



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 10

Effective Sunday
February 25, 1951
At 12:01 A.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

E. HICKS
General Superintendent

A. McALLISTER, Superintendent Portland, Ore.

- J. G. Kimmell, Assistant Superintendent Portland, Ore.
- C. H. Burnett, Assistant Superintendent La Grande, Ore.
- H. B. Coburn, Assistant Superintendent Seattle, Wash.
- H. A. Achenbach, Assistant Superintendent Spokane, Wash.
- R. 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.
- L. V. Neely, 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.	James J. D. Haun	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
Ralph M. Dodson	District Surgeon.	Portland, Ore.	Portland District.	David H. Stoddard	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
R. E. Ahlquist	District Surgeon.	Spokane, Wash.	Spokane District.	Robert L. Stuart	Oculist and Aurist.	La Grande, Ore.	Umatilla to La Grande.
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland.	J. E. Carsow	Surgeon	Lewiston, Ida.	Riparia to Lewiston.
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. Kreft	Oculist and Aurist.	Portland, Ore.	Portland.	G. W. McGowan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
George D. McGeary	Surgeon	Portland, Ore.	Parkrose.	E. S. Morgan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
Edward C. Parkinson	Surgeon	Portland, Ore.	Portland.	E. I. Silk	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland.	J. W. Sherley	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
Paul E. Shiningor	Surgeon	Portland, Ore.	Portland.	James L. Gilleland	Surgeon	Pullman, Wash.	Moscow to Colfax.
Harold M. U'Ren	Oculist	Portland, Ore.	Portland.	J. L. Ash	Aurist	Seattle, Wash.	Tacoma to Seattle.
Paul A. Wagner	Surgeon	Portland, Ore.	Portland.	L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Gregg D. Wood	Surgeon	Portland, Ore.	Portland.	B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.
A. E. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam.	John M. Schiach	Oculist	Seattle, Wash.	Tacoma to Seattle.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla, Arlington to Condon.	Stephen J. Wood	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Glenn G. Gordon	Oculist and Aurist.	Baker, Ore.	Telocaset to Huntington.	B. P. Jacobson	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
T. J. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.	M. F. Kopl	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. Vandover	Surgeon	Bond, Ore.	Oregon Trunk Jct. to Bond.	Carroll Smith	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
George F. Parko	Surgeon	Centralia, Wash.	Centralia to South Monteseano, Winlock to Tenino.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Monteseano, Winlock to Tenino.	H. V. Valentino	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.	Charles G. Smick	Surgeon	Sprague, Wash.	Croskey to Marengo.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	L. M. Farnam	Surgeon	South Elma, Wash.	Hoquiam to Centralia.
W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.	Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
Warron F. Bolton	Surgeon	Elgin, Ore.	La Grande to Wallawa.	L. A. Hopkins	Surgeon	Tacoma, Wash.	Tonino to Auburn.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Enterprise and vicinity.	Paul B. Smith	Oculist and Aurist.	Tacoma, Wash.	Tenino to Auburn.
Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.	Albert J. Nelson	Surgeon	Tecoma, Wash.	Tenino to Spokane.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jct. to Heppner.	C. H. Weitz	Surgeon	Tekoa, Wash.	Colfax to Spokane.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.	Griffith, Smith, Vogt, Mills, Boals, Merriss, Murphy, Southard, Stevenson	Surgeons	Tekoa, Wash.	Colfax to Spokane.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	H. M. Wiswall	Surgeon	The Dalles, Ore.	Hood River to Umatilla.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	Portland to Hood River.	H. C. Mowery	Surgeon	Vancouver, Wash.	Albina to Kalama.
Stanley E. Walls	Surgeon	Hood River, Ore.	Portland to Hood River.	G. A. Falkner	Surgeon	Wallace, Ida.	Tekoa to Burko.
Leonard Somler	Surgeon	Hoquiam, Wash.	Hoquiam to Centralia.	C. D. Hoganson	Oculist and Aurist.	Walla Walla, Wash.	Pendleton to Walla Walla.
R. W. Cordwell	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.	W. F. Holmes	Surgeon	Walla Walla, Wash.	Walla Walla to Yakima.
C. I. Gibbon	Surgeon	Kellogg, Ida.	Tekoa to Wallaco.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Wallaco.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
G. M. Whitesel	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.	R. W. Stevens	Oculist and Aurist.	Walla Walla, Wash.	Pendleton to Riparia.
P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Kennewick.	Stewart Merrill	Surgeon	Wallowa, Ore.	Wallowa and vicinity.
H. F. Craig	Surgeon	La Crosse, Wash.	Riparia to Endicott, and La Crosse to Connell.	H. C. Lyneh	Surgeon	Yakima, Wash.	Yakima to Grandview.
Lee B. Bouvy	Oculist and Aurist.	La Grande, Ore.	Umatilla to Huntington.				
John B. Gregory	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.				

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS								Distance from Granger via Boise	Time-Table No. 10 Feb. 25, 1951	FIRST CLASS							
19 Pgr.	61 Pgr.	11 Pgr.	105 Streamliner Passenger	403 Pgr.	457 Pgr.	17 Pgr.	25 Mail and Express			12 Pgr.	404 Pgr.	458 Pgr.	106 Streamliner Passenger	20 Pgr.	18 Pgr.	26 Mail and Express	62 Pgr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS							
		6.20	2.15				3-55	0.0	GRANGER	A 9.30		A 12.42		A 10.30			
		11.25	6.05				9.50 1.20	213.9	POCATELLO	4.25		8.55		5.25	A 9.15		
		2.40	8.35				1.25 4.55	373.8	GLENN'S FERRY	12.30		6.10		1.50	5.00		
		4.25	9.50				3.10 7.05	448.4	BOISE	10.35		5.00		12.10	2.40		
		7.05	11.45				5.55 10.15	550.1	M.T. HUNTINGTON P.T.	M.T. 7.45 P.T.		3.05		9.40	11.40		
		6.15	10.45				5.05 9.25		LA GRANDE	4.00		2.05		8.30	10.25		
		9.00	1.05				8.05 12.20	649.7	PENDLETON	1.25		11.40		5.55	7.05		
		11.35	3.20				11.20 3.15	723.8	RIETH	1.05		9.35		3.15	4.25		
		11.45	3.30				11.30 3.25	727.6	SPOKANE				A 7.00			Moscow A 8.50	
9.00	Moscow 6.45							948.3	AYER				4.23			5.15	
11.15	10.50							844.4	WALLULA				3.05			3.15	
12.45	12.35							791.1	UMATILLA				2.05			12.50	
1.50	1.20							764.0	THE DALLES	10.25		7.15	11.50	12.05	12.30		
4.05		2.15	5.35				3.40 6.25	855.4	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00	10.10	11.30 Pendleton
A 6.30	A 2.30 Pendleton	A 4.30	A 7.30	8.30	8.00	A 6.15	A 9.00	939.5	CENTRALIA			11.05	7.05				
				10.59	9.53			1030.6	TACOMA			9.45	5.52				
				12.30	11.05			1084.6	SEATTLE			8.30	4.45				
				A 1.45	A 11.59			1122.7		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
(9.30) 38.7	(7.45) 29.3	(23.10) 40.6	(18.15) 51.5	(5.15) 34.9	(3.50) 46.0	(27.20) 34.4	(20.40) 35.1	 Thru Time	(24.20) 38.6	(5.15) 34.0	(4.30) 40.7	(18.12) 51.6	(9.15) 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. 10 February 25, 1951	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger			32 Passenger	34 Passenger	30 Passenger
Daily	Daily	Daily			STATIONS		
10.10	3-55	12-20	0.0	McCANNON	A 5.00	A 6.05	A 3.55
A 10.45	5.15	1-35	22.7	POCATELLO	4-30	5.35	3-25
	6.08	2-20	46.9	BLACKFOOT		4.00	1-53
	7.20	3-10	73.3	IDAHO FALLS		3.15	1-15
	9.00		124.3	ASHTON		1.15	
	A 10.40		169.9	VICTOR		11.30	
			180.4	WEST YELLOWSTONE			
		A 9.30	285.8	BUTTE			7.00
					Daily	Daily	Daily
(0.35) 38.9	(5.45) 25.2	(9.10) 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 Seatings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 10 February 25, 1951	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	11U	389.4	A 8.30AM	A 10.25AM	A 6.35PM	As 2.05AM
100 P	10.55	5.15	9.35	6.25	D	LIME	BY	384.5	8.14	f 10.03	6.25	1.50
100 PW	11.04	5.24	9.48 ²⁶	6.34		WEATHERBY		377.5	8.02	9.48 ²⁵	6.13	1.38
150 PXY	11.16	5.37	s 10.02	6.47		DURKIEE		368.9	7.50	s 9.35	5.59	1.25
100 P	11.27	5.50 ¹²	10.14	6.58		OXMAN		361.7	7.40	9.25	5.50 ¹⁷	1.14
170 PW	11.39	6.07	10.29	7.12		PLEASANT VALLEY		355.4	7.25	s 9.10	5.33	1.01
WB 91 EB 109	11.44	6.14	10.35	7.20 ¹⁸		ENCINA		351.9	7.20 ¹¹	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 109 EB 111	f 11.58PM	s 6.35	s 10.55	s 7.40	DN	BAKER	BC	342.0	s 7.05	s 8.45	s 5.12	f 12.40
106 P	12.04AM	6.42	11.01	7.45		WING		337.6	6.53	8.31	5.02	12.32
106 P	12.10	6.48	s 11.08	f 7.51	D	HAINES	KB	331.7	6.48	s 8.25	f 4.57	12.27
106 PW	12.19 ¹⁰⁶	6.57	s 11.18	f 8.02 ²⁰	D	NORTH POWDER	HD	322.1	6.40	s 8.02 ¹¹	f 4.46	12.19 ¹⁰⁵
107 P	12.30	7.10	11.31	8.14		SAGO		315.5	6.29	7.49	4.34	12.09
147 PVVXY	12.33	7.13	f 11.35	8.17		TELOCASET		312.6	6.26	f 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	s 7.35	11.54AM	8.36	D	UNION JCT.	UN	302.2	6.07	s 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
BKOPTW XYZ	A 1.00AM	A 7.55PM	A 12.10PM	A 8.50AM	DN-R	LA GRANDE	RA	289.8	5.55 ¹⁰⁷	7.05AM	4.00PM	11.40PM
						(99.11)			Daily	Daily	Daily	Daily
	(2.15) 44.3	(2.50) 36.2	(2.45) 36.2	(2.35) 38.6		..... Thru Time			(2.35) 38.6	(3.20) 29.9	(2.35) 38.6	(2.25) 41.2
						..... Average speed per hour						

CENTRALIZED TRAFFIC CONTROL

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sillings, etc. See Rule 6(A), Page 31.	FIRST CLASS					Time-Table No. 10 February 25, 1951	Mile Post	FIRST CLASS					
	62	17	25	11	105			61	18	26	12	106	
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	STATIONS							
BJKOPT WXYZ		8.05PM	12.20PM	9.00AM	1.05AM	DN-R LA GRANDE RA 7.7	289.8		A 5.45AM	A 6.55AM	A 3.50PM	A 11.35PM	
WB71 PVWXY EB 72		8.23	12.38	9.17	1.20	HILGARD 6.5	282.1		5.25	6.33	3.31	11.20	
139 P		8.40	12.54	9.33	1.34	MOTANIC 3.5	275.6		5.08	6.16	3.15	11.07	
P		8.49	1.03	9.42	1.42	NORDEEN 1.0	272.1		5.00	6.07	3.07	11.00	
141 PWXY		8.52	1.06	9.45	1.44	KAMELA 2.8	271.1		4.57	6.04	3.04	10.58	
P		8.59	1.13	9.52	1.50	ROSS 2.8	268.3		4.50	5.57	2.57	10.52	
WB 105 PWX EB 102		9.06	1.22	9.59	1.56	MEACHAM 7.8	266.5		4.43	5.50	2.50	10.46	
136 P		9.27	1.42	10.18	2.12	HURON 3.6	257.7		4.20	5.29	2.28	10.30	
120 PW		9.35	1.50	10.26	2.19	CAMP 5.6	254.1		4.12	5.21	2.20	10.24	
WB68 PWXY EB 69		9.44	2.11 ¹²	10.35	2.27	DUNCAN 9.0	248.5		4.02	5.12	2.11 ²⁵	10.16	
102 P		10.05 ¹⁰⁶	2.25	10.47	2.40	BONIFER 2.6	239.5		3.49	4.59	1.59	10.05 ¹⁷	
106 PWXY		10.11	2.31	10.52	2.45	GIBBON 7.3	236.9		3.44	4.54	1.54	10.01	
117 P		10.20	2.41	11.01	2.53	HOMLY 4.9	229.6		3.34	4.44	1.45	9.53	
110 P		10.28	2.47	11.07	3.00	MINTHORN 5.8	224.7		3.28	4.37	1.38	9.47	
115 P		10.35	2.54	11.14	3.08	MUNRA 3.3	218.9		3.22	4.31	1.32	9.41	
69 BJKIPV WXYZ	11.30PM	10.50 11.20	3.05 3.15	11.25 11.35	3.15 ¹⁸ 3.20	DN PENDLETON FD 3.6	215.6	A 2.30AM	3.15 ¹⁰⁵ 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 11.45AM	A 3.30AM	DN-R RIETH RI (77.8)	212.0	Daily	2.20AM	2.35AM	3.45AM	1.05PM	9.20PM
								Daily	Daily	Daily	Daily	Daily	Daily
	(0.10) 21.6	(3.25) 22.8	(3.05) 25.2	(2.45) 28.3	(2.25) 32.2	..... Thru Time		(0.10) 21.6	(3.10) 24.6	(3.10) 24.6	(2.45) 28.3	(2.15) 34.0	
						..... Average speed per hour							

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 passengers, see page 31.

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

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 10

February 25, 1951

Car Capacity of Sidings, etc. See Rule 8(A), Page 31.

257 Time Freight Daily	151 Time Freight Daily	299 Time Freight Daily	62 Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily
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STATIONS

Train No.	Class	257	151	299	62	17	25	11	105	19
BKCO PTWX		8:15PM		6:30AM	11:40PM	11:30PM	3:25PM	11:45AM	3:30AM	
96 P		9.12 ¹⁰⁶		6:40	11:45	11:37	3:30	11:50	3.34 ²⁶	
95 P		9:27		6:47	11:50	11:43	3:35	11:55AM	3:39	
95 P		9:34		6:54	11.55 ²⁶⁴ PM	11.50 ²⁶⁴	3:40	12:01PM	3:43	
94 PW		9:44		7:05	12.04 ⁶³ AM	11.59 ⁶³ PM	3:50	12:08	3:49	
94 P		9:51		7:11	12.12 ^s	12.06 ^s AM	3:56	12:13	3:53	
JP		9:57		7.17 ^A AM	12.20 ^A AM	12:12	4:03	12:17	3:57	
99 P		10:02				12:16	4:07	12.22 ¹²	4:00	
P		10:07				12.21 ^f	4:11 ^s	12.27 ^s	4:03	
96 PW		10:10				12:24	4:14	12:30	4:05	
98 P		10.20 ²⁶⁴				12:30	4:20	12:35	4:10	
90 JPY		10:31	1:00PM			12:35	4:25	12:39	4:14	2.23 ²⁶ 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 ²⁰ 1.16 ¹⁸	4:47	12:57	4:30	2:42
98 P		11:05	1:35			1:25	4:52	1:02	4:34	2:46
WB 126 BJKOPT EB 113 WX		11:25	1:45			1.45 ^s	5:05 ^s	1:10	4.38 ¹⁹⁸	2:55
100 P		11:35	1:52			2:00	5:10	1:16	4:42	3:00
99 P		11:45PM	1:59			2:08	5:16 ^s	1:20	4:46	3:04
96 P		12:01AM	2:10			2:17	5:23	1:26	4:52	3:10
100 P		12.27 ²⁰ 12.41 ¹⁸	2:17			2:23	5:28	1:30	4:56	3:15
P		12:50	2:22			2:28	5:32	1:33	4:59	3:19
104 PW		1.04 ²⁶	2:27			2:32	5:36	1:37	5:02	3:23
100 P		1:15	2:31			2:36	5:40 ^s	1:39	5:04	3.26 ¹⁰⁸
100 P		1:19	2:35			2:41	5:43	1:42	5:07	3:29
80 JP (MP)		1:23	2:40			2:47	5:46	1:45	5.10 ²⁰²	3:32
54 P (W 101.7)		1:28	2:45			2:54	5:50	1:48	5:13	3:35
50 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		2.00 ^A AM	3.20 ^{PM}			3.30 ^A AM	6.15 ^{PM}	2.10 ^{PM}	5.35 ^{AM}	4.00 ^{AM}

BLOCK SIGNALS

DN-R	RIETH	RI
	3.7	
	BARNHART	
	4.8	
	CAMPBELL	
	4.6	
	NOLIN	
	6.3	
DN	ECHO	HI
	4.2	
	STANFIELD	ND
	4.3	
DN	HINKLE	UK
	3.5	
	WESTLAND	
	2.9	
	ORDNANCE	RN
	1.9	
	MUNLEY	
	5.8	
	CLARKE	
	4.8	
DN	MESSNER	FC
	3.0	
	PETERS	
	3.0	
	CASTLE	
	6.2	
	BOULDER	
	3.0	
N	HEPPNER JCT.	WI
	1.2	
	WILLOWS	
	4.6	
	SILICA	
	3.9	
DN	ARLINGTON	MX
	4.5	
	GILMORE	
	4.7	
	BLALOCK	
	6.1	
N	QUINTON	QN
	4.0	
	HOOK	
	3.8	
	GOFF	
	3.3	
	DAY	
	2.3	
	RUFUS	
	2.8	
	GRANT	
	2.7	
DN	BIGGS	BX
	3.4	
	MILLER	
	3.7	
	CELLO	
	1.6	
D	OREGON TRUNK JCT.	VO
	3.3	
	DUNE	
	6.1	
DN-R	THE DALLES	DK-WH

DOUBLE TRACK

(126.2)

(5.45) 21.9	(2.20) 34.0	(0.47) 36.0	(0.40) 41.9	(4.00) 31.6	(2.50) 44.5	(2.25) 53.6	(2.05) 60.5	(1.45) 45.4
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..... 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. 106 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. 10
February 25, 1951

Mile Post

FIRST CLASS

SECOND CLASS

18 Passenger

61 Passenger

26 Mail and Express

12 Passenger

106 Streamliner Passenger

20 Passenger

198 Time Freight

262 Time Freight

258 Time Freight

264 Time Freight

STATIONS

STATIONS		Mile Post	18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight
DN-R	RIETH RI	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 BARNHART	208.3	2:25	2:08	3:34 ¹⁰⁵	12:56	9:12 ²⁵⁷			8:45	1:40	12:20
	4.8 CAMPBELL	203.5	2:19	2:02	3:20	12:51	9:07			8:35	1:30	12:10AM
	4.8 NOLIN	198.9	2:14	1:57	3:15	12:46	9:03			8:24	1:20	11:55PM ⁰²
DN	6.3 ECHO HI	192.6	2:07	1:49	s 3:06	12:38	8:55			8:10	1:05	11:20
	4.2 STANFIELD ND	188.4	2:02	s 1:44	s 2:59	12:32	8:50			8:00	12:57	11:10
DN	4.3 HINKLE UK	184.1	1:58	1:39AM	2:53	12:27	8:46			7:50	12:50PM	11:00
	3.5 WESTLAND	180.6	1:54		2:48	12:22 ¹¹	8:43			7:42		10:50
	2.9 ORDNANCE RN	177.7	1:51		s 2:44	s 12:10	8:40			7:35		10:40
	1.9 MUNLEY	175.8	1:49		2:38	12:05PM	8:38			7:30		10:35
	5.8 CLARKE	170.0	1:42		2:30	11:59AM	8:33			7:20		10:20 ²⁵⁷
DN	4.8 MESSNER FC	165.2	1:36		2:23 ¹⁹	11:54	8:29	A 1:20AM	A 5:35AM	7:10		10:10
	3.0 PETERS	162.2	1:33		2:17	11:50	8:26	1:17	5:25	7:00		10:00
	3.9 CASTLE	158.3	1:29		2:13	11:46	8:23	1:13	5:15	6:50		9:50
	6.2 BOULDER	152.1	1:22		2:05	11:40	8:17	1:06	5:05	6:40		9:40
N	3.9 HEPPNER JCT. WI	148.2	1:18		2:00	11:36	8:14	1:02	4:59	6:34		9:34
	1.2 WILLOWS	147.0	1:16 ¹⁷		1:58	11:34	8:13	1:00 ¹⁷	4:57	6:32		9:32
	4.6 SILICA	142.4	1:11		1:52	11:30	8:09	12:56	4:50	6:25		9:25
	3.9 ARLINGTON MX	138.5	s 1:06		s 1:45 ¹⁷	s 11:25	8:05	s 12:50	4:38 ¹⁰⁵	6:15		9:15
	4.5 GILMORE	134.0	12:58		1:29	11:15	8:01	12:41	4:12	6:00		9:00
	4.7 BLALOCK	129.3	12:53		1:24	11:11	7:57	12:37	4:05	5:53		8:53
N	6.1 QUINTON QN	123.2	12:46		1:17	11:05	7:52	12:31	3:55	5:43		8:43
	4.6 HOOK	118.6	12:41 ²⁵⁷		1:12	11:01	7:48	12:27 ²⁵⁷	3:45	5:35		8:35
	3.8 GOFF	115.0	12:37		1:08	10:58	7:45	12:24	3:40	5:30		8:30
	3.3 DAY	111.7	12:34		1:04 ²⁵⁷	10:54	7:42	12:20	3:35	5:25		8:25
	2.3 RUFUS	109.4	12:32		1:01	10:52	7:40	12:18	3:26 ¹⁹	5:20		8:20
	2.8 GRANT	106.6	12:29		12:58	10:49		12:15	3:15	5:15		8:15
DN	2.7 BIGGS BX	103.9	12:26		12:55	10:46	7:35	12:12	3:10	5:10 ¹⁰⁵		8:10
	3.4 MILLER	100.5	12:23		12:51	10:42	7:32	12:07	3:03	5:03		8:03
	3.7 CELLO	96.8	12:19		12:46	10:38	7:28	12:03	2:55	4:55		7:55
D	1.6 OREGON TRUNK JCT. VO	95.2	12:17		12:44	10:36	7:26	12:01AM	2:50	4:50		7:50
	3.3 DUNE	91.9	12:14		12:39	10:33	7:23	11:58PM	2:45	4:45		7:45
DN-R	6.1 THE DALLES DK-WH	85.8	12:05AM		12:30AM	10:25AM	7:15PM	11:50PM	2:30AM	4:30AM		7:30PM
	(126.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

.....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	38.5	47.3	60.5	52.9	25.5	23.0	23.9	25.2

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

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

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

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

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

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

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

WESTWARD

FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							Time-Table No. 10 February 25, 1951		
	151 Time Freight	257 Time Freight	458 Passenger	25 Mail and Express	11 Passenger	404 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	STATIONS		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN-R THE DALLES DK WH TRACK DOUBLE		
BKOPT WXZ	4:00PM	4:15AM		6:25PM	2:15PM		5:35AM	4:05AM	3:40AM	4.1		
P	4:15	4:30		6:30	2:21		5:40	4:12	3:47	CRATES 5.2		
136 P	4:25	4:40		6:36	2:26		5:46	4:18	3:53	ROWENA 6.3		
133 P	4:40	4:55		6:54 ¹⁰⁶	2:38		5:54	4:29	4:05	MOSIER 7.4		
WB 72 EB 107 KP VWX	4:52	5:07		7:15	2:50		6:05	4:45	4:20	DN	HOOD RIVER 4.1	
131 P	5:05 ²⁶⁴	5:15		7:20	2:56		6:10	4:53	4:28	MENO 5.7		
98 P	5:19	5:30		7:29	3:05		6:17	5:02	4:37	LINDSEY 2.8		
121 PW	5:25	5:40		7:33	3:10		6:21	5:07	4:42	WYETH WE 3.2		
102 P	5:32	5:48		7:38	3:15		6:26	5:12	4:47	FARLEY 4.0		
119 P	5:38	5:55		7:44	3:20		6:30	5:17	4:53	CASCADE LOCKS 4.3		
122 PW	5:45	6:02		7:50	3:25		6:35	5:22	5:00	DN	BONNEVILLE MU 4.8	
99 P	6:11 ¹⁰⁶	6:09		7:56	3:30		6:40	5:28	5:07	DODSON 2.8		
60 P	6:19	6:13		8:00	3:34		6:43	5:32	5:12	ONEONTA 4.5		
131 PZ	6:27	6:20		8:07	3:40 ²⁶⁴		6:48	5:37	5:19	D	BRIDAL VEIL JU 3.9	
131 P	6:34	6:27		8:13	3:44		6:52	5:42	5:24	ROOSTER ROCK 7.1		
157 JPW	A 6:48PM	A 6:45AM		8:25	3:55		7:00	5:53	5:36	DN	TROUTDALE SN 1.7	
51 P				8:30	3:59		7:03	5:56	5:40	FAIRVIEW FA 6.0		
53 P				8:37	4:05		7:10	6:04	5:47	CLARNIE 3.5		
28 PX				8:42	4:11		7:15	6:10	5:52	GRAHAM 2.5		
17 PX				8:47	4:16		7:19	6:15	5:56	BRUN 1.4		
JPVXY				9:09PM	8:50		1:39PM	7:22	6:18	EAST PORTLAND 0.5		
BKPV				A 9:15PM	A 9:00PM		A 1:45PM	A 7:30AM	A 6:30AM	A 6:15AM	DN-R	PORTLAND P-VC 0.5
	(2.48) 25.1	(2.30) 28.1	(0.06) 5.0	(2.35) 33.2	(2.15) 38.1	(0.06) 5.0	(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. 10 February 25, 1951		Mile Post	FIRST CLASS		SECOND CLASS	
	151 Time Freight	299 Time Freight	19 Passenger	62 Passenger	61 Passenger	20 Passenger		198 Time Freight	258 Time Freight		
	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily		
JP		7:17AM		12:20AM	DN HINKLE UK 4.0		184.1	A 1:39AM			A 12:50PM
95 P		7:28		12:29	D HERMISTON MN 5.8		189.5	f 1:30			12:25
BKOPTWXY	12:01PM	A 7:45AM	1:50 ²⁰ AM	A 12:45AM	DN-R UMATILLA CS 4.6		183.4	1:20AM	A 1:50 ¹⁹ AM	A 6:30AM	12:01PM
62 P	12:15		1:58		BAILEY 3.2		178.8		1:38	6:10	
63 P	12:25		f 2:05		IRRIGON 3.6		175.6	f 1:32	6:00		
63 P	12:35		2:11		JUDSON 6.8		172.0		1:28	5:50	
99 JPXY	A 1:00PM		A 2:23AM		DN MESSNER FC 6.8		165.2		1:20AM	5:35AM	
	(0.50) 18.3	(0.28) 21.0	(0.33) 33.1	(0.25) 23.5	..... Thru Time Average speed per hour			(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

Time-Table No. 10

February 25, 1961

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	FIRST CLASS						SECOND CLASS			
		457 Passenger	12 Passenger	403 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 } DOUBLE TRACK	85.8		Δ10:20AM		Δ 7:15PM	Δ11:45PM	Δ11:59PM	Δ12:20AM	Δ 6:10PM	Δ 1:45AM	Δ 2:00AM
4.1 CRATES	81.7		10:11		7:09	11:38	11:53	12:13	5:55	1:20	1:35
5.2 ROWENA	76.6		10:05		7:03	11:32	11:47	12:06AM	5:45	1:10	1:25
6.3 MOSIER	70.2		9:55		6:54 ²⁵	11:22	11:37	11:56PM	5:31	12:51	1:06
7.4 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
4.1 MENO	58.7		9:35		6:39	11:03	11:18	11:37	5:05 ¹⁵¹	12:25	12:40
5.7 LINDSEY	53.0		9:27		6:32	10:55	11:10	11:27	4:50	12:10AM	12:25
2.8 WYETH WE	50.2		9:23		6:29	10:51	11:06	11:22	4:40	11:59PM	12:15
3.2 FARLEY	47.0		9:18		6:25	10:46	11:01	11:17	4:25	11:45	12:01AM
4.0 CASCADE LOCKS	43.0		9:13		6:21	10:41	10:56	11:12	4:18	11:38	11:53PM
4.3 DN BONNEVILLE MU	38.7		f 9:05		6:16	10:36	10:51	11:06	4:10	11:30	11:45
4.8 DODSON	33.9		8:58		6:11 ¹⁵¹	10:30	10:45	10:59	4:00	11:21	11:36
2.8 ONEONTA	31.1		8:55		6:08	10:27	10:42	10:56	3:50	11:16	11:31
4.5 D BRIDAL VEIL JU	26.6		8:49		6:03	10:21	10:36	10:50	3:40 ¹¹	11:08	11:23
3.9 ROOSTER ROCK	22.7		8:45		5:59	10:17	10:32	10:46	3:23	11:00	11:15
7.1 DN TROUTDALE SN	16.6		f 8:36		5:52	10:09	10:24	s 10:38	3:10PM	10:45PM	11:00PM
1.7 FAIRVIEW FA	13.9		8:33		5:50	10:07	10:22	10:34			
6.0 CLARNIE	7.9		8:26		5:45	10:01	10:16	10:28			
3.5 GRAHAM	4.4		8:21		5:40	9:56	10:11	10:23			
2.5 BRUN	1.9		8:16		5:36	9:51	10:07	10:18			
1.4 EAST PORTLAND	0.6	Δ 8:04AM	8:13	Δ 8:34AM	5:33	9:48	10:04	10:14			
0.5 DN-R PORTLAND P-VC	0.0	8:00AM	8:10AM	8:30AM	5:30PM	9:45PM	10:00PM	10:10PM			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....Thru Time.....		(0.04)	(2.10)	(0.04)	(1.45)	(2.00)	(1.50)	(2.10)	(3.00)	(3.00)	(3.00)
.....Average speed per hour.....		7.5	30.0	7.5	49.0	42.0	43.3	30.0	23.4	23.4	23.4

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	WESTWARD				KENTON LINE		EASTWARD				
	SECOND CLASS		FIRST CLASS		Time-Table No. 10		FIRST CLASS		SECOND CLASS		
	151 Time Freight Daily	257 Time Freight Daily	458 Passenger Daily	404 Passenger Daily	February 25, 1961		Mile Post	457 Passenger	403 Passenger	264 Time Freight	198 Time Freight	262 Time Freight
157 IJPWX	6:48PM	6:45AM			DN TROUTDALE SN	22.0			Δ 3:10PM	Δ10:45PM	Δ1 1:00PM
51 P	6:58	6:55			5.0 HEMLOCK	17.0			2:55	10:20	10:40
100 P	7:08	7:05			D 4.0 MIR FR	12.4			2:45	10:05	10:30
73 BKPX	7:20	7:30			DN 4.3 KENTON KN	8.1			2:35	9:50	10:20
IJWX			8:55PM	1:25PM	DN 2.5 NORTH PORTLAND JCT. KD	6.8	Δ 8:16AM	Δ 8:46AM			
IJPXY			8:57	1:27	1.2 PENINSULA JCT.	5.6	8:13	8:43			
IJPX	7:40	7:50	9:00	1:30	DN 1.4 ST. JOHNS JCT.	4.2	8:10	8:40	2:15	9:30	10:00
BKOPT WXX	Δ 8:00PM	Δ 8:30AM	9:04	1:34	DN-R 2.6 ALBINA B X	1.6	8:07	8:37	2:00PM	9:15PM	9:45PM
IJPVXY			Δ 9:09PM	Δ 1:39PM	DN 1.1 EAST PORTLAND	0.5	8:04AM	8:34AM			
					(22.7)		Daily	Daily	Daily	Daily	Daily
	(1.12) 17.0	(1.45) 11.6	(0.14) 27.0	(0.14) 27.0	.....Thru Time.....		(0.12) 31.6	(0.12) 31.5	(1.10) 17.5	(1.30) 13.6	(1.15) 16.3
					.....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 and 26 and not less than fifteen minutes by second-class and 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. 10

February 26, 1951

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

87 CMSt. P & P Passenger	85 CMSt. P & P Streamliner Passenger	403 Passenger	457 Passenger	83 CMSt. P & P Streamliner Passenger	81 CMSt. P & P Passenger
Daily	Daily	Daily	Daily	Daily	Daily

STATIONS

LJPVX				8.30 AM	8.00 AM	BLOCK SIGNALS {	PORTLAND	
				8.46	8.16		6.3	
				A 8.51 AM	A 8.21 AM		DN NORTH PORTLAND JCT.	KD
							1.9	VANCOUVER

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

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

						BLOCK SIGNALS {	N. P. CROSSING	
							1.2	
							N. P. CROSSING	
							0.1	
LJ				12.35 PM	11.09 AM	DN	RESERVATION	RN
JP				A 12.37 PM	A 11.11 AM	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.

23 67 IPVX				1.23 PM	11.42 AM	BLOCK SIGNALS {	DN-R	BLACK RIVER	MI
							0.0		
							C. M. St. P. & P. & P. C. CROSSING		
							6.3		
BIJKOP TVWXYZ		9.39 PM	2.17 PM	1.32	11.50	DN-R	ARGO	G	
BKPXZ		A 10.00 PM	A 2.30 PM	A 1.45 PM	A 11.59 AM	DN-R	SEATTLE	OW	

(183.2)

(0.21)	(0.13)	(5.15)	(3.59)	(0.17)	(0.25)
8.9	14.3	34.9	46.0	10.7	7.4

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

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.

On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

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

EASTWARD

691	681		692	690
5.15 PM	6.00 AM	ALBINA	A 1.00 AM	A 5.45 AM
A 4.30 AM	A 6.00 PM	A ARGU	2.00 AM	6.00 PM

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 10

February 25, 1951

FIRST CLASS

BLOCK SIGNALS	STATIONS	Mile Post	80	404	82	84	458	86			
			CM St. P & P Passenger	Passenger	CM St. P & P Streamliner Passenger	CM St. P & P Streamliner Passenger	Passenger	CM St. P & P Passenger			
PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER		0.0		A 1.45 PM				A 9.15 PM			
		6.8		1.25				8.55			
		8.7		1.20 PM				8.51 PM			

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

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

BLOCK SIGNALS	N. P. CROSSING		145.2							
	1.2 N. P. CROSSING		146.4							
	0.1 N. P. CROSSING		146.5							
	0.3 DN RESERVATION RN		146.8		A 9.30 AM			A 5.37 PM		
	0.7 DN TACOMA JCT. JN		147.5		9.27 AM			5.35 PM		

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

BLOCK SIGNALS	DN-R BLACK RIVER RI	173.8		A 8.45 AM				A 5.00 PM		
	0.0 C. M. St. P. & P. & P. C. CROSSING	173.8								
	6.3 DN-R ARGO G	180.1	A 7.59 AM	8.37	A 10.53 AM	A 2.53 PM	4.52	A 10.40 PM		
	3.1 DN-R SEATTLE OW	183.2	7.50 AM	8.30 AM	10.45 AM	2.45 PM	4.45 PM	10.30 PM		
	(183.2)		Daily	Daily	Daily	Daily	Daily	Daily		

..... Thru Time.....	(0.09)	(5.15)	(0.08)	(0.08)	(4.30)	(0.10)
..... Average speed per hour.....	20.7	34.9	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. 10
February 25, 1951

Car Capacity of Sixties (c. See Rule 6 (A). Page 31	SECOND CLASS			FIRST CLASS					STATIONS
	391	151	363	63	99	19	61	97	
	Freight	Time Freight	Freight	Passenger	CMStP&P Passenger	Passenger	Passenger	CMStP&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKPVX					9:40 PM	9:00 PM		1:55 AM	DN-R SPOKANE AU DS
BKOPTWXZ		12:45 AM			9:49 ⁰⁸	9:04		2:01	WEST SPOKANE DS
48 P		12:55			9:55	9:09		2:08	3.6 COWLES
63 P		1:05			10:02	9:14		2:15	4.2 MARSHALL
50 PW		1:20			10:15 ⁰⁸	9:25 ⁰⁸		2:27	7.3 N CHENEY CY
51 P		1:28			10:22	9:32		2:36	5.2 GRIB
52 P		1:36			10:28	9:37		2:42	5.0 MASON
53 PW		1:46			10:37	9:45		2:51	7.4 N CROSKY CK
52 P		1:52			10:42	9:49		2:56	4.0 WELLS
52 P		2:02			10:50	9:56		3:03	0.0 PALM LAKE
44 P		2:10			10:56	10:02		3:09	5.2 ASHBY
52 P		2:17			11:01	10:07		3:14	4.2 EM DEN
75 JOPY WXY		3:00			11:10 PM	10:15		3:25 AM	0.7 DN-R MARENGO RA
52 P		3:10				10:21			4.8 THAVIS
03 P		3:17				10:26			4.1 MACK
51 P		3:24				10:31			4.2 ANKENY
38 JPWY		3:00 ^{20R} PM	3:40			10:42			7.0 N-R HOOPER JCT. HR
53 P		3:15	3:50			10:49			5.6 PARK
51 P		3:30	4:05			10:58			6.2 JOSO
73 P		3:45	4:33 ²⁰			11:07			5.8 CHEW
BJKOPWXY		4:00 ^{20R} PM	4:50 6:00			11:15	10:50 PM		3.0 DN-R AYER JD
96 P			6:15			11:24	10:59		0.2 RUXBY
96 P			6:30			11:31	11:06		7.7 SCOTT
46 P			6:40			11:38	11:13		6.1 WALKER PIT
90 P			6:46			11:42	11:17		2.8 SIMMONS
96 PW			7:05			11:53 PM	11:28		7.0 N PAGE MS
95 P			7:20			12:02 AM	11:37		7.5 ASH
94 P			7:30			12:08	11:43		6.0 HUMORIST
28 JPX			7:45	2:20 AM	11:30 PM	12:15	11:50 PM		0.8 ATTALIA
M									0.1 N. P. CROSSING
M									0.6 N. P. CROSSING
BJKOP WXY			9:00	2:30 AM	11:40 PM	12:20 12:45	12:01 AM 12:35		1.9 DN-R WALLULA JN
00 P			9:40 ^{20R}			12:57	12:47		7.8 JUNIPER
00 P			9:50			1:04	12:54		5.3 SAND
05 P			10:05			1:15 ⁰²	1:05 ⁰²		6.6 SAND
BJKOP TWXY			10:30 AM			1:30 AM	1:15 AM		7.6 RIVERVIEW
									0.6 DN-R UMATILLA CS
									0.7 UY

(1.00)	(9.45)	(0.10)	(0.10)	(1.30)	(4.30)	(2.25)	(1.30)
21.5	18.9	15.6	15.6	40.7	41.0	33.4	40.7

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. 10

February 26, 1961

STATIONS	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
DN-R SPOKANE DS AU 1.7	367.3		A 7:00AM	A 7:30AM		A 9:55PM			
WEST SPOKANE DS AU 3.6	366.6		6:54	7:22		9:49⁹⁹	A 6:30PM		
COWLES 4.2	362.0		6:48	7:14		9:39	6:05		
MARSHALL 7.3	357.8		6:41	7:06		9:34	5:55		
N CHENEY CY 5.2	350.5		S 6:32	S 6:50		9:25¹⁰	5:40		
GEIB 6.0	345.3		6:24	6:44		9:18	5:30		
MASON 7.4	340.3		6:18	6:38		9:13	5:20		
N CROSKY CK 4.0	332.9		6:10	6:29		9:05	5:05		
WELLS 6.6	328.9		6:05	6:24		9:01	4:57		
PALM LAKE 6.2	322.3		5:57	6:15		8:54	4:45		
ASHBY 4.2	317.1		5:51	6:09		8:49	4:35		
EMDEN 6.7	312.9		5:46	6:04		8:44	4:20		
DN-R MARENGO RA 4.8	806.2		S 5:37	5:55AM		8:32PM	4:00		
THAVIS 4.4	801.4		5:26				3:29		
MACK 4.2	297.0		5:20				3:22		
ANKENY 7.9	292.8		5:14				3:15		
N-R HOOPER JCT. HR 5.6	284.9		5:03			A 6:30AM	3:00¹⁰¹		
PARK 6.2	279.8		4:54			6:10	2:45		
JOSO 5.8	273.1		4:44			5:55	2:33		
CHEW 3.0	267.3		4:33¹⁵¹			5:40	2:15		
DN-R AYER JD 6.2	263.4	A 4:45AM	S 4:23			5:30AM	2:00		
RUXBY 7.7	267.2	4:32	4:12				12:50		
SCOTT 6.1	249.6	4:20	4:01				12:36		
WALKER PIT 2.8	243.4	4:12	3:54				12:26		
SIMMONS 7.6	240.6	4:07	3:50				12:20PM		
N PAGE MS 7.5	233.0	3:55	3:39				11:59AM		
ASH 6.0	225.5	3:44	3:29				11:40		
HUMORIST 6.8	219.5	3:36	3:22				11:27		
ATTALIA 0.1	212.7	3:25	3:12		A 3:55AM		11:15	A 6:45PM	
N. P. CROSSING 0.6	212.6								
N. P. CROSSING 1.9	212.0								
DN-R WALLULA JN 7.8	210.1	3:15²⁰ 2:00	3:05⁶² 2:45		3:45AM		11:00 ¹⁵¹	6:30PM	
JUNIPER 6.3	202.3	1:40	2:33				9:40		
SAND 6.6	197.0	1:30	2:25				9:30		
RIVERVIEW 7.6	190.4	1:15¹⁹ 1:05⁶¹	2:15				9:15		
DN-R UMATILLA CS UY (184.5)	182.8	12:50AM	2:05AM				9:00AM		

BLOCK SIGNALS

BLOCK SIGNALS

..... 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. 10			Mile Post	SECOND CLASS
	305 Mixed	February 25, 1951				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.45 PM	D-R	JOSEPH		83.8	A 1.15 AM
22 X	1.30	D	ENTERPRISE	RS	78.0	1.00
30	1.53		LOSTINE		67.8	10.07
27 WXY	2.10	D	WALLOWA	WO	60.0	9.50
40 W M.P. } 32.6	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		ALICEL		8.4	7.22
BJKOPTW XYZ	5.00 PM	DN-R	LA GRANDE	LA	0.0	7.00 AM
			(83.8)			Daily Except Sunday
(4.15)	Thru Time			(4.15)	Daily Except Sunday	
19.7	Average speed per hour			19.7	19.7	

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 10			Mile Post	SECOND CLASS
	327 Freight	February 25, 1951				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		SPEECE		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 BJOP EB 113 KTWX	1.15 PM	DN-R	ARLINGTON	MX	0.0	6.00 AM
			(44.5)			Sunday Tuesday Thursday Saturday
(3.00)	Thru Time			(3.00)	Daily Except Sunday	
14.8	Average speed per hour			14.8	14.8	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 10			Mile Post		
	February 25, 1951					
	STATIONS					
BJKOP TWX		DN-R	RIETH	RI	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. 10			Mile Post		
	February 25, 1951					
	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	
			THORNBERRY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
			(52.5)			

WESTWARD		HEPPNER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 10			Mile Post	SECOND CLASS
	329 Freight	February 25, 1951				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9.30 AM	D-R	HEPPNER	HR	45.2	A 8.45 AM
18 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
3	10.45		McNAB		25.2	7.10
13	11.05		MORGAN		19.8	6.55
3 W	11.30 AM		CECIL		14.5	6.35
19 JPX	12.15 PM	N-R	HEPPNER JCT.	WJ	0.0	6.00 AM
			(45.2)			Monday Wednesday Friday
(2.45)	Thru Time			(2.45)	Monday Wednesday Friday	
16.4	Average speed per hour			16.4	16.4	

WESTWARD		BEND BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 10			Mile Post	SECOND CLASS
	313 Mixed	February 25, 1951				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	OREGON TRUNK JUNCTION	V	0.0	7.30 AM
		(150.0)			Daily Except Sunday
(7.01)	Thru Time			(7.00)	Daily Except Sunday
21.4	Average speed per hour			21.4	21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

Eastward trains are superior to trains of same class in opposite direction.—See Rule 5-72.
For stations not shown on schedule pages, see page 22.

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 10 February 25, 1951	Mile Post	SECOND CLASS			
			307	309			306	308		
			Mixed	CMSt.P&P Freight			Mixed	CMSt.P&P Freight		
		Daily Except Sunday	Daily Except Monday							
BJKOP TVWXYZ			10.00 PM		DN-R	CENTRALIA 2.4	CN	O.O	A 6.15 AM	

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

JMPV		10.10 PM		BLAKESLEE JUNCTION	2.4	A 6.00 AM	
M				0.0 N. P. CROSSING	2.4		
M				0.0 C. M. St. P. & P. CROSSING	2.4		
43 JPVX	f	10.40	2.30 AM	0.8 HELISING JUNCTION	12.2	f 5.30	A 8.10 PM
48 PWX	s	10.45	2.35	1.5 N-R INDEPENDENCE ND	13.7	s 5.25	7.52
44 P	f	11.35 PM	3.25	17.1 SAGINAW	30.8	f 4.30	7.10
I				0.7 SCHAFER BROS. CROSSING	31.5		
53 PXY	f	12.25 AM	4.00 ³⁰⁶	10.8 SOUTH MONTESANO	42.4	f 4.00 ³⁰⁹	6.30
X				SOUTH MONTESANO	42.4		
PVX				D 1.5 MONTESANO MO	43.9		
53 PXY	f	12.25 AM	4.00 ³⁰⁶	SOUTH MONTESANO	42.4	f 4.00 ³⁰⁹	6.30
32 PV	f	12.40	4.20	4.4 PREACHER'S SLOUGH	46.7	f 3.30	5.50
83 JPYX	f	12.55	4.35	4.5 COSMOPOLIS	51.2	f 3.15	5.35
82 BKPVXZ	A	1.25 AM	5.06 AM	2.1 N. P. CROSSING	53.3	s 2.55 AM	5.20 PM
				0.6 ABERDEEN	53.9		
				3.6			

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

BKOPT WYZ		A 1.55 AM	A 5.35 AM	DN-R	HOQUIAM	HO	57.5	2.25 AM	5.00 PM
					(57.5)			Daily Except Monday	Daily Except Sunday
		(3.55)	(3.05)					(3.50)	(3.00)
		14.0	14.6					15.0	15.1

WESTWARD

TONO BRANCH

EASTWARD

WESTWARD

OLYMPIA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 10				Mile Post	SECOND CLASS	Time-Table No. 10				Mile Post	SECOND CLASS
	February 25, 1951						February 25, 1951					
	STATIONS						STATIONS					
39 PWX	R	TONO 5.8	8.0	JPVXY	6.00 AM	R	EAST OLYMPIA 7.3	0.0	A 5.50 AM			
27 JX		WABASH 2.2	2.2	BKPV WXYZ	A 6.30 AM	D-R	OLYMPIA 0.1	7.4	5.20 AM			
							(7.4)		Daily Except Sunday			
BKOPT VWXYZ				DN-R	CENTRALIA	CN	O.O					
					(8.0)							
							(0.30)		(0.30)			
							14.5		14.8			

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

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 306.—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. 10 February 25, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
		363 Freight		63 Passenger			64 Passenger		364 Freight		
		Daily		Daily			STATIONS				
BKOPTVWXYZ		9.30PM		8.00PM	DN-R	YAKIMA NY	98.0	Λ 7.40AM		Λ 1.15AM	
39 X		9.40		8.06		3.4 UNION GAP	94.6	7.30		12.55	
MP						3.3 N. P. CROSSING	91.3				
30 P		9.50		8.12		0.5 PARKER	90.8	f 7.23		12.45	
M					Mid Stn	1.4 N. P. CROSSING	89.4				
32 P		10.00		f 8.19		2.6 DONALD	86.8	f 7.13		12.30	
18 PV		10.05		f 8.24		2.3 SAWYER	84.6	f 7.07		12.20	
40 PV		10.15		s 8.29		2.0 BUENA BA	81.6	s 7.00		12.10AM	
74 PVX		10.25		s 8.36	D-R	3.1 ZILLAH AH	78.6	s 6.53		11.55PM	
63 P		10.48		f 8.44		5.1 GRANGER	73.4	f 6.41		11.25	
62		11.05 ³⁰⁴		f 8.53		6.2 EMERALD	67.2	f 6.28		11.05 ³⁰³	
35 JPXY		11.15		9.25	R	3.6 MIDVALE	63.6	6.20		10.30	
51 PVWX		11.35		s 9.37 ³⁰⁴	N	5.9 GRANDVIEW GW	57.7	s 5.46		9.37 ⁶³	
44 P		11.55PM		f 9.49		6.3 NORTH PROSSER	50.8	f 5.32		9.00	
53		12.20AM		f 10.01		7.8 CHAFFEE	43.0	f 5.18		8.40	
42 PWX		12.40		s 10.12	D	6.5 BENTON CITY BC	36.5	s 5.06		8.15	
53		12.55		10.22		5.2 ACTON	31.3	4.55		8.05	
61 PIX		1.25		10.40	R	12.3 RICHLAND JCT.	19.0	4.37		7.35	
55 PVWX		1.45		s 11.00	N	5.8 KENNEWICK KN	13.2	s 4.25		7.18	
12 P		1.55		f 11.10		4.5 HEDGES	8.7	f 4.10		7.08	
M						1.4 N. P. CROSSING	7.3				
53		2.05		f 11.15		0.6 VILLARD	6.7	f 4.05		7.00	
16 JPX	Λ	2.20AM		Λ 11.30PM		6.7 ATTALIA	6.0	3.55AM		6.45PM	
						(98.0)		Daily		Daily	
		(4.50) 20.3		(3.30) 28.0		..... Thru Time		(3.45) 26.1		(6.30) 15.1
						..... Average speed per hour				

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 10 February 25, 1951	Mile Post	FIRST CLASS				
		63 Passenger	83 Passenger				64 Passenger	84 Passenger			
		Daily	Daily	STATIONS							
35 JPXY		9.00PM	5.55AM	R	MIDVALE	0.0	Λ 6.20AM	Λ 9.25PM			
PVX		Λ 9.10PM	Λ 6.05AM	D-R	2.8 SUNNYSIDE SI	2.8	6.10AM	9.15PM			
					(2.8)		Daily	Daily			
		(0.10) 16.8	(0.10) 16.8		..... Thru Time		(0.10) 16.8	(0.10) 16.8		
					..... Average speed per hour					

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

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

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

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

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

WESTWARD

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Freight, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS		Time-Table No. 10 February 25, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	379	355	391	61	73	STATIONS	62			74	392	378	356	
	Freight	Freight	Freight	Passenger	Passenger									Passenger
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily									
BJKOPT WXYZ			7.45AM			DN-R	TEKOA K	116.1			A 3.00PM			
14 JPX			A 8.00AM			R	SELTICE	110.4			2.30			
32 W						D	5.9 FARMINGTON FM	104.5			2.10			
M							8.0 N. P. CROSSING	103.4						
							8.0 N. P. CROSSING	95.4						
38 VWX						D	0.3 GARFIELD GR	95.1			1.05			
							8.4 ELBERTON	89.7			12.40PM			
32 BJKMOWXY	11.10PM				7.50PM		12.3 DR COLFAX CA	77.4	A 7.37AM		11.50AM	A 1.30PM		
M							0.1 G. N. CROSSING	77.3			11.10	1.20		
14 East Spur X 16 West Spur X	11.30				7.57		2.4 CREST	74.9	7.27		11.00	1.10		
34	11.50PM			f 8.02			2.4 MOCKONEMA	72.5	f 7.22		10.50	1.02		
29	12.10AM			f 8.09			4.0 DIAMOND	68.5	f 7.16		10.30	12.50		
27	12.50			s 8.29		D	10.6 ENDICOTT DI	57.9	s 7.00		9.45	12.20		
63 JWXY	1.20		12.01PM ³⁷⁸	s 8.39		D-R	5.8 WINONA WA	52.1	s 6.52		9.10	12.01PM ³⁹¹		
26 BJKOWXY	A 2.20AM		A 12.45PM	s 8.56		D-R	10.6 LA CROSSE JA	41.5	s 6.37		8.10AM	11.30AM		
42				f 9.09			5.7 JERITA	35.8	f 6.23					
44				f 9.20			5.6 HAY	30.2	f 6.15					
60 JPVWXY				s 9.50	9.40PM	DN-R	12.7 RIPARIA XS	17.5	s 5.52	A 6.10AM				
M							0.1 N. P. CROSSING	17.4						
10 JPXY		8.25PM		s 10.01	s 9.49	R	4.3 TUCANNON	12.6	s 5.42	s 5.58			A 12.05AM	
41 X		8.30		f 10.03	9.51		0.8 PATAHA	11.8	5.37				12.03AM	
54 X		8.50		f 10.21	f 10.08		8.9 RIPTON	2.9	f 5.21	f 5.37			11.40PM	
BJKOPWXY	A 9.00PM		A 10.30PM	A 10.16PM		DN-R	2.9 AYER JD	0.0	5.15AM	5.30AM			11.30PM	
							(116.1)		Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday	
	(3.10) 11.3	(0.35) 21.8	(5.00) 14.9	(2.40) 29.0	(0.35) 30.0		..... Thru Time		(2.22)	(0.40)	(6.50)	(2.00)	(0.35)
							..... Average speed per hour		32.7	20.3	10.9	12.6	21.6

WESTWARD

TUCANNON BRANCH

EASTWARD

Car Capacity of Freight, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 10 February 25, 1951	Mile Post	SECOND CLASS	
		356			355	
		Freight			Freight	
		Monday Wednesday Friday	STATIONS			
JPXY		12.05AM	R	TUCANNON	0.0	A 8.25PM
JWXY		A 12.15AM	D	3.8 STARBUCK SA	3.8	8.15PM
19				5.5 RELIEF	9.3	
				(9.3)		Monday Wednesday Friday
	(0.10) 22.8			..... Thru Time	(0.10)	22.8
				..... Average speed per hour		

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

WESTWARD

SPOKANE-TEKOA BRANCH

Time-Table No. 10

February 25, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				STATIONS
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	69 Spokane Internat'l Passenger	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	
BKPVX	9.30PM	3.30PM	7.00AM	11.59PM	10.15PM	8.15AM	8.00AM	DN-R SPOKANE 1.9
IPX	9.40	3.45 ³⁸⁴	7.05	12.04AM	10.20	8.20	8.05	N. P. CROSSING 0.9
83 X	9.51 ³⁸²	3.58	7.10		10.23	8.23	8.08	EAST SPOKANE 3.7
59 JKVX	10.10	4.15	7.20AM ^A		10.30 ^s	8.30	8.15	DN DISHMAN 3.2
35	10.20	4.25			10.34 ^f	8.34	8.19	CHESTER 6.0
49	10.46 ⁹⁵	4.50			10.46 ^s	8.45	8.31	D MICA 2.8
38	11.17 ³⁸⁸	5.15			10.50 ^f	8.50	8.35	FREEMAN 3.3
JVX	11.25PM ^A	5.25			10.55PM ^s	8.56	8.40AM ^A	DN-R MANITO 5.2
23		5.53 ⁶⁸				9.03		D ROCKPORT 3.3
40		6.05				9.10		DARKNEIL 3.4
31 WX		6.25				9.16		D FAIRFIELD 8.4
25		6.55				9.31		LATAH 7.2
BJKOPTWXYZ		7.30PM ^A				9.52AM ^A		DN-R TEKOA 7.2
								(49.3)
	(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

BLOCK SIGNALS

DOUBLE TRACK

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. 10		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 10		Mile Post	SECOND CLASS
	391 Freight	February 25, 1951				355 Freight	February 25, 1951			356 Freight
	Daily Except Monday	STATIONS				Monday Wednesday Friday	STATIONS			
14 JPX	8.00AM	SELTICE	48.0	35 TWX	6.00PM	D-R POMEROY	PY	28.9	A 2.15AM	
		8.2 G. N. CROSSING	39.8	25	6.20	4.5 ZUMWALT		24.4	2.00	
		0.03 N. P. CROSSING	39.7	7	6.50	8.1 DODGE		16.3	1.30	
34 VWX	9.00	D OAKESDALE ON	39.1	18 W	6.57	1.8 CHARD		14.5	1.20	
M		0.55 G. N. CROSSING	30.7	8	7.10	3.2 JACKSON		11.3	1.05	
28 WX	10.30	D ST. JOHN SJ	18.3	18	7.25	3.4 DELANEY		7.9	12.50	
53	11.25	12.4 GRAVEL PIT	4.4	JWXY	A 8.15PM	7.9 D STARBUCK	SA	0.0	12.20AM	
63 JWXY	11.45AM ^A	D-R WINONA WA	0.0							
		(48.0)				(28.9)			Monday Wednesday Friday	
	(3.45) 12.8	..... Thru Time			(2.15) 12.8	..... Thru Time			(1.55) 15.1
		..... Average speed per hour .....				..... Average speed per hour			

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

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

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

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

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

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 10 February 25, 1951		Mile Post	FIRST CLASS				SECOND CLASS					
				94 CMStP&P Streamliner Passenger	70 Spokane Internat'l Passenger	68 Passenger	92 CMStP&P Passenger	384 CMStP&P Freight	382 CMStP&P Freight	388 Freight			
	STATIONS												
BKPVX	DN-R	SPOKANE 1.9	DS AU	DOUBLE TRACK	165.4	A 1.45AM	A 1.00PM	A 6.50PM	A 9.15PM		A 4.00PM	A 10.05PM	A 12.30AM
IPX		N. P. CROSSING 0.0			163.5	1.36	12.53PM	6.41	9.08		3.45 ³⁸⁷	9.55	12.20
83 X		EAST SPOKANE 3.7			162.6	1.34		6.39	9.06		3.42	9.51 ³⁸¹	12.15
59 JKVX	DN	DISHMAN 3.2		SP	158.9	1.27	s	6.33	8.59		3.30PM	9.44	12.05AM
35		CHESTER 6.0			155.7	1.22	f	6.28	8.54			9.34	11.52PM
49	D	MICA 2.8		MA	149.7	1.11	f	6.16	8.43			9.16	11.27
38		FREEMAN 3.3			146.9	1.06	f	6.10	8.38			9.10	11.17 ³⁸¹
JVX	DN-R	MANITO 5.2		MU	143.6	1.01AM	f	6.04	8.33PM			9.01PM	10.55 ⁰⁵
23	D	ROCKFORD 3.3		RD	138.4		s	5.53 ³⁸⁷					10.44
40		DARKNELL 3.4			135.1			5.46					10.35
31 WX	D	FAIRFIELD 8.4		G	131.7		s	5.40					10.20
25		LATAH 7.2			123.3		s	5.24					9.55
BJKOPTWXYZ	DN-R	TEKOA (49.3)		K	116.1			5.11 PM					9.30PM
						Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily Except Sunday
.....Thru Time.....						(0.44)	(0.07)	(1.39)	(0.42)		(0.30)	(1.04)	(3.00)
.....Average speed per hour.....						20.7	16.3	29.9	31.1		13.0	20.4	16.4

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 10 February 25, 1951	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 10 February 25, 1951	Mile Post	SECOND CLASS
	379	61			62	378		391			392
	Freight	Passenger			Passenger	Freight		Freight			Freight
	Daily Except Sunday	Daily	STATIONS		Daily	Daily Except Monday		Sunday Wednesday Thursday Saturday	STATIONS		Daily
BKTVWX	9.00PM	6.45PM	D-R MOSCOW MO	28.1	A 8.50AM	A 4.15PM	BJKOWXY	1.45PM	D-R LA CROSSE JA	0.0	A 7.30AM
			N. P. CROSSING	19.3			11 X	2.50	HOOPER	14.7	6.35
23 X	9.30	s 7.05	D PULLMAN XN	18.7	s 8.33	3.45	32 JIPWXY	A 2.55PM	N-R HOOPER JCT. IIR	15.7	6.30AM
18	9.50	s 7.18	ALBION	12.7	s 8.13	3.20	34		D WASHUCNA FN	23.5	
19	10.00	f 7.25	SHAWNEE	9.7	f 8.05	3.08	21 V		D KAHLOTUS HO	37.4	
RJKMOWXY	A 10.50PM	A 7.45PM	DN-R COLFAX CA	0.0	7.42AM	2.30PM	18 WXY		R CONNELL N	52.9	
				(28.1)	Daily	Daily Except Monday			(52.9)		Daily
.....Thru Time.....					(1.08)	(1.45)	.....Thru Time.....			(1.10)	(1.00)
.....Average speed per hour.....					24.8	16.1	.....Average speed per hour.....			13.4	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 25 Seating, etc. See Rule 6 (A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 10			Mile Post	FIRST CLASS	SECOND CLASS	
	345 Freight	71 Passenger	February 25, 1951				72 Passenger	346 Freight	
	Daily	Daily	STATIONS						
BJKOPVWXY	12.01 PM	4.00 AM	DN-R	WALLULA	JN	0.0	A 1.20 PM	A 7.00 AM	
11	12.17	f 4.15		7.5 REESE		7.5	f 1.05	6.25	
20 PWX	12.35	s 4.30	D	7.5 TOUCHET	CH	16.0	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	Z 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) 28.5	(1.30) 20.6
				..... Average speed per hour				

WESTWARD			PENDLETON BRANCH				EASTWARD		
Car Capacity of 25 Seating, etc. See Rule 6 (A), Page 31.	SECOND CLASS		Time-Table No. 10			Mile Post	SECOND CLASS		
		365 Freight	February 25, 1951				366 Freight		
		Daily Except Sunday	STATIONS						
27 X				ALTO		83.0			
23				7.5 MENOKE		75.5			
20 JWX		11.45 AM		4.2 BOLLES		71.3	A 8.40 AM		
20 X		11.58 AM	D	4.6 PRESCOTT	SY	66.7	8.28		
21		12.35 PM		13.1 VALLEY GROVE		63.6	7.52		
M				6.4 N. P. CROSSING		47.2			
				0.6 W. W. V. RY. CROSSING		46.6			
BJKOPTVWXYZ		A 12.55 PM	DN-R	0.5 WALLA WALLA	Z BU	46.1	7.30 AM		
M				1.9 W. W. V. RY. CROSSING		44.2			
24				4.3 SPOFFORD		39.9			
M				3.6 W. W. V. RY. CROSSING		36.3			
39 VWX			D	0.1 MILTON-FREEWATER	CO	36.2			
50				9.5 BLUE MOUNTAIN		26.7			
20				3.3 DOWNING		23.4			
20 WX			D	6.2 ATHENA	CN	17.2			
41				4.6 ADAMS		12.6			
15				2.0 BLAKELEY		10.0			
BJKVWXYZ			DN-R	10.0 PENDLETON	FD	0.0			
				(81.0)			Daily Except Sunday		
	(1.10) 21.6			..... Thru Time			(1.10) 21.6	
				..... 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.
 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. 10 February 25, 1951			FIRST CLASS		SECOND CLASS		
	387 Freight		67 Passenger		Mile Post	68 Passenger		388 Freight				
	Daily Except Saturday	Daily	STATIONS									
	BJKOPTWXYZ	7.30PM	10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM			
25		7.60	10.14		6.9 LOVELL 8.4		6.9	f 4.50	8.50			
17	VX	8.15 ³⁸⁸	10.33	D	7.5 PLUMMER	MR	15.3	s 4.32	8.15 ³⁸⁷			
22	TWX	8.50	10.50		7.7 CHATCOLET		22.8	f 4.14	7.45			
40	X	9.20	11.09		3.5 HARRISON		30.5	s 3.54	7.20			
43		9.35	11.16	D	11.3 SPRINGSTON	RC	34.0	s 3.45	7.10			
20		10.25	11.34		3.8 LANE		45.3	s 3.24	6.42			
33		10.40	11.40		8.5 ROSE LAKE		49.1	s 3.16	6.32			
30		11.10	11.55AM		6.4 CATALDO		57.7	f 2.59	6.10			
18		11.18PM	12.07PM		3.1 PINE CREEK		64.1	f 2.49	5.52			
	JWX				2.0 BRADLEY		67.2	f				
25	RICOX	A 12.20AM	12.30	D-R	6.6 KELLOGG-WARDNER	DN	69.2	s 2.40	5.40PM			
31			12.43		4.4 OSBURN		75.8	f 2.22				
	BKTVWXZ		A 1.00PM	D-R	0.2 WALLACE	WC	80.2	2.15PM				
					0.2 N. P. CROSSING		80.4					
					0.2 N. P. CROSSING		80.6					
	JX				0.1 WALLACE JCT.		80.7					
5	VWX			D	6.2 BURKE	B	86.9			Daily Except Sunday		
		(4.50) 20.5	(2.58) 27.0	 Thru Time			(2.50) 28.3		(3.50) 18.1		
				 Average speed per hour							

WESTWARD

DAYTON BRANCH

EASTWARD

SIERRA NEVADA BRANCH

WESTWARD

BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 10 February 25, 1951		Mile Post	SECOND CLASS		Time-Table No. 10 February 25, 1951			Mile Post		
	367 Freight		365 Freight			366 Freight		368 Freight		STATIONS			
	Tuesday and Friday	Daily Except Sunday	STATIONS										
29	T	11.30AM		TURNER	24.8		A 11.20AM	BRADLEY			0.0		
25		11.40AM		2.1 WHETSTONE	22.7		11.10	3.2 END OF TRACK			3.2		
26	VWXY	A 12.20PM	11.01AM	D DAYTON DA	13.1	A 9.15AM	10.30AM	(3.2)					
				0.0 N. P. CROSSING	13.0								
				0.1 N. P. CROSSING	13.0								
	JX	A 1.03AM		0.1 DAYTON JCT.	12.9	9.13AM							

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-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	1.7 WAITSBURG	3.5	8.49	BG			
28	JWX	A 11.45AM		3.5 BOLLES	0.0	8.40AM				
				(24.8)				Daily Except Sunday	Tuesday and Friday	
		(0.50) 14.0	(0.44) 17.9	..... Thru Time	(0.35) 22.6	(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
Second Subdivision				Tekoa-Ayer Branch			
Pendair.....	213.5	80	Both	Canyon.....(7).....	22.1	42	Both
Mission.....	221.2	{ 18 P	Both	Schreck.....	31.9	14	Both
Cayuse.....(1).....	227.1	25	Both	Sutton.....	48.0	46	Both
Thorn Hollow.....	232.1	48 P	Both	Thera.....(7).....	64.8	15	Both
North Fork.....	251.4	14 P	Both	Glenwood.....	83.5	13	Both
		16 P	West	Walters.....	98.6	10	Both
Third Subdivision				Tucannon Branch			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	Spokane-Tekoa Branch			
Boardman.....(1)(2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coey.....	141.7	17	Both
				Hill.....	161.2	51 X	Both
Fourth Subdivision				Pleasant Valley Branch			
Quarry Spur.....	6.5	13	West	Willada.....	11.5	27	Both
Eri.....	14.2	4	Both	Juno.....	20.8	10	Both
Corbett.....(1).....	20.3	.....	None	Huntley.....	22.6	2	Both
Latourell.....(1).....	23.9	.....	None	Thornton.....	31.2	44	Both
Multnomah Falls.....	29.6	.....	None	Warner.....	45.3	11	Both
Warrendale.....	35.9	.....	None	Pomeroy Branch			
C. L. Lumber Co.....	45.1	7	East	Houser.....	19.1	1	Both
Viento.....	55.2	.....	None	Moscow Branch			
Chatfield.....	71.8	20	West	Risbeck.....(7).....	4.5	6	Both
Kenton Line				Armstrong Branch			
Champ.....	9.5	7	Both	Whitlow.....	20.5	1	Both
Ward.....	14.2	6	Both	Holland.....	21.4	8	Both
		{ 37	Both	Connell Branch			
Reynolds.....	20.0	40 P	West	Pampa.....	4.6	15	Both
		126	West	Gordon.....	8.2	7	Both
Sixth Subdivision				McAdam Branch			
Sheffler.....	242.1	4	Both	Wacota.....	29.3	3	Both
Matthews.....	253.3	5	Both	Estes.....	34.1	4	Both
Magallon.....	258.6	2	Both	Sulphur.....	42.3	7	Both
Teske.....	310.6	2	Both	Curry.....	46.1	9	Both
Joseph Branch				Pendleton Branch			
Island City.....(3).....	2.6	12	Both	Havana.....	6.9	11	Both
Conley.....(3).....	5.9	6	Both	Weston.....	20.9	66	East
Rondowa.....	37.2	7	Both	Bade.....	30.2	13	Both
Vincent.....(3).....	40.6	2	East	Barrett.....	33.1	10	Both
Minam.....(4).....	47.1	12 W {M. P.} {49.0}	Both	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
Pilot Rock Branch				Langdon Branch			
McBee.....	2.8	2	East	Russell.....	43.6	12	Both
Lens.....	11.2	4	East	Hadley.....	51.8	11	Both
Grass Valley Branch				Hadley Branch			
Sandon.....	15.6	8	Both	Berryman.....	56.5	19	Both
Hay Canyon.....	19.2	{ 12	East	Ennis.....	59.8	9	Both
De Moss.....	23.9	15	West	Robinson.....	60.9	10	Both
Erskine.....	31.3	12	Both	McCall.....	67.6	2	Both
Bourbon.....	45.8	9	Both	McKay.....	69.4	2	Both
		8	Both	Wallace Branch			
Grays Harbor Branch				Tilma Branch			
Raisch.....	2.6	7	Both	Watt.....	2.1	1 X	Both
Galvin.....(5).....	5.0	23 P	Both	O'Gara.....(8).....	12.1	18	Both
Balch.....(5).....	18.3	18 P	Both	Black Lake.....(8).....	26.3	.....	None
Cedarville.....(5).....	22.2	52 P	Both	Dudley.....(8).....	38.0	.....	None
Lankner.....(5).....	26.3	51 P	Both	Enaville.....(9).....	52.0	12	Both
South Ilma.....(5).....	32.5	5 PW	West	Smelerville.....(8).....	62.5	6 Y	Both
Melbourne.....(5).....	43.8	27 P	Both	Shont.....(8).....	66.3	.....	None
Law.....	44.7	11	East	Poloris.....	72.8	3	Both
Yakima Branch				Gem Branch			
Grossep.....	28.2	8	Both	Frisko.....	74.6	42	East
Biggam.....(6).....	48.3	10	Both	Dorn.....	84.1	5 X	Both
Flint.....	83.6	18	Both	Dayton Branch			
				Loyd.....	4.1	3	East
				Ronan.....	19.3	28	West

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

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

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

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

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

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

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

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

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

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

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

GENERAL

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

FIRST SUBDIVISION

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

FIRST SUBDIVISION (Continued)

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

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Blalock Between M.P. 130.0 and 129.2.	70	60	45	Hinkle Between M.P. 193.5 and 193.4.	15	15	15
Westland				Between M.P. 124.8 and 124.0.	70	60	45	Between M.P. 192.6 and 192.2.	60	50	40
Messner				Between M.P. 123.8 and 123.7.	55	45	35	Between M.P. 191.2 and 189.8.	35	30	20
Castle Between M.P. 154.5 and 151.7.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Hermiston Standard and Union Oil spurs.			6
Between M.P. 150.9 and 150.6.	70	60	45	Hook Between M.P. 118.7 and 118.6.	70	60	45	On house track west of McNaught warehouse.			6
Between M.P. 150.2 and 150.0.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45	Over road crossing east end of depot.	15	15	15
Between M.P. 149.6 and 149.4.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45	Between M.P. 188.1 and 187.9.	60	50	40
Heppler Jct. Between M.P. 148.5 and 147.9.	55	45	35	Between M.P. 114.3 and 112.5.	60	50	40	Between M.P. 187.6 and 187.5.	55	45	35
Between M.P. 146.5 and 146.3.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45	Between M.P. 186.9 and 186.8.	60	60	40
Willows Between M.P. 144.0 and 143.8.	60	50	40	Rufus Between M.P. 100.1 and 99.0.	55	45	35	Between M.P. 185.3 and 185.2.	60	60	40
Silica. Between M.P. 141.6 and 140.5.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45	Between M.P. 184.1 and 182.3.	45	35	25
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Celilo Between M.P. 96.8 and 95.8.	55	45	35	Umatilla On wye.	10	10	10
Between M.P. 136.3 and 136.1.	70	60	45	Oregon Trunk Jct. Between M.P. 91.4 and 91.2.	70	60	45	On Track No. 7.	25	25	15
Between M.P. 134.8 and 134.7.	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
Gilmore Between M.P. 132.8 and 132.7.	70	60	45	The Dalles Over street crossings.	12	12	12	Irrigon Between M.P. 175.5 and 175.4.	60	60	40
Between M.P. 131.0 and 130.9.	70	60	45	Umatilla Line Maximum speed.	60	60	40	Between M.P. 172.9 and 172.8.	60	60	40
Between M.P. 130.5 and 130.4.	60	50	40					Judson Between M.P. 171.0 and 170.9.	60	60	40

FOURTH SUBDIVISION

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

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Oneonta Between M.P. 31.4 and 30.7.	60	50	40	Fairview Between M.P. 12.0 and 10.9.	50	50	40	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 29.4 and 27.5.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25	Between Albina and Portland, backing up.	8		
Bridal Veil Between M.P. 25.9 and 25.5.	70	60	45	Between M.P. 2.7 and 1.0.	35	30	20	Between Albina and East Port- land, curve at Globe Mill.	8	8	8
Between M.P. 25.2 and 24.8.	80	50	40	Graham				East Portland, over frogs and railroad crossings and through interlocking, east end of Wil- lamette River Bridge.	8	8	8
Between M.P. 24.0 and 23.8.	55	45	35	Kenton Line Between Troutdale and Kenton.	45	45	35	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Rooster Rock Between M.P. 22.4 and 21.3.	60	50	40	Over Columbia Boulevard, near Peninsula 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	Troutdale 2-10-2 class engines using lead and other tracks in Alcoa plant.							
Between M.P. 18.5 and 18.2.	60	50	40				6				
Between M.P. 17.9 and 14.8.	70	60	45								
Between M.P. 13.5 and 13.2.	55	45	35								

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

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

SIXTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Cheney Over street crossings.	15	15	15	Between M.P. 364.7 and 364.9.	55	45	35	Over Bridge 367.13.	10	10	10
Between M.P. 352.8 and 353.5.	55	45	35	Between M.P. 365.1 and 366.2.	25	25	15	Spokane , through Union Station limits.	15	15	15
Between M.P. 354.0 and 363.8 on curves.	60	50	35	West Spokane , on 16-degree curve west end of yard.	8	8	8	Spokane Union Station over ship 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			Latah			
Maximum speed.	30	30	Maximum speed.	30	30	Between M.P. 117.8 and 117.9.	45	30	
3-degree curves.	20	20	3-degree curves.	20	20	Between M.P. 118.1 and 118.3.	35	25	
4-and 5-degree curves.	15	15	4-and 5-degree curves.	15	15	Between M.P. 118.5 and 119.7.	25	20	
On curves of 6 degrees and over.	10	10	On curves of 6 degrees and over.	10	10	Between M.P. 120.2 and 120.4.	35	25	
Between La Grande and M.P. 13.0.	25	25	Trains handling rock.		25	Between M.P. 120.7 and 121.4.	35	25	
Between M.P. 25.0 and 55.0.	25	25	Preacher's Slough to M.P. 47.0.	10	10	Between M.P. 121.6 and 121.9.	25	20	
Between M.P. 72.0 and Joseph.	25	25	Aberdeen, within city limits.	20	20	Between M.P. 122.1 and 122.5.	35	25	
Pilot Rock Branch	15	15	Aberdeen, over Boone St. Crossing.	5	5	Latah			
Heppner Branch			Aberdeen, over other street crossings.	10	10	Between M.P. 123.4 and 124.5.	20	20	
Maximum speed.	25	25	Cosmopolis, within city limits.	20	15	Between M.P. 125.1 and 125.7.	35	25	
3-degree curves.	20	20	Cosmopolis, with logs within city limits.		8	Between M.P. 127.5 and 128.4.	35	25	
4 and 5-degree curves.	15	15	Tono Branch			Between M.P. 129.6 and 130.6.	35	25	
On curves of 6 degrees and over.	10	10	Maximum speed.	15	15	Fairfield			
Condon Branch			4- and 5-degree curves.	15	15	Over street crossings.		25	
Maximum speed.	25	25	On curves of 6 degrees and over.	10	10	Between M.P. 132.6 and 132.8.	45	30	
3-degree curves.	20	20	Olympia Branch			Between M.P. 133.3 and 134.6.	25	20	
4 and 5-degree curves.	15	15	Maximum speed.	20	20	Between M.P. 135.3 and 136.3.	35	25	
On curves of 6 degrees and over.	10	10	4- and 5-degree curves.	15	15	Darknell			
On descending grades between Speece and Mikkulo.	15	15	On curves of 6 degrees and over.	10	10	Between M.P. 136.6 and 139.2.	20	20	
On descending grades between Barnett and Rock Creek.	15	15	Spokane-Tekoa Branch			Rockford			
Grass Valley Branch			East Spokane through Interlocking.	15	15	Between M.P. 139.4 and 139.7.	45	30	
Maximum speed.	25	25	Between Spokane and Manito.	70	60	35	Between M.P. 139.8 and 140.4.	45	30
3-degree curves.	20	20	Between Manito and Tekoa.	50	30	Between M.P. 141.0 and 141.2.	35	25	
4- and 5-degree curves.	15	15	On 3-degree curves.	50	30	Between M.P. 142.6 and 143.2.	25	20	
On curves of 6 degrees and over.	10	10	On 4-degree curves.	45	30	Manito			
Between Kent and M.P. 39.0.	15	15	On 5- and 6-degree curves.	35	25	Between M.P. 144.4 and 144.6.	60	50	
Between M.P. 33.0 and Thornberry, on descending grades.	20	20	On 7- and 8-degree curves.	25	20	Between M.P. 145.5 and 146.0.	55	45	
Between Thornberry and Biggs, on descending grades.	10	10	On curves of 7 degrees and over with 2-10-2 type engines.	20	20	Between M.P. 146.2 and 146.4.	60	50	
			On 9- and 10-degree curves.	20	20	Between M.P. 146.9 and 147.2.	60	50	
			Tekoa			Freeman			
			Between M.P. 117.2 and 117.5.	20	20	Between M.P. 147.3 and 148.8.	45	35	
						Between M.P. 149.1 and 149.2.	60	50	

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	P'sgr.	Frt.		P'sgr.	Frt.		P'sgr.	Frt.
Mica				Between M.P. 27.1 and 27.2.	25	20	Farmington		
Between M. P. 150.5 and 151.9.	35	30	20	Between M.P. 27.4 and 27.8.	20	20	Between M. P. 105.5 and 105.8.	25	20
Between M.P. 152.1 and 152.4.	35	30	20	Between M.P. 28.2 and 28.7.	20	20	Between M. P. 112.2 and 113.1.	30	25
Between M.P. 152.6 and 153.0.	45	35	25	Between M.P. 29.7 and 29.9.	45	30	Between M.P. 115.6 and 116.0.	25	20
Between M.P. 153.2 and 153.9.	35	30	20	Hay			Pleasant Valley Branch		
Between M. P. 154.5 and 154.3, westward.	60	50	35	Between M. P. 30.4 and 31.1.	35	25	Maximum speed.	25	25
Between M. P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 32.0 and 33.8.	25	20	G. N. Crossing, M. P. 30.7.	20	20
Between M. P. 154.7 and 155.5.	40	35	25	Between M.P. 34.2 and 35.2.	20	20	Tucannon Branch		
Between Chester and Mica, on descending grade.			25	Jerita			Maximum speed.	25	25
Spokane, through tunnel.	15	15	15	Between M. P. 36.2 and 36.9.	25	20	On curves, 7 degrees and over.	20	20
Spokane, over slip switches at N. P. Crossing.	15	15	10	Between M.P. 37.8 and 39.3.	25	20	Between Starbuck and Relief.	12	12
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.		12	12	Between M.P. 43.5 and 43.6.	45	30	Pendleton Branch		
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Sutton			Maximum speed.	30	30
Tekoa-Ayer Branch				Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Maximum speed.	50	30		Thera			On 7-, 8-, 9- and 10-degree curves.	20	20
Between Tekoa and Colfax, via Garfield.	30	30		Between M.P. 64.9 and 65.2.	35	25	Between Walla Walla and Pendleton, with MacArthur type engines.	25	25
Between Tucannon and Ayer.	35	25		Between M.P. 65.4 and 65.6.	45	30	Between Barrett and Downing, on descending grade.	15	15
On 4-degree curves.	45	30		Between M. P. 68.2 and 68.5.	35	25	Pendleton, over Thompson, Main and Aura Streets.	12	12
On 5- and 6-degree curves.	35	25		Diamond			Pendleton, over other street crossings within city limits.	20	20
On 7- and 8-degree curves.	25	20		Between M.P. 68.8 and 69.0.	35	25	Pendleton		
On curves of 7 degrees and over with 2-10-2 type engines.	20	20		Between M.P. 69.9 and 70.1.	35	25	Between M. P. 1.2 and 1.4.	30	25
On 9- and 10-degree curves.	20	20		Mockonema			Between M. P. 2.5 and 3.0.	20	20
Ayer				Between M.P. 73.3 and 73.6.	20	20	Between M. P. 9.5 and 9.8.	20	20
Between M. P. 14.0 and 14.1.	35	25		Between M.P. 74.1 and 74.2.	45	30	Athens		
Between M. P. 14.3 and 16.1.	25	25		Between M.P. 74.9 and 77.2.	25	12	Over street crossings.	15	15
Between M. P. 17.1 and 17.2.	15	15		Colfax			Between M.P. 20.9 and 21.3.	30	25
Over Snake River Bridge 17.23.	5	5		Over street crossings.	12	12	Downing		
Between M. P. 17.7 and 18.1.	25	20		Between M.P. 78.4 and 78.5.	25	20	Between M. P. 24.0 and 24.5.	20	20
Between M. P. 18.6 and 18.8.	35	25		Between M.P. 79.8 and 80.7.	30	20	Between M. P. 25.4 and 26.2.	20	20
Between M.P. 19.7 and 19.9.	20	20		Between M.P. 81.5 and 82.3.	20	20	Blue Mountain		
Between M. P. 20.9 and 21.5.	45	30		Between M.P. 82.9 and 83.4.	20	20	Between M.P. 29.0 and 29.4.	20	20
Between M. P. 23.1 and 23.7.	35	25		Glenwood			Between M. P. 29.8 and 30.1.	20	20
Between M.P. 23.6 and 23.7.	30	20		Between M.P. 83.7 and 84.5.	25	20	Between M. P. 30.3 and 30.4.	20	20
Between M.P. 24.5 and 25.0.	35	25		Between M.P. 86.5 and 87.0.	20	20	Between M.P. 31.2 and 31.7.	20	20
Between M.P. 25.4 and 26.9.	30	25		Between M.P. 87.6 and 88.9.	25	20	Between M.P. 32.2 and 32.4.	20	20
				Between M.P. 89.1 and 89.4.	20	20	Between M. P. 32.7 and 32.9.	20	20
				Elberton			Milton-Freewater		
				Over street crossings.	25	25	Over street crossings.	15	15
				Between M.P. 90.7 and 91.9.	20	20	W. W. V. Ry. Crossing M. P. 36.3.	15	15
				Between M.P. 92.4 and 92.9.	30	25	W. W. V. Ry. Crossing, M. P. 44.2.	20	20
				Between M.P. 95.6 and 95.8.	30	25			
				Between M.P. 101.1 and 101.5.	30	25			
				Between M.P. 102.0 and 102.4.	30	25			
				N. P. Crossing					
				Between M.P. 104.6 and 104.9.	20	20			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Walla Walla Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	Connell Branch Maximum speed.		
Walla Walla, on west leg of wye.	8	8	Wallula			Between La Crosse and Hooper Jct.	30	30
Between M.P. 52.7 and 53.4.	20	20	Between M.P. 0.8 and 1.1.	25	20	Between Hooper Jct. and Connell.	20	20
Between M.P. 64.8 and 64.9.	20	20	Between M.P. 1.6 and 2.0.	20	20	On 5- and 6-degree curves.	25	25
Between M.P. 65.5 and 66.0.	20	20	Between M.P. 2.6 and 2.7.	35	25	On 7- and 8-degree curves.	20	20
Between M.P. 66.1 and 66.3.	20	20	Between M.P. 2.9 and 3.1.	35	25	On 9- and 10-degree curves.	20	20
Between M.P. 71.7 and 72.5.	20	20	Between M.P. 3.5 and 3.6.	35	25	La Crosse		
Between M.P. 72.8 and 73.2.	20	20	Between M.P. 4.0 and 4.3.	35	25	Between M.P. 3.4 and 3.6.	25	25
Between M.P. 74.3 and 76.1.	20	20	Between M.P. 4.8 and 5.3.	25	20	Between M.P. 6.6 and 6.8.	25	25
Menoken			Between M.P. 5.9 and 6.4.	25	20	Between M.P. 7.2 and 7.8.	20	20
Between M.P. 78.4 and 78.5.	20	20	Between M.P. 6.7 and 6.8.	25	20	Between M.P. 9.2 and 9.7.	20	20
Between M.P. 78.9 and 79.3.	20	20	Between M.P. 7.0 and 7.1.	20	20	Hooper Jct. on connection between Connell Branch and Sixth Subdivision.		15
Between M.P. 79.6 and 79.9.	20	20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Moscow Branch Maximum speed.	35	25
Between M.P. 80.8 and 81.2.	20	20	Reese			On 7- and 8-degree curves.	25	20
Alto			Between M.P. 7.7 and 8.0.	25	20	On 9- and 10-degree curves.	20	20
Yakima Branch			Between M.P. 8.2 and 8.4.	35	25	Colfax		
Maximum speed.	45	30	Between M.P. 8.7 and 9.1.	25	20	Over street crossings.	12	12
With pile driver 0321.		15	Between M.P. 9.5 and 9.7.	25	20	Between M.P. 1.3 and 3.1.	25	20
On 5- and 6-degree curves.	35	25	Between M.P. 10.0 and 10.1.	35	25	Between M.P. 5.6 and 7.5.	25	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.7 and 10.9.	35	25	Between M.P. 8.4 and 8.8.	25	20
On 9- and 10-degree curves.	25	20	Between M.P. 11.1 and 11.4.	35	25	Shawnee		
Attalia			Between M.P. 12.1 and 12.3.	20	20	Between M.P. 9.9 and 10.0.	25	20
Bridge 7.44.	25	15	Between M.P. 12.5 and 12.6.	35	25	Between M.P. 10.8 and 11.2.	25	20
Kennewick, over street crossings.	8	8	Between M.P. 18.5 and 18.6.	35	25	Between M.P. 12.2 and 12.5.	25	20
Between Grandview and Biggam.	30	25	Walla Walla			Albion		
Benton City			Pomeroy Branch			Between M.P. 13.4 and 13.6.	25	20
Between M.P. 37.5 and 38.1.	25	20	Maximum speed.	20	20	Between M.P. 14.3 and 14.9.	20	20
Granger, over street crossings.	30	30	Chard			Between M.P. 17.5 and 17.7.	25	20
Zillah, over street crossings.	25	15	Between M.P. 14.5 and Pomeroy.	15	15	Between M.P. 17.9 and 18.0.	25	20
Yakima River Bridge 89.35, through gauntlet track.	15	15	Dayton Branch			Pullman		
Yakima, over Yakima Ave., and Walnut Street.	6	6	Maximum speed.	25	25	Over street crossings.	6	6
Yakima, over other street crossings.	10	10	On curves of 7 degrees and over.	20	20	Between M.P. 19.9 and 20.0.	25	20
Sunnyside Branch			Bolles			Between M.P. 24.6 and 24.8.	25	20
Maximum speed.	45	35	Between M.P. 0.4 and 0.6.	20	20	Between M.P. 25.2 and 25.4.	25	20
Wallula Branch			Dayton, over street crossings west of Touchet River.	15	15	Moscow		
Maximum speed.	35	30	Dayton, over all other street crossings.	10	10	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.	Frnt.		Pagr.	Frnt.		Pagr.	Frnt.
Wallace Branch Maximum speed.	50	30	Between M.P. 17.9 and 18.2.	25	20	Cataldo Between M.P. 58.7 and 59.1.	45	30
Between Lovell and Chatcolet.	35	20	Between M.P. 18.5 and 20.3.	25	20	Between M.P. 60.0 and 60.2.	20	20
Between Chatcolet and Harrison.	40	25	Between M.P. 20.7 and 21.5.	25	20	Between M.P. 62.4 and 63.2.	35	25
Between Harrison and Wallace.	50	30	Bridge 23.45.	15	15	Between M.P. 63.4 and 64.0.	45	30
On 4-degree curves.	45	25	Between M.P. 24.1 and 28.4.	25	20	Between M.P. 70.1 and 70.3.	35	25
On 5- and 6-degree curves.	35	25	Springston Between M.P. 34.0 and 34.1.	45	30	Between M.P. 70.7 and 70.9.	35	25
On 7- and 8-degree curves.	25	20	Between M.P. 34.5 and 34.7.	45	30	Between M.P. 71.5 and 71.7.	45	30
On 9- and 10-degree curves.	20	20	Between M.P. 34.9 and 35.2.	35	25	Between M.P. 72.4 and 72.6.	35	25
Tekoa Between M.P. 2.3 and 4.7.	30	20	Between M.P. 38.3 and 38.6.	35	25	Between M.P. 73.4 and 73.6.	45	30
Lovell Between M.P. 8.0 and 9.0.	25	20	Between M.P. 39.6 and 39.8.	45	30	Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 9.9 and 10.7.	25	20	Lane Between M.P. 47.8 and 48.3.	45	30	Between M.P. 77.4 and 77.7.	35	25
Between M.P. 11.1 and 12.1.	25	20	Between M.P. 48.6 and 49.0.	45	30	Between M.P. 78.0 and 78.2.	35	25
Watt Between M.P. 12.3 and 13.0.	15	15	Rose Lake Between M.P. 50.6 and 51.0.	35	25	Between M.P. 78.6 and 78.7.	25	20
Between M.P. 14.4 and 14.6.	25	20	Dudley Between M.P. 53.6 and 54.2.	35	25	Wallace Over street crossings.	6	6
			Between M.P. 54.5 and 54.9.	35	25	Between M.P. 81.4 and 87.3.	20	20
						Burke to Wallace, eastward.	20	10
						Sierra Nevada Branch		10

Standard clocks are located as shown below:

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

Portland (Joint)
 N. P. T. Co. Telegraph Office
 Albina..... Train 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..... Train 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
 La Crosse..... 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—bulletin;
- 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	Ordinance.....	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	

