

L. A. COLLINS
General Manager

H. E. SHUMWAY
General Superintendent Transportation

G. J. MULICK
Assistant General Manager

P. T. McCARTHY, Superintendent Portland, Ore.
A. McAllister, Assistant Superintendent Portland, Ore.
H. B. Coburn, Assistant Superintendent Seattle, Wash.
J. G. Kimmell, Assistant Superintendent La Grande, Ore.
C. H. Burnett, Trainmaster La Grande, Ore.
J. J. Winter, Trainmaster Portland, Ore.
R. L. Rickard, Terminal Trainmaster Portland, Ore.
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.
L. W. Althof, Division Engineer Portland, Ore.
E. J. Pratt, General Roadmaster Portland, Ore.

First and Second Subdivisions 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.

Third, Fourth and Fifth Subdivisions and Branches

L. L. Rudd, Chief Train Dispatcher Albina, Ore.
M. A. Stearns, Assistant Chief Train Dispatcher Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher Albina, Ore.

Time Inspectors are located as shown below:

Baker Bacon Jewelry Store
La Grande J. H. Peare and Son
Pendleton E. A. McElvain
The Dalles Ernest H. Newhouse
Portland N. L. Nielson
Portland Roy & Molin
Portland Potter Jewelry Store
Centralia C. R. Ahern
Tacoma Mierow's
Seattle Benn Tipp
Argo E. Le May
Heppner J. O. Peterson
Hoquiam Kneipps Jewelry Co.
Aberdeen Wiitamaki Jewelry Co.
Olympia Talcott Bros., Inc.

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 38

Effective Wednesday,
May 14, 1947
At 12:01 A.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

	105 Streamliner Passenger	19 Passenger	65 Passenger	17 Passenger	457 Passenger	11 Passenger	Distance from Huntington
	Daily	Daily	Daily	Daily	Daily	Daily	
	10.40PM			6.00PM		6.30AM	0.0
	1.08AM			9.10PM		9.25AM	99.6
	3.25			12.25AM		12.05PM	173.8
	3.35			12.35		12.15	177.4
		9.30PM	7.40PM				400.4
		11.48PM	10.00				296.5
		1.20AM	11.30PM				243.3
		2.20	12.20AM				215.9
	5.55	5.00		4.00		3.18	303.6
	A 8.00AM	A 7.30AM	A 1.30AM Pendleton	A 6.30AM	8.30AM	A 5.30PM	389.4
					11.20AM		480.5
					1.00PM		534.5
					2.05		569.5
					A 2.15PM		572.6

Time-Table No. 38
May 14, 1947

STATIONS

HUNTINGTON
LA GRANDE
PENDLETON
RIETH
SPOKANE
AYER
WALLULA
UMATILLA
THE DALLES
PORTLAND
CENTRALIA
TACOMA
ARGO
SEATTLE

Thru Time (9.20) (10.00) (5.50) (12.30) (5.45) (11.00)
Average speed per hour 41.7 36.7 38.9 31.2 31.8 35.4

Standard clocks are located as shown below:

Huntington..... Yard Office	The Dalles..... "DK" Telegraph Office
Huntington..... Depot Telegraph Office	The Dalles..... "WH" Telegraph Office
Huntington..... Enginemen's Register Room	Hood River..... Telegraph Office
Baker..... Telegraph Office	Portland (Joint)..... N. P. T. Co. Telegraph Office
La Grande..... Dispatcher's Office	Albina..... Dispatcher's Office
La Grande..... Depot Telegraph Office	Albina..... Yard Telegraph Office
La Grande..... Yard Office	Albina..... Enginemen's Register Room
Pendleton..... Telegraph Office	Centralia (Joint)..... N. P. Ry. Telegraph Office
Rieth..... Telegraph Office	Tacoma..... Yard Office
Rieth..... Enginemen's Register Room	Argo..... Yard Office
Umatilla..... Telegraph Office	Argo..... Enginemen's Register Room
Umatilla..... Enginemen's Register Room	Seattle (Joint)..... Union Station Telegraph Office
Heppner..... Telegraph Office	Hoquiam (Joint)..... N. P. Ry. Telegraph Office
Condon..... Telegraph Office	Aberdeen..... Telegraph Office
Grass Valley..... Telegraph Office	Olympia..... Telegraph Office
Bend (Joint)..... O. T. Ry. Telegraph Office	

MILEAGE

OREGON DIVISION	
Main Line.....	619.09
Branches.....	493.46
Total.....	1112.55

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.		

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 38
May 14, 1947

STATIONS

HUNTINGTON
LA GRANDE
PENDLETON
RIETH
SPOKANE
AYER
WALLULA
UMATILLA
THE DALLES
PORTLAND
CENTRALIA
TACOMA
ARGO
SEATTLE

Distance from
Portland

	66 Passenger	12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger
HUNTINGTON		A 7.00PM		A 2.50AM	A 7.55AM	
LA GRANDE		4.00		12.05AM	5.05	
PENDLETON		1.30		9.43PM	2.25	
RIETH		1.10PM		9.28	1.50AM	
SPOKANE	A 7.50AM					A 7.00AM
AYER	5.15					4.23
WALLULA	3.55					3.05
UMATILLA	2.50					2.05AM
THE DALLES		10.20AM		7.20	11.15PM	11.25PM
PORTLAND	L 12.45AM Pendleton	8.10AM	A 8.50PM	5.30PM	9.10PM	9.20PM
CENTRALIA			6.26			
TACOMA			5.05			
ARGO			3.58			
SEATTLE			3.50PM			
	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (7.05) (10.50) (5.00) (9.20) (10.45) (9.40)
Average speed per hour 32.0 35.9 36.6 41.7 36.2 38.0

Railroad Surgeons are located as shown below:

Name	Title	Location	Territory	Name	Title	Location	Territory
Ralph M. Dodson..	Medical Director.	Portland, Ore....	Portland.	G. G. Gaunt.....	Surgeon.....	Condon, Ore.....	Arlington to Condon.
Kenneth C. Brown..	Assistant Surgeon.	Portland, Ore....	Portland.	J. C. Vandevert..	Surgeon.....	Bend, Ore.....	Oregon Trunk Jet. to Bend.
Paul E. Spangler...	Assistant Surgeon.	Portland, Ore....	East Portland north of Sullivan's Gulch.	Thompson, Vogt, Griffith, Smith, Armstrong, Mills and Boals.....	Surgeons.....	The Dalles, Ore..	Hood River to Umatilla.
Ivor M. Campbell...	Assistant Surgeon.	Portland, Ore....	Portland.	Stanley E. Wells...	Surgeon.....	Hood River, Ore..	Portland to Hood River.
A. H. Johnston.....	Assistant Surgeon.	Portland, Ore....	East Portland south of Sullivan's Gulch.	H. B. Lewis.....	Surgeon.....	Hood River, Ore..	Portland to Hood River.
Joseph M. Roberts..	Assistant Surgeon.	Portland, Ore....	La Grande to Huntington.	J. B. Blair.....	Surgeon.....	Vancouver, Wash..	Albina to Kalama.
Paul E. Shinninger...	Assistant Surgeon.	Portland, Ore....	La Grande to Huntington.	George M. Lovelace.	Surgeon.....	Centralia, Wash..	Centralia to South Montezano, Winlock to Tenino.
J. R. Higgins.....	Surgeon.....	Baker, Ore.....	Telocaset to Huntington.	J. E. Toothaker....	Surgeon.....	Centralia, Wash..	Centralia to South Montezano, Winlock to Tenino.
T. J. Higgins.....	Surgeon.....	Baker, Ore.....	La Grande to Wallowa.	George F. Parke....	Surgeon.....	Centralia, Wash..	Centralia to South Montezano, Winlock to Tenino.
Glenn G. Gordon...	Specialist.....	Baker, Ore.....	Pendleton to Baker.	A. E. Anderson.....	Surgeon.....	Aberdeen, Wash..	South Elma to Hoquiam.
Ivan E. Bennett....	Surgeon.....	Elgin, Ore.....	La Grande to Elgin.	J. F. Macdonald...	Surgeon.....	Hoquiam, Wash..	Centralia to Hoquiam.
J. B. Gregory.....	Surgeon.....	La Grande, Ore...	Pendleton to Baker.	Ross D. Wright....	Surgeon.....	Tacoma, Wash....	Tenino to Auburn.
J. D. Haun.....	Surgeon.....	La Grande, Ore...	La Grande to Elgin.	L. A. Hopkins.....	Surgeon.....	Tacoma, Wash....	Tenino to Auburn.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore...	Umatilla to Huntington.	B. E. McConville...	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore...	Umatilla to Pendleton.	L. Fred Lundy.....	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
E. S. Morgan.....	Surgeon.....	Pendleton, Ore...	Umatilla to Pendleton.	F. H. Brown.....	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
E. I. Silk.....	Surgeon.....	Pendleton, Ore...	Umatilla to Pendleton.				
F. B. Belt.....	Surgeon.....	Hermiston, Ore...	Boardman to Stanfield.				
A. D. McMurdo....	Surgeon.....	Heppner, Ore.....	Heppner Jet. to Heppner.				
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore....	The Dalles to Umatilla, Arlington to Condon.				

WESTWARD FIRST SUBDIVISION

**Time-Table No. 38
May 14, 1947**

FIRST SUBDIVISION EASTWARD

**Time-Table No. 38
May 14, 1947**

Car Capacity of Siding, etc. See Rule 9(A).	SECOND CLASS			FIRST CLASS			STATIONS
	677	699	655	105	17	11	
	Time Freight	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
BCKO PTWXYZ	7.00 ¹² PM	12.01PM	8.05AM	10.40PM	6.00 ¹⁵⁶ PM	6.30AM	DN-R HUNTINGTON HU
74 P	7.15	12.25	8.25	10.50	6.10	6.40	DN LIME BY
74 P	7.23	12.40	8.38	10.56	6.17	6.46	JETT
100 PW	7.31	1.01 ¹⁶⁰	8.50	11.01	6.25 ¹²	6.52	WEATHERBY
71 P	7.43	1.18	9.05	11.08	6.33	7.00	NELSON
WB 75 EB 74 PWXY	8.05	1.35	9.30	11.12	6.39	7.06	DN DURKEE DU
73 P	8.15	1.45	9.38	11.17	6.44	7.12 ¹⁸	LEONARD
74 P	8.30	2.00	9.48	11.23	6.51	7.20	OXMAN
73 P	8.43	2.15	10.01	11.28	6.57	7.26	HINDMAN
WB 75 EB 82 PWY	9.08	2.30	10.20	11.34	7.03	7.33	PLEASANT VALLEY
WB 91 EB 109 PXY	9.20	2.45	10.50 ¹⁶⁰	11.39	7.10	7.39	DN ENCINA NA
83 P	9.35	2.59 ¹⁵⁶	11.10	11.45	7.18	7.45	QUARTZ
WB 69 EB 98 BKOPW XYZ	10.01	3.20	11.45AM	11.52	7.35	7.55	DN BAKER BC
74 P	10.12	3.32	12.05PM	11.58PM	7.43	8.01	WING
68 P	10.27	3.45	12.20	12.04AM	7.51	8.08	DN HAINES KB
72 P	10.40	3.54	12.35	12.09 ¹⁵⁸	7.57	8.14	HUTCHINSON
WB 81 EB 74 PW	10.53	4.03	12.50 ¹⁵⁶	12.14	8.03	8.19 ¹⁶⁰	DN NORTH POWDER HD
73 P	11.00	4.09	1.00	12.17	8.07	8.22	LUN
75 P	11.08	4.20	1.12	12.20	8.14	8.29	SAGO
147 PVWXY	11.25 ¹⁵⁸	4.36 ¹²	1.30	12.28	8.20	8.35	DN TELOCASET WK
105 P				12.35 ¹⁰⁶	8.27	8.42	CROOKS
105 PVWY				12.46	8.40	8.55	UNION JCT. UN
							HOT LAKE
105 P				12.53	8.49	9.04	LONETREE
BJKOP TWXYZ	A 12.30AM	A 6.00PM	A 3.00PM	A 1.03AM	A 8.55PM	A 9.10AM	DN-R LA GRANDE Dispr Q RA

BLOCK SIGNALS
Centralized Traffic Control

(5.30) (5.59) (6.55) (2.23) (2.55) (2.40) Thru Time
18.0 16.6 14.4 41.8 34.1 37.3 Average speed per hour

Except where Centralized Traffic Control system is in operation, 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 and 18, and not less than fifteen minutes by second class, extra trains and yard engines.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11 17	Any station..... Any station.....	Pocatello or beyond. Pocatello or beyond.	

Car Capacity of Siding, etc. See Rule 9(A).	STATIONS	Mile Post	FIRST CLASS			SECOND CLASS		
			106	18	12	160	156	158
			Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
BCKO PTWXYZ	DN-R HUNTINGTON HU	389.4	A 2.50AM	A 7.55AM	A 7.00 ⁶⁷⁷ PM	A 2.00PM	A 6.00 ¹⁷ PM	A 5.00AM
74 P	DN LIME BY	384.5	2.35	7.41	6.43	1.27	5.30	4.30
74 P	JETT	380.9	2.27	7.34	6.34	1.14	5.21	4.17
100 PW	WEATHERBY	377.5	2.20	7.28	6.25 ¹⁷	1.01 ⁶⁹⁹	5.12	4.05
71 P	NELSON	372.4	2.12	7.21	6.17	12.40	5.01	3.50
WB 75 EB 74 PWXY	DN DURKEE DU	368.9	2.06	7.16	6.12	12.25	4.43	3.40
73 P	LEONARD	365.4	2.01	7.12 ¹¹	6.07	12.01PM	4.30	3.30
74 P	OXMAN	361.7	1.55	7.04	6.00	11.40AM	4.05	3.10
73 P	HINDMAN	358.8	1.50	6.57	5.54	11.27	3.50	3.01
WB 75 EB 82 PWY	PLEASANT VALLEY	355.4	1.44	6.50	5.47	11.05	3.28	2.40
WB 91 EB 109 PXY	DN ENCINA NA	351.9	1.38	6.44	5.41	10.50 ⁶⁵⁵	3.20	2.30
83 P	QUARTZ	347.3	1.30	6.36	5.33	10.15	2.59 ⁶⁹⁹	2.00
WB 69 EB 98 BKOPW XYZ	DN BAKER BC	342.0	f 1.20 ¹⁵⁸	s 6.26	s 5.23	9.50	2.30	1.20 ¹⁰⁶
74 P	WING	337.6	1.13	6.15	5.10	9.05	1.40	12.42
68 P	DN HAINES KB	331.7	1.07	6.08	f 5.03	8.50	1.20	12.30
72 P	HUTCHINSON	326.7	1.01	6.02	4.57	8.35	1.05	12.09 ¹⁰⁵ AM
WB 81 EB 74 PW	DN NORTH POWDER HD	322.1	12.56	5.56	f 4.51	8.19 ¹¹	12.50 ⁶⁵⁵	11.47PM
73 P	LUN	319.4	12.53	5.53	4.48	8.00	12.42	11.42
75 P	SAGO	315.5	12.47	5.47	4.41	7.45	12.32	11.35
147 PVWXY	DN TELOCASET WK	312.6	12.42	5.42	4.36 ⁶⁹⁹	7.25	12.20PM	11.25 ⁶⁷⁷
105 P	CROOKS	308.9	12.35 ¹⁰⁵	5.34	4.28			
105 PVWY	UNION JCT. UN	302.2	12.20	5.20	4.15			
	HOT LAKE	299.0						
105 P	LONETREE	294.9	12.11	5.11	4.07			
BJKOP TWXYZ	DN-R LA GRANDE Dispr Q RA	289.8	s 12.05AM	5.05AM	4.00PM	5.30AM	10.30AM	9.30PM

Thru Time (2.45) (2.50) (3.00) (8.30) (7.30) (7.30)
Average speed per hour 36.2 35.0 33.2 11.7 13.3 13.3

Except where Centralized Traffic Control system is in operation, 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 and 18, and not less than fifteen minutes by second class, extra trains and yard engines.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
12 18	Any station..... Any station.....	.....	Pocatello or beyond. Pocatello or beyond.
18	Union Jct..... North Powder... Haines.....	Portland and beyond, Tuesdays only.	

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

17 Passenger	11 Passenger	105 Streamliner Passenger	66 Passenger
Daily	Daily	Daily	Daily

Time-Table No. 38
May 14, 1947

STATIONS

DN-R	LA GRANDE	Dispr Q RA
	PERRY	
	HILGARD	
	GLOVER	
	MOTANIC	
	NORDEEN	
	KAMELA	
	ROSS	
	MEACHAM	
	PORTER	
	HURON	
	CAMP	
	NORTH FORK	
	DUNCAN	
	SLOAN	
	BONIFER	
	GIBBON	
	TUMIA	
	THORN HOLLOW	
	HOMLY	
	CAYUSE	
	MINTHORN	
	MISSION	
	MUNRA	

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

DN	PENDLETON	FD
DN-R	RIETH	RI
	(77.8)	

BLOCK SIGNALS

..... Thru Time
Average speed per hour

(3.25)	(2.50)	(2.27)	(0.10)
22.8	27.5	31.7	21.8

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Any station.....	Pocatello or beyond.	
17	Any station.....	Pocatello or beyond.	

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

65 Passenger	18 Passenger	12 Passenger	106 Streamliner Passenger
Daily	Daily	Daily	Daily

Time-Table No. 38
May 14, 1947

STATIONS

DN-R	LA GRANDE	Dispr Q RA	289.8
	PERRY		285.8
	HILGARD		282.1
	GLOVER		278.6
	MOTANIC		275.6
	NORDEEN		272.1
	KAMELA		271.1
	ROSS		268.3
	MEACHAM		265.5
	PORTER		260.8
	HURON		257.7
	CAMP		254.1
	NORTH FORK		251.4
	DUNCAN		248.5
	SLOAN		245.4
	BONIFER		239.5
	GIBBON		236.9
	TUMIA		234.6
	THORN HOLLOW		232.1
	HOMLY		229.6
	CAYUSE		227.1
	MINTHORN		224.7
	MISSION		221.2
	MUNRA		218.9

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

DN	PENDLETON	FD	215.6
DN-R	RIETH	RI	212.0
	(77.8)		

BLOCK SIGNALS

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

(0.10)	(3.00)	(2.40)	(2.33)
21.8	25.9	29.1	30.5

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
12	Any station.....	Pocatello or beyond.	
18	Any station.....	Pocatello or beyond.	

WESTWARD

THIRD SUBDIVISION

THIRD SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS					Time-Table No. 38 May 14, 1947
	151	299	699	655	11	105	19	66	17	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
BJKO PTWX		4.05AM	3.50AM	1.50AM ¹⁸	12.15PM	3.35AM		12.55AM	12.35AM	
96 P		4.30	4.10	2.05	12.23	3.41		1.10 ⁶⁵	12.43	
95 P		4.48	4.25	2.15	12.29	3.46		1.18	12.50	
95 P		4.57	4.38	2.25	12.34	3.52		1.28 ¹⁸	12.58 ⁶⁵	
94 PW		5.10	4.55	2.40	12.42 ¹²	4.00		1.40	1.07	
94 P		5.18	5.05	2.47	12.50 ²⁵⁸	4.05		1.52	1.15 ¹⁸	
JP		5.27	5.18	2.55	12.58	4.10		2.05	1.23	
95 P		5.40						2.30		
BJKOPTWXY	10.00AM	6.00AM	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY		2.20AM	2.45AM	
62 P	10.15							2.27		
63 P	10.23							2.33		
63 P	10.30							2.39		
99 P	VIA UMATILLA		5.24	3.02	1.03	4.14			1.27	
P			5.29	3.09	1.08	4.17			1.30	
98 PW			5.33	3.14	1.12	4.19			1.32	
98 P			5.43	3.25	1.18	4.24			1.38	
99 JPWY	10.45		5.53	3.33	1.23	4.29	2.50		1.43	
14 P	10.49		5.56	3.36	1.25	4.30	2.53		1.45	
98 P	10.53		5.59 ¹⁹⁸	3.39	1.27	4.32	2.56		1.47	
98 P	11.05		6.05	3.45	1.32	4.36	3.01		1.52	
104 P	11.20		6.15	4.06	1.40	4.42	3.09		2.00	
19 JP	11.32		6.22	4.13	1.45	4.46	3.14		2.06	
100 P	11.40 ¹²		6.25	4.16	1.47	4.47	3.16		2.08	
98 P	11.53AM		6.32 ¹⁵⁸	4.25	1.52	4.52	3.22		2.14	
WB 126 EB 113 JOPTWX	12.10PM		6.55	4.57 ^{105 198}	1.58	4.57 ^{655 198}	3.29		2.20	
100 P	12.25		7.10	5.15 ¹⁵⁸	2.09 ¹⁵⁶	5.02	3.45		2.42	
99 PW	12.35		7.18	5.22	2.15	5.06 ¹⁵⁸	3.52		2.48	
98 P	12.45		7.24	5.28	2.19	5.09	3.57		2.53	
96 P	12.53		7.30	5.34	2.22	5.11	4.00		2.57	
100 P	1.01		7.38	5.42	2.27	5.16	4.07 ¹⁹⁸		3.03	
99 P	1.08		7.45	5.48	2.31	5.19	4.11		3.07	
104 PW	1.15 ¹⁵⁶		7.51	5.54	2.35	5.22	4.15 ¹⁵⁸		3.11	
100 P	1.22		7.57	5.59	2.38	5.24	4.18		3.14	
100 P	1.29		8.03	6.04	2.41	5.27	4.21		3.17	
80 JP (MP)	1.40		8.10	6.09	2.44	5.30	4.24		3.21	
54 P (W 101.7)	1.50		8.18	6.15	2.48	5.34	4.28		3.25	
50 P	1.58		8.26	6.21	2.52	5.38	4.32		3.31	
JPV	2.03		8.30	6.24	2.54	5.40	4.34		3.33	
74 P	2.10		8.40	6.29	2.58	5.44	4.38		3.37	
BKOPTWXZ	2.30PM		9.00AM	6.40AM	3.10PM	5.55AM	4.50AM		3.50AM	

Time-Table No. 38
May 14, 1947

STATIONS		
DN-R	RIETH	RI
	BARNHART	
	CAMPBELL	
	NOLIN	
DN	ECHO	HI
	STANFIELD	ND
DN	HINKLE	UK
D	HERMISTON	MN
DN-R	UMATILLA	CS
	BAILEY	
	IRRIGON	
	JUDSON	
D	WESTLAND	
D	ORDNANCE	RN
	MUNLEY	
	CLARKE	
DN	MESSNER	FC
	BOARDMAN	
	PETERS	
	CASTLE	
	BOULDER	
N	HEPPNER JCT.	WI
	WILLOWS	
	SILICA	
DN	ARLINGTON	MX
	GILMORE	
	BLALOCK	
	RAMSAY	
N	QUINTON	QN
	HOOK	
	GOFF	
	DAY	
	RUFUS	
	GRANT	
DN	BIGGS	BX
	MILLER	
	CELILLO	
D	OREGON TRUNK JCT.	VO
	DUNE	
DN-R	THE DALLES	DK-WH

Time-Table No. 38
May 14, 1947

STATIONS			Mile Post
DN-R	RIETH	RI	
	BARNHART		
	CAMPBELL		
	NOLIN		
DN	ECHO	HI	
	STANFIELD	ND	
DN	HINKLE	UK	
D	HERMISTON	MN	
DN-R	UMATILLA	CS	
	BAILEY		
	IRRIGON		
	JUDSON		
D	WESTLAND		
D	ORDNANCE	RN	
	MUNLEY		
	CLARKE		
DN	MESSNER	FC	
	BOARDMAN		
	PETERS		
	CASTLE		
	BOULDER		
N	HEPPNER JCT.	WI	
	WILLOWS		
	SILICA		
DN	ARLINGTON	MX	
	GILMORE		
	BLALOCK		
	RAMSAY		
N	QUINTON	QN	
	HOOK		
	GOFF		
	DAY		
	RUFUS		
	GRANT		
DN	BIGGS	BX	
	MILLER		
	CELILLO		
D	OREGON TRUNK JCT.	VO	
	DUNE		
DN-R	THE DALLES	DK-WH	

Mile Post	FIRST CLASS					SECOND CLASS			
	65	12	106	18	20	198	158	258	156
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight
212.0	A 1.20AM	A 1.10PM	A 9.28PM	A 1.50AM ⁶⁵⁵		A 11.00AM	A 2.00PM	A 8.30PM	
208.3	1.10 ⁶⁶	1.02	9.22	1.40		10.35	1.43	7.50	
203.5	1.04	12.56	9.17	1.34		10.20	1.32	7.20	
198.9	12.58 ¹⁷	12.50	9.12	1.28 ⁶⁶		10.05	1.20	6.55	
192.6	12.50	12.42 ¹¹	9.05	1.20		9.35	1.03	6.25	
188.4	12.42	12.35	9.00	1.15 ¹⁷		9.20	12.50 ¹¹	6.01	
184.1	12.36	12.28	8.55	1.10		9.05	12.37	5.45	
189.2	12.29	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY		12.25	VIA MUNLEY	VIA MUNLEY	
183.4	12.20AM			A 1.50AM		A 6.40AM		12.01PM	
178.8				1.36		6.28			
175.6				1.30		6.22			
172.0				1.25		6.15			
180.6		12.23	8.51	1.06		VIA UMATILLA	8.50		5.35
177.7	12.18	8.48	1.03			VIA UMATILLA	8.40		5.25
175.8	12.15	8.46	1.01			VIA UMATILLA	8.30		5.15
170.0	12.08	8.40	12.55			VIA UMATILLA	8.10		4.50
165.2	12.03	8.36	12.50	1.13		6.05	7.55		4.25
163.8	12.01PM	8.35	12.48	1.11		6.02	7.46		4.18
162.2	11.58AM	8.33	12.46	1.09		5.59 ⁶⁹⁹	7.40		4.12
158.3	11.54	8.30	12.42	1.05		5.50	7.30		4.00
152.1	11.46	8.24	12.35	12.57		5.37	7.15		3.40
148.2	11.42	8.20	12.31	12.52		5.31	6.50		3.26
147.0	11.40 ¹⁵¹	8.19	12.29	12.50		5.28	6.45		3.20
142.4	11.35	8.15	12.24	12.45		5.20	6.32 ⁶⁹⁹		3.05
138.5	11.30	8.11	12.19	12.39		4.57 ^{105 655}	6.00		2.45
134.0	11.18	8.07	12.08	12.23		4.37	5.15 ⁶⁵⁵		2.09 ¹¹
129.3	11.13	8.03	12.03AM	12.18		4.30	5.06 ¹⁰⁵		1.55
125.7	11.09	8.00	11.59PM	12.14		4.22	4.45		1.47
123.2	11.06	7.58	11.56	12.11		4.15	4.39		1.40
118.6	11.01	7.54	11.51	12.06		4.07 ¹⁹	4.30		1.30
115.0	10.57	7.51	11.47	12.02AM		3.52	4.22		1.21
111.7	10.53	7.48	11.44	11.58PM		3.45	4.15 ¹⁹		1.15 ¹⁵¹
109.4	10.50	7.46	11.42	11.55		3.37	4.03		1.03
106.6	10.47	7.43	11.39	11.52		3.31	3.56		12.55
103.9	10.44	7.40	11.36	11.49		3.25	3.50		12.45
100.5	10.40	7.37	11.33	11.45		3.18	3.42		12.30
96.8	10.36	7.33	11.29	11.41		3.12	3.35		12.16
95.2	10.34	7.31	11.27	11.39		3.09	3.32		12.10PM
91.9	10.30	7.28	11.24	11.35		2.55	3.20		11.55AM
85.8	10.20AM	7.20PM	11.15PM	11.25PM		2.30AM	3.00AM		11.30AM

Thru Time (1.00) (2.50) (2.08) (2.35) (2.25) (4.10) (8.00) (1.59) (9.00)
Average speed per hour 37.7 44.5 58.3 48.9 40.4 29.4 15.8 18.9 14.0

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, 65 and 66, 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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
20	Any station	Portland or beyond.	Washington Division.
12	Echo, Stanfield.	Portland or beyond.	Pocatello or beyond.
12	Any station	Washington Division.	Pocatello or beyond.
65	Stanfield, Echo.	Washington Division.	Pocatello or beyond.
18	Any station	Portland or beyond.	Pocatello or beyond.
18	Ordance	Portland or beyond.	Pocatello or beyond.

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, 65 and 66, 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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
19	Any station	Washington Division.	Portland or beyond.
11	Echo, Stanfield.	Pocatello or beyond.	Portland or beyond.
11	Any station	Pocatello or beyond.	Portland or beyond.
17	Any station	Pocatello or beyond.	Portland or beyond.

WESTWARD

FOURTH SUBDIVISION

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS					Time-Table No. 38 May 14, 1947
	151	699	655	458	11	105	19	17	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	
BKOPT WXZ	4.00PM	10.00AM	7.40AM		3.18PM	5.55AM	5.00AM	4.00AM	
P	4.10	10.10	7.55		3.23	6.02	5.07	4.08	
110 P	4.22	10.20	8.10		3.29	6.08	5.15	4.16	
63 P	4.31	10.35	8.20		3.34	6.14	5.20	4.21	
63 P	4.45	10.48	8.32		3.38	6.19	5.25	4.26	
WB 72 EB 107 BPVWX	5.00	11.05	9.05 ¹⁵⁰		3.52	6.28	5.40	4.40	
80 P	5.15	11.20	9.30 ¹²		3.58	6.36	5.48	4.48	
98 P	5.35	11.35	10.00		4.05	6.44	5.57	4.57	
104 PW	5.45	11.50AM	10.30		4.08	6.48	6.02	5.02	
102 P	5.55	12.05PM	10.59		4.12	6.52	6.07	5.07	
97 P	6.22 ¹⁰⁶	12.20	11.25		4.17	6.57	6.13	5.13	
116 PW	7.00	12.40	11.50AM		4.22	7.02	6.20	5.20	
99 P	7.20	12.55	12.05PM		4.28	7.08	6.27	5.27	
60 P	7.40	1.05	12.15		4.32	7.12	6.32	5.32	
100 PZ	8.05	1.20	12.25		4.38	7.18	6.39	5.39	
98 P	8.30	1.30	12.35		4.43	7.23 ¹⁵⁰	6.44	5.44	
59 P	8.40	1.45	12.45		4.48	7.28	6.50	5.50	
157 LJPW	9.05	2.00	1.00		4.53	7.32	6.56	5.56	
51 P	VIA KENTON	VIA KENTON	VIA KENTON		4.55	7.34	7.00	6.00	
53 P	VIA KENTON	VIA KENTON	VIA KENTON		5.03	7.41	7.08	6.08	
28 PX	VIA KENTON	VIA KENTON	VIA KENTON		5.09	7.46	7.13	6.13	
17 PX	VIA KENTON	VIA KENTON	VIA KENTON		5.14	7.51	7.17	6.17	
51 P	9.30	2.15	1.25						
100 P	9.45	2.27	1.42						
73 PX	9.55 ¹⁵⁸	2.40	1.55						
LJPVX				8.27PM					
LJPXY				8.30	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	
LJPX	10.40	3.10	2.20	8.35					
BKOPT WXZ	11.00PM	3.30PM	2.45PM						
LJPVXY				8.44	5.18	7.54	7.20	6.20	
BIKPV				8.50PM	5.30 ¹⁰⁶ PM	8.00AM	7.30AM	6.30AM	

Thru Time.....(7.00) (5.30) (7.05) (0.23) (2.12) (2.05) (2.30) (2.30)Thru Time
Average speed per hour.....13.0 16.5 12.8 17.7 39.0 41.2 34.3 34.3Average 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 and 20, 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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
19	Any station.....	Washington Division.	
11	Any station.....	Pocatello or beyond.	
17	Any station.....	Pocatello or beyond.	

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 38 May 14, 1947	Mile Post	FIRST CLASS					SECOND CLASS		
			12	457	106	18	20	156	158	
			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	
BKOPT WXZ	DN-R THE DALLES DK-WH	85.8	A10.15AM		SA 7.20PM	A11.10PM	A11.20PM		A10.00AM	A 1.00AM
P	CRATES	81.7	10.05		7.12	11.02	11.12		9.48	12.50
110 P	ROWENA	78.5	9.58		7.06	10.55	11.05		9.35	12.39
63 P	CHATFIELD	72.4	9.53		7.02	10.50	11.00		9.28	12.31
63 P	MOSIER	69.1	9.48		6.58	10.46	10.56		9.20	12.23
WB 72 EB 107 BPVWX	DN HOOD RIVER KI	62.8	9.40		6.50	10.38	10.48		9.05 ⁶⁵⁵	12.08AM
80 P	MENO	58.7	9.30 ⁶⁵⁵		6.41	10.28	10.38		8.43	11.55PM
98 P	LINDSEY	53.0	9.23		6.34	10.21	10.31		8.31	11.41
104 PW	WYETH WE	50.2	9.19		6.31	10.17	10.27		8.28	11.35
102 P	FARLEY	47.0	9.14		6.27	10.13	10.23		8.20	11.28
97 P	CASCADE LOCKS	43.0	9.09		6.22 ¹⁵¹	10.08	10.18		8.10	11.21
116 PW	DN BONNEVILLE MU	38.7	9.04		6.17	10.02	10.12		8.00	11.14
99 P	DODSON	33.9	8.58		6.11	9.56	10.06		7.48	11.04
60 P	ONEONTA	31.1	8.55		6.08	9.52	10.02		7.42	10.57
100 PZ	D BRIDAL VEIL JU	26.6	8.49		6.04	9.46	9.56		7.32	10.47
98 P	ROOSTER ROCK	22.7	8.45		5.59	9.42	9.52		7.23 ¹⁰⁵	10.40
59 P	TAYLOR	19.1	8.41		5.55	9.38	9.48		7.08	10.32
157 LJPW	DN TROUTDALE SN	15.6	8.36		5.52	9.34	9.44		7.01	10.25
51 P	FAIRVIEW FA	13.9	8.34		5.50	9.32	9.42		VIA KENTON	VIA KENTON
53 P	CLARNIE	7.9	8.28		5.44	9.25	9.35			
28 PX	GRAHAM	4.4	8.22		5.39	9.20	9.30			
17 PX	BRUUN	1.9	8.17		5.35	9.16	9.26			
51 P	HEMLOCK	17.0								
100 P	D FIR FR	12.4							6.35	10.05
73 PX	DN KENTON KN	8.1							6.25	9.55 ¹⁵¹
LJPVX	DN NORTH PORTLAND JCT. KD	6.8			A 8.53AM					
LJPXY	PENINSULA JCT.	5.6			8.49					
LJPX	ST. JOHNS JCT.	4.2			8.45				6.10	9.40
BKOPT WXZ	DN-R ALBINA Dispr. X	1.6							6.00AM	9.30PM
LJPVXY	EAST PORTLAND	0.5			8.14	8.34	5.33	9.13	9.23	
BIKPV	DN-R PORTLAND P-VC (85.8)	0.0			8.10AM Daily	8.30AM Daily	5.30 ¹¹ PM Daily	9.10PM Daily	9.20PM Daily	

Thru Time.....(2.05) (0.23) (1.50) (2.00) (2.00)Thru Time
Average speed per hour.....41.2 17.7 46.8 42.9 42.9Average 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 and 20, 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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
20	Any station.....		Washington Division.
12	Any station.....		Pocatello or beyond.
18	Any station.....		Pocatello or beyond.

WESTWARD FIFTH SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 38 May 14, 1947	Mile Post	FIRST CLASS		
	99	457	97			96	458	98
	CMSt. P & P Passenger (16) Daily	Passenger Daily	CMSt. P & P Passenger (16) Daily			CMSt. P & P Passenger (16)	Passenger	CMSt. P & P Passenger (16)
				STATIONS				
		8.30 AM		BLOCK SIGNALS	0.0		A 8.50 PM	
X				PORTLAND	0.5			
X				EAST PORTLAND	1.1			
IJPX				DN-R ALBINA B	1.6			
IJPXY				ST. JOHNS JCT.	4.1			
IJPVX		8.53 AM		BLOCK SIGNALS	5.6		8.27 PM	
		8.58 AM		DN NORTH PORTLAND JCT. KD	6.8			
				VANCOUVER	8.7		8.22 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.

Car Capacity of Sidings, etc. See Rule 6(A).	Mile Post	N. P. CROSSING		Mile Post	Mile Post	Mile Post
		1.2	1.2			
		0.1	0.1			
IJ		1.05 PM		146.8		4.49 PM
JP		1.09 PM		147.5		4.45 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.

Car Capacity of Sidings, etc. See Rule 6(A).	Mile Post	N. P. CROSSING			Mile Post	Mile Post	Mile Post
		0.0	0.0	0.0			
		0.3	0.3	0.3			
23 07 IPVX		1.56 PM		173.8		4.07 PM	
				173.8			
BIJKOP TVWXYZ		8.54 PM	2.05	180.1	A 8.29 AM	3.58 A 9.55 PM	
BKPXZ		A 9.15 PM	A 2.15 PM	183.2	8.20 AM	3.50 PM 9.45 PM	

(0.21) 8.9	(5.45) 31.8	(0.25) 7.4	..... Thru Time	(0.09) 20.7	(5.00) 38.8	(0.10) 18.6
..... 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.—See Rule S-72.

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

THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.

WESTWARD	691	681	693	STATIONS	694	690	692	EASTWARD
	7.00 PM	9.00 AM	2.00 AM	ALBINA	A 5.00 PM	A 3.45 AM	A 8.00 AM	
	A 4.30 AM	8.00 PM	A 12.30 PM	ARGO	6.30 AM	6.00 PM	11.00 PM	

(7.00) 21.4	(8.09) 18.4	..... Thru Time	(8.51) 21.9
..... Average speed per hour .....			..... Average speed per hour

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD JOSEPH BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 38 May 14, 1947	Mile Post	SECOND CLASS	
	305	304				
	Mixed	Mixed				
			STATIONS			
28 WXY		12.45 PM	D-R JOSEPH J	83.8	A 11.15 AM	
22 X		1.30 PM	D ENTERPRISE RS	78.8	11.00	
39		1.53	LOSTINE	67.8	10.07	
27 WXY		2.10	D WALLOWA WO	60.0	9.50	
Spur			SEVIER	56.7		
12 {W.M.P. 49.0}		2.42	MINAM	47.1	9.10	
Spur		2.58	VINCENT	40.6	8.54	
7			RONDOWA	37.2		
40 {W.M.P. 32.6}		3.15	LOOKING GLASS	33.8	8.37	
32		3.37	GULLING	25.1	8.15	
35 WXY		3.50	D ELGIN GN	20.9	8.05	
18		4.15	D IMBLER BR	12.8	7.32	
20		4.25	ALICEL	8.4	7.22	
6		f	CONLEY	5.9	f	
12		f 4.40	ISLAND CITY	2.6	f 7.10	
BJKOP TWXYZ		A 5.00 PM	DN-R LA GRANDE Dispr Q RA	0.0	7.00 AM	

(4.15) 19.7	..... Thru Time	(4.15) 19.7
..... Average speed per hour .....		..... Average speed per hour

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

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 38 May 14, 1947	Mile Post	SECOND CLASS	
	315	313				
	Mixed	Mixed				
			STATIONS			
BCOK WXYZ		12.30 PM	DN-R BEND ND	150.0	A 7.35 AM	

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

JPV		A 7.30 PM	A 8.10 AM	N OREGON TRUNK JUNCTION VO	0.0	12.44 AM
				(150.0)		Daily Ex. Sunday

(7.00) 21.4	(8.09) 18.4	..... Thru Time	(8.51) 21.9
..... Average speed per hour .....			..... Average speed per hour

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD				HEPPNER BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 38 May 14, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			329 Freight	Mile Post	STATIONS		330 Freight	326 Freight			
20	BKOP WXY		7:00AM	45.2	D-R HEPPNER HR		A 2:15PM	A 8:15PM			
19	P		7:20	36.3	8.9 LEXINGTON		1:35	7:35			
7			7:35	31.0	5.3 JORDAN		1:10	7:10			
15	PW		7:55	28.3	2.7 IONE ON		12:55	6:55			
3			8:10	25.2	3.1 McNAB		12:35	6:35			
13			8:30	19.8	5.4 MORGAN		12:20	6:20			
3	W		8:55	14.5	5.3 CECIL		12:01PM	6:01			
19	JPX		A 9:45AM	0.0	14.5 D-R HEPPNER JCT. WI		11:20AM	5:20PM			
					(45.2)		Tuesday and Thursday	Saturday			

(2.45) Thru Time (2.55) (2.55)
16.4 Average speed per hour 15.5 15.5

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

WESTWARD				CONDON BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 38 May 14, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			325 Freight	327 Freight	Mile Post	STATIONS		328 Freight			
26	BKPV WXY		1:00PM	7:00AM	44.5	D-R CONDON CD		A 2:15PM			
22			1:25	7:25	36.3	8.2 GWENDOLEN		1:30			
27			1:45	7:45	32.3	4.0 SPEECE		1:10			
26			2:00	7:59	28.6	3.7 CLEM		12:50			
29	PW		2:20	8:20	24.4	4.2 MIKKALO		12:30			
27			2:40	8:40	19.7	4.7 BARNETT		12:10PM			
11	PW		3:00	9:00	16.0	3.7 ROCK CREEK		11:55AM			
29			3:30	9:30	7.3	8.7 SHUTLER		11:25			
WB 128 EB 113			A 4:00PM	A 10:00AM	0.0	7.3 D-N-R ARLINGTON MX		11:00AM			
						(44.5)		Monday, Wednesday and Friday			

(3.00) (3.00) Thru Time (3.15)
14.8 14.8 Average speed per hour 13.7

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

WESTWARD				GRASS VALLEY BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 38 May 14, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			Mile Post	STATIONS							
14	Y		52.5	KENT							
8			45.8	6.7 BOURBON							
10			42.5	3.3 EAKIN							
28	PW		38.5	4.0 D GRASS VALLEY VY							
9			31.3	7.2 ERSKINE							
25			27.0	4.3 D MORO MR							
12			23.9	3.1 DE MOSS							
Spur			20.0	3.9 NISH							
Spur			19.2	0.8 HAY CANYON							
8			15.6	3.6 SANDON							
16			14.2	1.4 KLONDIKE							
32	PW		9.7	4.5 D WASCO WA							
6			5.2	4.5 THORNBERRY							
80	JPX		0.0	5.2 D-N-R BIGGS BX							
				(52.5)							

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

WESTWARD				TONO BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 38 May 14, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			Mile Post	STATIONS							
39	PWXZ		8.0	R TONO							
27	JX		2.2	5.8 WABASH							
				2.2							

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

WESTWARD				OLYMPIA BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 38 May 14, 1947				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A).			Mile Post	STATIONS							
	JPVXY		0.0	D-R EAST OLYMPIA							
			7.3	7.3 N. P. CROSSING							
	BKPV WXYZ		7.4	0.1 D-R OLYMPIA OA							
				(7.4)							

Daily

(0.30) (0.30) Thru Time (0.30)
14.8 Average speed per hour 14.8

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

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 38 May 14, 1947	Mile Post	SECOND CLASS				
			309	307			308	306			
			CMSt. P&P Freight	Mixed							CMSt. P&P Freight	Mixed
			Daily Except Sunday	Daily Except Monday							
BJKOP TVWXYZ				1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0		A 11.15 PM	

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

JMPV				1.25 AM	BLAKESLEE JUNCTION	2.4		11.00 PM	
M					0.0	N. P. CROSSING	2.4		
M					0.0	C. M. St. P. & P. CROSSING	2.4		
					0.2	RAISCH	2.6		
23 P				f 1.35	2.4	GALVIN	5.0	f 10.43	
43 JPVX				2.43 AM f 1.55	7.2	HELING JUNCTION	12.2	A 8.00 PM f 10.20	
48 PWX				2.55 s 2.00	1.5	N-R INDEPENDENCE ND	13.7	7.52 s 10.15	
18 P				3.10 f 2.10	4.6	BALCH	18.3	7.40 f 10.00	
52 P				3.25 f 2.25	3.9	CEDARVILLE	22.2	7.30 f 9.45	
51 P				3.35 f 2.35	2.6	LANKNER	26.3	7.20 f 9.35	
10				3.42 f 2.43	1.9	RONY	28.9	7.15 f 9.25	
44 P				3.48 f 2.50	0.7	SAGINAW	30.8	7.10 f 9.20	
I					1.0	SCHAFFER BROS. CROSSING	31.5		
Spur PW				3.55 f 3.00	3.5	SOUTH ELMA	32.5	7.05 f 9.15	
31 P				4.05 f 3.10	6.3	FULLER	36.0	6.50 f 9.05	
53 PXY				4.30 f 3.40		SOUTH MONTESANO	42.3	6.30 f 8.50	
X						SOUTH MONTESANO	42.3		
PVX					1.5	D MONTESANO MO	43.8		
53 PXY				4.30 f 3.40		SOUTH MONTESANO	42.3	6.30 f 8.50	
27 P				4.36 f 3.52	2.9	MELBOURNE	43.8	6.14 f 8.30	
32 PV				4.45 f 4.00	4.5	PREACHER'S SLOUGH	46.7	5.50 f 8.20	
83 JPWXY				5.00 s 4.15	2.1	COSMOPOLIS	51.2	5.35 s 8.05	
					0.8	N. P. CROSSING	53.3		
82 BKPVXZ				5.15 AM s 4.45 AM	3.6	DN-R ABERDEEN SA	53.9	5.20 PM s 7.45 PM	

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

BKOPT WYZ			A 5.45 AM	A 5.15 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	7.15 PM
						(57.5)			Daily Except Sunday	Daily Except Sunday

(3.02) (4.00) Thru Time (3.00) (4.00)
14.9 14.3 Average speed per hour 15.1 14.3

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and special instructions of Northern Pacific Ry.

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 "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "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.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	90	70	70	45	Trains handling gravel loaded in Hart ballast cars.				25
Motor trains and inspection bus cars.			40	40	Jordan spreaders and other machines of spreader type, when in operation.				15
When caboose is handled in train consisting of passenger train equipment.		50	50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.				20 6
3800 and 3900 class engines.			60	45	Trains handling scale test cars: On main line. On branch lines.				30 25
5000 class engines.			50	45	Within yard limits: On main line. On branch lines.	50	50	40	25 15
4000 and 9000 class engines.			45	40	Through tunnels.	40	40	40	25
MacArthur type engines with 63-inch drivers.			50	45	When using cross-overs or turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	On tracks other than main tracks.	15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	Through interlocking.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	Over railroad crossings at grade.	15	15	15	15
C. M. St. P. & P. class L engines.			35	35	Over spring switches, when using turnouts.	15	15	15	15
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.			35	35	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	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.			25	25	Through cross-overs, turnouts and on wyes, with 9000 class engines.				5
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.			35	35					
Light engines.				35					
Engines running backward.	20	20	20	20					
Trains handling company roadway machines on their own wheels.				25					

FIRST SUBDIVISION

La Grande					Telocaset				
Union Jct. Between M.P. 302.7 and 307.4.	35	30	30	20	Sago Between M.P. 315.4 and 318.5.	30	25	25	20
Between M.P. 307.4 and 309.3.	55	45	45	25	Lun Between M.P. 318.7 and 319.5.	45	35	35	25
Crooks Between M.P. 309.7 and 310.4.	45	35	35	25	Between M.P. 321.3 and 321.6.	70	60	60	45
Between M.P. 311.0 and 311.8.	55	45	45	25					
Descending grade, Telocaset to Union Jct.	55	45	45	25					

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Baker No. 106 to permit exchange of mail.	10				Durkee Between M.P. 370.7 and 371.0.	70	60	60	45
Over street crossings within city limits.	15	15	15	15	Nelson Between M.P. 372.8 and 377.1.	35	30	30	20
Between M.P. 343.5 and 344.3.	55	45	45	35	Weatherby Between M.P. 378.1 and 378.3.	35	30	30	20
Between M.P. 344.5 and 345.2.	70	60	60	45	Between M.P. 378.6 and 379.0.	35	30	30	20
Between M.P. 346.9 and 347.1.	70	60	60	45	Between M.P. 379.3 and 379.5.	60	50	50	40
Quartz Between M.P. 348.4 and 349.8.	30	25	25	20	Between M.P. 379.8 and 380.1.	55	45	45	35
Encina Between M.P. 351.1 and 353.9.	45	35	35	25	Between M.P. 380.3 and 380.5.	45	35	35	25
Between M.P. 354.1 and 354.5.	60	50	50	25	Jett Between M.P. 380.7 and 381.2.	60	50	50	40
Descending grade; between Pleasant Valley and Quartz.	60	50	50	25	Between M.P. 381.3 and 382.0.	45	35	35	25
Pleasant Valley Descending grade, Pleasant Valley to Leonard.	50	40	40	20	Between M.P. 382.3 and 382.6.	60	50	50	40
Between M.P. 355.9 and 360.2.	30	25	25	20	Between M.P. 383.0 and 383.2.	70	60	60	45
Ozman Between M.P. 362.1 and 363.6.	45	35	35	20	Between M.P. 383.8 and 383.9.	70	60	60	45
Between M.P. 364.1 and 364.5.	35	30	30	20	Lime High line track and connection.				10
Leonard Descending grade, Leonard to Durkee.				25	Between M.P. 384.3 and 385.2.	30	25	25	20
Between M.P. 366.3 and 366.5.	70	60	60	25	Between M.P. 386.4 and 390.0.	35	30	30	20
					Huntington				

SECOND SUBDIVISION

Rieth					Bonifer Between M.P. 238.3 and 240.0.	55	45	45	35
Pendleton Over Third, Main and Fourth Streets.	12	12	12	12	Between M.P. 240.0 and 240.2.	30	25	25	20
Over other street crossings within city limits.	20	20	20	20	Between M.P. 240.3 and 240.6.	70	60	60	45
Between M.P. 216.5 and 217.7.	45	35	35	25	Between M.P. 241.1 and 242.0.	30	25	25	20
Munra Between M.P. 217.7 and 219.0.	60	50	50	40	Conway Between M.P. 242.5 and 242.7.	60	50	50	40
Between M.P. 220.1 and 220.5.	55	45	45	35	Between M.P. 243.0 and 243.2.	70	60	60	45
Mission Between M.P. 222.8 and 223.8.	35	30	30	20	Between M.P. 244.0 and 244.7.	45	35	35	25
Minthorn Between M.P. 226.0 and 226.1.	70	60	60	45	Sloan Between M.P. 245.4 and 246.1.	60	50	50	40
Cayuse Between M.P. 227.3 and 231.7.	45	35	35	25	Between M.P. 247.2 and 249.5.	35	30	30	20
Thorn Hollow Between M.P. 232.6 and 232.9.	70	60	60	45	Duncan On wye.				8
Between M.P. 233.0 and 233.9.	55	45	45	35	Between M.P. 249.9 and 250.6.	70	60	60	45
Gibbon Between M.P. 236.6 and 238.3.	35	30	30	20	Between M.P. 251.0 and 251.2.	35	30	30	20
					Between M.P. 251.4 and 251.9.	60	50	50	40
					Between M.P. 252.2 and 257.2.	35	30	30	20

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Huron Between M.P. 257.2 and 282.1.	30	25	25	20	Hilgard MacArthur engines between tail of wye and Mt. Emily interchange track.				10
Between Hilgard and Huron, ascending and descending grade.	30	25	25	20	Between M.P. 282.1 and 283.3.	45	35	35	25
					Between M.P. 283.3 and 288.8.	30	25	25	20
					La Grande				

THIRD SUBDIVISION

Ordinance, Nos. 17 and 18 to permit exchange of mail.		30	30		Silica Between M.P. 142.6 and 142.8.	60	50	50	40
Between Messner and Hinkle via Umatilla.	60	60	60	40	Between M.P. 143.8 and 144.0.	60	50	50	40
The Dalles Over street crossings.	12	12	12	12	Willows Between M.P. 146.3 and 147.0.	70	60	60	45
Seufert Between M.P. 87.4 and 88.5.	45	35	35	25	Between M.P. 147.9 and 148.5.	55	45	45	35
Between M.P. 91.2 and 91.4.	70	60	60	45	Heppner Jct. Between M.P. 149.4 and 149.6.	70	60	60	45
Oregon Trunk Jct. Between M.P. 95.8 and 96.8.	55	45	45	35	Between M.P. 150.0 and 150.2.	70	60	60	45
Celilo Between M.P. 97.9 and 98.1.	70	60	60	45	Between M.P. 151.0 and 151.3.	70	60	60	45
Between M.P. 99.0 and 100.1.	55	45	45	35	Between M.P. 151.7 and 154.5.	70	60	60	45
Rufus Between M.P. 110.0 and 110.2.	70	60	60	45	Castle Umatilla Line				
Day Between M.P. 112.5 and 114.3.	60	50	50	40	Messner Between M.P. 170.9 and 171.0.	60	60	60	40
Between M.P. 114.7 and 114.9.	70	60	60	45	Judson Between M.P. 172.8 and 172.9.	60	60	60	40
Goff Between M.P. 116.2 and 116.4.	70	60	60	45	Between M.P. 175.4 and 175.5.	60	60	60	40
Between M.P. 118.6 and 118.7.	70	60	60	45	Irrigon Between M.P. 178.3 and 178.4.	60	60	60	40
Hook Between M.P. 120.6 and 120.8.	60	50	50	40	Umatilla On track No. 7.	25	25	25	15
Quinton Between M.P. 123.7 and 123.8.	55	45	45	35	On wye.	10	10	10	10
Between M.P. 124.0 and 124.8.	70	60	60	45	Between M.P. 182.3 and 184.1.	45	35	35	25
Ramsay Between M.P. 129.2 and 130.0.	70	60	60	45	Between M.P. 185.2 and 185.3.	60	60	60	40
Blalock Between M.P. 130.4 and 130.5.	60	50	50	40	Between M.P. 186.8 and 186.9.	60	60	60	40
Between M.P. 130.9 and 131.0.	70	60	60	45	Between M.P. 187.5 and 187.6.	55	45	45	35
Between M.P. 132.7 and 132.8.	70	60	60	45	Between M.P. 187.9 and 188.1.	60	50	50	40
Gilmore Between M.P. 134.7 and 134.8.	70	60	60	45	Hermiston Over road crossing east end of depot.	15	15	15	15
Between M.P. 136.1 and 136.3.	70	60	60	45	On house track west of McNaught warehouse.				6
Arlington Between M.P. 140.5 and 141.6.	70	60	60	45	Standard and Union Oil spurs.				6
					Between M.P. 189.8 and 191.2.	35	30	30	20
					Between M.P. 192.2 and 192.6.	60	50	50	40

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Between M.P. 193.3 and 193.5. Hinkle	15	15	15	15	Between M.P. 195.4 and 195.6.	60	50	50	40
Line Via Munley					Between M.P. 196.7 and 197.3.	60	50	50	40
Westland Between M.P. 181.7 and 182.0. Hinkle	60	50	50	40	Between M.P. 197.8 and 198.2.	55	45	45	35
Line East of Hinkle					Nolin Between M.P. 198.4 and 198.7.	45	35	35	25
Hinkle Between M.P. 187.3 and 187.5.	70	60	60	45	Yoakum Between M.P. 200.6 and 200.9.	60	50	50	40
Between M.P. 188.0 and 188.3.	60	50	50	40	Between M.P. 201.5 and 201.6.	70	60	60	45
Stanfield Between M.P. 188.8 and 189.0.	60	50	50	40	Between M.P. 202.2 and 204.0.	60	50	50	40
Between M.P. 190.0 and 190.4.	70	60	60	45	Between M.P. 204.0 and 204.5.	40	40	40	25
Between M.P. 190.7 and 191.9.	60	50	50	40	Between M.P. 205.8 and 206.2.	70	60	60	45
Echo Over first road crossing east and west of depot.	30	30	30	30	Between M.P. 206.7 and 206.9.	60	50	50	40
Between M.P. 193.3 and 193.5.	70	60	60	45	Barnhart Between M.P. 208.8 and 209.3.	60	50	50	40
Between M.P. 193.7 and 194.5.	45	35	35	25	Between M.P. 209.6 and 210.0.	55	45	45	35
					Rieth				

FOURTH SUBDIVISION

East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge.	8	8	8	8	Rooster Rock Between M.P. 23.8 and 24.0.	55	45	45	35
Between East Portland and Albina, curve at Globe Mill.	8	8	8	8	Latourell Between M.P. 24.8 and 25.2.	60	50	50	40
Between Portland and Albina, backing up.	8	8			Between M.P. 25.5 and 25.9.	70	60	60	45
Between Portland and Albina, over street crossings.	10	10	10	10	Bridal Veil Between M.P. 27.5 and 29.4.	60	50	50	40
Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6	6	Multnomah Falls Between M.P. 30.7 and 31.4.	60	50	50	40
Troutdale, Nos. 18 and 20, to permit exchange of mail.		30	30		Oneonta Between M.P. 31.8 and 32.8.	70	60	60	45
Between Kenton and Troutdale.	45	45	45	35	Dodson Between M.P. 35.5 and 37.3.	55	45	45	35
Graham Between M.P. 1.0 and 6.1.	35	30	30	20	Bonneville Between M.P. 38.2 and 39.2.	60	50	50	40
Between M.P. 6.1 and 7.6.	60	50	50	40	Between M.P. 39.7 and 39.9.	40	40	40	25
Clarnie Between M.P. 10.9 and 12.0.	60	50	50	40	Between M.P. 41.4 and 42.4.	45	35	35	25
Fairview Between M.P. 13.2 and 13.5.	55	45	45	35	Between M.P. 42.7 and 42.9.	70	60	60	45
Troutdale 2-10-2 class engines using lead and other tracks in Alcoa plant.				6	Cascade Locks Between M.P. 43.3 and 43.5.	60	50	50	40
Between M.P. 14.8 and 17.9.	70	60	60	45	Between M.P. 43.8 and 44.1.	55	45	45	35
Between M.P. 19.5 and 22.0 (Kenton Line).	45	40	40	25	Between M.P. 44.3 and 44.9.	60	50	50	40
Between M.P. 18.2 and 18.5.	60	50	50	40	Between M.P. 45.4 and 48.7.	55	45	45	35
Corbett Between M.P. 20.1 and 21.1.	60	50	50	40	Between M.P. 48.7 and 49.4.	35	30	30	20
Between M.P. 21.1 and 21.3.	40	40	40	25					
Between M.P. 21.3 and 22.4.	60	50	50	40					

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Wyeth Between M.P. 49.7 and 51.6.	55	45	45	35	Chatfield Between M.P. 71.9 and 72.7.	55	45	45	35
Between M.P. 51.6 and 54.7.	45	35	35	25	Between M.P. 73.7 and 74.1.	60	50	50	40
Between M.P. 54.7 and 54.8.	35	30	30	20	Between M.P. 74.1 and 74.2.	40	40	40	25
Between M.P. 54.8 and 56.2.	45	35	35	25	Between M.P. 74.2 and 75.1.	60	50	50	40
Between M.P. 56.5 and 58.3.	55	45	45	35	Between M.P. 75.1 and 75.8.	55	45	45	35
Meno Between M.P. 59.4 and 61.8.	55	45	45	35	Rowena Between M.P. 76.3 and 77.0.	60	50	50	40
Hood River 2-10-2 class engines using crossover at freight house.				6	Between M.P. 77.5 and 78.2.	70	60	60	45
Between M.P. 63.1 and 63.2.	45	35	35	25	Between M.P. 78.9 and 79.3.	55	45	45	35
Between M.P. 64.4 and 66.1.	60	50	50	40	Between M.P. 79.3 and 80.1.	70	60	60	45
Between M.P. 66.4 and 71.4.	45	35	35	25	Between M.P. 80.1 and 81.2.	55	45	45	35
Between M.P. 71.4 and 71.9.	30	25	25	20	Crates Between M.P. 81.8 and 82.1.	60	50	50	40
					Between M.P. 83.3 and 83.4.	45	35	35	25
					The Dalles				

FIFTH SUBDIVISION

Argo, over slip switch, Lucile Street, with 7000 and 7800 class engines.	10	10	Seattle, over Spokane St. Crossing.	10	10	10	10
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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.

General.						
3-degree curves.			25	20	Grass Valley Branch. Maximum speed.	30 25
4- and 5-degree curves.			20	15	Between Kent and M.P. 39.	25 15
On curves of 6 degrees and over.			15	10	Between M.P. 33 and Thornberry, on descending grades.	30 20
Joseph Branch. Between La Grande and M.P. 13.			25	25	Between Thornberry and Biggs, on descending grades.	20 10
Between M.P. 13 and 25.			35	30	Grays Harbor Branch. Maximum speed.	40 35
Between M.P. 25 and 55.			30	25	Trains handling rock.	25
Between M.P. 55 and 72.			35	30	Preacher's Slough to M.P. 47.	10 10
Between M.P. 72 and Joseph.			30	25	Aberdeen, within city limits.	20 20
Pilot Rock Branch.			15	15	Aberdeen, over street crossings.	10 10
Heppner Branch.			30	25	Cosmopolis, within city limits.	20 15
Condon Branch. Maximum speed.			30	25	Cosmopolis, with logs within city limits.	8
On descending grades between Speece and Mikkalo.			25	15	Tono Branch.	30 15
On descending grades between Barnett and Rock Creek.			25	15	Olympia Branch.	20 20
					700 class engines.	10 10

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