.21			
						A 9.26 AM			

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

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

									BLOCK SIGNALS { N. P. CROSSING 1.2 N. P. CROSSING 0.1 N. P. CROSSING 0.3 DN RESERVATION RN 0.7 DN TACOMA JCT. JN
U						1.12 PM			
JP						A 1.14 PM			

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

67 IPVX						1.55 PM			BLOCK SIGNALS { DN-R BLACK RIVER BI 0.0 C. M. St. P. & P. & P. C. CROSSING DN-R ARGO G 3.1 DN-R SEATTLE OW DOUBLE TRACK		
BIJKOP						9.39 PM	2.17 PM	2.05		10.13 AM	7.05 AM
TVWXYZ						A 10.00 PM	A 2.30 PM	A 2.15 PM		A 10.30 AM	A 7.30 AM
BKPxZ											

(183.2)

(0.21)	(0.13)	(5.15)	(0.17)	(0.25)	..... Thru Time
8.9	14.3	34.9	10.7	7.4	..... Average speed per hour

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

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

WESTWARD

EASTWARD

		691	681			692	690		
		5.15 PM	6.00 AM	ALBINA		11.00 AM	A 5.45 AM		
		A 4.30 AM	A 6.00 PM	ARGO		2.00 AM	6.00 PM		

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 6 April 30, 1950		Mile Post	FIRST CLASS								
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger				
STATIONS											
BLOCK SIGNALS {	PORTLAND	0.0					A 9.15 PM				
	DN NORTH PORTLAND JCT. KD	6.8					8.52				
	VANCOUVER	8.7					8.47 PM				

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

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

	N. P. CROSSING	145.2									
	N. P. CROSSING	146.4									
	N. P. CROSSING	146.6									
BLOCK SIGNALS {	DN RESERVATION RN	146.8					A 5.25 PM				
	DN TACOMA JCT. JN	147.6					5.23 PM				

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

BLOCK SIGNALS {	DN-R BLACK RIVER BI	173.8						A 4.45 PM			
	C. M. St. P. & P. & P. C. CROSSING	173.8									
	DN-R ARGO G	180.1	A 7.59 AM	A 10.53 AM	A 2.53 PM	4.37	A 10.40 PM				
	DN-R SEATTLE OW	183.2	7.50 AM	10.45 AM	2.45 PM	4.30 PM	10.30 PM				
	(183.2)		Daily	Daily	Daily	Daily	Daily	Daily			

..... Thru Time.....	(0.09)	(0.08)	(0.08)	(4.45)	(0.10)
..... Average speed per hour.....	20.7	23.3	23.3	38.6	18.6

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

WESTWARD

SIXTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 6

April 30, 1960

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

391
Freight
Sunday
Wednesday
Thursday
Saturday

363
Freight
Daily

151
Time
Freight
Daily

99
CMS & P & P
Passenger
Daily

19
Passenger
Daily

61
Passenger
Daily

97
CMS & P & P
Streamliner
Passenger
Daily

63
Passenger
Daily

STATIONS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	391 Freight Sunday Wednesday Thursday Saturday	363 Freight Daily	151 Time Freight Daily	99 CMS & P & P Passenger Daily	19 Passenger Daily	61 Passenger Daily	97 CMS & P & P Streamliner Passenger Daily	63 Passenger Daily
BKPVX				9.40 PM	9.30 PM		1.55 AM	
BKOPTWXZ			12.45 AM	9.49 ⁹⁸	9.34		2.01	
48 P			12.55	9.55	9.39 ⁹⁸		2.08	
53 P			1.05	10.02	9.45		2.15	
50 PW			1.20	10.15	9.56		2.27	
61 P			1.28	10.22	10.03		2.36	
52 P			1.36	10.28	10.08		2.42	
53 PW			1.46	10.37	10.16		2.51	
52 P			1.52	10.42	10.20		2.56	
62 P			2.02	10.50	10.27		3.03	
44 P			2.10	10.56	10.33		3.09	
52 P			2.17	11.01	10.38		3.14	
75 JOPV WXY			3.00	11.10 PM	10.46		3.25 AM	
52 P			3.10		10.52			
63 P			3.17		10.57			
51 P			3.24		11.02			
38 JPWY	3.00 PM		3.40		11.13			
53 P	3.15		3.50		11.20			
51 P	3.30		4.05		11.29			
73 P	3.45		4.33 ²⁰		11.38			
BKOPWXY	A 4.00 PM		4.50 6.00		11.48	11.20 PM		
90 P			6.15		11.57 PM	11.28		
06 P			6.30		12.04 AM	11.36		
46 P			6.40		12.11	11.43		
06 P			6.46		12.15	11.46		
06 PW			7.05		12.26	11.57 PM		
05 P			7.20		12.35	12.06 AM		
94 P			7.30		12.41	12.13		
28 JPX		2.20 AM	7.45		12.48	12.22		12.01 AM
M								
M								
BKOP VWXY		A 2.30 AM	9.00		12.56 1.20	12.30 1.10		A 12.10 AM
08 P			9.40 ^{29,8}		1.32	1.22		
96 P			9.50		1.39 ⁰²	1.29 ⁶²		
95 P			10.05		1.50	1.38		
BKOP TWXY			A 10.30 AM		A 2.05 AM ²⁰	A 1.50 AM		

DN-R	STATIONS	LN AU	CO CY	CK	RA	HR	MS	JN	CS UY
	WEST SPOKANE	1.7							
	COWLES	3.6							
	MARSHALL	4.7							
N	CHUNEY	5.2							
	GEIR	5.2							
	MASON	5.0							
		7.4							
N	CROSKY	4.0							
	WELLS	4.0							
	PAIM LAKE	6.6							
	ASHBY	5.2							
	EMDEN	4.2							
		6.7							
DN-R	MARENGO								
	THAVIS	4.8							
	MACK	4.4							
	ANIKENY	4.2							
		7.9							
N-R	HOOPER JCT.								
	PAUK	5.6							
	JOSO	6.2							
		5.8							
	CHGW	3.9							
DN-R	AYER								
	RUXBY	6.2							
	SCOTT	7.7							
	WALKER PIT	6.1							
	SIMMONS	2.3							
		7.6							
N	PAGE	7.5							
	ASH	6.0							
	HUMORIST	6.8							
	ATTALIA	6.1							
	N. P. CROSSING	0.8							
	N. P. CROSSING	1.9							
DN-R	WALLULA								
	JUNIPER	7.8							
	SAND	5.3							
	RIVERVIEW	6.8							
		7.6							
DN-R	UMATILLA								
		(184.5)							

BLOCK SIGNALS

BLOCK SIGNALS

(1.00)	(0.10)	(9.45)	(1.30)	(4.35)	(2.30)	(1.30)	(0.00)
21.5	15.6	18.9	40.7	40.0	32.0	40.7	17.3

..... Thru Time

..... Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

Nos. 63 and 363 arriving at Attalia on Yakima Branch will run as Nos. 63 and 363 on Sixth Subdivision Attalia to Wallula.

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

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

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 6

April 30, 1960

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS		
		62 Passenger	20 Passenger	64 Passenger	96 CMStP&P Passenger	98 CMStP&P Streamliner Passenger	392 Freight	298 Freight	364 Freight
DN-R SPOKANE DS 1.7 AU } DOUBLE TRACK	367.3		A 7:00AM		A 7:30AM	A 9:55PM			
WEST SPOKANE 3.6	365.6		6:54		7:22	9:49 ⁰⁰	A 6:30PM		
COWLES 4.2	362.0		6:48		7:14	9:39 ¹⁰	6:05		
MARSHALL 7.3	357.8		6:41		7:06	9:34	5:55		
N CHENEY CY 5.2	350.5		6:32		6:50	9:25	5:40		
GELB 5.0	345.3		6:24		6:44	9:18	5:30		
MASON 7.4	340.3		6:18		6:38	9:13	5:20		
N CROSKIEY CK 4.0	332.0		6:10		6:29	9:05	5:05		
WELLS 6.6	328.0		6:05		6:24	9:01	4:57		
PALM LAKE 5.2	322.3		5:57		6:15	8:54	4:45		
ASHBY 4.2	317.1		5:51		6:09	8:49	4:35		
EMDEN 6.7	312.0		5:46		6:04	8:44	4:20		
DN-R MARENGO RA 4.8	306.2		6:37		5:55AM	8:32PM	4:00		
THAVIS 4.4	301.4		5:26				3:22		
MACK 4.2	297.0		5:20				3:15		
ANKENY 7.9	292.8		5:14				3:08		
N-R HOOPER JCT. HR 5.6	284.0		5:03				A 6:30AM	2:53	
PARK 6.2	279.3		4:54				6:10	2:42	
JOSO 5.8	273.1		4:44				5:55	2:30	
CHEW 3.9	267.3		4:33 ¹⁵¹				5:40	2:15	
DN-R AYER JD 6.2	263.4	A 4:45AM	4:23				5:30AM	2:00	
RUXBY 7.7	257.2	4:27	4:12					12:50	
SCOTT 6.1	249.5	4:16	4:01					12:36	
WALKER PIT 2.8	243.4	4:08	3:54					12:26	
SIMMONS 7.0	240.6	4:03	3:50					12:20PM	
N PAGE MS 7.5	233.0	3:51	3:39					11:59AM	
ASH 6.0	225.5	3:41	3:29					11:40	
HUMORIST 6.8	219.5	3:33	3:22					11:27	
ATTALIA 0.1	212.7	3:23	3:12	A 3:55AM				11:15	A 6:45PM
N. P. CROSSING 0.6	212.6								
N. P. CROSSING 1.0	212.0								
DN-R WALLULA JN 7.8	210.1	3:15 ²⁰ 2:05	3:05 ⁶² 2:45	3:45AM				11:00	6:30PM
JUNIPER 5.3	202.3	1:50	2:33					9:40 ¹⁶¹	
SAND 6.6	197.0	1:39 ¹⁰ 1:29 ⁰¹	2:25					9:30	
RIVERVIEW 7.0	190.4	1:10	2:15					9:15	
DN-R UMATILLA CS UY (184.5)	182.8	12:55AM	2:05AM ¹⁰					9:00AM	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

BLOCK SIGNALS

..... Thru Time	(3.50)	(4.55)	(0.10)	(1.35)	(1.23)	(1.00)	(0.30)	(0.15)
..... Average speed per hour.....	21.0	37.3	15.6	38.6	44.2	21.5	10.4	10.4

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

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

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

WESTWARD		HEPPNER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 6		Mile Post	SECOND CLASS	
	329 Freight	April 30, 1950			330 Freight	
	Monday Wednesday Friday	STATIONS				
88 PWXY	9.30AM	D-R	HEPPNER HR	45.2	A 8.45AM	
19 P	9.55		LEXINGTON	36.3	8.00	
7	10.10		JORDAN	31.0	7.40	
16 PW	10.30		IONE ON	28.3	7.25	
3	10.45		McNAB	25.2	7.10	
13	11.05		MORGAN	19.8	6.55	
8 W	11.30AM		CPCIL	14.5	6.35	
19 JPX	A12.15PM	N-R	HEPPNER JCT. WI	0.0	6.00AM	
			(45.2)		Monday Wednesday Friday	
(2.45)	..... Thru Time.....				(2.45)
16.4	... Average Speed per Hour...				16.4	

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 6		Mile Post	SECOND CLASS	
	327 Freight	April 30, 1950			328 Freight	
	Sunday Tuesday Thursday Saturday	STATIONS				
26 PVWXY	10.15AM	D-R	CONDON CD	44.5	A 9.00AM	
22	10.40		GWENDOLEN	36.3	8.25	
27	11.00		SPENCE	32.3	8.10	
26	11.10		CLEM	28.6	7.50	
20 PW	11.30		MUKALO	24.4	7.30	
27	11.50AM		BARNETT	19.7	7.10	
11 PW	12.10PM		ROCK CREEK	16.0	6.55	
29	12.30		SHUTLER	7.3	6.25	
WB 126 BJOP EB 113 KTWX	A 1.15PM	DN-R	ARLINGTON MX	0.0	6.00AM	
			(44.5)		Sunday Tuesday Thursday Saturday	
(3.00)	..... Thru Time.....				(3.00)
14.8	... Average Speed per Hour...				14.8	

WESTWARD		BEND BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 6		Mile Post	SECOND CLASS	
	313 Mixed	April 30, 1950			314 Mixed	
	Daily Except Monday	STATIONS				
RCOK WXYZ	5.00 AM	DN-R	BEND D	150.0	A 2.30 PM	

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

JPV	A 12.01 PM	D	OREGON TRUNK JUNCTION VO	O.O	7.30 AM
			(150.0)		Daily Except Sunday
(7.01)	..... Thru Time.....				(7.00)
21.4	... Average Speed per Hour...				21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 6		Mile Post			
	April 30, 1950			STATIONS		
	14 Y				KENT	52.5
10			EAKIN	42.5		
28 PW			GRASS VALLEY VY	38.5		
25 K		D	MORO MR	27.0		
16			KLONDIKE	14.2		
32 PW		D	WASCO WA	9.7		
6			THORNBERRY	5.2		
80 JPX		DN-R	BIGGS BX	0.0		
			(52.5)			

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

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

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 6 April 30, 1950	Mile Post	SECOND CLASS			
			309	307			308	306		
			CMS(P&P Freight)	Mixed			CMS(P&P Freight)	Mixed		
			Daily Except Sunday	Daily Except Monday						
			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	BLAKESLEE JUNCTION	2.4		A 11.00 PM	
M					0.0 N. P. CROSSING	2.4			
M					0.0 C. M. St. P. & P. CROSSING	2.4			
43 JPVX			2.43 AM	1.55	HELING JUNCTION	12.2	A 8.00 PM	10.20	
48 PWX			2.55	2.00	1.6 N-R INDEPENDENCE ND	18.7	7.52	10.15	
44 P			3.48	2.50	9.8 SAGINAW	80.8	7.10	9.20	
I					17.1 SCHAFFER BROS. CROSSING	81.5			
53 PXY			4.30	3.40	0.7 SOUTH MONTESANO	42.3	6.30	8.50	
X					10.8 SOUTH MONTESANO	42.8			
PVX					1.5 D MONTESANO MO	43.8			
63 PXY			4.30	3.40	SOUTH MONTESANO	42.8	6.30	8.50	
32 PV			4.45	4.00	4.4 PREACHER'S BLOUGH	46.7	5.50	8.20	
83 JPYX			5.00	4.15	4.5 COSMOPOLIS	51.2	5.35	8.05	
					2.1 N. P. CROSSING	53.8			
82 BKPVXZ			A 5.15 AM	A 4.45 AM	0.6 DN-R ABERDEEN SA	53.9	5.20 PM	7.45 PM	
					3.6				

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) 14.7	(4.00) 14.3		..... Thru Time			(3.00) 15.3	(4.00) 14.3
						..... Average speed per hour				

WESTWARD

TONO BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 6				Mile Post
	April 30, 1950				
	STATIONS				
30 PWX	R	TONO		8.0	
27 JX		5.8 WABASH		2.2	
		2.2			
BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
BJKOPT VWXYZ		DN-R	CENTRALIA	CN	0.0
			(8.0)		

WESTWARD

OLYMPIA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 6				Mile Post	SECOND CLASS
	April 30, 1950					
	STATIONS					
JPVXY	R	EAST OLYMPIA		0.0	A 5.50 AM	
		7.3 N. P. CROSSING		7.3		
BKPV WXYZ	A	0.1 OLYMPIA	OA	7.4	5.20 AM	
		(7.4)			Daily Except Sunday	
		(0.30) 14.8			..... Thru Time
					..... Average speed per hour
					(0.30) 14.8	

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.

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

WESTWARD				YAKIMA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 6		Mile Post	FIRST CLASS		SECOND CLASS	
	363		63		April 30, 1950			64		364	
	Freight		Passenger					Passenger		Freight	
	Daily		Daily		STATIONS						
BKOPTVWXYZ	9.30 ^{PM}		8.30 ^{PM}		DN-R	YAKIMA NY	98.0	A 7.40 ^{AM}		A 3.15 ^{AM}	
39 X	9.40		8.36			UNION GAP	94.6	7.30		2.55	
MP						N. P. CROSSING	91.3				
30 P	9.50		8.42			PARKER	90.8	f 7.23		2.40	
M						N. P. CROSSING	89.4				
32 P	10.00		f 8.49			DONALD	86.8	f 7.13		2.20	
18 I'V	10.05		f 8.54			SAWYER	84.5	f 7.07		2.10	
40 PV	10.16		s 8.59			BUENA BA	81.6	s 7.00		2.00	
74 I'VX	10.25		s 9.06		D-R	ZILLAH AH	78.5	s 6.53		1.40	
53 P	10.48		f 9.14			GRANGER	73.4	f 6.41		1.00	
52	11.05		f 9.23			EMERALD	67.2	f 6.28		12.35	
35 JPXY	11.15		9.55		R	MIDVALE	63.6	6.20		12.20 ^{AM}	
51 PVWX	11.35 ³¹¹⁴		s 10.07		N	GRANDVIEW GW	57.7	s 5.46		11.35 ³⁶³ ^{PM}	
44 P	11.55 ^{PM}		f 10.19 ³⁰⁴			NORTH PROSSER	50.8	f 5.32		10.19 ⁶³	
53	12.20 ^{AM}		f 10.31			CHAFFEE	43.0	f 5.18		9.45	
42 PWX	12.40		s 10.42		D	BENTON CITY BC	36.5	s 5.06		9.20	
63	12.55		10.52			ACTON	31.3	4.57		8.50	
53	1.25		11.10			LESLIE	20.8	4.40		8.00	
65 PVWX	1.45		s 11.30		N	KENNEWICK KN	13.2	s 4.25		7.30	
12 P	1.55		f 11.40			HEDGES	8.7	f 4.10		7.15	
M						N. P. CROSSING	7.3				
53	2.05		f 11.45 ^{PM}			VILLARD	6.7	f 4.05		7.05	
16 JPX	A 2.20 ^{AM}		A 12.01 ^{AM}			ATTALIA	0.0	3.55 ^{AM}		6.45 ^{PM}	
						(08.0)		Daily		Daily	
	(4.50) 20.3		(3.31) 27.9			Thru Time.....		(3.45) 26.1		(8.30) 11.5	
						Average Speed per Hour.....					

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 6		Mile Post	FIRST CLASS			
	63		83		April 30, 1950			64		84	
	Passenger		Passenger					Passenger		Passenger	
	Daily		Daily		STATIONS						
35 JPXY		9.30 ^{PM}	5.55 ^{AM}	R	MIDVALE	0.0	A 6.20 ^{AM}	A 9.55 ^{PM}			
PVX		A 9.40 ^{PM}	A 6.05 ^{AM}	D-R	SUNNYSIDE SI	2.8	6.10 ^{AM}	9.45 ^{PM}			
					(2.8)		Daily	Daily			
	(0.10) 16.8	(0.10) 16.8				Thru Time.....	(0.10) 16.8	(0.10) 16.8			
						Average Speed per Hour.....					

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 83 is superior to No. 64 and No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.
 No. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.
 For stations not shown on schedule pages, see page 22.

WESTWARD

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS		Time-Table No. 6 April 30, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	379	355	391	73	61	STATIONS	62			74	392	378	356	
	Freight	Freight	Freight	Passenger	Passenger									Passenger
			7.45 AM			DN-R	TEKOA	K	118.1			A	3.00 PM	
14 JPX			A 8.00 AM			R	SELTICE		110.4				2.30	
32 W						D	FARMINGTON	FM	104.6				2.10	
M							N. P. CROSSING		103.4					
							N. P. CROSSING		96.4					
38 VWX						D	GARFIELD	GR	96.1				1.05	
							ELBERTON		89.7				12.40 PM	
32 BJKMOWXY	11.10 PM				8.20 PM		D-R COLFAX	CA	77.4	A 7.37 AM		11.50 AM	A 1.30 PM	
M							G. N. CROSSING		77.3			11.10	1.20	
14 East Spur X 10 West Spur X	11.30				8.27		CREST		74.9	7.27		11.00	1.10	
34	11.50 PM				f 8.32		MOCKONEMA		72.6	f 7.22		10.50	1.02	
20	12.10 AM				f 8.39		DIAMOND		68.6	f 7.16		10.30	12.50	
27	12.50				s 8.59		D ENDICOTT	DI	67.9	s 7.00		9.45	12.20	
63 JWXY	1.20		12.01 PM		s 9.10		D-R WINONA	WA	62.1	s 6.52		9.10	12.01 PM	
26 BJKOWXY	A 2.20 AM		A 12.45 PM		s 9.27		D-R LA CROSSE	JA	41.6	s 6.37		8.10 AM	11.30 AM	
42					f 9.40		JERITA		35.8	f 6.23				
44					f 9.51		ILAY		30.2	f 6.15				
60 JPVWXY					10.10 PM	s 10.20	DN-R RIPARIA	XS	17.6	s 5.52	A 6.10 AM			
M							N. P. CROSSING		17.4					
10 JPXY		8.25 PM			s 10.19	s 10.31	R TUCANNON		12.6	s 5.42	s 5.58			A 12.05 AM
41 X		8.30			10.21	10.34	PATAHA		11.8	5.37				12.03 AM
54 X		8.50			f 10.38	f 10.52	RIFTON		2.9	f 5.21	f 5.37			11.40 PM
BJKOPWXY		A 9.00 PM			A 10.45 PM	A 11.00 PM	DN-R AYER	JD	0.0	5.15 AM	5.30 AM			11.30 PM
							(116.1)			Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday
	(3.10) 11.3	(0.35) 21.6	(5.00) 14.9	(0.35) 30.0	(2.40) 29.0	..... Thru Time			(2.22)	(0.40)	(6.60)	(2.00)	(0.35)	
						..... Average speed per hour			32.7	26.3	10.9	12.6	21.6	

WESTWARD

TUCANNON BRANCH

EASTWARD

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 6 April 30, 1950	Mile Post	SECOND CLASS	
		356			355	
		Freight			Freight	
		Monday Wednesday Friday				
			STATIONS			
JPXY		12.05 AM	R TUCANNON	0.0	A 8.25 PM	
JWXY		A 12.15 AM	D STARBUCK SA	3.8	8.15 PM	
10			RELIEF	9.3		
			(0.8)		Monday Wednesday Friday	
	(0.10) 22.8	..... Thru Time			(0.10)	
		..... Average speed per hour			22.8	

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

WESTWARD

SPOKANE-TEKOA BRANCH

Time-Table No. 6

April 30, 1960

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				STATIONS	
	381	387	383	69	95	67	91		
	CMStP&P Freight	Freight	CMStP&P Freight	Spokane Internat'l Passenger	CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger		
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily		
BKPVX	9.30PM	3.30PM	8.20AM		11.59PM	10.15PM	8.15AM	8.00AM	DN-R SPOKANE -1.9 DS AU } DOUBLE TRACK
IPX	9.40	3.45 ³⁸⁴	8.25	A12.04AM	10.20	8.20	8.05		N. P. CROSSING 0.0
83 X	9.51 ³⁸²	3.58	8.30		10.23	8.23	8.08		EAST SPOKANE 3.7
59 JKVX	10.10	4.15	A 8.40AM		10.30	8.30	8.15	DN	DISHMAN 3.2 SP
35	10.20	4.25			10.34	8.34	8.19		CHESTER 0.0
49	10.46 ⁹⁵	4.50			10.46 ³⁸¹	8.45	8.31	D	MICA -2.8 MA
38	11.17 ³⁸⁸	5.15			10.50	8.50	8.35		FREEMAN 3.3
JVX	A11.25PM	5.25			A10.55PM ³⁸⁸	8.56	A 8.40AM	DN-R	MANITO 5.2 MU
23		5.53 ⁶⁸				9.03		D	ROCKFORD -3.3 RD
40		6.05				9.10			DARKNELL 3.4
31 WX		6.25				9.16		D	FAIRFIELD 8.4 G
44		6.55				9.31			LATAH 7.2
BJKOPTWXYZ		A 7.30PM				9.52AM		DN-R	TEKOA (49.3) K
	(1.55) 11.4	(4.00) 12.3	(0.20) 19.8	(0.85) 22.8	(0.40) 32.7	(1.37) 30.5	(0.40) 32.7		..... Thru Time..... Average Speed per Hour.....

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

WESTWARD POMEROY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Mile Post	STATIONS	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Mile Post	STATIONS	Mile Post	SECOND CLASS
	391	Time-Table No. 6					355	Time-Table No. 6				
	Freight	April 30, 1950					Freight	April 30, 1950				
	Daily Except Monday			Monday Wednesday Friday								
14 JPX	8.00AM R	SELTICE	48.0		35 TWX	6.00PM D-R	POMEROY	PY	28.9	A 2.15AM		
		8.2					4.4					
		G. N. CROSSING	39.8		25	6.20	ZUMWALT		24.4	2.00		
		0.83					8.1					
		N. P. CROSSING	39.7		7	6.50	DOJGE		16.3	1.30		
		0.55					1.8					
34 VWX	9.00 D	OAKESDALE ON	39.1		18 W	6.57	CHARD		14.5	1.20		
		8.4					7.2					
M		G. N. CROSSING	30.7		8	7.10	JACKSON		11.3	1.05		
		12.4					3.2					
28 WX	10.30 D	ST. JOHN SJ	18.3		18	7.25	DELANEY		7.9	12.50		
		13.9					3.4					
53	11.25	GRAVEL PIT	4.4		JWXY	A 8.15PM D	STARBUCK	SA	0.0	12.20AM		
		4.1					7.9					
03 JWXY	A11.45AM	WINONA WA	0.0				(28.9)					Monday Wednesday Friday
		(48.0)										
	(3.45) 12.8	..... Thru Time..... Average Speed per Hour.....				(2.15) 12.8	..... Thru Time..... Average Speed per Hour.....					(1.55) 15.1

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

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

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

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

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

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 6		Mile Post	FIRST CLASS				SECOND CLASS				
	April 30, 1960			94	70	68	92	384	382	388		
				CMS&P&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMS&P&P Passenger	CMS&P&P Freight	CMS&P&P Freight	Freight		
STATIONS												
BKPVX	DN-R	SPOKANE	DS AU	165.4	A 1.45 AM	A 12.15 PM	A 6.50 PM	A 9.15 PM		A 4.00 PM	A 10.05 PM	A 12.30 AM
IPX		N. P. CROSSING	1.9	163.5	1.36	12.08 PM	6.41	9.08		3.45 ³⁸⁷	9.55	12.20
83 X		EAST SPOKANE	0.9	162.6	1.34		6.39	9.06		3.30 PM	9.51 ³⁸¹	12.15
59 JKVX	DN	DISHMAN	3.7	158.9	1.27	s	6.33	8.59			9.44	12.05 AM
35		CHESTER	3.2	155.7	1.22	f	6.28	8.54			9.34	11.52 PM
49	D	MICA	6.0	149.7	1.11	f	6.16	8.43			9.16	11.27
38		FREEMAN	2.8	146.9	1.06	f	6.10	8.38			9.10	11.17 ³⁸¹
JVX	DN-R	MANITO	3.3	143.6	1.01 AM	f	6.04	8.33 PM			9.01 PM	10.55 ³⁸⁵
23	D	ROCKFORD	5.2	138.4		s	5.53 ³⁸⁷					10.44
40		DARKNELL	3.3	135.1			5.46					10.35
31 WX	D	FAIRFIELD	3.4	131.7		s	5.40					10.20
44		LATAH	8.4	123.3		s	5.24					9.55
BJKOPTWXYZ	DN-R	TEKOA	7.2	116.1			5.11 PM					9.30 PM
		(49.3)			Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily Except Sunday
..... Thru Time.....				(0.44)	(0.07)	(1.39)	(0.42)			(0.30)	(1.04)	(3.00)
..... Average Speed per Hour.....				29.7	16.3	29.9	31.1			13.0	20.4	16.4

WESTWARD		MOSCOW BRANCH		EASTWARD		WESTWARD CONNELL BRANCH		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 6	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 6	Mile Post	SECOND CLASS	
	379	61			62	378		391			392	
	Freight	Passenger			Passenger	Freight		Freight			Freight	
STATIONS												
BKTVWX	9.00 PM	7.15 PM	D-R MOSCOW MO	28.1	A 8.50 AM	A 4.15 PM	BJKOWXY	1.45 PM	D-R LA CROSSE JA	0.0	A 7.30 AM	
			N. P. CROSSING	19.3			11 X	2.50	HOOPER	14.7	6.35	
23 X	9.30 s	7.35	D PULLMAN XN	18.7	s 8.33	3.45	32 JPWXY	A 2.55 PM	N-R HOOPER JCT HR	15.7	6.30 AM	
18	9.50 s	7.48	ALBION	12.7	s 8.13	3.20	34		D WASHTUCNA FN	23.5		
19	10.00 f	7.55	SHAWNEE	9.7	f 8.05	3.08	21 V		D KAHLOTUS HO	37.4		
BJKMOWXY	A 10.50 PM	A 8.15 PM	DN-R COLFAX CA	0.0	7.42 AM	2.30 PM	18 WXY		R CONNELL N	52.9		
			(28.1)		Daily	Daily Except Monday			(52.0)		Daily	
(1.50)				(1.00) Thru Time.....		(1.08)	(1.45)	(1.10)	 Thru Time.....	(1.00)
15.3				28.1	Average Speed per Hour.....		24.8	16.1	13.4		Average Speed per Hour.....	15.7

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

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

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

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.

No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.

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

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

WESTWARD

WALLULA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Page 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 6 April 30, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
	345 Freight		65 Passenger				66 Passenger		346 Freight	
	Daily		Daily				STATIONS			
BJKOPVWXY	12 01 PM		4.00 AM		DN-R WALLULA JN	0.0	A 11.35 PM		A 7.00 AM	
11	12 17		4.15		7.5 REESE	7.5	11.20		6 25	
29 PWX	12 35		4.30		D TOUCHET CH	16.0	11.05		6 10	
12	12 45		4.41		4.3 LOWDEN	19.3	10.55		6 00	
10	12 55		4.52		4.7 WHITMAN	24.0	10.45		5 50	
17 X	1 05		5.03		4.6 GARRETT	28.6	10.35		5 40	
M					0.1 W. W. V. RY. CROSSING	28.7				
5 X					0.2 COLLEGE PLACE	28.9				
BJKOPTVWXYZ	A 1.30 PM		A 5.15 AM		DN-R WALLA WALLA BU	30.9	10.30 PM		5.30 AM	
					(30.9)		Daily		Daily	
	(1.20) 20.8		(1.15) 24.7		..... Thru Time.....		(1.05) 28.5		(1.30) 20.6
					..... Average Speed per Hour.....				

WESTWARD

PENDLETON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 6 April 30, 1950	Mile Post	SECOND CLASS		SECOND CLASS	
	365 Freight		361 Freight				362 Freight		366 Freight	
	Daily Except Sunday		Daily				STATIONS			
27 X					ALTO	88.0				
23					7.5 MENOKEN	75.5				
26 JWX	11.45 AM				4.2 BOLLES	71.3	A 8.40 AM			
26 X	11.58 AM				D PRESCOTT SY	66.7	8.28			
21	12.35 PM				13.1 VALLEY GROVE	63.6	7.52			
					6.4 N. P. CROSSING	47.2				
M					0.6 W. W. V. RY. CROSSING	46.6				
BJKOPTVWXYZ	A 12.55 PM		3.00 AM		DN-R WALLA WALLA BU	46.1	A 10.30 AM		7.30 AM	
M					1.9 W. W. V. RY. CROSSING	44.2				
24			3.20		4.3 SPOFFORD	39.9	10.05			
M					3.6 W. W. V. RY. CROSSING	36.3				
30 VWX			4.00		D MILTON CO	36.2	9.50			
50			4.32		9.5 BLUE MOUNTAIN	26.7	9.05			
20			4.45		3.3 DOWNING	23.4	8.50			
20 WX			5.15		D ATHENA CN	17.2	8.30			
41			5.30		4.6 ADAMS	12.6	8.15			
15			5.40		2.6 BLAKELEY	10.0	8.05			
26			6.05		6.0 SAXE	4.0	7.45			
BJKVWXYZ			A 6.30 AM		DN-R PENDLETON FD	0.0	7.30 AM			
					(83.0)		Daily		Daily Except Sunday	
	(1.10) 21.6		(3.30) 13.4		..... Thru Time.....		(3.00) 15.4		(1.10) 21.6
					..... Average Speed per Hour.....				

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 361 is superior to No. 362.—See Rule S-72.

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

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

WESTWARD

WALLACE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 6		Mile Post	FIRST CLASS		SECOND CLASS	
	387		67		April 30, 1960			68		388	
	Freight	Daily Except Saturday	Passenger	Daily	STATIONS			Passenger	Freight		
BJKOPTWXYZ	7.30PM		10.02AM		DN-R	TEKOA	0.0	A 5.06PM		A 9.30PM	
25	7.50		10.14			LOVELL	6.9	f 4.50		8.50	
17 VX	8.15 ³⁸⁸		10.33	D		PLUMMER	15.3	s 4.32		8.15 ³⁸⁷	
22 TWX	8.50		10.50			CHATCOLET	22.8	f 4.14		7.45	
40 WX	9.20		11.09			HARRISON	30.5	s 3.54		7.20	
43	9.35		11.16	D		SPRINGSTON	34.0	s 3.45		7.10	
20	10.25		11.34			LANE	45.3	s 3.24		6.42	
33	10.40		11.40			ROSE LAKE	49.1	s 3.16		6.32	
30	11.10		11.55AM			CATALDO	57.7	f 2.59		6.10	
18	11.18PM		12.07PM			PINE CREEK	64.1	f 2.49		5.52	
JWX				f		BRADLEY	67.2	f			
25 BKOX	12.20AM		12.30	D-R		KELLOGG-WARDNER	69.2	s 2.40		5.40PM	
31			12.43			OSBURN	75.8	f 2.22			
BKTVWXZ			1.00PM	D-R		WALLACE	80.2	2.15PM			
						N. P. CROSSING	80.4				
						N. P. CROSSING	80.6				
JX						WALLACE JCT.	80.7				
5 VWX				D		BURKE	86.9				
						(86.9)					
	(4.50) 20.5		(2.58) 27.0			..... Thru Time.....		(2.60) 28.3		(3.50) 18.1	
						..... Average Speed per Hour.....					

WESTWARD

DAYTON BRANCH

EASTWARD

WESTWARD

SIERRA NEVADA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 6		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 6		Mile Post		
	367		365			April 30, 1960			366			368	
	Freight	Freight	STATIONS			Freight	Freight		STATIONS			Freight	Freight
29 T	11.30AM		TURNER	24.8		A1 1.20AM		JWX	BRADLEY	0.0			
25	11.40AM		WHETSTONE	22.7		11.10		X	END OF TRACK	3.2			
26 VWXY	12.20PM	11.01AM	DAYTON	13.1	A 9.15AM	10.30AM			(3.2)				
			N. P. CROSSING	13.0				This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.					
			N. P. CROSSING	13.0				Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.					
JX		A1 1.03AM	DAYTON JCT.	12.9	9.13AM			Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.					
								No. 368 arriving at Turner will run as No. 367 Turner to Dayton.					
JX		11.25AM	R WAITSBURG JCT.	6.2	A 8.53AM			For stations not shown on schedule pages, see page 22.					
28 X		11.31	D WAITSBURG	3.5	8.49								
28 JWXX		A1 1.45AM	BOLLES	0.0	8.40AM								
			(24.8)		Daily Except Sunday	Tuesday and Friday							
	(0.50) 14.0	(0.44) 17.9	..... Thru Time.....	(0.35) 22.8	(0.50) 14.0	..... Average Speed per Hour.....					

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Pendair.....	213.5	80	Both	Canyon.....(7).....	22.1	42	Both
Mission.....	221.2	{ 18 P	Both	Schreck.....	31.9	14	Both
Cayuse.....(1).....	227.1	25 P	Both	Sutton.....	48.0	46	Both
Thorn Hollow.....	232.1	48 P	Both	Thera.....(7).....	64.8	15	Both
North Fork.....	251.4	14 P	Both	Glenwood.....	83.5	13	Both
		16 P	West	Walters.....	98.6	10	Both
Third Subdivision				Tucannon Branch			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	Spokane-Tekoa Branch			
Boardman.....(1)(2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coey.....	141.7	17	Both
				Hill.....	161.2	51 X	Both
Fourth Subdivision				Pleasant Valley Branch			
Quarry Spur.....	6.5	13	West	Willada.....	11.5	27	Both
Eri.....	14.2	4	Both	Juno.....	20.8	10	Both
Corbett.....(1).....	20.3	.....	None	Huntley.....	22.6	2	Both
Latourell.....(1).....	23.9	.....	None	Thornton.....	31.2	44	Both
Multnomah Falls.....	29.6	.....	None	Fletcher.....	42.5	11	Both
Warrendale.....	35.9	.....	None	Warner.....	45.3	11	Both
C. L. Lumber Co.....	45.1	7	East	Pomeroy Branch			
Viento.....	55.2	.....	None	Houser.....	19.1	1	Both
Kenton Line				Moscow Branch			
Champ.....	9.5	7	Both	Risbeck.....(7).....	4.5	6	Both
Ward.....	14.2	6	Both	Parvin.....(7).....	7.8	8	Both
		{ 37 P	Both	Arinstrong.....(7).....	15.7	3 W {M. P. 16.2}	Both
Reynolds.....	20.0	40 P	West	Whitlow.....	20.5	1	Both
		126	West	Holland.....	21.4	8	Both
Sixth Subdivision				Connell Branch			
Sheffer.....	242.1	4	Both	Pampa.....	4.6	15	Both
Matthews.....	253.3	5	Both	Gordon.....	8.2	7	Both
Magallon.....	258.6	2	Both	McAdam.....	29.3	3	Both
Teske.....	310.6	2	Both	Wacota.....	34.1	4	Both
Joseph Branch				Pendleton Branch			
Island City.....(3).....	2.6	12	Both	Havana.....	6.9	11	Both
Conley.....(3).....	5.9	6	Both	Weston.....	20.9	66	East
Rondowa.....	37.2	7	Both	Bade.....	30.2	13	Both
Vincent.....(3).....	40.6	2	East	Barrett.....	33.1	10	Both
Minam.....(4).....	47.1	12 W {M. P. 49.0}	Both	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
Pilot Rock Branch				Wallace Branch			
McBee.....	2.8	2	East	Tilma.....	2.1	1 X	Both
Lens.....	11.2	4	East	Watt.....	12.1	18	Both
Grass Valley Branch				Dayton Branch			
Sandon.....	15.6	8	Both	Loyd.....	4.1	3	East
Hay Canyon.....	19.2	{ 12 East	Both	Ronan.....	19.3	28	West
De Moss.....	23.9	15 West	Both				
Erskine.....	31.3	12	Both				
Bourbon.....	45.8	9	Both				
		8	Both				
Grays Harbor Branch				Wallace Branch			
Raisch.....	2.6	7	Both	Tilma.....	2.1	1 X	Both
Galvin.....(5).....	5.0	23 P	Both	Watt.....	12.1	18	Both
Balch.....(5).....	18.3	18 P	Both	O'Gara.....(8).....	26.3	.....	None
Cedarville.....(5).....	22.2	52 P	Both	Black Lake.....(8).....	38.0	.....	None
Lankner.....(5).....	26.3	51 P	Both	Dudley.....(8).....	52.0	12	Both
South Elma.....(5).....	32.5	5 PW	West	Enaville.....(9).....	62.5	6 Y	Both
Melbourne.....(5).....	43.8	27 P	Both	Smelterville.....(8).....	66.3	.....	None
Law.....	44.7	11	East	Shont.....(8).....	72.8	3	Both
Yakima Branch				Wallace Branch			
Grosscup.....	28.2	8	Both	Poloris.....	74.6	42	East
Biggam.....(6).....	48.3	10	Both	Gem.....	84.1	5 X	Both
Flint.....	83.6	18	Both	Frisco.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both

(1) Regular stop for No. 25.
 (2) Regular stop for No. 26.
 (3) Flag stop for Nos. 304-305.

(4) Regular stop for Nos. 304-305.
 (5) Flag stop for Nos. 306-307.
 (6) Flag stop for Nos. 63-64.

(7) Flag stop for Nos. 61-62.
 (8) Flag stop for Nos. 67-68.
 (9) Regular stop for Nos. 67-68.

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

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

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

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

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

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	79	75	45	Steam engines running backward.	20	20	20	Within yard limits: On main line and on branch between Spokane and Manito On other branch lines.	50	40	25
Motor trains and inspection bus cars.		40	40	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement.		10	10
When caboose is handled in train consisting of passenger train equipment.		55		Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	All other classes engines; Forward movement. Back-up movement.	15	15	15
3800 class engines.		60	45					When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
3900 class engines.		65	45	Diesel switch engines in road service.	35	35	35	When using No. 14 turn-outs at end of double track.	25	20	20
5000 class engines.		50	45	Trains handling company roadway machines on their own wheels.			25	When using all other turnouts.	15	15	15
4000 and 9000 class engines.		45	40	Jordan spreaders and other machines of spreader type, when in operation.			15	On tracks other than main tracks.	15	15	15
MacArthur type engines with 63-inch drivers.		55	45	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	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
MacArthur type engines with 57-inch drivers.		35	35				6	9000 class engines on wyes.			5
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35	Trains handling scale test cars: On main line. On branch lines.			30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25
0-6-0 and 0-8-0 type yard engines.		20	20				25				15
C. M. St. P. & P. class N3-S engines.		50	40								
C. M. St. P. & P. class L engines.		35	35								
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35								
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25								
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35								

FIRST SUBDIVISION

Huntington				Between M.P. 382.0 and 381.3.	45	35	25	Weatherby			
Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 381.2 and 380.7.	60	50	40	Between M.P. 377.1 and 372.8.	35	30	20
Between M.P. 388.8 and 386.4.	35	30	20	Between M.P. 380.5 and 380.3.	45	35	25	Between M.P. 371.0 and 370.7.	70	60	45
Between M.P. 385.2 and 384.3.	30	25	20	Between M.P. 380.1 and 379.8.	55	45	35	Durkee			
				Between M.P. 379.5 and 379.3.	60	50	40	Between M.P. 366.5 and 366.3.	70	60	25
Lime			10	Between M.P. 379.0 and 378.6.	35	30	20	Descending grade, M. P. 365.0 to Durkee.			25
High line track and connection.				Between M.P. 378.3 and 378.1.	35	30	20	Between M.P. 364.5 and 364.1.	35	30	20
Between M.P. 383.9 and 383.8.	70	60	45					Between M.P. 363.6 and 362.1.	45	35	20
Between M.P. 383.2 and 383.0.	70	60	45					Oxman			
Between M.P. 382.6 and 382.3.	60	50	40					Between M.P. 360.2 and 355.9.	30	25	20
								Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 345.2 and 344.5.	70	60	45	Telocaset Descending grade, Telocaset to Union Jct.	55	45	25
Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 344.3 and 343.5.	55	45	35	Between M.P. 311.8 and 311.0.	45	35	25
Between M.P. 353.9 and 351.1.	45	35	25	Baker Over street crossings within city limits.	15	15	15	Between M.P. 310.4 and 309.7.	45	35	25
Encina Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20	Crooks Between M.P. 309.3 and 307.4.	55	45	25
Quartz Between M.P. 347.1 and 346.9.	70	60	45	Between M.P. 321.6 and 321.3.	70	60	45	Between M.P. 307.4 and 302.7.	35	30	20
				Between M.P. 319.5 and 318.7.	45	35	25	Between M.P. 289.8 and 290.1.	20	20	20
				Between M.P. 318.5 and 315.4.	30	25	20	La Grande			

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.6.	20	20	20	Duncan Between M.P. 249.5 and 247.2.	35	30	20	Gibbon Between M.P. 233.9 and 233.0.	55	45	35
Between M.P. 288.8 and 283.3.	30	25	20	Between M.P. 246.1 and 245.4.	60	50	40	Between M.P. 232.9 and 232.6.	70	60	45
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 244.7 and 244.0.	45	35	25	Between M.P. 231.7 and 227.3.	45	35	25
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 243.2 and 243.0.	70	60	45	Between M.P. 226.1 and 226.0.	70	60	45
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 242.7 and 242.5.	60	50	40	Minthorn Between M.P. 223.8 and 222.8.	35	30	20
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 242.0 and 241.1.	30	25	20	Between M.P. 220.5 and 220.1.	55	45	35
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 240.6 and 240.3.	70	60	45	Between M.P. 219.0 and 217.7.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 240.2 and 240.0.	30	25	20	Munra Between M.P. 217.7 and 216.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 240.0 and 238.3.	55	45	35	Pendleton Over Third, Main and Fourth Streets.	12	12	12
				Bonifer Between M.P. 238.3 and 236.6.	35	30	20	Over other street crossings within city limits.	20	20	20
								Over Umatilla River bridge.	20	20	20

THIRD SUBDIVISION

Rieth Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 209.3 and 208.8.	60	50	40	Between M.P. 198.7 and 198.4.	45	35	25	Between M.P. 191.9 and 190.7.	60	50	40
Barnhart Between M.P. 206.9 and 206.7.	60	50	40	Nolin Between M.P. 198.2 and 197.8.	55	45	35	Between M.P. 190.4 and 190.0.	70	60	45
Between M.P. 206.2 and 205.8.	70	60	45	Between M.P. 197.3 and 196.7.	60	50	40	Between M.P. 189.0 and 188.8.	60	50	40
Between M.P. 204.5 and 204.0.	40	40	25	Between M.P. 195.6 and 195.4.	60	50	40	Stanfield Between M.P. 188.3 and 188.0.	60	50	40
Between M.P. 204.0 and 202.2.	60	50	40	Between M.P. 194.5 and 193.7.	45	35	25	Between M.P. 187.5 and 187.3.	70	60	45
Between M.P. 201.6 and 201.5.	70	60	45	Between M.P. 193.5 and 193.3.	70	60	45				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Irrigon Between M.P. 175.5 and 175.4.	60	60	40	Between M.P. 130.5 and 130.4.	60	50	40
Westland				Between M.P. 172.9 and 172.8.	60	60	40	Blalock Between M.P. 130.0 and 129.2.	70	60	45
Umatilla Line Maximum speed.	60	60	40	Judson Between M.P. 171.0 and 170.9.	60	60	40	Between M.P. 124.8 and 124.0.	70	60	45
Hinkle Between M.P. 193.5 and 193.4.	15	15	15	Messner				Between M.P. 123.8 and 123.7.	55	45	35
Between M.P. 192.6 and 192.2.	60	50	40	Castle Between M.P. 154.5 and 151.7.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40
Between M.P. 191.2 and 189.8.	35	30	20	Between M.P. 150.9 and 150.6.	70	60	45	Hook Between M.P. 118.7 and 118.6.	70	60	45
Hermiston Standard and Union Oil spurs.			6	Between M.P. 150.2 and 150.0.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45
On house track west of McNaught warehouse.			6	Between M.P. 149.6 and 149.4.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45
Over road crossing east end of depot.	15	15	15	Heppner Jct. Between M.P. 148.5 and 147.9.	55	45	35	Between M.P. 114.3 and 112.5.	60	50	40
Between M.P. 188.1 and 187.9.	60	50	40	Between M.P. 146.5 and 146.3.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Between M.P. 187.6 and 187.5.	55	45	35	Willows Between M.P. 144.0 and 143.8.	60	50	40	Rufus Between M.P. 100.1 and 99.0.	55	45	35
Between M.P. 186.9 and 186.8.	60	60	40	Silica Between M.P. 141.6 and 140.5.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45
Between M.P. 185.3 and 185.2.	60	60	40	Arlington Between M.P. 136.3 and 136.1.	70	60	45	Cello Between M.P. 96.8 and 95.8.	55	45	35
Between M.P. 184.1 and 182.3.	45	35	25	Between M.P. 134.8 and 134.7.	70	60	45	Oregon Trunk Jct. Between M.P. 91.4 and 91.2.	70	60	45
Umatilla On wyc.	10	10	10	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Between M.P. 88.5 and 87.4.	45	35	25
On Track No. 7.	25	25	15	Between M.P. 131.0 and 130.9.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 178.4 and 178.3.	60	60	40								

FOURTH SUBDIVISION

The Dalles Between M.P. 83.4 and 83.3.	45	35	25	Chatfield Between M.P. 71.9 and 71.4.	30	25	20	Wyeth Between M.P. 49.4 and 48.7.	35	30	20
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 71.4 and 66.4.	45	35	25	Between M.P. 48.7 and 45.4.	55	45	35
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 44.9 and 44.3.	60	50	40
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 44.1 and 43.8.	55	45	35
Between M.P. 79.3 and 78.9.	55	45	35	Hood River 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 43.5 and 43.3.	60	50	40
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 61.8 and 59.4.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45
Between M.P. 77.0 and 76.3.	60	50	40	Meno Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 42.4 and 41.4.	40	35	25
Rowena Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 56.2 and 53.8.	35	30	20	Between M.P. 39.9 and 39.7.	40	40	25
Between M.P. 75.1 and 74.2.	60	50	40	Between M.P. 53.8 and 52.0.	55	45	35	Between M.P. 39.2 and 38.2.	60	50	40
Between M.P. 74.2 and 74.1.	40	40	25	Between M.P. 52.0 and 51.6.	45	35	25	Bonneville Between M.P. 37.3 and 35.5.	55	45	35
Between M.P. 74.1 and 73.7.	60	50	40	Between M.P. 51.6 and 49.7.	55	45	35	Dodson Between M.P. 32.8 and 31.8.	70	60	45
Between M.P. 72.7 and 71.9.	55	45	35								

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Oneonta Between M.P. 31.4 and 30.7.	60	50	40	Fairview Between M.P. 12.0 and 10.9.	60	50	40	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 29.4 and 27.5.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25	Between Albina and Portland, backing up.	8		
Bridal Veil Between M.P. 25.9 and 25.5.	70	60	45	Between M.P. 2.7 and 1.0.	35	30	20	Between Albina and East Port- land, curve at Globe Mill.	8	8	8
Between M.P. 25.2 and 24.8.	60	50	40	Graham				East Portland, over frogs and railroad crossings and through interlocking, east end of Wil- lamette River Bridge.	8	8	8
Between M.P. 24.0 and 23.8.	55	45	35	Kenton Line Between Troutdale and Kenton.	45	45	35	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Rooster Rock Between M.P. 22.4 and 21.3.	60	50	40	Over Columbia Boulevard, near Peninsula Jct.	25	25	25				
Between M.P. 21.3 and 21.1.	40	40	25	Between M.P. 22.0 and 19.5.	45	40	25				
Between M.P. 21.1 and 20.1.	60	50	40	Troutdale 2-10-2 class engines using lead and other tracks in Alcoa plant.							
Between M.P. 18.5 and 18.2.	60	50	40								
Between M.P. 17.9 and 14.8.	70	60	45								
Between M.P. 13.5 and 13.2.	55	45	35								

FIFTH SUBDIVISION

Argo Over slip switch, Lucille St., all engines and westward trains and eastward Milwaukee trains until entire train through slip switch				Through interlocking.	30	30	30	Argo Yard All Turnouts.			10
	10	10		Seattle Over Spokane St. Crossing.	10	10	10				

SIXTH SUBDIVISION

Maximum speed.	70	60	45	Between M.P. 210.0 and 210.3.		25	20	Walker Pit Between M.P. 244.5 and 244.6.		50	40
Trains handling Fuller snow plow 0330.			35	Wallula Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over cross- ing.				Between M.P. 246.1 and 246.3.		50	40
Umatilla Between M.P. 186.7 and 186.8.		50	40	Eastward.		20	20	Between M.P. 247.0 and 247.2.		50	40
Between M.P. 187.1 and 187.3.		50	40	Westward.		15	15	Scott Between M.P. 252.8 and 253.0.		45	35
Between M.P. 187.6 and 187.7.		50	40	Attalia Between M.P. 217.2 and 217.4.		45	35	Between M.P. 256.9 and 257.1.		45	35
Between M.P. 188.6 and 189.0.		30	20	Between M.P. 219.1 and 219.5.		50	40	Ruxby Between M.P. 260.3 and 260.5.		50	40
Between M.P. 189.2 and 190.4.		25	20	Humorist Between M.P. 224.2 and 224.5.		50	40	Ayer Between M.P. 268.2 and 269.3.		30	30
Riverview Between M.P. 191.2 and 192.0.		25	20	Ash Between M.P. 226.9 and 227.1.		50	40	Between M.P. 271.5 and 272.5.		25	15
Between M.P. 192.5 and 192.9.		35	25	Between M.P. 228.1 and 228.4.		35	25	Between M.P. 272.7 and 273.2.		45	35
Between M.P. 193.3 and 193.4.		35	25	Between M.P. 228.8 and 229.9.		35	25	Between M.P. 275.1 and 276.9.		40	25
Between M.P. 194.5 and 194.7.		50	40	Between M.P. 230.8 and 231.4.		50	40	Between M.P. 277.9 and 278.5.		50	40
Between M.P. 194.9 and 196.3.		30	20	Between M.P. 231.9 and 232.3.		45	35	Between M.P. 278.9 and 279.4.		45	35
Between M.P. 196.5 and 196.6.		50	40	Between M.P. 233.0 and 233.4.		50	40	Park Between M.P. 280.0 and 281.6.		40	25
Sand Between M.P. 197.4 and 197.7.		45	35	Page Between M.P. 234.0 and 234.5.		35	25	Between M.P. 281.9 and 282.2.		50	40
Between M.P. 199.0 and 199.1.		50	40	Between M.P. 234.9 and 235.6.		35	25	Hooper Jct. Between M.P. 286.1 and 286.5.		50	40
Between M.P. 199.3 and 199.4.		50	40	Between M.P. 236.3 and 236.5.		35	25	Between M.P. 290.6 and 291.1.		50	40
Between M.P. 200.7 and 200.8.		50	40	Between M.P. 236.8 and 236.9.		50	40	Between M.P. 291.9 and 292.3.		25	25
Between M.P. 201.8 and 201.9.		50	40	Between M.P. 237.9 and 238.1.		35	25	Ankeny Between M.P. 294.4 and 294.5.		40	25
Juniper Between M.P. 204.3 and 204.6.		45	35	Between M.P. 239.0 and 239.3.		50	40	Between M.P. 295.4 and 297.0.		50	40
Between M.P. 205.2 and 205.3.		50	40	Between M.P. 239.6 and 239.8.		50	40	Marengo Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 206.1 and 207.2.		30	20	Simmons Between M.P. 242.4 and 242.6.		40	25				
Between M.P. 207.5 and 208.5.		30	20	Between M.P. 242.9 and 243.1.		35	25				
				Between M.P. 243.4 and 243.5.		50	40				

SIXTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Cheney Over street crossings.	15	15	15	Between M.P. 364.7 and 364.9.	55	45	35	Over Bridge 367.13.	10	10	10
Between M.P. 352.8 and 353.5.	55	45	35	Between M.P. 365.1 and 366.2.	25	25	15	Spokane , through Union Station limits.	15	15	15
Between M.P. 354.0 and 363.8 on curves.	60	50	35	West Spokane , on 16-degree curve west end of yard.	8	8	8	Spokane Union Station over slip switches.	10	10	10
Between M.P. 364.2 and 364.4.	45	35	25	Between M.P. 366.5 and 367.1.	40	35	25	Spokane, through Union Station limits. 3900 class engines.	6	6	6

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.

Joseph Branch			Grays Harbor Branch			Latah		
Maximum speed.	30	30	Maximum speed.	40	35	Between M.P. 117.8 and 117.9.	45	30
3-degree curves.	20	20	3-degree curves.	25	20	Between M.P. 118.1 and 118.3.	35	25
4- and 5-degree curves.	15	15	4- and 5-degree curves.	20	15	Between M.P. 118.5 and 119.7.	30	20
On curves of 6 degrees and over.	10	10	On curves of 6 degrees and over.	15	10	Between M.P. 120.2 and 120.4.	35	25
Between La Grande and M.P. 13.0.	25	25	Trains handling rock.		25	Between M.P. 120.7 and 121.4.	35	25
Between M.P. 25.0 and 55.0.	25	25	Preacher's Slough to M.P. 47.0.	10	10	Between M.P. 121.6 and 121.9.	30	20
Between M.P. 72.0 and Joseph.	25	25	Aberdeen, within city limits.	20	20	Between M.P. 122.1 and 122.5.	35	25
Pilot Rock Branch	15	15	Aberdeen, over Boone St. Crossing.	5	5	Between M.P. 122.9 and 123.2.	50	30
Heppner Branch			Aberdeen, over other street crossings.	10	10	Latah		
Maximum speed.	25	25	Cosmopolis, within city limits.	20	15	Between M.P. 123.4 and 124.5.	25	20
3-degree curves.	20	20	Cosmopolis, with logs within city limits.		8	Between M.P. 125.1 and 125.7.	35	25
4- and 5-degree curves.	15	15	Tono Branch			Between M.P. 127.5 and 128.4.	35	25
On curves of 6 degrees and over.	10	10	Maximum speed.	15	15	Between M.P. 129.6 and 130.6.	35	25
Condon Branch			4- and 5-degree curves.	15	15	Between M.P. 130.8 and 131.0.	50	30
Maximum speed.	10	25	On curves of 6 degrees and over.	10	10	Fairfield		
3-degree curves.	20	20	Olympia Branch			Over street crossings.		25
4- and 5-degree curves.	15	15	Maximum speed.	20	20	Between M.P. 132.6 and 132.8.	45	30
On curves of 6 degrees and over.	10	10	4- and 5-degree curves.	15	15	Between M.P. 133.3 and 134.6.	30	20
On descending grades between Speece and Mikkalo.	15	15	On curves of 6 degrees and over.	10	10	Between M.P. 135.3 and 136.3.	35	25
On descending grades between Barnett and Rock Creek.	15	15	Spokane-Tekoa Branch			Darknell		
Grass Valley Branch			East Spokane through Interlocking.	15	15	Between M.P. 136.6 and 139.2.	25	20
Maximum speed.	25	25	Between Spokane and Manito.	70	60	Rockford		
3-degree curves.	20	20	Between Manito and Tekoa.	50	30	Between M.P. 139.4 and 139.7.	45	30
4- and 5-degree curves.	15	15	On 3-degree curves.	50	30	Between M.P. 139.8 and 140.4.	45	30
On curves of 6 degrees and over.	10	10	On 4-degree curves.	45	30	Between M.P. 141.0 and 141.2.	35	25
Between Kent and M.P. 39.0.	15	15	On 5- and 6-degree curves.	35	25	Between M.P. 142.6 and 143.2.	30	20
Between M.P. 33.0 and Thornberry, on descending grades.	20	20	On 7- and 8-degree curves.	25	20	Manito		
Between Thornberry and Biggs, on descending grades.	10	10	On curves of 7 degrees and over with 2-10-2 type engines.	20	20	Between M.P. 144.4 and 144.6.	60	50
			On 9- and 10-degree curves.	20	20	Between M.P. 145.5 and 146.0.	55	45
			Tekoa			Between M.P. 146.2 and 146.4.	60	50
			Between M.P. 117.2 and 117.5.	25	20	Between M.P. 146.9 and 147.2.	60	50
						Between M.P. 147.3 and 148.8.	45	35
						Between M.P. 149.1 and 149.2.	60	50
						Freeman		
						Between M.P. 147.3 and 148.8.	45	35
						Between M.P. 149.1 and 149.2.	60	50

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psgr.	Fr.		Psgr.	Fr.		Psgr.	Fr.
Mica Between M.P. 150.5 and 151.9.	35	30	20	Between M.P. 27.1 and 27.2.	30	20	Farmington Between M.P. 105.5 and 105.8.	30	20
Between M.P. 152.1 and 152.4.	35	30	20	Between M.P. 27.4 and 27.8.	25	20	Between M.P. 112.2 and 113.1.	30	25
Between M.P. 152.6 and 153.0.	45	35	25	Between M.P. 28.2 and 28.7.	25	20	Pleasant Valley Branch Maximum speed.	25	25
Between M.P. 153.2 and 153.9.	35	30	20	Hay Between M.P. 30.4 and 31.1.	35	25	G. N. Crossing, M.P. 30.7.	20	20
Between M.P. 154.5 and 154.3, westward.	60	50	35	Between M.P. 32.0 and 33.8.	30	20	Tucannon Branch Maximum speed.	25	25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 34.2 and 35.2.	25	20	On curves, 7 degrees and over.	20	20
Between M.P. 154.7 and 155.5.	40	35	25	Jerita Between M.P. 36.2 and 36.9.	30	20	Between Starbuck and Relief.	12	12
Between Chester and Mica, on descending grade.			25	Between M.P. 37.8 and 39.3.	25	20	Pendleton Branch Maximum speed.	30	30
Spokane, through tunnel.	15	15	15	Sutton Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Spokane, over slip switches at N. P. Crossing.	15	15	10	Thera Between M.P. 64.9 and 65.2.	35	25	On 7- and 8-degree curves.	25	20
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.			12	Between M.P. 65.4 and 65.6.	45	30	On 9- and 10-degree curves.	20	20
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Between M.P. 68.2 and 68.5.	35	25	Between Walla Walla and Pendle- ton, with MacArthur type engines.	25	25
Tekoa-Ayer Branch Maximum speed.		50	30	Diamond Between M.P. 68.8 and 69.0.	35	25	Between Barrett and Downing, on descending grade.	15	15
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 69.9 and 70.1.	35	25	Pendleton, over Thompson, Main and Aura Streets.	12	12
Between Tucannon and Ayer.		35	25	Mockonema Between M.P. 73.3 and 73.6.	25	20	Pendleton, over other street crossings within city limits.	20	20
On 4-degree curves.		45	30	Colfax Over street crossings.	12	12	Pendleton Between M.P. 1.2 and 1.4.	30	25
On 5- and 6-degree curves.		35	25	Between M.P. 74.9 and 77.2.	25	12	Between M.P. 2.5 and 3.0.	20	20
On 7- and 8-degree curves.		25	20	Between M.P. 78.4 and 78.5.	30	20	Between M.P. 9.5 and 9.8.	30	20
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Between M.P. 79.8 and 80.7.	30	20	Athena Over street crossings.	15	15
On 9- and 10-degree curves.		20	20	Between M.P. 81.5 and 82.3.	25	20	Between M.P. 20.9 and 21.3.	30	25
Ayer Between M.P. 14.0 and 14.1.		35	25	Between M.P. 82.9 and 83.4.	25	20	Downing Between M.P. 24.0 and 24.5.	25	20
Between M.P. 14.3 and 16.1.		25	25	Glenwood Between M.P. 83.7 and 84.5.	30	20	Between M.P. 25.4 and 26.2.	25	20
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 86.5 and 87.0.	25	20	Blue Mountain Between M.P. 29.0 and 29.4.	25	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 87.6 and 88.9.	30	20	Between M.P. 29.8 and 30.1.	25	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 89.1 and 89.4.	25	20	Between M.P. 30.3 and 30.4.	25	20
Between M.P. 19.7 and 19.9.		25	20	Elberton Over street crossings.	25	25	Between M.P. 31.2 and 31.7.	25	20
Between M.P. 23.6 and 23.7.		30	20	Between M.P. 91.0 and 91.9.	25	20	Between M.P. 32.2 and 32.4.	25	20
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.	30	25	Between M.P. 32.7 and 32.9.	25	20
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 95.6 and 95.8.	30	25	Milton Over street crossings.	15	15
				Between M.P. 99.6 and 99.8.	30	25	W. W. V. Ry. Crossing M.P. 36.3.	15	15
				Between M.P. 101.1 and 101.5.	30	25	W. W. V. Ry. Crossing, M.P. 44.2.	20	20
				Between M.P. 102.0 and 102.4.	30	25			
				N. P. Crossing Between M.P. 104.6 and 104.9.	20	20			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Walla Walla Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	Connell Branch Maximum speed. Between LaCrosse and Hooper Jct.		
Walla Walla, on west leg of wye.	8	8	Wallula				30	30
Between M.P. 52.7 and 53.4.	25	20	Between M.P. 0.8 and 1.1.	30	20	Between Hooper Jct. and Connell.	20	20
Between M.P. 64.8 and 64.9.	20	20	Between M.P. 1.6 and 2.0.	25	20	On 5- and 6-degree curves.	25	25
Between M.P. 65.5 and 66.0.	20	20	Between M.P. 2.6 and 2.7.	35	25	On 7- and 8-degree curves.	20	20
Between M.P. 66.1 and 66.3.	20	20	Between M.P. 2.9 and 3.1.	35	25	On 9- and 10-degree curves.	20	20
Between M.P. 71.7 and 72.5.	20	20	Between M.P. 3.5 and 3.6.	35	25	La Crosse Between M.P. 3.4 and 3.6.	25	25
Between M.P. 72.8 and 73.2.	20	20	Between M.P. 4.0 and 4.3.	35	25		Between M.P. 6.6 and 6.8.	25	25
Between M.P. 74.3 and 76.1.	20	20	Between M.P. 4.8 and 5.3.	30	20	Between M.P. 7.2 and 7.8.	20	20
Menoken Between M.P. 78.4 and 78.5.	20	20	Between M.P. 5.9 and 6.4.	35	25	Between M.P. 9.2 and 9.7.	20	20
Between M.P. 78.9 and 79.3.	20	20	Between M.P. 6.7 and 6.8.	30	20	Hooper Jct. on connection between Connell Branch and Sixth Subdivision.		
Between M.P. 79.6 and 79.9.	20	20	Between M.P. 7.0 and 7.1.	25	20		15	
Between M.P. 80.8 and 81.2.	20	20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Moscow Branch Maximum speed.	35	25
Alto			Reese Between M.P. 7.7 and 8.0.	30	20		On 7- and 8-degree curves.	25	20
Yakima Branch Maximum speed.	45	30	Between M.P. 8.2 and 8.4.	35	25	On 9- and 10-degree curves.	20	20
With pile driver 0321.		15	Between M.P. 8.7 and 9.1.	30	20	Colfax Over street crossings.	12	12
On 5- and 6-degree curves.	35	25	Between M.P. 9.5 and 9.7.	30	20		Between M.P. 2.3 and 3.5.	30	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.0 and 10.1.	35	25	Between M.P. 5.6 and 6.7.	25	20
On 9- and 10-degree curves.	25	20	Between M.P. 10.7 and 10.9.	35	25	Between M.P. 6.8 and 7.5.	30	20
Attalia			Between M.P. 11.1 and 11.4.	35	25	Between M.P. 8.4 and 8.8.	25	20
Bridge 7.44.	25	15	Between M.P. 12.1 and 12.3.	25	20	Shawnee Between M.P. 9.9 and 10.0.	30	20
Kennewick, over street crossings.	8	8	Between M.P. 12.5 and 12.6.	35	25		Between M.P. 10.8 and 11.2.	25	20
Between Grandview and Biggam.	30	25	Between M.P. 18.5 and 18.6.	35	25	Between M.P. 12.2 and 12.5.	30	20
Benton City Between M.P. 37.5 and 38.1.	25	20	Walla Walla			Albion Between M.P. 13.4 and 13.6.	30	20
Granger, over street crossings.	30	30	Pomeroy Branch Maximum speed.	20	20		Between M.P. 14.3 and 14.9.	25	20
Zillah, over street crossings.	25	15	Chard Between M.P. 14.5 and Pomeroy.	15	15	Between M.P. 17.5 and 17.7.	30	20
Yakima River Bridge 89.35, through gauntlet track.	15	15	Dayton Branch Maximum speed.	25	25	Between M.P. 17.9 and 18.0.	30	20
Yakima, over Yakima Ave., and Walnut Street.	6	6	On curves of 7 degrees and over.	20	20	Pullman Over street crossings.	6	6
Yakima, over other street crossings.	10	10	Bolles Between M.P. 0.4 and 0.6.	20	20		Between M.P. 19.9 and 20.0.	30	20
Wallula Branch Maximum speed.	35	30	Dayton, over street crossings west of Touchet River.	15	15	Between M.P. 24.6 and 24.8.	30	20
On 5- and 6-degree curves.	35	25	Dayton, over all other street crossings.	10	10	Between M.P. 25.2 and 25.4.	30	20
On 7- and 8-degree curves.	25	20	Between M.P. 12.9 and 24.8.	15	15	Moscow Over street crossings.	12	12

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Wallace Branch Maximum speed.	50	30	Between M.P. 20.7 and 21.5.	30	20	Cataldo Between M.P. 58.7 and 59.1.	45	30
Between Lovell and Chatcolet.	35	20	Bridge 23.45.	15	15	Between M.P. 60.0 and 60.2.	20	20
Between Chatcolet and Harrison.	40	25	Between M.P. 24.1 and 25.3.	35	25	Between M.P. 62.4 and 63.2.	35	25
Between Harrison and Wallace.	50	30	Between M.P. 25.6 and 27.7.	25	20	Between M.P. 63.4 and 64.0.	45	30
On 4-degree curves.	45	25	Between M.P. 28.0 and 28.4.	30	20	Between M.P. 70.1 and 70.3.	35	25
On 5- and 6-degree curves.	35	25	Springston Between M.P. 34.0 and 34.1.	45	30	Between M.P. 70.7 and 70.9.	35	25
On 7- and 8-degree curves.	25	20	Between M.P. 34.5 and 34.7.	45	30	Between M.P. 71.5 and 71.7.	45	30
On 9- and 10-degree curves.	20	20	Between M.P. 34.9 and 35.2.	35	25	Between M.P. 72.4 and 72.6.	35	25
Tekoa Between M.P. 2.3 and 4.7.	30	20	Between M.P. 38.3 and 38.6.	35	25	Between M.P. 73.4 and 73.6.	45	30
Lovell Between M.P. 8.0 and 9.0.	30	20	Between M.P. 39.6 and 39.8.	45	30	Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 9.9 and 10.7.	30	20	Lane Between M.P. 47.8 and 48.3.	45	30	Between M.P. 77.4 and 77.7.	35	25
Between M.P. 11.1 and 12.1.	30	20	Between M.P. 48.6 and 49.0.	45	30	Between M.P. 78.0 and 78.2.	35	25
Watt Between M.P. 12.3 and 13.0.	15	15	Rose Lake Between M.P. 50.6 and 51.0.	35	25	Between M.P. 78.6 and 78.7.	35	25
Between M.P. 14.4 and 14.6.	30	20	Dudley Between M.P. 53.6 and 54.2.	35	25	Wallace Over street crossings.	6	6
Between M.P. 17.9 and 18.2.	30	20	Between M.P. 54.5 and 54.9.	35	25	Between M.P. 81.4 and 87.3.	20	20
Between M.P. 18.5 and 20.3.	30	20				Burke to Wallace, eastward.	20	10
						Sierra Nevada Branch		10

Standard clocks are located as shown below:

Huntington..... Yard Office
 Huntington..... Telegraph Office
 Baker..... Telegraph Office
 La Grande..... Train 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
 Arlington..... Telegraph Office
 Moro..... 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
 Kenton..... Telegraph Office
 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
 Spokane..... Dispatcher's Office
 Spokane..... Telegraph Office

West Spokane. Enginemen's Register Room
 Ayer..... Telegraph Office
 Wallula..... Telegraph Office
 Tekoa..... Telegraph Office
 Tekoa..... Enginemen's Register Room
 Colfax..... Telegraph Office
 LaCrosse..... Telegraph Office
 Moscow..... Telegraph Office
 Walla Walla..... Passenger Depot
 Walla Walla... Enginemen's Register Room
 Yakima..... Telegraph Office
 Yakima..... Roundhouse
 Kellogg-Wardner..... Telegraph Office
 Wallace..... Telegraph Office
 Wallace..... Enginemen's Register Room

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

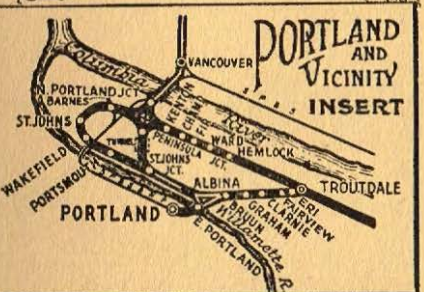
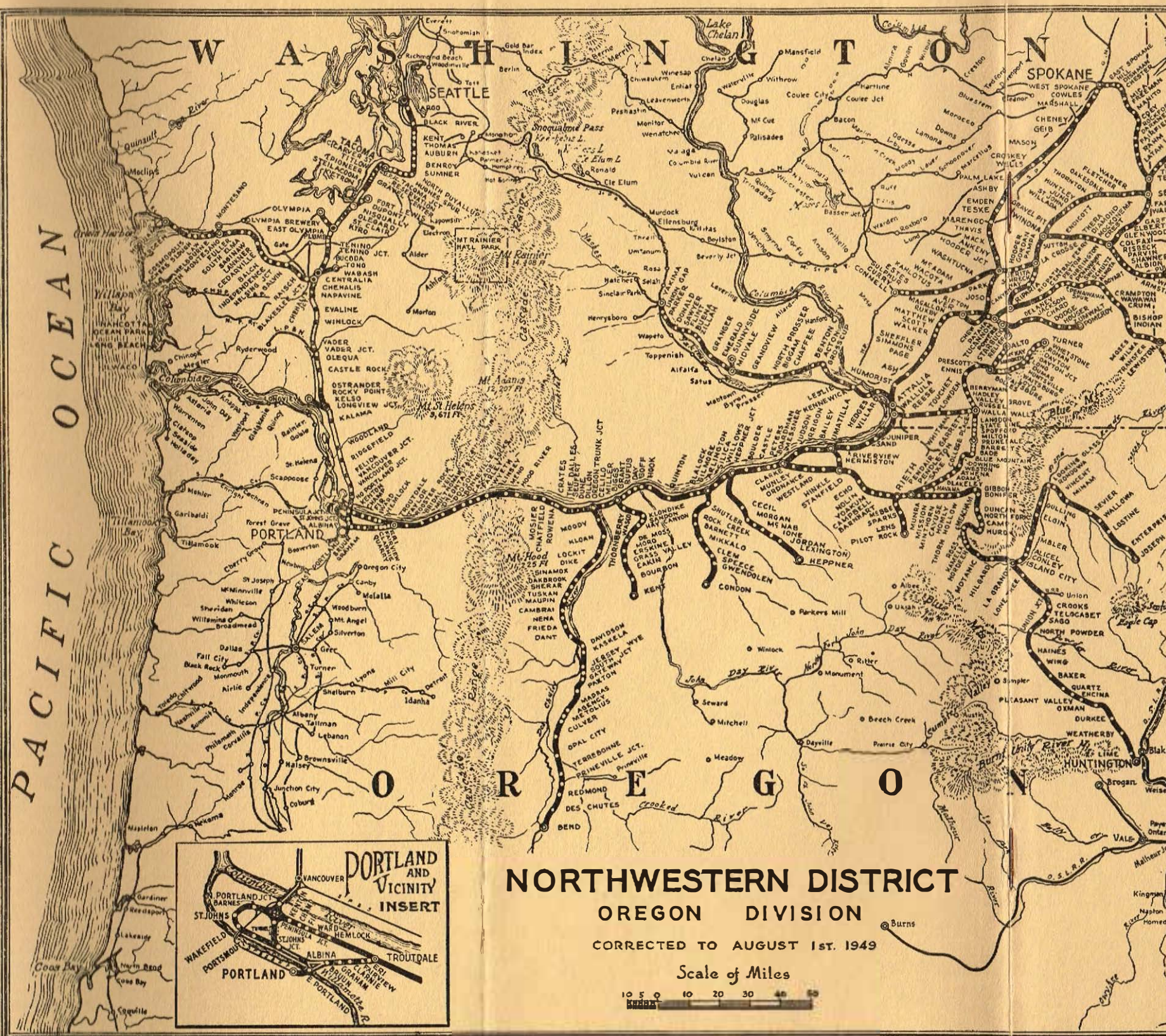
- L.—leave;
- A.—arrive;
- s.—regular stop;
- f.—flag stop to receive or discharge traffic.

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Echo, Stanfield.....	.....	Portland or beyond.
11	Any station.....	Pocatello or beyond.	.....
12	Echo, Stanfield.....	Portland or beyond.	.....
12	Any station.....	.....	Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	.....
18	Any station.....	.....	Pocatello or beyond.
18	Ordnanca.....	Portland or beyond.	.....
18	{ Union Jct..... North Powder.... Haines.....	{ Portland or beyond, Tuesdays only.	.....
19	Any station.....	From Wallula or beyond.	.....
19	Hooper Jct.....	.....	Umatilla or beyond.
20	Any station.....	West of Ayer.....	Umatilla or beyond.
62	Any station.....	Pendleton or beyond	.....



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO AUGUST 1st. 1949

Scale of Miles

