



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



**OREGON DIVISION**

**TIME-TABLE**  
**No. 9**

**Effective Sunday**  
**September 24, 1950**  
**At 12:01 A. M. Pacific Time**

*Be Careful Today*

**FOR EMPLOYEES ONLY**

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

**L. A. COLLINS**  
General Manager

**E. HICKS**  
General Superintendent

**A. D. HANSON**  
General Superintendent Transportation

**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. L. Rickard, Trainmaster . . . . . Portland, Ore.  
 R. V. Johnson, Trainmaster . . . . . The Dalles, Ore.  
 D. E. Gardner, Trainmaster . . . . . Walla Walla, Wash.  
 J. D. Killian, Master Mechanic . . . . . Portland, Ore.  
 R. L. Norris, Road Foreman of Engines . . . . . La Grande, Ore.  
 P. D. Brinkman, Road Foreman of Engines . . . . . Portland, Ore.  
 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.  
 G. J. Schatz, Jr., Assistant Chief Train Dispatcher . . . . . Albina, Ore.  
 R. M. Enfield, Assistant Chief Train Dispatcher . . . . . Albina, Ore.

**Sixth Subdivision and Branches**

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

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

Name	Title	Location	Territory	Name	Title	Location	Territory
D. L. Gamette . . . . .	Medical Director	Los Angeles . . . . .	System.	John B. Gregory . . . . .	Surgeon . . . . .	La Grande, Ore. . . . .	Umatilla to Baker and La Grande to Elgin.
Ralph M. Dodson . . . . .	District Surgeon	Portland, Ore. . . . .	Portland District.	James J. D. Haun . . . . .	Surgeon . . . . .	La Grande, Ore. . . . .	Umatilla to Baker and La Grande to Elgin.
R. E. Ahlquist . . . . .	District Surgeon	Spokane, Wash. . . . .	Spokane District.	David H. Stoddard . . . . .	Surgeon . . . . .	La Grande, Ore. . . . .	Umatilla to Baker and La Grande to Elgin.
H. M. Bouvy . . . . .	Oculist and Aurist.	Portland, Ore. . . . .	Portland.	Robert L. Stuart . . . . .	Oculist and Aurist.	La Grande, Ore. . . . .	Umatilla to La Grande.
Kenneth C. Brown . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	Portland.	J. E. Carssow . . . . .	Surgeon . . . . .	Lewistown, Ida. . . . .	Riparian to Lewistown.
David G. Duncan . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	Portland.	C. O. Armstrong . . . . .	Surgeon . . . . .	Moscow, Ida. . . . .	Colfax to Moscow.
Warren W. Hale . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	Portland.	J. P. Brennan . . . . .	Surgeon . . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
Alfred J. Krefz . . . . .	Oculist and Aurist.	Portland, Ore. . . . .	Portland.	G. W. McGowan . . . . .	Surgeon . . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
William N. Murray . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	Portland.	E. S. Morgan . . . . .	Surgeon . . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
George D. McGeary . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	Parkrose.	E. I. Silk . . . . .	Surgeon . . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
Edward C. Parkinson . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	Portland.	J. W. Sherkey . . . . .	Surgeon . . . . .	Pomeroy, Wash. . . . .	Pomeroy to Starbuck.
Joseph M. Roberts . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	Portland.	James L. Gilliland . . . . .	Surgeon . . . . .	Pullman, Wash. . . . .	Moscow to Colfax.
Paul E. Shoininger . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	East Portland south of Sullivan's Gulch.	J. L. Ash . . . . .	Aurist . . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
Paul A. Wagner . . . . .	Surgeon . . . . .	Portland, Ore. . . . .	East Portland north of Sullivan's Gulch.	L. Fred Lundy . . . . .	Surgeon . . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
A. E. Anderson . . . . .	Surgeon . . . . .	Aberdeen, Wash. . . . .	South Elma to Hoquiam.	B. E. McConville . . . . .	Surgeon . . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
J. V. Wilhelm . . . . .	Surgeon . . . . .	Arlington, Ore. . . . .	The Dalles to Umatilla, Arlington to Condon.	John M. Schiach . . . . .	Oculist . . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
Glenn G. Gordon . . . . .	Oculist and Aurist.	Baker, Ore. . . . .	Telocaset to Huntington.	Stephen J. Wood . . . . .	Surgeon . . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
T. J. Higgins . . . . .	Surgeon . . . . .	Baker, Ore. . . . .	La Grande to Huntington.	M. F. Kepl . . . . .	Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa to Spokane.
J. R. Higgins . . . . .	Surgeon . . . . .	Baker, Ore. . . . .	La Grande to Huntington.	Robert L. Pohl . . . . .	Oculist and Aurist.	Spokane, Wash. . . . .	Spokane to Tekoa.
J. C. Vandevort . . . . .	Surgeon . . . . .	Bend, Ore. . . . .	Oregon Trunk Jct. to Bend.	Carroll Smith . . . . .	Oculist and Aurist.	Spokane, Wash. . . . .	Spokane to Tekoa.
George F. Parke . . . . .	Surgeon . . . . .	Centralia, Wash. . . . .	Centralia to South Montesaano. Winlock to Tenino.	W. H. Tousey . . . . .	Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
J. E. Toothaker . . . . .	Surgeon . . . . .	Centralia, Wash. . . . .	Centralia to South Montesaano. Winlock to Tenino.	H. V. Valentine . . . . .	Surgeon . . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
Conrad Welts, Jr. . . . .	Surgeon . . . . .	Colfax, Wash. . . . .	Starbuck to Tekoa and Colfax to Moscow.	Charles G. Smick . . . . .	Surgeon . . . . .	Sprague, Wash. . . . .	Croskey to Marengo.
W. G. Gaunt . . . . .	Surgeon . . . . .	Condon, Ore. . . . .	Arlington to Condon.	Bruce C. McIntyre . . . . .	Surgeon . . . . .	St. John, Wash. . . . .	Winona to Tekoa.
W. W. Day . . . . .	Surgeon . . . . .	Dayton, Wash. . . . .	Walla Walla to Dayton and Bolles to Starbuck.	L. A. Hopkins . . . . .	Surgeon . . . . .	Tacoma, Wash. . . . .	Tenino to Auburn.
Warren F. Bolton . . . . .	Surgeon . . . . .	Elgin, Ore. . . . .	La Grande to Wallowa.	Paul B. Smith . . . . .	Oculist and Aurist.	Tacoma, Wash. . . . .	Tenino to Auburn.
Lyle C. Ham . . . . .	Surgeon . . . . .	Enterprise, Ore. . . . .	Enterprise and vicinity.	Ross D. Wright . . . . .	Surgeon . . . . .	Tacoma, Wash. . . . .	Tenino to Auburn.
Murvin Munell . . . . .	Surgeon . . . . .	Grandview, Wash. . . . .	Yakima to Keunewick.	C. B. Clizer . . . . .	Surgeon . . . . .	Tacoma, Wash. . . . .	Colfax to Spokane.
A. D. McMurdo . . . . .	Surgeon . . . . .	Heppner, Ore. . . . .	Heppner Jct. to Heppner.	Albert J. Nelson . . . . .	Surgeon . . . . .	Tekoa, Wash. . . . .	Colfax to Spokane.
F. B. Belt . . . . .	Surgeon . . . . .	Hermiston, Ore. . . . .	Boardman to Stanfield.	C. H. Weitz . . . . .	Surgeon . . . . .	Tekoa, Wash. . . . .	Colfax to Spokane.
H. D. Lewis . . . . .	Surgeon . . . . .	Hood River, Ore. . . . .	Portland to Hood River.	Griffith, Smith, Vogt, Mills, Boals, Merriss, Stevenson, Bowen . . . . .	Surgeons . . . . .	The Dalles, Ore. . . . .	Hood River to Umatilla.
Stanley E. Wells . . . . .	Surgeon . . . . .	Hood River, Ore. . . . .	Portland to Hood River.	H. M. Wiswall . . . . .	Surgeon . . . . .	Vancouver, Wash. . . . .	Albina to Kalama.
John C. Korwell . . . . .	Surgeon . . . . .	Hoquiam, Wash. . . . .	Hoquiam to Centralia.	H. C. Mowery . . . . .	Surgeon . . . . .	Walla Walla, Wash. . . . .	Tekoa to Burke.
H. W. Cordwell . . . . .	Surgeon . . . . .	Kellogg, Ida. . . . .	Tekoa to Kellogg.	G. A. Falkner . . . . .	Surgeon . . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
Robert E. Staley . . . . .	Surgeon . . . . .	Kellogg, Ida. . . . .	Tekoa to Wallace.	C. D. Hogenson . . . . .	Oculist and Aurist.	Walla Walla, Wash. . . . .	Walla Walla to Yakima.
G. M. Whitecl. . . . .	Surgeon . . . . .	Kellogg, Ida. . . . .	Tekoa to Kellogg.	W. F. Holmes . . . . .	Surgeon . . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
P. F. Shirey . . . . .	Surgeon . . . . .	Kennewick, Wash. . . . .	Grandview to Kennewick.	J. C. Lyman . . . . .	Surgeon . . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
H. F. Craig . . . . .	Surgeon . . . . .	La Crosse, Wash. . . . .	Riparian to Endicott, and La Crosse to Connell.	Wallace A. Pratt . . . . .	Surgeon . . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
Leo B. Bouvy . . . . .	Oculist and Aurist.	La Grande, Ore. . . . .	Umatilla to Huntington.	R. W. Stevens . . . . .	Oculist and Aurist.	Walla Walla, Wash. . . . .	Pendleton to Riparian.
				Stewart Merrill . . . . .	Surgeon . . . . .	Wallowa, Ore. . . . .	Wallowa and vicinity.
				H. C. Lynch . . . . .	Surgeon . . . . .	Yakima, Wash. . . . .	Yakima to Grandview.

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS							Distance from Granger via Bot	Time-Table No. 9 Sept. 24, 1950	FIRST CLASS						
19 Pagr.	61 Pegr.	11 Pagr.	105 Streamliner Passenger	457 Pegr.	17 Pagr.	25 Mail and Express			12 Pagr.	458 Pagr.	106 Streamliner Passenger	20 Pagr.	18 Pagr.	26 Mail and Express	62 Pagr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily									
		<b>6.20</b>	<b>2.15</b>			3.55	0.0	GRANGER	A 9.30		A <b>12.42</b>		A <b>10.30</b>		
		<b>11.25</b>	<b>6.05</b>			9.50	1.20	213.9	POCATELLO	4.25	8.55		<b>5.25</b>	A <b>9.15</b>	
		2.40	<b>8.35</b>			<b>1.25</b>	4.55	373.8	GLENNS FERRY	12.30	6.10		<b>1.50</b>	<b>5.00</b>	
		4.25	<b>9.50</b>			<b>3.10</b>	7.05	448.4	BOISE	<b>10.35</b>	5.00		<b>12.10</b>	<b>2.40</b>	
		7.05	<b>11.45</b>			<b>5.55</b>	10.15	550.1	M.T. HUNTINGTON P.T.	<b>7.45</b>	3.05		9.40	11.40	
		6.15	<b>10.45</b>			<b>5.05</b>	9.25	649.7	LA GRANDE	<b>4.00</b>	<b>11.40</b>		5.55	7.05	
		9.00	1.06			<b>8.05</b>	<b>12.20</b>	723.9	PENDLETON	<b>1.25</b>	<b>9.35</b>		3.15	4.25	
		11.35	3.20			<b>11.20</b>	<b>3.15</b>	727.5	RIETH	<b>1.05</b>	<b>9.20</b>		2.35	3.45	
		11.45	3.30			<b>11.30</b>	<b>3.25</b>	848.3	SPOKANE				A 7.00	Moscow A 8.50	
		<b>9.00</b>	Moscow <b>6.45</b>					844.4	AYER				4.23	5.15	
		<b>11.15</b>	<b>10.50</b>					791.1	WALLULA				3.05	3.15	
		12.45	12.35					764.0	UMATILLA				2.05	12.50	
		1.50	1.20					855.4	THE DALLES	10.25			<b>7.15</b>	<b>11.50</b>	
		4.05		<b>2.15</b>	5.35			939.5	PORTLAND	8.10	A <b>9.15</b>	<b>5.30</b>	<b>9.45</b>	<b>12.05</b>	
		A 6.30	A 2.30 Pendleton	A <b>4.30</b>	A 7.30	8.00	A 6.15	A <b>9.00</b>					<b>10.00</b>	<b>10.10</b>	
														<b>11.30</b> Pendleton	
						9.53		1030.6	CENTRALIA		<b>7.05</b>				
						11.05		1084.6	TACOMA		<b>5.52</b>				
						A 11.59		1122.7	SEATTLE		<b>4.45</b>				
										Daily	Daily	Daily	Daily	Daily	
(9.30) 38.7	(7.45) 29.3	(23.10) 40.6	(18.15) 51.5	(3.59) 46.0	(27.20) 34.4	(20.40) 35.1		..... Thru Time .....	(24.20) 38.6	(4.30) 40.7	(18.12) 61.6	(0.15) 39.8	(23.30) 40.0	(22.05) 32.9	(9.20) 24.4

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS				Distance from McCannon	Time-Table No. 9 September 24, 1950	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger	32 Passenger			34 Passenger	30 Passenger	
Daily	Daily	Daily						
	<b>10.10</b>	3.55	12.20	0.0	McCANNON	A 5.00	A <b>6.05</b>	A 3.55
	A <b>10.45</b>	5.15	1.35	22.7	POCATELLO	<b>4.30</b>	<b>5.35</b>	3.25
		6.08	2.20	46.9	BLACKFOOT		<b>4.00</b>	1.53
		7.20	3.10	73.3	IDAHO FALLS		<b>3.15</b>	1.15
		9.00		124.3	ASHTON		<b>1.15</b>	
		A 10.40		169.9	VICTOR		<b>11.30</b>	
				180.4	WEST YELLOWSTONE			
			A 9.30	285.8	BUTTE			<b>7.00</b>
						Daily	Daily	Daily
(0.35) 38.9	(6.45) 25.2	(0.10) 31.2			..... Thru Time .....	(0.30) 45.4	(6.35) 25.9	(8.55) 32.1

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

**MILEAGE**

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

**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	FIRST CLASS				Time-Table No. 9 September 24, 1950	Mile Post	FIRST CLASS					
	105	17	25	11			18	26	12	106		
	Streamliner Passenger	Passenger	Mail and Express	Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	STATIONS							
BKOPT WXYZ	10-45PM	5-05PM	9-25AM	6-15AM	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	6-25	D LIME BY	384.5	8-14	10-03	6-25	1-50		
100 PW	11-04	5-24	9-48 <sup>26</sup>	6-34	WEATHERBY	377.5	8-02	9-48 <sup>25</sup>	6-13	1-38		
150 PXY	11-16	5-37	10-02	6-47	DURKEE	368.9	7-50	9-35	5-59	1-25		
100 P	11-27	5-50 <sup>12</sup>	10-14	6-58	OXMAN	361.7	7-40	9-25	5-50 <sup>17</sup>	1-14		
170 PW	11-39	6-07	10-29	7-12	PLEASANT VALLEY	355.4	7-25	9-10	5-33	1-01		
WB 91 PXY EB 109	11-44	6-14	10-35	7-20 <sup>18</sup>	ENCINA	351.9	7-20 <sup>11</sup>	9-03	5-27	12-55		
107 P	11-50	6-23	10-43	7-29	QUARTZ	347.3	7-12	8-53	5-19	12-47		
WB 100 BKOPW EB 111 XYZ	11-58PM	6-35	10-55	7-40	DN BAKER BC	342.0	7-05	8-45	5-12	12-40		
100 P	12-04AM	6-42	11-01	7-45	WING	337.6	6-53	8-31	5-02	12-32		
108 P	12-10	6-48	11-08	7-51	D HAINES KB	331.7	6-48	8-25	4-57	12-27		
108 PW	12-19 <sup>106</sup>	6-57	11-18	8-02 <sup>26</sup>	D NORTH POWDER HD	322.1	6-40	8-02 <sup>11</sup>	4-46	12-19 <sup>105</sup>		
107 P	12-30	7-10	11-31	8-14	SAGO	315.5	6-29	7-49	4-34	12-09		
147 PVWXY	12-33	7-13	11-35	8-17	TELOCASET	312.6	6-26	7-46	4-31	12-06		
105 P	12-37	7-20	11-41	8-23	CROOKS	308.9	6-20	7-40	4-26	12-02AM		
105 PVY	12-48	7-35	11-54AM	8-36	D UNION JCT. UN	302.2	6-07	7-25	4-12	11-51PM		
105 P	12-54	7-42	12-01PM	8-43	LONETREE	294.9	6-01	7-12	4-06	11-45		
BJKOPTW XYZ	A 1-00AM	A 7-55PM	A 12-10PM	A 8-50AM	DN-R LA GRANDE RA	289.8	5-55AM	7-05AM	4-00PM	11-40PM		
					(99.6)		Daily	Daily	Daily	Daily		

CENTRALIZED TRAFFIC CONTROL

(2.15)	(2.50)	(2.45)	(2.35)	..... Thru Time .....	(2.35)	(3.20)	(3.35)	(2.25)
44.3	35.2	36.2	38.8	..... Averagespeed per hour .....	38.0	29.9	38.0	41.2

No. 106 will reduce speed to 10 MPH at Baker to permit exchange of mail.  
 Nos. 17 and 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.  
 For conditional stops to discharge or pick up revenue passengers, see page 31.  
 For stations not shown on schedule pages, see page 22.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Siding, etc. See Table 6(A) Page 31.	FIRST CLASS					Time-Table No. 9 September 24, 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							
BJKOPT WXYZ		8.05PM	12.20PM	9.00AM	1.05AM	DN-R LA GRANDE KA	289.8		A 5.45AM	A 6.55AM	A 3.50PM	A 11.35PM
WB 71 PWXY EB 72		8.23	12.38	9.17	1.20	HILGARD	282.1		5.25	6.33	3.31	11.20
139 P		8.40	12.54	9.33	1.35	MOTANIC	275.6		5.08	6.16	3.15	11.07
P		8.49	1.03	9.42	1.45	NORDEEN	272.1		5.00	6.07	3.07	11.00
141 PWXY		8.52	1.06	9.45	1.47	KAMELA	271.1		4.57	6.04	3.04	10.58
P		8.59	1.13	9.52	1.53	ROSS	268.3		4.50	6.57	2.57	10.52
WB 105 PWX EB 102		9.06	1.22	9.59	1.59	MEACHAM	265.5		4.43	5.50	2.50	10.46
136 P		9.27	1.42	10.18	2.17	HURON	257.7		4.20	5.29	2.28	10.30
120 PW		9.35	1.50	10.26	2.25	CAMP	254.1		4.12	5.21	2.20	10.24
WB 68 PWXY EB 69		9.44	2.11 <sup>12</sup>	10.35	2.34	DUNCAN	248.5		4.02	5.12	2.11 <sup>25</sup>	10.16
102 P		10.05 <sup>106</sup>	2.25	10.47	2.45	BONIFIER	239.5		3.49	4.59	1.59	10.05 <sup>17</sup>
106 PWXY		10.11	2.31	10.52	2.50	GIBBON	236.9		3.44	4.54	1.54	10.01
117 P		10.20	2.41	11.01	2.58	HOMLY	229.8		3.34	4.44	1.45	9.53
116 P		10.28	2.47	11.07	3.03	MINTHORN	224.7		3.28	4.37	1.38	9.47
115 P		10.35	2.54	11.14	3.08	MUNRA	218.9		3.22	4.31	1.32	9.41
60 BJKPV WXYZ	11.30PM	10.50 11.20	3.05 3.15	11.25 11.35	3.15 <sup>18</sup> 3.20	DN PENDLETON FD	215.6	A 2.30AM	3.15 <sup>105</sup> 2.45	4.25 3.55	1.25 1.15	9.35 9.30
BJKOP TWX	A 11.40PM	A 11.30PM	A 3.25PM	A 1.45AM	A 3.30AM	DN-R RIETH RI	212.0	2.20AM	2.35AM	3.45AM	1.05PM	9.20PM
						(77.8)		Daily	Daily	Daily	Daily	Daily
	(0.10) 21.6	(3.25) 22.8	(3.05) 25.2	(2.45) 25.3	(2.25) 32.2	..... Thru Time .....		(0.10)	(3.10)	(3.10)	(2.45)	(2.15)
						..... Average speed per hour .....		21.6	24.6	24.6	28.3	34.6

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

DOUBLE TRACK

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. 9**  
September 24, 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	Time Freight	Time Freight	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	<b>BJKO</b>									
	<b>PTWX</b>									
		8.15PM		8.00AM	11.40PM	11.30PM	3.25PM	11.45AM	3.30AM	
90	P	9.12 <sup>106</sup>		8.10	11.45	11.37	3.30	11.50	3.34 <sup>20</sup>	
95	P	9.27		8.17	11.50	11.43	3.35	11.55AM	3.39	
95	P	9.34		8.24 <sup>202</sup>	11.55 <sup>204</sup> PM	11.50 <sup>204</sup>	3.40	12.01PM	3.43	
94	PW	9.44		8.35	12.04AM	11.59PM	3.50	12.08	3.49	
94	P	9.51		8.41	12.12	12.06AM	3.56	12.13	3.53	
	JP	9.57		A 8.47AM	A 12.20AM	12.12	4.03	12.17	3.57	
99	P	10.02				12.16	4.07	12.22 <sup>12</sup>	4.00	
	P	10.07				12.21	4.11	12.27	4.03	
96	PW	10.10				12.24	4.14	12.30	4.05	
98	P	10.20 <sup>204</sup>				12.30	4.20	12.35	4.10	
99	JPY	10.31	1.00PM			12.35	4.25	12.39	4.14	2.23 <sup>211</sup> AM
98	P	10.35	1.04			12.38	4.30	12.42	4.17	2.26
98	P	10.41	1.10			12.43	4.34	12.46	4.20	2.30
104	P	10.50	1.20			12.49	4.41	12.52	4.25	2.36
19	JP	10.56	1.26			12.53	4.45	12.56	4.29	2.40
100	P	10.58	1.28			1.00 <sup>20</sup>	4.47	12.57	4.30	2.42
98	P	11.05	1.35			1.16 <sup>18</sup>	4.52	1.02	4.34	2.46
						1.25	4.52	1.02	4.34	2.46
WB 126 EB 113	BJKO <sup>126</sup> PTWX	11.25	1.45			1.45 <sup>20</sup>	5.05	1.10	4.38 <sup>198</sup>	2.55
100	P	11.35	1.52			2.00	5.10	1.16	4.42	3.00
98	P	11.45PM	1.59			2.08	5.16	1.20	4.46	3.04
90	P	12.01AM	2.10			2.17	5.23	1.26	4.52	3.10
100	P	12.27 <sup>20</sup> 12.41 <sup>18</sup>	2.17			2.23	5.28	1.30	4.56	3.15
99	P	12.50	2.22			2.28	5.32	1.33	4.59	3.19
104	PW	1.04 <sup>20</sup>	2.27			2.32	5.36	1.37	5.02	3.23
100	P	1.15	2.31			2.36	5.40	1.39	5.04	3.26 <sup>198</sup>
100	P	1.19	2.35			2.41	5.43	1.42	5.07	3.29
80	JP	{ MP } W 101.7	1.23	2.40		2.47	5.46	1.45	5.10 <sup>202</sup>	3.32
54	P		1.28	2.45		2.54	5.50	1.48	5.13	3.35
60	P	1.33	2.52		3.02	5.55	1.52	5.17	3.40	
	JPV	1.35	2.56		3.05	5.57	1.54	5.19	3.42	
74	P	1.40	3.01		3.10	6.02	1.57	5.22	3.46	
	BKOPTWXZ	A 2.00AM	A 3.20PM		A 3.30AM	A 6.15PM	A 2.10PM	A 5.35AM	A 4.00AM	

BLOCK SIGNALS

DOUBLE TRACK

(6.46)	(2.20)	(0.47)	(0.40)	(4.00)	(2.50)	(3.25)	(3.05)	(1.45)
21.9	34.0	36.0	41.9	31.6	44.5	53.6	60.5	45.4

..... Thru Time.....  
..... Average speed per hour.....

**On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.**  
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 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. 9

September 24, 1950

			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	
<b>STATIONS</b>														
DN-R	<b>RIETH</b>	RI	212.0	A 2:35AM	A 2:20AM	A 3:45AM	A 1:05PM	A 9:20PM				A 9:00AM	A 2:00PM	A 12:30AM
	-3.7													
	<b>BARNHART</b>		208.3	2:25	2:08	<b>3:34</b> <sup>105</sup>	12:56	<b>9:12</b> <sup>257</sup>				8:45	1:40	12:20
	-4.8													
	<b>CAMPBELL</b>		203.5	2:19	2:02	3:20	12:51	9:07				8:35	1:30	12:10AM
	-4.8													
	<b>NOLIN</b>		198.9	2:14	1:57	3:15	12:46	9:03				<b>8:24</b> <sup>210</sup>	1:20	<b>11:55</b> <sup>PM 62</sup> <b>11:50</b> <sup>17</sup>
DN	<b>ECHO</b>	HI	192.6	2:07	1:49	s 3:06	12:38	8:55				8:10	1:05	11:20
	-4.2													
	<b>STANFIELD</b>	ND	188.4	2:02	s 1:44	s 2:59	12:32	8:50				8:00	12:57	11:10
	-4.3													
DN	<b>HINKLE</b>	UK	184.1	1:58	1:39AM	2:53	12:27	8:46				7:50	12:50PM	11:00
	-3.5													
	<b>WESTLAND</b>		180.6	1:54		2:48	<b>12:22</b> <sup>11</sup>	8:43				7:42		10:50
	-2.0													
	<b>ORDNANCE</b>	RN	177.7	1:51		s 2:44	s 12:10	8:40				7:35		10:40
	-1.9													
	<b>MUNLEY</b>		175.8	1:49		2:38	12:05PM	8:38				7:30		10:35
	-5.8													
	<b>CLARKE</b>		170.0	1:42		2:30	11:59AM	8:33				7:20		<b>10:20</b> <sup>257</sup>
	-4.8													
DN	<b>MESSNER</b>	FC	165.2	1:36		<b>2:23</b> <sup>19</sup>	11:54	8:29	A 1:20AM	A 5:35AM	7:10			10:10
	-3.0													
	<b>PETERS</b>		162.2	1:33		2:17	11:50	8:26	1:17	5:25	7:00			10:00
	-3.0													
	<b>CASTLE</b>		158.3	1:29		2:13	11:46	8:23	1:13	5:15	6:50			9:50
	-6.2													
	<b>BOULDER</b>		152.1	1:22		2:05	11:40	8:17	1:06	5:05	6:40			9:40
	-3.0													
N	<b>HEPPNER JCT.</b>	WI	148.2	1:18		2:00	11:36	8:14	1:02	4:59	6:34			9:34
	-1.2													
	<b>WILLOWS</b>		147.0	<b>1:16</b> <sup>17</sup>		1:58	11:34	8:13	<b>1:00</b> <sup>17</sup>	4:57	6:32			9:32
	-4.6													
	<b>SILICA</b>		142.4	1:11		1:52	11:30	8:09	12:56	4:50	6:25			9:25
	-3.0													
DN	<b>ARLINGTON</b>	MX	138.5	s 1:06		s <b>1:45</b> <sup>17</sup>	s 11:25	8:05	s 12:50	<b>4:38</b> <sup>105</sup>	6:15			9:15
	-4.5													
	<b>GILMORE</b>		134.0	12:58		1:29	11:15	8:01	12:41	4:12	6:00			9:00
	-4.7													
	<b>BLALOCK</b>		129.3	12:53		1:24	11:11	7:57	12:37	4:05	5:53			8:53
	-6.1													
N	<b>QUINTON</b>	QN	123.2	12:46		1:17	11:05	7:52	12:31	3:55	5:43			8:43
	-4.6													
	<b>HOOK</b>		118.6	<b>12:41</b> <sup>257</sup>		1:12	11:01	7:48	<b>12:27</b> <sup>257</sup>	3:45	5:35			8:35
	-3.6													
	<b>GOFF</b>		115.0	12:37		1:08	10:58	7:45	12:24	3:40	5:30			8:30
	-3.3													
	<b>DAY</b>		111.7	12:34		<b>1:04</b> <sup>257</sup>	10:54	7:42	12:20	3:35	5:25			8:25
	-2.3													
	<b>RUFUS</b>		109.4	12:32		1:01	10:52	7:40	12:18	<b>3:26</b> <sup>19</sup>	5:20			8:20
	-2.8													
	<b>GRANT</b>		106.6	12:29		12:58	10:49		12:15	3:15	5:15			8:15
	-2.7													
DN	<b>BIGGS</b>	BX	103.9	12:26		12:55	10:46	7:35	12:12	3:10	<b>5:10</b> <sup>105</sup>			8:10
	-3.4													
	<b>MILLER</b>		100.5	12:23		12:51	10:42	7:32	12:07	3:03	5:03			8:03
	-3.7													
	<b>CELILO</b>		96.8	12:19		12:46	10:38	7:28	12:03	2:55	4:55			7:55
	-1.6													
D	<b>OREGON TRUNK JCT.</b>	VO	95.2	12:17		12:44	10:36	7:26	12:01AM	2:50	4:50			7:50
	-3.3													
	<b>DUNE</b>		91.9	12:14		12:39	10:33	7:23	11:58PM	2:45	4:45			7:45
	-6.1													
DN-R	<b>THE DALLES</b>	DK-WH	85.8	12:05AM		12:30AM	10:25AM	7:15PM	11:50PM	2:30AM	4:30AM			7:30PM
	(120.2)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

.....Thru Time.....	(2.30)	(0.41)	(3.15)	(2.40)	(2.05)	(1.30)	(3.05)	(4.30)	(1.10)	(5.00)
.....Average speed per hour.....	50.5	40.6	35.8	47.3	60.5	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 Ordnance to permit exchange of mail.  
 For conditional stops to discharge or pick up revenue passengers, see page 31.  
 For stations not shown on schedule pages, see page 22.

**WESTWARD**

**FOURTH SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS						Time-Table No. 9 September 24, 1950			
	151	257	458	25	11	105	19	17	STATIONS			
	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	DN-R THE DALLES	DK-WH		
BKOPT WXZ	4.00PM	4.15AM		6.25PM	2.15PM	5.35AM	4.05AM	3.40AM	DN-R	THE DALLES	DK-WH	
P	4.15	4.30		6.30	2.21	5.40	4.12	3.47		CRATES	DOUBLE TRACK	
110 P	4.25	4.40		6.36	2.26	5.46	4.18	3.53		ROWENA		
63 P	4.32	4.47		6.41	2.32	5.50	4.23	3.58		CHAFFIELD		
63 P	4.41	4.56		s 6.53 <sup>100</sup>	2.39	5.55	4.30	4.06		MOSIER		
WB 72 EB 107 KPVWX	4.52	5.07		s 7.08	s 2.50	f 6.05	s 4.45	s 4.20	DN	HOOD RIVER	KI	
80 P	5.05 <sup>264</sup>	5.15			7.13	2.56	6.10	4.53		MENO		
88 P	5.19	5.30			7.22	3.05	6.17	5.02		LINDSEY		
104 PW	5.25	5.40			7.26	3.10	6.21	5.07		WYETH	WE	
102 P	5.32	5.48			7.31	3.15	6.25	5.12		FARLEY		
97 P	5.38	5.55			s 7.37	3.20	6.30	5.17		CASCADE LOCKS		
116 PW	5.45	6.02			s 7.43	3.25	6.35	5.22	DN	BONNEVILLE	MU	
90 P	6.11 <sup>100</sup>	6.09			7.49	3.30	6.40	5.28		DODSON		
60 P	6.19	6.13			7.53	3.34	6.43	5.32		ONEONTA		
100 PZ	6.27	6.20			h 8.01	3.40 <sup>264</sup>	6.48	5.37	D	BRIDAL VEIL	JU	
98 P	6.34	6.27			8.07	3.44	6.52	5.42		ROOSTER ROCK		
50 P	6.42	6.35			8.12	3.48	6.56	5.47		TAYLOR		
157 IJPW	A 6.48PM	A 6.45AM			s 8.18	f 3.55	7.00	5.53	DN	TROUTDALE	SN	
51 P					s 8.23	3.59	7.03	5.56		FAIRVIEW	FA	
53 P					8.30	4.05	7.10	6.04		CLARNIE		
28 PX					8.35	4.11	7.15	6.10		GRAHAM		
17 PX					8.40	4.16	7.19	6.15		BRUN		
IJPVXY					9.09PM	8.44	4.19	7.22	6.18		EAST PORTLAND	
BIKPV					A 9.15PM	A 9.00PM	A 4.30PM	A 7.30AM	A 6.30AM	DN-R	PORTLAND	P-VC
	(2.48) 25.1	(2.30) 28.1		(0.06) 5.0	(2.35) 33.2	(2.15) 38.1	(1.55) 44.8	(2.25) 35.5	(2.35) 33.2		Thru Time.....	
											Average speed per hour.....	

**WESTWARD**

**UMATILLA LINE**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 9 September 24, 1950		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		8.47AM		12.20AM	DN	HINKLE	UK	184.1	A 1.39AM		A 12.50PM	
95 P		8.58		f 12.29	D	HERMISTON	MN	189.6	f 1.30		12.25	
BJKOPTWXY	12.01PM	A 9.15AM	1.50 <sup>20</sup> AM	A 12.45AM	DN-R	UMATILLA	CS	183.4	1.20AM	A 1.50 <sup>10</sup> 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		176.6	f 1.32	6.00		
63 P	12.35		2.11			JUDSON		172.0		1.28	5.50	
99 JPY	A 1.00PM		A 2.23AM		DN	MESSNER	FC	166.2		1.20AM	5.35AM	
	(0.59) 18.3	(0.28) 21.0	(0.33) 33.1	(0.25) 23.5		(28.0)			Daily	Daily	Daily	Daily
									(0.19) 31.0	(0.30) 36.4	(0.55) 19.9	(0.49) 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**

**FIRST CLASS**

**SECOND CLASS**

**Time-Table No. 9**

September 24, 1950

Mile Post

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 7:15PM	A 11:45PM	A 11:59PM	A 12:20AM	A 6:10PM	A 1:45AM	A 2:00AM
CRATES	81.7		10:11	7:09	11:38	11:53	12:13	5:55	1:20	1:35
ROWENA	76.5		10:05	7:03	11:32	11:47	12:06	5:45	1:10	1:25
CHATFIELD	72.4		10:00	6:58	11:27	11:42	12:01AM	5:38	1:00	1:15
MOSIER	69.1		9:54	6:53 <sup>25</sup>	11:21	11:36	11:55PM	5:30	12:50	1:05
DN HOOD RIVER KI	62.8		s 9:45	f 6:45	s 11:12	s 11:28	s 11:47	5:15	12:35	12:50
MENO	58.7		9:35	6:39	11:03	11:18	11:37	5:05 <sup>151</sup>	12:25	12:40
LINDSEY	53.0		9:27	6:32	10:55	11:10	11:27	4:50	12:10AM	12:25
WYETH WE	50.2		9:23	6:29	10:51	11:06	11:22	4:40	11:59PM	12:15
FARLEY	47.0		9:18	6:25	10:46	11:01	11:17	4:25	11:45	12:01AM
CASCADE LOCKS	43.0		9:13	6:21	10:41	10:56	11:12	4:18	11:38	11:53PM
DN BONNEVILLE MU	38.7		f 9:05	6:16	10:36	10:51	s 11:06	4:10	11:30	11:45
DODSON	33.9		8:58	6:11 <sup>151</sup>	10:30	10:45	10:59	4:00	11:21	11:36
ONEONTA	31.1		8:55	6:08	10:27	10:42	10:56	3:50	11:16	11:31
D BRIDAL VEIL JU	26.6		8:49	6:03	10:21	10:36	10:50	3:40 <sup>11</sup>	11:08	11:23
ROOSTER ROCK	22.7		8:45	5:59	10:17	10:32	10:46	3:23	11:00	11:15
TAYLOR	19.1		8:40	5:55	10:13	10:28	10:42	3:16	10:53	11:08
DN TROUTDALE SN	15.6		f 8:36	5:52	10:09	10:24	s 10:38	3:10PM	10:45PM	11:00PM
FAIRVIEW FA	13.9		8:33	5:50	10:07	10:22	10:34			
CLAINIE	7.9		8:26	5:45	10:01	10:16	10:28			
GRAHAM	4.4		8:21	5:40	9:56	10:11	10:23			
BLUUN	1.9		8:16	5:36	9:51	10:07	10:18			
EAST PORTLAND	0.5		A 8:04AM	5:33	9:48	10:04	10:14			
DN-R PORTLAND P-VC	0.0		8:00AM	5:30PM	9:45PM	10:00PM	10:10PM			
(85.8)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

.....Thru Time.....	(0.04)	(2.10)	(1.45)	(2.00)	(1.59)	(2.10)	(3.00)	(3.00)	(3.00)
.....Average speed per hour.....	7.5	39.6	49.0	42.9	43.3	39.5	23.4	23.4	23.4

**WESTWARD**

**KENTON LINE**

**EASTWARD**

Car Capacity of Siding etc. See Rule 6(A), Page 81.	SECOND CLASS		FIRST CLASS	Time-Table No. 9 September 24, 1950	Mile Post	FIRST CLASS	SECOND CLASS		
	151 Time Freight	257 Time Freight	458 Passenger			457 Passenger	264 Time Freight	198 Time Freight	262 Time Freight
	Daily	Daily	Daily			Daily	Daily	Daily	Daily
157 IJPW	6:48PM	6:45AM		DN TROUTDALE SN	22.0		A 3:10PM	A 10:45PM	A 11:00PM
51 P	6:58	6:55		HEMLOCK	17.0		2:55	10:20	10:40
100 P	7:08	7:05		D FIR FR	12.4		2:45	10:05	10:30
73 BKPX	7:20	7:30		DN KENTON KN	8.1		2:35	9:50	10:20
IJVX			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 (15.1)	0.5	8:04AM	Daily	Daily	Daily

BLOCK SIGNALS

(1.12)	(1.45)	(0.14)	.....Thru Time.....	(0.12)	(1.10)	(1.30)	(1.15)
17.0	11.6	27.0	.....Average speed per hour.....	31.5	17.5	13.6	16.3

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

**WESTWARD**

**FIFTH SUBDIVISION**

**FIRST CLASS**

**Time-Table No. 9**

**September 24, 1960**

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

<b>87</b> CMSt.P&P Passenger	<b>85</b> CMSt.P&P Streamliner Passenger	<b>467</b> Passenger	<b>83</b> CMSt.P&P Streamliner Passenger	<b>81</b> CMSt.P&P Passenger
Daily	Daily	Daily	Daily	Daily

**STATIONS**

IJPVX	8.00 AM	BLOCK SIGNALS {	<b>PORTLAND</b>	KD
	8.16		DN NORTH PORTLAND JCT.	
	8.21 AM		VANCOUVER	

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

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

IJ JP	11.09 AM	BLOCK SIGNALS {	N. P. CROSSING	RN
	A 1.11 AM		N. P. CROSSING	
			N. P. CROSSING	
			DN RESERVATION	
	DN TACOMA JCT.	JN		

**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.**

87 IPVX				11.42 AM						BLOCK SIGNALS {	DN-R BLACK RIVER	BI
BIJKOP TVWX YZ BKPXZ	9.39 PM	2.17 PM	11.50	10.13 AM	7.05 AM	DOUBLE TRACK	C. M. St. P. & P. & P. C. CROSSING	G				
	10.00 PM	2.30 PM	1.59 AM	10.30 AM	7.30 AM		DN-R ARGO					
							DN-R SEATTLE		OW			

(183.2)

(0.21)	(0.13)	(3.69)	(0.17)	(0.25)	..... Thru Time .....
8.9	14.3	46.0	10.7	7.4	..... Average speed per hour .....

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

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

**WESTWARD**

**EASTWARD**

<b>691</b>	<b>681</b>		<b>692</b>	<b>690</b>
5.16 PM	6.00 AM	ALBINA	11.00 AM	6.45 AM
4.30 AM	6.00 PM	ARGO	2.00 AM	6.00 PM

**FIFTH SUBDIVISION**

**EASTWARD**

Time-Table No. 9 September 24, 1960		Mile Post	FIRST CLASS								
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger				
STATIONS											
BLOCK SIGNALS {	PORTLAND	0.0				A 9.15 PM					
	DN NORTH PORTLAND JCT. KD	6.8				8.55					
	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.**

	N. P. CROSSING	146.2								
	N. P. CROSSING	146.4								
	N. P. CROSSING	146.5								
BLOCK SIGNALS {	DN RESERVATION RN	146.8				A 5.37 PM				
	DN TACOMA JCT. JN	147.5				5.36 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				
	C. M. St. P. & P. & P. C. CROSSING	173.8								
	DN-R ARGO G	180.1	A 7.59 AM	A 10.53 AM	A 2.53 PM	4.52	A 10.40 PM			
	DN-R SEATTLE OW	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**

**Time-Table No. 9**  
**September 24, 1960**

Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					STATIONS
	391	161	363	63	99	19	61	97	
	Freight	Time Freight	Freight	Passenger	CMSUP&P Passenger	Passenger	Passenger	CMSUP&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKPVX					9:40 <sup>PM</sup>	9:00 <sup>PM</sup>		1:55 <sup>AM</sup>	DN-R SPOKANE <sup>US</sup> <sub>RA</sub> <sup>1.7</sup>
BKOPTWXZ		12:45 <sup>AM</sup>			9:49 <sup>PM</sup>	9:04		2:01	WEST SPOKANE <sup>3.6</sup>
48 P		12:55			9:55	9:09		2:08	COWLERS <sup>4.2</sup>
53 P		1:05			10:02	9:14		2:15	MARSHALL <sup>7.3</sup>
50 PW		1:20			10:15 <sup>s</sup>	9:25 <sup>PM</sup>		2:27	N CHIENEY <sup>6.2</sup> <sub>CY</sub>
51 P		1:28			10:22	9:32		2:36	OMIB <sup>6.0</sup>
52 P		1:36			10:28	9:37		2:42	MASON <sup>7.4</sup>
53 PW		1:46			10:37	9:45		2:51	N CROSKY <sup>4.0</sup> <sub>CK</sub>
52 P		1:52			10:42	9:49		2:56	WELLS <sup>6.6</sup>
52 P		2:02			10:50	9:56		3:03	PALM LAKE <sup>5.2</sup>
44 P		2:10			10:56	10:02		3:09	ASHBY <sup>4.2</sup>
52 P		2:17			11:01	10:07		3:14	EMDEN <sup>6.7</sup>
75 JOPV WXY		3:00			11:10 <sup>PM</sup>	10:15		3:25 <sup>AM</sup>	DN-R MARENGO <sup>4.8</sup> <sub>RA</sub>
52 P		3:10				10:21			THAVIS <sup>4.4</sup>
63 P		3:17				10:26			MACK <sup>4.2</sup>
51 P		3:24				10:31			ANKENY <sup>7.9</sup>
38 JPWY		3:00 <sup>PM</sup>	3:40			10:42			N-R HOOPER JCT. <sup>5.0</sup> <sub>HR</sub>
53 P		3:15	3:50			10:49			PARK <sup>6.2</sup>
51 P		3:30	4:05			10:58			JOSO <sup>5.8</sup>
73 P		3:45	4:33 <sup>PM</sup>			11:07			CHEW <sup>3.9</sup>
BJKOPWXY		4:00 <sup>PM</sup>	4:50			11:15	10:50 <sup>PM</sup>		DN-R AYER <sup>0.2</sup> <sub>JD</sub>
96 P			6:15			11:24	10:59		RUXBY <sup>7.7</sup>
96 P			6:30			11:31	11:06		SCOTT <sup>6.1</sup>
46 P			6:40			11:38	11:13		WALKER PIT <sup>2.8</sup>
96 P			6:46			11:42	11:17		SIMMONS <sup>7.6</sup>
96 PW			7:05			11:53 <sup>PM</sup>	11:28		N PAGE <sup>7.5</sup> <sub>MS</sub>
95 P			7:20			12:02 <sup>AM</sup>	11:37		ASH <sup>0.0</sup>
94 P			7:30			12:08	11:43		HUMORIST <sup>6.8</sup>
28 JPX			7:45	2:20 <sup>AM</sup>	11:30 <sup>PM</sup>	12:15	11:50 <sup>PM</sup>		ATTALIA <sup>0.1</sup>
M									N. P. CROSSING <sup>0.6</sup>
M									N. P. CROSSING <sup>1.0</sup>
BJKOP VWXY			9:00	2:30 <sup>AM</sup>	11:40 <sup>PM</sup>	12:20	12:01 <sup>AM</sup>		DN-R WALLULA <sup>7.8</sup> <sub>JN</sub>
06 P			9:40 <sup>PM</sup>			12:45	12:35		JUNIPER <sup>5.3</sup>
96 P			9:50			1:04	12:54		SAND <sup>6.6</sup>
95 P			10:05			1:15 <sup>PM</sup>	1:05 <sup>PM</sup>		RIVERVIEW <sup>7.6</sup>
BJKOP TWXY			10:30 <sup>AM</sup>			1:30 <sup>AM</sup>	1:15 <sup>AM</sup>		DN-R UMATILLA <sup>(184.5)</sup> <sub>CS</sub> <sub>UY</sub>

BLOCK SIGNALS

BLOCK SIGNALS

(1.00) 21.5 (9.45) 18.9 (0.10) 15.6 (0.10) 15.6 (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. 9  
September 24, 1950

Mile Post	FIRST CLASS					SECOND CLASS		
	62 Passenger	20 Passenger	96 CMStP&P Passenger	64 Passenger	98 CMStP&P Streamliner Passenger	392 Freight	298 Freight	364 Freight

STATIONS

BLOCK SIGNALS	DN-R	SPOKANE	DS AU	367.3		A 7.00AM	A 7.30AM		A 9.55PM			
		WEST SPOKANE	1.7	365.6		6.54	7.22		9.49 <sup>90</sup>		A 6.30PM	
		COWLES	3.6	362.0		6.48	7.14		9.39		6.05	
		MARSHALL	4.2	357.8		6.41	7.06		9.34		5.55	
		CHENEY	7.3	360.5		s 6.32	s 6.50		9.25 <sup>19</sup>		5.40	
		GEIB	5.2	345.3		6.24	6.44		9.18		5.30	
		MASON	5.0	340.3		6.18	6.38		9.13		5.20	
		CROSKY	7.4	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	6.6	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		
	DN-R	MARENGO	RA	306.2		s 5.37	5.55AM		8.32PM		4.00	
		THAVIS	4.8	301.4		5.26					3.29	
		MACK	4.4	297.0		5.20					3.22	
		ANKENY	4.2	292.8		5.14					3.15	
		HOOPER JCT.	7.9	284.9		5.03					3.00 <sup>391</sup>	
		PARK	5.6	279.3		4.54				A 6.30AM	6.10	2.45
		JOSO	6.2	273.1		4.44				5.55	2.33	
		CHEW	5.8	267.3		4.33 <sup>151</sup>				5.40	2.15	
		AYER	3.0	263.4		A 4.45AM	s 4.23			5.30AM	2.00	
		RUXBY	6.2	257.2		4.32	4.12				12.50	
		SCOTT	7.7	249.5		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	
		PAGE	7.6	233.0		3.55	3.39				11.59AM	
		ASH	7.5	226.5		3.44	3.29				11.40	
		HUMORIST	6.0	219.5		3.36	3.22				11.27	
		ATTALIA	6.8	212.7		3.25	3.12		A 3.55AM		11.15	A 6.45PM
		N. P. CROSSING	0.1	212.6								
		N. P. CROSSING	0.6	212.0								
		WALLULA	1.9	210.1		3.15 <sup>20</sup>	3.05 <sup>62</sup>				11.00	6.30PM
		JUNIPER	7.8	202.3		2.00	2.45				9.40 <sup>151</sup>	
		SAND	5.3	197.0		1.40	2.33				9.30	
		RIVERVIEW	6.6	190.4		1.30	2.25				9.15	
		UMATILLA	7.8	182.8		1.15 <sup>19</sup>	2.15				9.00AM	
		(184.5)				1.05 <sup>61</sup>						
						12.50AM	2.05AM					
						Daily	Daily	Daily	Daily	Daily	Daily	Daily

..... Thru Time .....	(3.55)	(4.55)	(1.35)	(0.10)	(1.23)	(1.00)	(9.30)	(0.15)
..... 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. 9			Mile Post	SECOND CLASS	
	305 Mixed	September 24, 1950				304 Mixed	
	Daily Except Sunday	STATIONS					
28 WXY	12.45 PM	D-R	JOSEPH	J	83.8	A 11.15 AM	
22 X	1.30	D	ENTERPRISE	RS	78.0	11.00	
39	1.53		LOSTINE		67.8	10.07	
27 WXY	2.10	D	WALLOWA	WO	60.0	9.50	
40 W {M.P.} 32.6	3.15		LOOKING GLASS		33.8	8.37	
32	3.37		GULLING		25.1	8.15	
35 WXY	3.50	D	ELGIN	GN	20.9	8.05	
18	4.15	D	IMBLER	BR	12.3	7.32	
20	4.25	f	ALICEL		8.4	7.22	
BJKOPTW XYZ	5.00 PM	DN-R	LA GRANDE	Q 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. 9			Mile Post	SECOND CLASS	
	327 Freight	September 24, 1950				328 Freight	
	Sunday Tuesday Thursday Saturday	STATIONS					
26 PVWXY	10.15 AM	D-R	CONDON	CD	44.5	A 9.00 AM	
22	10.40		GWENDOLEN		36.3	8.25	
27	11.00		SPACE		32.3	8.10	
26	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 RIOP EB 113 KTWX	A 1.15 PM	DN-R	ARLINGTON	MX	0.0	6.00 AM	
			(44.5)			Sunday Tuesday Thursday Saturday	
	(3.00) 14.8	Thru Time			(3.00) 14.8	Average Speed per Hour	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 9			Mile Post		
	September 24, 1950					
	STATIONS					
BJKOP TWX		DN-R	RIETH	RJ	0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
			(14.0)			

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 9			Mile Post		
	September 24, 1950					
	STATIONS					
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY VY		38.5	
25 K		D	MORO	MR	27.0	
16			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
6			THORN BERRY		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. 9			Mile Post	SECOND CLASS	
	329 Freight	September 24, 1950				330 Freight	
	Monday Wednesday Friday	STATIONS					
39 PWXY	9.30 AM	D-R	HEPPNER	HR	45.2	A 8.45 AM	
19 P	9.55		LEXINGTON		36.3	8.00	
7	10.10		JORDAN		31.0	7.40	
15 PW	10.30		IONE	ON	28.3	7.25	
8	10.46		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. 9			Mile Post	SECOND CLASS
	313 Mixed	September 24, 1950				314 Mixed
	Daily Except Monday	STATIONS				
BCOK WXYZ	5.00 AM	DN-R	BEND	D	150.0	A 2.30 PM

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

JPV	A 12.01 PM	D OREGON TRUNK JUNCTION VO	0.0	7.30 AM
		(150.0)		Daily Except Sunday
	(7.01) 21.4	Thru Time		(7.00) 21.4
		Average Speed per Hour		

**BEND BRANCH SHOWN FOR INFORMATION ONLY.**

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

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

**WESTWARD**

**GRAYS HARBOR BRANCH**

**EASTWARD**

Car Capacity of and Freight, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 9 September 24, 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									
				1.16 AM	DN-R	CENTRALIA 2.4	CN	0.0		A 11.15 PM		

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

Train	Time	Direction	Station	Time	Direction	Station	Time
JMPV			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	2.43 AM	W	HELING JUNCTION	12.2	A	8.10 PM	10.20
48 PWX	2.55	W	N-R INDEPENDENCE	13.7		7.52	10.15
44 P	3.48	W	SAGINAW	80.8		7.10	9.20
I			SCHAFAER BROS. CROSSING	31.5			
53 PXY	4.30	W	SOUTH MONTESANO	42.4		6.30	8.50
X			SOUTH MONTESANO	42.4			
PVX			D MONTESANO	43.9	MO		
53 PXY	4.30	W	SOUTH MONTESANO	42.4		6.30	8.50
32 PV	4.45	W	PREACHER'S SLOUGH	46.7		5.50	8.20
83 JPYX	5.00	W	COSMOPOLIS	51.2		5.35	8.05
82 BKPVXZ	A 5.15 AM	A	N. P. CROSSING	53.8		5.20 PM	7.45 PM
			DN-R ABERDEEN	58.9	8A		

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

Train	Time	Direction	Station	Time	Direction	Station	Time
BKOPT WYZ	A 5.45 AM	A	HOQUIAM	57.5		5.00 PM	7.15 PM
			(87.5)			Daily Except Sunday	Daily Except Sunday
	(3.02) 14.9	(4.00) 14.3	..... Thru Time .....	(3.00)	(4.00)	..... Average speed per hour .....	15.1 14.3

WESTWARD	TONO BRANCH		EASTWARD
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	Time-Table No. 9 September 24, 1950		
			Mile Post
	STATIONS		
39 PWX	R	TONO 5.8	8.0
27 JX		WABASH 2.2	2.2
<b>BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b>			
BKOPT VWXYZ	DN-R	CENTRALIA	CN 0.0
		(8.0)	

WESTWARD	OLYMPIA BRANCH		EASTWARD
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 9 September 24, 1950	
	321 Freight		Mile Post
	Daily Except Sunday	STATIONS	
JPVXY	R	EAST OLYMPIA 7.3	0.0 A 5.50 AM
BKPV WXYZ	A 6.30 AM	N. P. CROSSING 0.1	7.3
	D-R	OLYMPIA	7.4 5.20 AM
		(7.4)	Daily Except Sunday
	(0.30) 14.8	..... Thru Time .....	(0.30) 14.8
	..... Average speed per hour .....		

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

Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and special instructions of Northern Pacific Ry.

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

WESTWARD				YAKIMA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 9		Mile Post	FIRST CLASS		SECOND CLASS	
	363		63		September 24, 1950			64		364	
	Freight	Daily	Passenger	Daily	STATIONS			Passenger	Freight	Freight	Daily
B KOPTVWXYZ	9:30 <sup>PM</sup>		8:00 <sup>PM</sup>		DN-R	YAKIMA NY	98.0	A 7:40 <sup>AM</sup>		A 1:15 <sup>AM</sup>	
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					Mid 5:35	N. P. CROSSING	89.4				
32 P	10:00		f 8:19			DONALD	86.8	f 7:13		12:30	
18 PV	10:05		f 8:24			SAWYER	84.5	f 7:07		12:20	
40 PV	10:15		s 8:29			BUENA BA	81.3	s 7:00		12:10 <sup>AM</sup>	
74 PVX	10:25		s 8:36		D-R	ZILLAH AH	78.5	s 6:53		11:55 <sup>PM</sup>	
53 P	10:48		f 8:44			GRANGER	73.4	f 6:41		11:25	
52	11:05 <sup>364</sup>		f 8:53			EMERALD	67.2	f 6:28		11:05 <sup>363</sup>	
35 JPXY	11:15		9:25		R	MIDVALE	63.6	6:20		10:30	
51 PVWX	11:35		s 9:37 <sup>364</sup>		N	GRANDVIEW GW	57.7	s 5:46		9:37 <sup>63</sup>	
44 P	11:55 <sup>PM</sup>		f 9:49			NORTH PROSSER	50.8	f 5:32		9:00	
53	12:20 <sup>AM</sup>		f 10:01			CHAFFEE	43.0	f 5:18		8:40	
42 PWX	12:40		s 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	
65 PVWX	1:45		s 11:00		N	KENNEWICK KN	13.2	s 4:25		7:18	
12 P	1:55		f 11:10			HEDGES	8.7	f 4:10		7:08	
M						N. P. CROSSING	7.3				
53	2:05		f 11:15			VILLARD	6.7	f 4:05		7:00	
16 JPX	A 2:20 <sup>AM</sup>		A 11:30 <sup>PM</sup>			ATTALIA	0.0	3:55 <sup>AM</sup>		6:45 <sup>PM</sup>	
						(98.0)		Daily		Daily	
	(4.50) 20.3		(3.30) 28.0			..... Thru Time.....		(3.46) 25.1		(6.30) 15.1	
						..... Average Speed per Hour.....					

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 9		Mile Post	FIRST CLASS			
	63		83		September 24, 1950			64		84	
	Passenger	Daily	Passenger	Daily	STATIONS			Passenger	Passenger	Passenger	Passenger
35 JPXY		9:00 <sup>PM</sup>		5:55 <sup>AM</sup>	R	MIDVALE	0.0	A 6:20 <sup>AM</sup>		A 9:25 <sup>PM</sup>	
PVX		A 9:10 <sup>PM</sup>		A 6:05 <sup>AM</sup>	D-R	SUNNYSIDE SI	2.8	6:10 <sup>AM</sup>		9:15 <sup>PM</sup>	
						(2.8)		Daily		Daily	
		(0.10) 16.8		(0.10) 16.8		..... Thru Time.....		(0.10) 16.8		(0.10) 16.8	
						..... Average Speed per Hour.....					

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

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

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

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

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



**WESTWARD**

**TEKOA-AYER BRANCH**

**EASTWARD**

Car Capacity of Seating, etc. See Rule 6(A), Page 21.	SECOND CLASS					FIRST CLASS		Time-Table No. 9 September 24, 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									
BJKOPT WXYZ			7.45 AM			DN-R	TEKOA K	116.1			A	3.00 PM		
14 JPX			A 8.00 AM			R	SELTCIE	110.4				2.30		
32 W						D	FARMINGTON FM	104.5				2.10		
M							N. P. CROSSING	103.4						
38 VWX						D	GARFIELD GR	95.1				1.05		
32 BJKMOWXY	11.10 PM				7.50 PM		ELBERTON	89.7				12.40 PM		
M							COLFAX CA	77.4	A	7.37 AM		11.50 AM	A	1.30 PM
14 East Spur X 16 West Spur X	11.30				7.57		G. N. CROSSING	77.3				11.10		1.20
34	11.50 PM				8.02		CREST	74.9		7.27		11.00		1.10
29	12.10 AM				8.09		MOCKONEMA	72.5		7.22		10.50		1.02
27	12.50				8.29		DIAMOND	68.5		7.16		10.30		12.50
68 JWXY	1.20		12.01 PM	378	8.39	D-R	WINONA WA	52.1		6.52		9.10		12.01 PM
26 BJKOWXY	A 2.20 AM		A 12.45 PM		8.56	D-R	LA CROSSE JA	41.5		6.37		8.10 AM		11.30 AM
42					9.09		JERITA	35.8		6.23				
44					9.20		HAY	30.2		6.15				
60 JPVWXY					9.50	9.40 PM	RIPARIA XS	17.5		5.52	A	6.10 PM		
M							N. P. CROSSING	17.4						
10 JPXY		8.25 PM		10.01	9.49	R	TUCANNON	12.6		5.42		5.58		A 12.05 AM
41 X		8.30		10.03	9.51		PATAHA	11.8		5.37				12.03 AM
54 X		8.50		10.21	10.08		RIFTON	2.9		5.21		5.37		11.40 PM
BJKOPWXY		A 9.00 PM		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 Except Monday Thursday
	(3.10) 11.3	(0.35) 21.6	(5.00) 14.9	(2.40) 29.0	(0.25) 20.0		..... Thru Time .....			(2.22)	(0.40)	(6.50)	(2.00)	(0.35) 21.6
							..... Average speed per hour .....			32.7	26.3	10.9	12.8	

**WESTWARD**

**TUCANNON BRANCH**

**EASTWARD**

Car Capacity of Seating, etc. See Rule 6(A), Page 21.	SECOND CLASS			Time-Table No. 9 September 24, 1950	Mile Post	SECOND CLASS		
		356 Freight				355 Freight		
		Monday Wednesday Friday						
JPXY		12.05 AM	R	TUCANNON	0.0	A	8.25 PM	
JWXY		A 12.15 AM	D	STARBUCK SA	3.8		8.15 PM	
19				RELIEF	9.3			
				(9.3)				
		(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**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 9			
	381	387	383	69	95	67	91	September 24, 1950			
	CMStP&P Freight	Freight	CMSt P&P Freight	Spokane Internat'l Passenger	CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger				
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	<b>STATIONS</b>			
BKPVX	9.30PM	3.30PM	7.00AM	11.59PM	10.15PM	8.15AM	8.00AM	DN-R	SPOKANE 1.9	DS AU	DOWN TEKOA BLOCK SIGNALS
IPX	9.40	3.45 <sup>384</sup>	7.05	A12.04AM	10.20	8.20	8.05		N. P. CROSSING 0.9		
83 X	9.51 <sup>382</sup>	3.58	7.10		10.23	8.23	8.08		EAST SPOKANE -3.7		
50 JKVX	10.10	4.15	A 7.20AM		10.30 <sup>s</sup>	8.30	8.15	DN	DISHMAN 3.2	SP	
85	10.20	4.25			10.34 <sup>f</sup>	8.34	8.19		CHESTER 6.0		
49	10.46 <sup>95</sup>	4.50			10.46 <sup>s</sup>	8.45	8.31	D	MICA -2.8	MA	
38	11.17 <sup>383</sup>	5.15			10.50 <sup>f</sup>	8.50	8.35		FREEMAN 3.3		
JVX	A11.25PM	5.25			A10.55PM <sup>388</sup>	8.56	A 8.40AM	DN-R	MANITO 5.2	MU	
23		5.53 <sup>68</sup>				9.03		D	ROCKFORD -3.3	RD	
40		6.05				9.10			DARKNELL 3.4		
31 WX		6.25				9.16		D	FAIRFIELD 8.4	G	
44		6.55				9.31			LATAH 7.2		
BJKOPTWXYZ		A 7.30PM				A 9.52AM		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. 9		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 9		Mile Post	SECOND CLASS	
	391	September 24, 1950					355	September 24, 1950				356
	Freight						Freight					Freight
	Daily Except Monday	<b>STATIONS</b>				Monday Wednesday Friday	<b>STATIONS</b>					
14 JPX	8.00AM	R	SELTICE	48.0		35 TWX	6.00PM	D-R	POMEROY	PY	28.9	A 2.15AM
			8.2 G. N. CROSSING	39.8		25	6.20		ZUMWALT		24.4	2.00
			0.03 N. P. CROSSING	39.7		7	6.50		DODGE		16.3	1.30
34 VWX	9.00	D	OAKESDALE ON	39.1		18 W	6.57		CHARD		14.5	1.20
M			0.55 G. N. CROSSING	30.7		8	7.10		JACKSON		11.3	1.05
28 WX	10.30	D	ST. JOHN SJ	18.3		18	7.25		DELANEY		7.9	12.50
			13.9 GRAVEL PIT	4.4		JWXY	A 8.15PM	D	STARBUCK	SA	0.0	12.20AM
03 JWXY	A11.45AM	D-R	WINONA WA	0.0					(28.9)			Monday Wednesday Friday
			(48.0)									
	(3.45) 12.8	..... Thru Time.....				(2.15) 12.8	..... Thru Time.....				(1.55) 15.1	..... Average Speed per Hour.....

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

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

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

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

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

**SPOKANE-TEKOA BRANCH**

**EASTWARD**

Car Capacity of Siftings, etc. See Rule 6(A), Page 31.	Time-Table No. 9 September 24, 1950		Mile Post	FIRST CLASS				SECOND CLASS			
	STATIONS			94 CMS&P&P Streamliner Passenger	70 Spokane Internat'l Passenger	68 Passenger	92 CMS&P&P Passenger	384 CMS&P&P Freight	382 CMS&P&P Freight	388 Freight	
	STATIONS										
BKPVX	DN-R	SPOKANE	165.4	A 1:45AM	A 12:15PM	A 6:50PM	A 9:15PM				
IPX		N. P. CROSSING	163.5	1:36	12:08PM	6:41	9:08	3:45 <sup>387</sup>	9:55	12:20	
83 X		EAST SPOKANE	162.6	1:34		6:39	9:06	3:42	9:51 <sup>381</sup>	12:15	
50 JKVX	DN	DISHMAN	158.9	1:27		6:33	8:59	3:30PM	9:44	12:05AM	
35		CHESTER	155.7	1:22		6:28	8:54		9:34	11:52PM	
40	D	MICA	149.7	1:11		6:16	8:43		9:16	11:27	
38		FREEMAN	146.9	1:06		6:10	8:38		9:10	11:17 <sup>381</sup>	
JVX	DN-R	MANITO	143.0	1:01AM		6:04	8:33PM		9:01PM	10:55 <sup>385</sup>	
23	D	ROCKFORD	138.4			5:53 <sup>387</sup>				10:44	
40		DARKNELL	135.1			5:46				10:35	
31 WX	D	FAIRFIELD	131.7			5:40				10:20	
44		LATAH	123.3			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	29.0	31.1	13.0	20.4	16.4	

**WESTWARD**

**MOSCOW BRANCH**

**EASTWARD**

**WESTWARD CONNELL BRANCH EASTWARD**

Car Capacity of Siftings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 9 Sept. 24, 1950	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of Siftings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 9 Sept. 24, 1950	Mile Post	SECOND CLASS		
	379		61				62		378			391				392		
	Freight	Passenger	Freight	Passenger			Passenger	Freight	Freight	Freight		Freight	Freight			Freight		
	Daily Except Sunday	Daily	STATIONS															
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	7:05	D	PULLMAN	XN	18.7	8:33	3:45			32 JPWXY	2:55PM	N-R	HOOPER JCT	HR	15.7	6:30AM	
18	9:50	7:18		ALBION		12.7	8:13	3:20			34		D	WASHTUCNA	FN	7.8		
19	10:00	7:25		SHAWNEE		9.7	8:05	3:08			21 V		D	KAILOTUS	HIO	13.9	37.4	
BJKMOVXY	10:50PM	7:45PM	DN-R	COLFAX	CA	0.0	7:42AM	2:30PM			18 WXY		R	CONNELL	N	15.5	52.9	
				(23.1)										(52.0)				
							Daily	Daily Except Monday									Daily	
(1.50)		(1.00)	..... Thru Time .....		(1.08)	(1.45)	..... Thru Time .....		(1.10)	..... Thru Time .....		(1.00)						
15.3		28.1	Average Speed per Hour .....		24.8	16.1	Average Speed per Hour .....		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. 9 September 24, 1950				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 1.05		6.25	
29 PWX		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		4.6 GARRETT		28.6	f 10.20		5.40	
M						0.1 W. W. V. RY. CROSSING		28.7				
6 X						0.2 COLLEGE PLACE		28.9				
BJKOPTVWXYZ		A 1.30 PM		A 5.15 AM	DN-R	2.0 WALLA WALLA	BU	30.9	10.15 PM		5.30 AM	
						(30.9)			Daily		Daily	
	(1.20) 20.8		(1.15) 24.7		..... Thru Time.....				(1.05) 28.6		(1.30) 20.6	
					..... Average Speed per Hour .....							

WESTWARD				PENDLETON BRANCH				EASTWARD				
Car Capacity of sidings, etc. (see Rule 6(A), Page 31.)	SECOND CLASS		SECOND CLASS		Time-Table No. 9 September 24, 1950				SECOND CLASS		SECOND CLASS	
		365 Freight	361 Freight						362 Freight	366 Freight		
		Daily Except Sunday	Daily	Daily	STATIONS							
27 X						ALTO		83.0				
23						7.5 MENOKEN		75.5				
26 JWY		11.45 AM				4.2 BOLLES		71.3		A 8.40 AM		
26 X		11.58 AM			D	4.0 PRESCOTT	SY	66.7		8.28		
21		12.35 PM				13.1 VALLEY GROVE		53.6		7.52		
						0.4 N. P. CROSSING		47.2				
M						0.6 W. W. V. RY. CROSSING		46.6				
BJKOPTVWXYZ		A 12.55 PM		3.00 AM	DN-R	0.5 WALLA WALLA	BU	46.1	A 10.30 AM		7.30 AM	
M						1.9 W. W. V. RY. CROSSING		44.2				
24				3.20		4.3 SPOFFORD		39.9	10.05			
M						3.0 W. W. V. RY. CROSSING		36.3				
39 VWX				4.00	D	0.1 MILTON	CO	86.2	9.50			
50				4.32		9.5 BLUE MOUNTAIN		26.7	9.05			
20				4.45		3.3 DOWNING		23.4	8.50			
20 WX				5.15	D	6.2 ATHIENA	CN	17.2	8.30			
41				5.30		4.6 ADAMS		12.6	8.15			
15				5.40		2.6 BLAKELEY		10.0	8.05			
28				6.05		0.0 SAXE		4.0	7.45			
BJKVWXYZ				A 6.30 AM	DN-R	4.0 PENDLETON	FD	0.0	7.30 AM			
						(83.0)			Daily		Daily Except Sunday	
	(1.10) 21.8		(3.30) 13.4		..... Thru Time.....				(3.00) 15.4		(1.10) 21.6	
					..... Average Speed per Hour .....							

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

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

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

WESTWARD				WALLACE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 9 September 24, 1950				FIRST CLASS		SECOND CLASS	
	387		67		Mile Post	68		388				
	Freight		Passenger			Passenger		Freight				
	Daily Except Saturday		Daily		STATIONS							
	BJKOPTWXYZ	7.30PM	10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM		A 9.30PM		
25		7.50	10.14		LOVELL		6.9	f 4.50		8.50		
17	VX	8.15 <sup>388</sup>	10.33	D	PLUMMER	MR	15.3	s 4.32		8.15 <sup>387</sup>		
22	TWX	8.50	10.50		CHATCOLET		22.8	f 4.14		7.45		
40	WX	9.20	11.09		HARRISON		30.5	s 3.54		7.20		
43		9.35	11.16	D	SPRINGSTON	RC	34.0	s 3.45		7.10		
20		10.25	11.34		LANE		45.3	s 3.24		6.42		
33		10.40	11.40		ROSE LAKE		49.1	s 3.16		6.32		
30		11.10	11.55AM		CATALDO		57.7	f 2.59		6.10		
18		11.18PM	12.07PM		PINE CREEK		64.1	f 2.49		5.52		
	JWX				BRADLEY		67.2	f				
25	BKOX	A 12.20AM	12.30	D-R	KELLOGG-WARDNER	DN	69.2	s 2.40		5.40PM		
31			12.43		OSBURN		75.8	f 2.22				
	BKTVWXZ		A 1.00PM	D-R	WALLACE	WC	80.2	2.15PM				
					N. P. CROSSING		80.4					
					N. P. CROSSING		80.6					
	JX				WALLACE JCT.		80.7					
5	VWX			D	BURKE	B	86.9					
					(86.9)							
		(4.50) 20.6	(2.58) 27.0		Thru Time		(2.50) 28.3		(3.50) 18.1			
					Average Speed per Hour							

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 9 September 24, 1950		Mile Post	SECOND CLASS					
	367		365			366		368			
	Freight		Freight		Freight		Freight				
	Tuesday and Friday		Daily Except Sunday		STATIONS						
29	T	11.30AM		TURNER	24.8		A 1.20AM				
25		11.40AM		WHETSTONE	22.7		11.10				
26	VWXY	A 12.20PM	11.01AM	D DAYTON DA	13.1	A 9.15AM	10.30AM				
				N. P. CROSSING	13.0						
				N. P. CROSSING	13.0						
	JX	A 1.03AM		DAYTON JCT.	12.9		9.13AM				

WESTWARD				SIERRA NEVADA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 9 September 24, 1950		Mile Post	SECOND CLASS					
	367		365			366		368			
	Freight		Freight		Freight		Freight				
	Tuesday and Friday		Daily Except Sunday		STATIONS						
	JWX			BRADLEY	0.0						
	X			END OF TRACK	3.2						
				(3.2)							

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

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

JX		11.25AM	R	WAITSBURG JCT.	5.2	A	8.53AM
28	X	11.31	D	WAITSBURG	3.5		8.49
28	JWX	A 1.45AM		BOLLES	0.0		8.40AM
				(24.8)		Daily Except Sunday	Tuesday and Friday
		(0.50) 14.0	(0.44) 17.0	Thru Time	(0.35) 22.6	(0.50) 14.0	
				Average Speed per Hour			

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
<b>Second Subdivision</b>				<b>Tekoa-Ayer Branch</b>			
Pendair.....	213.5	80	Both	Canyon..... (7).....	22.1	42	Both
Mission.....	221.2	{ 18 P	Both	Schreck.....	31.9	14	Both
Cayuse..... (1).....	227.1	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
<b>Third Subdivision</b>				<b>Tucannon Branch</b>			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	<b>Spokane-Tekoa Branch</b>			
Boardman (1) (2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coey.....	141.7	17	Both
<b>Fourth Subdivision</b>				<b>Will.....</b>			
Quarry Spur.....	6.5	13	West	Will.....	161.2	51 X	Both
Eri.....	14.2	4	Both	<b>Pleasant Valley Branch</b>			
Corbett..... (1).....	20.3	.....	None	Willada.....	11.5	27	Both
Latourell..... (1).....	23.9	.....	None	Juno.....	20.8	10	Both
Multnomah Falls.....	29.6	.....	None	Huntley.....	22.6	2	Both
Warrendale.....	35.9	.....	None	Thornton.....	31.2	44	Both
C. L. Lumber Co.....	45.1	7	East	Fletcher.....	42.5	11	Both
Viento.....	55.2	.....	None	Warner.....	45.3	11	Both
<b>Kenton Line</b>				<b>Pomeroy Branch</b>			
Champ.....	9.5	7	Both	Houser.....	19.1	1	Both
Ward.....	14.2	6	Both	<b>Moscow Branch</b>			
Reynolds.....	20.0	{ 37 P	Both	Risbeck..... (7).....	4.5	6	Both
<b>Sixth Subdivision</b>				<b>Parvin..... (7).....</b>			
Sheffler.....	242.1	4	Both	Parvin..... (7).....	7.8	8	Both
Matthews.....	253.3	5	Both	Armstrong..... (7).....	15.7	3 W {M.P. 16.2}	Both
Magallon.....	258.6	2	Both	Whitlow.....	20.5	1	Both
Teske.....	310.0	2	Both	Holland.....	21.4	8	Both
<b>Joseph Branch</b>				<b>CConnell Branch</b>			
Island City..... (3).....	2.6	12	Both	Pampa.....	4.6	15	Both
Conley..... (3).....	5.9	6	Both	Gordon.....	8.2	7	Both
Rondowa.....	37.2	7	Both	McAdam.....	29.3	3	Both
Vincent..... (3).....	40.6	2	East	Waco ta.....	34.1	4	Both
Minam..... (4).....	47.1	12 W {M.P. 49.0}	Both	Estes.....	42.3	7	Both
Sevier.....	56.7	5	West	Sulphur.....	46.1	9	Both
<b>Pilot Rock Branch</b>				<b>Curry.....</b>			
McBee.....	2.8	2	East	Curry.....	51.1	12	Both
Lens.....	11.2	4	East	<b>Pendleton Branch</b>			
<b>Grass Valley Branch</b>				<b>Havana.....</b>			
Sandon.....	15.0	8	Both	Havana.....	6.9	11	Both
Hay Canyon.....	19.2	{ 12	Both	Weston.....	20.9	66	East
De Moss.....	23.9	15	West	Bade.....	30.2	13	Both
Erskine.....	31.3	12	Both	Barrett.....	33.1	10	Both
Bourbon.....	45.8	9	Both	Prunedale.....	34.2	15	Both
<b>Grays Harbor Branch</b>				<b>State Line.....</b>			
Raisch.....	2.6	7	Both	State Line.....	41.7	10	Both
Galvin..... (5).....	5.0	23 P	Both	Langdon.....	43.6	12	Both
Balch..... (5).....	18.3	18 P	Both	Russell.....	51.8	11	Both
Cedarville..... (5).....	22.2	52 P	Both	Hadley.....	56.5	19	Both
Lankner..... (5).....	26.3	51 P	Both	Berryman.....	59.8	9	Both
South Elma..... (5).....	32.5	5 PW	West	Ennis.....	60.9	10	Both
Melbourne..... (5).....	43.8	27 P	Both	Robinson.....	67.6	2	Both
Law.....	44.7	11	East	McCall.....	69.4	2	Both
<b>Yakima Branch</b>				<b>McKay.....</b>			
Grosscup.....	28.2	8	Both	McKay.....	78.6	6	Both
Biggam..... (6).....	48.3	10	Both	<b>Wallace Branch</b>			
Flint.....	83.6	18	Both	Tilma.....	2.1	1 X	Both
				<b>Watt.....</b>			
				<b>O'Gara..... (8).....</b>			
				<b>Black Lake..... (8).....</b>			
				<b>Dudley..... (8).....</b>			
				<b>Enaville..... (9).....</b>			
				<b>Smelterville..... (8).....</b>			
				<b>Shont..... (8).....</b>			
				<b>Poloris.....</b>			
				<b>Gem.....</b>			
				<b>Frisco.....</b>			
				<b>Dorn.....</b>			
				<b>Dayton Branch</b>			
				<b>Loyd.....</b>			
				<b>Ronan.....</b>			

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

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

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

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

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

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

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

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

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

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

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

**GENERAL**

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

**FIRST SUBDIVISION**

<b>Huntington</b>				Between M. P. 382.0 and 381.3.	45	35	25	<b>Weatherby</b>			
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	<b>Durkee</b>			
				Between M. P. 379.5 and 379.3.	60	50	40	Between M. P. 366.5 and 366.3.	70	60	25
<b>Lime</b>				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					<b>Oxman</b>			
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.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
<b>Pleasant Valley</b> Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 345.2 and 344.5.	70	60	45	<b>Telocaset</b> Descending grade, Telocaset to Union Jct.	55	45	25
Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 344.3 and 343.5.	55	45	35	Between M.P. 311.8 and 311.0.	45	35	25
Between M.P. 353.9 and 351.1.	45	35	25	<b>Baker</b> Over street crossings within city limits.	15	15	15	Between M.P. 310.4 and 309.7.	45	35	25
<b>Encina</b> Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20	<b>Crooks</b> Between M.P. 309.3 and 307.4.	55	45	25
<b>Quartz</b> 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 280.1.	20	20	20
				Between M.P. 318.7 and 315.4.	30	25	20	<b>La Grande</b>			

**SECOND SUBDIVISION**

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

**THIRD SUBDIVISION**

<b>Rieth</b> Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40	<b>Echo</b> 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
<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60	50	40	<b>Nolin</b> 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	<b>Stanfield</b> 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.
<b>Hinkle</b> Between M.P. 182.0 and 181.7.	60	50	40	<b>Blalock</b> Between M.P. 130.0 and 129.2.	70	60	45	<b>Hinkle</b> Between M.P. 193.5 and 193.4.	15	15	15
<b>Westland</b>				Between M.P. 124.8 and 124.0.	70	60	45	Between M.P. 192.6 and 192.2.	60	50	40
<b>Messner</b>				Between M.P. 123.8 and 123.7.	55	45	35	Between M.P. 191.2 and 189.8.	35	30	20
<b>Castle</b> Between M.P. 154.5 and 151.7.	70	60	45	<b>Quinton</b> Between M.P. 120.8 and 120.6.	60	50	40	<b>Hermiston</b> Standard and Union Oil spurs.			6
Between M.P. 150.9 and 150.6.	70	60	45	<b>Hook</b> 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	<b>Goff</b> Between M.P. 114.9 and 114.7.	70	60	45	Between M.P. 188.1 and 187.9.	60	50	40
<b>Heppner Jct.</b> 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	<b>Day</b> Between M.P. 110.2 and 110.0.	70	60	45	Between M.P. 186.9 and 186.8.	60	60	40
<b>Willows</b> Between M.P. 144.0 and 143.8.	60	50	40	<b>Rufus</b> Between M.P. 100.1 and 99.0.	55	45	35	Between M.P. 185.3 and 185.2.	60	60	40
<b>Silica</b> 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
<b>Arlington</b> Between M.P. 136.3 and 136.1.	70	60	45	<b>Celilo</b> Between M.P. 96.8 and 95.8.	55	45	35	<b>Umatilla</b> On wye.	10	10	10
Between M.P. 134.8 and 134.7.	70	60	45	<b>Oregon Trunk Jct.</b> Between M.P. 91.4 and 91.2.	70	60	45	On Track No. 7.	25	25	15
<b>Gilmore</b> 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	<b>The Dalles</b> Over street crossings.	12	12	12	<b>Irrigon</b> Between M.P. 175.5 and 175.4.	60	60	40
Between M.P. 130.5 and 130.4.	60	50	40	<b>Umatilla Line</b> Maximum speed.	60	60	40	Between M.P. 172.9 and 172.8.	60	60	40
								<b>Judson</b> Between M.P. 171.0 and 170.9.	60	60	40

**FOURTH SUBDIVISION**

<b>The Dalles</b> Between M.P. 83.4 and 83.3.	45	35	25	<b>Chatfield</b> Between M.P. 71.9 and 71.4.	30	25	20	<b>Wyeth</b> 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
<b>Crates</b> 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	<b>Hood River</b> 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	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	45
Between M.P. 77.0 and 76.3.	60	50	40	<b>Meno</b> Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 42.4 and 41.4.	40	35	25
<b>Rowena</b> 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	<b>Bonneville</b> 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	<b>Dodson</b> 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.
<b>Oneonta</b> Between M.P. 31.4 and 30.7.	60	50	40	<b>Fairview</b> 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	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25	Between Albina and Portland, backing up.	8		
<b>Bridal Veil</b> 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	<b>Graham</b>				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	<b>Kenton Line</b> Between Troutdale and Kenton.	45	45	35	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
<b>Rooster Rock</b> Between M.P. 22.4 and 21.3.	60	50	40	Over Columbia Boulevard, near Peninsula Jet.	25	25	25				
Between M.P. 21.3 and 21.1.	40	40	25	Between M.P. 22.0 and 19.5.	45	40	25				
Between M.P. 21.1 and 20.1.	60	50	40	<b>Troutdale</b> 2-10-2 class engines using lead and other tracks in Alcoa plant.			6				
Between M.P. 18.5 and 18.2.	60	50	40								
Between M.P. 17.9 and 14.8.	70	60	45								
Between M.P. 13.5 and 13.2.	55	45	35								

**FIFTH SUBDIVISION**

<b>Argo</b> 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	<b>Argo Yard</b> All Turnouts.			10
				<b>Seattle</b> Over Spokane St. Crossing.	10	10	10				

**SIXTH SUBDIVISION**

Maximum speed.	70	60	45	Between M.P. 210.0 and 210.3.	25	20		<b>Walker Pit</b> Between M.P. 244.5 and 244.6.	50	40	
Trains handling Fuller snow plow 0330.			35	<b>Wallula</b> 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	
<b>Umatilla</b> 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		<b>Scott</b> Between M.P. 252.8 and 253.0.	45	35	
Between M.P. 187.6 and 187.7.	50	40		<b>Attalia</b> 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		<b>Ruxby</b> Between M.P. 260.3 and 260.5.	50	40	
Between M.P. 189.2 and 190.4.	25	20		<b>Humorist</b> Between M.P. 224.2 and 224.5.	50	40		<b>Ayer</b> Between M.P. 268.2 and 269.3.	30	30	
<b>Riverview</b> Between M.P. 191.2 and 192.0.	25	20		<b>Ash</b> 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		<b>Park</b> Between M.P. 280.0 and 281.6.	40	25	
<b>Sand</b> Between M.P. 197.4 and 197.7.	45	35		<b>Page</b> 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		<b>Hooper Jct.</b> 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		<b>Ankeny</b> Between M.P. 294.4 and 294.5.	40	25	
<b>Juniper</b> 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		<b>Marengo</b> Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 206.1 and 207.2.	30	20		<b>Simmons</b> 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.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>Cheney</b> 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	<b>Spokane</b> , through Union Station limits.	15	15	15
Between M.P. 354.0 and 363.8 on curves.	60	50	35	<b>West Spokane</b> , 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.			
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.	20	20	Between M.P. 118.5 and 119.7.	25	20	
4- and 5-degree curves.	15	15	4- and 5-degree curves.	15	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.	10	10	Between M.P. 120.7 and 121.4.	35	25	
Between La 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				
			Aberdeen, over Boone St. Crossing.	5	5	<b>Latah</b>			
<b>Pilot Rock Branch</b>	15	15	Aberdeen, over other street crossings.	10	10	Between M.P. 123.4 and 124.5.	20	20	
			Cosmopolis, within city limits.	20	15	Between M.P. 125.1 and 125.7.	35	25	
<b>Hoppner Branch</b>			Cosmopolis, with logs within city limits.		8	Between M.P. 127.5 and 128.4.	35	25	
Maximum speed.	25	25				Between M.P. 129.6 and 130.6.	35	25	
3-degree curves.	20	20							
4- and 5-degree curves.	15	15	<b>Tono Branch</b>			<b>Fairfield</b>			
On curves of 6 degrees and over.	10	10	Maximum speed.	15	15	Over street crossings.		25	
			4- and 5-degree curves.	15	15	Between M.P. 132.6 and 132.8.	45	30	
<b>Condon Branch</b>			On curves of 6 degrees and over.	10	10	Between M.P. 133.3 and 134.6.	25	20	
Maximum speed.	25	25				Between M.P. 135.3 and 136.3.	35	25	
3-degree curves.	20	20	<b>Olympia Branch</b>						
4- and 5-degree curves.	15	15	Maximum speed.	20	20	<b>Darknell</b>			
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				
On descending grades between Barnett and Rock Creek.	15	15				<b>Rockford</b>			
			<b>Spokane-Tekoa Branch</b>			Between M.P. 139.4 and 139.7.	45	30	
<b>Grass Valley Branch</b>			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			
On curves of 6 degrees and over.	10	10	On 4-degree curves.		45	30	<b>Manito</b>		
Between Kent and M.P. 39.0.	15	15	On 5- and 6-degree curves.		35	25	Between M.P. 144.4 and 144.6.	60	50
Between M.P. 33.0 and Thornberry, on descending grades.	20	20	On 7- and 8-degree curves.		25	20	Between M.P. 145.5 and 146.0.	55	45
Between Thornberry and Biggs, on descending grades.	10	10	On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Between M.P. 146.2 and 146.4.	60	50
			On 9- and 10-degree curves.		20	20	Between M.P. 146.9 and 147.2.	60	50
			<b>Tekoa</b>				<b>Freeman</b>		
			Between M.P. 117.2 and 117.5.	20	20	Between M.P. 147.3 and 148.8.	45	35	
						Between M.P. 149.1 and 149.2.	60	50	

## BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Mica</b>				Between M.P. 27.1 and 27.2.	25	20	<b>Farmington</b>		
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	<b>Hay</b>			<b>Pleasant Valley Branch</b>		
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	<b>Tucannon Branch</b>		
Between Chester and Mica, on descending grade.			25	<b>Jerita</b>			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	<b>Pendleton Branch</b>		
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	<b>Sutton</b>			Maximum speed.	30	30
<b>Tekoa-Ayer Branch</b>				Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Maximum speed.	50	30		<b>Thera</b>			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		<b>Diamond</b>			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	<b>Pendleton</b>		
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		<b>Mockonema</b>			Between M.P. 2.5 and 3.0.	20	20
<b>Ayer</b>				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	<b>Athena</b>		
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		<b>Colfax</b>			Between M.P. 20.9 and 21.3.	30	25
Over Snake River Bridge 17.23.	5	5		Over street crossings.	12	12	<b>Downing</b>		
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	<b>Blue Mountain</b>		
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		<b>Glenwood</b>			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
				<b>Elberton</b>			<b>Milton</b>		
				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			
				<b>N. P. Crossing</b>					
				Between M.P. 104.6 and 104.9.	20	20			

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
<b>Walla Walla</b> Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	<b>Connell Branch</b> Maximum speed. Between LaCrosse and Hooper Jct.		
Walla Walla, on west leg of wye.	8	8	<b>Wallula</b>				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	<b>La Crosse</b> 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
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
<b>Menoken</b> 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	<b>Moscow Branch</b> Maximum speed.	35	25
<b>Alto</b>			<b>Reese</b> Between M.P. 7.7 and 8.0.	25	20		On 7- and 8-degree curves.	25
<b>Yakima Branch</b> 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	<b>Colfax</b> 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
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
<b>Attalia</b>			Between M.P. 11.1 and 11.4.	35	25	<b>Shawnee</b> 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
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	<b>Albion</b> Between M.P. 13.4 and 13.6.	25	20
<b>Benton City</b> Between M.P. 37.5 and 38.1.	25	20	<b>Walla Walla</b>			Between M.P. 14.3 and 14.9.	20	20
Granger, over street crossings.	30	30	<b>Pomeroy Branch</b> Maximum speed.	20	20	Between M.P. 17.5 and 17.7.	25	20
Zillah, over street crossings.	25	15	<b>Chard</b> 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	<b>Dayton Branch</b> Maximum speed.	25	25	<b>Pullman</b> 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
Yakima, over other street crossings.	10	10	<b>Bolles</b> Between M.P. 0.4 and 0.6.	20	20	Between M.P. 24.6 and 24.8.	25	20
<b>Sunnyside Branch.</b> Maximum speed.	45	35	Dayton, over street crossings west of Touchet River.	15	15	Between M.P. 25.2 and 25.4.	25	20
<b>Wallula Branch</b> Maximum speed.	35	30	Dayton, over all other street crossings.	10	10	<b>Moscow</b> 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.	Frts.		Pagr.	Frts.		Pagr.	Frts.
<b>Wallace Branch</b> Maximum speed.	50	30	Between M.P. 17.9 and 18.2.	25	20	<b>Cataldo</b> 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	<b>Springston</b> 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
<b>Tekoa</b> 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
<b>Lovell</b> Between M.P. 8.0 and 9.0.	25	20	Between M.P. 39.6 and 39.8.	45	30	<b>Osburn</b> Between M.P. 77.1 and 77.2.	35	25
Between M.P. 9.9 and 10.7.	25	20	<b>Lane</b> 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
<b>Watt</b> Between M.P. 12.3 and 13.0.	15	15	<b>Rose Lake</b> 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	<b>Dudley</b> Between M.P. 53.6 and 54.2.	35	25	<b>Wallace</b> 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
						<b>Sierra Nevada Branch</b>		10

**Standard clocks are located as shown below:**

Huntington..... Yard Office  
 Huntington..... Telegraph Office  
 Baker..... Telegraph Office  
 La Grande..... Train Dispatcher's Office  
 La Grande..... Depot Telegraph Office  
 La Grande..... Yard Office  
 Pendleton..... Telegraph Office  
 Rieth..... Telegraph Office  
 Rieth..... Enginemen's Register Room  
 Umatilla..... Telegraph Office  
 Umatilla..... Enginemen's Register Room  
 Arlington..... Telegraph Office  
 Moro..... Telegraph Office  
 Bend (Joint)..... O. T. Ry. Telegraph Office  
 The Dalles..... "DK" Telegraph Office  
 The Dalles..... "WH" Telegraph Office  
 Hood River..... Telegraph Office

Portland (Joint)  
 ..... N. P. T. Co. Telegraph Office  
 Albina..... Dispatcher's Office  
 Albina..... Yard Telegraph Office  
 Albina..... Enginemen's Register Room  
 Kenton..... Telegraph Office  
 Centralia (Joint)..... N. P. Ry. Telegraph Office  
 Tacoma..... Yard Office  
 Argo..... Yard Office  
 Argo..... Enginemen's Register Room  
 Seattle (Joint)  
 ..... Union Station Telegraph Office  
 Hoquiam (Joint)..... N. P. Ry. Telegraph Office  
 Aberdeen..... Telegraph Office  
 Olympia..... Telegraph Office  
 Spokane..... Dispatcher's Office  
 Spokane..... Telegraph Office

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

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

**SYMBOLS AND ABBREVIATIONS**

(Rules 6 and 6(A))

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

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

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

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

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

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

