

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 13

Effective Sunday
September 2, 1951
At 12:01 P.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

Press of ABBOTT, KEHNS & 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.
 R. A. Roberts, Assistant Superintendent La Grande, Ore.
 H. B. Coburn, Assistant Superintendent Seattle, Wash.
 H. A. Achenbach, Assistant Superintendent Spokane, Wash.
 R. L. Rickard, Trainmaster Portland, Ore.
 R. V. Johnson, Trainmaster The Dalles, Ore.
 D. E. Gardner, Trainmaster Walla Walla, Wash.
 J. D. Killian, Master Mechanic Portland, Ore.
 R. L. Norris, Road Foreman of Engines La Grande, Ore.
 P. D. Brinkman, Road Foreman of Engines Portland, Ore.
 J. C. Haydon, Road Foreman of Engines Portland, Ore.
 R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
 E. F. Kidder, Division Engineer Portland, Ore.
 H. L. Mathewson, General Roadmaster Portland, Ore.

First and Second Subdivision and Branches

B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
 J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
 L. V. Thomas, Assistant Chief Train Dispatcher La Grande, Ore.
 M. H. Galloway, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivision and Branches

L. L. Rudd, Chief Train Dispatcher Albina, Ore.
 L. V. Neely, Assistant Chief Train Dispatcher Albina, Ore.
 G. J. Schatz, Jr., Assistant Chief Train Dispatcher Albina, Ore.
 R. M. Enfield, Assistant Chief Train Dispatcher Albina, Ore.

Sixth Subdivision and Branches

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

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

Name	Title	Location	Name	Title	Location
D. L. Gamette	Medical Director	Los Angeles	J. E. Carrow	Surgeon	Lewiston, Ida.
Ralph M. Dodson	District Surgeon	Portland, Ore.	C. O. Armstrong	Surgeon	Moscow, Ida.
R. E. Ahlquist	District Surgeon	Spokane, Wash.	J. P. Brennan	Surgeon	Pendleton, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
David G. Duncan	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Warren W. Hale	Surgeon	Portland, Ore.	E. I. Silk	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	Gordon D. Steinfeld	Surgeon	Pendleton, Ore.
George D. McGeary	Surgeon	Portland, Ore.	J. W. Sherry	Surgeon	Pomeroy, Wash.
Edward C. Parkinson	Surgeon	Portland, Ore.	James L. Gilleland	Surgeon	Pullman, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Paul E. Shinninger	Surgeon	Portland, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Harold M. U'Ren	Oculist	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	John M. Schlach	Oculist	Seattle, Wash.
Gregg D. Wood	Surgeon	Portland, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
A. E. Anderson	Surgeon	Aberdeen, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.	M. F. Kepi	Surgeon	Spokane, Wash.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
T. J. Higgins	Surgeon	Baker, Ore.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
J. C. Vandeventer	Surgeon	Bend, Ore.	H. V. Valentine	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Charles G. Smick	Surgeon	Sprague, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.	L. M. Farnam	Surgeon	South Elma, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.	Bruce C. McIntyre	Surgeon	Rt. John, Wash.
G. G. Gaunt	Surgeon	Condon, Ore.	L. A. Hopkins	Surgeon	Tacoma, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Warren F. Bolton	Surgeon	Elgin, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	C. B. Clizer	Surgeon	Tacoma, Wash.
Marvin Munsell	Surgeon	Grandview, Wash.	Vern Cressey	Surgeon	Takoa, Wash.
A. D. McMurdo	Surgeon	Hepppner, Ore.	Albert J. Nelson	Surgeon	Takoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	C. H. Weitz	Surgeon	Takoa, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	Griffith, Smith, Vogt, Mills,		
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	Boals, Merriss, Murphy,		
Stanley E. Wells	Surgeon	Hood River, Ore.	Southard, Stevenson	Surgeons	The Dalles, Ore.
Leonard Semler	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
R. W. Cordwell	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Hood River, Ore.	W. F. Holmes	Surgeon	Walla Walla, Wash.
P. F. Shirey	Surgeon	Kennewick, Wash.	J. C. Lyman	Surgeon	Walla Walla, Wash.
H. F. Craig	Surgeon	La Crosse, Wash.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
John B. Gregory	Surgeon	La Grande, Ore.	Stewart Merrill	Surgeon	Walla Walla, Wash.
Richard E. Hall	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	R. P. Schaefer	Oculist and Aurist	Yakima, Wash.
David H. Stoddard	Surgeon	La Grande, Ore.	John W. Skinner	Surgeon	Yakima, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.			

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS							Distance from Granger via Boise	Time-Table No. 13 Sept. 2, 1951	FIRST CLASS						
19 Pagr.	11 Pagr.	105 Streamliner Passenger	403 Pass.	457 Pagr.	17 Pagr.	25 Mail and Express			12 Pagr.	404 Pagr.	458 Pagr.	106 Streamliner Passenger	18 Pagr.	20 Pagr.	26 Mail and Express
Daily	Daily	Daily	Daily	Daily	Daily	Daily									
	5.05	2.05			4-05		0.0	GRANGER	A 9.15		A 12.42	A 10.30			
	10.25	6.55			9-40	1.10	213.9	POCATELLO	4-10		8-55	5.25		A 9.15	
	1-40	8.25			1.05	4.45	373.8	GLENNS FERRY	12-05		6-10	1.50		5.00	
	3-25	9.40			2.50	7.05	448.4	BOISE	10-15		5-00	12.10		2.50	
	6-05	11.40			5.35	10.15	560.1	M.T. HUNTINGTON P.T.	7.30		3-05	9-40		11-40	
	5-15	10.40			4.45	9.25		M.T. HUNTINGTON P.T.	6.20		2-05	8-30		10-25	
	8-00	1-05			7.45	12.20	649.7	LA GRANDE	3.45		11.40	5-50		7-05	
	10-23	3-13			10.25	2.53	723.9	PENDLETON	1.10		9.30	2.55		4-20	
	9.00						940.6	SPOKANE						A 7.20	
	11.20						836.7	AYER						4-40	
	12.27						783.4	WALLULA						3-20	
	1-45	11-15	3-50		12-01	3.50	755.3	HINKLE	12.20		8.50	2-10	2-40	3-15	
	4-05	1-15	5-35		3-25	6.20	855.4	THE DALLES	10-15		7.15	11.50	12.05	12.30	
A 6.30	A 3.30	A 7.30	8-30	8-00	A 6.00	A 9.00	939.5	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00	
			10-59	9-53			1030.6	CENTRALIA		11-05	7.05				
			12.30	11-05			1084.6	TACOMA		9-45	5.52				
			A 1.45	A 11.59			1122.7	SEATTLE		8-30	4.45				
									Daily	Daily	Daily	Daily	Daily	Daily	
(9.30) 38.9	(23.25) 40.1	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(20.50) 34.8	 Thru Time	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(23.45) 30.6	(9.20) 30.6	(22.05) 32.0

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammion	Time-Table No. 13 September 2, 1951	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger	32 Passenger			34 Passenger	30 Passenger	
Daily	Daily	Daily						
	9.20	3-40	12-10	0.0	McCAMMON	A 4.45	A 6.05	A 3.45
	A 9.55	5-15	1-35	22.7	POCATELLO	4-15	5.35	3-15
		6-08	2.20	46.9	BLACKFOOT		4.00	1-53
		7-20	3-10	73.3	UTAH FALLS		3.15	1-15
		9-00		124.3	ASHTON		1.15	
		A 10-40		169.9	VICTOR		11.30	
				180.4	WEST YELLOWSTONE			
			A 9.30	285.8	BUTTE			7.00
						Daily	Daily	Daily
(0.35) 38.9	(7.00) 24.3	(9.20) 30.6			..... Thru Time	(0.30) 45.4	(8.35) 25.9	(8.45) 32.6

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

MILEAGE

Main Line 795.06
Branches 1181.40
Grand Total 1976.46

WESTWARD

FIRST SUB DIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	FIRST CLASS				Time-Table No. 13 September 2, 1961	Mile Post	FIRST CLASS			
	105 Streamliner Passenger	17 Passenger	25 Mail and Express	11 Passenger			18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger
	Daily	Daily	Daily	Daily						
BKOPTWXYZ	10.40PM	4.45PM	9.25AM	5.15AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 10.25AM	A 6.20PM	A 2.05PM
100 P	10.50	4.55	9.35	5.25	D LIME BY	384.5	8.14	f 10.03	6.07	1.50
100 PW	10.59	5.05	9.48 ²⁶	5.34	WEATHERBY	377.5	8.02	9.48 ²⁶	5.55	1.38
150 PXY	11.11	5.18	10.02	5.47	DURKEE	368.9	7.50	s 9.35	5.42	1.25
100 P	11.22	5.31 ¹²	10.14	5.58	OXMAN	361.7	7.40	9.25	5.31 ¹⁷	1.14
170 PW	11.34	5.45	10.29	6.12	PLEASANT VALLEY	356.4	7.25	s 9.10	5.17	1.01
WB 91 PXY EB 100	11.39	5.51	10.35	6.18	ENCINA	351.9	7.20	9.03	5.12	12.55
107 P	11.45	5.59	10.43	6.25	QUARTZ	347.3	7.12	8.53	5.04	12.47
WB 100 BKOPW EB 111 XYZ	11.55PM	6.12	10.55	6.37	DN BAKER BC	342.0	s 7.05	s 8.45	s 4.57	s 12.40
100 P	12.01AM	6.19	11.01	6.43	WING	337.6	6.54	8.31	4.47	12.30
100 P	12.07	6.26	11.08	6.49 ¹⁸	D HAINES KB	331.7	6.49 ¹¹	s 8.25	f 4.42	12.25
100 PW	12.17 ¹⁰⁶	6.36	11.18	6.59	D NORTH POWDER HD	322.1	6.37	s 8.09	f 4.31	12.17 ¹⁰⁵
107 P	12.28	6.49	11.31	7.11	SAGO	315.5	6.26	7.57	4.19	12.09
147 PVWXY	12.31	6.52	11.35	7.14	TELOCASET	312.6	6.23	f 7.54	4.16	12.06
105 P	12.35	6.59	11.41	7.20	CROOKS	308.9	6.17	7.48	4.10	12.02AM
105 PVY	12.46	7.14	11.54AM	7.33 ²⁶	D UNION JCT. UN	302.2	6.04	7.33 ¹¹	3.57	11.51PM
105 P	12.52	7.22	12.01PM	7.40	LONETREE	294.9	5.57	7.13	3.51	11.45
BJKOPTWXYZ	A 1.00AM	A 7.35PM	A 12.10PM	A 7.50AM	DN-R LA GRANDE RA	289.8	5.50AM	7.05AM	3.45PM	11.40PM
					(90.0)		Daily	Daily	Daily	Daily
	(2.20) 42.7	(2.50) 35.2	(2.45) 30.2	(2.35) 38.0	..... Thru Time		(2.40)	(3.20)	(2.35)	(2.25)
					..... Average speed per hour		37.3	20.0	38.6	41.2

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. 13 September 2, 1951	Mile Post	FIRST CLASS			
	17	25	11	105			18	26	12	106
	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	STATIONS					
BJKOPTWXYZ	7.45PM	12.20PM	8.00AM	1.05AM	DN-R LA GRANDE RA 7.7	289.8	A 5.40AM	A 6.55AM	A 3.35PM	A 1.35PM
W13 71 PVWXY E13 72	8.02	12.38	8.17	1.20	HILGARD 6.5	282.1	5.15	6.33	3.16	11.18
130 P	8.17	12.53	8.33	1.34	MOTANIC 3.5	275.6	4.57	6.16	3.00	11.04
P	8.25	1.01	8.42	1.42	NORDEEN 1.0	272.1	4.48	6.07	2.52	10.57
141 PWXY	8.28	1.04	8.45	1.44	KAMELA 2.8	271.1	4.45	6.04	2.49	10.55
P	8.35	1.11	8.52	1.50	ROSS 2.8	268.3	4.37	5.57	2.42	10.49
W13 105 P'WX E13 102	8.42	1.18	8.59	1.56	MEACHAM 7.8	265.5	4.30	5.50	2.35	10.43
130 P	9.01	1.37	9.18	2.12	HURON 3.8	257.7	4.06	5.27	2.13	10.27
120 PW	9.09	1.44	9.26	2.19	CAMP 6.6	254.1	3.58	5.19	2.05	10.21
W14 68 PWXY E13 69	9.18	1.56 ¹²	9.35	2.27	DUNCAN 9.0	248.5	3.48	5.10	1.56 ²⁵	10.13
102 P	9.30	2.09	9.47	2.39	BONIFER 2.6	239.5	3.35	4.56	1.44	10.02
106 PWXY	9.36	2.16	9.52	2.44	GIBBON 7.3	236.9	3.30	4.51	1.39	9.58
117 P	9.49 ¹⁰⁶	2.26	10.01	2.52	HOMLY 4.9	229.6	3.20	4.41	1.30	9.49 ¹⁷
116 P	9.57	2.34	10.07	2.58	MINTHORN 5.8	224.7	3.13	4.34	1.23	9.42
115 P	10.05	2.42	10.14	3.05 ¹⁸	MUNRA 3.3	218.9	3.05 ¹⁰⁵	4.27	1.17	9.36
00 BJJKPV WXYZ	10.25	2.53	10.23	3.13	DN PENDLETON FD 3.6	215.6	2.55	4.20	1.10	9.30
175 JPX	10.34	3.00	10.30	3.19	DN RIETH RI 3.7	212.0	2.43	4.02	12.53	9.21
96 P	10.39	3.05	10.35	3.23	BARNHART 4.8	208.3	2.38	3.57	12.48	9.16
95 P	10.45	3.10	10.40	3.28	CAMPBELL 4.6	203.5	2.33	3.51	12.43	9.11
96 P	10.51	3.15	10.45	3.32	NOLIN 6.3	198.9	2.28	3.45	12.38	9.06
04 PW	10.58	3.23	10.51	3.38 ²⁶	DN ECHO HI 4.2	192.6	2.21	3.38 ¹⁰⁵	12.31	9.00
04 P	11.04	3.29	10.56	3.42	STANFIELD ND 4.2	188.4	2.16	3.23	12.26	8.56
BJKOPWXYZ	A1 1.20PM	A 3.40PM	A 1.05AM	A 3.50AM	DN-R HINKLE UK (105.6)	184.2	2.10AM	3.15AM	12.20PM	8.50PM
	(3.35) 29.5	(3.20) 31.6	(3.05) 34.7	(2.45) 38.4	..... Thru Time.....		(3.30) 30.2	(3.40) 28.8	(3.15) 32.5	(2.45) 38.4
					..... Average speed per hour.....					

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

BLOCK SIGNALS

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton, automatic block signals between Pendleton and Rieth and by time-table and train orders between Rieth and Hinkle. Interlocking in service over Umatilla River Bridge, M.P. 214.42.

Except in Centralized Traffic Control territory, following will govern:

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, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.

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

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

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 13
September 2, 1961

Car Capacity of Seating, etc. See page 6(A), Page 31.	257 Time Freight Daily		151 Time Freight Daily		25 Mail and Express Daily		11 Passenger Daily		105 Streamliner Passenger Daily		19 Passenger Daily		17 Passenger Daily	
	9.45 ^{PM}		12.10 ^{PM}		3.50 ^{PM}		11.15 ^{AM}		3.50 ^{AM}		1.45 ^{AM}		12.01 ^{AM}	
	10.00		12.25		3.56		11.20		3.55		1.52 ²⁰		12.07	
99 P														
P					s 4.01		h 11.23		3.58		1.56		f 12.10	
96 PW					4.04		11.25		4.00		1.58		12.13	
98 P					4.10		11.30		4.05		2.04		12.19	
99 P					4.15		11.34		4.09		2.10		12.24	
14 P					s 4.17									
98 P					4.20		11.40 ¹²		4.12		2.17 ²⁶		12.27	
98 P					4.24		11.46		4.16		2.22		12.31	
101 P					4.31		11.52		4.22		2.29		12.37	
19 JP					4.35		11.56		4.26		2.33		12.41	
100 P					4.37		11.57 ^{AM}		4.27		2.35		12.43	
98 P					4.42		12.02 ^{PM}		4.31		2.41		12.54 ¹⁸ 1.11 ²⁰	
WB 126 BJKOPT BB 113 WX					s 4.48		h 12.08		4.35 ²⁰²		s 2.47		s 1.45 ²⁶	
100 P					4.59		12.16		4.40		2.57		2.00	
99 P					s 5.05		12.20		4.44		3.02		2.06	
96 P					5.13		12.26		4.50		3.08		2.13	
100 P													12.25 ¹⁸ 12.41 ²⁰	
99 P					5.18		12.30		4.54		3.13		2.19	
104 PW					5.22		12.33		4.57		3.17		2.24	
104 PW					1.04 ²⁶		2.27		5.25		12.37		5.00	
100 P													3.21	
100 P					s 5.30		12.39		5.02		3.24 ²⁰²		2.31	
100 P					5.34		12.42		5.05		3.27		2.35	
80 JP { MP }					5.37		12.45		5.08		3.30		2.39	
54 P { W 101.7 }					5.41		12.48		5.11		3.33		2.43	
50 P					5.46		12.52		5.15		3.38		2.49	
JPV					5.48		12.54		5.17		3.40		2.52	
74 P					5.53		12.57		5.20		3.44		2.57	
BKOPTWXZ					A 2.00 ^{AM}		A 3.20 ^{PM}		A 6.10 ^{PM}		A 1.10 ^{PM}		A 5.35 ^{AM}	
													A 4.00 ^{AM}	
													A 3.15 ^{AM}	

STATIONS

DN-R	HINKLE	UK
	3.6	
	WESTLAND	
	2.9	
	ORDNANCE	RN
	1.9	
	MUNLEY	
	5.8	
	CLARKE	
	4.8	
DN	MESSNER	FC
	1.4	
	BOARDMAN	BD
	1.8	
	PETERS	
	3.9	
	CASTLE	
	0.2	
	BOULDER	
	3.9	
N	HEPPNER JCT.	WI
	1.2	
	WILLOWS	
	4.6	
	SILICA	
	3.9	
DN	ARLINGTON	MX
	4.5	
	GILMORE	
	4.7	
	BLALOCK	
	6.1	
N	QUINTON	QN
	4.6	
	HOOK	
	3.0	
	GOFF	
	3.3	
	DAY	
	2.3	
	RUFUS	
	2.8	
	GRANT	
	2.7	
DN	BIGGS	BX
	3.4	
	MILLER	
	3.7	
	CELLO	
	1.6	
D	OREGON TRUNK JCT.	VO
	3.3	
	DUNE	
	6.1	
DN-R	THE DALLES	DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(4.15) (3.10) (2.20) (1.55) (1.45) (2.15) (3.14) Thru Time
23.1 31.0 42.2 51.3 50.2 43.7 30.5 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 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.
 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. 13

September 2, 1951

STATIONS	Milo Post	FIRST CLASS					SECOND CLASS	
		20	26	12	106	18	262	264
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight
DN-R HINKLE UK	184.2	A 2.10 ^{AM}	A 2.55 ^{AM}	A 12.10 ^{PM} ¹⁵¹	As 8.50 ^{PM}	A 1.45 ^{AM} ¹⁹¹	A 6.30 ^{AM}	A 11.00 ^{PM}
WESTLAND	180.6	1.52 ¹⁹	2.44	12.02 ^{PM}	8.43	1.34	6.07	10.50
ORDNANCE RN	177.7	1.49 ^s	2.40 ^s	11.58 ^{AM}	8.40	1.31	6.00	10.40
MUNLEY	175.8	1.47	2.37	11.56	8.38	1.29	5.55	10.35
CLARKE	170.0	1.41	2.31	11.50	8.33	1.23	5.45	10.20 ²⁵⁷
DN MESSNER FC	165.2	1.36	2.25	11.45	8.29	1.18	5.35	10.10
BOARDMAN BD	163.8		s 2.20					
PETERS	162.2	1.33	2.17 ¹⁹	11.40 ¹¹	8.26	1.15	5.25	10.00
CASTLE	158.3	1.29	2.13	11.36	8.23	1.11	5.15	9.50
BOULDER	152.1	1.22	2.05	11.30	8.17	1.05	5.05	9.40
N HEPPNER JCT. WI	148.2	1.18	2.00	11.26	8.14	1.01	4.59	9.34
WILLOWS	147.0	1.16	1.58	11.24	8.13	12.59	4.57	9.32
SILICA	142.4	1.11 ¹⁷	1.52	11.20	8.09	12.54 ¹⁷	4.50	9.25
DN ARLINGTON MX	138.5	s 1.06	s 1.45 ¹⁷	s 11.15	8.05	s 12.49	4.35 ¹⁰⁵	9.15
GILMORE	134.0	12.58	1.29	11.05	8.01	12.40	4.09	9.00
BLALOCK	129.3	12.53	1.24	11.01	7.57	12.35	4.02	8.53
N QUINTON QN	123.2	12.46	1.17	10.55	7.52	12.29	3.53	8.43
HOOK	118.6	12.41 ²⁵⁷	1.12	10.51	7.48	12.25 ²⁵⁷	3.45	8.35
GOFF	115.0	12.37	1.08	10.48	7.45	12.22	3.40	8.30
DAY	111.7	12.34	1.04 ²⁵⁷	10.44	7.42	12.19	3.35	8.25
RUFUS	109.4	12.32	1.01	10.42	7.40	12.17	3.24 ¹⁹	8.20
GRANT	106.6	12.29	12.58	10.39		12.14	3.14	8.15
DN BIGGS BX	103.9	12.26	12.55	10.36	7.35	12.11	3.09	8.10
MILLER	100.5	12.23	12.51	10.32	7.32	12.08	3.03	8.03
CELLO	96.8	12.19	12.46	10.28	7.28	12.04	2.55	7.55
D OREGON TRUNK JCT. VO	95.2	12.17	12.44	10.26	7.26	12.02 ^{AM}	2.50	7.50
DUNE	91.9	12.14	12.39	10.23	7.23	11.59 ^{PM}	2.45	7.45
DN-R THE DALLES DK-WH	85.8	12.05 ^{AM}	12.30 ^{AM}	10.15 ^{AM}	7.15 ^{PM}	11.50 ^{PM}	2.30 ^{AM}	7.30 ^{PM}
(08.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
..... Thru Time		(2.05)	(2.25)	(1.55)	(1.35)	(1.55)	(.400)	(3.30)
..... Average speed per hour		45.4	40.7	51.3	62.1	51.3	24.6	25.7

BLOCK SIGNALS

DOUBLE TRACK

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, extra trains and yard engines.
 No. 12 will reduce speed to 30 MPH at Rufus and Blalock to permit exchange of mail.
 No. 18 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD

FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							Time-Table No. 13 September 2, 1951			
	151 Time Freight Daily	257 Time Freight Daily	458 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	404 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily	17 Passenger Daily	STATIONS			
BKOPTWXZ	4:00PM	4:10AM		6:20PM	1:15PM		5:35AM	4:05AM	3:25AM	DN-R	THE DALLES	DK WHI	DOUBLE TRACK BLOCK SIGNALS
P	4:15	4:25		6:26	1:21		5:40	4:12	3:32		CRATES		
136 P	4:25	4:35		6:33	1:27		5:46	4:18	3:38		ROWENA		
133 P	4:40	4:50		¹⁰⁶ 6:54	1:38		5:54	4:29	3:50		MOSIER		
WR 72 ER 107 KPWX	4:52	5:02		^s 7:15	^s 1:50		^f 6:05	^s 4:45	^s 4:05	DN	HOOD RIVER	KI	
131 P	²⁶⁴ 5:05	5:10		7:22	1:56		6:10	4:53	4:13		MENO		
121 PW	5:25	5:35		7:36	2:10		6:21	5:07	4:27		WYETH		
139 P	5:38	5:50		^s 7:46	2:20		6:30	5:17	4:38		CASCADE LOCKS		
122 PW	5:45	5:57		^s 7:52	2:25		6:35	5:22	4:45	DN	BONNEVILLE	MU	
131 P	¹⁰⁶ 6:11	6:04		7:58	2:30		6:40	5:28	4:52		DODSON		
131 PZ	6:27	6:15		^s 8:08	2:40		6:48	5:37	5:04	D	BRIDAL VEIL	JU	
131 P	6:34	6:22		8:14	2:44		6:52	5:42	5:09		ROOSTER ROCK		
157 MPW	^A 6:48PM	^A 6:35AM		^s 8:25	^f 2:55		7:00	5:53	5:21	DN	TROUTDALE	SN	
51 P				^s 8:30	2:59		7:03	5:56	5:25		FAIRVIEW	FA	
53 P				8:37	3:05		7:09	6:04	5:32		CLARNIE		
28 PX				8:42	3:11		7:15	6:10	5:38		GRAHAM		
17 PX				8:47	3:16		7:19	6:15	5:43		BRUUN		
1JPVXY				9:09PM	8:50		7:22	6:18	5:47		EAST PORTLAND		
1IKPY				^A 9:15PM	^A 9:00PM		^A 7:30AM	^A 6:30AM	^A 6:00AM	DN-R	PORTLAND	P-VC	
	(2.48) 25.1	(2.25) 29.0	(0.84) 5.0	(2.40) 32.2	(2.15) 38.1	(0.08) 8.0	(1.55) 44.8	(2.25) 35.5	(2.35) 33.2				(85.8)
												 Thru Time
												 Average speed per hour

WESTWARD

KENTON LINE

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 13 September 2, 1951		
	151 Time Freight Daily	257 Time Freight Daily	458 Passenger Daily	404 Passenger Daily	STATIONS		
157 IJPWX	6:48PM	6:35AM			DN	TROUTDALE	SN
51 P	6:58	6:45				HEMLOCK	
100 P	7:08	6:55			D	FIR	FR
73 BKIPX	7:20	7:20			DN	KENTON	KN
1VX					/DN	NORTH PORTLAND JCT.	KD
1JPXY						PENINSULA JCT.	
1JPN	7:40	7:40			DN	ST. JOHNS JCT.	JN
BKOPTWXZ	^A 8:00PM	^A 8:20AM			DN-R	ALBINA	B X
1JPVXY						EAST PORTLAND	
	(1.12) 17.0	(1.45) 11.8					(22.7)
							..... 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. 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, 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.

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. 13

September 2, 1951

Mile Post	FIRST CLASS							SECOND CLASS	
	457 Passenger	12 Passenger	403 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	26 Mail and Express	264 Time Freight	262 Time Freight

STATIONS

BLOCK SIGNALS	DN-R	THE DALLES 4.1	DK WH DOUBLE TRACK	85.8		A 10-10AM		A 7-15PM	A 11-45PM	A 11-59PM	A 12-20AM	A 6-10PM	A 1-45AM	
		CRATES 5.2			81.7		10-03		7-09	11-38	11-53	12-13	5-55	1-20
		ROWENA 6.3			76.5		9-57		7-03	11-32	11-47	12-06AM	5-45	1-10
		MOSLER 7.4		70.2		9-47		6.54 ²⁵	11-22	11-37	11-56PM	5-31	12-51	
	DN	HOOD RIVER 4.1	KI	62.8	s	9-38	f	6-45	s 11-13	s 11-28	s 11-47	5-15	12-35	
		MENO 8.5		58.7		9-28		6-39	11-03	11-18	11-34	5.05 ^{15t}	12-25AM	
		WYETH 7.2		50.2		9-16		6-29	10-51	11-06	11-22	4-40	11-59PM	
		CASCADE LOCKS 4.3		43.0		9-06		6-21	10-41	10-56	11-12	4-18	11-38	
	DN	RONNEVILLE 4.8	MU	38.7	f	9-01		6-16	10-36	10-51	s 11-06	4-10	11-30	
		DODSON 7.3		33.9		8-55		6.11 ^{15t}	10-30	10-45	10-59	4-00	11-21	
	D	BRIDAL VEIL 3.9	JU	26.6		8-46		6-03	10-21	10-36	10-50	3-40	11-08	
		ROOSTER ROCK 7.1		22.7		8-42		5-59	10-17	10-32	10-46	3-23	11-00	
	DN	TROUTDALE 1.7	SN	15.6	f	8-34		5-52	10-09	10-24	s 10-38	3-10PM	10-45PM	
		FAIRVIEW 6.0	FA	13.9		8-32		5-50	10-07	10-22	10-34			
		CLARNIE 3.5		7.9		8-26		5-45	10-01	10-16	10-28			
		GRAHAM 2.5		4.4		8-21		5-40	9-56	10-11	10-23			
		BRUUN 1.4		1.9		8-17		5-36	9-52	10-07	10-18			
		EAST PORTLAND 0.5		0.5	A	8-04AM	A	8-34AM	5-33	9-49	10-04	10-14		
DN-R	PORTLAND (85.8)	P-VC	0.0		8-00AM		8-10AM	8-30AM	5-30PM	9-45PM	10-00PM	10-10PM		

..... Thru Time.....	(0.04)	(2.00)	(0.04)	(1.45)	(2.00)	(1.69)	(2.10)	(3.00)	(3.00)
..... Average speed per hour.....	7.5	42.9	7.5	49.0	42.9	43.3	39.6	23.4	23.4

KENTON LINE

EASTWARD

Time-Table No. 13

September 2, 1951

Mile Post	FIRST CLASS			SECOND CLASS	
	457 Passenger	403 Passenger		264 Time Freight	262 Time Freight

STATIONS

BLOCK SIGNALS	DN	TROUTDALE 5.0	SN	22.0					A 3-10PM	A 10-45PM	
		HEMLOCK 4.6		17.0					2-55	10-20	
	D	FIR 4.3	FR	12.4					2-45	10-05	
	DN	KENTON 2.5	KN	8.1					2-35	9-50	
	DN	NORTH PORTLAND JCT. 1.2	KD	6.8	A	8-16AM	A	8-46AM			
		PENINSULA JCT. 1.4		5.6		8-13		8-43			
	DN	ST. JOHNS JCT. 2.6	JN	4.2		8-10		8-40		2-15	9-30
	DN-R	ALBINA 1.1	B X	1.6		8-07		8-37		2-00PM	9-15PM
	EAST PORTLAND (22.7)		0.5		8-04AM		8-34AM				

..... Thru Time.....	(0.12)	(0.12)						(1.10)	(1.30)
..... Average speed per hour.....	31.5	31.5						17.5	13.6

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, 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. 13

September 2, 1951

Car Capacity of Sidings, etc. See Rule 8(A), Page 81.	FIRST CLASS							STATIONS
	87	85	403	457	83	81		
	CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily		
IJPVX			8.30 AM	8.00 AM			BLOCK SIGNALS { PORTLAND 8.5 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER	
			8.46	8.16				
		A 8.51 AM	A 8.21 AM					

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

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 {
BIJKOP TVWXYZ	9.39 PM	2.17 PM	1.32	11.50	10.13 AM	7.05 AM	DN-R BLACK RIVER BI 0.0 C. M. St. P. & P. C. CROSSING 6.3	
BKPIXZ	A 10.00 PM	A 2.30 PM	A 1.45 PM	A 11.59 AM	A 10.30 AM	A 7.30 AM	DN-R ARGO G 3.1 DN-R SEATTLE OW	

(0.21)	(0.13)	(5.15)	(3.50)	(0.17)	(0.25)	..... Thru Time
8.9	14.3	34.9	46.0	10.9	7.4	..... Average speed per hour

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

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

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

WESTWARD

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

EASTWARD

691	681			692	690
5.15 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. 13 September 2, 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 {	PORTLAND 6.8	0.0		A 1.45 PM			A 9.15 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	145.2					
	1.2						
	N. P. CROSSING	146.4					
	0.1						
	N. P. CROSSING	146.5					
0.3							
DN RESERVATION RN	146.8		A 9-30AM			A 5-37PM	
0.7							
DN TACOMA JCT. JN	147.5		9-27AM			5-35PM	

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

BLOCK SIGNALS {	DN-R BLACK RIVER HI	173.8		A 8-45AM			A 5-00PM	
	0.0							
	C. M. St. P. & P. & P. C. CROSSING	173.8						
	6.3							
DN-R ARGO G	180.1		A 7-59AM	8-37	A 10-53AM	A 2-53PM	4-52	A 10-40PM
31								
DN-R SEATTLE OW	183.2		7-50AM	8-30AM	10-45AM	2-45PM	4-45PM	10-30PM
(183.2)			Daily	Daily	Daily	Daily	Daily	Daily

..... Thru Time	(0.00)	(5.15)	(0.08)	(0.08)	(4.30)	(0.10)
..... Average speed per hour	20.7	34.0	23.3	23.3	40.7	18.0

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

WESTWARD

SIXTH SUBDIVISION

Time-Table No. 13
September 2, 1951

Cap. Capacity of Sidings, etc. See itule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					STATIONS
	391	151	363	71	63	99	19	97	
	Freight	Time Freight	Freight	Passenger	Passenger	CMS:P&P Passenger	Passenger	CMS:P&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKPVX						9.40 PM	9.00 PM	1.55 AM	DN-R SPOKANE AU } DS } DOUBLE TRACK
BKOPTWXZ		12.45 AM				9.49 ⁰⁸	9.04	2.01	WEST SPOKANE } 1.7
48 P		12.55				9.55	9.09	2.08	3.6 COWLES
53 P		1.05				10.02	9.14	2.15	4.2 MARSHALL } 7.3
50 PW		1.20				10.15 ^s	9.25 ⁰⁸	2.27	N CHENEY } 5.2 } CY
51 P		1.28				10.22	9.32	2.36	5.0 GEB
52 P		1.36				10.28	9.37	2.42	MASON } 7.4
53 PW		1.46				10.37	9.45	2.51	N CROSKIEY } 4.0 } CK
52 P		1.52				10.42	9.49	2.56	WELLS } 6.6
52 P		2.02				10.50	9.56	3.03	PALM LAKE } 5.2
44 P		2.10				10.56	10.02	3.09	ASHBY } 4.2
52 P		2.17				11.01	10.07	3.14	EMDEN } 6.7
75 JOPVWXY		2.55				11.10 PM ^A	10.15 ^s	3.25 AM ^A	DN-R MARENGO } 4.8 } RA
62 P		3.05					10.21		THAVIS } 4.4
63 P		3.12					10.26		MACK } 4.2
51 P		3.20					10.31		ANKENY } 7.9
38 JPWY		3.00 PM ²⁰⁸	3.35				10.42		N-R HOOPER JCT. } 5.0 } HR
53 P		3.15	3.45				10.49		PARK } 0.2
51 P		3.30	3.57				10.58		JOSO } 5.8
73 P		3.45	4.10				11.07		CHEW } 3.9
BJKOPWXY	A 4.00 PM	6.00 ²⁰					11.20 ^s		DN-R AYER } 6.2 } JD
98 P		6.15					11.29		RUXBY } 7.7
96 P		6.30					11.36		SCOTT } 6.1
46 P		6.40					11.43		WALKER PIT } 2.8
96 P		6.46					11.47		SIMMONS } 7.0
96 PW		7.05					11.58 PM		N PAGE } 7.5 } MS
95 P		7.20					12.07 AM		ASH } 6.0
94 P		7.30					12.13		HUMORIST } 6.8
28 JPX		7.45	2.20 AM			11.30 PM	12.20		ATTALIA } 0.1
M									N. P. CROSSING } 0.6
M									N. P. CROSSING } 1.9
BJKOPVWXY		9.00	A 2.30 AM			11.55 PM	11.40 PM	12.27	DN-R WALLULA } 9.1 } JN
157 P		9.40 ²⁰⁸				12.10 AM		12.42	JUNIPER } 9.8
159 P		10.00				12.22		12.54	COLD SPRINGS } 9.2
BJKOPWXYZ		A 10.30 AM				A 12.40 AM		A 1.15 AM	DN-R HINKLE } (185.3) } UK

BLOCK SIGNALS

(1.00)	(0.45)	(0.10)	(0.45)	(0.10)	(1.30)	(4.15)	(1.30)	..... Thru Time.....
21.5	18.8	15.6	37.5	15.6	40.7	43.6	40.7	..... 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. 13
September 2, 1951

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS		
		20 Passenger	96 CMS&P Passenger	72 Passenger	64 Passenger	98 CMS&P Streamliner Passenger	392 Freight	298 Freight	364 Freight
DN-R SPOKANE ^{DS} AU	1.7	A 7:20AM	A 7:30AM			A 9:55PM			
WEST SPOKANE	3.0	7:12	7:22			9.49 ⁹⁹	A 6:30PM		
COWLES	4.2	7:04	7:14			9:39	6:05		
MARSHALL	7.3	6:57	7:06			9:34	5:55		
N CHENEY	5.2	8:45	8:50			9.25 ¹⁹	5:40		
CHIB	5.0	6:39	6:44			9:18	5:30		
MASON	7.4	6:33	6:38			9:13	5:20		
N CROSKY	4.0	6:24	6:29			9:05	5:05		
WELLS	8.6	6:19	6:24			9:01	4:57		
PALM LAKE	5.2	6:10	6:15			8:54	4:45		
ASHBY	4.2	6:04	6:09			8:49	4:35		
EMDEN	6.7	5:59	6:04			8:44	4:20		
DN-R MARENGO RA	4.8	8:50	5:55AM			8:32PM	4:00		
THAVIS	4.4	5:34					3:29		
MACK	4.2	5:28					3:22		
ANIGENY	7.0	5:23					3:15		
N-R HOOPER JCT. IIR	5.6	5:12				A 6:30AM	3.00 ³⁹¹		
PARK	6.2	5:04				6:10	2:45		
JOSO	5.8	4:55				5:55	2:33		
CHEW	3.0	4:45				5:40	2:15		
DN-R AYER JD	8.2	4.40 ¹⁵¹				5:30AM	2:00		
RUXBY	7.7	4:23					12:50		
SCOTT	6.1	4:14					12:36		
WALKER PIT	2.8	4:06					12:26		
SIMMONS	7.6	4:03					12:20PM		
N PAGE	7.5	3:53					11:59AM		
ASH	0.0	3:44					11:40		
HUMORIST	0.8	3:37					11:27		
ATTALIA	0.1	3:26			A 4:05AM		11:15	A 6:45PM	
N. P. CROSSING	0.8								
N. P. CROSSING	1.0								
DN-R WALLULA JN	0.1	f 3:20		A 3:40AM	3:55AM		11:00	6:30PM	
JUNIPER	0.8	3:05		3:22			9.40 ¹⁵¹		
COLD SPRINGS	0.2	2:53		3:10			9:20		
DN-R HINKLE UK	(185.3)	2:40AM		2:55AM			9:00AM		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
..... Thru Time.....		(4.40)	(1.35)	(0.45)	(0.10)	(1.23)	(1.00)	(9.30)	(0.15)
..... Average speed per hour.....		39.7	38.6	37.5	15.6	44.2	21.5	10.3	10.4

BLOCK SIGNALS

BLOCK SIGNALS

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. 13			Mile Post	SECOND CLASS	
	305 Mixed	September 2, 1951				304 Mixed	
	Daily Except Sunday	STATIONS					
28 WXY	12.10 PM	D-R	JOSEPH	J	83.8	Al 1.15 AM	
22 X	12.40	D	ENTERPRISE	RS	78.0	11.00	
39	1.10		LOSTINE		67.8	10.07	
27 WXY	1.45	D	WALLOWA	WO	60.0	9.50	
12 W { M.P. 43.0 }	2.20		MINAM		47.1	9.07	
40 W { M.P. 32.5 }	2.50		LOOKING GLASS		33.8	8.37	
32	3.20		GULLING		26.1	8.15	
35 WXY	3.40	D	ELGIN	GN	20.9	8.05	
18	4.05	D	IMBLER	BR	12.3	7.32	
20	4.25		ALICEL		8.4	7.22	
BJKOPI WXYZ	5.00 PM	DN-R	LA GRANDE	RA	0.0	7.00 AM	
			(83.8)			Daily Except Sunday	
	(4.50) 17.3 Thru Time			(4.15) 19.7 Average speed per hour	

WESTWARD		PILOT ROCK BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13			Mile Post	SECOND CLASS
		September 2, 1951				
		STATIONS				
JPX		DN	RIETH	RI	0.0	
22			SPARKS		6.7	
18 WX		D	PILOT ROCK	RO	14.9	
			(14.9)			

WESTWARD		UMATILLA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13			Mile Post	SECOND CLASS
		September 2, 1951				
		STATIONS				
BJKOP WXYZ		DN-R	HINKLE	UK	0.0	
95 P		D	HERMISTON	MN	3.9	
PWXY		D	UMATILLA	CS	10.1	
63 P			IRRIGON		17.9	
			(17.9)			

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		HEPPNER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31. (A)	SECOND CLASS	Time-Table No. 13			Mile Post	SECOND CLASS	
	329 Freight	September 2, 1951				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	D	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) 10.4 Thru Time			(2.45) 16.4 Average speed per hour	

WESTWARD		CONDON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13			Mile Post	SECOND CLASS	
	327 Freight	September 2, 1951				328 Freight	
	Tuesday Thursday Saturday Sunday	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	
20	11.10		CLEM		28.6	7.50	
29 PW	11.30		MIKKALO		24.4	7.30	
27	11.50 AM		BARNETT		19.7	7.10	
11 PW	12.10 PM		ROCK CREEK		16.0	6.55	
29	12.30		SHUTLER		7.3	6.25	
WB 126 BJKO EB 113 PTWX	1.15 PM	DN-R	ARLINGTON	MX	0.0	6.00 AM	
			(44.5)			Tuesday Thursday Saturday Sunday	
	(3.00) 14.8 Thru Time			(3.00) 14.8 Average speed per hour	

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13			Mile Post	SECOND CLASS
		September 2, 1951				
		STATIONS				
14 Y			KENT		52.5	
10			EAKIN		42.5	
28 PW		D	GRASS VALLEY	VY	38.5	
25 K		D	MORO	MR	27.0	
16			KLONDIKE		14.2	
32 PW		D	WASCO	WA	9.7	
0			THORNBERRY		5.2	
80 JPX		DN-R	BIGGS	BX	0.0	
			(52.5)			

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13 September 2, 1951	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday			STATIONS

BKOP VWXYZ	5.00 AM	DN-R	BEND	ND	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	ORE. TRUNK JUNCTION	VO	O.O	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.

WESTWARD TONO BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13 September 2, 1951	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday			STATIONS

39 PWX	R	TONO	5.8	8.0
27 JX	R	WABASH	2.2	

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

BJKOPT VWXYZ		DN-R	CENTRALIA	CN	O.O
			(8.0)		

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13 September 2, 1951	Mile Post	SECOND CLASS
	321 Freight			322 Freight
	Daily Except Sunday			STATIONS

JPVXY	6.00 AM	R	EAST OLYMPIA	7.3	O.O	A	5.50 AM
			N. P. CROSSING	0.1	7.3		
BKPV WXYZ	A	6.30 AM	D-R	OLYMPIA	OA	7.4	5.20 AM
			(7.4)				Daily Except Sunday
		(0.30)		..... Thru Time.....			(0.30)
		14.8		..... Average speed per hour.....			14.8

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 13 September 2, 1951	Mile Post	SECOND CLASS	
	307 Mixed	309 CMS&P Freight			306 Mixed	308 CMS&P Freight
	Daily Except Sunday	Daily Except Sunday			STATIONS	

BJKOPT VWXYZ	8.00 PM		DN-R	CENTRALIA	CN	O.O	A	4.15 AM
				2.4				

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	8.10 PM		BLAKESLEE JUNCTION	0.0	2.4	A	4.00 AM	
M			N. P. CROSSING	0.0	2.4			
M			C. M. St. P. & P. CROSSING	0.0	2.4			
23 P	f	8.20	GALVIN	2.5	5.0	f	3.50	
43 JPVX	f	8.40	2.30 AM	7.2	12.2	f	3.30	
48 PWX	s	8.45	2.35	8.5	13.7	s	3.25	
			8.5	8.5	13.7		7.52	
52 P	f	9.10	3.00	3.06	22.2	f	3.00	
51 P	f	9.20	3.10	4.1	26.3	f	2.40	
44 P	f	9.35	3.25	4.5	30.8	f	2.30	
			IM	0.7	31.5			
5 PW	f	9.40	3.30	1.0	32.5	f	2.25	
53 PXY	f	10.25	4.00	0.0	42.4	f	2.00	
			X	0.0	42.4			
			PVX	1.5	43.9			
53 PXY	f	10.25	4.00	1.5	42.4	f	2.00	
27 P	f	10.30	4.05	1.4	43.8	f	1.40	
32 PV	f	10.40	4.20	2.9	46.7	f	1.30	
83 JPYX	f	10.55	4.35	4.5	51.2	f	1.15	
			M	2.1	53.3			
			PVX	0.6	53.9			
82 BKPVXZ	A	1.25 PM	A	5.05 AM	DN-R	ABERDEEN	SA	53.9
				3.6				12.55 AM
				3.6				5.20 PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A	11.55 PM	A	5.35 AM	DN-R	HOQUIAM	HO	57.5	12.25 AM	5.00 PM
						(57.5)			Daily Except Monday	Daily Except Monday
		(3.55)		(3.05)		..... Thru Time.....		(3.50)		(3.10)
		14.7		14.7		..... Average speed per hour.....		15.0		14.3

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 5-72.
For stations not shown on schedule pages, see page 22.

WESTWARD				YAKIMA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 13 September 2, 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 7.50AM		A 1.15AM	
30 X		9.40		8.06		UNION GAP	94.6	7.40		12.55	
MP						N. P. CROSSING	91.3				
30 P		9.50		8.12		PARKER	90.8	f 7.33		12.45	
M					604 366	N. P. CROSSING	89.4				
32 P		10.00		f 8.19		DONALD	86.8	f 7.23		12.30	
18 PV		10.05		f 8.24		SAWYER	84.5	f 7.17		12.20	
40 PV		10.15		s 8.29		BUENA BA	81.6	s 7.10		12.10AM	
74 PVX		10.25		s 8.36	D-R	ZILLAH AH	78.5	s 7.03		11.55PM	
53 P		10.48		f 8.44		GRANGER	73.4	f 6.52		11.25	
52		³⁶⁴ 11.05		f 8.53		EMERALD	67.2	f 6.38		³⁶³ 11.05	
35 JPXY		11.15		9.25	R	MIDVALE	63.6	6.30		10.30	
51 PVWX		11.35		s ³⁰⁴ 9.37	N	GRANDVIEW GW	57.7	s 5.56		⁶³ 9.37	
44 P		11.55PM		f 9.49		NORTH PROSSER	50.8	f 5.42		9.00	
53		12.20AM		f 10.01		CHAFFEE	43.0	f 5.28		8.40	
42 PWX		12.40		s 10.12	D	BENTON CITY BC	36.5	s 5.16		8.15	
53		12.55		10.22		ACTON	31.3	5.05		8.05	
51 PJX		1.25		10.40	R	RICHLAND JCT.	19.0	4.47		7.35	
55 PVWX		1.45		*11.00	N	KENNEWICK KN	13.2	s 4.35		7.18	
12 P		1.55		f 11.10		HEDGES	8.7	f 4.20		7.08	
M						N. P. CROSSING	7.3				
53		2.05		f 11.15		VILLARD	6.7	f 4.15		7.00	
10 JPX		A 2.20AM		A 1.30PM		ATTALIA	0.0	4.05AM		6.45PM	
						(08.0)		Daily		Daily	
		(4.50) 20.3		(3.30) 28.0		..... Thru Time		(3.45) 26.1		(6.30) 15.1
						..... Average speed per hour				

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 13 September 2, 1951	Mile Post	FIRST CLASS				
	63 Passenger		83 Passenger				64 Passenger	84 Passenger			
	Daily		Daily				STATIONS				
35 JPXY		9.00PM		6.05AM	lt	MIDVALE	0.0	A 6.30AM		A 9.25PM	
PVX		A 9.10PM		A 6.15AM	D-R	SUNNYSIDE ST	2.8	6.20AM		9.15PM	
						(2.8)		Daily		Daily	
		(0.10) 10.8		(0.10) 16.8		..... Thru Time		(0.10) 10.8		(0.10) 16.8
						..... Average speed per hour				

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 83 is superior to No. 64 and No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.
 No. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.
 For stations not shown on schedule pages, see page 22.

WESTWARD

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 13 September 2, 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	TEKOA	K	116.1			Λ 3.00PM		
14 JPX			A 8.00AM			R	SEL TICE		110.4			2.30		
32 W						D	FARMINGTON	FM	104.5			2.10		
M							N. P. CROSSING		103.4					
38 VWX						D	GARFIELD	GR	95.1			1.05		
32 BJKMOWXY	11.10PM						ELBERTON		89.7			12.40PM		
M							D-R COLFAX	CA	77.4	Λ 7.37AM		11.50AM	A 1.30PM	
14 East Spur X 14 West Spur X	11.30						G. N. CROSSING		77.3			11.10	1.20	
34	11.50PM						CREST		74.9	7.27		11.00	1.10	
29	12.10AM						MOCKONEMA		72.5	f 7.22		10.50	1.02	
27	12.50						DIAMOND		68.5	f 7.16		10.30	12.50	
63 JWXY	1.20		12.01PM	s 8.39		D-R	WINONA	WA	52.1	s 6.52		9.10	12.01PM	
46	1.35		12.15	8.45			SUTTON		48.0	6.45		8.50	11.45AM	
26 BJKOWXY	A 2.20AM		Λ 12.45PM	s 8.56		D-R	LA CROSSE	JA	41.5	s 6.37		8.10AM	11.30AM	
42				f 9.09			JERITA		35.8	f 6.23				
44				f 9.20			HAY		30.2	f 6.15				
42				f 9.38			CANYON		22.1	f 6.00				
60 JPVWXY				s 9.50	9.40PM	DN-R	RIPARIA	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	TUCANNON		12.6	s 5.42	s 5.58		Λ 12.05AM	
41 X		8.30		10.03	9.51		PATAHA		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		Λ 10.30PM	Λ 10.15PM	DN-R	AYER	JD	0.0	5.15AM	5.30AM		11.30PM	
							(116.1)			Daily	Daily	Daily	Daily Except Monday	
	(3.10) 11.3	(0.35) 21.6	(5.00) 12.9	(2.40) 29.0	(0.35) 30.0	 Thru Time			(2.22) 32.7	(0.40) 26.3	(6.50) 10.9	(2.00) 18.0	(0.35) 21.6

WESTWARD

TUCANNON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 13 September 2, 1951		Mile Post	SECOND CLASS	
		356 Freight				355 Freight	
		Monday Wednesday Friday					
JPXY		12.05AM	R	TUCANNON	0.0	A 8.25PM	
JWXY		Λ 12.15AM	D	STARBUCK	3.8	8.15PM	
19				RELIEF	9.3		
				(9.3)		Monday Wednesday Friday	
	(0.10) 22.8			..... Thru Time		(0.10) 22.8

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

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

No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La. Crosse.

No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.

No. 392 arriving at La. Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.

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

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 13			
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight		69 Spokane Internat'l Passenger	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	September 2, 1951			
	Daily	Daily	Daily Except Saturday		Daily	Daily	Daily	Daily	STATIONS			
BKPVX	9.30PM	3.30PM	7.00AM		11.59PM	10.15PM	8.15AM	8.00AM	DN-R	SPOKANE 1.9	DS AU	DOUBLE TRACK
IPX	9.40	3.45 ³⁸⁴	7.05		A12.04AM	10.20	8.20	8.05		N. P. CROSSING 0.9		
83 X	9.51 ³⁸²	3.58	7.10			10.23	8.23	8.08		EAST SPOKANE 1.4		
51 X	9.56	4.03	7.15			10.26	8.26	8.11		HILL 2.3		
59 JKVX	10.10	4.15	A 7.20AM			10.30	8.30	8.15	DN	DISHMAN 3.2	SP	
36	10.20	4.25				10.34	8.34	8.19		CHESTER 6.0		
49	10.46 ⁹⁵	4.50				10.46 ³⁸¹	8.45	8.31	D	MICA 2.8	MA	
38	11.17 ³⁸⁸	5.15				10.50	8.50	8.35		FREEMAN 3.3		
JVX	A1 1.25PM	5.25				A10.55PM ³⁸⁸	8.56	A 8.40AM	DN-R	MANITO 5.2	MU	
23		5.53 ⁸⁸					9.03		D	ROCKFORD 3.3	RD	
40		6.05					9.10			DARKNELL 3.4		
31 WX		6.25					9.16		D	FAIRFIELD 8.4	G	
25		6.55					9.31			LATAH 7.2		
BJKOPTWXYZ		A 7.30PM					A 9.52AM		DN-R	TEKOA (49.3)	K	
	(1.55) 11.4	(4.00) 12.3	(0.20) 19.6		(0.05) 22.8	(0.40) 32.7	(1.37) 30.5	(0.40) 32.7	.....Thru Time..... .....Average speed per hour.....		

WESTWARD PLEASANT VALLEY BRANCH EASTWARD				WESTWARD POMEROY BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13	Mile Post	SECOND CLASS
	391 Freight	September 2, 1951			355 Freight	September 2, 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 0.08	39.8	25	6.20	ZUMWALT 8.1	24.4	2.00
		N. P. CROSSING 0.55	39.7	7	6.50	DODGE 1.8	16.3	1.30
34 VWX	9.00	D OAKESDALE ON 7.0	39.1	18 W	6.57	CHARD 3.2	14.5	1.20
41	9.25	THORNTON 0.5	31.2	8	7.10	JACKSON 3.4	11.3	1.05
M		G. N. CROSSING 12.4	30.7	18	7.25	DELANEY 7.0	7.9	12.50
28 WX	10.30	D ST. JOHN SJ 6.8	18.3	JWXY	A 8.15PM	D STARBUCK SA 7.0	0.0	12.20AM
27	10.55	WILLADA 7.1	11.5			(28.9)		Monday Wednesday Friday
63	11.25	GRAVEL PIT 4.4	4.4					
JWXY	A1 1.45AM	D-R WINONA WA (48.0)	0.0					
	(3.45) 12.8	.....Thru Time..... .....Average speed per hour.....		(2.15) 12.8	.....Thru Time..... .....Average speed per hour.....		(1.55) 15.1	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 384, No. 382 and No. 388.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 Between Manito and Tekoa, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.
 For stations not shown on schedule pages, see page 22.

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 13		Milo Post	FIRST CLASS				SECOND CLASS		
	September 2, 1951			94	70	68	92	384	382	388
	STATIONS			CMS&P&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMS&P&P Passenger	CMS&P&P Freight	CMS&P&P Freight	Freight
BKPVX	DN-R	SPOKANE	185.4	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	183.5	1:36	12:53PM	6:41	9:08	3:45 ³⁸⁷	9:55	12:20
83 X		EAST SPOKANE	182.6	1:34		6:39	9:06	3:42	9:51 ³⁸¹	12:15
51 X		HILL	181.2	1:31		6:36	9:03	3:37	9:46	12:10
50 JKVX	DN	DISHMAN	168.9	1:27	s	6:33	8:59	3:30PM	9:40	12:05AM
35		CHESTER	165.7	1:22	f	6:28	8:54		9:34	11:52PM
49	D	MICA	149.7	1:11	f	6:16	8:43		9:16	11:27
38		FREEMAN	146.9	1:06	f	6:10	8:38		9:10	11:17 ³⁸¹
JVX	DN-R	MANITO	143.6	1:01AM	f	6:04	8:33PM		9:01PM	10:55 ⁹⁵
23	D	ROCKFORD	138.4		s	5:53 ³⁸⁷				10:44
40		DARKNELL	135.1			5:46				10:35
31 WX	D	FAIRFIELD	131.7		s	5:40				10:20
25		LATAH	123.3		s	5:24				9:55
BJKOPTWXYZ	DN-R	TEKOA	118.1			5:11PM				9:30PM
		(49.3)		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
..... Thru Time				(0.44)	(0.07)	(1.39)	(0.42)	(0.30)	(1.04)	(3.00)
..... Average speed per hour				29.7	16.3	20.9	31.1	13.0	20.4	18.4

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. 13	Milo Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13	Milo Post	SECOND CLASS
	379	61			62	378		391			392
	Freight	Passenger			Passenger	Freight		Freight			Freight
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 WASH TUCNA 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
(1.50)				(1.00)	..... Thru Time		(1.10)	..... Thru Time		(1.00)	
15.3				28.1	..... Average speed per hour		13.5	..... Average speed per hour		16.7	

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 Seating, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 13 September 2, 1951	Mile Post	FIRST CLASS					
			71 Passenger					72 Passenger			
			Daily			STATIONS					
BJKOPTVWXYZ			10-15PM	DN-R	WALLA WALLA	Z BU	30.9	A	5-25AM		
5 X					2.0 COLLEGE PLACE		28.9				
M					0.2 W. W. V. RY. CROSSING		28.7				
17 X			f10-20		0.1 GARRETT		28.6	f	5-13		
10			f10-30		4.6 WHITMAN		24.0	f	5-02		
12			f10-40		4.7 LOWDEN		19.3	f	4-51		
29 PWX			s10-50	D	4.3 TOUCHET	CH	15.0	s	4-40		
11			f11-05		7.5 REESE		7.5	f	4-25		
BJKOPVWXYZ			A1 1-20PM	DN-R	7.5 WALLULA	JN	0.0		4-10AM		
					(30.9)				Daily		
			(1.05) 28.5		..... Thru Time				(1.15) 24.7		
					..... Average speed per hour						

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 13 September 2, 1951	Mile Post	SECOND CLASS					
			365 Freight					366 Freight			
			Daily Except Sunday			STATIONS					
27 X					ALTO		83.0				
23					7.5 MENOKEN		75.6				
26 JWX			11-45AM		4.2 BOLLES		71.3	A	8-40AM		
26 X			11-58AM	D	4.0 PRESCOTT	SY	66.7		8-28		
21			12-35PM		13.1 VALLEY GROVE		53.6		7-52		
					6.4 N. P. CROSSING		47.2				
M					0.0 W. W. V. RY. CROSSING		46.6				
BJKOPTVWXYZ			A1 2-55PM	DN-R	-0.5 WALLA WALLA	Z BU	46.1		7-30AM		
M					1.9 W. W. V. RY. CROSSING		44.2				
24					4.3 SPOFFORD		39.9				
M					3.6 W. W. V. RY. CROSSING		36.3				
39 VWX				D	0.1 MILTON-FREEWATER	CO	36.2				
50					0.5 BLUE MOUNTAIN		26.7				
20					3.3 DOWNING		23.4				
20 WX				D	6.2 ATHENA	CN	17.2				
41					4.6 ADAMS		12.6				
15					2.6 BLAKELEY		10.0				
BJKVWXYZ				DN-R	10.0 PENDLETON	FD	0.0				
					(83.0)				Daily Except Sunday		
			(1.10) 21.6		..... Thru Time				(1.10) 21.6		
					..... Average speed per hour						

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages, see page 22.

WESTWARD

WALLACE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	Time-Table No. 13 September 2, 1951	Mile Post	FIRST CLASS		SECOND CLASS
	387	67	STATIONS			68	388	
	Freight	Passenger				Passenger	Freight	
	Daily	Daily						
BKOPTWXYZ	7.30PM	10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM
25	7.50	f10.14		0.9 LOVELL 8.4		6.9	f 4.50	8.50
17 VX	³⁸⁸ 8.15	s10.33	D	7.5 PLUMMER	MR	15.3	s 4.32	³⁸⁷ 8.15
22 TWX	8.50	s10.50		7.7 CHATCOLET		22.8	f 4.14	7.45
X	9.20	s11.09		3.5 HARRISON		30.6	s 3.54	7.20
43	9.35	s11.16	D	11.3 SPRINGSTON	RC	34.0	s 3.45	7.10
20	10.25	s11.34		3.8 LANE		45.3	s 3.24	6.42
33	10.40	s11.40		8.0 ROSE LAKE		49.1	s 3.16	6.32
30	11.00	s11.55AM		4.8 CATALDO		57.7	f 2.59	6.10
6 Y	11.14	s12.03PM		1.0 ENAVILLE		62.5	s 2.53	5.56
18	11.18PM	f12.07		3.1 PINE CREEK		64.1	f 2.49	5.52
JWX		f		2.0 BRADLEY		67.2	f	
26 BKOX	A12.20AM	s12.30	D-R	6.6 KELLOGG-WARDNER	DN	69.2	s 2.40	<u>5.40PM</u>
31		s12.43		4.4 OSBURN		75.8	f 2.22	
BICTVWXZ		A 1.00PM	D-R	0.2 WALLACE	WC	80.2	<u>2.15PM</u>	
M				0.2 N. P. CROSSING		80.4		
M				0.1 N. P. CROSSING		80.6		
JX				6.2 WALLACE JCT.		80.7		
5 VWX			D	86.0 BURKE	B	86.9		
				(86.0)			Daily	Daily

(4.50) (2.58) Thru Time (2.60) (3.50)
14.3 27.0 Average speed per hour 28.3 18.0

WESTWARD

DAYTON BRANCH

EASTWARD

WESTWARD

SIERRA NEVADA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 13 September 2, 1951	Mile Post	SECOND CLASS		Time-Table No. 13 September 2, 1951	Mile Post
	367	365			366	368		
	Freight	Freight			Freight	Freight		
	Tuesday and Friday	Daily Except Sunday						
	STATIONS				STATIONS			
29 T	11.30AM		TURNER	24.8		A1 1.20AM		
25	11.40AM		2.1 WHETSTONE	22.7		11.10		JWX
26 VWXY	A12.20PM	11.01AM	D 9.6 DAYTON DA	13.1	A 9.15AM	10.30AM		X
M			0.09 N. P. CROSSING	13.0				
M			0.01 N. P. CROSSING	13.0				
JX		A1 1.03AM	0.1 DAYTON JCT.	12.9	9.13AM			

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

JX	11.25AM	R	WALTSBURG JCT.	6.2	A 8.53AM
28 X	11.31	D	1.7 WALTSBURG BG	3.6	8.49
28 JWXX	A1 1.45AM		3.5 BOLLES	0.0	8.40AM
			(24.8)		
				Daily Except Sunday	Tuesday and Friday

(0.60) (0.44) Thru Time (0.35) (0.50)
14.0 17.9 Average speed per hour 22.5 14.0

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

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

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

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Yoakum.....	201.7	10	Both	Schreck.....	31.9	14	Both
Pendair.....	213.5	80	Both	Thera..... (5)	64.8	15	Both
Mission.....	221.2	{ 18 P	Both	Glenwood.....	83.5	13	Both
Cayuse..... (1)	227.1	25 P	Both	Walters.....	98.6	10	Both
Thorn Hollow.....	232.1	48 P	Both	Tucannon Branch			
North Fork.....	251.4	14 P	Both	Powers.....	2.7	4	Both
		16 P	West	Spokane-Tekoa Branch			
Third Subdivision				Rahm.....	125.9	4	Both
Seufert.....	87.7	13	West	Coey.....	141.7	17	Both
Dillon.....	93.5	14	West	Pleasant Valley Branch			
Fourth Subdivision				Juno.....	20.8	10	Both
Quarry Spur.....	6.5	13	West	Huntley.....	22.6	2	Both
Eri.....	14.2	4	Both	Warner.....	45.3	11	Both
Corbett..... (1)	20.3	.....	None	Pomeroy Branch			
Latourell..... (1)	23.9	.....	None	Houser.....	19.1	1	Both
Multnomah Falls.....	29.6	.....	None	Moscow Branch			
Oneonta.....	31.1	60 P	Both	Risbeck..... (5)	4.5	6	Both
Warrendale.....	35.9	.....	None	Parvin..... (5)	7.8	8	Both
C. L. Lumber Co.....	45.1	7	East	Armstrong..... (5)	15.7	3 W (M. P. 16.2)	Both
Farley.....	47.0	102 P	Both	Whitlow.....	20.5	1	Both
Viento.....	55.2	.....	None	Holland.....	21.4	8	Both
Chatfield.....	71.8	20	West	Connell Branch			
Kenton Line				Pampa.....	4.6	15	Both
Champ.....	9.5	7	Both	Gordon.....	8.2	7	Both
Ward.....	14.2	6	Both	McAdam.....	29.3	3	Both
Reynolds.....	20.0	{ 37 P	West	Wacota.....	34.1	4	Both
		40 P	West	Estes.....	42.3	7	Both
		126	West	Sulphur.....	46.1	9	Both
Sixth Subdivision				Curry.....	51.1	12	Both
Sheffler.....	242.1	4	Both	Pendleton Branch			
Matthews.....	253.3	5	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	2	Both	Weston.....	20.9	66 X	East
Teske.....	310.6	2	Both	Bade.....	30.2	13	Both
Joseph Branch				Barrett.....	33.1	10	Both
Island City..... (2)	2.6	12	Both	Prunedale.....	34.2	15	Both
Conley..... (2)	5.9	6	Both	State Line.....	41.7	10	Both
Rondowa.....	37.2	7	Both	Langdon..... (5)	43.6	12	Both
Vincent..... (2)	40.6	2	East	Russell.....	51.8	11	Both
Sevier.....	56.7	5	West	Hadley.....	56.5	19	Both
Pilot Rock Branch				Berryman.....	59.8	9	Both
McBee.....	2.8	2	East	Ennis.....	60.9	10	Both
Lens.....	11.2	4	East	Robinson.....	67.6	2	Both
Grass Valley Branch				McCall.....	69.4	2	Both
Sandon.....	15.6	8	Both	McKay.....	78.6	6	Both
Hay Canyon.....	19.2	{ 12	East	Wallace Branch			
De Moss.....	23.9	15	West	Tilma.....	2.1	1 X	Both
Erskine.....	31.3	12	Both	Watt.....	12.1	18	Both
Bourbon.....	45.8	9	Both	O'Gara..... (6)	26.3	.....	None
Grays Harbor Branch				Black Lake..... (6)	38.0	.....	None
Raisch.....	2.6	7	Both	Dudley..... (6)	52.0	12	Both
Balch..... (3)	18.3	18 P	Both	Smelterville..... (6)	66.3	.....	None
Law.....	44.7	11	East	Shont..... (6)	72.8	3	Both
Yakima Branch				Polaris.....	74.6	42	East
Grosscup.....	28.2	8	Both	Gem.....	84.1	5 X	Both
Biggam..... (4)	48.3	10	Both	Frisco.....	84.4	7 X	Both
Flint.....	83.6	18	Both	Dorn.....	85.1	13	Both
				Dayton Branch			
				Loyd.....	4.1	3	East
				Ronan.....	19.3	28	West

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

(3) Flag stop for Nos. 306-307.
 (4) Flag stop for Nos. 63-64.

(5) Flag stop for Nos. 61-62.
 (6) Flag 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		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Motor trains and inspection bus cars.		40	40	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
When caboose is handled in train consisting of passenger train equipment.		55		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 35
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel switch engines in road service.	35	35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Steam engines running backward.	20	20	20	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
3800 class engines.		60	50	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
3900 class engines.		65	50	When using No. 14 turn-outs at end of double track.	25	20	20
5000 class engines.		50	50	When using all other turnouts.	15	15	15
7000-7800 class engines.		70	50	On tracks other than main tracks.	15	15	15
MacArthur type engines with 63-inch drivers.		55	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
Huntington Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	Quartz Between M.P. 347.1 and 346.9.	70	60	45
Between M.P. 388.8 and 386.4.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 345.1 and 343.6.	55	45	35
Between M.P. 385.2 and 384.3.	30	25	20	Oxman Between M.P. 360.5 and 355.9.	30	25	20	Baker Over street crossings within city limits.	15	15	15
Lime High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 383.9 and 382.6.	60	50	40	Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 382.6 and 378.1.	45	35	25	Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 319.5 and 315.4.	30	25	20
Weatherby Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	45	35	25	Telocaset Descending grade, Telocaset to Union Jct.	55	45	25
Between M.P. 371.0 and 370.7.	70	60	45	Encina Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 313.4 and 307.4.	55	45	25
Durkee Between M.P. 366.5 and 366.3.	70	60	25					Crooks Between M.P. 307.4 and 304.0.	35	30	20
Descending grade, M.P. 365.0 to Durkee.			25					Between M.P. 304.0 and 302.7.	45	35	25
								La Grande			

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	Over Umatilla River bridge, M.P. 214.42.	20	20	20
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Rieth Between M.P. 210.2 and 208.9.	55	45	35
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 206.3 and 205.9.	70	60	45
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Bonifer Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 204.5 and 202.2.	60	50	40
Huron Between M.P. 257.2 and 252.2.	35	30	20	Gibbon Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	45
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 231.7 and 227.2.	45	35	25	Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 198.6 and 198.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45	Minthorn Between M.P. 223.8 and 222.8.	35	30	20	Nolin Between M.P. 198.2 and 196.8.	55	45	35
Duncan Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 219.0 and 217.7.	60	50	40	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 246.1 and 245.6.	60	50	40	Munra Between M.P. 217.6 and 216.3.	45	35	25	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 244.7 and 244.0.	45	35	25	Pendleton Over Third, Main and Fourth Streets.	12	12	12	Between M.P. 191.9 and 188.9.	60	50	40
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20	Stanfield Between M.P. 188.9 and 187.3.	60	50	40
								Hinkle			

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Castle Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	Rufus Between M.P. 100.1 and 99.1.	55	45	35
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Blalock Between M.P. 130.0 and 129.2.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45
Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	Celilo Between M.P. 96.9 and 95.9.	55	45	35
Willows Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 123.8 and 123.7.	60	50	40	Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Silica Between M.P. 141.6 and 140.5.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Between M.P. 88.5 and 87.5.	45	35	25
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Hook Between M.P. 118.8 and 118.6.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 136.2 and 136.1.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45				
Between M.P. 134.8 and 134.7.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45				
				Between M.P. 114.5 and 112.5.	60	50	40				

FOURTH SUBDIVISION

The Dalles Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 53.8.	35	30	20	Fairview Between M.P. 12.0 and 10.9.	60	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 53.8 and 49.6.	45	35	25	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35	Wyeth Between M.P. 49.4 and 48.7.	35	30	20	Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 48.7 and 43.3.	55	45	35	Graham			
Between M.P. 79.3 and 78.9.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Kenton Line Between Troutdale and Kenton.	45	45	35
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 42.4 and 41.4.	35	30	20	Over Columbia Boulevard, near Peninsula Jet.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40	Between M.P. 22.0 and 19.5.	45	40	15
Rowena Between M.P. 75.8 and 75.1.	55	45	35	Bonneville Between M.P. 37.3 and 35.5.	55	45	35	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.1 and 73.7.	60	50	40	Dodson Between M.P. 32.8 and 31.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 31.4 and 30.3.	60	50	40	Between Albina and Portland, backing up.	8		
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 29.4 and 27.5.	60	50	40	Between Albina and East Port- land, curve at Globe Mill.	8	8	8
Between M.P. 71.4 and 66.4.	45	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40	East Portland, over frogs and railroad crossings and through interlocking, east end of Wil- lamette River Bridge.	8	8	8
Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 24.0 and 23.8.	55	45	35	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Between M.P. 63.2 and 63.1.	45	35	25	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
Hood River 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 18.5 and 18.2.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	Between M.P. 17.9 and 14.8.	70	60	45				
Meno Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 13.5 and 13.2.	55	45	35				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Argo Over slip switch, Lucille street, all engines, eastward and westward trains until entire train through slip switch.				Through interlocking.	30	30	30	Argo Yard All Turnouts.			10
		10	10	Seattle Over Spokane street crossing.	10	10	10				

SIXTH SUBDIVISION

Maximum speed.	70	60	45	Page Between M.P. 234.0 and 235.6.	35	25	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40
Trains handling Fuller snow plow 0330.			35	Between M.P. 236.3 and 238.1.	35	25	Between M.P. 290.6 and 291.1.	50	40
Hinkle East and West legs of wye.	20	20		Between M.P. 239.0 and 239.8.	50	40	Between M.P. 291.9 and 292.3.	25	25
Between M.P. 186.0 and 187.5.	60	40		Simmons Between M.P. 242.5 and 243.5.	40	25	Ankeny Between M.P. 294.4 and 294.5.	40	25
Cold Springs Between M.P. 200.3 and 200.9.	60	40		Walker Pit Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.	50	40
Juniper Between M.P. 209.1 and 209.3.	15	15		Between M.P. 246.1 and 246.3.	50	40	Marengo Between M.P. 308.6 and 309.0.	60	50 40
Between M.P. 209.3 and 212.1.	30	25		Scott Between M.P. 247.0 and 253.0.	45	35	Cheney Over street crossings.	15	15 15
Between M.P. 212.1 and 212.2.	25	20		Between M.P. 256.9 and 257.1.	45	35	Between M.P. 352.8 and 353.5.	55	45 35
Wallula Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over crossing.	20	20		Ruxby Between M.P. 260.3 and 260.5.	50	40	Between M.P. 354.0 and 363.8 on curves.	60	50 35
Eastward.	15	15		Ayer Between M.P. 268.2 and 272.5.	25	15	Between M.P. 364.2 and 364.4.	45	35 25
Westward.				Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.7 and 364.9.	55	45 35
Between M.P. 213.8 and 214.1.	40	25		Between M.P. 275.1 and 276.9.	40	25	Between M.P. 365.1 and 366.2.	25	25 15
Attalia Between M.P. 217.2 and 217.4.	45	35		Between M.P. 277.9 and 279.4.	45	35	West Spokane, on 16-degree curve west end of yard.	8	8 8
Between M.P. 219.1 and 219.5.	50	40		Park Between M.P. 280.0 and 281.6.	40	25	Between M.P. 366.5 and 367.1.	45	35 25
Humorist Between M.P. 224.2 and 224.5.	50	40		Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10 10
Ash Between M.P. 226.8 and 227.0.	50	40					Spokane, through Union Station limits.	15	15 15
Between M.P. 228.1 and 229.9.	35	25					Spokane Union Station over slip switches.	10	10 10
Between M.P. 230.8 and 232.3.	45	35					Spokane, through Union Station limits. 3900 class engines.	6	6 6
Between M.P. 233.0 and 233.4.	50	40							

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.

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	On 3-degree curves.		50	30
3-degree curves.		20	20	3-degree curves.		20	20	On 4-degree curves.		45	30
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	On 5- and 6-degree curves.		35	25
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	On 7- and 8-degree curves.		25	20
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	On curves of 7 degrees and over with 2-10-2 type engines.		20	20
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry, on descending grades.		20	20	On 9- and 10-degree curves.		20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Tekoa Between M.P. 117.2 and 117.5.		20	20
Pilot Rock Branch Maximum speed.		15	15	Grays Harbor Branch Maximum speed.		30	30	Between M.P. 117.8 and 117.9.		45	30
Umatilla Branch Maximum speed.		40	40	3-degree curves.		20	20	Between M.P. 118.1 and 118.3.		35	25
Hinkle Between M.P. 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between M.P. 118.5 and 119.7.		25	20
Between M.P. 2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 120.2 and 120.4.		35	25
Hermiston Standard and Union Oil spurs.			6	Trains handling rock.			25	Between M.P. 120.7 and 121.4.		35	25
On house track west of McNaught warehouse.			6	Preacher's Slough to M.P. 47.0.		10	10	Between M.P. 121.6 and 121.9.		25	20
Over road crossing east end of depot.		15	15	Cosmopolis Within city limits.		20	15	Between M.P. 122.1 and 122.5.		35	25
Between M.P. 5.9 and 6.0.		35	35	Handling logs within city limits.			8	Latah Within city limits.		40	30
Between M.P. 9.4 and 11.2.		25	25	Aberdeen Within city limits.		20	20	Between M.P. 123.4 and 124.5.		20	20
Umatilla On wye.		10	10	Over Boone Street crossing.		5	5	Between M.P. 125.1 and 125.7.		35	25
Irrigon				Over other street crossings.		10	10	Between M.P. 127.5 and 128.4.		35	25
Heppler Branch Maximum speed.		25	25	Tono Branch Maximum speed.		15	15	Between M.P. 129.6 and 130.6.		35	25
3-degree curves.		20	20	On curves of 6 degrees and over.		10	10	Fairfield Within city limits.		25	25
4- and 5-degree curves.		15	15	Olympia Branch Maximum speed.		20	20	Between M.P. 132.6 and 132.8.		45	30
On curves of 6 degrees and over.		10	10	Within city limits.		10	10	Between M.P. 133.3 and 134.6.		25	20
Condon Branch Maximum speed.		25	25	4- and 5-degree curves.		15	15	Between M.P. 135.3 and 136.3.		35	25
3-degree curves.		20	20	On curves of 6 degrees and over.		10	10	Darknell Between M.P. 136.6 and 139.2.		20	20
4- and 5-degree curves.		15	15	Spokane-Tekoa Branch Maximum speed.	70	60	35	Within city limits.		25	25
On curves of 6 degrees and over.		10	10	Between Spokane and Manito.		50	30	Between M.P. 139.4 and 139.7.		45	30
On descending grades between Speece and Mikkalo.		15	15	Between Manito and Tekoa.		50	30	Between M.P. 139.8 and 140.4.		45	30
On descending grades between Barnett and Rock Creek.		15	15					Between M.P. 141.0 and 141.2.		35	25
								Between M.P. 142.6 and 143.2.		25	20

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Pagr.	Fr.		Pagr.	Fr.		Pagr.	Fr.
Manito				Between M.P. 17.7 and 18.1.	25	20	Glenwood		
Between M.P. 144.4 and 144.6.	60	50	35	Between M.P. 18.6 and 18.8.	35	25	Between M.P. 83.7 and 84.5.	20	20
Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 19.7 and 19.9.	20	20	Between M.P. 86.5 and 87.0.	20	20
Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 20.9 and 21.5.	45	30	Between M.P. 87.6 and 88.9.	20	20
Freeman				Between M.P. 23.1 and 23.7.	35	25	Between M.P. 89.1 and 89.4.	20	20
Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 23.6 and 23.7.	30	20	Elberton		
Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 24.5 and 25.0.	35	25	Within city limits.	25	25
Mica				Between M.P. 25.4 and 26.9.	30	25	Between M.P. 90.7 and 91.9.	20	20
Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 27.1 and 27.2.	25	20	Between M.P. 92.4 and 92.9.	25	25
Between M.P. 154.5 and 154.3, westward.	60	50	35	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 95.6 and 95.8.	25	25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 28.2 and 28.7.	20	20	Between M.P. 101.1 and 101.5.	25	25
Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 29.7 and 29.9.	45	30	Between M.P. 102.0 and 102.4.	25	25
Between Chester and Mica, on descending grade.			25	Hay			N. P. Crossing		
East Spokane				Between M.P. 30.4 and 31.1.	35	25	Between M.P. 104.6 and 104.9.	20	20
Through Interlocking.	15	15	15	Between M.P. 32.0 and 33.8.	25	20	Farmington		
Spokane				Between M.P. 34.2 and 35.2.	20	20	Between M.P. 105.5 and 105.8.	20	20
Through tunnel.	15	15	15	Jerita			Between M.P. 112.2 and 113.1.	25	25
Over slip switches at N. P. Crossing.	15	15	10	Between M.P. 36.2 and 36.9.	25	20	Between M.P. 115.6 and 116.0.	25	20
Between N. P. Crossing and Mission Ave., on line through old yard.			12 12	Between M.P. 37.8 and 39.3.	25	20	Pleasant Valley Branch		
Over street crossings between N.P. Crossing and city limits.	20	20	20	Between M.P. 43.5 and 43.6.	45	30	Maximum speed.	25	25
Tekoa-Ayer Branch				Sutton			G. N. Crossing, M.P. 30.7.	20	20
Maximum speed.		50	30	Between M.P. 49.3 and 50.1.	30	20	Tucannon Branch		
Between Tekoa and Colfax, via Garfield.		30	30	Thera			Maximum speed.	25	25
On 5- and 6-degree curves.		25	25	Between M.P. 64.9 and 65.2.	35	25	On curves, 7 degrees and over.	20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	Between M.P. 65.4 and 65.6.	45	30	Starbuck		
Between Tucannon and Ayer.		35	25	Between M.P. 68.2 and 68.5.	35	25	Within city limits.	15	15
On 4-degree curves.		45	30	Diamond			Between Starbuck and Relief.	12	12
On 5- and 6-degree curves.		35	25	Between M.P. 68.8 and 69.0.	35	25	Pendleton Branch		
On 7- and 8-degree curves.		25	20	Between M.P. 69.9 and 70.1.	35	25	Maximum speed.	25	25
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Mockonema			On 7-, 8-, 9- and 10-degree curves.	20	20
On 9- and 10-degree curves.		20	20	Between M.P. 73.3 and 73.6.	20	20	Between Barrett and Downing, on descending grade.	15	15
Ayer				Between M.P. 74.1 and 74.2.	45	30	Pendleton		
Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.9 and 77.2.	25	12	Over Thompson, Main and Aura streets.	12	12
Between M.P. 14.3 and 16.1.		25	25	Colfax			Over other street crossings within city limits.	20	20
Between M.P. 17.1 and 17.2.		15	15	Within city limits.	12	12	Between M.P. 2.5 and 3.0.	20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 78.4 and 78.5.	20	20	Between M.P. 9.5 and 9.8.	20	20
				Between M.P. 79.8 and 80.7.	20	20	Athens		
				Between M.P. 81.5 and 82.3.	20	20	Over street crossings.	15	15
				Between M.P. 82.9 and 83.4.	20	20	Downing		
							Between M.P. 24.0 and 24.5.	20	20
							Between M.P. 25.4 and 26.2.	20	20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Blue Mountain Between M.P. 29.0 and 29.4.	20	20	Granger Over street crossings.	30	30	College Place Within city limits.	30	30
Between M.P. 29.8 and 30.1.	20	20	Zillah Over street crossings.	25	15	Walla Walla		
Between M.P. 30.3 and 30.4.	20	20	Yakima River Bridge 89.35, through gauntlet track.	15	15	Pomeroy Branch Maximum speed.	20	20
Between M.P. 31.2 and 31.7.	20	20	Yakima Over Yakima Ave., and Walnut Street.	6	6	Starbuck Within city limits.	15	15
Between M.P. 32.2 and 32.4.	20	20	Over other street crossings.	10	10	Chard Between M.P. 14.5 and Pomeroy.	15	15
Between M.P. 32.7 and 32.9.	20	20	Sunnyside Branch Maximum speed.	45	35	Dayton Branch Maximum speed.	25	25
Milton-Freewater Over street crossings.	15	15	Wallula Branch Maximum speed.	35	30	On curves of 7 degrees and over.	20	20
W. W. V. Ry. Crossing M.P. 36.3.	15	15	On 5- and 6-degree curves.	35	25	Bolles Between M.P. 0.4 and 0.6.	20	20
W. W. V. Ry. Crossing, M.P. 44.2.	20	20	On 7- and 8-degree curves.	25	20	Dayton Over street crossings west of Touchet River.	15	15
Walla Walla Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	Over all other street crossings.	10	10
Walla Walla, on west leg of wye.	8	8	Wallula Between M.P. 0.8 and 1.1.	25	20	Between M.P. 12.9 and 24.8.	15	15
Between M.P. 52.7 and 53.4.	20	20	Between M.P. 1.6 and 2.0.	20	20	Connell Branch Maximum speed.		
Between M.P. 64.8 and 64.9.	20	20	Between M.P. 2.6 and 2.7.	35	25	Between La Crosse and Hooper Jct.	30	30
Between M.P. 65.5 and 66.0.	20	20	Between M.P. 2.9 and 3.1.	35	25	Between Hooper Jct. and Connell.	20	20
Between M.P. 66.1 and 66.3.	20	20	Between M.P. 3.5 and 3.6.	35	25	On 5- and 6-degree curves.	25	25
Between M.P. 71.7 and 72.5.	20	20	Between M.P. 4.0 and 4.3.	35	25	On 7- and 8-degree curves.	20	20
Between M.P. 72.8 and 73.2.	20	20	Between M.P. 4.8 and 5.3.	25	20	On 9- and 10-degree curves.	20	20
Between M.P. 74.3 and 76.1.	20	20	Between M.P. 5.9 and 6.4.	25	20	La Crosse Between M.P. 3.4 and 3.6.	25	25
Menoken Between M.P. 78.4 and 78.5.	20	20	Between M.P. 6.7 and 6.8.	25	20	Between M.P. 6.6 and 6.8.	25	25
Between M.P. 78.9 and 79.3.	20	20	Between M.P. 7.0 and 7.1.	20	20	Between M.P. 7.2 and 7.8.	20	20
Between M.P. 79.6 and 79.9.	20	20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Between M.P. 9.2 and 9.7.	20	20
Between M.P. 80.8 and 81.2.	20	20	Reese Between M.P. 7.7 and 8.0.	25	20	Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15
Alto			Between M.P. 8.2 and 8.4.	35	25	Through west leg of wye on 16- degree curve.	8	8
Yakima Branch Maximum speed.	45	30	Between M.P. 8.7 and 9.1.	25	20	Moscow Branch Maximum speed.	35	25
With pile driver 0321.		15	Between M.P. 9.5 and 9.7.	25	20	On 7- and 8-degree curves.	25	20
On 5- and 6-degree curves.	35	25	Between M.P. 10.0 and 10.1.	35	25	On 9- and 10-degree curves.	20	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.7 and 10.9.	35	25	Colfax Within city limits.	12	12
On 9- and 10-degree curves.	25	20	Between M.P. 11.1 and 11.4.	35	25			
Attalia			Between M.P. 12.1 and 12.3.	20	20			
Bridge 7.44.	25	15	Between M.P. 12.5 and 12.6.	35	25			
Kennewick Over street crossings.	8	8	Between M.P. 18.5 and 18.6.	35	25			
Benton City Within city limits.	40	30						
Between M.P. 37.5 and 38.1.	25	20						

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.		Pagr.	Frts.
Between M.P. 1.3 and 3.1.	25	20	On 5- and 6-degree curves.	35	25	Rose Lake Between M.P. 50.6 and 51.0.	35	25
Between M.P. 5.6 and 7.5.	25	20	On 7- and 8-degree curves.	25	20	Dudley Between M.P. 53.6 and 54.2.	35	25
Between M.P. 8.4 and 8.8.	25	20	On 9- and 10-degree curves.	20	20	Between M.P. 54.5 and 54.9.	35	25
Shawnee Between M.P. 9.9 and 10.0.	25	20	Lovell Between M.P. 8.0 and 9.0.	25	20	Cataldo Between M.P. 58.7 and 59.1.	45	30
Between M.P. 10.8 and 11.2.	25	20	Between M.P. 9.9 and 10.7.	25	20	Between M.P. 60.0 and 60.2.	20	20
Between M.P. 12.2 and 12.5.	25	20	Between M.P. 11.1 and 12.1.	25	20	Between M.P. 62.4 and 63.2.	35	25
Albion Between M.P. 13.4 and 13.6.	25	20	Watt Between M.P. 12.3 and 13.0.	15	15	Between M.P. 63.4 and 64.0.	45	30
Between M.P. 14.3 and 14.9.	20	20	Between M.P. 14.4 and 14.6.	25	20	Between M.P. 70.1 and 70.3.	35	25
Between M.P. 17.5 and 17.7.	25	20	Between M.P. 17.9 and 18.2.	25	20	Between M.P. 70.7 and 70.9.	35	25
Between M.P. 17.9 and 18.0.	25	20	Between M.P. 18.5 and 20.3.	25	20	Between M.P. 71.5 and 71.7.	45	30
Pullman Within city limits.	15	15	Between M.P. 20.7 and 21.5.	25	20	Between M.P. 72.4 and 72.6.	35	25
Over street crossings.	6	6	Bridge 23.45.	15	15	Between M.P. 73.4 and 73.6.	45	30
Between M.P. 19.9 and 20.0.	25	20	Between M.P. 24.1 and 28.4.	25	20	Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 24.6 and 24.8.	25	20	Springston Between M.P. 34.0 and 34.1.	45	30	Between M.P. 77.4 and 77.7.	35	25
Between M.P. 25.2 and 25.4.	25	20	Between M.P. 34.5 and 34.7.	45	30	Between M.P. 78.0 and 78.2.	35	25
Moscow Over street crossings.	12	12	Between M.P. 34.9 and 35.2.	35	25	Between M.P. 78.6 and 78.7.	25	20
Wallace Branch Maximum speed.	50	30	Between M.P. 38.3 and 38.6.	35	25	Wallace Over street crossings.	6	6
Between Lovell and Chatcolet.	35	20	Between M.P. 39.6 and 39.8.	45	30	Between M.P. 81.4 and 87.3.	20	20
Between Chatcolet and Harrison.	40	25	Lane Between M.P. 47.8 and 48.3.	45	30	Burke to Wallace, eastward.	20	10
On 4-degree curves.	45	25	Between M.P. 48.6 and 49.0.	45	30	Sierra Nevada Branch Maximum speed.		10

Standard clocks are located as shown below:

Huntington..... Yard Office	Albina..... Train Dispatcher's Office	Wallula..... Telegraph Office
Huntington..... Telegraph Office	Albina..... Yard Telegraph Office	Tekoa..... Telegraph Office
Baker..... Telegraph Office	Albina..... Enginemen's Register Room	Tekoa..... Enginemen's Register Room
La Grande..... Train Dispatcher's Office	Kenton..... Telegraph Office	Colfax..... Telegraph Office
La Grande..... Depot Telegraph Office	Centralia (Joint).N. P. Ry. Telegraph Office	La Crosse..... Telegraph Office
La Grande..... Yard Office	Tacoma..... Yard Office	Moscow..... Telegraph Office
Pendleton..... Telegraph Office	Argo..... Yard Office	Walla Walla..... Passenger Depot
Hinkle..... "UK" Telegraph Office	Argo..... Enginemen's Register Room	Walla Walla... Enginemen's Register Room
Hinkle..... Enginemen's Register Room	Seattle (Joint)	Yakima..... Telegraph Office
Hinkle..... Yard Office	..... Union Station Telegraph Office	Yakima..... Roundhouse
Arlington..... Telegraph Office	Hoquiam (Joint).N. P. Ry. Telegraph Office	Kellogg-Wardner..... Telegraph Office
Moro..... Telegraph Office	Aberdeen..... Telegraph Office	Wallace..... Telegraph Office
Bend (Joint).... O. T. Ry. Telegraph Office	Olympia..... Telegraph Office	Wallace..... Enginemen's Register Room
The Dalles..... "DK" Telegraph Office	Spokane..... Train Dispatcher's Office	
The Dalles..... "WH" Telegraph Office	Spokane..... Telegraph Office	
Portland (Joint)	West Spokane.Enginemen's Register Room	
.....N. P. T. Co. Telegraph Office	Ayer..... Telegraph Office	

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

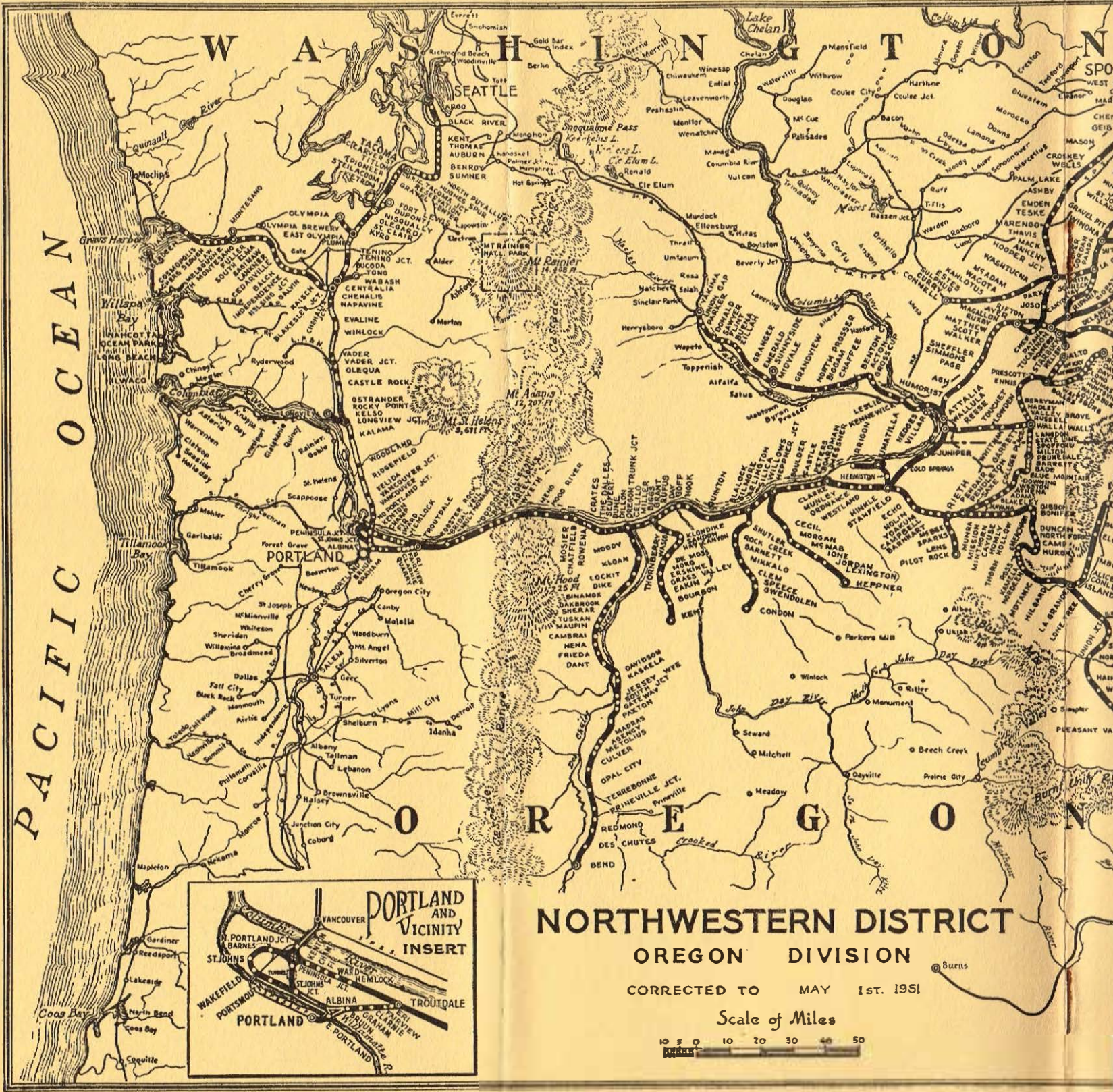
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Echo, Stanfield...		Portland or beyond.
11	Any station.....	Pocatello or beyond.	
12	Echo, Stanfield...	Portland or beyond.	
12	Any station.....		Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnance.....	Portland or beyond.	
18	Union Jct.....	Portland or beyond, Tuesdays only.	
	North Powder....		
	Haines.....		
19	Any station.....	From Wallula or beyond.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.



PACIFIC OCEAN

WASHINGTON

SEATTLE

PORTLAND

OREGON

NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 1st. 1951

Scale of Miles

