

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 8

Effective Sunday
August 13, 1950
At 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

Press of ABBOTT, KIRNS & 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 Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Territory	Name	Title	Location	Territory
D. L. Gamette	Medical Director	Los Angeles	System.	John B. Gregory	Surgeon	La Grande, Ore.	Umatilla to Baker, and
Ralph M. Dodson	District Surgeon	Portland, Ore.	Portland District.	James J. D. Haun	Surgeon	La Grande, Ore.	La Grande to Elgin.
E. E. Ahlquist	District Surgeon	Spokane, Wash.	Spokane District.	David H. Stoddard	Surgeon	La Grande, Ore.	Umatilla to Baker, and
H. M. Bouvy	Oculist and Aurist.	Portland, Ore.	Portland.				La Grande to Elgin.
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland.				Umatilla to Baker, and
David G. Duncan	Surgeon	Portland, Ore.	Portland.				La Grande to Elgin.
Warren W. Halo	Surgeon	Portland, Ore.	Portland.				Umatilla to Pendleton.
Alfred J. Krefz	Oculist and Aurist.	Portland, Ore.	Portland.				Umatilla to Pendleton.
William N. Murray	Surgeon	Portland, Ore.	Portland.				Umatilla to Pendleton.
George D. McGeary	Surgeon	Portland, Ore.	Parkrose.				Umatilla to Pendleton.
Edward C. Parkinson	Surgeon	Portland, Ore.	Portland.				Umatilla to Pendleton.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland.				Umatilla to Pendleton.
Paul E. Shiningor	Surgeon	Portland, Ore.	East Portland south of				Pomeroy to Starbuck.
			Sullivan's Gulch.				Moscow to Colfax.
Paul A. Wagner	Surgeon	Portland, Ore.	East Portland north of				Tacoma to Seattle.
			Sullivan's Gulch.				Tacoma to Seattle.
A. J. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam.				Tacoma to Seattle.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla,				Tacoma to Seattle.
			Arlington to Condon.				Tacoma to Seattle.
Glenn G. Gordon	Oculist and Aurist.	Baker, Ore.	Telocaset to Huntington.				Tacoma to Spokane.
T. J. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.				Spokane to Tekoa.
J. R. Higgins	Surgeon	Baker, Ore.	Oregon Trunk Jet. to Bend.				Spokane to Tekoa.
J. C. Vandervert	Surgeon	Bend, Ore.	Centralia to South Montesa-				Tekoa-Spokane-Marengo.
George F. Parko	Surgeon	Centralia, Wash.	sano, Winlock to Tenino.				Tekoa-Spokane-Marengo.
			Centralia to South Montesa-				Sprague, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	sano, Winlock to Tenino.				St. John, Wash.
			Starbuck to Tekoa and				Tacoma, Wash.
Conrad Wertz, Jr.	Surgeon	Colfax, Wash.	Colfax to Moscow.				Tacoma, Wash.
			Arlington to Condon.				Tacoma, Wash.
G. G. Gant	Surgeon	Condon, Ore.	Walla Walla to Dayton and				Tecoa, Wash.
W. W. Daynt	Surgeon	Dayton, Wash.	Bolles to Starbuck.				Tecoa, Wash.
			La Grande to Wallawa.				Tecoa, Wash.
Warren F. Bolton	Surgeon	Elgin, Ore.	Enterprise and vicinity.				Colfax to Spokane.
Lyle C. Ifam	Surgeon	Enterprise, Ore.	Yakima to Kennewick.				Colfax to Spokane.
Marvin Munell	Surgeon	Grandview, Wash.	Heppner Jet. to Heppner.				
A. D. McMurdo	Surgeon	Heppner, Ore.	Boardman to Stanfield.				
F. B. Belt	Surgeon	Hermiston, Ore.	Portland to Hood River.				
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.				
Stanley E. Wells	Surgeon	Hood River, Ore.	Hoquiam to Centralia.				
John C. Korvell	Surgeon	Hoquiam, Wash.	Tekoa to Kellogg.				
R. W. Cordwell	Surgeon	Kellogg, Ida.	Tekoa to Wallace.				
Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.				
G. M. Whitcuel	Surgeon	Kellogg, Ida.	Grandview to Kennewick.				
P. F. Shirey	Surgeon	Kennewick, Wash.	Riparia to Endicott, and				
H. F. Craig	Surgeon	La Crosse, Wash.	La Crosse to Connell.				
			Umatilla to Huntington.				
Leo B. Bouvy	Oculist and Aurist.	La Grande, Ore.					

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table
No. 8
August 13, 1950

FIRST CLASS

19 Pgr.	61 Pgr.	11 Pgr.	105 Streamliner Passenger	457 Pgr.	17 Pgr.	25 Mailand Express	Distance from Granger via Bois	STATIONS	12 Pgr.	458 Pgr.	106 Streamliner Passenger	20 Pgr.	18 Pgr.	26 Mail and Express	62 Pgr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		6.15	2.15		3.55		0.0	GRANGER	A9.30		A12.42		A10.30		
		11.20	6.05		9.50	1.20	213.9	POCATELLO	4.25		8.55		5.25	A9.15	
		2.35	8.35		1.25	4.55	373.8	GLENNS FERRY	12.30		6.10		1.50	5.00	
		4.20	9.50		3.10	7.05	448.4	BOISE	10.35		5.00		12.10	2.40	
		6.55	11.45		5.55	10.15		M.T. HUNTINGTON P.T.	7.45		3.05		9.40	11.40	
		6.05	10.45		5.05	9.25	550.1	M.T. HUNTINGTON P.T.	6.35		2.05		8.30	10.25	
		8.50	1.10		8.05	12.20	649.7	LA GRANDE	4.00		11.45		5.55	7.05	
		11.20	3.20		11.20	3.15	723.9	PENDLETON	1.25		9.38		3.15	4.25	
		11.30	3.30		11.30	3.25	727.5	RIETH	1.05		9.23		2.35	3.45	
9.00	Moscow 6.45						948.3	SPOKANE				A7.00			Moscow A8.50
11.15	10.50						844.4	AYER				4.23			5.15
12.45	12.35						791.1	WALLULA				3.05			3.15
1.50	1.20						764.0	UMATILLA				2.05			12.50
4.05		1.50	5.35		3.40	6.25	856.4	THE DALLES	10.25		7.17	11.50	12.05	12.30	
A6.30	A2.30 Pendleton	A4.00	A7.30	8.00	A6.15	A9.00	939.6	PORTLAND	8.10	A9.15	5.30	9.45	10.00	10.10	11.30 Pendleton
				9.53			1030.6	CENTRALIA			7.05				
				11.05			1084.6	TACOMA			5.52				
				A11.59			1122.7	SEATTLE			4.45				
									Daily	Daily	Daily	Daily	Daily	Daily	Daily

(9.30) 28.7 (7.45) 29.3 (22.45) 41.3 (18.15) 51.5 (3.50) 46.0 (27.20) 34.4 (20.40) 35.1

..... Thru Time..... (24.20) 38.6 (4.30) 40.7 (18.12) 51.6 (0.15) 39.8 (23.30) 40.0 (22.05) 32.9 (0.20) 24.4
Average speed per hour

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 8
August 13, 1950

FIRST CLASS

31 Passenger	33 Passenger	35 Passenger	29 Passenger	Distance from McCammion	STATIONS	32 Passenger	34 Passenger	30 Passenger	36 Passenger
Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily
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	1.55	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				7.30
			A 9.30	285.8	BUTTE			7.00	
						Daily	Daily	Daily	Daily

(0.36) 38.9 (5.00) 24.0 (5.45) 27.4 (0.10) 81.2

..... Thru Time..... (0.30) 45.4 (4.50) 25.7 (8.55) 32.1 (6.05) 25.9
Average speed per hour

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 8 August 13, 1950	Mile Post	FIRST CLASS			
	105	17	25	11			18	26	12	106
	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Passenger	Mail and Express	Passenger	Streamliner Passenger
					STATIONS					
BKOPT WXYZ	10.45PM	5.05PM	9.25AM	6.05AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 10.25AM	A 6.35PM	A 2.05AM
100 P	10.55	5.15	9.35	6.15	D LIME BY	384.6	8.18	f 10.03	6.25	1.49
100 PW	11.04	5.24	9.48 ²⁶	6.24	WEATHERBY	377.6	8.06	9.48 ²⁶	6.13	1.37
150 PXY	11.16	5.37	10.02	6.37	DURKEE	368.9	7.54	s 9.35	5.59	1.26
100 P	11.27	5.50 ¹²	10.14	6.48	OXMAN	361.7	7.45	9.25	5.50 ¹⁷	1.15
170 PW	11.39	6.07	10.29	7.03	PLEASANT VALLEY	355.4	7.30	s 9.11	5.33	1.03
WB 91 PXY EB 109	11.44	6.14	10.35	7.08	ENCINA	351.9	7.25	9.05	5.27	12.58
107 P	11.50	6.23	10.43	7.16 ¹⁸	QUARTZ	347.3	7.16 ¹¹	8.57	5.19	12.52
WB 109 BKOPW EB 111 XYZ	f 11.58PM	s 6.35	s 10.55	s 7.30	DN BAKER BC	342.0	s 7.05	s 8.50	s 5.12	f 12.45
106 P	12.04AM	6.42	11.01	7.35	WING	337.6	6.53	8.33	5.02	12.38
106 P	12.10	6.48	11.08	7.41	D HAINES KB	331.7	6.48	s 8.27	f 4.57	12.32
106 PW	12.24 ¹⁰⁶	6.57	11.18	7.50	D NORTH POWDER HD	322.1	6.40	s 8.15	f 4.46	12.24 ¹⁰⁵
107 P	12.34	7.10	11.31	8.00 ²⁶	SAGO	315.5	6.29	8.00 ¹¹	4.34	12.15
147 PVWXY	12.37	7.13	11.35	8.03	TELOCASET	312.6	6.26	f 7.53	4.31	12.12
105 P	12.41	7.20	11.41	8.09	CROOKS	308.9	6.20	7.47	4.26	12.08AM
105 PVY	12.52	s 7.35	11.54AM	8.22	D UNION JCT. UN	302.2	6.07	s 7.30	4.12	11.57PM
105 P	12.58	7.42	12.01PM	8.29	LONETREE	294.9	6.01	7.12	4.06	11.51
BJKOPTW XYZ	A 1.05AM	A 7.55PM	A 12.10PM	A 8.40AM	DN-R LA GRANDE RA	289.8	5.55AM	7.05AM	4.00PM	11.45PM
	(2.20) 42.7	(2.50) 36.2	(2.45) 36.2	(2.35) 38.6	(99.6)		Daily	Daily	Daily	Daily
					..... Thru Time		(2.35) 38.6	(3.20) 20.9	(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

Cur. Capacity of Stops, etc. See Rule 6(A), Page 31.	FIRST CLASS					Time-Table No. 8 August 13, 1950	Mile Post	FIRST CLASS				
	62	17	25	11	105			61	18	26	12	106
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily							
STATIONS												
BJKOPT WXYZ		8.05PM	12.20PM	8.50AM	1.10AM	DN-R LA GRANDE RA 7.7	289.8		A 5.45AM	A 6.55AM	A 3.50PM	A 11.40PM
WB 71 PVWXY EB 72		8.23	12.38	9.07	1.25	HILGARD 0.5	282.1		5.25	6.33	3.31	11.24
139 P		8.40	12.54	9.23	1.40	MOTANIC 3.5	275.6		5.08	6.16	3.15	11.11
P		8.48	1.03	9.32	1.49	NORDEEN 1.0	272.1		5.00	6.07	3.07	11.04
141 PWXY		8.51	1.06	9.35	1.52	KAMELA 2.8	271.1		4.57	6.04	3.04	11.02
P		8.58	1.13	9.42	1.58	ROSS 2.8	268.3		4.50	5.57	2.57	10.56
WB 105 PWX EB 102		9.05	1.22	9.49	2.04	MEACHAM 7.8	265.5		4.43	5.50	2.50	10.50
136 P		9.25	1.42	10.08	2.21	HURON 3.0	267.7		4.20	5.29	2.28	10.34
120 PW		9.33	1.50	10.15	2.28	CAMP 6.0	264.1		4.12	5.21	2.20	10.28
WB 68 PWXY EB 69		9.42	2.11 ¹²	10.23	2.36	DUNCAN 9.0	248.5		4.02	5.12	2.11 ²⁵	10.20
102 P		9.55	2.25	10.35	2.46	BONIFER 2.6	239.5		3.49	4.59	1.59	10.09
106 PWXY		10.05 ¹⁰⁶	2.31	10.40	2.50	GIBBON 7.3	236.9		3.44	4.54	1.54	10.05 ¹⁷
117 P		10.17	2.41	10.49	2.58	HOMLY 4.9	229.6		3.34	4.44	1.45	9.56
110 P		10.24	2.47	10.55	3.03	MINTHORN 5.8	224.7		3.28	4.37	1.38	9.49
115 P		10.31	2.54	11.02	3.08	MUNRA 3.3	218.9		3.22	4.31	1.32	9.43
69 BJKPV WXYZ	11.30PM	10.50 11.20	3.05 3.16	11.10 11.20	3.15 ¹⁸ 3.20	DN PENDLETON 3.0	215.6	A 2.30PM	3.15 ¹⁰⁵ 2.45	4.25 3.55	1.25 1.16	9.38 9.33
BJKOP TWX	A 11.40PM	A 11.30PM	A 3.25PM	A 11.30AM	A 3.30AM	DN-R RIETH RI (77.8)	212.0	2.20AM	2.35AM	3.45AM	1.05PM	9.23PM
								Daily	Daily	Daily	Daily	Daily
	(0.10) 21.6	(3.25) 22.8	(3.05) 25.2	(2.40) 29.1	(2.20) 33.3	..... Thru Time		(0.10) 21.0	(3.10) 24.6	(3.10) 24.0	(2.45) 28.3	(2.17) 34.1

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

Time-Table No. 8

August 13, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS						STATIONS	
	257	151	299	62	17	25	11	105	19		
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily		
		8.15PM		5.30AM	11.40PM	11.30PM	3.25PM	11.30AM	3.30AM		DN-R RIETH RI
96 P		¹⁰⁰ 9.16		5.40	11.45	11.37	3.30	11.35	²⁶ 3.34		BARNHART 4.8
95 P		9.27		5.48	11.50	11.43	3.35	11.40	3.39		CAMPBELL 4.6
95 P		9.34		5.55	²⁶⁴ 11.55PM	²⁶⁴ 11.50	3.40	11.45	3.43		NOLIN 0.3
94 PW		9.44		6.10	f12.04AM	11.59PM s	3.50	11.52	3.49		DN ECHO HI
94 P		9.51		6.17	f12.12	12.06AM s	3.56	11.57AM	3.53		STANFIELD ND 4.3
JP		9.57		A 6.25AM	A12.20AM	12.12	4.03	12.01PM	3.57		DN HINKLE UK 3.5
99 P		10.02				12.16	4.07	12.04	4.00		WESTLAND 2.9
P		10.07				f12.21 s	4.11	f12.07	4.03		ORDNANCE RN 1.9
96 PW		10.10				12.24	4.14	¹² 12.10	4.05		MUNLEY 5.8
98 P		²⁶⁴ 10.20				12.30	4.20	12.15	4.10		CLARKE 4.3
99 JPY		10.31	1.00PM			12.35	4.25	12.19	4.14	²⁰ 2.23AM	DN MESSNER FC 3.0
98 P		10.35	1.04			12.38	4.30	12.23	4.17	2.26	PETERS 3.0
98 P		10.41	1.10			12.43	4.34	12.27	4.20	2.30	CASTLE 8.2
104 P		10.50	1.20			12.49	4.41	12.33	4.25	2.36	BOULDER 3.9
19 JP		10.56	1.26			12.53	4.45	12.37	4.29	2.40	N HEPPNER JCT. WI 1.2
100 P		10.58	1.28			²⁰ 1.00	4.47	12.38	4.30	2.42	WILLOWS 4.6
98 P		11.05	1.35			¹⁸ 1.16	4.52	12.43	4.34	2.46	SILICA 3.9
WB126 BJKOPT EB 113 WX		11.43	1.45			²⁶ 1.45 s	²⁶ 5.05 s	¹⁹⁸ 12.49 s	¹⁹⁸ 4.38 s	2.55	DN ARLINGTON MX 4.5
100 P		11.55PM	1.52			2.00	5.10	12.55	4.42	3.00	GILMORE 4.7
99 P		12.02AM	1.59			2.08 s	5.16	12.59	4.46	3.04	BLALOCK 6.1
96 P		12.12	2.10			2.17	5.23	1.05	4.52	3.10	N QUINTON QN 4.6
100 P		²⁰ 12.27	2.17			2.23	5.28	1.09	4.56	3.15	HOOK 3.6
99 P		¹⁸ 12.41	2.22			2.28	5.32	1.12	4.59	3.19	GOFF 8.3
104 PW		²⁶ 1.04	2.27			2.32	5.36	1.14	5.02	3.23	DAY 2.3
100 P		1.15	2.31			2.36 s	5.40	1.16	5.04	¹⁹⁸ 3.26	RUFUS 2.8
100 P		1.19	2.35			2.41	5.43	1.19	5.07	3.29	GRANT 2.7
80 JP { MP }		1.23	2.40			2.47	5.46	1.22	²⁶² 5.10	3.32	DN SIGGS BX 3.4
54 P { W 101.7 }		1.28	2.45			2.54	5.50	1.25	5.13	3.35	MILLER 3.7
50 P		1.33	2.52			3.02	5.55	1.29	5.17	3.40	CELILO 1.6
JPV		1.35	2.56			3.05	5.57	1.31	5.19	3.42	D OREGON TRUNK JCT. VO 3.3
74 P		1.40	3.01			3.10	6.02	1.34	5.22	3.46	DUNE 0.1
BKOPTWXX		A 2.00AM	A 3.20PM			A 3.30AM	A 6.15PM	A 1.45PM	A 5.35AM	A 4.00AM	DN-R THE DALLES DK-WH 0.1

BLOCK SIGNALS

DOUBLE TRACK

(5.45) (2.20) (0.55) (0.40) (4.00) (2.50) (2.15) (2.05) (1.45)Thru Time.....
 21.0 34.0 30.4 41.9 31.6 44.5 56.1 60.5 45.4Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62 and not less than fifteen minutes by second-class, extra trains and yard engines.
 Between Hinkle and Messner extra trains will run via Munley unless otherwise directed.
 No. 17 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.
 No. 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. 8

August 13, 1950

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	FIRST CLASS						SECOND CLASS			
		18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight
DN-R RIETH RI 3.7	212.0	A 2.35AM	A 2.20AM	A 3.45AM	A 1.05PM	A 9.23PM					
BARNHART 4.8	208.3	2.25	2.08	3.34 ¹⁰⁵	12.53	9.16 ²⁵⁷		8.45	1.40	12.20	
CAMPBELL 4.6	203.5	2.19	2.02	3.26	12.48	9.11		8.35	1.30	12.10AM	
NOLIN 6.3	198.9	2.14	1.57	3.20	12.43	9.06		8.25	1.20	11.55PM ¹⁷	
DN ECHO HI 4.2	192.6	2.07	1.49	s 3.11	12.35	8.59		8.10	1.05	11.20	
STANFIELD ND 4.3	188.4	2.02	1.44	s 3.01	12.27	8.54		8.00	12.57	11.10	
DN HINKLE UK 3.5	184.1	1.58	1.39AM	2.53	12.22	8.50		7.50	12.50PM	11.00	
WESTLAND 2.9	180.6	1.54		2.48	12.18	8.47		7.42		10.50	
ORDNANCE RN 1.9	177.7	1.51		s 2.44	s 12.14	8.44		7.35		10.40	
MUNLEY 5.8	175.8	1.49		2.38	12.10PM ¹¹	8.42		7.30		10.35	
CLARKE 4.8	170.0	1.42		2.30	11.59AM	8.37		7.20		10.20 ²⁵⁷	
DN MESSNER FC 3.0	165.2	1.36		2.23 ¹⁷	11.54	8.33	A 1.20AM	A 5.35AM	7.10	10.10	
PETERS 3.9	162.2	1.33		2.17	11.50	8.30		5.25	7.00	10.00	
CASTLE 6.2	158.3	1.29		2.13	11.46	8.27		5.15	6.50	9.50	
BOULDER 3.9	152.1	1.22		2.05	11.40	8.21		5.05	6.40	9.40	
N HEPPNER JCT. WI 1.2	148.2	1.18		2.00	11.36	8.17		4.59	6.34	9.34	
WILLOWS 4.6	147.0	1.16 ¹⁷		1.58	11.34	8.16		4.57	6.32	9.32	
SILICA 3.9	142.4	1.11		1.52	11.30	8.12		4.50	6.25	9.25	
DN ARLINGTON MX 4.5	138.5	s 1.06		s 1.45 ¹⁷	s 11.25	8.08	s 12.50	4.38 ¹⁰⁵	6.15	9.15	
GILMORE 4.7	134.0	12.58		1.29	11.15	8.04	12.41	4.12	6.00	9.00	
BLALOCK 6.1	129.3	12.53		1.24	11.11	8.00	12.37	4.05	5.53	8.53	
N QUINTON QN 4.6	123.2	12.46		1.17	11.05	7.55	12.31	3.55	5.43	8.43	
HOOK 3.6	118.6	12.41 ²⁵⁷		1.12	11.01	7.51	12.27 ²⁵⁷	3.45	5.35	8.35	
GOFF 8.3	115.0	12.37		1.08	10.58	7.48	12.24	3.40	5.30	8.30	
DAY 2.3	111.7	12.34		1.04 ²⁵⁷	10.54	7.45	12.20	3.35	5.25	8.25	
RUFUS 2.8	109.4	12.32		1.01	10.52	7.43	12.18	3.26 ¹⁰	5.20	8.20	
GRANT 2.7	106.6	12.29		12.58	10.49	7.40	12.15	3.15	5.15	8.15	
DN BIGGS BX 3.4	103.9	12.26		12.55	10.46	7.37	12.12	3.10	5.10 ^{10.5}	8.10	
MILLER 3.7	100.5	12.23		12.51	10.42	7.34	12.07	3.03	5.03	8.03	
CELLIO 1.6	96.8	12.19		12.46	10.38	7.30	12.03	2.55	4.55	7.55	
D OREGON TRUNK JCT. VO 3.3	95.2	12.17		12.44	10.36	7.28	12.01AM	2.50	4.50	7.50	
DUNE 6.1	91.9	12.14		12.39	10.33	7.25	11.58PM	2.45	4.45	7.45	
DN-R THE DALLES DK-WH (126.2)	85.8	12.05AM		12.30AM	10.25AM	7.17PM	11.50PM	2.30AM	4.30AM	7.30PM	

.....Thru Time.....	(2.30)	(0.41)	(3.15)	(2.40)	(2.06)	(1.30)	(3.05)	(4.30)	(1.10)	(5.00)
.....Average speed per hour.....	50.5	40.6	38.8	47.3	60.1	52.9	25.8	28.0	23.9	25.2

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62 and not less than fifteen minutes by second-class, extra trains and yard engines.

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

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

No. 18 will reduce speed to 30 MPH at Ordinance 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS						
	151	257	458	25	11	105	19	17	
	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	
BKOPT WXZ	4.00PM	4.15AM		6.25PM	1.50PM	5.35AM	4.05AM	3.40AM	
P	4.15	4.30		6.30	1.56	5.40	4.12	3.47	
110 P	4.25	4.40		6.36	2.02	5.46	4.18	3.53	
63 P	4.32	4.47		6.41	2.07	5.50	4.23	3.58	
63 P	4.41	4.56		6.56 ^{10G}	2.13	5.55	4.30	4.06	
WB 72 EP 107 KPVWX	4.52	5.07		7.08	2.25	6.05	4.45	4.20	
80 P	5.10 ^{2G}	5.15		7.13	2.31	6.10	4.53	4.28	
08 P	5.22	5.30		7.22	2.40	6.17	5.02	4.37	
104 PW	5.28	5.40		7.26	2.45	6.21	5.07	4.42	
102 P	5.35	5.48		7.31	2.49	6.25	5.12	4.47	
07 P	5.41	5.55		7.37	2.54	6.30	5.17	4.53	
116 PW	5.48	6.02		7.43	2.59	6.35	5.22	5.00	
90 P	6.12 ^{10G}	6.09		7.49	3.05	6.40	5.28	5.07	
00 P	6.20	6.13		7.53	3.08	6.43	5.32	5.12	
100 PZ	6.27	6.20		8.01	3.14	6.48	5.37	5.19	
08 P	6.34	6.27		8.07	3.19	6.52	5.42	5.24	
50 P	6.42	6.35		8.12	3.23	6.56	5.47	5.30	
157 JJPW	6.48PM	6.45AM		8.18	3.30 ^{20A}	7.00	5.53	5.36	
51 P				8.23	3.32	7.03	5.56	5.40	
53 P				8.30	3.39	7.10	6.04	5.47	
28 PX				8.35	3.44	7.15	6.10	5.52	
17 PX				8.40	3.48	7.19	6.15	5.56	
JJPVXY				9.09PM	3.52	7.22	6.18	5.59	
BIKPV				9.15PM	4.00PM	7.30AM	6.30AM	6.15AM	

Time-Table No. 8
August 13, 1960

STATIONS

DN	THE DALLES	DK-WH
	4.1	
	CRATES	
	5.2	
	ROWENA	
	4.1	
	CHATFIELD	
	3.3	
	MOSIER	
	8.3	
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	8N
	1.7	
	FAIRVIEW	FA
	0.0	
	CLARNIE	
	3.5	
	GRAHAM	
	2.5	
	BRUUN	
	1.4	
	EAST PORTLAND	
	0.5	
(DN-R)	PORTLAND	P-VC
	(85.8)	

(2.48) (2.30) (0.06) (2.35) (2.10) (1.55) (2.25) (2.35) Thru Time.....
25.1 28.1 5.0 33.2 39.6 44.8 36.6 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		Time-Table No. 8 August 13, 1960	Mile Post	FIRST CLASS		SECOND CLASS	
	151	299	19	62			61	20	198	258
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily			Passenger	Passenger	Time Freight	Time Freight
JP		6.25AM		12.20AM	DN HINKLE UK	184.1	A 1.39AM		A 12.50PM	
05 P		6.40		12.29	D HERMISTON MN	189.5	f 1.30		12.25	
BJKOPTWXY	12.01PM	A 7.00AM	1.50 ²⁰	A 12.45AM	DN-R UMATILLA CB	183.4	1.20AM	A 1.50 ¹⁰ AM	A 6.30AM	12.01PM
62 P	12.15		1.58		BAILEY	178.8		1.38	6.10	
63 P	12.25		f 2.05		IRRIGON	175.6		f 1.32	6.00	
63 P	12.35		2.11		JUDSON	172.0		1.28	5.50	
00 JPY	A 1.00PM		A 2.23AM		DN MESSNER EC	165.2		1.20AM	5.35AM	

(0.51) (0.35) (0.33) (0.25) Thru Time..... (0.19) (0.30) (0.55) (0.40)
18.3 16.8 33.1 23.5 Average speed per hour..... 31.0 36.4 10.9 12.0

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

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

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

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. 8

August 13, 1950

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS			
		457 Passenger	12 Passenger	106 Streamliner Passenger	20 Passenger	18 Passenger	26 Mail and Express	264 Time Freight	198 Time Freight	262 Time Freight
DN-R THE DALLES DK-WH	85.8		A 10:20AM	As 7:17PM	A 11:45PM	A 11:59PM	A 12:20AM	A 6:30PM	A 1:45AM	A 2:00AM
CRATES	81.7		10:13	7:10	11:38	11:53	12:13	6:05	1:20	1:35
ROWENA	78.5		10:07	7:05	11:32	11:47	12:06	5:55	1:10	1:25
CHATFIELD	72.4		10:02	7:01	11:27	11:42	12:01AM	5:45	1:00	1:15
MOSIER	69.1		9:56	6:56 ²⁵	11:21	11:36	11:55PM	5:35	12:50	1:05
DN HOOD RIVER KI	62.8		9:46	6:48	11:12	11:28	11:47	5:20	12:35	12:50
MENO	58.7		9:38	6:40	11:03	11:18	11:37	5:10 ¹⁵¹	12:25	12:40
LINDSEY	53.0		9:30	6:33	10:55	11:10	11:27	4:55	12:10AM	12:25
WYETH WE	50.2		9:26	6:30	10:51	11:06	11:22	4:45	11:59PM	12:15
FARLEY	47.0		9:21	6:26	10:46	11:01	11:17	4:30	11:45	12:01AM
CASCADE LOCKS	43.0		9:16	6:22	10:41	10:56	11:12	4:23	11:38	11:53PM
DN BONNEVILLE MU	38.7		9:07	6:17	10:36	10:51	11:06	4:15	11:30	11:45
DODSON	33.9		9:00	6:12 ¹⁵¹	10:30	10:45	10:59	4:06	11:21	11:36
ONEONTA	31.1		8:57	6:09	10:27	10:42	10:56	4:01	11:16	11:31
D BRIDAL VEIL JU	26.6		8:51	6:04	10:21	10:36	10:50	3:53	11:08	11:23
ROOSTER ROCK	22.7		8:47	6:00	10:17	10:32	10:46	3:45	11:00	11:15
TAYLOR	19.1		8:42	5:56	10:13	10:28	10:42	3:38	10:53	11:08
DN TROUTDALE SN	15.6		8:38	5:53	10:09	10:24	10:38	3:30PM ¹¹	10:45PM	11:00PM
FAIRVIEW FA	13.9		8:33	5:51	10:07	10:22	10:34			
CLARNIE	7.9		8:26	5:46	10:01	10:16	10:28			
GRAHAM	4.4		8:21	5:41	9:56	10:11	10:23			
BRUUN	1.9		8:16	5:36	9:51	10:07	10:18			
EAST PORTLAND	0.5	A 8:04AM	8:13	5:33	9:48	10:04	10:14			
DN-R PORTLAND P-VC	0.0	8:00AM	8:10AM	5:30PM	9:45PM	10:00PM	10:10PM			
(85.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

..... Thru Time.....	(0.04)	(2.10)	(1.47)	(2.00)	(1.59)	(2.10)	(3.00)	(3.00)	(3.00)
..... Average speed per hour.....	7.5	30.0	48.1	42.0	43.3	39.6	23.4	23.4	23.4

WESTWARD

KENTON LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	Time-Table No. 8 August 13, 1950	Mile Post	FIRST CLASS	SECOND CLASS		
	151 Time Freight Daily	257 Time Freight Daily	458 Passenger Daily			457 Passenger	264 Time Freight	198 Time Freight	262 Time Freight
157 IJPW	6:48PM	6:45AM		DN TROUTDALE SN	22.0		A 3:30PM	A 10:45PM	A 11:00PM
51 P	6:58	6:55		HEMLOCK	17.0		3:05	10:20	10:40
100 P	7:08	7:05		D FIR FR	12.4		2:50	10:05	10:30
73 BKPX	7:20	7:30		DN KENTON KN	8.1		2:35	9:50	10:20
IJWX			8:55PM	DN NORTH PORTLAND JCT. KD	6.8	A 8:16AM			
IJPXY			8:57	PENINSULA JCT.	5.6	8:13			
IJPX	7:40	7:50	9:00	DN ST. JOHNS JCT.	4.2	8:10	2:15	9:30	10:00
BKOPT WXZ	A 8:00PM	A 8:30AM	9:04	DN-R ALBINA B	1.6	8:07	2:00PM	9:15PM	9:45PM
IJPVXY			A 9:09PM	DN EAST PORTLAND	0.5	8:04AM			
				(15.1)		Daily	Daily	Daily	Daily

(1.12)	(1.45)	(0.14)	..... Thru Time.....	(0.12)	(1.30)	(1.30)	(1.15)
17.0	11.6	27.0	..... Average speed per hour.....	31.5	13.0	13.6	16.8

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 5-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26 and not less than fifteen minutes by second-class extra trains and yard engines.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.
 No. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 8 August 13, 1950		Mile Post	FIRST CLASS								
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger				
STATIONS											
BLOCK SIGNALS {	PORTLAND	0.0					A 9.16 PM				
	DN NORTH PORTLAND JCT. KD	6.8					8.55				
	VANCOUVER	8.7					8.51 PM				

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

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

BLOCK SIGNALS {	N. P. CROSSING	145.2								
	1.2 N. P. CROSSING	146.4								
	0.1 N. P. CROSSING	146.5								
	0.3 DN RESERVATION RN	146.8					A 5.37 PM			
	0.7 DN TACOMA JCT. JN	147.5					5.35 PM			

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

BLOCK SIGNALS {	DN-R BLACK RIVER BI	173.8					A 5.00 PM			
	0.0 C. M. St. P. & P. & P. C. CROSSING	173.8								
	0.3 DN-R ARGO G	180.1	A 7.59 AM	A 10.53 AM	A 2.53 PM	4.52	A 10.40 PM			
	3.1 DN-R SEATTLE W	183.2	7.50 AM	10.45 AM	2.45 PM	4.45 PM	10.30 PM			
	(183.2)		Daily	Daily	Daily	Daily	Daily			

..... 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. 8
August 13, 1950

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

391
Freight
Sunday
Wednesday
Thursday
Saturday

151
Time
Freight
Daily

363
Freight
Daily

63
Passenger
Daily

99
CMStP&P
Passenger
Daily

19
Passenger
Daily

61
Passenger
Daily

97
CMStP&P
Streamliner
Passenger
Daily

STATIONS

Car Capacity of Stations, etc. See Page 6(A), Page 31	391 Freight Sunday Wednesday Thursday Saturday	151 Time Freight Daily	363 Freight Daily	63 Passenger Daily	99 CMStP&P Passenger Daily	19 Passenger Daily	61 Passenger Daily	97 CMStP&P Streamliner Passenger Daily
BKPVX					9:40PM	9:00PM		1:55AM
BKOPTWXZ		12:45AM			9:49 ⁹⁸	9:04		2:01
48 P		12:55			9:55	9:09		2:08
53 P		1:05			10:02	9:14		2:15
50 PW		1:20			10:15	9:25 ⁹⁸		2:27
51 P		1:28			10:22	9:32		2:36
52 P		1:36			10:28	9:37		2:42
63 PW		1:46			10:37	9:45		2:51
52 P		1:52			10:42	9:49		2:56
52 P		2:02			10:50	9:56		3:03
44 P		2:10			10:56	10:02		3:09
52 P		2:17			11:01	10:07		3:14
75 JOPV WXY		3:00			11:10PM	10:15		3:25AM
52 P		3:10				10:21		
63 P		3:17				10:26		
61 P		3:24				10:31		
38 JPWY	3:00PM	3:40				10:42		
63 P	3:15	3:50				10:49		
51 P	3:30	4:05				10:58		
73 P	3:45	4:33 ²⁰				11:07		
BJKOPWXY	4:00PM	4:50 6:00				11:15	10:50PM	
90 P		6:15				11:24	10:59	
96 P		6:30				11:31	11:06	
46 P		6:40				11:38	11:13	
90 P		6:46				11:42	11:17	
96 PW		7:05				11:53PM	11:28	
95 P		7:20				12:02AM	11:37	
94 P		7:30				12:08	11:43	
28 JPX M M		7:45	2:20AM		11:30PM	12:15	11:50PM	
BJKOP VWXY		9:00	2:30AM		11:40PM	12:20 12:45	12:01AM 12:35	
90 P		9:40 ²⁰⁸				12:57	12:47	
98 P		9:50				1:04	12:54	
95 P		10:05				1:15 ⁶²	1:05 ⁶²	
BJKOP TWXY		10:30AM				1:30AM	1:15AM	

DN-R	SPOKANE	DS AU
	WEST SPOKANE	
	COWLES	
	MARSHALL	
N	CHENEY	CY
	GEIB	
	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	C5 UY

BLOCK SIGNALS

LOCK SIGNALS

(1.00) 21.5 (0.45) 18.9 (0.10) 15.6 (0.10) 15.8 (1.30) 40.7 (4.30) 41.0 (2.25) 33.4 (1.30) 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. 8

August 13, 1950

Mile Post

FIRST CLASS

SECOND CLASS

62	20	96	64	98
Passenger	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger

392	298	364
Freight	Freight	Freight

STATIONS

BLOCK SIGNALS	DN-R	SPOKANE	DN AU	367.3		A 7:00AM	A 7:30AM		A 9:55PM			
		WEST SPOKANE	17	366.6		6:54	7:22		9:49 ⁰⁰		A 6:30PM	
		COWLES	3-6	362.0		6:48	7:14		9:39		6:05	
		MARSHALL	4.2	367.8		6:41	7:06		9:34		5:55	
			7.3									
	N	CHENEY	CY	350.6		s 6:32	s 6:50		9:25 ¹⁹		5:40	
		GEIB	5.2	345.3		6:24	6:44		9:18		5:30	
		MASON	6.0	340.3		6:18	6:38		9:13		5:20	
			7.4									
	N	CROSKY	CK	332.9		6:10	6:29		9:05		5:05	
		WELLS	4.0	328.9		6:05	6:24		9:01		4:57	
		PALM LAKE	0.6	322.3		5:57	6:15		8:54		4:45	
		ASHBY	5.2	317.1		5:51	6:09		8:49		4:35	
		EMDEN	4.2	312.9		5:46	6:04		8:44		4:20	
			6.7									
	DN-R	MARENGO	RA	806.2		s 5:37	5:55AM		8:32PM		4:00	
		THAVIS	4.8	801.4		5:26					3:29	
		MACK	4.4	297.0		5:20					3:22	
		ANKENY	4.2	292.8		5:14					3:15	
			7.0									
	N-R	HOOPER JCT.	HR	284.9		5:03				A 6:30AM	3:00 ³⁰¹	
		PARK	5.0	279.3		4:54				6:10	2:45	
		JOSO	6.2	273.1		4:44				5:55	2:33	
		CHIEW	6.8	267.3		4:33 ¹⁵¹				5:40	2:15	
			3.9									
	DN-R	AYER	JD	263.4		A 4:45AM	n 4:23			5:30AM	2:00	
		RUXBY	6.2	267.2		4:32	4:12				12:50	
		SCOTT	7.7	249.6		4:20	4:01				12:36	
		WALKER PIT	0.1	243.4		4:12	3:54				12:26	
		SIMMONS	2.8	240.6		4:07	3:50				12:20PM	
			7.6									
	N	PAGE	MS	233.0		3:55	3:39				11:59AM	
		ASH	7.5	226.6		3:44	3:29				11:40	
		HUMORIST	8.0	219.6		3:36	3:22				11:27	
		ATTALIA	8.8	212.7		3:26	3:12		A 3:55AM		11:15	A 6:45PM
		N. P. CROSSING	0.1	212.6								
		N. P. CROSSING	0.0	212.0								
			1.9									
	DN-R	WALLULA	JN	210.1		3:15 ²⁰	3:05 ⁶²				11:00	6:30PM
		JUNIPER	7.8	202.3		2:00	2:45				9:40 ¹⁵¹	
		SAND	5.3	197.0		1:40	2:33				9:30	
			6.6									
		RIVERVIEW		190.4		1:15 ¹⁹	2:15				9:15	
			7.6			1:05 ⁶¹						
	DN-R	UMATILLA	CS UY	182.8		12:50AM	2:05AM				9:00AM	
		(184.5)				Daily	Daily	Daily	Daily	Daily	Daily	Daily

.....Thru Time.....	(3.56)	(4.55)	(1.35)	(0.10)	(1.23)	(1.00)	(9.30)	(0.16)
.....Average speed per hour.....	20.6	37.3	38.6	15.6	44.2	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. 8			Mile Post	SECOND CLASS
	305 Mixed	August 13, 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
30	1.53		LOSTINE		67.8	10.07
27 WXY	2.10	D	WALLOWA	WO	60.0	9.50
40 W {M.P.} 32.0	3.15		LOOKING GLASS		33.8	8.37
32	3.37		GULLING		26.1	8.15
35 WXY	3.50	D	ELGIN	GN	20.9	8.05
18	4.16	D	IMBLER	BR	12.3	7.32
20	4.25		ALICEL		8.4	7.22
HJKOPTW XYZ	5.00 PM	DN-R	LA GRANDE	RA	0.0	7.00 AM
			(83.8)			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. 8			Mile Post	SECOND CLASS
	327 Freight	August 13, 1950				328 Freight
	Sunday Tuesday Thursday Saturday	STATIONS				
26 PVWXY	10-16 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
20	11.10		CLEM		28.6	7.50
29 PW	11.30		MIKKALO		24.4	7.30
27	11.50 AM		BARNETT		19.7	7.10
11 PW	12.10 PM		ROCK CREEK		16.0	6.55
29	12.30		SHUTLER		7.3	6.25
WB 126 BJOP EB 143 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. 8			Mile Post	August 13, 1950	
	STATIONS					
	HJKOP TWX		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. 8			Mile Post	August 13, 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	
10			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORNBERY		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. 8			Mile Post	SECOND CLASS
	329 Freight	August 13, 1950				330 Freight
	Monday Wednesday Friday	STATIONS				
29 PWXY	9.30 AM	D-R	HEPPNER	HR	45.2	A 8.45 AM
19 P	9.55		LEXINGTON		38.3	8.00
7	10.10		JORDAN		31.0	7.40
15 PW	10.30		IONE	ON	28.3	7.25
3	10.45		McNAB		25.2	7.10
13	11.05		MORGAN		19.8	6.55
8 W	11.30 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. 8			Mile Post	SECOND CLASS
	313 Mixed	August 13, 1950				314 Mixed
	Daily Except Monday	STATIONS				
HCOK WXYZ	5.00 AM	DN-R	BEND	D	150.0	A 2.30 PM
			(150.0)			Daily Except Sunday
	(7.01) 21.4	..... Thru Time.....			(7.00) 21.4	..... Average Speed per Hour.....

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

JPV	A 12.01 PM	D OREGON TRUNK JUNCTION VO	O.O	7.30 AM
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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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 8 August 13, 1950	Mile Post	SECOND CLASS			
			309	307			308	306		
			CMS:P&P Freight	Mixed			CMS:P&P Freight	Mixed		
			Daily Except Monday	Daily Except Monday						
BJKOP TVWXYZ			1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0	A 11.15 PM		

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

JMPV				1.25 AM	BLAKESLEE JUNCTION	2.4		A 11.00 PM	
M					N. P. CROSSING	2.4			
M					C. M. St. P. & P. CROSSING	2.4			
43 JPVX			9.13 AM	1.55	BLAKESLEE JUNCTION	12.2	A 6.40 AM	10.20	
48 PWX			9.25	2.00	WELSH JUNCTION	13.7	6.32	10.15	
44 P			10.18	2.50	(N-R INDEPENDENCE ND	17.1	5.50	9.20	
					SAGINAW	30.8			
					SCHAFFER BRO. CROSSING	31.5			
53 PXY			11.00	3.40	SOUTH MONTESANO	42.4	5.10	8.50	
X					SOUTH MONTESANO	42.4			
PVX					D MONTESANO MO	43.9			
53 PXY			11.00	3.40	SOUTH MONTESANO	42.4	5.10	8.50	
32 PV			11.15	4.00	PREACHER'S SLOUGH	46.7	4.30	8.20	
83 JPXY			11.30	4.15 ³⁰⁸	COSMOPOLIS	51.2	4.15 ³⁰⁷	8.05	
					N. P. CROSSING	53.3			
82 BKPVXZ			A 11.45 AM	A 4.45 AM	DN-R ABERDEEN	53.9	3.50 AM	7.45 PM	SA

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

BKOPT WYZ			A 12.15 PM	A 5.15 AM	DN-R	HOQUIAM	HO	57.5	3.30 AM	7.15 PM
						(57.5)			Daily Except Monday	Daily Except Sunday
			(3.02)	(4.00)					(3.10)	(4.00)
			14.9	14.3					14.3	14.3

WESTWARD

TONO BRANCH

EASTWARD

WESTWARD

OLYMPIA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 8 August 13, 1950				Mile Post	Time-Table No. 8 August 13, 1950	Mile Post	SECOND CLASS			
								321	322	Freight	
								Daily Except Sunday			
					STATIONS						
30 PWX	R	TONO 5.8		8.0	JPVXY	6.00 AM	R	EAST OLYMPIA 7.3	0.0	A 5.50 AM	
27 JX		WABASH 2.2		2.2	BKPV WXYZ	A 6.30 AM	D-R	N. P. CROSSING 0.1	7.3		
								OLYMPIA (7.4)	7.4	5.20 AM	
										Daily Except Sunday	
BJKOPT VWXYZ			DN-R	CENTRALIA	CN	0.0					
				(8.0)							
			(0.30)						(0.30)		
			14.8						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 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. 8 August 13, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
		363 Freight		63 Passenger			64 Passenger		364 Freight		
		Daily		Daily							
BKOPTVWXYZ		9.30PM		8.00PM	DN-R	YAKIMA NY	98.0	A 7.40AM		A 1.15AM	
39 X		9.40		8.06		UNION GAP	94.6	7.30		12.55	
MP						N. P. CROSSING	91.3				
30 P		9.50		8.12		PARKER	90.8	f 7.23		12.45	
M						N. P. CROSSING	89.4				
32 P		10.00		8.19		DONALD	86.8	f 7.13		12.30	
18 PV		10.05		8.24		SAWYER	84.5	f 7.07		12.20	
40 PV		10.15		8.29		BUENA BA	81.6	s 7.00		12.10AM	
74 PVX		10.25		8.36	D-R	ZILLAH AH	78.5	s 6.53		11.55PM	
53 P		10.48		8.44		GRANGER	73.4	f 6.41		11.25	
52		11.05 ³⁶⁴		8.53		EMERALD	67.2	f 6.28		11.05 ³⁶³	
35 JPYX		11.15		9.25	R	MIDVALE	63.6	6.20		10.30	
51 PVWX		11.35		9.37 ³⁶⁴	N	GRANDVIEW GW	57.7	s 5.46		9.37 ⁶¹	
44 P		11.55PM		9.49		NORTH PROSSER	50.3	f 5.32		9.00	
53		12.20AM		10.01		CHAFFEE	43.0	f 5.18		8.40	
42 PWX		12.40		10.12	D	BENTON CITY BC	36.5	s 5.06		8.15	
53		12.55		10.22		ACTON	31.3	4.55		8.05	
51 PJ		1.25		10.45	R	RICHLAND JCT.	19.0	4.37		7.35	
55 PVWX		1.45		11.00	N	KENNEWICK KN	13.2	s 4.25		7.18	
12 P		1.55		11.10		HEDGES	8.7	f 4.10		7.08	
M						N. P. CROSSING	7.3				
53		2.05		11.15		VILLARD	6.7	f 4.05		7.00	
16 JPYX	A	2.20AM		1.30PM		ATTALIA	0.0	3.55AM		6.45PM	
						(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.....			(3.10) 11.3	(0.35) 21.6	

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		FIRST CLASS		Time-Table No. 8 August 13, 1950	Mile Post	FIRST CLASS		FIRST CLASS		
		63 Passenger		83 Passenger			64 Passenger		84 Passenger		
		Daily		Daily							
35 JPYX		9.00PM		5.55AM	R	MIDVALE	0.0	A 6.20AM	A 9.25PM		
PVX		A 9.10PM	A	6.05AM	D-R	SUNNYSIDE S1	2.8	6.10AM	9.15PM		
						(2.8)		Daily	Daily		
	(0.10) 16.8		(0.10) 16.8			Thru Time.....	(0.10) 16.8	(0.10) 16.8			
						Average Speed per Hour.....					

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

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

No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.

No. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.

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

WESTWARD				SECOND CLASS		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		SECOND CLASS		SECOND CLASS	
		379 Freight		355 Freight		
		Daily Except Sunday		Monday Wednesday Friday		
BKOPT WXYZ						
14 JPYX						
32 W						
M						
38 VWX						
32 BJKMOWXY		11.10PM				
M						
14 East Spur X 16 West Spur		11.30				
34		11.50PM				
20		12.10AM				
27		12.50				
63 JWXY		1.20				
26 BJKOWXY	A	2.20AM				
42						
44						
60 JPVVXY						
M						
10 JPYX					8.25	
41 X					8.30	
54 X					8.50	
BJKOPWXY					A 9.00	

WESTWARD				SECOND CLASS		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		SECOND CLASS		SECOND CLASS	
		379 Freight		355 Freight		
		Daily Except Sunday		Monday Wednesday Friday		
JPXY						
JWXY						
10						

Eastward trains are :
Second-class and extra
No. 379 arriving at C
No. 391 arriving at W
No. 392 arriving at L
For stations not sho

WESTWARD

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 8 August 13, 1950	Mile Post	FIRST CLASS		SECOND CLASS			
	379 Freight	355 Freight	391 Freight	61 Passenger	73 Passenger			62 Passenger	74 Passenger	392 Freight	378 Freight	356 Freight	
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily			STATIONS					
			7-45 ^{AM}			DN-R					A 3-00 ^{PM}		
14 JPN			A 8-00 ^{AM}			R	TEKOA K 116.1						
							SELTCIE 110.4				2-30		
22 W						D	FARMINGTON FM 104.5				2-10		
M							N. P. CROSSING 103.4						
							N. P. CROSSING 95.4						
28 VWX						D	GARFIELD GR 95.1				1-05		
							ELBERTON 89.7				12-40 ^{PM}		
32 BJKNOWXY	11-10 ^{AM}						D-R COLFAX CA 77.4	A 7-37 ^{AM}			11-50 ^{AM}	A 1-30 ^{PM}	
M							G. N. CROSSING 77.3				11-10	1-20	
14 East Spur X 16 West Spur X	11-30						CREST 74.9	7-27			11-00	1-10	
24	11-50 ^{AM}						MOCKONEMA 72.5	f 7-22			10-50	1-02	
26	12-10 ^{AM}						DIAMOND 68.5	f 7-16			10-30	12-50	
27	12-50					D	ENDICOTT DI 57.9	s 7-00			9-45	12-20	
48 JWX	1-20		12-01 ^{PM}	s 8-39		D-R	WINONA WA 52.1	s 6-52			9-10	12-01 ^{PM}	
20 BJKNOWXY	A 2-20 ^{AM}		A 12-45 ^{PM}	s 8-56		D-R	LA CROSSE JA 41.5	s 6-37			8-10 ^{AM}	11-30 ^{AM}	
42				f 9-09			JERITA 35.8	f 6-23					
44				f 9-20			HAY 30.2	f 6-15					
60 JPVWXY				s 9-50	9-40 ^{PM}	DN-R	RIPARIA XS 17.5	s 5-52	A 6-10 ^{AM}				
M							N. P. CROSSING 17.4						
10 JPNY		8-25 ^{PM}		s 10-01	s 9-49	R	TUCANNON 12.6	s 5-42	s 5-58			A 12-05 ^{AM}	
41 X		8-30		10-03	9-51		PATAIA 11.8	5-37				12-03 ^{AM}	
44 X		8-50		f 10-21	f 10-08		RIFTON 2.9	f 5-21	f 5-37			11-40 ^{PM}	
BJKOPWXY		A 9-00 ^{AM}		A 10-30 ^{PM}	A 10-15 ^{PM}	DN-R	AYER JD 0.0	5-15 ^{AM}	5-30 ^{AM}			11-30 ^{PM}	
							(116.1)			Daily	Daily	Daily Daily Except Monday Sunday Tuesday Thursday	
	(3.10) 11.3	(0.35) 21.6	(5.00) 14.9	(2.40) 29.0	(0.35) 30.0 Thru Time			(2.22) 32.7	(0.40) 26.3	(6.50) 10.9	(2.00) 12.0	(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		356 Freight	Monday Wednesday Friday	Time-Table No. 8 August 13, 1950	Mile Post	SECOND CLASS			
							355 Freight			
	STATIONS									
JPNY			12-05 ^{AM}	R	TUCANNON 0.0	A 8-25 ^{PM}				
JWXY			A 12-15 ^{AM}	D	STARBUCK SA 3.8	8-15 ^{PM}				
10					RELIEF 9.3					
					(9.3)					
						Monday Wednesday Friday				
	(0.10) 22.8 Thru Time				(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

Time-Table No. 8
August 13, 1950

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				STATIONS
	381 CMS&P&P Freight	387 Freight	383 CMS&P&P Freight	69 Spokane Internat'l Passenger	95 CMS&P&P Streamliner Passenger	67 Passenger	91 CMS&P&P Passenger	
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	
BKPVX	9.30 ^{PM}	3.30 ^{PM}	7.00 ^{AM}	11.59 ^{PM}	10.15 ^{PM}	8.15 ^{AM}	8.00 ^{AM}	DN-R SPOKANE 1.9 DS AU DOUBLE TRACK
IPX	9.40	3.45 ³⁸⁴	7.05	A12.04 ^{AM}	10.20	8.20	8.05	N. P. CROSSING 0.9
83 X	9.51 ³⁸²	3.58	7.10		10.23	8.23	8.08	EAST SPOKANE 3.7
68 JKVX	10.10	4.15	A 7.20 ^{AM}		10.30 ⁸	8.30	8.15	DN DISHMAN 3.2 SP
35	10.20	4.25			10.34 ^f	8.34	8.19	CHESTER 6.0
49	10.46 ⁹⁵	4.50			10.46 ³⁸¹	8.45	8.31	D MICA 2.8 MA
38	11.17 ³⁸⁸	5.15			10.50 ^f	8.50	8.35	FREEMAN 3.3
JVX	A11.25 ^{PM}	5.25			A10.55 ^{PM} ³⁸⁸	8.56	A 8.40 ^{AM}	DN-R MANITO 5.3 MU
23		5.53 ⁹⁸				9.03		D ROCKFORD 3.2 RD
40		6.05				9.10		DARKNELL 3.4
31 WX		6.25				9.16		D FAIRFIELD 8.4 G
44		6.55				9.31		LATAH 7.2
BJKOPTWXYZ		A 7.30 ^{PM}				A 9.52 ^{AM}		DN-R TEKOA 49.3 K
	(1.55) 11.4	(4.00) 12.3	(0.20) 19.5	(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. 8	Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 8	Mile Post	SECOND CLASS	
	391 Freight	August 13, 1950				355 Freight	August 13, 1950			356 Freight
	Daily Except Monday	STATIONS				Monday Wednesday Friday	STATIONS			Monday Wednesday Friday
14 JPX	8.00 ^{AM}	R SELTICE 8.2 48.0		35 TWX	6.00 ^{PM}	D-R POMEROY 4.5 PY 28.9	A 2.15 ^{AM}			
		G. N. CROSSING 0.03 39.8		25	6.20	ZUMWALT 8.1 24.4	2.00			
		N. P. CROSSING 0.55 39.7		7	6.50	DODGE 1.8 16.3	1.30			
34 VWX	9.00	D OAKESDALE 8.4 39.1		18 W	6.57	CHARD 3.2 14.5	1.20			
M		G. N. CROSSING 12.4 30.7		8	7.10	JACKSON 3.4 11.3	1.05			
28 WX	10.30	D ST. JOHN 13.9 SJ 18.3		18	7.25	DELANEY 7.9 7.9	12.50			
53	11.25	GRAVEL PIT 4.4 4.4		JWXY	A 8.15 ^{PM}	D STARBUCK 7.9 SA 0.0	12.20 ^{AM}			
63 JWXY	A11.45 ^{AM}	D-R WINONA 4.4 WA 0.0				(28.9)	Monday Wednesday Friday			
		(48.0)								
	(3.45) 12.8 Thru Time..... Average Speed per Hour.....			(2.15) 12.8 Thru Time..... Average Speed per Hour.....		(1.66) 15.1		

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 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. 8			FIRST CLASS				SECOND CLASS			
	August 13, 1950			94	70	68	92	384	382	388	
	STATIONS			CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Freight	CMStP&P Freight	Freight	
BKPVX	DN-R	SPOKANE	165.4	A 1-45AM	A 12.15PM	A 6.50PM	A 9.15PM		A 4.00PM	A 10.05PM	A 12.30AM
IPX		N. P. CROSSING	163.5	1-36	12.08PM	6-41	9-08		3.45 ³⁸⁷	9.55	12-20
83 X		EAST SPOKANE	162.6	1-34		6-39	9-06		3-42	9.51 ³⁸¹	12-15
59 JKVX	DN	DISHMAN	158.9	1-27		s 6-33	8-59		3.30PM	9-44	12-05AM
35		CHESTER	155.7	1-22		f 6-28	8-54			9-34	11-52PM
49	D	MICA	149.7	1-11		f 6-16	8-43			9-16	11-27
38		FREEMAN	146.9	1-06		f 6-10	8-38			9-10	11.17 ³⁸¹
JVX	DN-R	MANITO	143.6	1-01AM		f 6-04	8-33PM			9-01PM	10.55 ³⁸¹
23	D	ROCKFORD	138.4			s 5.53 ³⁸⁷					10-44
40		DARKNELL	135.1				5-46				10-35
31 WX	D	FAIRFIELD	131.7			s 5-40					10-20
44		LATAH	123.3			s 5-24					9-55
BJKOPTWXYZ	DN-R	TEKOA	116.1				5-11PM				9-30PM
		(49.3)		Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily Except Sunday
..... Thru Time.....				(0.44)	(0.07)	(1.30)	(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. 8 August 13, 1950	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 8 August 13, 1950	Mile Post	SECOND CLASS				
	379	61			62	378		391			392				
	Freight	Passenger			Passenger	Freight		Freight			Freight				
BKTVWX	9.00PM	6.45PM	D-R MOSCOW MO	28.1	A 8-50AM	A 4.15PM	BJKOWXY	1.45PM	D-R LA CROSSE JA	0.0	A 7.30AM				
			N. P. CROSSING	19.3			11 X	2-50	HOOPER	14.7	6-35				
23 X	9-30	s 7-05	D PULLMAN XN	18.7	s 8-33	3-45	32 JPWXY	A 2-55PM	N-R HOOPER JCT HR	15.7	6-30AM				
18	9-50	s 7-18	ALBION	12.7	s 8-13	3-20	34		D WASHINGTON FN	23.5					
19	10-00	f 7-25	SHAWNEE	9.7	f 8-05	3-08	21 V		D KAHLOTUS HO	37.4					
BJKMOWXY	A 10-50PM	A 7-45PM	DN-R COLFAX CA	0.0	7-42AM	2-30PM	18 WXY		R CONNELL N	52.0					
			(28.1)		Daily	Daily Except Monday			(52.0)		Daily				
..... Thru Time.....											(1.08)	(1.46)	(1.10) Thru Time.....	(1.00)
..... 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. 8 August 13, 1950		Mile Post	FIRST CLASS		SECOND CLASS	
		345 Freight		71 Passenger				72 Passenger	346 Freight		
		Daily		Daily	STATIONS						
	BJKOPVWXY	12.01 PM		4.00 AM	DN-R	WALLULA	JN	0.0	A 11.20 PM		A 7.00 AM
11		12.17		f 4.15		7.5 REESE		7.5	f 11.05		6.25
29	1'WX	12.35		s 4.30	D	7.5 TOUCHET	CH	15.0	s 10.50		6.10
12		12.45		f 4.41		4.3 LOWDEN		19.3	f 10.40		6.00
10		12.55		f 4.52		4.7 WHITMAN		24.0	f 10.30		5.50
17	X	1.05		f 5.03		4.0 GARHETT		28.6	f 10.20		5.40
	M					0.1 W. W. V. RY. CROSSING		28.7			
5	X					0.2 COLLEGE PLACE		28.9			
	BJKOPTVWXYZ	A 1.30 PM		A 5.15 AM	DN-R	2.0 WALLA WALLA	Z BU	30.9	10.15 PM		5.30 AM
						(30.9)			Daily		Daily
		(1.29) 20.8		(1.16) 24.7		Thru Time.....			(1.05) 28.5		(1.30) 20.0
						Average Speed per Hour.....					

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		SECOND CLASS		Time-Table No. 8 August 13, 1950		Mile Post	SECOND CLASS		SECOND CLASS	
		365 Freight	361 Freight	362 Freight				366 Freight			
		Daily Except Sunday	Daily								
27	X					ALTO	83.0				
23						7.5 MENO KEN	75.5				
26	JWX	11.45 AM				4.2 BOLLES	71.3		A 8.40 AM		
20	X	11.58 AM		D	4.6 PRESCOTT	SY	66.7		8.28		
21		12.35 PM			13.1 VALLEY GROVE		53.6		7.52		
	M				0.4 N. P. CROSSING		47.2				
					0.6 W. W. V. RY. CROSSING		46.6				
	BJKOPTVWXYZ	A 12.55 PM	3.00 AM	DN-R	0.5 WALLA WALLA	Z BU	46.1	A 10.30 AM	7.30 AM		
	M				1.9 W. W. V. RY. CROSSING		44.2				
24			3.20		4.3 SPOFFORD		39.9	10.05			
	M				3.6 W. W. V. RY. CROSSING		30.3				
39	VWX		4.00	D	0.1 MILTON	CO	36.2	9.50			
50			4.32		9.5 BLUE MOUNTAIN		26.7	9.05			
20			4.45		3.3 DOWNING		23.4	8.50			
20	WX		5.15	D	0.2 ATHENA	CN	17.2	8.30			
41			5.30		4.6 ADAMS		12.6	8.15			
15			5.40		2.0 BLA KEELEY		10.0	8.05			
20			6.05		0.0 SAXE		4.0	7.45			
	BJKVWXYZ		A 6.30 AM	DN-R	4.8 PENDLETON	FD	0.0	7.30 AM			
						(83.0)		Daily	Daily Except Sunday		
		(1.10) 21.6		(3.30) 13.4		Thru Time.....			(3.00) 16.4		(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. 8 August 13, 1950			Mile Post	FIRST CLASS		SECOND CLASS	
	387 Freight	Daily Except Saturday	388 Passenger	Daily	STATIONS				68 Passenger	388 Freight		
	BJKOPTWXYZ	7.30PM	10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM			
25		7.50	10.14		8.0 LOVELL 8.4		6.9	f 4.50	8.50			
17	VX	8.15 ³⁸⁸	10.33	D	PLUMMER	MR	15.3	s 4.32	8.15 ³⁸⁷			
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		30.6	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		46.3	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			f	3.1 BRADLEY		67.2	f				
25	BKOX	A12.20AM	12.30	D-R	2.0 KELLOGG-WARDNER	DN	69.2	s 2.40	5.40PM			
31			12.43		6.0 OSBURN		76.8	f 2.22				
	BKTVWXZ		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)			Daily	Daily Except Sunday			

(4.60)
20.5

(2.58)
27.0

..... Thru Time.....
..... Average Speed per Hour.....

(2.50)
28.3

(3.50)
18.1

WESTWARD

DAYTON BRANCH

EASTWARD

WESTWARD

SIERRA NEVADA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 8 August 13, 1950		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 8 August 13, 1950		Mile Post
	367 Freight	365 Freight	STATIONS	366 Freight		368 Freight	STATIONS				
							Tuesday and Friday		Daily Except Sunday		
20	T	11.30AM		TURNER	24.8		A 11.20AM				
25		11.40AM		2.1 WHETSTONE	22.7		11.10				
26	VWXY	A12.20PM	11.01AM	D DAYTON DA	13.1	A 9.15AM	10.30AM				
				0.09 N. P. CROSSING	13.0						
				0.01 N. P. CROSSING	13.0						
	JX		A 11.03AM	0.1 DAYTON JCT.	12.9		9.13AM				

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardoor 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 WAITSBURG BG	3.5	8.49	
28	JWX	A 11.45AM	3.5 BOLLES	0.0	8.40AM	
			(24.8)		Daily Except Sunday	Tuesday and Friday

(0.60)
14.0

(0.44)
17.9

..... Thru Time.....
..... Average Speed per Hour.....

(0.35)
22.0

(0.50)
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..... (7).....	22.1	42	Both
Mission.....	221.2	{ 18 P 25	Both	Schreck.....	31.9	14	Both
Cayuse..... (1).....	227.1	48 P	Both	Sutton.....	48.0	46	Both
Thorn Hollow.....	232.1	14 P	Both	Thera..... (7).....	64.8	15	Both
North Fork.....	251.4	16 P	West	Glenwood.....	83.5	13	Both
				Walters.....	98.6	10	Both
Third Subdivision				Tucannon Branch			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	Spokane-Tekoa Branch			
Boardman..... (1)(2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coey.....	141.7	17	Both
				Hill.....	161.2	51 X	Both
Fourth Subdivision				Pleasant Valley Branch			
Quarry Spur.....	6.5	13	West	Willada.....	11.5	27	Both
Eri.....	14.2	4	Both	Juno.....	20.8	10	Both
Corbett..... (1).....	20.3	.....	None	Huntley.....	22.6	2	Both
Latourell..... (1).....	23.9	.....	None	Thornton.....	31.2	44	Both
Multnomah Falls.....	29.6	.....	None	Fletcher.....	42.5	11	Both
Warrendale.....	35.9	.....	None	Warner.....	45.3	11	Both
C. L. Lumber Co.....	45.1	7	East	Pomeroy Branch			
Viento.....	55.2	.....	None	Houser.....	19.1	1	Both
Kenton Line				Moscow Branch			
Champ.....	9.5	7	Both	Risbeck..... (7).....	4.5	6	Both
Ward.....	14.2	6	Both	Parvin..... (7).....	7.8	8	Both
		{ 37	Both	Armstrong..... (7).....	15.7	3 W {M.P. 16.2}	Both
Reynolds.....	20.0	{ 40 P 126	West				
			West	Whitlow.....	20.5	1	Both
Sixth Subdivision				Holland			
Sheffler.....	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
				McAdam.....	29.3	3	Both
Joseph Branch				Wacota			
Island City..... (3).....	2.6	12	Both	Wacota.....	34.1	4	Both
Conley..... (3).....	5.9	6	Both	Estes.....	42.3	7	Both
Rondowa.....	37.2	7	Both	Sulphur.....	46.1	9	Both
Vincent..... (3).....	40.6	2	East	Curry.....	51.1	12	Both
Minam..... (4).....	47.1	12 W {M.P. 49.0}	Both	Pendleton Branch			
Sevier.....	56.7	5	West	Havana.....	6.9	11	Both
				Weston.....	20.9	66	East
Pilot Rock Branch				Bade			
McBee.....	2.8	2	East	Bade.....	30.2	13	Both
Lens.....	11.2	4	East	Barrett.....	33.1	10	Both
				Prunedale.....	34.2	15	Both
Grass Valley Branch				State Line			
Sandon.....	15.6	8	Both	State Line.....	41.7	10	Both
Hay Canyon.....	19.2	{ 12 15	East	Langdon.....	43.6	12	Both
			West	Russell.....	51.8	11	Both
De Moss.....	23.9	12	Both	Hadley.....	56.5	19	Both
Erskine.....	31.3	9	Both	Berryman.....	59.8	9	Both
Bourbon.....	45.8	8	Both	Ennis.....	60.9	10	Both
				Robinson.....	67.6	2	Both
Grays Harbor Branch				McCall			
Raisch.....	2.6	7	Both	McCall.....	69.4	2	Both
Galvin..... (5).....	5.0	23 P	Both	McKay.....	78.6	6	Both
Balch..... (5).....	18.3	18 P	Both	Wallace Branch			
Cedarville..... (5).....	22.2	52 P	Both	Tilma.....	2.1	1 X	Both
Lankner..... (5).....	26.3	51 P	Both	Watt.....	12.1	18	Both
South Elma..... (5).....	32.5	5 PW	West	O'Gara..... (8).....	26.3	.....	None
Melbourne..... (5).....	43.8	27 P	Both	Black Lake..... (8).....	38.0	.....	None
Law.....	44.7	11	East	Dudley..... (8).....	52.0	12	Both
				Enaville..... (9).....	62.5	6 Y	Both
Yakima Branch				Smelterville			
Grosscup.....	28.2	8	Both	Smelterville..... (8).....	66.3	.....	None
Biggam..... (6).....	48.3	10	Both	Shont..... (8).....	72.8	3	Both
Flint.....	83.6	18	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) Regular stop for No. 25.
 (2) Regular stop for No. 26.
 (3) Flag stop for Nos. 304-305.

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

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

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	45	Steam engines running backward.	20	20	20	Within yard limits:			
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	On main line and on branch between Spokane and Manito	50	40	25
When caboose is handled in train consisting of passenger train equipment.		55		Diesel-electric locomotives in road or helper service:				On other branch lines.		30	15
3800 class engines.		60	45	Backing up shoving a train. (Speed of train being helped will govern).				When using cross-overs or turn-outs:			
3900 class engines.		65	45	Backing up pulling train.	40	40	40	9000 class engines;			
5000 class engines.		50	45	Backing up light.				Forward movement.		10	10
4000 and 9000 class engines.		45	40	Diesel switch engines in road service.	35	35	35	Back-up movement.		6	6
MacArthur type engines with 63-inch drivers.		55	45	Trains handling company roadway machines on their own wheels.			25	All other classes engines;			
MacArthur type engines with 57-inch drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15	Forward movement.	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:				Back-up movement.	10	10	10
0-6-0 and 0-8-0 type yard engines.		20	20	Maximum speed.			20	When using No. 14 turn-outs at power operated switches (CTC Territory).	15	15	15
C. M. St. P. & P. class N3-S engines.		50	40	Through truss bridges.			6	On tracks other than main tracks.	15	15	15
C. M. St. P. & P. class L engines.		35	35	Trains handling scale test cars:			30	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.			
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35	On main line.			25	9000 class engines on wyes.	20	20	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25	On branch lines.			25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35				25	On main line.			25
								On branch line.			15
								(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION

Location	Miles Per Hour	Miles Per Hour	Miles Per Hour	Location	Miles Per Hour	Miles Per Hour	Miles Per Hour	Location	Miles Per Hour	Miles Per Hour	Miles Per Hour
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					Orman			
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.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		
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 Jet.	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. 318.7 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	Minthorn Between M.P. 223.8 and 222.8.	35	30	20			
	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	Between M.P. 220.5 and 220.1.	55	45	35	
	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. 219.0 and 217.7.	60	50	40	
Between M.P. 251.9 and 251.4.		60	50	40	Between M.P. 240.6 and 240.3.	70	60	45	Munra Between M.P. 217.7 and 216.5.	45	35	25		
Between M.P. 251.2 and 251.0.		35	30	20	Between M.P. 240.2 and 240.0.	30	25	20		Pendleton Over Third, Main and Fourth Streets.	12	12	12	
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 240.0 and 238.3.	55	45	35	Over other street crossings within city limits.			20	20	20	
				Bonifer Between M.P. 238.3 and 236.6.	35	30	20	Over Umatilla River bridge.	20	20	20			

THIRD SUBDIVISION

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Blalock Between M.P. 130.0 and 129.2.	70	60	45	Hinkle Between M.P. 193.5 and 193.4.	15	15	15
Westland				Between M.P. 124.8 and 124.0.	70	60	45	Between M.P. 192.6 and 192.2.	60	50	40
Messner				Between M.P. 123.8 and 123.7.	55	45	35	Between M.P. 191.2 and 189.8.	35	30	20
Castle Between M.P. 154.5 and 151.7.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Hermiston Standard and Union Oil spurs.			6
Between M.P. 150.9 and 150.6.	70	60	45	Hook Between M.P. 118.7 and 118.6.	70	60	45	On house track west of McNaught warehouse.			6
Between M.P. 150.2 and 150.0.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45	Over road crossing east end of depot.	15	15	15
Between M.P. 149.6 and 149.4.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45	Between M.P. 188.1 and 187.9.	60	50	40
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. 187.6 and 187.5.	55	45	35
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. 186.9 and 186.8.	60	60	40
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. 185.3 and 185.2.	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. 184.1 and 182.3.	45	35	25
Arlington Between M.P. 136.3 and 136.1.	70	60	45	Celilo Between M.P. 96.8 and 95.8.	55	45	35	Umatilla On wye.	10	10	10
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	On Track No. 7.	25	25	15
Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Between M.P. 88.5 and 87.4.	45	35	25	Between M.P. 178.4 and 178.3.	60	60	40
Between M.P. 131.0 and 130.9.	70	60	45	The Dalles Over street crossings.	12	12	12	Irrigon Between M.P. 175.5 and 175.4.	60	60	40
Between M.P. 130.5 and 130.4.	60	50	40	Umatilla Line Maximum speed.	60	60	40	Between M.P. 172.9 and 172.8.	60	60	40
								Judson Between M.P. 171.0 and 170.9.	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 Kenton Line Between Troutdale and Kenton.	45	45	35	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	Over Columbia Boulevard, near Peninsula Jct.	25	25	25	Between M.P. 22.0 and 19.5.	45	40	25
Rooster Rock Between M.P. 22.4 and 21.3.	60	50	40	Troutdale 2-10-2 class engines using lead and other tracks in Alcoa plant.				Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Between M.P. 21.3 and 21.1.	40	40	25								
Between M.P. 21.1 and 20.1.	60	50	40								
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, eastward and west- ward 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.	20	20		Between M.P. 247.0 and 247.2.	50	40	
Between M.P. 187.1 and 187.3.		50	40	Westward.	15	15		Scott Between M.P. 252.8 and 253.0.	45	35	
Between M.P. 187.6 and 187.7.		50	40	Attalia Between M.P. 217.2 and 217.4.	45	35		Between M.P. 256.9 and 257.1.	45	35	
Between M.P. 188.6 and 189.0.		30	20	Between M.P. 219.1 and 219.5.	50	40		Ruxby Between M.P. 260.3 and 260.5.	50	40	
Between M.P. 189.2 and 190.4.		25	20	Humorist Between M.P. 224.2 and 224.5.	50	40		Ayer Between M.P. 268.2 and 269.3.	30	30	
Riverview Between M.P. 191.2 and 192.0.		25	20	Ash Between M.P. 226.9 and 227.1.	50	40		Between M.P. 271.5 and 272.5.	25	15	
Between M.P. 192.5 and 192.9.		35	25	Between M.P. 228.1 and 228.4.	35	25		Between M.P. 272.7 and 273.2.	45	35	
Between M.P. 193.3 and 193.4.		35	25	Between M.P. 228.8 and 229.9.	35	25		Between M.P. 275.1 and 276.9.	40	25	
Between M.P. 194.5 and 194.7.		50	40	Between M.P. 230.8 and 231.4.	50	40		Between M.P. 277.9 and 278.5.	50	40	
Between M.P. 194.9 and 196.3.		30	20	Between M.P. 231.9 and 232.3.	45	35		Between M.P. 278.9 and 279.4.	45	35	
Between M.P. 196.5 and 196.6.		50	40	Between M.P. 233.0 and 233.4.	50	40		Park Between M.P. 280.0 and 281.6.	40	25	
Sand Between M.P. 197.4 and 197.7.		45	35	Page Between M.P. 234.0 and 234.5.	35	25		Between M.P. 281.9 and 282.2.	50	40	
Between M.P. 199.0 and 199.1.		50	40	Between M.P. 234.9 and 235.6.	35	25		Hooper Jct. Between M.P. 286.1 and 286.5.	50	40	
Between M.P. 199.3 and 199.4.		50	40	Between M.P. 236.3 and 236.5.	35	25		Between M.P. 290.6 and 291.1.	50	40	
Between M.P. 200.7 and 200.8.		50	40	Between M.P. 236.8 and 236.9.	50	40		Between M.P. 291.9 and 292.3.	25	25	
Between M.P. 201.8 and 201.9.		50	40	Between M.P. 237.9 and 238.1.	35	25		Ankeny Between M.P. 294.4 and 294.5.	40	25	
Juniper Between M.P. 204.3 and 204.6.		45	35	Between M.P. 239.0 and 239.3.	50	40		Between M.P. 295.4 and 297.0.	50	40	
Between M.P. 205.2 and 205.3.		50	40	Between M.P. 239.6 and 239.8.	50	40		Marengo Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 206.1 and 207.2.		30	20	Simmons Between M.P. 242.4 and 242.6.	40	25					
Between M.P. 207.5 and 208.5.		30	20	Between M.P. 242.9 and 243.1.	35	25					
				Between M.P. 243.4 and 243.5.	50	40					

SIXTH SUBDIVISION (Continued)

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

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				Between M.P. 117.8 and 117.9.	45	30
Maximum speed.		30	30	Maximum speed.		30	30	Between M.P. 118.1 and 118.3.	35	25
3-degree curves.		20	20	3-degree curves.		25	20	Between M.P. 118.5 and 119.7.	25	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		20	15	Between M.P. 120.2 and 120.4.	35	25
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		15	10	Between M.P. 120.7 and 121.4.	35	25
Between Ia Grande and M.P. 13.0.		25	25	Trains handling rock.			25	Between M.P. 121.6 and 121.9.	25	20
Between M.P. 25.0 and 55.0.		25	25	Preacher's Slough to M.P. 47.0.		10	10	Between M.P. 122.1 and 122.5.	35	25
Between M.P. 72.0 and Joseph.		25	25	Aberdeen, within city limits.		20	20	Latah		
Pilot Rock Branch		15	15	Aberdeen, over Boone St. Crossing.		5	5	Between M.P. 123.4 and 124.5.	20	20
Heppler Branch				Aberdeen, over other street crossings.		10	10	Between M.P. 125.1 and 125.7.	35	25
Maximum speed.		25	25	Cosmopolis, within city limits.		20	15	Between M.P. 127.5 and 128.4.	35	25
3-degree curves.		20	20	Cosmopolis, with logs within city limits.			8	Between M.P. 129.6 and 130.6.	35	25
4- and 5-degree curves.		15	15	Tono Branch				Fairfield		
On curves of 6 degrees and over.		10	10	Maximum speed.		15	15	Over street crossings.		25
Condon Branch				4- and 5-degree curves.		15	15	Between M.P. 132.6 and 132.8.	45	30
Maximum speed.		10	25	On curves of 6 degrees and over.		10	10	Between M.P. 133.3 and 134.6.	25	20
3-degree curves.		20	20	Olympia Branch				Between M.P. 135.3 and 136.3.	35	25
4- and 5-degree curves.		15	15	Maximum speed.		20	20	Darknell		
On curves of 6 degrees and over.		10	10	4- and 5-degree curves.		15	15	Between M.P. 136.6 and 139.2.	20	20
On descending grades between Speece and Mikkalo.		15	15	On curves of 6 degrees and over.		10	10	Rockford		
On descending grades between Barnett and Rock Creek.		15	15	Spokane-Tekoa Branch				Between M.P. 139.4 and 139.7.	45	30
Grass Valley Branch				East Spokane through Interlocking.		15	15	Between M.P. 139.8 and 140.4.	45	30
Maximum speed.		25	25	Between Spokane and Manito.	70	60	35	Between M.P. 141.0 and 141.2.	35	25
3-degree curves.		20	20	Between Manito and Tekoa.		50	30	Between M.P. 142.6 and 143.2.	25	20
4- and 5-degree curves.		15	15	On 3-degree curves.		50	30	Manito		
On curves of 6 degrees and over.		10	10	On 4-degree curves.		45	30	Between M.P. 144.4 and 144.6.	60	50
Between Kent and M.P. 39.0.		15	15	On 5- and 6-degree curves.		35	25	Between M.P. 145.5 and 146.0.	55	45
Between M.P. 33.0 and Thornberry, on descending grades.		20	20	On 7- and 8-degree curves.		25	20	Between M.P. 146.2 and 146.4.	60	50
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. 146.9 and 147.2.	60	50
				On 9- and 10-degree curves.		20	20	Freeman		
				Tekoa				Between M.P. 147.3 and 148.8.	45	35
				Between M.P. 117.2 and 117.5.		20	20	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.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
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		50	30	Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Maximum speed.				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	
	Pggr.	Frt.		Pggr.	Frt.		Pggr.	Frt.
Walla Walla Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	Connell Branch Maximum speed. Between LaCrosse and Hooper Jct.		
Walla Walla, on west leg of wye.	8	8	Wallula				30	30
Between M. P. 52.7 and 53.4.	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. 3.4 and 3.6.	25	25
Between M. P. 72.8 and 73.2.	20	20	Between M. P. 4.0 and 4.3.	35	25		Between M. P. 6.6 and 6.8.	25	25
Between M. P. 74.3 and 76.1.	20	20	Between M. P. 4.8 and 5.3.	25	20	Between M. P. 7.2 and 7.8.	20	20
Menoken Between M. P. 78.4 and 78.5.	20	20	Between M. P. 5.9 and 6.4.	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. 6.7 and 6.8.	25	20	Hooper Jct. on connection between Connell Branch and Sixth Subdivision.		
Between M. P. 79.6 and 79.9.	20	20	Between M. P. 7.0 and 7.1.	20	20		15	
Between M. P. 80.8 and 81.2.	20	20	W. W. V. Ry. Crossing, M. P. 28.7.	12	12	Moscow Branch Maximum speed.	35	25
Alto			Reese Between M. P. 7.7 and 8.0.	25	20		On 7- and 8-degree curves.	25	20
Yakima Branch Maximum speed.	45	30	Between M. P. 8.2 and 8.4.	35	25	On 9- and 10-degree curves.	20	20
With pile driver 0321.		15	Between M. P. 8.7 and 9.1.	25	20	Collfax Over street crossings.	12	12
On 5- and 6-degree curves.	35	25	Between M. P. 9.5 and 9.7.	25	20		Between M. P. 1.3 and 3.1.	25	20
On 7- and 8-degree curves.	30	20	Between M. P. 10.0 and 10.1.	35	25	Between M. P. 5.6 and 7.5.	25	20
On 9- and 10-degree curves.	25	20	Between M. P. 10.7 and 10.9.	35	25	Between M. P. 8.4 and 8.8.	25	20
Attalia			Between M. P. 11.1 and 11.4.	35	25	Shawnee 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 Between M. P. 13.4 and 13.6.	25	20
Benton City Between M. P. 37.5 and 38.1.	25	20	Walla Walla				Between M. P. 14.3 and 14.9.	20	20
Granger, over street crossings.	30	30	Pomeroy Branch Maximum speed.	20	20	Between M. P. 17.5 and 17.7.	25	20
Zillah, over street crossings.	25	15	Chard 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. 0.4 and 0.6.	20	20	Between M. P. 24.6 and 24.8.	25	20
Sunnyside Branch. Maximum speed.	45	35	Dayton, over street crossings west of Touchet River.	15	15	Between M. P. 25.2 and 25.4.	25	20
Wallula Branch Maximum speed.	35	30	Dayton, over all other street crossings.	10	10	Moscow Over street crossings.	12	12
On 5- and 6-degree curves.	35	25	Between M. P. 12.9 and 24.8.	15	15			
On 7- and 8-degree curves.	25	20						

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Wallace Branch Maximum speed.	50	30	Between M.P. 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. 38.3 and 38.6.	35	25	Between M.P. 73.4 and 73.6.	45	30
Lovell Between M.P. 8.0 and 9.0.	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..... Round house
 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; | O—oil; |
| C—coal; | P—telephone; |
| D—day operator; | R—train register; |
| N—night operator; | T—turntable; |
| DN—day and night operator; | V—track connection with foreign railroad; |
| H—hog drenching; | W—water; |
| I—interlocking; | X—yard limits; |
| J—junction; | Y—wye; |
| K—standard clock; | Z—track scales. |
| M—railroad crossing protected by signals or gates. | |

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	Oranance.....	Portland or beyond.	
18	{ Union Jet..... North Powder.... Haimes.....	Portland or beyond, Tuesdays only.	
19	Any station.....	From Wallula or beyond.	
19	Hooper Jet.....		Umatilla or beyond.
20	Any station.....	West of Ayer.....	Umatilla or beyond.
62	Any station.....	Pendleton or beyond	



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO AUGUST 1st. 1949

Scale of Miles

