

UNION PACIFIC RAILROAD COMPANY  
NORTHWESTERN DISTRICT



OREGON DIVISION

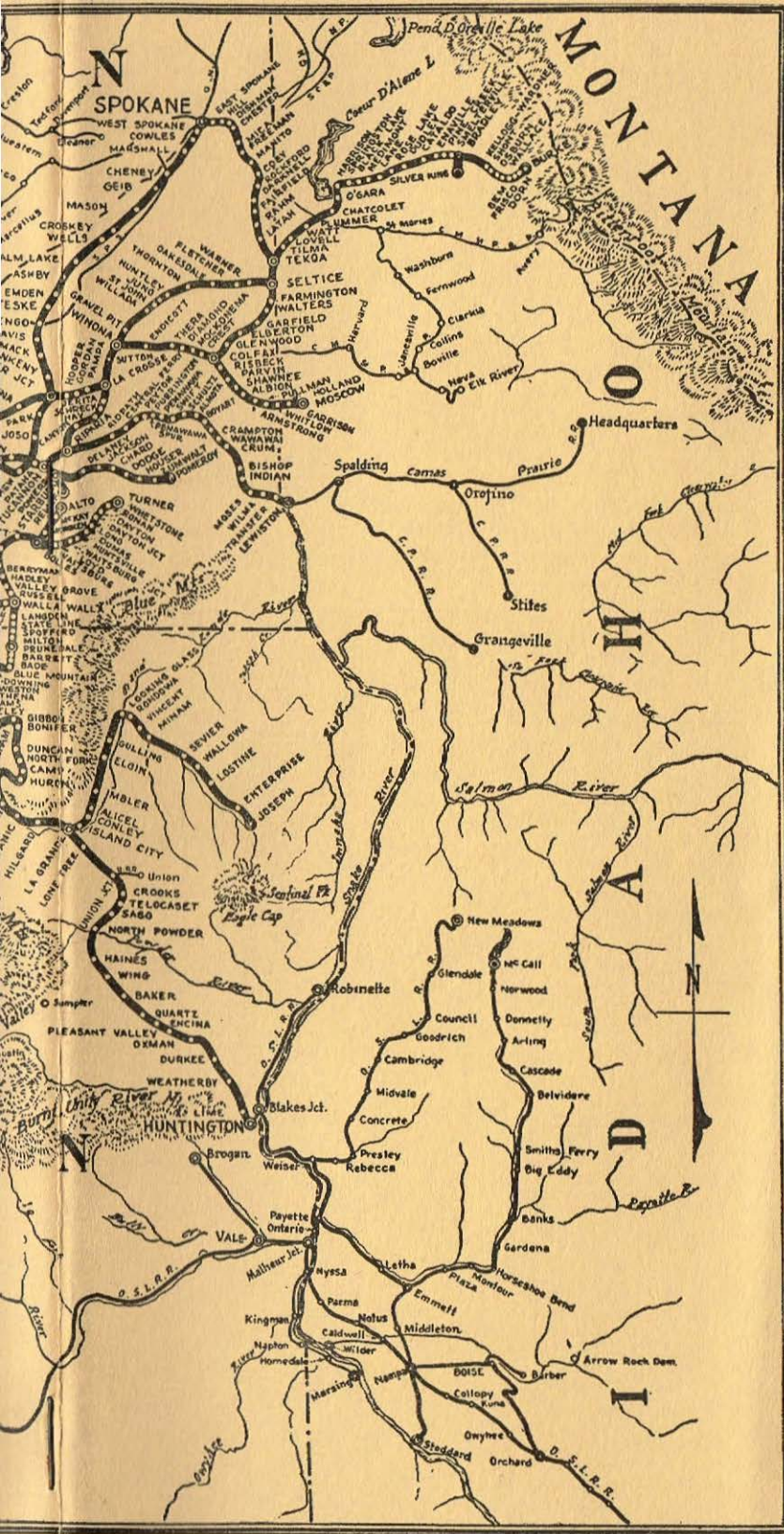
TIME-TABLE  
No. 11

Effective Sunday  
April 29, 1951  
At 12:01 A.M. Pacific Time

*Be Careful Today*

FOR EMPLOYEES ONLY

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



**L. A. COLLINS**  
General Manager

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

**E. HICKS**  
General Superintendent

**A. McALLISTER, Superintendent . . . . . Portland, Ore.**

J. G. Kimmell, Assistant Superintendent. . . . . Portland, Ore.  
C. H. Burnett, Assistant Superintendent. . . . . La Grande, Ore.  
H. B. Coburn, Assistant Superintendent. . . . . Seattle, Wash.  
H. A. Achenhach, 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.	Richard E. Hall . . . . .	Surgeon. . . . .	La Grande, Ore. . . . .	Umatilla to Baker, and La Grande to Elgin.
Ralph M. Dodson . . . . .	District Surgeon.	Portland, Ore. . . . .	Portland District.	James J. D. Haun . . . . .	Surgeon. . . . .	La Grande, Ore. . . . .	Umatilla to Baker, and La Grande to Elgin.
E. E. Ahlquist . . . . .	District Surgeon.	Spokane, Wash. . . . .	Spokane District.	David H. Stoddard . . . . .	Surgeon. . . . .	La Grande, Ore. . . . .	Umatilla to Baker, and La Grande to Elgin.
Kenneth C. Brown . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	Robert L. Stuart . . . . .	Oculist and Aurist.	La Grande, Ore. . . . .	Umatilla to La Grande.
David G. Duncan . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	J. E. Carsow . . . . .	Surgeon. . . . .	Lewiston, Ida. . . . .	Riparia to Lewiston.
Warren W. Hale . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	C. O. Armstrong . . . . .	Surgeon. . . . .	Moscow, Ida. . . . .	Colfax to Moscow.
Alfred J. Kreft . . . . .	Oculist and Aurist.	Portland, Ore. . . . .	Portland.	J. P. Brennan . . . . .	Surgeon. . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
George D. McGeary . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Parkrose.	G. W. McGowan . . . . .	Surgeon. . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
Edward C. Parkinson . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	E. S. Morgan . . . . .	Surgeon. . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
Joseph M. Roberts . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	E. I. Silk . . . . .	Surgeon. . . . .	Pendleton, Ore. . . . .	Umatilla to Pendleton.
Paul E. Shiningier . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	J. W. Sherfey . . . . .	Surgeon. . . . .	Pomeroy, Wash. . . . .	Pomeroy to Starbuck.
Harold M. U'Ren . . . . .	Oculist. . . . .	Portland, Ore. . . . .	Portland.	James L. Gilleland . . . . .	Surgeon. . . . .	Pullman, Wash. . . . .	Moscow to Colfax.
Paul A. Wagner . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	J. L. Ash . . . . .	Aurist. . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
Gregg D. Wood . . . . .	Surgeon. . . . .	Portland, Ore. . . . .	Portland.	L. Fred Lundy . . . . .	Surgeon. . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
A. E. Anderson . . . . .	Surgeon. . . . .	Aberdeen, Wash. . . . .	South Elma to Hoquiam.	B. E. McConville . . . . .	Surgeon. . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
J. V. Wilhelm . . . . .	Surgeon. . . . .	Arlington, Ore. . . . .	The Dalles to Umatilla, Arlington to Condon.	John M. Schiach . . . . .	Oculist. . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
Glenn G. Gordon . . . . .	Oculist and Aurist.	Baker, Ore. . . . .	Telocasset to Huntington.	Stephen J. Wood . . . . .	Surgeon. . . . .	Seattle, Wash. . . . .	Tacoma to Seattle.
T. J. Higgins . . . . .	Surgeon. . . . .	Baker, Ore. . . . .	La Grande to Huntington.	B. P. Jacobson . . . . .	Surgeon. . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
J. R. Higgins . . . . .	Surgeon. . . . .	Baker, Ore. . . . .	La Grande to Huntington.	M. F. Kepl . . . . .	Surgeon. . . . .	Spokane, Wash. . . . .	Tekoa to Spokane.
J. C. Vandevort . . . . .	Surgeon. . . . .	Bend, Ore. . . . .	Oregon Trunk Jct. to Bend.	Robert L. Pohl . . . . .	Oculist and Aurist.	Spokane, Wash. . . . .	Spokane to Tekoa.
George F. Parke . . . . .	Surgeon. . . . .	Centralia, Wash. . . . .	Centralia to South Montsano, Winlock to Tonino.	Carroll Smith . . . . .	Oculist and Aurist.	Spokane, Wash. . . . .	Spokane to Tekoa.
J. E. Toothaker . . . . .	Surgeon. . . . .	Centralia, Wash. . . . .	Centralia to South Montsano, Winlock to Tenino.	W. H. Tousey . . . . .	Surgeon. . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
Conrad Weitz, Jr. . . . .	Surgeon. . . . .	Colfax, Wash. . . . .	Starbuck to Tekoa and Colfax to Moscow.	H. V. Valentine . . . . .	Surgeon. . . . .	Spokane, Wash. . . . .	Tekoa-Spokane-Marengo.
G. G. Gaunt . . . . .	Surgeon. . . . .	Condon, Ore. . . . .	Arlington to Condon.	Charles G. Smick . . . . .	Surgeon. . . . .	Sprague, Wash. . . . .	Crokey to Marengo.
W. W. Day . . . . .	Surgeon. . . . .	Dayton, Wash. . . . .	Walla Walla to Dayton and Bolles to Starbuck.	L. M. Farnam . . . . .	Surgeon. . . . .	South Elma, Wash. . . . .	Hoquiam to Centralia.
Warren F. Bolton . . . . .	Surgeon. . . . .	Elgin, Ore. . . . .	La Grande to Wallowa.	Bruce C. McIntyre . . . . .	Surgeon. . . . .	St. John, Wash. . . . .	Winona to Tekoa.
Lyle C. Ham . . . . .	Surgeon. . . . .	Enterprise, Ore. . . . .	Enterprise and vicinity.	L. A. Hopkins . . . . .	Surgeon. . . . .	Tacoma, Wash. . . . .	Tenino to Auburn.
Marvin Munsell . . . . .	Surgeon. . . . .	Grandview, Wash. . . . .	Yakima to Kennewick.	Paul B. Smith . . . . .	Oculist and Aurist.	Tacoma, Wash. . . . .	Tenino to Auburn.
A. D. McMurdo . . . . .	Surgeon. . . . .	Heppner, Ore. . . . .	Heppner Jct. to Heppner.	Ross D. Wright . . . . .	Surgeon. . . . .	Tacoma, Wash. . . . .	Tenino to Auburn.
F. B. Belt . . . . .	Surgeon. . . . .	Hermiston, Ore. . . . .	Boardman to Stanfield.	C. B. Clizer . . . . .	Surgeon. . . . .	Tekoa, Wash. . . . .	Colfax to Spokane.
H. D. Lewis . . . . .	Surgeon. . . . .	Hood River, Ore. . . . .	Portland to Hood River.	Albert J. Nelson . . . . .	Surgeon. . . . .	Tekoa, Wash. . . . .	Colfax to Spokane.
Oscar Stenberg, Jr. . . . .	Surgeon. . . . .	Hood River, Ore. . . . .	Portland to Hood River.	C. H. Weitz . . . . .	Surgeon. . . . .	Tekoa, Wash. . . . .	Colfax to Spokane.
Stanley E. Wells . . . . .	Surgeon. . . . .	Hood River, Ore. . . . .	Portland to Hood River.	Griffith, Smith, Vogt, Mills, Boala, Merries, Murphy, Southard, Stevenson . . . . .	Surgeons. . . . .	The Dalles, Ore. . . . .	Hood River to Umatilla.
Leonard Semler . . . . .	Surgeon. . . . .	Hoquiam, Wash. . . . .	Hoquiam to Centralia.	H. M. Wiswall . . . . .	Surgeon. . . . .	Vancouver, Wash. . . . .	Albina to Kalama.
R. W. Cordwell . . . . .	Surgeon. . . . .	Kellogg, Ida. . . . .	Tekoa to Kellogg.	H. C. Mowery . . . . .	Surgeon. . . . .	Wallace, Ida. . . . .	Tekoa to Burke.
C. I. Gibbon . . . . .	Surgeon. . . . .	Kellogg, Ida. . . . .	Tekoa to Wallaoe.	G. A. Falkner . . . . .	Surgeon. . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
Robert E. Staley . . . . .	Surgeon. . . . .	Kellogg, Ida. . . . .	Tekoa to Wallace.	C. D. Hogenson . . . . .	Oculist and Aurist.	Walla Walla, Wash. . . . .	Walla Walla to Yakima.
G. M. Whitesel . . . . .	Surgeon. . . . .	Kellogg, Ida. . . . .	Tekoa to Kellogg.	W. F. Holmes . . . . .	Surgeon. . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
P. F. Shirey . . . . .	Surgeon. . . . .	Kennewick, Wash. . . . .	Grandview to Kennewick.	J. C. Lyman . . . . .	Surgeon. . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
H. F. Craig . . . . .	Surgeon. . . . .	La Crosse, Wash. . . . .	Riparia to Endieott, and La Crosse to Connell.	Wallace A. Pratt . . . . .	Surgeon. . . . .	Walla Walla, Wash. . . . .	Pendleton to Walla Walla.
Lee B. Bouvy . . . . .	Oculist and Aurist.	La Grande, Ore. . . . .	Umatilla to Huntington.	R. W. Stevens . . . . .	Oculist and Aurist.	Walla Walla, Wash. . . . .	Pendleton to Riparia.
John B. Gregory . . . . .	Surgeon. . . . .	La Grande, Ore. . . . .	Umatilla to Baker, and La Grande to Elgin.	Stewart Merrill . . . . .	Surgeon. . . . .	Wallowa, Ore. . . . .	Wallowa and vicinity.
				H. C. Lynch . . . . .	Surgeon. . . . .	Yakima, Wash. . . . .	Yakima to Grandview.
				John W. Skinner . . . . .	Surgeon. . . . .	Yakima, Wash. . . . .	Yakima to Grandview.

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

## FIRST CLASS

19 Pgr.	61 Pgr.	11 Pgr.	105 Streamliner Passenger	403 Pgr.	457 Pgr.	17 Pgr.	25 Mail and Express
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Distance from  
Granger via BoiseTime-Table  
No. 11  
April 29, 1951

## FIRST CLASS

12 Pgr.	404 Pgr.	458 Pgr.	106 Streamliner Passenger	20 Pgr.	18 Pgr.	26 Mail and Express	62 Pgr.

STATIONS

		5.05	2.05			4.05		0.0	GRANGER	9.15		12.42		10.30			
		10.25	5.55			9.50	1.10	213.8	POCATELLO	4.10		8.55		5.25	9.15		
		1.40	8.25			1.25	4.45	373.8	GLENNS FERRY	12.15		6.10		1.50	5.00		
		3.25	9.40			3.10	7.05	448.4	BOISE	10.25		5.00		12.10	2.40		
		6.05	11.40			5.55	10.15	550.1	M.T. HUNTINGTON P.T.	7.30		3.05		9.40	11.40		
		5.15	10.40			5.05	9.25			6.20		2.05		8.30	10.25		
		8.00	1.05			8.05	12.20	649.7	LA GRANDE	3.45		11.40		5.55	7.05		
		10.35	3.20			11.20	3.15	723.8	PENDLETON	1.10		9.35		3.15	4.25		
		10.45	3.30			11.30	3.25	727.5	RIETH	12.50		9.20		2.35	3.45		
9.00	Moscow 6.45							948.3	SPOKANE					7.00	Moscow 8.50		
11.15	10.50							844.4	AYER					4.23	5.15		
12.45	12.35							791.1	WALLULA					3.05	3.15		
1.50	1.20							764.0	UMATILLA					2.05	12.50		
4.05		1.15	5.35			3.25	6.25	855.4	THE DALLES	10.15		7.15	11.50	12.05	12.30		
6.30	2.30	3.30	7.30	8.30	8.00	6.00	9.00	939.5	PORTLAND	8.10	1.45	9.15	5.30	9.45	10.00	10.10	11.30
	Pendleton															Pendleton	
				10.59	9.53			1030.6	CENTRALIA	11.05	7.05						
				12.30	11.05			1084.6	TACOMA	9.45	5.52						
				1.45	11.59			1122.7	SEATTLE	8.30	4.45						
										Daily	Daily	Daily	Daily	Daily	Daily	Daily	
(9.30) 38.7	(7.45) 29.3	(23.25) 40.1	(18.25) 51.0	(5.15) 34.0	(3.50) 46.0	(26.55) 34.0	(20.50) 34.8	.....	Thru Time.....	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.8	(9.15) 39.8	(23.30) 40.0	(22.05) 32.1	(9.20) 24.4
									Average speed per hour								

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

## FIRST CLASS

31 Passenger	33 Passenger	29 Passenger
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Daily	Daily	Daily
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Distance from  
McCannonTime-Table No. 11  
April 29, 1951

## FIRST CLASS

32 Passenger	34 Passenger	30 Passenger
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STATIONS

	9.20	3.50	12.10	0.0	McCAMMON	4.45	6.05	3.55
	9.55	5.15	1.35	22.7	POCATELLO	4.15	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	
		10.40		169.9	VICTOR		11.30	
				180.4	WEST YELLOWSTONE			
			9.30	285.8	BUTTE			7.00
						Daily	Daily	Daily
	(0.35) 38.9	(6.50) 24.9	(9.20) 30.6	.....	Thru Time.....	(0.30) 45.4	(6.35) 25.9	(8.55) 32.1
					Average speed per hour			

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

## MILEAGE

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

**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 11 April 29, 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	<b>STATIONS</b>					
BKOPT WXYZ	10.40PM	5.05PM	9.25AM	5.15AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 10.25AM	A 6.20PM	A 2.05AM
100 P	10.50	5.15	9.35	5.25	D LIME BY	384.5	8.14	f 10.03	6.08	1.50
100 PW	10.59	5.25	9.48 <sup>26</sup>	5.34	WEATHERBY	377.5	8.02	9.48 <sup>25</sup>	5.56	1.38
160 PXY	11.11	5.42 <sup>12</sup>	10.02	5.47	DURKEE	368.9	7.50	s 9.35	5.42 <sup>17</sup>	1.25
100 P	11.22	5.57	10.14	5.58	OXMAN	361.7	7.40	9.25	5.33	1.14
170 PW	11.34	6.11	10.29	6.12	PLEASANT VALLEY	355.4	7.25	s 9.10	5.18	1.01
WB 01 EB 100 PXY	11.39	6.17	10.35	6.19	ENCINA	351.9	7.20	9.03	5.12	12.55
107 P	11.45	6.24	10.43	6.26	QUARTZ	347.3	7.12	8.53	5.05	12.47
WB109 EB 111 BKOPW XYZ	s 11.55PM	s 6.35	s 10.55	s 6.37	DN BAKER BC	342.0	s 7.05	s 8.45	s 4.57	s 12.40
106 P	12.01AM	6.42	11.01	6.43	WING	337.6	6.54	8.31	4.47	12.31
106 P	12.07	6.48	11.08	f 6.49 <sup>18</sup>	D HAINES KB	331.7	6.49 <sup>11</sup>	s 8.25	f 4.42	12.25
106 PW	12.17 <sup>106</sup>	6.57	11.18	f 6.59	D NORTH POWDER HD	322.1	6.40	s 8.09	f 4.31	12.17 <sup>105</sup>
107 P	12.28	7.10	11.31	7.11	SAGO	315.5	6.29	7.57	4.19	12.09
147 PVWXY	12.31	7.13	11.35	7.14	TELOCASET	312.6	6.26	f 7.54	4.16	12.06
105 P	12.35	7.20	11.41	7.20	CROOKS	308.9	6.20	7.48	4.11	12.02AM
105 PVY	12.46	s 7.35	11.54AM	7.33 <sup>26</sup>	D UNION JCT. UN	302.2	6.07	7.33 <sup>11</sup>	3.57	11.51PM
105 P	12.52	7.42	12.01PM	7.40	LONETREE	294.9	6.01	7.13	3.51	11.45
BJKOPTW XYZ	A 1.00AM	A 7.55PM	A 12.10PM	A 7.50AM	DN-R LA GRANDE RA	289.8	5.55AM	7.05AM	3.45PM	11.40PM
					(99.6)		Daily	Daily	Daily	Daily
	(2.20) 42.7	(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

Nos. 12 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.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS					Time-Table No. 11 April 29, 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															
BKOPT WXYZ		8:05PM	12:20PM	8:00AM	1:05AM	DN-R LA GRANDE 7.7	289.8		A 5:45AM	A 6:55AM	A 3:35PM	A 11:35PM								
WB71 PVWXY EB 72		8:23	12:38	8:17	1:20	HILGARD 6.5	282.1		5:25	6:33	3:16	11:20								
139 P		8:40	12:53	8:33	1:34	MOTANIC 3.5	275.6		5:08	6:16	3:00	11:07								
P		8:49	1:01	8:42	1:42	NORDEEN 1.0	272.1		5:00	6:07	2:52	11:00								
141 P WXY		8:52	1:04	8:45	1:44	KAMILLA 2.8	271.1		4:57	6:04	2:49	10:58								
P		8:59	1:11	8:52	1:50	ROSS 2.8	268.3		4:50	5:57	2:42	10:52								
WB 105 PWX EB 102		9:06	1:18	8:59	1:56	MEACHAM 7.8	265.5		4:43	5:50	2:35	10:46								
136 P		9:27	1:37	9:18	2:12	HURON 3.6	257.7		4:20	5:29	2:13	10:30								
120 PW		9:35	1:44	9:26	2:19	CAMP 5.6	254.1		4:12	5:21	2:05	10:24								
WB 68 PWXY EB 69		9:44	1:56 <sup>12</sup>	9:35	2:27	DUNCAN 9.0	248.5		4:02	5:12	1:56 <sup>25</sup>	10:16								
102 P		10:05 <sup>106</sup>	2:09	9:47	2:40	BONIFER 2.6	239.5		3:49	4:59	1:44	10:05 <sup>17</sup>								
106 PWXY		10:11	2:16	9:52	2:45	GIBBON 7.3	236.9		3:44	4:54	1:39	10:01								
117 P		10:20	2:26	10:01	2:53	HOMLY 4.9	229.6		3:34	4:44	1:30	9:53								
116 P		10:28	2:34	10:07	3:00	MINTHORN 5.8	224.7		3:28	4:37	1:23	9:47								
115 P		10:35	2:42	10:14	3:08	MUNRA 3.3	218.9		3:22	4:31	1:17	9:41								
60 BJKPV WXYZ	11:30PM	10:50 11:20	3:00 3:15	10:25 10:35	3:15 <sup>18</sup> 3:20	DN PENDLETON 3.0	215.6	A 2:30AM	3:15 <sup>105</sup> 2:45	4:25 3:55	1:10 1:00	9:35 9:30								
RJKOP TWX	A 11:40PM	A 11:30PM	A 3:25PM	A 10:45AM	A 3:30AM	DN-R RIETH (77.8)	212.0	Daily	2:20AM	2:35AM	3:45AM	12:50PM	9:20PM							
	(0.10) 21.6	(3.25) 22.8	(3.05) 25.2	(2.45) 23.3	(2.25) 32.2	..... Thru Time .....		(0.10) 21.6	(3.10) 24.6	(3.10) 24.6	(2.45) 23.3	(2.15) 34.6								
						..... Average speed per hour .....														

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

BLOCK SIGNALS

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

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

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

**WESTWARD**

**THIRD SUBDIVISION**

**Time-Table No. 11**  
**April 29, 1951**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS										FIRST CLASS					STATIONS
	257	151	299	62	17	25	11	105	19							
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Daily	Daily	Daily	Daily			
	BKCO PTWX	8.15PM		6.30AM	11.40PM	11.30PM	3.25PM	10.45AM	3.30AM					DN-R <b>RIETH</b> RI		
96	P	<sup>106</sup> 9.12		6.40	11.45	11.37	3.30	10.50	<sup>26</sup> 3.34					BARNHART 4.8		
95	P	9.27		6.47	11.50	11.43	3.35	10.55	3.39					CAMPBELL 4.6		
95	P	9.34		6.54	<sup>264</sup> 11.55PM	<sup>264</sup> 11.50	3.40	11.00	3.43					NOLIN 0.3		
91	PW	9.44		7.05	12.04AM	11.59PM	3.50	11.06	3.49				DN	ECHO HI 4.2		
94	P	9.51		7.11	12.12	12.06AM	3.56	11.10	3.53					STANFIELD ND 4.3		
	JP	9.57		7.17AM	12.20AM	12.12	4.03	11.14	3.57				DN	<b>HINKLE</b> UK 3.5		
99	P	10.02				12.16	4.07	11.18	4.00					WESTLAND 2.9		
	P	10.07				12.21	4.11	11.22	4.03					ORDNANCE RN 1.9		
96	PW	10.10				12.24	4.14	11.24	4.05					MUNLEY 5.8		
98	P	<sup>264</sup> 10.20				12.30	4.20	11.29	4.10					CLARKE 4.8		
99	JPY	10.31	1.00PM			12.35	4.25	11.33	4.14				DN	<b>MESSNER</b> FC 3.0		
98	P	10.35	1.04			12.38	4.30	<sup>12</sup> 11.40	4.17					PETERS 3.9		
98	P	10.41	1.10			12.43	4.34	11.46	4.20					CASTLE 0.2		
104	P	10.50	1.20			12.49	4.41	11.52	4.25					BOULDER 3.9		
111	JP	10.56	1.26			12.53	4.45	11.56	4.29				N	<b>HEPPNER JCT.</b> WI 1.2		
100	P	10.58	1.28			<sup>20</sup> <sup>18</sup> 1.16	4.47	11.57AM	4.30					WILLOWS 4.6		
98	P	11.05	1.35			1.25	4.52	12.02PM	4.34					SILICA 3.0		
WB 126 EB 113	BKOPT WX	11.25	1.45			<sup>26</sup> 1.45	4.58	12.08	<sup>108</sup> 4.38				DN	<b>ARLINGTON</b> MX 4.5		
100	P	11.35	1.52			2.00	5.10	12.16	4.42					GILMORE 4.7		
99	P	11.45PM	1.59			2.06	5.16	12.20	4.46					BLALOCK 0.1		
90	P	12.01AM	2.10			2.13	5.23	12.26	4.52				N	<b>QUINTON</b> QN 4.6		
100	P	<sup>20</sup> <sup>18</sup> 12.27 12.41	2.17			2.19	5.28	12.30	4.56					HOOK 3.6		
99	P	12.50	2.22			2.24	5.32	12.33	4.59					GOFF 3.3		
104	PW	<sup>26</sup> 1.04	2.27			2.28	5.36	12.37	5.02					DAY 2.3		
100	P	1.15	2.31			2.31	5.40	12.39	5.04					RUFUS 2.8		
100	P	1.19	2.35			2.35	5.43	12.42	5.07					GRANT 2.7		
80 JP 64 P	{ MP W 101.7 }	1.23	2.40			2.39	5.46	12.45	<sup>262</sup> 5.10				DN	<b>BIGGS</b> BX 3.4		
50	P	1.33	2.52			2.43	5.50	12.48	5.13					MILLER 3.7		
	JPV	1.35	2.56			2.49	5.55	12.52	5.17					CEILO 1.6		
74	P	1.40	3.01			2.52	5.57	12.54	5.19				D	<b>OREGON TRUNK JCT.</b> VO 3.3		
	BKOPTWXZ	2.00AM	3.20PM			3.15AM	6.15PM	1.10PM	5.35AM				DN-R	<b>THE DALLES</b> DK-WH 6.1		

BLOCK SIGNALS

DOUBLE TRACK

(5.45) 21.9 (2.20) 34.0 (0.47) 35.6 (0.40) 41.9 (3.45) 33.7 (2.50) 44.5 (2.25) 51.5 (2.05) 60.6 (1.37) 49.1 ..... Thru Time .....  
..... Average speed per hour .....

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

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

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

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

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

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

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

### THIRD SUBDIVISION

### EASTWARD

## Time-Table No. 11

April 29, 1951

STATIONS			Mile Post	FIRST CLASS						SECOND CLASS			
				18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight
DN-R	<b>RIETH</b>	RI	212.0	A 2.35AM	A 2.20AM	A 3.45AM	A 12.50PM	A 9.20PM			A 9.00AM	A 2.00PM	A 12.30AM
	3.7												
	BARNHART		208.3	2.25	2.08	3.34 <sup>105</sup>	12.38	9.12 <sup>257</sup>			8.45	1.40	12.20
	4.8												
	CAMPBELL		203.5	2.19	2.02	3.13	12.32	9.07			8.35	1.30	12.10AM
	4.0												11.55PM
	NOLIN		198.9	2.14	1.57	3.07	12.27	9.03			8.24	1.20	11.50 <sup>62</sup>
	0.3												17
DN	ECHO	HI	192.6	2.07	1.49	s 3.00	12.19	8.55			8.10	1.05	11.20
	4.2												
	STANFIELD	ND	188.4	2.02	s 1.44	s 2.53	12.13	8.50			8.00	12.57	11.10
	4.3												
DN	<b>HINKLE</b>	UK	184.1	1.58	1.39AM	2.46	12.08	8.46			7.50	12.50PM	11.00
	3.5												
	WESTLAND		180.6	1.54		2.42	12.04PM	8.43			7.42		10.50
	2.9												
	ORDNANCE	RN	177.7	1.51		s 2.38	s 11.59AM	8.40			7.35		10.40
	1.9												
	MUNLEY		175.8	1.49		2.34	11.56	8.38			7.30		10.35
	5.8												
	CLARKE		170.0	1.42		2.28	11.50	8.33			7.20		10.20 <sup>257</sup>
	4.8												
DN	<b>MESSNER</b>	FC	165.2	1.36		2.23 <sup>19</sup>	11.45	8.29	A 1.20AM	A 5.35AM	7.10		10.10
	3.0												
	PETERS		162.2	1.33		2.17	11.40 <sup>11</sup>	8.26	1.17	5.25	7.00		10.00
	3.9												
	CASTLE		158.3	1.29		2.13	11.36	8.23	1.13	5.15	6.50		9.50
	0.2												
	BOULDER		152.1	1.22		2.05	11.30	8.17	1.06	5.05	6.40		9.40
	3.9												
N	<b>HEPPNER JCT.</b>	WI	148.2	1.18		2.00	11.26	8.14	1.02	4.59	6.34		9.34
	1.2												
	WILLOWS		147.0	1.16 <sup>17</sup>		1.58	11.24	8.13	1.00 <sup>17</sup>	4.57	6.32		9.32
	4.6												
	SULICA		142.4	1.11		1.52	11.20	8.09	12.56	4.50	6.25		9.25
	3.9												
DN	<b>ARLINGTON</b>	MX	138.5	s 1.06		s 1.45 <sup>17</sup>	s 11.15	8.05	s 12.50	4.38 <sup>105</sup>	6.15		9.15
	4.5												
	GILMORE		134.0	12.58		1.29	11.05	8.01	12.41	4.12	6.00		9.00
	4.7												
	BLALOCK		129.3	12.53		1.24	11.01	7.57	12.37	4.05	5.53		8.53
	6.1												
N	QUINTON	QN	123.2	12.46		1.17	10.55	7.52	12.31	3.55	5.43		8.43
	4.6												
	HOOK		118.6	12.41 <sup>257</sup>		1.12	10.51	7.48	12.27 <sup>257</sup>	3.45	5.35		8.35
	2.6												
	GOFF		115.0	12.37		1.08	10.48	7.45	12.24	3.40	5.30		8.30
	3.3												
	DAY		111.7	12.34		1.04 <sup>257</sup>	10.44	7.42	12.20	3.35	5.25		8.25
	2.3												
	RUFUS		109.4	12.32		1.01	10.42	7.40	12.18	3.26 <sup>19</sup>	5.20		8.20
	2.8												
	GRANT		106.6	12.29		12.58	10.39		12.15	3.15	5.15		8.15
	2.7												
DN	<b>BIGGS</b>	BX	103.9	12.26		12.55	10.36	7.35	12.12	3.10	5.10 <sup>105</sup>		8.10
	3.4												
	MILLER		100.5	12.23		12.51	10.32	7.32	12.07	3.03	5.03		8.03
	3.7												
	CELLO		96.8	12.19		12.46	10.28	7.28	12.03	2.55	4.55		7.55
	1.6												
D	<b>OREGON TRUNK JCT.</b>	VO	95.2	12.17		12.44	10.26	7.26	12.01AM	2.50	4.50		7.50
	3.3												
	DUNE		91.9	12.14		12.39	10.23	7.23	11.58PM	2.45	4.45		7.45
	0.1												
DN-R	<b>THE DALLES</b>	DK-WH	85.8	12.05AM		12.30AM	10.15AM	7.15PM	11.50PM	2.30AM	4.30AM		7.30PM
	(126.2)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

..... Thru Time .....	(2.30)	(0.41)	(3.15)	(2.35)	(2.05)	(1.30)	(3.05)	(4.30)	(1.10)	(5.00)
..... Average speed per hour .....	50.5	40.5	38.8	48.9	60.6	52.8	25.8	28.0	23.0	25.2

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

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

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

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

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

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

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

**WESTWARD**

**FOURTH SUBDIVISION**

**Time-Table No. 11**

**April 29, 1961**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							STATIONS
	151	257	458	25	11	404	105	19	17	
	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKOPT WXZ	4.00PM	4.15AM		6.25PM	1.15PM		5.35AM	4.05AM	3.25AM	DN-R THE DALLES DK 4.1
P	4.15	4.30		6.30	1.21		5.40	4.12	3.32	CRATES WH 5.2
130 P	4.25	4.40		6.36	1.26		5.46	4.18	3.38	ROWENA 6.3
133 P	4.40	4.55		6.54 <sup>10G</sup>	1.38		5.54	4.29	3.50	MOSIER 7.4
WB 72 EB 107 KP V WX	4.52	5.07		7.15	1.50		6.05	4.45	4.05	DN HOOD RIVER KI 4.1
131 P	5.05 <sup>2G4</sup>	5.15		7.20	1.56		6.10	4.53	4.13	MEN 8.5
121 PW	5.25	5.40		7.33	2.10		6.21	5.07	4.27	WYETH WE 3.2
102 P	5.32	5.48		7.38	2.15		6.25	5.12	4.32	FARLEY 4.0
139 P	5.38	5.55		7.44	2.20		6.30	5.17	4.38	CASCADE LOCKS 4.3
122 PW	5.45	6.02		7.50	2.25		6.35	5.22	4.45	DN BONNEVILLE MU 4.3
131 P	6.11 <sup>10H</sup>	6.09		7.56	2.30		6.40	5.28	4.52	DODSON 7.3
131 PZ	6.27	6.20		8.07	2.40		6.48	5.37	5.04	D BRIDAL VEIL JU 3.9
131 P	6.34	6.27		8.13	2.44		6.52	5.42	5.09	ROOSTER ROCK 7.1
157 JI W	A 6.48PM A 6.45AM			8.25	2.55		7.00	5.53	5.21	DN TROUTDALE SN 1.7
51 P				8.30	2.59		7.03	5.56	5.25	FAIRVIEW EA 6.0
53 P				8.37	3.05		7.10	6.04	5.32	CLARNIE 3.6
28 PX				8.42	3.11		7.15	6.10	5.37	GRAHAM 2.5
17 PX				8.47	3.16		7.19	6.15	5.41	BRUN 1.4
JPVXY				9.09PM	8.50		7.22	6.18	5.45	EAST PORTLAND 0.5
BIKPV				A 9.15PM A 9.00PM	A 3.30PM A 1.45PM		A 7.30AM A 6.30AM	A 6.00AM		DN-R PORTLAND P-VC (85.8)
	(2.48) 25.1	(2.30) 28.1	(0.06) 6.0	(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. 11 April 29, 1961	Mile Post	FIRST CLASS		SECOND CLASS	
	151	299	19	62			61	20	198	258
	Time Freight	Time Freight	Passenger	Passenger			Passenger	Passenger	Time Freight	Time Freight
	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily
JJ		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
BJKOPTWXY	12.01PM A 7.45AM		1.50AM	A 12.45AM	DN-R UMATILLA CS 4.5	183.4	1.20AM A 1.50AM	A 6.30AM	A 12.01PM	
62 P	12.15		1.58		BAILEY 3.2	178.8		1.38	6.10	
63 P	12.25		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 JPNY	A 1.00PM		A 2.23AM		DN MESSNER FC (28.0)	165.2		1.20AM	5.35AM	
	(0.50) 18.5	(0.28) 21.0	(0.33) 33.1	(0.25) 23.5	..... Thru Time ..... ..... Average speed per hour .....		(0.19) 30.9	(0.30) 36.4	(0.55) 19.9	(0.40) 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. 11**

April 29, 1951

**FIRST CLASS**

**SECOND CLASS**

<b>457</b> Passenger	<b>12</b> Passenger	<b>403</b> Passenger	<b>106</b> Streamliner Passenger	<b>20</b> Passenger	<b>18</b> Passenger	<b>26</b> Mail and Express	<b>264</b> Time Freight	<b>198</b> Time Freight	<b>262</b> Time Freight
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**STATIONS**

BLOCK SIGNALS	DN-R	<b>THE DALLES</b> <sup>DK</sup> <sup>WH</sup>	DOUBLE TRACK	85.8		A 10.10AM		As 7.15PM	A 11.45PM	A 11.59PM	A 12.20AM	A 6.10PM	A 1.45AM	A 2.00AM
		<b>CRATES</b> <sup>4.1</sup>			81.7		10.03		7.09	11.38	11.53	12.13	5.55	1.20
		<b>ROWENA</b> <sup>5.2</sup> <sup>6.3</sup>		76.6		9.57		7.03	11.32	11.47	12.06AM	5.45	1.10	1.25
		<b>MOSIER</b> <sup>7.4</sup>		70.2		9.47		<b>6.54</b> <sup>25</sup>	11.22	11.37	11.56PM	5.31	12.51	1.06
	DN	<b>HOOD RIVER</b> <sup>4.1</sup>	KI	62.8		s 9.38		f 6.45	s 11.12	s 11.28	s 11.47	5.15	12.35	12.50
		<b>MENO</b> <sup>8.5</sup>		68.7		9.28		6.39	11.03	11.18	11.34	<b>5.05</b> <sup>151</sup>	12.25AM	12.40
		<b>WYETH</b> <sup>3.2</sup>	WE	50.2		9.16		6.29	10.51	11.06	11.22	4.40	11.59PM	12.15
		<b>FARLEY</b> <sup>4.0</sup>		47.0		9.11		6.25	10.46	11.01	11.17	4.25	11.45	12.01AM
		<b>CASCADE LOCKS</b> <sup>4.3</sup>		43.0		9.06		6.21	10.41	10.56	11.12	4.18	11.38	11.53PM
	DN	<b>BONNEVILLE</b> <sup>4.8</sup>	MU	38.7		f 9.01		6.16	10.36	10.51	s 11.06	4.10	11.30	11.45
		<b>DODSON</b> <sup>7.3</sup>		33.9		8.55		<b>6.11</b> <sup>151</sup>	10.30	10.45	10.59	4.00	11.21	11.36
	D	<b>BRIDAL VEIL</b> <sup>3.0</sup>	JU	26.6		8.46		6.03	10.21	10.36	10.50	3.40	11.08	11.23
		<b>ROOSTER ROCK</b> <sup>7.1</sup>		22.7		8.42		5.59	10.17	10.32	10.46	3.23	11.00	11.15
	DN	<b>TROUTDALE</b> <sup>1.7</sup>	SN	16.6		f 8.34		5.52	10.09	10.24	s 10.38	3.10PM	10.45PM	11.00PM
		<b>FAIRVIEW</b> <sup>6.0</sup>	FA	13.9		8.32		5.50	10.07	10.22	10.34			
		<b>CLARNIE</b> <sup>3.5</sup>		7.9		8.26		5.45	10.01	10.16	10.28			
		<b>GRAHAM</b> <sup>2.5</sup>		4.4		8.21		5.40	9.56	10.11	10.23			
		<b>BRUUN</b> <sup>1.4</sup>		1.9		8.17		5.36	9.51	10.07	10.18			
		<b>EAST PORTLAND</b> <sup>0.5</sup>		0.6		A 8.04AM		A 8.34AM	5.33	9.48	10.04	10.14		
	DN-R	<b>PORTLAND</b>	P-VC	0.0		8.00AM		8.30AM	5.30PM	9.45PM	10.00PM	10.10PM		

Thru Time

Average speed per hour

(0.04)	(2.00)	(0.01)	(1.45)	(2.00)	(1.59)	(2.10)	(3.00)	(3.00)	(3.00)
7.5	42.9	7.5	49.0	42.9	43.3	39.6	23.4	23.4	23.4

**WESTWARD**

**KENTON LINE**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	<b>SECOND CLASS</b>		<b>FIRST CLASS</b>		Time-Table No. 11 April 29, 1951	Mile Post	<b>FIRST CLASS</b>		<b>SECOND CLASS</b>				
	<b>151</b> Time Freight Daily	<b>257</b> Time Freight Daily	<b>458</b> Passenger Daily	<b>404</b> Passenger Daily			<b>457</b> Passenger	<b>403</b> Passenger	<b>264</b> Time Freight	<b>198</b> Time Freight	<b>262</b> Time Freight		
157	MPWX	6.48PM	6.45AM		DN	<b>TROUTDALE</b>	SN	22.0			A 3.10PM	A 10.45PM	A 11.00PM
51	P	6.58	6.55			<b>HEMLOCK</b> <sup>5.0</sup>		17.0			2.55	10.20	10.40
100	P	7.08	7.05		D	<b>FIR</b> <sup>4.6</sup>	FR	12.4			2.45	10.05	10.30
73	BKPX	7.20	7.30		DN	<b>KENTON</b> <sup>4.3</sup>	KN	8.1			2.35	9.50	10.20
	IJXX			8.55PM		<b>NORTH PORTLAND JCT.</b> <sup>2.5</sup>	KD	6.8	A 8.16AM	A 8.46AM			
	IJXY			8.57		<b>PENINSULA JCT.</b> <sup>1.2</sup>		5.6	8.13	8.43			
	JPX	7.40	7.50	9.00	DN	<b>ST. JOHNS JCT.</b> <sup>1.4</sup>		4.2	8.10	8.40	2.15	9.30	10.00
	BKOP WXX	A 8.00PM	A 8.30AM	9.04	DN-R	<b>ALBINA</b> <sup>2.6</sup>	B X	1.6	8.07	8.37	2.00PM	9.15PM	9.45PM
	IPVXY			A 9.09PM	DN	<b>EAST PORTLAND</b> <sup>1.1</sup>		0.6	8.04AM	8.34AM			
		(1.12) 17.0	(1.45) 11.6	(0.14) 27.0		(22.7)			Daily	Daily	Daily	Daily	Daily
		Thru Time							(0.12)	(0.12)	(1.10)	(1.30)	(1.16)
		Average speed per hour							31.5	31.5	17.5	13.6	10.3

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

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

**April 29, 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**

IJPVX	8.30 AM	8.00 AM	BLOCK SIGNALS {	<b>PORTLAND</b>	KD
	8.46	8.16		6.8 DN NORTH PORTLAND JCT.	
	A 8.51 AM A	8.21 AM		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.**

IJ JP	12.35 PM	11.09 AM	BLOCK SIGNALS {	N. P. CROSSING	RN JN
				1.2 N. P. CROSSING	
	A 12.37 PM A	A 11.11 AM		0.1 N. P. CROSSING	
			0.3 DN <b>RESERVATION</b>		
			0.7 DN <b>TACOMA JCT.</b>		

**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 <b>BLACK RIVER</b>	BI
BIJKOP TVWXYZ	9.39 PM	2.17 PM	1.32	11.50	10.13 AM		0.0 C. M. St. P. & P. & P. C. CROSSING	DOUBLE TRACK
	BKXPZ	A 10.00 PM A	A 2.30 PM A	A 1.45 PM A	A 11.59 AM A		A 10.30 AM A	
						3.1 DN-R <b>SEATTLE</b>	OW	

(183.2)

(0.21)	(0.13)	(5.15)	(3.59)	(0.17)	(0.25)	..... Thru Time.....
8.9	14.3	34.9	46.0	10.0	7.4	..... Average speed per hour.....

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

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

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

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

**WESTWARD**

**EASTWARD**

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

**FIFTH SUBDIVISION**

**EASTWARD**

Time-Table No. 11 April 29, 1951		Mile Post	FIRST CLASS								
			80 CMSt. P & P Passenger	404 Passenger	82 CMSt. P & P Streamliner Passenger	84 CMSt. P & P Streamliner Passenger	458 Passenger	86 CMSt. P & P Passenger			
STATIONS											
BLOCK SIGNALS {	<b>PORTLAND</b>	0.0		A 1.45 PM				A 0.15 PM			
	DN NORTH PORTLAND JCT. KD	6.8		1.25				8.55			
	1.9										
	VANCOUVER	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	146.2								
	1.2									
	N. P. CROSSING	146.4								
	0.1									
	N. P. CROSSING	146.5								
	0.3									
DN	<b>RESERVATION</b> RN	146.8		A 9.30 AM				A 5.37 PM		
0.7										
DN	<b>TACOMA JCT.</b> 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	<b>BLACK RIVER</b> BI	173.8		A 8.45 AM			A 5.00 PM		
	0.0									
	C. M. St. P. & P. & P. C. CROSSING		173.8							
	0.3									
	DN-R	<b>ARGO</b> 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	<b>SEATTLE</b> 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**

**SECOND CLASS**

**FIRST CLASS**

**Time-Table No. 11**

**April 29, 1951**

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

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

**STATIONS**

BIKPVX					9.40PM	9.00PM	1.55AM
BIKOPTWXZ		12.45AM			9.49 <sup>98</sup>	9.04	2.01
48 P		12.55			9.55	9.09	2.08
53 P		1.05			10.02	9.14	2.15
50 PW		1.20			10.15	9.25 <sup>98</sup>	2.27
51 P		1.28			10.22	9.32	2.36
52 P		1.36			10.28	9.37	2.42
51 PW		1.46			10.37	9.45	2.51
52 P		1.52			10.42	9.49	2.56
52 P		2.02			10.50	9.56	3.03
44 P		2.10			10.56	10.02	3.09
52 P		2.17			11.01	10.07	3.14
75 JOPV WXY		3.00			11.10PM	10.15	3.25AM
52 P		3.10				10.21	
63 P		3.17				10.26	
51 P		3.24				10.31	
38 JPWY		3.00 <sup>208</sup> PM	3.40			10.42	
53 P		3.15	3.50			10.49	
51 P		3.30	4.05			10.58	
73 P		3.45	4.33 <sup>20</sup>			11.07	
BIKOPWXY		A 4.00PM	4.50 6.00			11.15	10.50PM
06 P			6.15			11.24	10.59
96 P			6.30			11.31	11.06
46 P			6.40			11.38	11.13
96 P			6.46			11.42	11.17
96 PW			7.05			11.53PM	11.28
95 P			7.20			12.02AM	11.37
94 P			7.30			12.08	11.43
28 JPX			7.45	2.20AM	11.30PM	12.15	11.50PM
M							
M							
BIKOP VWXY			9.00	A 2.30AM	A 1.40PM	12.20 12.45	12.01AM 12.35
06 P			9.40 <sup>398</sup>			12.57	12.47
06 P			9.50			1.04	12.54
95 P			10.05			1.15 <sup>62</sup>	1.05 <sup>62</sup>
BIKOP TWXY			A 10.30AM			A 1.30AM	A 1.15AM

DN-R	SPOKANE AU	US
	1.7	DOUBLE TRACK
	<b>WEST SPOKANE</b>	
	3.9	
	COWLES	
	4.2	
	MARSHALL	
	7.3	
N	CHENEY	CY
	5.2	
	GEIB	
	5.0	
	MASON	
	7.4	
N	CROSKY	CK
	4.0	
	WELLS	
	6.6	
	PALM LAKE	
	5.2	
	ASHBY	
	4.2	
	EMDEN	
	6.7	
DN-R	MARENGO	RA
	4.8	
	THAVIS	
	4.4	
	MACK	
	4.2	
	ANKENY	
	7.9	
N-R	HOOPER JCT.	HR
	5.6	
	PARK	
	6.2	
	JOSO	
	5.8	
	CHEW	
	3.9	
DN-R	AYER	JD
	6.2	
	RUXBY	
	7.7	
	SCOTT	
	6.1	
	WALKER PIT	
	2.8	
	SIMMONS	
	7.6	
N	PAGE	ME
	7.5	
	ASH	
	6.0	
	HUMORIST	
	6.8	
	ATTALIA	
	6.1	
	N. P. CROSSING	
	6.6	
	N. P. CROSSING	
	1.0	
DN-R	WALLULA	JN
	7.8	
	JUNIPER	
	5.3	
	SAND	
	6.6	
	RIVERVIEW	
	7.6	
DN-R	UMATILLA	CS UY
	(18-15)	

BLOCK SIGNALS

BLOCK SIGNALS

(1.00)	(9.45)	(6.10)	(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

..... Thru Time .....

..... Average speed per hour.....

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

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

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

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

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

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

**SIXTH SUBDIVISION**

**EASTWARD**

**Time-Table No. 11**

**April 29, 1951**

**FIRST CLASS**

**SECOND CLASS**

<b>62</b>	<b>20</b>	<b>96</b>	<b>64</b>	<b>98</b>	<b>392</b>	<b>298</b>	<b>364</b>
Passenger	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight

Mile Post

**STATIONS**

BLOCK SIGNALS	DN-R	<b>SPOKANE</b> <sup>1.5</sup> AU	DOUBLE TRACK	367.3		A 7:00AM	A 7:30AM		A 9:55PM				
		<b>WEST SPOKANE</b> <sup>3.6</sup>		365.6			6:54	7:22		<b>9:49</b> <sup>119</sup>		A 6:30PM	
		COWLES <sup>4.2</sup>		362.0			6:48	7:14		9:39		6:05	
		MARSHALL <sup>7.3</sup>		357.8			6:41	7:06		9:34		5:55	
	N	CHENEY <sup>5.2</sup> CY		350.5		s 6:32	s 6:50			<b>9:25</b> <sup>111</sup>		5:40	
		GEIB <sup>5.0</sup>		345.3			6:24	6:44		9:18		5:30	
		MASON <sup>7.4</sup>		340.3			6:18	6:38		9:13		5:20	
	N	CROSKY <sup>4.0</sup> CK		332.9			6:10	6:29		9:05		5:05	
		WELLS <sup>6.6</sup>		328.9			6:05	6:24		9:01		4:57	
		PALM LAKE <sup>5.2</sup>		322.3			5:57	6:15		8:54		4:45	
	ASHBY <sup>4.2</sup>	317.1			5:51	6:09		8:49		4:35			
	EMDEN <sup>6.7</sup>	312.9			5:46	6:04		8:44		4:20			
DN-R	<b>MARENGO</b> <sup>4.8</sup> RA	306.2		s 5:37	5:55AM			8:32PM		4:00			
	THAVIS <sup>4.4</sup>	301.4			5:26					3:29			
	MACK <sup>4.2</sup>	297.0			5:20					3:22			
	ANKENY <sup>7.9</sup>	292.8			5:14					3:15			
N-R	<b>HOOPER JCT.</b> <sup>5.6</sup> HR	284.9			5:03				A 6:30AM	<b>3:00</b> <sup>111</sup>			
	PARK <sup>6.2</sup>	279.3			4:54				6:10	2:45			
	JOSO <sup>5.8</sup>	273.1			4:44				5:55	2:33			
	CHEW <sup>3.9</sup>	267.3			<b>4:33</b> <sup>151</sup>				5:40	2:15			
DN-R	<b>AYER</b> <sup>6.2</sup> JD	263.4		A 4:45AM	s 4:23				5:30AM	2:00			
	RUXBY <sup>7.7</sup>	257.2			4:32	4:12				12:50			
	SCOTT <sup>6.1</sup>	249.5			4:20	4:01				12:36			
	WALKER PIT <sup>2.8</sup>	243.4			4:12	3:54				12:26			
	SIMMONS <sup>7.6</sup>	240.6			4:07	3:50				12:20PM			
N	PAGE <sup>7.5</sup> MS	233.0			3:55	3:39				11:59AM			
	ASH <sup>6.0</sup>	225.5			3:44	3:29				11:40			
	HUMORIST <sup>6.8</sup>	219.5			3:36	3:22				11:27			
	<b>ATTALIA</b> <sup>0.1</sup>	212.7			3:25	3:12		A 3:55AM		11:15	A 6:45PM		
	N. P. CROSSING <sup>0.6</sup>	212.6											
	N. P. CROSSING <sup>1.9</sup>	212.0											
DN-R	<b>WALLULA</b> <sup>7.8</sup> JN	210.1			<b>3:15</b> <sup>20</sup> <b>2:00</b>	<b>3:05</b> <sup>112</sup> <b>2:45</b>		3:45AM		11:00	6:30PM		
	JUNIPER <sup>5.3</sup>	202.3			1:40	2:33				<b>9:40</b> <sup>151</sup>			
	SAND <sup>6.6</sup>	197.0			1:30	2:25				9:30			
	RIVERVIEW <sup>7.6</sup>	190.4			<b>1:15</b> <sup>119</sup> <b>1:05</b> <sup>61</sup>	2:15				9:15			
DN-R	<b>UMATILLA</b> <sup>1845</sup> CS UY	182.8			12:50AM	2:05AM				9:00AM			

..... Thru Time.....	(3.55)	(4.55)	(1.35)	(0.10)	(1.23)	(1.00)	(9.30)	(0.15)
..... Average speed per hour.....	20.6	37.5	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. 11			Mile Post	SECOND CLASS
	305 Mixed	April 29, 1961				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.45 PM	D-R	JOSEPH	J	83.8	A 1.15 AM
22 X	1.30	D	ENTERPRISE	RS	78.0	11.00
30	1.53		LOSTINE		67.8	10.07
27 WXY	2.10	D	WALLOWA	WO	60.0	9.50
40 W (M.P. 32.6)	3.15	f	LOOKING GLASS		33.8	8.37
32	3.37	f	GULLING		26.1	8.15
35 WXY	3.50	D	ELGIN	GN	20.9	8.05
18	4.15	D	IMBLER	BR	12.3	7.32
20	4.25	f	ALICEL		8.4	7.22
BJKOPTW XYZ	5.00 PM	DN-R	LA GRANDE	RA	0.0	7.00 AM
			(83.8)			Daily Except Sunday
(4.15)	..... Thru Time .....			(4.15)		
19.7	..... Average speed per hour .....			19.7		

WESTWARD		CONDON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11			Mile Post	SECOND CLASS
	327 Freight	April 29, 1961				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
20 PW	11.30		MICKALO		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)		
14.8	..... Average speed per hour .....			14.8		

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 11			Mile Post		
	April 29, 1961					
	STATIONS					
BJKOP TWX		DN-R	RIETH	RJ	0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
			(14.9)			

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 11			Mile Post		
	April 29, 1961					
	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	
18			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
9			THORNBERY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
			(52.5)			

WESTWARD		HEPPNER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11			Mile Post	SECOND CLASS
	329 Freight	April 29, 1961				330 Freight
	Monday Wednesday Friday	STATIONS				
39 PWXY	9.30 AM	D-R	HEPPNER	HR	45.2	A 8.45 AM
19 P	9.55		LEXINGTON		36.3	8.00
7	10.10		JORDAN		31.0	7.40
15 PW	10.30		IONE	ON	28.3	7.25
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.	WI	0.0	6.00 AM
			(45.2)			Monday Wednesday Friday
(2.45)	..... Thru Time .....			(2.45)		
16.4	..... Average speed per hour .....			16.4		

WESTWARD		BEND BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11			Mile Post	SECOND CLASS
	313 Mixed	April 29, 1961				314 Mixed
	Daily Except Monday	STATIONS				
BCOK WXYZ	5.00 AM	DN-R	BEND	D	150.0	A 2.30 PM

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

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

**BEND BRANCH SHOWN FOR INFORMATION ONLY.**

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

**WESTWARD**

**GRAYS HARBOR BRANCH**

**EASTWARD**

Car Capacity of Sidings etc. See Rule 6(A), Page 31.	<b>SECOND CLASS</b>				Time-Table No. 11 April 29, 1951	Mile Post	<b>SECOND CLASS</b>			
			<b>307</b>	<b>309</b>			<b>306</b>	<b>308</b>		
			Mixed	CMSt. P & P Freight			Mixed	CMSt. P & P Freight		
		Daily Except Sunday	Daily Except Monday							
<b>BJKOP</b> <b>TVWXYZ</b>			10.00 PM		<b>DN-R</b>	<b>CENTRALIA</b> 2.4	<b>CN</b>	<b>0.0</b>	<b>A</b>	<b>6.15 AM</b>

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

<b>JMPV</b>				10.10 PM		<b>BLAKESLEE JUNCTION</b>	<b>2.4</b>	<b>A</b>	<b>6.00 AM</b>
<b>M</b>						0.0			
<b>M</b>						<b>N. P. CROSSING</b>	<b>2.4</b>		
						0.0			
<b>43 JPVX</b>				f 10.40	<b>2.30 AM</b>	<b>C. M. St. P. &amp; P. CROSSING</b>	<b>2.4</b>		
<b>48 PWX</b>				s 10.45	<b>2.35</b>	0.8			
<b>44 P</b>				f 11.35 PM	<b>3.25</b>	<b>HELING JUNCTION</b>	<b>12.2</b>	f	<b>5.30</b> <b>A</b> <b>8.10 PM</b>
<b>I</b>						1.5			
						<b>N-R INDEPENDENCE ND</b>	<b>13.7</b>	s	<b>5.25</b> <b>7.52</b>
<b>53 PXY</b>				f 12.25 AM	<b>4.00</b>	17.1		f	<b>4.30</b> <b>7.10</b>
<b>X</b>						0.7			
<b>PVX</b>						<b>SCHAFER BROS. CROSSING</b>	<b>31.6</b>		
						10.8			
<b>53 PXY</b>				f 12.25 AM	<b>4.00</b>	<b>SOUTH MONTESANO</b>	<b>42.4</b>	f	<b>4.00</b> <sup>309</sup> <b>6.30</b>
<b>X</b>						<b>SOUTH MONTESANO</b>	<b>42.4</b>		
<b>PVX</b>						1.5			
						<b>D MONTESANO MO</b>	<b>43.9</b>		
<b>53 PXY</b>				f 12.25 AM	<b>4.00</b>	<b>SOUTH MONTESANO</b>	<b>42.4</b>	f	<b>4.00</b> <sup>309</sup> <b>6.30</b>
<b>32 PV</b>				f 12.40	<b>4.20</b>	4.4		f	<b>3.30</b> <b>5.50</b>
<b>83 JPYX</b>				f 12.55	<b>4.35</b>	<b>PREACHER'S SLOUGH</b>	<b>46.7</b>	f	<b>3.15</b> <b>5.35</b>
						4.5			
<b>82 BKPVXZ</b>				A 1.25 AM	A 5.05 AM	<b>COSMOPOLIS</b>	<b>51.2</b>	f	<b>3.15</b> <b>5.35</b>
						2.1			
						<b>N. P. CROSSING</b>	<b>53.3</b>		
						0.6			
						<b>DN-R ABERDEEN SA</b>	<b>53.9</b>	s	<b>2.55 AM</b> <b>5.20 PM</b>
						3.6			

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

<b>BKOPT</b> <b>WYZ</b>				A 1.55 AM	A 5.35 AM	<b>DN-R</b>	<b>HOQUIAM</b>	<b>HQ</b>	<b>57.5</b>	2.25 AM	5.00 PM
							(57.5)			Daily Except Monday	Daily Except Sunday
				(3.55)	(3.05)					(3.30)	(3.10)
				14.7	14.7					15.0	14.3

**WESTWARD**

**TONO BRANCH**

**EASTWARD**

**WESTWARD**

**OLYMPIA BRANCH**

**EASTWARD**

Car Capacity of Sidings etc. See Rule 6(A), Page 31.	<b>Time-Table No. 11</b>				Mile Post	Car Capacity of Sidings etc. See Rule 6(A), Page 31.	<b>Time-Table No. 11</b>					
	<b>April 29, 1951</b>						<b>321</b> Freight	<b>April 29, 1951</b>				
	<b>STATIONS</b>							<b>322</b> Freight	<b>STATIONS</b>			
<b>38 PWX</b>		<b>R</b>	<b>TONO</b>	<b>8.0</b>		<b>JPVXY</b>	<b>6.00 AM</b>		<b>R</b>	<b>EAST OLYMPIA</b>	<b>0.0</b>	<b>A</b>
<b>27 JX</b>			5.8 <b>WABASH</b>	<b>2.2</b>					7.3 <b>N. P. CROSSING</b>	<b>7.3</b>		
			2.2						0.1			

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

<b>BJKOPT</b> <b>VWXYZ</b>				<b>DN-R</b>	<b>CENTRALIA</b>	<b>CN</b>	<b>0.0</b>				
					(8.0)					(0.30)	(0.30)
										14.8	14.8

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 9(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 11 April 29, 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	A 7.40AM		A 1.15AM	
39 X		9.40		8.06		UNION GAP	94.6	7.30		12.55	
MP						N. P. CROSSING	91.3				
30 P		9.50		8.12		PARKER	90.8	f 7.23		12.45	
M					DN-R	N. P. CROSSING	89.4				
32 P		10.00		f 8.19		DONALD	89.8	f 7.13		12.30	
18 PV		10.05		f 8.24		SAWYER	84.5	f 7.07		12.20	
40 PV		10.15		s 8.29		BUENA BA	81.6	s 7.00		12.10AM	
74 PVX		10.25		s 8.36	D-R	ZILLAH AII	78.5	s 6.53		11.55PM	
53 P		10.48		f 8.44		GRANGER	73.4	f 6.41		11.25	
52		11.05 <sup>36-1</sup>		f 8.53		EMERALD	67.2	f 6.28		11.05 <sup>36-2</sup>	
35 JPXY		11.15		9.25	R	MIDVALE	63.6	6.20		10.30	
51 PVWX		11.35		s 9.37 <sup>36-1</sup>	N	GRANDVIEW GW	67.7	s 5.46		9.37 <sup>63</sup>	
44 P		11.55PM		f 9.49		NORTH PROSSER	60.8	f 5.32		9.00	
53		12.20AM		f 10.01		CHIAFFEE	43.0	f 5.18		8.40	
42 PWX		12.40		s 10.12	D	BENTON CITY BC	36.5	s 5.06		8.15	
53		12.55		10.22		ACTON	31.3	4.55		8.05	
51 PJX		1.25		10.40	R	RICHLAND JCT.	19.0	4.37		7.35	
55 PVWX		1.45		s 11.00	N	KENNEWICK KN	13.2	s 4.25		7.18	
12 P		1.55		f 11.10		HEDGES	8.7	f 4.10		7.08	
M						N. P. CROSSING	7.3				
53		2.05		f 11.15		VILLARD	6.7	f 4.05		7.00	
16 JI'X		A 2.20AM		A 11.30PM		ATTALIA	0.0	3.55AM		6.45PM	
						(98.0)		Daily		Daily	
		(4.50) 20.3		(4.30) 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 9(A), Page 31.	FIRST CLASS				Time-Table No. 11 April 29, 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	A 6.20AM	A 9.25PM			
PVX		A 9.10PM	A 6.05AM	D-R	SUNNYSIDE SI	2.8	6.10AM	9.15PM			
					(2.8)		Daily	Daily			

(0.10) (0.10) .....Thru Time..... (0.10) (0.10)  
16.8 16.8 .....Average speed per hour..... 16.8 16.8

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

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

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

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

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



**WESTWARD**

**TEKOA-AYER BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 11 April 29, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
	379 Freight	355 Freight	391 Freight	61 Passenger	73 Passenger			62 Passenger	74 Passenger	392 Freight	378 Freight	356 Freight
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily							
BJKOPT WXYZ			7.45AM			DN-R <b>TEKOA</b> K	116.1			A 3.00PM		
14 JPX			A 8.00AM			R <b>SEL TICE</b>	110.4			2.30		
32 W						D <b>FARMINGTON</b> FM	104.5			2.10		
M						N. P. CROSSING	103.4					
38 VWX						D <b>GARFIELD</b> GR	95.1			1.05		
						ELBERTON	89.7			12.40PM		
32 BJKMOWXY	11.10PM					D-R <b>COLFAX</b> CA	77.4	A 7.37AM		11.50AM	A 1.30PM	
M						G. N. CROSSING	77.3			11.10	1.20	
14 East Spur X 16 West Spur X	11.30					CUEST	74.9	7.27		11.00	1.10	
34	11.50PM					MOCKONEMA	72.5	f 7.22		10.50	1.02	
29	12.10AM					DIAMOND	68.5	f 7.16		10.30	12.50	
27	12.50					D <b>ENDICOTT</b> DI	57.9	s 7.00		9.45	12.20	
63 JWXY	1.20		12.01PM <sup>378</sup>		8.39	D-R <b>WINONA</b> WA	52.1	s 6.52		9.10	12.01PM <sup>391</sup>	
26 BJKOWXY	A 2.20AM		A 12.45PM		8.56	D-R <b>LA CROSSE</b> JA	41.5	s 6.37		8.10AM	11.30AM	
42						JERITA	35.8	f 6.23				
44						HAY	30.2	f 6.15				
60 JPVWXY					9.50	9.40PM	DN-R <b>RIPARIA</b> XS	17.5	s 5.52	A 6.10AM		
M						N. P. CROSSING	17.4					
10 JPXY		8.25PM			s 10.01	s 9.49	R <b>TUCANNON</b>	12.8	s 5.42	s 5.58		A 12.05AM
41 X		8.30			10.03	9.51	PATALIA	11.8	5.37			12.03AM
54 X		8.50			f 10.21	f 10.08	RIFTON	2.9	f 5.21	f 5.37		11.40PM
BJKOPWXY		A 9.00PM			A 10.30PM	A 10.15PM	DN-R <b>AYER</b> JD	0.0	5.15AM	5.30AM		11.30PM
						(116.1)		Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday
	(3.10) 11.3	(0.35) 21.6	(5.00) 12.9	(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	26.3	10.9	18.0	21.6

**WESTWARD**

**TUCANNON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 11 April 29, 1951	Mile Post	SECOND CLASS	
		356 Freight			355 Freight	
		Monday Wednesday Friday				
JPXY		12.05AM	R	<b>TUCANNON</b>	0.0	A 8.25PM
JWXY		A 12.15AM	D	<b>STARBUCK</b>	3.8	8.15PM
19				<b>RELIEF</b>	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. 11**

**April 29, 1951**

Car Capacity of Seating, 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 CMS&P&P Streamliner Passenger	67 Passenger	91 CMS&P&P Passenger		
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily		
BKPVX	9.30PM	3.30PM	7.00AM		11.59PM	10.15PM	8.15AM	8.00AM	DN-R SPOKANE 1.9
IPX	9.40	3.45 <sup>384</sup>	7.05		A 12.04AM	10.20	8.20	8.05	N. P. CROSSING 0.9
83 X	9.51 <sup>382</sup>	3.58	7.10			10.23	8.23	8.08	EAST SPOKANE 3.7
59 JKVX	10.10	4.15	A 7.20AM			10.30	8.30	8.15	DN DISHMAN 3.2
35	10.20	4.25				10.34	8.34	8.19	CHESTER 6.0
49	10.48 <sup>95</sup>	4.50				10.48 <sup>381</sup>	8.45	8.31	D MICA 2.3
38	11.17 <sup>388</sup>	5.15				10.50	8.50	8.35	FREEMAN 3.3
JVX	A 11.25PM	5.25			A 10.55PM <sup>388</sup>	8.56	A 8.40AM		DN-R MANITO 5.2
23		6.53 <sup>68</sup>				9.03			D ROCKFORD 3.3
40		6.05				9.10			DARKNELL 3.4
31 WX		6.25				9.16			D FAIRFIELD 8.4
25		6.55				9.31			LATAH 7.2
BJKOPTWXYZ		A 7.30PM				A 9.52AM			DN-R TEKOA 49.3
	(1.55) 11.4	(4.00) 12.3	(6.20) 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 Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11	Mile Post		Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11	Mile Post		SECOND CLASS
	391 Freight	April 29, 1951				355 Freight	April 29, 1951			356 Freight
	Daily Except Monday	STATIONS				Monday Wednesday Friday	STATIONS			Monday Wednesday Friday
14 JPX	8.00AM	SELTICE 8.2	48.0		35 TWX	6.00PM	D-R POMEROY 4.5	28.9		A 2.15AM
		G. N. CROSSING 0.03	39.8		25	6.20	ZUMWALT 8.1	24.4		2.00
		N. P. CROSSING 0.55	39.7		7	6.50	DODGE 1.8	18.3		1.30
34 VWX	9.00	D OAKESDALE 8.4 ON	39.1		18 W	6.57	CHARD 3.2	14.5		1.20
M		G. N. CROSSING 12.4	30.7		8	7.10	JACKSON 3.4	11.3		1.05
28 WX	10.30	D ST. JOHN 13.9 SJ	18.3		18	7.25	DELANEY 7.9	7.9		12.50
63	11.25	GRAVEL PIT 4.4	4.4		JWXY	A 8.15PM	D STARBUCK SA	0.0		12.20AM
63 JWXY	A 11.45AM	D-R WINONA WA	0.0				(28.9)			Monday Wednesday Friday
		(48.0)								
	(3.45) 12.8	..... Thru Time .....				(2.15) 12.8	..... Thru Time .....			(1.55) 15.1
		..... Average speed per hour .....					..... 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. 11		Mile Post	FIRST CLASS				SECOND CLASS					
	April 29, 1951			94	70	68	92	384	382	388			
				CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Freight	CMStP&P Freight	Freight			
STATIONS													
BKPVX	DN-R	SPOKANE	DS AU	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		163.5	1.36	12.53PM	6.41	9.08			3.45 <sup>387</sup>	9.55	12.20
83 X		EAST SPOKANE		162.6	1.34		6.39	9.06			3.42	9.51 <sup>381</sup>	12.15
50 JKVX	DN	DISHMAN	SP	158.9	1.27	s	6.33	8.59			3.30PM	9.44	12.05AM
35		CHESTER		155.7	1.22	f	6.28	8.54				9.34	11.52PM
49	D	MICA	MA	149.7	1.11	f	6.16	8.43				9.16	11.27
38		FREEMAN		146.9	1.06	f	6.10	8.38				9.10	11.17 <sup>381</sup>
JVX	DN-R	MANITO	MU	143.6	1.01AM	f	6.04	8.33PM				9.01PM	10.55 <sup>96</sup>
23	D	ROCKFORD	RD	138.4		s	5.53 <sup>387</sup>						10.44
40		DARKNELL		135.1			5.46						10.35
31 WX	D	FAIRFIELD	G	131.7		s	5.40						10.20
25		LATAH		123.3		s	5.24						9.55
BJKOPTWXYZ	DN-R	TEKOA	K	116.1			5.11PM						9.30PM
					Daily	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily Except Sunday
..... Thru Time .....					(0.49)	(0.07)	(1.39)	(0.42)			(0.30)	(1.04)	(3.00)
..... Average speed per hour .....					29.7	16.3	29.9	31.1			13.0	20.4	16.4

**WESTWARD**

**MOSCOW BRANCH**

**EASTWARD**

**WESTWARD CONNELL BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 11	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11	Mile Post	SECOND CLASS						
	379	61			62	378		391			392						
	Freight	Passenger			Passenger	Freight		Freight			Freight						
STATIONS																	
BKTVWX	9.00PM	6.45PM	D-R MOSCOW	28.1	A 8.50AM	A 4.15PM	BJKOWXY	1.45PM	D-R LA CROSSE	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	18.7	s 8.33	3.45	32 JPWXY	A 2.55PM	N-R HOOPER JCT. HR	15.7	6.30AM						
18	9.50	s 7.18	ALBION	12.7	s 8.13	3.20	34		D WASUTUCNA FN	23.5							
19	10.00	f 7.25	SHAWNEE	9.7	f 8.05	3.08	21 V		D KAHLOTUS HO	37.4							
BJKMOWXY	A 10.50PM	A 7.45PM	DN-R COLFAX	0.0	7.42AM	2.30PM	18 WXY		R CONNELL	52.9							
				(28.1)	Daily	Daily Except Monday					(52.9)	Daily					
..... Thru Time .....												(1.50)	(1.00)	(1.08)	(1.35)	(1.10)	(1.00)
..... Average speed per hour .....												15.3	28.1	24.8	10.1	13.5	15.7

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

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

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

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.  
 No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.  
 No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.  
 For stations not shown on schedule pages, see page 22.

**WESTWARD**

**WALLULA BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	Time-Table No. 11			Mile Post	FIRST CLASS		SECOND CLASS		
		<b>345</b>		April 29, 1951					<b>72</b>		<b>346</b>	
		Freight		Passenger					Passenger		Freight	
	Daily		Daily	<b>STATIONS</b>								
BJKOPVWXY	12.01 PM		4.00 AM	DN-R	<b>WALLULA</b>	JN	0.0	A 1.20 PM		A 7.00 AM		
11	12.17		f 4.15		7.5 REESE		7.5	f 11.05		6.25		
20 PWX	12.35		s 4.30	D	7.5 TOUCHET	CH	15.0	* 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		1.7 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					
5 X					0.2 COLLEGE PLACE		28.9					
BJKOPTVWXYZ	A 1.30 PM		A 5.15 AM	DN-R	<b>WALLA WALLA</b>	Z BU	30.9	10.15 PM		5.30 AM		
					(30.0)			Daily		Daily		

(1.29) 20.8 ..... Thru Time ..... (1.05) 28.5 (1.30) 20.6  
 ..... Average speed per hour ..... 24.7 ..... 28.5 ..... 20.6

**WESTWARD**

**PENDLETON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 11			Mile Post	SECOND CLASS		
		<b>365</b>	April 29, 1951				<b>366</b>		
		Freight	Passenger				Freight		
	Daily Except Sunday		<b>STATIONS</b>						
27 X					<b>ALTO</b>	83.0			
23					7.5 MENOKEEN	75.5			
26 JWX		11.45 AM			4.2 <b>BOLLES</b>	71.3	A 8.40 AM		
20 X		11.58 AM		D	4.6 PRESCOTT	66.7	8.28		
21		12.35 PM			13.1 VALLEY GROVE	53.6	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	<b>WALLA WALLA</b>	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			
30 VWX				D	0.1 <b>MILTON-FREEWATER</b>	36.2			
50					9.5 BLUE MOUNTAIN	26.7			
20					3.3 DOWNING	23.4			
20 WX				D	6.2 ATHENA	17.2			
41					4.6 ADAMS	12.6			
15					2.6 BLAKELEY	10.0			
BJKVWXYZ				DN-R	<b>PENDLETON</b>	FD	0.0		
					(83.0)		Daily Except Sunday		

(1.10) 21.6 ..... Thru Time ..... (1.10) 21.6  
 ..... Average speed per hour ..... 21.6

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. 11			Mile Post	FIRST CLASS		SECOND CLASS	
	387		67		April 29, 1951				68		388	
	Freight	Daily Except Saturday	Passenger	Daily	STATIONS				Passenger	Freight		
	BJKOPTWXYZ	7.30PM		10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM		A 9.30PM	
25		7.50		10.14		LOVELL		6.9	f 4.50		8.50	
17	VX	8.15 <sup>388</sup>		10.33	D	PLUMMER	MR	15.3	s 4.32		8.15 <sup>387</sup>	
22	TWX	8.50		10.50		CHATCOLET		22.8	f 4.14		7.45	
40	X	9.20		11.09		HARRISON		30.5	s 3.54		7.20	
43		9.35		11.16	D	SPRINGSTON	RC	34.0	s 3.45		7.10	
20		10.25		11.34		LANE		45.3	s 3.24		6.42	
33		10.40		11.40		ROSE LAKE		49.1	s 3.16		6.32	
30		11.00		11.55AM		CATALDO		57.7	f 2.59		6.10	
18		11.18PM		12.07PM		PINE CREEK		64.1	f 2.49		5.52	
	JWX					BRADLEY		67.2	f			
25	BKON	A 12.20AM		12.30	D-R	KELLOGG-WARDNER	DN	69.2	s 2.40		5.40PM	
31				12.43		OSBURN		75.8	f 2.22			
	BKTVWXZ			A 1.00PM	D-R	WALLACE	WC	80.2	2.15PM			
						N. P. CROSSING		80.4				
						N. P. CROSSING		80.6				
	JX					WALLACE JCT.		80.7				
5	VWX				D	BURKE	B	86.9				
						(86.9)			Daily		Daily Except Sunday	
		(4.60) 14.3		(2.58) 27.0		..... Thru Time .....		(2.50) 28.3			(3.50) 18.0	
						..... Average speed per hour .....						

**WESTWARD**

**DAYTON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 11		Mile Post	SECOND CLASS			
	367		365			366		368	
	Freight	Freight	April 29, 1951			Freight	Freight		
29	T	11.30AM		TURNER	24.8		A 1.20AM		
25		11.40AM		WHEATSTONE	22.7		11.10		
26	VWXY	A 12.20PM	11.01AM	D DAYTON DA	13.1	A 9.15AM	10.30AM		
				N. P. CROSSING	13.0				
				N. P. CROSSING	13.0				
	JX		A 11.03AM	DAYTON JCT.	12.9	9.13AM			

**SIERRA NEVADA BRANCH**

**WESTWARD**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 11		Mile Post				
	367		365			366		368	
	Freight	Freight	April 29, 1951			Freight	Freight		
	JWX			BRADLEY	0.0				
	X			END OF TRACK	3.2				
				(3.2)					

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

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

JX		11.25AM	R	WAITSBURG JCT.	5.2	A 8.53AM		
28	X	11.31	D	WAITSBURG BG	3.5	8.49		
28	JWX	A 11.45AM		BOLLES	0.0	8.40AM		
				(24.8)		Daily Except Sunday	Tuesday and Friday	

(0.50) 14.0 (0.44) 17.0 ..... Thru Time ..... (0.35) 22.5 (0.50) 14.0  
 .. Average speed per hour .....

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.

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

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

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

## STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
<b>Second Subdivision</b>				<b>Tekoa-Ayer Branch</b>			
Pendair.....	213.5	80	Both	Canyon.....(7).....	22.1	42	Both
Mission.....	221.2	18 P	Both	Schreck.....	31.9	14	Both
Cayuse.....(1).....	227.1	25 P	Both	Sutton.....	48.0	46	Both
Thorn Hollow.....	232.1	48 P	Both	Thera.....(7).....	64.8	15	Both
North Fork.....	251.4	14 P	Both	Glenwood.....	83.5	13	Both
		16 P	West	Walters.....	98.6	10	Both
<b>Third Subdivision</b>				<b>Tucannon Branch</b>			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	<b>Spokane-Tekoa Branch</b>			
Boardman.....(1)(2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coey.....	141.7	17	Both
<b>Fourth Subdivision</b>				<b>Pleasant Valley Branch</b>			
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	<b>Pomeroy Branch</b>			
C. L. Lumber Co.....	45.1	7	East	Houser.....	19.1	1	Both
Viento.....	55.2		None	<b>Moscow Branch</b>			
Chatfield.....	71.8	20	West	Risbeck.....(7).....	4.5	6	Both
<b>Kenton Line</b>				<b>Connell Branch</b>			
Champ.....	9.5	7	Both	Parvin.....(7).....	7.8	8	Both
Ward.....	14.2	6	Both	Armstrong.....(7).....	15.7	3 W {M. P. 16.2}	Both
Reynolds.....	20.0	37 P	Both	Whitlow.....	20.5	1	Both
		126 P	West	Holland.....	21.4	8	Both
<b>Sixth Subdivision</b>				<b>Pendleton Branch</b>			
Sheffler.....	242.1	4	Both	Havana.....	6.9	11	Both
Matthews.....	253.3	5	Both	Weston.....	20.9	66 X	East
Magallon.....	258.6	2	Both	Bade.....	30.2	13	Both
Teske.....	310.6	2	Both	Barrett.....	33.1	10	Both
<b>Joseph Branch</b>				<b>Wallace Branch</b>			
Island City.....(3).....	2.6	12	Both	Tilma.....	2.1	1 X	Both
Conley.....(3).....	5.9	6	Both	Watt.....	12.1	18	Both
Rondowa.....	37.2	7	Both	O'Gara.....(8).....	26.3		None
Vincent.....(3).....	40.6	2	East	Black Lake.....(8).....	38.0		None
Minam.....(4).....	47.1	12 W {M. P. 49.0}	Both	Dudley.....(8).....	52.0	12	Both
Sevicr.....	56.7	5	West	Enaville.....(9).....	62.5	6 Y	Both
<b>Pilot Rock Branch</b>				<b>Dorn Branch</b>			
McBee.....	2.8	2	East	Smeltonville.....(8).....	66.3		None
Lens.....	11.2	4	East	Shont.....(8).....	72.8	3	Both
<b>Grass Valley Branch</b>				<b>Dayton Branch</b>			
Sandon.....	15.6	8	Both	Polaris.....	74.6	42	East
Hay Canyon.....	19.2	12 East	East	Gem.....	84.1	5 X	Both
De Moss.....	23.9	15 West	West	Frisco.....	84.4	7 X	Both
Erskine.....	31.3	12 Both	Both	Dorn.....	85.1	13	Both
Bourbon.....	45.8	9 Both	Both	<b>Loyd Branch</b>			
<b>Grays Harbor Branch</b>				<b>Ronan Branch</b>			
Raisch.....	2.6	7	Both	Loyd.....	4.1	3	East
Galvin.....(5).....	5.0	23 P	Both	Ronan.....	19.3	28	West
Balch.....(5).....	18.3	18 P	Both	<b>Yakima Branch</b>			
Cedarville.....(5).....	22.2	52 P	Both	Grosseup.....	28.2	8	Both
Lankner.....(5).....	26.3	51 P	Both	Biggam.....(6).....	48.3	10	Both
South Elma.....(5).....	32.5	5 PW	West	Flint.....	83.6	18	Both
Melbourne.....(5).....	43.8	27 P	Both	<b>Flag stop for Nos. 61-62.</b>			
Law.....	44.7	11	East	<b>Flag stop for Nos. 67-68.</b>			
<b>Flag stop for Nos. 304-305.</b>				<b>Flag stop for Nos. 63-64.</b>			
<b>Flag stop for Nos. 306-307.</b>				<b>Regular stop for Nos. 67-68.</b>			
<b>Flag stop for Nos. 304-305.</b>				<b>Regular stop for Nos. 67-68.</b>			

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

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

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

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

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

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

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

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

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

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

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	75	45	Steam engines running backward.	20	20	20	Trains handling scale test cars: On main line.			30
Motor trains and inspection bus cars.		40	40	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	On branch lines.			25
When caboose is handled in train consisting of passenger train equipment.		55		Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern).			40	Within yard limits: On main line and on branch between Spokane and Manito.	50	40	25
3800 class engines.		60	45	Backing up pulling train.	40	40	40	On other branch lines.	30	15	15
3900 class engines.		65	45	Backing up light.			40	When using cross-overs or turn-outs: Forward movement.	15	15	15
5000 class engines.		50	45	Diesel switch engines in road service.	35	35	35	Back-up movement.	10	10	10
MacArthur type engines with 63-inch drivers.		55	45	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
MacArthur type engines with 57-inch drivers.		35	35	Trains handling company road-way machines on their own wheels, except wrecking derricks.			25	When using No. 14 turn-outs at end of double track.	25	20	20
3500 class Mullet, Consolidation and Ten Wheeler type engines.		35	35	Jordan spreaders and other machines of spreader type; when in operation.			15	When using all other turnouts.	15	15	15
0-6-0 and 0-8-0 type yard engines.		20	20	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	On tracks other than main tracks.	15	15	15
C. M. St. P. & P. class N3-S engines.		50	40				6	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
C. M. St. P. & P. class L engines.		35	35					Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35					On branch line. (Slower speed must be observed where conditions require.)			15
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25								
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35								

**FIRST SUBDIVISION**

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

**FIRST SUBDIVISION (Continued)**

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

**SECOND SUBDIVISION**

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

**THIRD SUBDIVISION**

<b>Rieth</b> Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40	<b>Echo</b> Over first road crossing east and west of depot.	30	30	30			
	Between M.P. 209.3 and 208.8.	60	50	40	Between M.P. 198.7 and 198.4.	45	35		25	Between M.P. 191.9 and 190.7.	60	50	40	
<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60	50	40	<b>Nolin</b> Between M.P. 198.2 and 197.8.	55	45	35	Between M.P. 190.4 and 190.0.	70	60	45			
	Between M.P. 206.2 and 205.8.	70	60		45	Between M.P. 197.3 and 196.7.	60	50	40	Between M.P. 189.0 and 188.8.	60	50	40	
	Between M.P. 204.7 and 202.2.	60	50		40	Between M.P. 195.6 and 195.4.	60	50	40	<b>Stanfield</b> Between M.P. 188.3 and 188.0.	60	50	40	
	Between M.P. 201.6 and 201.5.	70	60		45	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. 193.5 and 193.3.	70	60	45					



**THIRD SUBDIVISION (Continued)**

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

**FOURTH SUBDIVISION**

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

**FOURTH SUBDIVISION (Continued)**

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

**FIFTH SUBDIVISION**

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

**SIXTH SUBDIVISION**

Maximum speed.	70	60	45	<b>Wallula</b>				<b>Walker Pit</b> 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	
<b>Umatilla</b> Between M.P. 186.7 and 186.8.		50	40	Eastward.	20	20		Between M.P. 247.0 and 247.2.	50	40	
Between M.P. 187.1 and 187.3.		50	40	Westward.	15	15		<b>Scott</b> Between M.P. 252.8 and 253.0.	45	35	
Between M.P. 187.6 and 187.7.		50	40	<b>Attalia</b> Between M.P. 217.2 and 217.4.	45	35		Between M.P. 256.9 and 257.1.	45	35	
Between M.P. 188.6 and 189.0.		30	20	Between M.P. 219.1 and 219.5.	50	40		<b>Ruxby</b> Between M.P. 260.3 and 260.5.	50	40	
Between M.P. 189.2 and 190.4.		25	20	<b>Humorist</b> Between M.P. 224.2 and 224.5.	50	40		<b>Ayer</b> Between M.P. 268.2 and 269.3.	30	30	
<b>Riverview</b> Between M.P. 191.2 and 192.0.		25	20	<b>Ash</b> Between M.P. 226.9 and 227.1.	50	40		Between M.P. 271.5 and 272.5.	25	15	
Between M.P. 192.5 and 192.9.		35	25	Between M.P. 228.1 and 228.4.	35	25		Between M.P. 272.7 and 273.2.	45	35	
Between M.P. 193.3 and 193.4.		35	25	Between M.P. 228.8 and 229.9.	35	25		Between M.P. 275.1 and 276.9.	40	25	
Between M.P. 194.5 and 194.7.		50	40	Between M.P. 230.8 and 231.4.	50	40		Between M.P. 277.9 and 278.5.	50	40	
Between M.P. 194.9 and 196.3.		30	20	Between M.P. 231.9 and 232.3.	45	35		Between M.P. 278.9 and 279.4.	45	35	
Between M.P. 196.5 and 196.6.		50	40	Between M.P. 233.0 and 233.4.	50	40		<b>Park</b> Between M.P. 280.0 and 281.6.	40	25	
<b>Sand</b> Between M.P. 197.4 and 197.7.		45	35	<b>Page</b> Between M.P. 234.0 and 234.5.	35	25		Between M.P. 281.9 and 282.2.	50	40	
Between M.P. 199.0 and 199.1.		50	40	Between M.P. 234.9 and 235.6.	35	25		<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.	50	40	
Between M.P. 199.3 and 199.4.		50	40	Between M.P. 236.3 and 236.5.	35	25		Between M.P. 290.6 and 291.1.	50	40	
Between M.P. 200.7 and 200.8.		50	40	Between M.P. 236.8 and 236.9.	50	40		Between M.P. 291.9 and 292.3.	25	25	
Between M.P. 201.8 and 201.9.		50	40	Between M.P. 237.9 and 238.1.	35	25		<b>Ankeny</b> Between M.P. 294.4 and 294.5.	40	25	
<b>Juniper</b> Between M.P. 204.3 and 204.6.		45	35	Between M.P. 239.0 and 239.3.	50	40		Between M.P. 295.4 and 297.0.	50	40	
Between M.P. 205.2 and 205.3.		50	40	Between M.P. 239.6 and 239.8.	50	40		<b>Marengo</b> Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 206.1 and 207.2.		30	20	<b>Simmons</b> Between M.P. 242.4 and 242.6.	40	25					
Between M.P. 207.5 and 208.5.		30	20	Between M.P. 242.9 and 243.1.	35	25					
Between M.P. 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.
<b>Cheney</b> Over street crossings.	15	15	15	Between M.P. 364.7 and 364.9.	55	45	35	Over Bridge 367.13.	10	10	10
Between M.P. 352.8 and 353.5.	55	45	35	Between M.P. 365.1 and 366.2.	25	25	15	<b>Spokane</b> , through Union Station limits.	15	15	15
Between M.P. 354.0 and 363.8 on curves.	60	50	35	<b>West Spokane</b> , on 16-degree curve west end of yard.	8	8	8	Spokane Union Station over slip switches.	10	10	10
Between M.P. 364.2 and 364.4.	45	35	25	Between M.P. 366.5 and 367.1.	40	35	25	Spokane, through Union Station limits. 3900 class engines.	6	6	

**BRANCHES**

On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below but in no case may permissible speed for such branch be exceeded.

<b>Joseph Branch</b> Maximum speed.	30	30	<b>Grays Harbor Branch</b> 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	
<b>Pilot Rock Branch</b>	15	15	Aberdeen, over Boone St. Crossing.	5	5	<b>Latah</b> Between M.P. 123.4 and 124.5.	20	20	
<b>Heppner Branch</b> Maximum speed.	25	25	Aberdeen, over other street crossings.	10	10	Between M.P. 125.1 and 125.7.	35	25	
3-degree curves.	20	20	Cosmopolis, within city limits.	20	15	Between M.P. 127.5 and 128.4.	35	25	
4- and 5-degree curves.	15	15	Cosmopolis, with logs within city limits.		8	Between M.P. 129.6 and 130.6.	35	25	
On curves of 6 degrees and over.	10	10	<b>Tono Branch</b> Maximum speed.	15	15	<b>Fairfield</b> Over street crossings.		25	
<b>Condon Branch</b> Maximum speed.	25	25	4- and 5-degree curves.	15	15	Between M.P. 132.6 and 132.8.	45	30	
3-degree curves.	20	20	On curves of 6 degrees and over.	10	10	Between M.P. 133.3 and 134.6.	25	20	
4- and 5-degree curves.	15	15	<b>Olympia Branch</b> 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	<b>Darknell</b> Between M.P. 136.6 and 139.2.	20	20	
On descending grades between Speece and Mikkalo.	15	15	On curves of 6 degrees and over.	10	10	<b>Rockford</b> Between M.P. 139.4 and 139.7.	45	30	
On descending grades between Barnett and Rock Creek.	15	15	<b>Spokane-Tekoa Branch</b> East Spokane through Interlocking.	15	15	Between M.P. 139.8 and 140.4.	45	30	
<b>Grass Valley Branch</b> Maximum speed.	25	25	Between Spokane and Manito.	70	60	35	Between M.P. 141.0 and 141.2.	35	25
3-degree curves.	20	20	Between Manito and Tekoa.	50	30	25	20	20	
4- and 5-degree curves.	15	15	On 3-degree curves.	50	30	<b>Manito</b> Between M.P. 144.4 and 144.6.	60	50	35
On curves of 6 degrees and over.	10	10	On 4-degree curves.	45	30	Between M.P. 145.5 and 146.0.	35	45	35
Between Kent and M.P. 39.0.	15	15	On 5- and 6-degree curves.	35	25	Between M.P. 146.2 and 146.4.	60	50	35
Between M.P. 33.0 and Thornberry, on descending grades.	20	20	On 7- and 8-degree curves.	25	20	Between M.P. 146.9 and 147.2.	60	50	35
Between Thornberry and Biggs, on descending grades.	10	10	On curves of 7 degrees and over with 2-10-2 type engines.	20	20	<b>Freeman</b> Between M.P. 147.3 and 148.8.	45	35	25
			On 9- and 10-degree curves.	20	20	Between M.P. 149.1 and 149.2.	60	50	35
			<b>Tekoa</b> Between M.P. 117.2 and 117.5.	20	20				

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psgr.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
<b>Mica</b>				Between M.P. 27.1 and 27.2.	25	20	<b>Farmington</b>		
Between M.P. 150.5 and 151.9.	35	30	20	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 105.5 and 105.8.	25	20
Between M.P. 152.1 and 152.4.	35	30	20	Between M.P. 28.2 and 28.7.	20	20	Between M.P. 112.2 and 113.1.	30	25
Between M.P. 152.6 and 153.0.	45	35	25	Between M.P. 29.7 and 29.9.	45	30	Between M.P. 115.6 and 116.0.	25	20
Between M.P. 153.2 and 153.9.	35	30	20	<b>Hay</b>			<b>Pleasant Valley Branch</b>		
Between M.P. 154.5 and 154.3, westward.	00	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	30	G. N. Crossing, M.P. 30.7.	20	20
Between M.P. 154.7 and 155.5.	40	35	25	Between M.P. 34.3 and 35.2.	20	20	<b>Tucannon Branch</b>		
Between Chester and Mica, on descending grade.			25	<b>Jerita</b>			Maximum speed.	25	25
Spokane, through tunnel.	15	15	15	Between M.P. 36.2 and 36.9.	25	20	On curves, 7 degrees and over.	20	20
Spokane, over slip switches at N. P. Crossing.	15	15	10	Between M.P. 37.8 and 39.3.	25	20	Between Starbuck and Relief.	12	12
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.		12	12	Between M.P. 43.5 and 43.6.	45	30	<b>Pendleton Branch</b>		
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	<b>Sutton</b>			Maximum speed.	30	30
<b>Tekon-Ayer Branch</b>				Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Maximum speed.		50	30	<b>Thera</b>			On 7-, 8-, 9- and 10-degree curves.	20	20
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 54.9 and 55.2.	35	25	Between Walla Walla and Pendleton, with MacArthur type engines.	25	25
Between Tucannon and Ayer.		35	25	Between M.P. 55.4 and 55.6.	45	30	Between Barrett and Downing, on descending grade.	15	15
On 4-degree curves.		45	30	Between M.P. 58.2 and 58.5.	35	25	Pendleton, over Thompson, Main and Aura Streets.	12	12
On 5- and 6-degree curves.		35	25	<b>Diamond</b>			Pendleton, over other street crossings within city limits.	20	20
On 7- and 8-degree curves.		25	20	Between M.P. 68.8 and 69.0.	35	25	<b>Pendleton</b>		
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Between M.P. 69.9 and 70.1.	35	25	Between M.P. 1.2 and 1.4.	30	25
On 9- and 10-degree curves.		20	20	<b>Mockensma</b>			Between M.P. 2.5 and 3.0.	20	20
<b>Ayer</b>				Between M.P. 73.3 and 73.5.	20	20	Between M.P. 9.5 and 9.8.	20	20
Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.	45	30	<b>Athens</b>		
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.9 and 77.2.	25	12	Over street crossings.	15	15
Between M.P. 17.1 and 17.2.		15	15	<b>Colfax</b>			Between M.P. 20.9 and 21.3.	30	25
Over Snake River Bridge 17.23.		5	5	Over street crossings.	12	12	<b>Downing</b>		
Between M.P. 17.7 and 18.1.		25	20	Between M.P. 78.4 and 78.5.	25	20	Between M.P. 24.0 and 24.5.	20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 79.8 and 80.7.	30	20	Between M.P. 25.4 and 26.2.	20	20
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.	20	20	<b>Blue Mountain</b>		
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 82.9 and 83.4.	20	20	Between M.P. 29.0 and 29.4.	20	20
Between M.P. 23.1 and 23.7.		35	25	<b>Glenwood</b>			Between M.P. 29.8 and 30.1.	20	20
Between M.P. 23.5 and 23.7.		30	20	Between M.P. 83.7 and 84.5.	25	20	Between M.P. 30.3 and 30.4.	20	20
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 86.5 and 87.0.	20	20	Between M.P. 31.2 and 31.7.	20	20
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 87.6 and 88.9.	25	20	Between M.P. 32.2 and 32.4.	20	20
				Between M.P. 89.1 and 89.4.	20	20	Between M.P. 32.7 and 32.9.	20	20
				<b>Elberton</b>			<b>Milton-Freewater</b>		
				Over street crossings.	25	25	Over street crossings.	15	15
				Between M.P. 90.7 and 91.9.	20	20	W. W. V. Ry. Crossing M.P. 36.3.	15	15
				Between M.P. 92.4 and 92.9.	30	25	W. W. V. Ry. Crossing, M.P. 44.2.	20	20
				Between M.P. 95.8 and 95.8.	30	25			
				Between M.P. 101.1 and 101.5.	30	25			
				Between M.P. 102.0 and 102.4.	30	25			
				<b>N. P. Crossing</b>					
				Between M.P. 104.6 and 104.9.	20	20			

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Walla Walla</b> Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	<b>Connell Branch</b> Maximum speed.		
Walla Walla, on west leg of wye.	8	8	<b>Wallula</b>			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	<b>La Crosse</b>		
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
<b>Menoken</b>			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	<b>Moscow Branch</b>		
Between M.P. 80.8 and 81.2.	20	20	<b>Reese</b>			Maximum speed.	35	25
<b>Alto</b>			Between M.P. 7.7 and 8.0.	25	20	On 7- and 8-degree curves.	25	20
<b>Yakima Branch</b>			Between M.P. 8.2 and 8.4.	35	25	On 9- and 10-degree curves.	20	20
Maximum speed.	45	30	Between M.P. 8.7 and 9.1.	25	20	<b>Colfax</b>		
With pile driver 0321.		15	Between M.P. 9.5 and 9.7.	25	20	Over street crossings.	12	12
On 5- and 6-degree curves.	35	25	Between M.P. 10.0 and 10.1.	35	25	Between M.P. 1.3 and 3.1.	25	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.7 and 10.9.	35	25	Between M.P. 5.6 and 7.5.	25	20
On 9- and 10-degree curves.	25	20	Between M.P. 11.1 and 11.4.	35	25	Between M.P. 8.4 and 8.8.	25	20
<b>Attalia</b>			Between M.P. 12.1 and 12.3.	20	20	<b>Shawnee</b>		
Bridge 7.44.	25	15	Between M.P. 12.5 and 12.6.	35	25	Between M.P. 9.9 and 10.0.	25	20
Kennewick, over street crossings.	8	8	Between M.P. 18.5 and 18.6.	35	25	Between M.P. 10.8 and 11.2.	25	20
Between Grandview and Biggam.	30	25	<b>Walla Walla</b>			Between M.P. 12.2 and 12.5.	25	20
<b>Benton City</b>			<b>Pomeroy Branch</b>			<b>Albion</b>		
Between M.P. 37.5 and 38.1.	25	20	Maximum speed.	20	20	Between M.P. 13.4 and 13.6.	25	20
Granger, over street crossings.	30	30	<b>Chard</b>			Between M.P. 14.3 and 14.9.	20	20
Zillah, over street crossings.	25	15	Between M.P. 14.5 and Pomeroy.	15	15	Between M.P. 17.5 and 17.7.	25	20
Yakima River Bridge 89.35, through gauntlet track.	15	15	<b>Dayton Branch</b>			Between M.P. 17.9 and 18.0.	25	20
Yakima, over Yakima Ave., and Walnut Street.	6	6	Maximum speed.	25	25	<b>Pullman</b>		
Yakima, over other street crossings.	10	10	On curves of 7 degrees and over.	20	20	Over street crossings.	6	6
<b>Sunnyside Branch</b>			<b>Bolles</b>			Between M.P. 19.9 and 20.0.	25	20
Maximum speed.	45	35	Between M.P. 0.4 and 0.6.	20	20	Between M.P. 24.6 and 24.8.	25	20
<b>Wallula Branch</b>			Dayton, over street crossings west of Touchet River.	15	15	Between M.P. 25.2 and 25.4.	25	20
Maximum speed.	35	30	Dayton, over all other street crossings.	10	10	<b>Moscow</b>		
On 5- and 6-degree curves.	35	25	Between M.P. 12.9 and 24.8.	15	15	Over street crossings.	12	12
On 7- and 8-degree curves.	25	20						

**BRANCHES (Continued)**

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

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

Huntington.....Yard Office  
 Huntington.....Telegraph Office  
 Baker.....Telegraph Office  
 La Grande.....Train Dispatcher's Office  
 La Grande.....Depot Telegraph Office  
 La Grande.....Yard Office  
 Pendleton.....Telegraph Office  
 Rieth.....Telegraph Office  
 Rieth.....Enginemen's Register Room  
 Umatilla.....Telegraph Office  
 Umatilla.....Enginemen's Register Room  
 Arlington.....Telegraph Office  
 Moro.....Telegraph Office  
 Bend (Joint).....● 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'	8.8
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

**SYMBOLS AND ABBREVIATIONS**

(Rules 6 and 6(A))

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

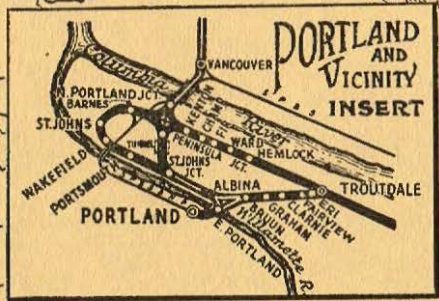
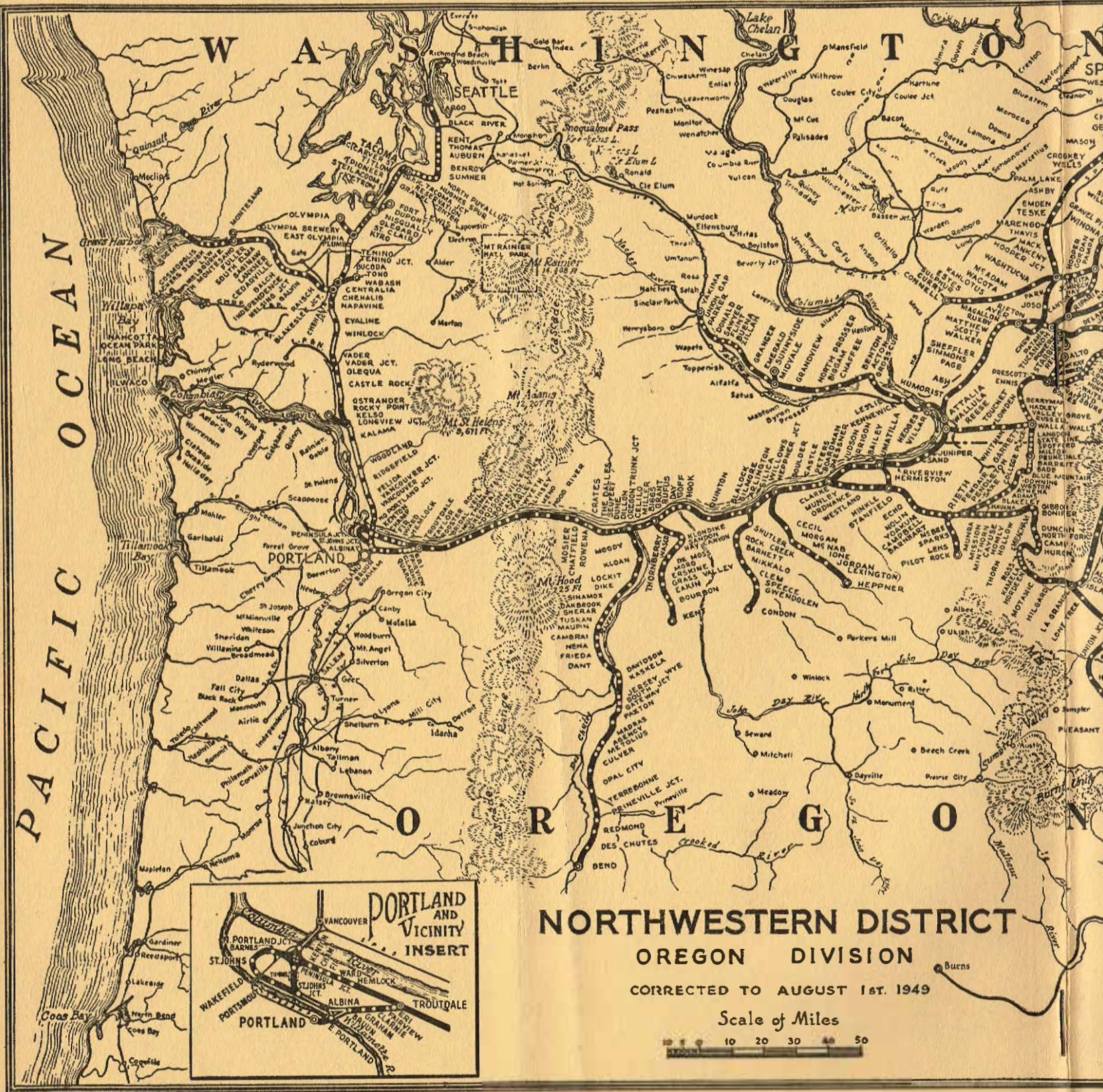
- L.—leave;
- A.—arrive;
- s.—regular stop;
- f.—flag stop to receive or discharge traffic.

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

- B—bulletins;
- C—coal;
- D—day operator;
- N—night operator;
- DN—day and night operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- V—trick 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	



# NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO AUGUST 1st. 1949

Scale of Miles

