

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

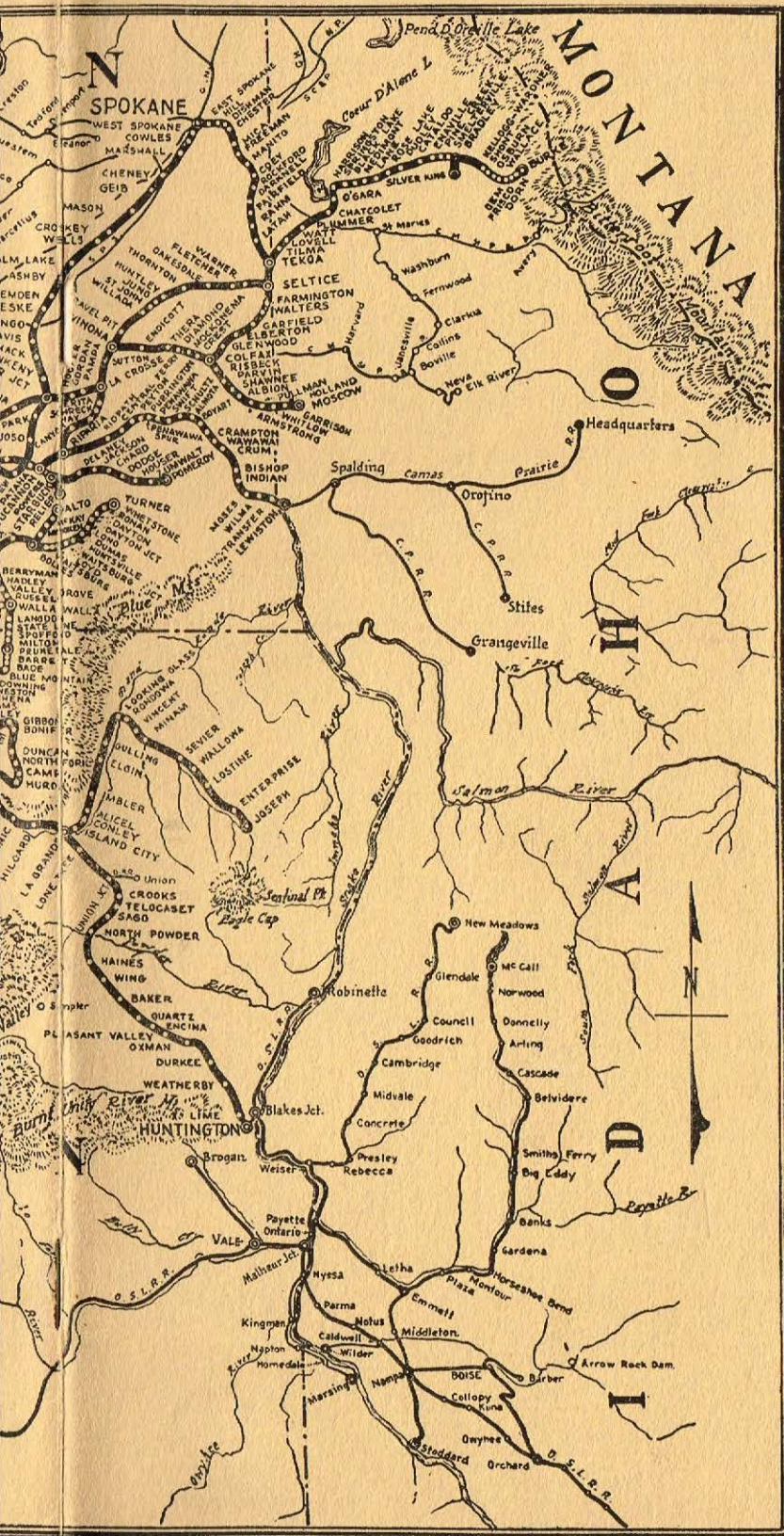
TIME-TABLE
No. 7

Effective Sunday
June 18, 1950
At 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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



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. Haydon, Road Foreman of Engines Portland, Ore.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
E. F. Kidder, Division Engineer Portland, Ore.
H. L. Mathewson, General Roadmaster Portland, Ore.

First and Second Subdivision and Branches
B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivision and Branches
L. L. Rudd, Chief Train Dispatcher Albina, Ore.
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 Employes 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.	Lee B. Bouvy	Oculist and Aurist.	La Grande, Ore.	Umatilla to Huntington.
Ralph M. Dodaon	District Surgeon	Portland, Ore.	Portland District.	John B. Gregory	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
E. E. Ahlquist	District Surgeon	Spokane, Wash.	Spokane District.	James J. D. Haun	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
H. M. Bouvy	Oculist and Aurist.	Portland, Ore.	Portland.	David H. Stoddard	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland.	Robert L. Stuart	Oculist and Aurist.	La Grande, Ore.	Umatilla to La Grande.
David G. Duncan	Surgeon	Portland, Ore.	Portland.	J. E. Carsow	Surgeon	Lewiston, Ida.	Riparia to Lewiston.
Warren W. Hale	Surgeon	Portland, Ore.	Portland.	C. O. Armstrong	Surgeon	Moscow, Ida.	Colfax to Moscow.
Alfred J. Kreft	Oculist and Aurist.	Portland, Ore.	Portland.	J. P. Brennan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
William N. Murray	Surgeon	Portland, Ore.	Portland.	G. W. McGowan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
George D. McGeary	Surgeon	Portland, Ore.	Parkrose.	E. S. Morgan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
Edward C. Parkinson	Surgeon	Portland, Ore.	Portland.	E. I. Silk	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland.	J. W. Sherfey	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
Paul E. Shiningier	Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.	James L. Gilleland	Surgeon	Pullman, Wash.	Moscow to Colfax.
Paul A. Wagner	Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.	J. L. Ash	Aurist	Seattle, Wash.	Tacoma to Seattle.
A. E. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam.	L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla, Arlington to Condon.	B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Glenn G. Gordon	Oculist and Aurist.	Baker, Ore.	Telocaset to Huntington.	John M. Schisch	Oculist	Seattle, Wash.	Tacoma to Seattle.
T. J. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.	Stephen J. Wood	Surgeon	Seattle, Wash.	Tacoma to Seattle.
J. R. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.	M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa to Spokane.
J. C. Vandeventer	Surgeon	Bend, Ore.	Oregon Trunk Jct. to Bend.	Robert L. Pohl	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
George F. Parke	Surgeon	Centralia, Wash.	Centralia to South Monte- sano, Winlock to Tenino.	Carroll Smith	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Monte- sano, Winlock to Tenino.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.	H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	Charles G. Smick	Surgeon	Sprague, Wash.	Croskey to Marengo.
W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.	Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
Warren F. Bolton	Surgeon	Elgin, Ore.	La Grande to Wallowa.	L. A. Hopkins	Surgeon	Tacoma, Wash.	Tenino to Auburn.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Enterprise and vicinity.	Paul B. Smith	Oculist and Aurist.	Tacoma, Wash.	Tenino to Auburn.
Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.	Ross D. Wright	Surgeon	Tacoma, Wash.	Tenino to Auburn.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jct. to Heppner.	C. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
F. B. Belt	Surgeon	Hermiston, Ore.	Hermiston to Stanfield.	Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	Griffith, Smith, Vogt, Mills, Boals, Merriss, Stevenson, Bowen	Surgeons	The Dalles, Ore.	Hood River to Umatilla.
Stanley E. Wells	Surgeon	Hood River, Ore.	Portland to Hood River.	H. M. Wiswall	Surgeon	Vancouver, Wash.	Albina to Kalama.
John C. Korvell	Surgeon	Hoquiam, Wash.	Hoquiam to Centralia.	H. C. Mowery	Surgeon	Wallace, Ida.	Tekoa to Burke.
R. W. Cordwell	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.	G. A. Falkner	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Wallace.	C. D. Hogenson	Oculist and Aurist.	Walla Walla, Wash.	Walla Walla to Yakima.
G. M. Whitesel	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.	W. F. Holmes	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Umatilla.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
H. F. Craig	Surgeon	La Crosse, Wash.	Riparia to Endicott, and La Crosse to Connell.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Riparia.
				R. W. Stevens	Oculist and Aurist.	Walla Walla, Wash.	Pendleton to Riparia.
				Stewart Merrill	Surgeon	Wallowa, Ore.	Wallowa and vicinity.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 7 June 18, 1960	FIRST CLASS					
19 Pgr.	65 Pgr.	11 Pgr.	105 Streamliner Passenger	457 Pgr.	17 Pgr.			66 Pgr.	12 Pgr.	458 Pgr.	106 Streamliner Passenger	18 Pgr.	20 Pgr.
Daily	Daily	Daily	Daily	Daily	Daily			STATIONS					
		6.15	2.15		3.55	0.0	GRANGER	A 9.30		A 12.42	A 10.30		
		11.20	8.05		10.00	213.9	POCATELLO	4.25		8.55	5.25		
		2.35	8.35		1.50	373.8	GLENNS FERRY	12.30		6.10	1.25		
		4.20	9.50		3.40	448.4	BOISE	10.35		5.00	11.30		
		7.10	11.45		6.40	550.1	M.T. HUNTINGTON P.T.	7.45		3.05	8.20		
		6.20	10.45		5.50		M.T. HUNTINGTON P.T.	6.35		2.05	7.10		
		9.05	1.10		8.50	649.7	LA GRANDE	4.00		11.45	4.25		
		11.45	3.20		12.10	723.9	PENDLETON	1.25		9.38	1.50		
		11.55	3.30		12.20	727.5	RIETH	1.05		9.23	1.15		
	9.30	7.20				948.3	SPOKANE	A 7.40				A 7.00	
	11.48	9.45				844.4	AYER	5.00				4.23	
	1.20	11.15				791.1	WALLULA	3.40				3.05	
	2.20	12.01				764.0	UMATILLA	2.30				2.05	
	4.35		2.25	5.35	3.40	855.4	THE DALLES	10.25		7.17	10.35	11.50	
A 7.00	A 1.10 Pendleton	A 4.40	A 7.30	8.00	A 6.15	939.5	PORTLAND	12.25 Pendleton	8.10	A 9.30	5.30	8.30	9.45
				10.27		1030.6	CENTRALIA			7.20			
				11.56		1084.6	TACOMA			6.07			
				A 1.05		1122.7	SEATTLE			5.00			
								Daily	Daily	Daily	Daily	Daily	Daily
(0.30) 39.7	(5.50) 38.7	(23.25) 40.1	(18.15) 51.5	(5.05) 30.0	(27.20) 34.4	 Thru Time	(7.15) 31.1	(24.20) 38.6	(4.30) 40.7	(18.12) 51.0	(25.00) 37.0	(9.15) 39.8

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 7 June 18, 1960	FIRST CLASS			
31 Passenger	33 Passenger	35 Passenger	29 Passenger			32 Passenger	34 Passenger	30 Passenger	36 Passenger
Daily	Daily	Daily	Daily			STATIONS			
10.10	3.55		12.20	0.0	McCAMMON	A 5.00	A 6.05	A 3.55	
A 10.45	5.15	1.45	1.35	22.7	POCATELLO	4.30	5.35	3.25	A 1.35
	6.08	2.30	2.20	46.9	BLACKFOOT		4.00	1.56	12.50
	7.20	3.30	3.10	73.3	IDAHO FALLS		3.15	1.15	12.05
	A 8.55	5.10		124.3	ASHTON		1.15		10.10
				169.9	VICTOR				
		A 7.30		180.4	WEST YELLOWSTONE				
			A 9.30	285.8	BUTTE			7.00	
						Daily	Daily	Daily	Daily
(0.35) 39.9	(5.00) 24.0	(5.45) 27.4	(9.10) 31.2		..... Thru Time	(0.30) 45.4	(4.50) 25.7	(8.55) 32.1	(8.05) 25.9

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 Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 7 June 18, 1950	Mile Post	FIRST CLASS		
	105 Streamliner Passenger	17 Passenger	11 Passenger			18 Passenger	12 Passenger	106 Streamliner Passenger
	Daily	Daily	Daily					
				STATIONS				
BKOPT WXYZ	10.45 ^{PM}	5.50 ^{PM}	6.20 ^{AM}	DN-R HUNTINGTON HU	389.4	Λ 7.10 ^{AM}	Λ 6.35 ^{PM}	Λ 2.05 ^{AM}
100 P	10.55	f 6.01	6.29	D LIME BY	384.5	6.56	6.25	1.49
100 PW	11.04	6.13 ¹²	6.46 ¹⁸	WEATHERBY	377.5	6.46 ¹¹	6.13 ¹⁷	1.37
150 PXY	11.16	f 6.27	7.01	DURKEE	368.9	6.31	5.57	1.26
100 P	11.27	6.40	7.11	OXMAN	361.7	6.21	5.48	1.15
170 PW	11.39	f 6.55	7.25	PLEASANT VALLEY	355.4	6.06	5.33	1.03
WB 91 PXY EB 109	11.44	7.01	7.30	ENCINA	351.9	6.00	5.27	12.58
107 P	11.50	7.08	7.37	QUARTZ	347.3	5.51	5.19	12.52
WB 100 BKOPW EB 111 XYZ	f 11.58 ^{PM}	Λ 7.20	s 7.47	DN BAKER BC	342.0	s 5.43	s 5.12	f 12.45
106 P	12.04 ^{AM}	7.27	7.54	WING	337.6	5.32	5.02	12.38
106 P	12.10	7.32	f 7.59	D HAINES KB	331.7	5.27	f 4.57	12.32
106 PW	12.24 ¹⁰⁰	7.40	f 8.07	D NORTH POWDER HD	322.1	5.19	f 4.46	12.24 ¹⁰⁵
107 P	12.34	7.52	8.18	SAGO	315.5	5.08	4.34	12.15
147 PVWXY	12.37	f 7.57	8.21	TELOCASET	312.6	5.05	4.31	12.12
105 P	12.41	8.03	8.26	CROOKS	308.9	5.00	4.26	12.08 ^{AM}
105 PVY	12.52	s 8.20	8.40	D UNION JCT. UN	302.2	s 4.43	4.12	11.57 ^{PM}
105 P	12.58	8.28	8.46	LONETREE	294.9	4.31	4.06	11.51
BKOPTW XYZ	Λ 1.05 ^{AM}	Λ 8.40 ^{PM}	Λ 8.55 ^{AM}	DN-R LA GRANDE RA	289.8	4.25 ^{AM}	4.00 ^{PM}	11.45 ^{PM}
				(00.0)		Daily	Daily	Daily
	(2.20) 42.7	(2.50) 35.2	(2.35) 38.6	..... Thru Time		(2.45) 36.2	(2.35) 38.6	(2.20) 42.7
				..... Average speed per hour				

CENTRALIZED TRAFFIC CONTROL

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 Siding, etc. See Page 6(A), Page 31.	FIRST CLASS				Time-Table No. 7 June 18, 1950	Mile Post	FIRST CLASS			
	17	11	105	66			65	18	12	106
	Passenger	Passenger	Streamliner Passenger	Passenger			Passenger	Passenger	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	STATIONS					
BJKOPT WXYZ	8.50PM	9.05AM	1.10AM		DN-R LA GRANDE RA 7.7	289.8	A 4.15AM	A 3.50PM	A 11.40PM	
WB71 PVVXY EB 72	9.17	9.23	1.25		HILGARD 6.5	282.1	3.55	3.31	11.24	
139 P	9.33	9.40	1.40		MOTANIC 3.5	275.6	3.38	3.15	11.11	
P	9.41	9.48	1.49		NORDEEN 1.0	272.1	3.30	3.07	11.04	
141 PVVXY	f 9.44	9.51	1.52		KAMELA 2.8	271.1	3.27	3.04	11.02	
P	9.51	9.58	1.58		ROSS 2.8	268.3	3.20	2.57	10.56	
WB 105 PWX EB 102	f 9.58	10.06	2.04		MEACHAM 7.8	265.5	3.13	2.50	10.50	
136 P	10.17	10.25	2.21		HURON 3.6	257.7	2.53	2.28	10.34	
120 PW	¹⁰⁶ 10.28	10.33	2.28		CAMP 5.5	254.1	2.45	2.20	¹⁷ 10.28	
WB 68 PVVXY EB 69	10.40	f 10.43	¹⁸ 2.36		DUNCAN 9.0	248.5	¹⁰⁵ 2.36	2.11	10.20	
102 P	10.53	10.56	2.46		BONIFER 2.5	239.5	2.24	1.59	10.09	
100 PVVXY	f 10.59	11.01	2.50		GIBBON 7.3	236.9	2.19	1.54	10.05	
117 P	11.09	11.11	2.58		HOMLY 4.9	229.6	2.10	1.45	9.56	
110 P	11.17	11.19	3.03		MINTHORN 5.8	224.7	2.03	1.38	9.49	
115 P	11.25	11.26	3.08		MUNRA 3.3	218.9	1.57	1.32	9.43	
68 BJKPV WXYZ	11.45PM 12.10AM	11.35 11.45	3.15 3.20	12.25AM	DN PENDLETON FD 3.6	215.6	A 1.10AM	1.50 1.26	1.25 1.15	9.38 9.33
BJKOP TWX	A 12.20AM	A 1.55AM	A 3.30AM	A 12.35AM	DN-R RIETH RI (77.8)	212.0	1.00AM Daily	1.15AM Daily	1.05PM Daily	9.23PM Daily
	(3.30) 22.2	(2.50) 27.5	(2.20) 33.3	(0.10) 21.6Thru Time.....		(0.10) 21.0	(3.00) 25.9	(2.45) 28.3	(2.17) 84.1

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 7 June 18, 1950	
	257	151	299	11	105	19	66	17	STATIONS	
	Time Freight	Time Freight	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
BJKO PTWX	8.15PM		5.30AM	11.55AM	3.30AM		12.35AM	12.20AM	DN-R	RIETH RI
96 P	9.16 ¹⁰⁶		5.40	12.01PM	3.34		12.45 ⁶⁵ 1.00 ¹⁸	12.26		BARNHART 4.8
95 P	9.27		5.48	12.06	3.39		1.10	12.39 ⁶⁵		CAMPBELL 4.0
95 P	9.34		5.55	12.11	3.43		1.15	12.50 ¹⁸		NOLIN 0.3
94 PW	9.44		6.10	12.18	3.49		s 1.32	1.00	DN	ECHO HI
94 P	9.51		6.17	12.27 ¹²	3.53		s 1.36	1.05		STANFIELD ND
JP	9.57		A 6.25AM	12.31	3.57		A 1.45AM	1.10	DN	HINKLE UK
99 P	10.02			12.34	4.00			1.14		WESTLAND 3.5
P	10.07			s 12.38	4.03			f 1.20		ORDNANCE RN
96 PW	10.15 ²⁶⁴			12.41	4.05			1.24		MUNLEY 5.8
98 P	10.24			12.46	4.10			1.30		CLARKE 4.8
99 JPY	10.31	1.00PM		12.50	4.14	2.45AM		1.35	DN	MESSNER FC
98 P	10.35	1.04		12.53	4.17	2.48		1.40		PETERS 3.9
98 P	10.41	1.10		12.57	4.20	2.52		1.45		CASTLE 6.2
104 P	10.50	1.20		1.03	4.25	2.58		1.51		BOULDER 3.9
19 JP	10.56	1.26		1.08	4.29	3.03		1.55	N	HEPPNER JCT. WI
100 P	10.58	1.28		1.10	4.30	3.05		1.57		WILLOWS 4.6
98 P	11.05	1.35		1.14	4.34	3.09		2.01		SILICA 3.9
WB126 EB 113	11.43 ¹⁸	1.45		s 1.22	4.38	s 3.22		s 2.15	DN	ARLINGTON MX
100 P	11.55PM	1.52		1.27	4.42	3.28		2.22		GILMORE 4.7
99 P	12.02AM	1.59		1.31	4.46	3.33		f 2.32		BLALOCK 6.1
06 P	12.12	2.10		1.37	4.52	3.40		2.39	N	QUINTON QN
100 P	12.27 ²⁰	2.17		1.41	4.56	3.45		2.44		HOOK 3.6
99 P	12.32	2.22		1.44	4.59	3.49		2.48		GOFF 3.3
104 PW	12.37	2.27		1.48	5.02	3.53		2.52		DAY 2.3
100 P	12.41	2.31		1.51	5.04	3.56		f 2.57		RUFUS 2.8
100 P	12.45	2.35		1.54	5.07	3.59		3.02		GRANT 2.7
80 JP { MP }	12.50	2.40		1.57	5.10 ¹⁰⁸	4.02		3.05	DN	BIGGS BX
54 P { W 101.7 }	12.55	2.45		2.00	5.13	4.05		3.09		MILLER 3.7
50 P	1.02	2.52		2.04	5.17	4.10		3.12		CELILO 1.6
JPV	1.06	2.56		2.06	5.19	4.12		3.14	D	OREGON TRUNK JCT. VO
74 P	1.11	3.01		2.09	5.22	4.16		3.18		DUNE -3.3
BKOPTWXZ	A 1.30AM	A 3.20PM		A 2.20PM	A 5.35AM	A 4.30AM		A 3.30AM	DN	THE DALLES DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(5.15) 24.0 (2.20) 34.0 (0.55) 30.4 (2.25) 52.2 (2.05) 60.6 (1.45) 45.4 (1.10) 23.0 (3.10) 30.3 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. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 65 and 66 and not less than fifteen minutes by second-class, extra trains and yard engines.
 Between Hinkle and Messner extra trains will run via Munley unless otherwise directed.
 No. 17 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.
 No. 17 will stop at Ordnance on Saturday and Sunday for passengers.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 7

June 18, 1950

			Mile Post	FIRST CLASS					SECOND CLASS					
				65 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight		
STATIONS														
DN-R	RIETH 3.7	RI	212.0	A 1.00AM	A 1.05PM	A 9.23PM	A 1.15AM					A 10.15AM	A 2.00PM	A 11.40PM
	BARNHART -4.8		208.3	12.45 ⁰⁶	12.53	9.16 ²⁵⁷	1.00 ⁰⁶					9.45	1.40	11.12
	CAMPBELL 4.0		203.6	12.39 ¹⁷	12.48	9.11	12.55					9.35	1.30	11.03
	NOLIN 6.3		198.9	12.34	12.43	9.06	12.50 ¹⁷					9.25	1.20	10.55
DN	ECHO 4.2	HI	192.6	12.26	12.35	8.59	12.41					9.10	1.05	10.45
	STANFIELD 4.3	ND	188.4	12.21	12.27 ¹¹	8.54	12.36					9.00	12.57	10.38
DN	HINKLE 3.5	UK	184.1	12.17AM	12.22	8.50	12.32					8.50	12.50PM	10.32
	WESTLAND -2.9		180.6		12.18	8.47	12.28					8.42		10.26
	ORDNANCE 1.9	RN	177.7		12.13	8.44	12.24					8.35		10.20
	MUNLEY 5.8		175.8		12.08	8.42	12.22					8.30		10.15 ²⁵⁷
	CLARKE -4.8		170.0		12.03PM	8.37	12.16					8.20		9.53
DN	MESSNER 3.0	FC	166.2		11.59AM	8.33	12.12	A 1.25AM		A 7.00AM		8.10		9.43
	PETERS 3.9		162.2		11.50	8.30	12.09	1.22			6.56	8.00		9.38
	CASTLE 6.2		158.3		11.46	8.27	12.05AM	1.18			6.50	7.50		9.32
	BOULDER 3.9		152.1		11.40	8.21	11.59PM	1.12			6.40	7.40		9.23
N	HEPPNER JCT. -1.2	WI	148.2		11.36	8.17	11.55	1.08			6.34	7.34		9.17
	WILLOWS 4.6		147.0		11.34	8.16	11.53	1.06			6.32	7.32		9.15
	SILICA 3.9		142.4		11.30	8.12	11.48	1.01			6.25	7.25		9.08
DN	ARLINGTON 4.5	MX	138.6		11.25	8.08	11.43 ²⁵⁷	12.55			6.15	7.15		9.00
	GILMORE 4.7		134.0		11.15	8.04	11.24	12.41			6.00	7.00		8.49
	BLALOCK 6.1		129.3		11.11	8.00	11.20	12.37			5.53	6.53		8.42
N	QUINTON 4.6	QN	123.2		11.05	7.55	11.14	12.31			5.43	6.43		8.34
	HOOK 3.0		118.6		11.01	7.51	11.10	12.27 ²⁵⁷			5.35	6.35		8.27
	GOFF 3.3		115.0		10.58	7.48	11.07	12.24			5.30	6.30		8.22
	DAY 2.3		111.7		10.54	7.45	11.04	12.20			5.25	6.25		8.17
	RUFUS 2.3		109.4		10.52	7.43	11.02	12.18			5.20	6.20		8.12
	GRANT 2.7		106.6		10.49	7.40	10.59	12.15			5.15	6.15		8.08
DN	BIGGS 3.4	BX	103.9		10.46	7.37	10.56	12.12			5.10 ¹⁰⁵	6.10		8.04
	MILLER 3.7		100.6		10.42	7.34	10.51	12.07			5.03	6.03		7.59
	CEILO -1.6		96.8		10.38	7.30	10.47	12.03			4.55	5.55		7.53
D	OREGON TRUNK JCT. 3.3	VO	95.2		10.36	7.28	10.45	12.01AM			4.50	5.50		7.50
	DUNE 6.1		91.9		10.33	7.25	10.42	11.58PM			4.45	5.45		7.45
DN-R	THE DALLES (120.2)	DK-WH	85.8		10.25AM	7.17PM	10.35PM	11.50PM			4.30AM	5.30AM		7.30PM
				Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

..... Thru Tiroo.....	(0.43)	(2.40)	(2.00)	(2.40)	(1.35)	(2.30)	(4.45)	(1.10)	(4.10)
..... Average speed per hour.....	38.9	47.3	60.1	47.3	50.1	31.8	26.5	23.9	34.3

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. 106 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 65, and 66 and not less than fifteen minutes by second-class, extra trains and yard engines.
 Between Hinkle and Messner extra trains will run via Munley unless otherwise directed.
 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. 7

June 18, 1960

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS					
	151	257	458	11	105	19	17	
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	
BKOPT WXZ	4.00PM	4.00AM						
P	4.15	4.15		2.25PM	5.35AM	4.35AM	3.40AM	
110 P	4.25	4.25		2.31	5.40	4.42	3.47	
83 P	4.25	4.25		2.37	5.46	4.48	3.53	
83 P	4.32	4.32		2.42	5.50	4.53	3.58	
83 P	4.41	4.41		2.48	5.55	5.00	4.06	
WB 72 EB 107 KPVWX	4.52	4.52		s 3.00 ²⁶⁴	6.05	s 5.15	e 4.20	
80 P	5.00	5.00		3.06	6.10	5.23	4.28	
98 P	5.12	5.15		3.15	6.17	5.32	4.37	
104 PW	5.20	5.37 ¹⁰		3.20	6.21	5.37 ²⁶⁷	4.42	
102 P	5.27	5.48		3.25	6.25	5.42	4.47	
97 P	5.34	5.55		3.30	6.30	5.47	4.53	
116 PW	5.41	6.02		3.35	6.35	5.52	5.00	
99 P	6.12 ¹⁰⁶	6.09		3.42	6.40	5.58	5.07	
60 P	6.20	6.13		3.45	6.43	6.02	5.12	
100 PZ	6.27	6.20		3.50	6.48	6.07	5.19	
98 P	6.34	6.27		3.54	6.52	6.12	5.24	
50 P	6.42	6.35		3.58	6.56	6.17	5.30	
157 IJPW	A 6.48PM	A 6.45AM		n 4.05	7.00	6.23	5.36	
51 P				4.09	7.03	6.26	5.40	
53 P				4.16	7.10	6.33	5.47	
28 PX				4.21	7.15	6.38	5.52	
17 PX				4.25	7.19	6.42	5.56	
IJPVXY				9.25PM	4.28	7.22	6.45	5.59
BIKPV				A 9.30PM	A 4.40PM	A 7.30AM	A 7.00AM	A 6.15AM

STATIONS

DN-R	THE DALLES	DK-WH
	4.1	
	CRATES	
	5.2	
	ROWENA	
	4.1	
	CHATFIELD	
	3.3	
	MOSIER	
	6.3	
DN	HOOD RIVER	KI
	4.1	
	MENO	
	5.7	
	LINDSEY	
	2.8	
	WYETH	WE
	3.2	
	FARLEY	
	4.0	
	CASCADE LOCKS	
	4.3	
DN	BONNEVILLE	MU
	4.8	
	DODSON	
	2.8	
	ONEONTA	
	4.5	
D	BRIDAL VEIL	JU
	3.9	
	ROOSTER ROCK	
	3.6	
	TAYLOR	
	3.5	
DN	TROUTDALE	SN
	1.7	
	FAIRVIEW	FA
	6.0	
	CLAIRNIE	
	3.5	
	GRAHAM	
	2.6	
	BRUUN	
	1.4	
	EAST PORTLAND	
	0.6	
DN-R	PORTLAND	P-V
	(85.8)	

(2.48) (2.45) (0.05) (2.15) (1.65) (2.25) (2.35) Thru Time.....
 26.1 25.5 6.0 38.1 44.8 36.5 33.2 Average speed per hour.....

WESTWARD

UMATILLA LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	
	151	299	19	66
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily
JP		6.25AM		1.45AM
06 P		6.40		s 2.05
BJKOPTWXY	12.01PM	A 7.00AM	2.20AM	A 2.25AM
83 P	12.15		2.27	
83 P	12.25		f 2.32	
63 P	12.35		2.37	
99 JPY	A 1.00PM		A 2.45AM	

Time-Table No. 7
June 18, 1960

STATIONS

DN	HINKLE	UK
	4.0	
D	HERMISTON	MN
	5.8	
DN-R	UMATILLA	CS
	4.6	
	BAILEY	
	3.2	
	IRRIGON	
	3.6	
	JUDSON	
	6.8	
DN	MESSNER	FC

(28.0)

Mile Post	FIRST CLASS		SECOND CLASS	
	65	20	198	258
	Passenger	Passenger	Time Freight	Time Freight
184.1	A 12.17AM			A 12.50PM
189.5	f 12.10			12.25
183.4	12.01AM	A 1.50AM	A 7.40AM	12.01PM
178.8		1.42	7.25	
175.6		1.37	7.18	
172.0		1.32	7.10	
165.2		1.25AM	7.00AM	
	Daily	Daily	Daily	Daily

(0.69) (0.35) (0.25) (0.40) Thru Time..... (0.16) (0.25) (0.40) (0.40)
 18.3 16.8 43.7 12.2 Average speed per hour..... 36.8 43.7 27.3 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 and 20, and not less than fifteen minutes by second-class, extra trains and yard engines.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 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. 7 June 18, 1950		Mile Post	FIRST CLASS					SECOND CLASS	
			457	12	106	18	20	264	262
			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight
STATIONS									
BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL	DN-R THE DALLES DK-WH	85.8		A 10:20AM	A 7:17PM	A 10:30PM	A 11:45PM	A 4:15PM	A 1:45AM
	4.1 CRATES	81.7		10:13	7:10	10:24	11:38	3:50	1:25
	5.2 ROWENA	78.5		10:07	7:05	10:18	11:32	3:40	1:15
	4.1 CHATFIELD	72.4		10:02	7:01	10:13	11:27	3:30	1:05
	3.3 MOSIER	69.1		9:56	6:56	10:07	11:21	3:20	12:55
	6.3 DN HOOD RIVER KI	62.8		s 9:46	f 6:48	s 9:58	11:12	3.00¹¹	12:40
	MENO	58.7		9:38	6:40	9:48	11:03	2:35	12:30
	5.7 LINDSEY	53.0		9:30	6:33	9:40	10:55	2:25	12:15
	2.8 WYETH WE	50.2		9:26	6:30	9:36	10:51	2:15	12:05AM
	3.2 FARLEY	47.0		9:21	6:26	9:31	10:46	2:05	11:52PM
	4.0 CASCADE LOCKS	43.0		f 9:16	6:22	9:26	10:41	1:57	11:45
	4.8 DN BONNEVILLE MU	38.7		f 9:07	6:17	9:21	10:36	1:50	11:37
	DODSON	33.9		9:00	6.12¹⁵¹	9:15	10:30	1:35	11:29
	2.3 ONEONTA	31.1		8:57	6:09	9:12	10:27	1:28	11:24
	4.5 D BRIDAL VEIL JU	26.6		f 8:51	6:04	9:06	10:21	1:17	11:16
	3.0 ROOSTER ROCK	22.7		8:47	6:00	9:02	10:17	1:10	11:05
	3.5 TAYLOR	19.1		8:42	5:56	8:58	10:13	1:02	10:58
	3.5 DN TROUTDALE SN	15.6		s 8:38	5:53	8:54	10:09	12:55PM	10:50PM
	1.7 FAIRVIEW FA	13.9		f 8:33	5:51	8:52	10:07		
	6.0 CLARNIE	7.9		8:26	5:46	8:46	10:01		
3.5 GRAHAM	4.4		8:21	5:41	8:41	9:56			
2.5 BRUUN	1.9		8:16	5:36	8:36	9:51			
1.4 EAST PORTLAND	0.5	A 8:04AM	8:13	5:33	8:33	9:48			
0.5 DN-R PORTLAND P-VC	0.0	8:00AM Daily	8:10AM Daily	5:30PM Daily	8:30PM Daily	9:45PM Daily	Daily	Daily	
.....Thru Time.....		(0.04)	(2.10)	(1.47)	(2.00)	(2.00)	(3.20)	(2.55)	
.....Average speed per hour.....		7.5	39.9	48.1	42.9	42.9	21.1	24.1	

WESTWARD

KENTON LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	Time-Table No. 7 June 18, 1950		Mile Post	FIRST CLASS	SECOND CLASS	
	151	257	458	457	264		262		
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger	Time Freight		Time Freight		
157 IJPW	6:48PM	6:45AM		DN TROUTDALE SN	22.0		A 12:55PM	A 10:50PM	
51 P	6:58	6:55		HEMLOCK	17.0		12:40	10:25	
100 P	7:08	7:05		D FIR FR	12.4		12:30	10:15	
73 BKPX	7:20	7:30		DN KENTON KN	8.1		12:20	10:05	
IJVX			9:10PM	DN NORTH PORTLAND JCT. KD	6.8	A 8:20AM			
IJPXY			9:14	PENINSULA JCT.	5.8	8:16			
IJPX	7:40	7:50	9:18	DN ST. JOHNS JCT.	4.2	8:12	12:01PM	9:45	
BKOPT WKZ	A 8:00PM	A 8:30AM	9:22	DN-R ALBINA BX	1.8	8:08	11:45AM	9:30PM	
IJPVXY			A 9:25PM	DN EAST PORTLAND (15.1)	0.5	8:04AM Daily	Daily	Daily	
(1.12) 17.0		(1.45) 11.0	(0.15) 25.2	.....Thru Time.....		(0.16) 23.8	(1.10) 17.5	(1.20) 15.3

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 5-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19 and 20, and not less than fifteen minutes by second-class, extra trains and yard engines.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.
 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. 7

June 18, 1950

Car Capacity
of Sliding, 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
Daily	Daily	Daily	Daily	Daily

STATIONS

LPVX

8.00 AM
8.20
A 8.24 AM

BLOCK
SIGNALS

DN	PORTLAND	KD
	6.8	
	DN NORTH PORTLAND JCT.	
	1.9	
VANCOUVER		

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

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

LJ

12.01 PM
A 12.03 PM

BLOCK
SIGNALS

DN	N. P. CROSSING	RN
	1.2	
	N. P. CROSSING	
	0.1	
	N. P. CROSSING	
	0.3	
DN RESERVATION	JN	
0.7		
DN TACOMA JCT.		

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

23
67 IPVX

12.46 PM

BLOCK
SIGNALS

DN-R	BLACK RIVER	BI	
	0.0		
	C. M. St. P. & P. C. CROSSING		
	8.3		
	DN-R ARGO		G
	3.1		
DN-R SEATTLE	OW		

BIJKOP
TVWXYZ
BKPXZ

9.39 PM 2.17 PM 12.55 10.13 AM 7.05 AM
A 10.00 PM A 2.30 PM A 1.05 PM A 10.30 AM A 7.30 AM

(183.2)

(0.21)	(0.18)	(6.05)	(0.17)	(0.25)	..... Thru Time
8.9	14.8	36.0	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.

WESTWARD

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

EASTWARD

	691	681		692	690	
	5.16 PM	6.00 AM	ALBINA	A 11.00 AM	A 5.45 AM	
	A 4.30 AM	A 6.00 PM	ABCO	2.00 AM	6.00 PM	

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 7

June 18, 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					
PORTLAND	0.0			A 9.30 PM	
DN NORTH PORTLAND JCT. KD	6.8			9.10	
VANCOUVER	8.7			9.06 PM	

BLOCK SIGNALS

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		146.5			
DN RESERVATION RN	0.3	146.8		A 5.52 PM	
DN TACOMA JCT. JN	0.7	147.5		5.50 PM	

BLOCK SIGNALS

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.

DN-R BLACK RIVER BI	0.0	173.8				A 5.15 PM	
C. M. S. P. & P. & P. C. CROSSING	0.3	173.8					
DN-R ARGO G	3.1	180.1	A 7.59 AM	A 10.53 AM	A 2.53 PM	5.09	A 10.40 PM
DN-R SEATTLE OW	3.1	183.2	7.50 AM	10.45 AM	2.45 PM	5.00 PM	10.30 PM
(183.2)			Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Thru Time	(0.09)	(0.08)	(0.08)	(4.30)	(0.10)
Average speed per hour	20.7	23.3	23.3	40.7	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. 7

June 18, 1950

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

391 Freight	151 Time Freight	363 Freight
Sunday Wednesday Thursday Saturday	Daily	Daily

99 CMS&P Passenger	19 Passenger	65 Passenger	63 Passenger	97 CMS&P Streamliner Passenger
Daily	Daily	Daily	Daily	Daily

STATIONS

BKPVX			9:40 ^{PM}	9:30 ^{PM}	7:20 ^{PM}		1:55 ^{AM}
BKOP ^{TWXZ}		12:45 ^{AM}	9:49 ^{PM}	9:34	7:24		2:01
48 P		12:55	9:55	9:39 ^{PM}	7:29		2:08
53 P		1:05	10:02	9:45	7:35		2:15
50 PW		1:20	10:15	9:56	7:46		2:27
61 P		1:28	10:22	10:03	7:53		2:36
52 P		1:36	10:28	10:08	7:58		2:42
53 PW		1:46	10:37	10:16	8:06		2:51
52 P		1:52	10:42	10:20	8:10		2:56
52 P		2:02	10:50	10:27	8:17		3:03
44 P		2:10	10:56	10:33	8:23		3:09
52 P		2:17	11:01	10:38	8:28		3:14
75 JOPV WXY		3:00	11:10 ^{PM}	10:46	8:36 ^{PM}		3:25 ^{AM}
52 P		3:10		10:52	8:42		
63 P		3:17		10:57	8:47		
51 P		3:24		11:02	8:52		
38 JPWY	3:00 ^{PM}	3:40		11:13	9:03		
53 P	3:15	3:50		11:20	9:10		
51 P	3:30	4:05		11:29	9:19		
73 P	3:45	4:33 ²⁰		11:38	9:28		
BJKOPWXY	A 4:00 ^{PM}	4:50 ^{PM} 6:00		11:48	9:45		
96 P		6:15		11:57 ^{PM}	9:53		
96 P		6:30		12:04 ^{AM}	10:01		
46 P		6:40		12:11	10:08		
96 P		6:46		12:15	10:12		
96 PW		7:05		12:26	10:23		
95 P		7:20		12:35	10:32		
94 P		7:30		12:41	10:38		
28 JPX		7:45	2:20 ^{AM}	12:48	10:45	10:20 ^{PM}	
M							
M							
BJKOP VWXY		9:00	A 2:30 ^{AM}	12:55 1:20	10:55 11:15	10:30 ^{PM}	
96 P		9:40 ²⁰		1:32	11:27		
96 P		9:50		1:39	11:34		
95 P		10:05		1:50	11:45		
BJKOP TWXY		A 10:30 ^{AM}		A 2:05 ^{AM}	A 1:55 ^{PM}		

DN-R	SPOKANE	1:55 ^{AM}	AU
	WEST SPOKANE		
	COWLES		
	MARSHALL		
N	CHENEY		CY
	GETB		
	MASON		
N	CROSKEY		CK
	WELLS		
	PALM LAKE		
	ASHBY		
	EMDEN		
DN-R	MARENGO		RA
	THAVIS		
	MACK		
	ANKENY		
N-R	HOOPER JCT.		HR
	PARK		
	JOSO		
	CHEW		
DN-R	AYER		JD
	RUXBY		
	SCOTT		
	WALKER PIT		
	SIMMONS		
N	PAGE		MS
	ASH		
	HUMORIST		
	ATTALIA		
	N. P. CROSSING		
	N. P. CROSSING		
DN-R	WALLULA		JN
	JUNIPER		
	SAND		
	RIVERVIEW		
DN-R	UMATILLA		CS UY

BLOCK SIGNALS

(1.00)	(9.45)	(0.10)	(1.30)	(4.35)	(4.35)	(0.10)	(1.30)
21.5	18.9	15.6	40.7	40.0	40.0	15.6	40.7

..... 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. 7

June 18, 1950

FIRST CLASS

SECOND CLASS

20	96	66	64	98	392	298	364
Passenger	CMStP&P Passenger	Passenger	Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight

STATIONS

Mile Post

BLOCK SIGNALS	DN-R	SPOKANE DS AU	367.3	A 7:00AM	A 7:30AM	A 7:40AM		A 9:55PM			
		WEST SPOKANE 1.7	365.6	6:54	7:22	7:34		9.49⁰⁰	A 6:30PM		
		COWLES 3.6	362.0	6:48	7:14	7:28		9.39¹⁰	6:05		
		MARSHALL 4.2	367.8	6:41	7:06	7:21		9:34	5:55		
	N	CHENEY 7.3	350.5	s 6:32	s 6:50	s 7:12		9:25	5:40		
		GEIB 5.2	345.3	6:24	6:44	7:04		9:18	5:30		
		MASON 5.0	340.3	6:18	6:38	6:58		9:13	5:20		
	N	CROSKY 7.4	332.9	6:10	6:29	6:50		9:05	5:05		
		WELLS 4.0	328.9	6:06	6:24	6:45		9:01	4:57		
		PALM LAKE 6.6	322.3	5:57	6:16	6:37		8:54	4:45		
	ASHBY 5.2	317.1	5:51	6:09	6:30		8:49	4:35			
	EMDEN 4.2	312.9	5:46	6:04	6:25		8:44	4:20			
	DN-R	MARENGO RA	306.2	s 5:37	5:55AM	s 6:15		8.36⁶⁵PM	4:00		
		THAVIS 4.8	301.4	5:26		6:03			3:22		
		MACK 4.4	297.0	5:20		5:57			3:15		
		ANKENY 4.2	292.8	5:14		5:51			3:08		
N-R	HOOPER JCT. HR	284.9	5:03		5:40			A 6:30AM	2:53		
		PARK 5.6	279.3	4:54		5:31		6:10	2:42		
		JOSO 6.2	273.1	4:44		5:21		5:55	2:30		
		CHEW 5.8	267.3	4.33¹⁵¹		5:10		5:40	2:15		
	DN-R	AYER JD	263.4	s 4:23		5.00¹⁵¹		5:30AM	2:00		
		RUXBY 6.2	267.2	4:12		4:47			12:50		
		SCOTT 7.7	249.6	4:01		4:36			12:36		
		WALKER PIT 6.1	243.4	3:54		4:29			12:26		
		SIMMONS 2.8	240.6	3:50		4:25			12:20PM		
N	PAGE MS	233.0	3:39			4:14			11:59AM		
		ASH 7.6	225.6	3:29		4:04			11:40		
		HUMORIST 6.0	219.6	3:22		3:57			11:27		
		ATTALIA 6.8	212.7	3:12		3:47	A 3:55AM		11:15	A 6:45PM	
		N. P. CROSSING 0.1	212.6								
		N. P. CROSSING 0.6	212.0								
	DN-R	WALLULA JN	210.1	3:05		3:40			11:00	6:30PM	
		JUNIPER 7.8	202.3	2:33		3:06	3:45AM		9.40¹⁵¹		
		SAND 6.6	197.0	2:25		2:57			9:30		
		RIVERVIEW 6.6	190.4	2:15		2:46			9:15		
	DN-R	UMATILLA CS UY	182.8	2.05¹⁹AM		2:30AM			9:00AM		
		(184.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

..... Thru Time	(4.55)	(1.35)	(6.10)	(0.10)	(1.19)	(1.00)	(9.30)	(0.16)
..... Average speed per hour	37.3	38.6	35.7	16.6	48.4	21.5	19.4	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		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 7		Mile Post	SECOND CLASS
	305 Mixed	June 18, 1950			304 Mixed
	Daily Except Sunday	STATIONS			
28 WXY	12.45 PM	D-R	JOSEPH J	83.8	A 11.15 AM
22 X	1.30	D	ENTERPRISE RS	78.0	11.00
39	1.53		LOSTINE	67.8	10.07
27 WXY	2.10	D	WALLOWA WO	60.0	9.50
40 W {M.P.} 32.8	3.16		LOOKING GLASS	33.8	8.37
32	3.37		GULLING	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	f	ALICEL	8.4	7.22
BJK OPTW XYZ	5.00 PM	DN-R	LA GRANDE RA	0.0	7.00 AM
			(83.)		Daily Except Sunday
	(4.15) 19.7	..... Thru Time.....		(4.15) 19.7	
		..... Average speed per hour.....			

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 7		Mile Post	SECOND CLASS
	327 Freight	June 18, 1950			328 Freight
	Sunday Tuesday Thursday Saturday	STATIONS			
26 PWXY	10.15 AM	D-R	CONDON CD	44.5	A 9.00 AM
22	10.40		GWENDOLEN	36.3	8.25
27	11.00		SPEECE	32.3	8.10
26	11.10		CLEM	28.6	7.50
20 PW	11.30		MIKKAL	24.4	7.30
27	11.50 AM		BARNETT	19.7	7.10
11 PW	12.10 PM		ROCK CREEK	16.0	6.55
20	12.30		SHUTLER	7.3	6.25
WB 126 BJOP EB 113 KTWX	A 1.15 PM	DN-R	ARLINGTON MX	0.0	6.00 AM
			(44.5)		Sunday Tuesday Thursday Saturday
	(3.00) 14.8	..... Thru Time.....		(3.00) 14.8	
		..... Average Speed per Hour.....			

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 7		Mile Post		
	June 18, 1950				
	STATIONS				
BJK OPTW XYZ		DN-R	RIETH RI	0.0	
22			SPARKS	6.7	
18 WX		D	PILOT ROCK RO	14.9	
			(14.9)		

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 7		Mile Post		
	June 18, 1950				
	STATIONS				
14 Y			KENT	52.5	
10			EAKIN	42.5	
28 PW		D	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)		

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 7		Mile Post	SECOND CLASS
	329 Freight	June 18, 1950			330 Freight
	Monday Wednesday Friday	STATIONS			
89 PWXY	9.30 AM	D-R	HEPPNER HR	45.2	A 8.45 AM
19 P	9.55		LEXINGTON	36.3	8.00
7	10.10		JORDAN	31.0	7.40
15 PW	10.30		IONE ON	28.3	7.25
8	10.45		McNAB	25.2	7.10
13	11.05		MORGAN	19.8	6.55
3 W	11.30 AM		CECIL	14.5	6.35
19 JPX	A 12.15 PM	N-R	HEPPNER JCT. WI	0.0	6.00 AM
			(45.2)		Monday Wednesday Friday
	(2.45) 16.4	..... Thru Time.....		(2.45) 16.4	
		..... Average Speed per Hour.....			

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 7		Mile Post	SECOND CLASS
	313 Mixed	June 18, 1950			314 Mixed
	Daily Except Monday	STATIONS			
BCOK 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	0.0	7.30 AM
		(150.0)		Daily Except Sunday
	(7.01) 21.4	..... Thru Time.....		(7.00) 21.4
		..... Average Speed per Hour.....		

BEND BRANCH SHOWN FOR INFORMATION ONLY.

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

SECOND CLASS

SECOND CLASS

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

Time-Table No. 7
June 18, 1950

Mile Post

309 **307**
CMStP&P Freight Mixed
Daily Except Sunday Daily Except Monday

308 **306**
CMStP&P Freight Mixed

STATIONS

BJKOP TVWXYZ

1.15 AM DN-R CENTRALIA 2.4 CN

0.0 A 11.15 PM

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

JMPV			1.25 AM	BLAKESLEE JUNCTION	2.4		A 11.00 PM
M				0.0			
M				N. P. CROSSING	2.4		
				0.0			
				C. M. St. P. & P. CROSSING	2.4		
				0.8			
43 JPVX		2.43 AM	1.55	HELING JUNCTION	12.2	A 8.00 PM	10.20
				1.5			
48 PWX		2.55	2.00	N-R INDEPENDENCE ND	18.7	7.52	10.15
				17.1			
44 P		3.48	2.50	SAGINAW	30.8	7.10	9.20
				0.7			
I				SCHAFFER BROS. CROSSING	31.5		
				10.8			
53 PXY		4.30	3.40	SOUTH MONTESANO	42.4	6.30	8.50
X				SOUTH MONTESANO	42.4		
				1.5			
PVX				D MONTESANO MO	43.9		
53 PXY		4.30	3.40	SOUTH MONTESANO	42.4	6.30	8.50
32 PV		4.45	4.00	PREACHER'S SLOUGH	46.7	5.50	8.20
83 JPYX		5.00	4.15	COSMOPOLIS	51.2	5.35	8.05
				2.1			
				N. P. CROSSING	53.3		
				0.6			
82 BKPVXZ		A 5.15 AM	A 4.45 AM	DN-R ABERDEEN BA	53.9	5.20 PM	7.45 PM

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

BKOPT WYZ		A 5.45 AM	A 5.15 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	7.15 PM
					(57.5)			Daily Except Sunday	Daily Except Sunday
		(3.02)	(4.00)					(3.00)	(4.00)
		14.7	14.3					15.3	14.3

WESTWARD

TONO BRANCH

EASTWARD

WESTWARD

OLYMPIA BRANCH

EASTWARD

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

Time-Table No. 7
June 18, 1950

Mile Post

SECOND CLASS

321
Freight

Daily Except Sunday

Time-Table No. 7
June 18, 1950

Mile Post

SECOND CLASS

322
Freight

STATIONS

39 PWX	R	TONO	5.8	8.0
27 JX		WABASH	2.2	2.2

JPVXY		6.00 AM	R	EAST OLYMPIA	7.3	0.0	A 5.50 AM
				0.1			
BKPV WXYZ		A 6.30 AM	D-R	OLYMPIA	0.1	7.4	5.20 AM
				(7.4)			Daily Except Sunday

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)		

(0.30) Thru Time (0.30)
14.8 Average speed per hour 14.8

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

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. 7		Mile Post	FIRST CLASS		SECOND CLASS		
		363		63	June 18, 1950				64		364	
		Freight		Passenger					Passenger		Freight	
		Daily		Daily	STATIONS							
BKOPTVWXYZ		9.30 ^{PM}		6.50 ^{PM}	DN-R	YAKIMA NY	98.0	A 7.40 ^{AM}			A 1.15 ^{AM}	
39 X		9.40		6.56		UNION GAP	94.6	7.30			12.55	
MP						N. P. CROSSING	91.3					
30 P		9.50		7.02		PARKER	90.8	f 7.23			12.45	
M						N. P. CROSSING	89.4					
32 P		10.00	f	7.09		DONALD	86.8	f 7.13			12.30	
18 PV		10.05	f	7.14		SAWYER	84.5	f 7.07			12.20	
40 PV		10.15	s	7.19		BUENA BA	81.6	s 7.00			12.10 ^{AM}	
74 PVX		10.25	s	7.26	D-R	ZILLAH AH	78.5	s 6.53			11.55 ^{PM}	
53 P		10.48	f	7.34		GRANGER	73.4	f 6.41			11.25	
52		11.05 ³⁶⁴	f	7.43		EMERALD	67.2	f 6.28			11.05 ³⁶³	
35 JPXY		11.15		8.15	R	MIDVALE	63.6	6.20			10.30	
51 PVWX		11.35	s	8.27	N	GRANDVIEW GW	67.7	s 5.46			10.07	
44 P		11.55 ^{PM}	f	8.39		NORTH PROSSER	60.8	f 5.32			9.10	
53		12.20 ^{AM}	f	8.51 ³⁶⁴		CHAFFEE	43.0	f 5.18			8.51 ⁶³	
42 PWX		12.40	s	9.02	D	BENTON CITY BC	36.5	a 5.06			8.15	
53		12.55		9.12		ACTON	31.3	4.55			8.05	
51 PJ		1.25	R	9.33		RICHLAND JCT.	19.0	4.37			7.35	
55 PVWX		1.45	s	9.51	N	KENNEWICK KN	13.2	s 4.25			7.18	
12 P		1.55	f	10.01		HEDGES	8.7	f 4.10			7.08	
M						N. P. CROSSING	7.3					
53		2.05	f	10.06		VILLARD	6.7	f 4.05			7.00	
16 JPX	A	2.20 ^{AM}	A	10.20 ^{PM}		ATTALIA	0.0	3.55 ^{AM}			6.45 ^{PM}	
						(98.0)		Daily			Daily	
		(4.50) 20.3		(3.30) 28.0		..... Thru Time.....		(3.45) 26.1			(6.30) 15.1
						..... Average Speed per Hour.....					

WESTWARD			SUNNYSIDE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		FIRST CLASS		Time-Table No. 7		Mile Post	FIRST CLASS		FIRST CLASS		
		63	83	June 18, 1950				64	84			
		Passenger	Passenger					Passenger	Passenger			
		Daily	Daily	STATIONS								
35 JPXY		7.50 ^{PM}	5.55 ^{AM}	R	MIDVALE	0.0	A 6.20 ^{AM}	A 8.15 ^{PM}				
PVX		A 8.00 ^{PM}	A 6.05 ^{AM}	D-R	SUNNYSIDE SI	2.8	6.10 ^{AM}	8.05 ^{PM}				
					(2.8)		Daily	Daily				
		(0.10) 16.8	(0.10) 10.8		..... 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 Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS		Time-Table No. 7 June 18, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	379 Freight	355 Freight	391 Freight	73 Passenger	61 Passenger	62 Passenger	74 Passenger			392 Freight	378 Freight	356 Freight		
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily									
			7:45AM				DN-R	TEKOA K	116.1			A 3:00PM		
14 JPX			A 8:00AM				R	SELTICE	110.4			2:30		
32 W							D	FARMINGTON FM	104.5			2:10		
M								N. P. CROSSING	103.4					
								N. P. CROSSING	95.4					
38 VWX							D	GARFIELD GR	95.1			1:05		
								ELBERTON	89.7			12:40PM		
32 BJKMOWXY	11:10PM				6:50PM			D-R COLFAX CA	77.4	A 7:37AM		11:50AM	A 1:30PM	
M								G. N. CROSSING	77.3			11:10	1:20	
14 East Spur X 16 West Spur X	11:30				6:57			CREST	74.9	7:27		11:00	1:10	
34	11:50PM				f 7:02			MOCKONEMA	72.5	f 7:22		10:50	1:02	
29	12:10AM				f 7:09			DIAMOND	68.5	f 7:16		10:30	12:50	
27	12:50				s 7:29		D	ENDICOTT DI	57.9	s 7:00		9:45	12:20	
63 JWXY	1:20		12:01PM ³⁷⁸		s 7:40		D-R	WINONA WA	52.1	s 6:52		9:10	12:01PM ³⁰¹	
26 BJKOWXY	A 2:20AM		A 12:45PM		s 7:57		D-R	LA CROSSE JA	41.5	s 6:37		8:10AM	11:30AM	
42					f 8:10			JERITA	35.8	f 6:23				
44					f 8:21			HAY	30.2	f 6:15				
60 JI'VWXY					8:40PM	s 8:50	DN-R	RIPARIA XS	17.5	s 5:52	A 6:10AM			
M								N. P. CROSSING	17.4					
10 JPXY		8:25PM			s 8:49	s 9:01	R	TUCANNON	12.6	s 5:42	s 5:58			A 12:05AM
41 X		8:30			8:51	9:04		PATAHA	11.8	5:37				12:03AM
54 X		8:50			f 9:08	f 9:22		RIFTON	2.9	f 5:21	f 5:37			11:40PM
BJKOPWXY		A 9:00PM			A 9:15PM	A 9:30PM	DN-R	AYER JD	0.0	5:15AM	5:30AM			11:30PM
								(116.1)		Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday
	(3.10) 11.3	(0.35) 21.6	(5.00) 14.9	(0.35) 30.0	(2.40) 29.0			..... Thru Time.....		(2.22) 32.7	(0.40) 28.3	(6.50) 10.0	(2.00) 12.6	(0.35) 21.6
								..... Average speed per hour.....						

WESTWARD

TUCANNON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 7 June 18, 1950	Mile Post	SECOND CLASS		
		356 Freight				355 Freight		
		Monday Wednesday Friday						
JPXY		12:05AM	R	TUCANNON	0.0	A 8:25PM		
JWXY		A 12:15AM	D	STARBUCK	3.8	8:15PM		
19				RELIEF	9.3			
				(9.3)				Monday Wednesday Friday
	(0.10) 22.8					(0.10) 22.8		
								..... Average speed per hour.....

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 7				
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	69 Spokane Internat'l Passenger	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	June 18, 1950				
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS				
BKPVX	9.30PM	3.30PM	7.00AM		11.59PM	10.15PM	8.15AM	8.00AM	DN-R	SPOKANE	DS AU	DOUBLE TRACK
IPX	9.40	3.45 ³⁸⁴	7.05		12.04AM	10.20	8.20	8.05	N. P. CROSSING			
88 X	9.51 ³⁸²	3.58	7.10			10.23	8.23	8.08	EAST SPOKANE			
59 JKVX	10.10	4.15	A 7.20AM			10.30	a 8.30	8.15	DN	DISHMAN	SP	
35	10.20	4.25				10.34	f 8.34	8.19	CHESTER			
49	10.46 ⁹⁵	4.50				10.46 ³⁸¹	b 8.45	8.31	D	MICA	MA	
38	11.17 ³⁸³	5.15				10.50	f 8.50	8.35	FREEMAN			
JVX	A11.25PM	5.25				A10.55PM ³⁸⁸	b 8.56	A 8.40AM	DN-R	MANITO	MU	
23		5.53 ⁶⁸					b 9.03		D	ROCKFORD	RD	
40		6.05						9.10	DAR KNELL			
31 WX		6.25					b 9.16		D	FAIRFIELD	G	
44		6.55					b 9.31		LATAH			
BJKOPTWXYZ		A 7.30PM					A 9.52AM		DN-R	TEKOA	K	
	(1.55) 11.4	(4.00) 12.3	(0.20) 19.6		(0.05) 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		Time-Table No. 7		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 7		Mile Post	STATIONS	SECOND CLASS	
	391 Freight		June 18, 1950					355 Freight		June 18, 1950					356 Freight
	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 G. N. CROSSING		39.8		25	6.20		4.5 ZUMWALT		24.4	2.00		
			0.03 N. P. CROSSING		39.7		7	6.50		8.1 DODGE		16.3	1.30		
34 VWX	9.00	D	0.55 OAKESDALE	ON	39.1		18 W	6.57		1.8 CHARD		14.5	1.20		
M			8.4 G. N. CROSSING		30.7		8	7.10		3.2 JACKSON		11.3	1.05		
28 WX	10.30	D	12.4 ST. JOHN	SJ	18.3		18	7.25		3.4 DELANEY		7.9	12.50		
53	11.25		13.9 GRAVEL PIT		4.4		JWXY	A 8.15PM	D	7.9 STARBUCK	SA	0.0	12.20AM		
63 JWXY	A11.45AM	D-R	4.4 WINONA	WA	0.0								Monday Wednesday Friday		
			(48.0)							(28.9)					
	(3.45) 12.8		..... Thru Time				(2.15) 12.8			..... Thru Time			(1.55) 16.1
			..... Average Speed per Hour .....							..... Average Speed per Hour			

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

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

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

No. 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. 7 June 18, 1950		Mile Post	FIRST CLASS				SECOND CLASS				
				94	70	68	92	384	382	388		
				CMStP&P Streamliner Passenger	Spokane Interra'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Freight	CMStP&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 0.9	163.5	1:36	12:08 PM	6:41	9:08		3:45 ³⁸⁷	9:55	12:20
83 X		EAST SPOKANE	3.7	162.8	1:34		6:39	9:06		3:42	9:51 ³⁸¹	12:15
59 JKVX	DN	DISHMAN	3.2	158.9	1:27		s 6:33	8:59		3:30 PM	9:44	12:05 AM
35		CHESTER	6.0	155.7	1:22		f 6:28	8:54			9:34	11:52 PM
49	D	MICA	2.8	149.7	1:11		f 6:16	8:43			9:16	11:27
38		FREEMAN	3.3	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 ⁹⁵
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
		(40.3)			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. 7 June 18, 1950	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 7 June 18, 1950	Mile Post	SECOND CLASS	
	379	61	62			378	391	392								
	Freight	Passenger	Passenger			Freight	Freight	Freight								
	Daily Except Sunday	Daily									Sunday Wednesday Thursday Saturday					
STATIONS																
BKTVWX	9:00 PM	5:45 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 6:05	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 6:18		ALBION	12.7	s 8:13	3:20			34		D	WASHUCNA FN	23.5		
10	10:00	f 6:25		SHAWNEE	9.7	f 8:05	3:08			21 V		D	KAILLOTUS HO	37.4		
BJKMOWXY	A 10:50 PM	A 6:45 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						(52.9)		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. 384, No. 382 and No. 388.—See Rule S-72.

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

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

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

No. 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 Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 7 June 18, 1960	Mile Post	FIRST CLASS		SECOND CLASS	
	345 Freight		71 Passenger				72 Passenger		346 Freight	
	Daily		Daily				STATIONS			
	BJKOPVWXY	12.01PM	4.00AM	DN-R	WALLULA	JN	0.0	A 10.25PM	A 7.00AM	
11		12.17	f 4.15		7.5 REESE		7.5	f 10.10	6.25	
29	PWX	12.36	s 4.30	D	7.5 TOUCHET	CH	15.0	s 9.55	6.10	
12		12.45	f 4.41		4.3 LOWDEN		19.3	f 9.45	6.00	
10		12.55	f 4.52		4.7 WHITMAN		24.0	f 9.35	5.50	
17	X	1.06	f 5.03		4.6 GARRETT		28.6	f 9.25	5.40	
	M				0.1 W. W. V. RY. CROSSING		28.7			
6	X				0.2 COLLEGE PLACE		28.9			
	BJKOPTVWXYZ	A 1.30PM	A 5.15AM	DN-R	2.0 WALLA WALLA	Z BU	30.9	9.20PM	5.30AM	
					(30.9)			Daily	Daily	
		(1.29) 20.8	(1.16) 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. 7 June 18, 1960	Mile Post	SECOND CLASS			
	365 Freight		361 Freight				362 Freight		366 Freight	
	Daily Except Sunday		Daily							
27	X				ALTO	83.0				
23					7.5 MENOKEN	75.5				
26	JWX	11.45AM			4.2 BOLLES	71.3	A 8.40AM			
26	X	11.58AM		D	4.6 PRESCOTT	66.7	8.28			
21		12.35PM			13.1 VALLEY GROVE	53.6	7.52			
	M				-6.4 N. P. CROSSING	47.2				
	BJKOPTVWXYZ	A 12.55PM	3.00AM	DN-R	0.6 W. W. V. RY. CROSSING	46.6				
	M				0.5 WALLA WALLA	46.1	A 10.30AM	7.30AM		
					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				
39	VWX		4.00	D	0.1 MILTON	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	-6.2 ATHENA	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 6.30AM	DN-R	4.0 PENDLETON	0.0	7.30AM			
					(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. 7 June 18, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
	387 Freight	Daily Except Saturday	67 Passenger	Daily			68 Passenger	388 Freight	Daily	Daily Except Sunday
	BKOPTWXYZ	7.30PM		10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM
25		7.50		10.14		6.9 LOVELL 8.4		6.9	f 4.50	8.50
17	VX	³⁸⁸ 8.15		10.33	D	PLUMMER	MR	16.3	s 4.32	³⁸⁷ 8.15
22	TWX	8.50		10.50		7.5 CHATCOLET		22.8	f 4.14	7.45
40	WX	9.20		11.09		7.7 HARRISON		30.5	s 3.54	7.20
43		9.35		11.16	D	3.5 SPRINGSTON	RC	34.0	s 3.45	7.10
20		10.25		11.34		11.3 LANE		45.3	s 3.24	6.42
33		10.40		11.40		3.8 ROSE LAKE		49.1	s 3.16	6.32
30		11.10		11.55AM		8.6 CATALDO		57.7	f 2.59	6.10
18		11.18PM		12.07PM		6.4 PINE CREEK		64.1	f 2.49	5.52
	JWX					3.1 BRADLEY		67.2	f	
25	BKOX	A 12.20AM		12.30	D-R	2.0 KELLOGG-WARDNER	DN	69.2	s 2.40	5.40PM
31				12.43		6.8 OSBURN		75.8	f 2.22	
	BKT VWXZ			A 1.00PM	D-R	4.4 WALLACE	WC	80.2	2.15PM	
						0.2 N. P. CROSSING		80.4		
						0.2 N. P. CROSSING		80.6		
	JX					0.1 WALLACE JCT.		80.7		
5	VWX				D	6.2 BURKE	B	86.9		
						(86.9)				

(4.50) (2.58) Thru Time..... (2.50) (3.50)
20.5 27.0 Average Speed per Hour 28.3 18.1

WESTWARD

DAYTON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 7 June 18, 1950	Mile Post	SECOND CLASS	
	367 Freight	365 Freight			366 Freight	368 Freight
	Tuesday and Friday	Daily Except Sunday			STATIONS	
29 T	11.30AM		TURNER	24.8	A 1.20AM	
25	11.40AM		2.1 WHEATSTONE	22.7	11.10	
26 VWXY	A 12.20PM	11.01AM	9.6 DAYTON	13.1	A 9.15AM	10.30AM
			0.09 N. P. CROSSING	13.0		
			0.01 N. P. CROSSING	13.0		
JX	A 1.03AM		0.1 DAYTON JCT.	12.9	9.13AM	

SIERRA NEVADA BRANCH

WESTWARD

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 7 June 18, 1950	Mile Post
	366 Freight	368 Freight		
	STATIONS			
JWX			BRADLEY	0.0
X			3.2 END OF TRACK	3.2
			(3.2)	

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

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

JX	11.25AM	R	WAITSBURG JCT.	6.2	A	8.53AM
28 X	11.31	D	1.7 WAITSBURG	3.5	BG	8.49
28 JWXY	A 1.46AM		3.5 BOLLES	0.0		8.40AM
			(24.8)		Daily Except Sunday	Tuesday and Friday

(0.80) (0.44) Thru Time..... (0.35) (0.50)
14.0 17.9 Average Speed per Hour 22.6 14.0

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.

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

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Pendair.....	213.5	80	Both	Canyon.....(8).....	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.....(8).....	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.....(2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coe.....	141.7	17	Both
Fourth Subdivision				Pleasant Valley Branch			
Quarry Spur.....	6.5	13	West	Hill.....	161.2	51 X	Both
Eri.....	14.2	4	Both	Willada.....	11.5	27	Both
Corbett.....(3).....	20.3	.....	None	Juno.....	20.8	10	Both
Latourell.....(3).....	23.9	.....	None	Huntley.....	22.6	2	Both
Multnomah Falls.....	29.6	.....	None	Thornton.....	31.2	44	Both
Warrendale.....	35.9	.....	None	Fletcher.....	42.5	11	Both
C. L. Lumber Co.....	45.1	7	East	Warner.....	45.3	11	Both
Viento.....	55.2	.....	None	Pomeroy Branch			
Kenton Line				Houser.....			
Champ.....	9.5	7	Both	Houser.....	19.1	1	Both
Ward.....	14.2	6	Both	Moscow Branch			
		{ 37	Both	Risbeck.....(8).....	4.5	6	Both
Reynolds.....	20.0	40 P	Both	Parvin.....(8).....	7.8	8	Both
		{ 126	West	Armstrong.....(8).....	15.7	3 W {M.P. 16.2}	Both
			West	Whitlow.....	20.5	1	Both
Sixth Subdivision				Holland.....			
Sheffer.....	242.1	4	Both	Holland.....	21.4	8	Both
Matthews.....	253.3	5	Both	Connell Branch			
Magallon.....	258.6	2	Both	Pampa.....	4.6	15	Both
Teske.....	310.6	2	Both	Gordon.....	8.2	7	Both
Joseph Branch				McAdam.....			
Island City.....(4).....	2.6	12	Both	McAdam.....	29.3	3	Both
Conley.....(4).....	5.9	6	Both	Wacota.....	34.1	4	Both
Rondowa.....	37.2	7	Both	Estes.....	42.3	7	Both
Vincent.....(4).....	40.6	2	East	Sulphur.....	46.1	9	Both
Minam.....(5).....	47.1	12 W {M.P. 49.0}	Both	Curry.....	51.1	12	Both
Sevier.....	56.7	5	West	Pendleton Branch			
Pilot Rock Branch				Havana.....			
McBee.....	2.8	2	East	Havana.....	6.9	11	Both
Lens.....	11.2	4	East	Weston.....	20.9	66	East
Grass Valley Branch				Bade.....			
Sandon.....	15.6	8	Both	Bade.....	30.2	13	Both
Hay Canyon.....	19.2	{ 12	East	Barrett.....	33.1	10	Both
		{ 15	West	Prunedale.....	34.2	15	Both
De Moss.....	23.9	12	Both	State Line.....	41.7	10	Both
Erskine.....	31.3	9	Both	Langdon.....	43.6	12	Both
Bourbon.....	45.8	8	Both	Russell.....	51.8	11	Both
Grays Harbor Branch				Hadley.....			
Raisch.....	2.6	7	Both	Hadley.....	56.5	19	Both
Galvin.....(6).....	5.0	23 P	Both	Berryman.....	59.8	9	Both
Balch.....(6).....	18.3	18 P	Both	Ennis.....	60.9	10	Both
Cedarville.....(6).....	22.2	52 P	Both	Robinson.....	67.6	2	Both
Lankner.....(6).....	26.3	51 P	Both	McCall.....	69.4	2	Both
South Elma.....(6).....	32.5	5 PW	West	McKay.....	78.6	6	Both
Melbourne.....(6).....	43.8	27 P	Both	Wallace Branch			
Law.....	44.7	11	East	Tilma.....	2.1	1 X	Both
Yakima Branch				Watt.....			
Grossep.....	28.2	8	Both	Watt.....	12.1	18	Both
Biggam.....(7).....	48.3	10	Both	O'Gara.....(9).....	26.3	.....	None
Flint.....	83.6	18	Both	Black Lake.....(9).....	38.0	.....	None
				Dudley.....(9).....	52.0	12	Both
				Enaville.....(10).....	62.5	6 Y	Both
				Smelterville.....(9).....	66.3	.....	None
				Shont.....(9).....	72.8	3	Both
				Polaris.....	74.6	42	East
				Gem.....	84.1	5 X	Both
				Frisco.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both
				Dayton Branch			
				Loyd.....	4.1	3	East
				Ronan.....	19.3	28	West

(1) Flag stop for No. 11.
 (2) Regular stop for No. 12.
 (3) Flag stop for No. 12.
 (4) Flag stop for Nos. 304-305.

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

(8) Flag stop for Nos. 61-62.
 (9) Flag stop for Nos. 67-68.
 (10) 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 "Frts." —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 "Frts." 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.	Frts.		Str.	Psg.	Frts.		Str.	Psg.	Frts.
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. All other classes 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 showing a train. (Speed of train being helped will govern).				When using No. 14 turn-outs at power operated switches (CTC Territory).			
3800 class engines.		60	45	Backing up pulling train. Backing up light.	40	40	40	When using No. 14 turn-outs at end of double track.	25	20	20
3900 class engines.		65	45	Diesel switch engines in road service.	35	35	35	When using all other turnouts.	15	15	15
5000 class engines.		50	45	Trains handling company roadway machines on their own wheels.			25	On tracks other than main tracks.	15	15	15
4000 and 9000 class engines.		45	40	Jordan spreaders and other machines of spreader type, when in operation.			15	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 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	9000 class engines on wyes.			5
MacArthur type engines with 57-inch drivers.		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
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				6				15
0-6-0 and 0-8-0 type yard engines.		20	20								
C. M. St. P. & P. class N3-S engines.		50	40								
C. M. St. P. & P. class L engines.		35	35								
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35								
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				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.			10	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.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
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 wye.	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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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.			6				
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	10	10		Through interlocking.	30	30	30	Argo Yard All Turnouts.			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. Westward.	20 15	20 15		Between M.P. 247.0 and 247.2.	50	40	
Between M.P. 187.1 and 187.3.		50	40	Attalia Between M.P. 217.2 and 217.4.	45	35		Scott Between M.P. 252.8 and 253.0.	45	35	
Between M.P. 187.6 and 187.7.		50	40	Between M.P. 219.1 and 219.5.	50	40		Between M.P. 256.9 and 257.1.	45	35	
Between M.P. 188.6 and 189.0.		30	20	Humorist Between M.P. 224.2 and 224.5.	50	40		Ruxby Between M.P. 260.3 and 260.5.	50	40	
Between M.P. 189.2 and 190.4.		25	20	Ash Between M.P. 226.9 and 227.1.	50	40		Ayer Between M.P. 268.2 and 269.3.	30	30	
Riverview Between M.P. 191.2 and 192.0.		25	20	Between M.P. 228.1 and 228.4.	35	25		Between M.P. 271.5 and 272.5.	25	15	
Between M.P. 192.5 and 192.9.		35	25	Between M.P. 228.8 and 229.9.	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. 230.8 and 231.4.	50	40		Between M.P. 275.1 and 276.9.	40	25	
Between M.P. 194.5 and 194.7.		50	40	Between M.P. 231.9 and 232.3.	45	35		Between M.P. 277.9 and 278.5.	50	40	
Between M.P. 194.9 and 196.3.		30	20	Between M.P. 233.0 and 233.4.	50	40		Between M.P. 278.9 and 279.4.	45	35	
Between M.P. 196.5 and 196.6.		50	40	Page Between M.P. 234.0 and 234.5.	35	25		Park Between M.P. 280.0 and 281.6.	40	25	
Sand Between M.P. 197.4 and 197.7.		45	35	Between M.P. 234.9 and 235.6.	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. 236.3 and 236.5.	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. 236.8 and 236.9.	50	40		Between M.P. 290.6 and 291.1.	50	40	
Between M.P. 200.7 and 200.8.		50	40	Between M.P. 237.9 and 238.1.	35	25		Between M.P. 291.9 and 292.3.	25	25	
Between M.P. 201.8 and 201.9.		50	40	Between M.P. 239.0 and 239.3.	50	40		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. 239.6 and 239.8.	50	40		Between M.P. 295.4 and 297.0.	50	40	
Between M.P. 205.2 and 205.3.		50	40	Simmons Between M.P. 242.4 and 242.6.	40	25		Marengo Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 206.1 and 207.2.		30	20	Between M.P. 242.9 and 243.1.	35	25					
Between M.P. 207.5 and 208.5.		30	20	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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
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					
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.	25	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.	25	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	Latah		
Hepner Branch			Aberdeen, over other street crossings.	10	10	Between M.P. 123.4 and 124.5.	20	20
Maximum speed.	25	25	Cosmopolis, within city limits.	20	15	Between M.P. 125.1 and 125.7.	35	25
3-degree curves.	20	20	Cosmopolis, with logs within city limits.		8	Between M.P. 127.5 and 128.4.	35	25
4- and 5-degree curves.	15	15	Tono Branch			Between M.P. 129.6 and 130.6.	35	25
On curves of 6 degrees and over.	10	10	Maximum speed.	15	15	Fairfield		
Condon Branch			4- and 5-degree curves.	15	15	Over street crossings.		25
Maximum speed.	10	25	On curves of 6 degrees and over.	10	10	Between M.P. 132.6 and 132.8.	45	30
3-degree curves.	20	20	Olympia Branch			Between M.P. 133.3 and 134.6.	25	20
4- and 5-degree curves.	15	15	Maximum speed.	20	20	Between M.P. 135.3 and 136.3.	35	25
On curves of 6 degrees and over.	10	10	4- and 5-degree curves.	15	15	Darknell		
On descending grades between Speece and Mikkalo.	15	15	On curves of 6 degrees and over.	10	10	Between M.P. 136.6 and 139.2.	20	20
On descending grades between Barnett and Rock Creek.	15	15	Spokane-Tekoa Branch			Rockford		
Grass Valley Branch			East Spokane through Interlocking.	15	15	Between M.P. 139.4 and 139.7.	45	30
Maximum speed.	25	25	Between Spokane and Manito.	70	60	Between M.P. 139.8 and 140.4.	45	30
3-degree curves.	20	20	Between Manito and Tekoa.	50	30	Between M.P. 141.0 and 141.2.	35	25
4- and 5-degree curves.	15	15	On 3-degree curves.	50	30	Between M.P. 142.6 and 143.2.	25	20
On curves of 6 degrees and over.	10	10	On 4-degree curves.	45	30	Manito		
Between Kent and M.P. 39.0.	15	15	On 5- and 6-degree curves.	35	25	Between M.P. 144.4 and 144.6.	60	50
Between M.P. 33.0 and Thornberry, on descending grades.	20	20	On 7- and 8-degree curves.	25	20	Between M.P. 145.5 and 146.0.	55	45
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. 146.2 and 146.4.	60	50
			On 9- and 10-degree curves.	20	20	Between M.P. 146.9 and 147.2.	60	50
			Tekoa			Freeman		
			Between M.P. 117.2 and 117.5.	20	20	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. 27.1 and 27.2.	25	20	Farmington		
Between M.P. 150.5 and 151.9.	35	30	20	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 105.5 and 105.8.	25	20
Between M.P. 152.1 and 152.4.	35	30	20	Between M.P. 28.2 and 28.7.	20	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. 29.7 and 29.9.	45	30	Between M.P. 115.6 and 116.0.	25	20
Between M.P. 153.2 and 153.9.	35	30	20	Hay			Pleasant Valley Branch		
Between M.P. 154.5 and 154.3, westward.	60	50	35	Between M.P. 30.4 and 31.1.	35	25	Maximum speed.	25	25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 32.0 and 33.8.	25	20	G. N. Crossing, M.P. 30.7.	20	20
Between M.P. 154.7 and 155.5.	40	35	25	Between M.P. 34.2 and 35.2.	20	20	Tucannon Branch		
Between Chester and Mica, on descending grade.			25	Jerita			Maximum speed.	25	25
Spokane, through tunnel.	15	15	15	Between M.P. 36.2 and 36.9.	25	20	On curves, 7 degrees and over.	20	20
Spokane, over slip switches at N. P. Crossing.	15	15	10	Between M.P. 37.8 and 39.3.	25	20	Between Starbuck and Relief.	12	12
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.		12	12	Between M.P. 43.5 and 43.6.	45	30	Pendleton Branch		
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Sutton			Maximum speed.	30	30
Tekoa-Ayer Branch				Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Maximum speed.	50	30		Thera			On 7-, 8-, 9- and 10-degree curves.	20	20
Between Tekoa and Colfax, via Garfield.	30	30		Between M.P. 64.9 and 65.2.	35	25	Between Walla Walla and Pendleton, with MacArthur type engines.	25	25
Between Tucannon and Ayer.	35	25		Between M.P. 65.4 and 65.6.	45	30	Between Barrett and Downing, on descending grade.	15	15
On 4-degree curves.	45	30		Between M.P. 68.2 and 68.5.	35	25	Pendleton, over Thompson, Main and Aura Streets.	12	12
On 5- and 6-degree curves.	35	25		Diamond			Pendleton, over other street crossings within city limits.	20	20
On 7- and 8-degree curves.	25	20		Between M.P. 68.8 and 69.0.	35	25	Pendleton		
On curves of 7 degrees and over with 2-10-2 type engines.	20	20		Between M.P. 69.9 and 70.1.	35	25	Between M.P. 1.2 and 1.4.	30	25
On 9- and 10-degree curves.	20	20		Mockonema			Between M.P. 2.5 and 3.0.	20	20
Ayer				Between M.P. 73.3 and 73.6.	20	20	Between M.P. 9.5 and 9.8.	20	20
Between M.P. 14.0 and 14.1.	35	25		Between M.P. 74.1 and 74.2.	45	30	Athens		
Between M.P. 14.3 and 16.1.	25	25		Between M.P. 74.9 and 77.2.	25	12	Over street crossings.	15	15
Between M.P. 17.1 and 17.2.	15	15		Colfax			Between M.P. 20.9 and 21.3.	30	25
Over Snake River Bridge 17.23.	5	5		Over street crossings.	12	12	Downing		
Between M.P. 17.7 and 18.1.	25	20		Between M.P. 78.4 and 78.5.	25	20	Between M.P. 24.0 and 24.5.	20	20
Between M.P. 18.6 and 18.8.	35	25		Between M.P. 79.8 and 80.7.	30	20	Between M.P. 25.4 and 26.2.	20	20
Between M.P. 19.7 and 19.9.	20	20		Between M.P. 81.5 and 82.3.	20	20	Blue Mountain		
Between M.P. 20.9 and 21.5.	45	30		Between M.P. 82.9 and 83.4.	20	20	Between M.P. 29.0 and 29.4.	20	20
Between M.P. 23.1 and 23.7.	35	25		Glenwood			Between M.P. 29.8 and 30.1.	20	20
Between M.P. 23.6 and 23.7.	30	20		Between M.P. 83.7 and 84.5.	25	20	Between M.P. 30.3 and 30.4.	20	20
Between M.P. 24.5 and 25.0.	35	25		Between M.P. 86.5 and 87.0.	20	20	Between M.P. 31.2 and 31.7.	20	20
Between M.P. 25.4 and 26.9.	30	25		Between M.P. 87.6 and 88.9.	25	20	Between M.P. 32.2 and 32.4.	20	20
				Between M.P. 89.1 and 89.4.	20	20	Between M.P. 32.7 and 32.9.	20	20
				Elberton			Milton		
				Over street crossings.	25	25	Over street crossings.	15	15
				Between M.P. 90.7 and 91.9.	20	20	W. W. V. Ry. Crossing M.P. 36.3.	15	15
				Between M.P. 92.4 and 92.9.	30	25	W. W. V. Ry. Crossing, M.P. 44.2.	20	20
				Between M.P. 95.6 and 95.8.	30	25			
				Between M.P. 101.1 and 101.5.	30	25			
				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.		
Walla Walla, on west leg of wye.	8	8	Wallula			Between LaCrosse and Hooper Jct.	30	30
Between M.P. 52.7 and 53.4.	20	20	Between M.P. 0.8 and 1.1.	25	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.	20	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. 72.8 and 73.2.	20	20	Between M.P. 4.0 and 4.3.	35	25	Between M.P. 3.4 and 3.6.	25	25
Between M.P. 74.3 and 76.1.	20	20	Between M.P. 4.8 and 5.3.	25	20	Between M.P. 6.6 and 6.8.	25	25
Menoken			Between M.P. 5.9 and 6.4.	25	20	Between M.P. 7.2 and 7.8.	20	20
Between M.P. 78.4 and 78.5.	20	20	Between M.P. 6.7 and 6.8.	25	20	Between M.P. 9.2 and 9.7.	20	20
Between M.P. 78.9 and 79.3.	20	20	Between M.P. 7.0 and 7.1.	20	20	Hooper Jct. on connection between Connell Branch and Sixth Subdivision.		15
Between M.P. 79.6 and 79.9.	20	20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Moscow Branch Maximum speed.	35	25
Between M.P. 80.8 and 81.2.	20	20	Reese			On 7- and 8-degree curves.	25	20
Alto			Between M.P. 7.7 and 8.0.	25	20	On 9- and 10-degree curves.	20	20
Yakima Branch Maximum speed.	45	30	Between M.P. 8.2 and 8.4.	35	25	Colfax Over street crossings.	12	12
With pile driver 0321.		15	Between M.P. 8.7 and 9.1.	25	20	Between M.P. 1.3 and 3.1.	25	20
On 5- and 6-degree curves.	35	25	Between M.P. 9.5 and 9.7.	25	20	Between M.P. 5.6 and 7.5.	25	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.0 and 10.1.	35	25	Between M.P. 8.4 and 8.8.	25	20
On 9- and 10-degree curves.	25	20	Between M.P. 10.7 and 10.9.	35	25	Shawnee		
Attalia			Between M.P. 11.1 and 11.4.	35	25	Between M.P. 9.9 and 10.0.	25	20
Bridge 7.44.	25	15	Between M.P. 12.1 and 12.3.	20	20	Between M.P. 10.8 and 11.2.	25	20
Kennewick, over street crossings.	8	8	Between M.P. 12.5 and 12.6.	35	25	Between M.P. 12.2 and 12.5.	25	20
Between Grandview and Biggam.	30	25	Between M.P. 18.5 and 18.6.	35	25	Albion		
Benton City			Walla Walla			Between M.P. 13.4 and 13.6.	25	20
Between M.P. 37.5 and 38.1.	25	20	Pomeroy Branch Maximum speed.	20	20	Between M.P. 14.3 and 14.9.	20	20
Granger, over street crossings.	30	30	Chard			Between M.P. 17.5 and 17.7.	25	20
Zillah, over street crossings.	25	15	Between M.P. 14.5 and Pomeroy.	15	15	Between M.P. 17.9 and 18.0.	25	20
Yakima River Bridge 89.35, through gauntlet track.	15	15	Dayton Branch Maximum speed.	25	25	Pullman Over street crossings.	6	6
Yakima, over Yakima Ave., and Walnut Street.	6	6	On curves of 7 degrees and over.	20	20	Between M.P. 19.9 and 20.0.	25	20
Yakima, over other street crossings.	10	10	Bolles			Between M.P. 24.6 and 24.8.	25	20
Sunnyside Branch. Maximum speed.	45	35	Between M.P. 0.4 and 0.6.	20	20	Between M.P. 25.2 and 25.4.	25	20
Wallula Branch Maximum speed.	35	30	Dayton, over street crossings west of Touchet River.	15	15	Moscow Over street crossings.	12	12
On 5- and 6-degree curves.	35	25	Dayton, over all other street crossings.	10	10			
On 7- and 8-degree curves.	25	20	Between M.P. 12.9 and 24.8.	15	15			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frnt.		Pagr.	Frnt.		Pagr.	Frnt.
Wallace Branch Maximum speed.	50	30	Between M.P. 17.9 and 18.2.	25	20	Cataldo Between M.P. 58.7 and 59.1.	45	30
Between Lovell and Chatcolet.	35	20	Between M.P. 18.5 and 20.3.	25	20	Between M.P. 60.0 and 60.2.	20	20
Between Chatcolet and Harrison.	40	25	Between M.P. 20.7 and 21.5.	25	20	Between M.P. 62.4 and 63.2.	35	25
Between Harrison and Wallace.	50	30	Bridge 23.45.	15	15	Between M.P. 63.4 and 64.0.	45	30
On 4-degree curves.	45	25	Between M.P. 24.1 and 28.4.	25	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. 35.3 and 38.6.	35	25	Between M.P. 73.4 and 73.6.	45	30
Lovell Between M.P. 8.0 and 9.0.	25	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.	25	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.	25	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.	25	20
Between M.P. 14.4 and 14.6.	25	20	Dudley Between M.P. 53.6 and 54.2.	35	25	Wallace Over street crossings.	6	6
			Between M.P. 54.5 and 54.9.	35	25	Between M.P. 81.4 and 87.3.	20	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	Ordnance.....	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.
66	Any station.....	Pendleton or beyond	



PACIFIC OCEAN

W A S H I N G T O N

O R E G O N

NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO AUGUST 1st. 1949

Scale of Miles

