



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 12

Effective Sunday
MAY 27, 1951
At 12:01 P.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

E. HICKS
General Superintendent

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

First and Second Subdivision and Branches
B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher La Grande, Ore.
M. H. Galloway, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivision and Branches
L. L. Rudd, Chief Train Dispatcher Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher Albina, Ore.

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

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

Name	Title	Location	Territory	Name	Title	Location	Territory
D. L. Gamette	Medical Director	Los Angeles	System	Richard E. Hall	Surgeon	La Grande, Ore.	Hinkle to Baker, and La Grande to Elgin.
Ralph M. Dodson	District Surgeon	Portland, Ore.	Portland District	James J. D. Haun	Surgeon	La Grande, Ore.	Hinkle to Baker, and La Grande to Elgin.
E. E. Ahlquist	District Surgeon	Spokane, Wash.	Spokane District	David H. Stoddard	Surgeon	La Grande, Ore.	Hinkle to Baker, and La Grande to Elgin.
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.	Hinkle to La Grande.
David G. Duncan	Surgeon	Portland, Ore.	Portland	J. E. Carsow	Surgeon	Lewiston, Ida.	Riparia to Lewiston.
Warren W. Hale	Surgeon	Portland, Ore.	Portland	C. O. Armstrong	Surgeon	Moscow, Ida.	Colfax to Moscow.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	Portland	J. P. Brennan	Surgeon	Pendleton, Ore.	Hinkle to Pendleton.
George D. McGeary	Surgeon	Portland, Ore.	Parkrose	G. W. McGowan	Surgeon	Pendleton, Ore.	Hinkle to Pendleton.
Edward C. Parkinson	Surgeon	Portland, Ore.	Parkrose	E. S. Morgan	Surgeon	Pendleton, Ore.	Hinkle to Pendleton.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland	E. I. Silk	Surgeon	Pendleton, Ore.	Hinkle to Pendleton.
Paul E. Shindler	Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.	Gordon D. Steinfeld	Surgeon	Pendleton, Ore.	Hinkle to Pendleton.
Harold M. U'Ren	Oculist	Portland, Ore.	Portland	J. W. Sherfy	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
Paul A. Wagner	Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.	James L. Gilleland	Surgeon	Pullman, Wash.	Moscow to Colfax.
Gregg D. Wood	Surgeon	Portland, Ore.	Portland	J. L. Ash	Aurist	Seattle, Wash.	Tacoma to Seattle.
A. E. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam.	L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Hinkle, Arlington to Condon.	B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.	Telocast to Huntington.	John M. Schiach	Oculist	Seattle, Wash.	Tacoma to Seattle.
T. J. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.	Stephen J. Wood	Surgeon	Seattle, Wash.	Tacoma to Seattle.
J. R. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.	B. P. Jacobson	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
J. C. Vandevort	Surgeon	Bend, Ore.	Oregon Trunk Jct. to Bend.	M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa to Spokane.
George F. Parks	Surgeon	Centralia, Wash.	Centralia to South Montesano, Winlock to Tenino.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.	Spokane to Tekoa.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Montesano, Winlock to Tenino.	Carroll Smith	Oculist and Aurist	Spokane, Wash.	Spokane to Tekoa.
Conrad Welts, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.	Charles G. Smick	Surgeon	Sprague, Wash.	Croskey to Marengo.
Warren F. Bolton	Surgeon	Elgin, Ore.	La Grande to Wallows.	I. M. Farnam	Surgeon	South Elma, Wash.	Hoquiam to Centralia.
Lyle C. Han	Surgeon	Enterprise, Ore.	Enterprise and vicinity.	Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.	L. A. Hopkins	Surgeon	Tacoma, Wash.	Tenino to Auburn.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jct. to Heppner.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.	Tenino to Auburn.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.	Ross D. Wright	Surgeon	Tacoma, Wash.	Tenino to Auburn.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	C. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	Portland to Hood River.	Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
Stanley E. Wells	Surgeon	Hood River, Ore.	Portland to Hood River.	C. H. Weitz	Surgeon	Tekoa, Wash.	Colfax to Spokane.
Leonard Bender	Surgeon	Hoquiam, Wash.	Hoquiam to Centralia.	Griffith Smith	Surgeon	Tekoa, Wash.	Colfax to Spokane.
R. W. Cordwell	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.	Vogt, Mills, Boals, Merriss, Murphy, Southard, Stevenson	Surgeons	The Dalles, Ore.	Hood River to Hinkle.
C. I. Gibson	Surgeon	Kellogg, Ida.	Tekoa to Wallace.	H. M. Wiswall	Surgeon	Vancouver, Wash.	Albina to Kalama.
Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Wallace.	H. C. Mowery	Surgeon	Wallace, Ida.	Tekoa to Burke.
G. M. Whitwell	Surgeon	Kellogg, Ida.	Tekoa to Wallace.	G. A. Falkner	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Kennewick.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.	Pendleton to Walla Walla.
H. F. Craig	Surgeon	Riparia to Endicott, and La Crosse to Connell.	Riparia to Endicott, and La Crosse to Connell.	W. F. Holmes	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
Lee B. Bouvy	Oculist and Aurist	La Grande, Ore.	Hinkle to Huntington.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
John B. Gregory	Surgeon	La Grande, Ore.	Hinkle to Baker, and La Grande to Elgin.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
				R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.	Pendleton to Riparia.
				Stewart Merrill	Surgeon	Wallowa, Ore.	Wallowa and vicinity.
				H. C. Lynch	Surgeon	Yakima, Wash.	Yakima to Grandview.
				John W. Skinner	Surgeon	Yakima, Wash.	Yakima to Grandview.

WESTWARD								CONDENSED TIME-TABLE								EASTWARD			
FIRST CLASS								Time-Table No. 12 May 27, 1951	FIRST CLASS										
19	61	11	105	403	457	17	25		12	404	458	106	20	18	26	62			
Pagr.	Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Pagr.	Mail and Express		Pagr.	Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Mail and Express	Pagr.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Distance from Granger via Boise	STATIONS										
		5.05	2.05			4.05		0.0	GRANGER	A 9.15		A 12.42		A 10.30					
		10.25	5.55			9.50	1.10	213.9	POCATELLO	4.10		8.55		5.25	A 9.15				
		1.40	8.25			1.25	4.45	373.8	GLENNS FERRY	12.15		6.10		1.50	5.00				
		3.25	9.40			3.10	7.05	448.4	BOISE	10.25		5.00		12.10	2.40				
		6.05	11.40			5.55	10.15	660.1	M.T. HUNTINGTON P.T.	7.30		3.05		9.40	11.40				
		5.15	10.40			5.05	9.25		M.T. HUNTINGTON P.T.	6.20		2.05		8.30	10.25				
		8.00	1.05			8.05	12.20	649.7	LA GRANDE	3.45		11.40		5.55	7.05				
		10.35	3.20			11.20	3.00	723.9	PENDLETON	1.10		9.35		3.15	4.25				
		10.45	3.30			11.30	3.10	727.6	RIETH	12.50		9.20		2.35	3.45				
9.00	Moscow 6.45							940.6	SPOKANE				A 7.00			Moscow 8.50			
11.15	10.50							836.7	AYER				4.08			5.15			
12.50	12.35							783.4	WALLULA				2.45			2.55			
1.58	1.20	11.14	3.57			12.11	3.52	755.3	HINKLE	12.10		8.46	1.40	1.58	2.47	12.30			
4.05		1.15	5.35			3.25	6.20	855.4	THE DALLES	10.15		7.15	11.35	12.05	12.30				
A 6.30	A 2.10 Pendleton	A 3.30	A 7.30	8.30	8.00	A 6.00	A 9.00	939.6	PORTLAND	8.10	A 1.45	A 9.15	5.30	9.30	10.00	10.10	11.30 Pendleton		
									CENTRALIA			11.05	7.05						
								1030.6	TACOMA			9.45	5.52						
								1084.6	SEATTLE			8.30	4.45						
								1122.7											
(9.30)	(7.25)	(23.25)	(18.25)	(5.15)	(3.59)	(26.55)	(20.50)	 Thru Time	(24.05)	(5.15)	(4.30)	(18.12)	(9.30)	(23.30)	(22.05)	(9.20)		
38.9	29.4	40.1	51.0	34.9	46.0	34.9	34.8		Average speed per hour	39.0	34.9	40.7	51.6	38.9	40.0	32.9	23.4		

WESTWARD				CONDENSED TIME-TABLE				EASTWARD			
FIRST CLASS				Time-Table No. 12 May 27, 1951	FIRST CLASS						
31	33	29	32		34	30					
Passenger	Passenger	Passenger	Passenger		Passenger	Passenger					
Daily	Daily	Daily	Distance from McCammon	STATIONS							
			0.0	MCCAMMON	A 4.45	A 6.05	A 3.55				
			22.7	POCATELLO	4.15	5.35	3.25				
			46.9	BLACKFOOT		4.00	1.53				
			73.3	IDAHO FALLS		3.15	1.15				
			124.3	ASHTON		1.15					
			169.9	VICTOR		11.30					
			180.4	WEST YELLOWSTONE							
			285.8	BUTTE			7.00				
				Daily	Daily	Daily	Daily				
				..... Thru Time	(0.30)	(6.35)	(8.55)			
				Average speed per hour	45.4	25.9	32.1				
MILEAGE											
Main Line											
Branches											
Grand Total											

WESTWARD					FIRST SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 12 May 27, 1951	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										
STATIONS														
BKOPT WXYZ	10.40PM	5.05PM	9.25AM	5.15AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 10.25AM	A 6.20PM	As 2.05AM				
100 P	10.50	5.15	9.35	5.25	D LIME BY	384.5	8.14	f 10.03	6.07	1.50				
100 PW	10.59	5.25	9.48 ²⁶	5.34	WEATHERBY	377.5	8.02	9.48 ²⁵	5.55	1.38				
150 PXY	11.11	5.42 ¹²	10.02	5.47	DURKEE	368.9	7.50	s 9.35	5.42 ¹⁷	1.25				
100 P	11.22	5.57	10.14	5.58	OXMAN	361.7	7.40	9.25	5.31	1.14				
170 PW	11.34	6.11	10.29	6.12	PLEASANT VALLEY	355.4	7.25	s 9.10	5.17	1.01				
WB 91 PXY EB 109	11.39	6.17	10.35	6.18	ENCINA	351.9	7.20	9.03	5.12	12.55				
107 P	11.45	6.24	10.43	6.25	QUARTZ	347.3	7.12	8.53	5.04	12.47				
WB 109 BKOPW EB 111 XYZ	11.55PM	6.35	10.55	6.37	DN BAKER BC	342.0	s 7.05	s 8.45	s 4.57	s 12.40				
106 P	12.01AM	6.42	11.01	6.43	WING	337.6	6.54	8.31	4.47	12.30				
106 P	12.07	6.48	11.08	6.49 ¹⁸	D HAINES KB	331.7	6.49 ¹¹	s 8.25	f 4.42	12.25				
106 PW	12.17 ¹⁰⁶	6.57	11.18	6.59	D NORTH POWDER HD	322.1	6.40	s 8.09	f 4.31	12.17 ¹⁰⁵				
107 P	12.28	7.10	11.31	7.11	SAGO	315.5	6.29	7.57	4.19	12.09				
147 PVWXY	12.31	7.13	11.35	7.14	TELOCASET	312.6	6.26	f 7.54	4.16	12.06				
105 P	12.35	7.20	11.41	7.20	CROOKS	308.9	6.20	7.48	4.10	12.02AM				
105 PVY	12.46	7.35	11.54AM	7.33 ²⁰	D UNION JCT. UN	302.2	6.07	7.33 ¹¹	3.57	11.51PM				
105 P	12.52	7.42	12.01PM	7.40	LONETREE	294.9	6.01	7.13	3.51	11.45				
BJKOPT WXYZ	A 1.00AM	A 7.55PM	A 12.10PM	A 7.50AM	DN-R LA GRANDE RA	289.8	5.55AM	7.05AM	3.45PM	11.40PM				
					(99.6)		Daily	Daily	Daily	Daily				
	(2.20) 42.7	(2.50) 35.2	(2.45) 36.2	(2.35) 38.6	Thru Time	(2.35) 38.6	(3.20) 29.9	(2.35) 38.6	(2.25) 41.2					
					Average speed per hour									

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. 12 May 27, 1951	Mile Post	FIRST CLASS						
	62 Passenger	17 Passenger	25 Mail and Express	11 Passenger	105 Streamliner Passenger			61 Passenger	18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily									
STATIONS														
BJKOPT WXYZ		8.05PM	12.20PM	8.00AM	1.05AM	DN-R LA GRANDE RA	289.8		A 5.45AM	A 6.55AM	A 3.35PM	A 11.35PM		
WB 71 PVWXY EB 72		8.23	12.38	8.17	1.20	HILGARD	282.1		5.25	6.33	3.16	11.20		
139 P		8.40	12.53	8.33	1.34	MOTANIC	275.6		5.08	6.16	3.00	11.07		
P		8.49	1.01	8.42	1.42	NORDEEN	272.1		5.00	6.07	2.52	11.00		
141 PVWXY		8.52	f 1.04	8.45	1.44	KAMELA	271.1		4.57	6.04	2.49	10.58		
P		8.59	1.11	8.52	1.50	ROSS	268.3		4.50	5.57	2.42	10.52		
WB 105 PWX EB 102		9.06	f 1.18	8.59	1.56	MEACHAM	265.5		4.43	5.50	2.35	10.46		
136 P		9.27	1.37	9.18	2.12	HURON	267.7		4.19	5.29	2.13	10.30		
120 PW		9.35	1.44	9.26	2.19	CAMP	264.1		4.11	5.21	2.05	10.24		
WB 68 PVWXY EB 69		9.44	f 1.56 ¹²	9.35	2.27	DUNCAN	248.5		4.02	5.12	1.56 ²⁵	10.16		
102 P		10.05 ¹⁰⁶	2.09	9.47	2.40	BONIFER	239.5		3.49	4.59	1.44	10.05 ¹⁷		
106 PVWXY		10.11	f 2.16	9.52	2.45	GIBBON	236.9		3.44	4.54	1.39	10.01		
117 P		10.20	2.26	10.01	2.53	HOMLY	229.6		3.34	4.44	1.30	9.53		
116 P		10.28	2.34	10.08	3.00	MINTHORN	224.7		3.28	4.37	1.23	9.47		
115 P		10.36	2.42	10.16	3.08	MUNRA	218.9		3.22	4.31	1.17	9.41		
69 BJKPV WXYZ	11.30PM	10.50	2.50	10.25	3.15 ¹⁸	DN PENDLETON FD	215.6	A 2.10AM	3.15 ¹⁰⁵	4.25	1.10	9.35		
BJKOP TWX	A 11.40PM	A 11.30PM	A 3.10PM	A 10.45AM	A 3.30AM	DN-R RIETH RI	212.0	2.01AM	2.35AM	3.45AM	12.50PM	9.20PM		
						(77.8)	Daily	Daily	Daily	Daily	Daily	Daily		
	(0.10) 21.6	(3.25) 22.8	(2.50) 27.5	(2.45) 28.3	(2.25) 32.2	Thru Time	(0.09) 24.0	(3.10) 24.6	(3.10) 24.6	(2.45) 28.3	(2.15) 34.6			
						Average speed per hour								

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.
For conditional stops to discharge or pick up passengers, see page 31.
For stations not shown on schedule pages, see page 22.

WESTWARD			THIRD SUBDIVISION							EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							Time-Table No. 12 May 27, 1951	STATIONS	
	257 Time Freight	151 Time Freight	62 Passenger	17 Passenger	25 Mail and Express	11 Passenger	105 Streamliner Passenger	19 Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BJKO PTWX	8.15PM		11.40PM	11.30PM	3.10PM	10.45AM	3.30AM		DN-R RIETH RI			
96 P	9.12 ¹⁰⁶		11.45	11.35	3.16	10.50	3.34 ²⁶		BARNHART			
95 P	9.25		11.50	11.40	3.21	10.55	3.39		CAMPBELL			
									NOLIN			
95 P	9.32		11.55 ²⁶⁴	11.45 ²⁶⁴	3.26	11.00	3.43		ECHO HI			
94 PW	9.42		12.04AM	11.52	3.37	11.06	3.49		STANFIELD ND			
94 P	9.49		12.12	11.57PM	3.44	11.10	3.53		HINKLE UK			
JKPWXY	9.56	12.10 ¹²	12.20AM	12.11AM	3.52	11.14	3.57	1.58 ¹⁸	WESTLAND			
99 P	10.02	12.25		12.15	3.57	11.18	4.00	2.04	ORDNANCE RN			
P	10.07	12.30		12.19	4.02	11.22	4.03	2.07	MUNLEY			
96 PW	10.10	12.35		12.21	4.05	11.24	4.05	2.09	CLARKE			
98 P	10.20 ²⁶⁴	12.45		12.26	4.11	11.30	4.10	2.15	MESSNER FC			
99 PY	10.31	12.55		12.31	4.16	11.34	4.14	2.23 ²⁶	BOARDMAN BD			
14 P					4.20				PETERS			
98 P	10.35	1.00		12.34	4.23	11.40 ¹²	4.17	2.26	CASTLE			
98 P	10.41	1.06		12.38	4.27	11.46	4.20	2.30	BOULDER			
104 P	10.50	1.15		12.50 ³⁰	4.34	11.52	4.25	2.36	HEPPNER JCT. WI			
19 JP	10.56	1.21		12.58	4.39	11.56	4.29	2.40	WILLOWS			
100 P	10.58	1.23		1.16 ¹⁸	4.41	11.57AM	4.30	2.42	SILICA			
98 P	11.05	1.30		1.25	4.46	12.02PM	4.34	2.46	ARLINGTON MX			
WB 126 BJKOPT EB 113 WX	11.25	1.45		1.45 ²⁶	4.52	12.08	4.38 ²⁶²	2.52	GILMORE			
100 P	11.35	1.52		2.00	5.07	12.16	4.42	3.00	BLALOCK			
99 P	11.45PM	1.59		2.06	5.15	12.20	4.46	3.04	QUINTON QN			
96 P	12.15 ²⁰	2.10		2.13	5.22	12.26	4.52	3.10	HOOK			
100 P	12.41 ¹⁸	2.17		2.19	5.27	12.30	4.56	3.15	GOFF			
99 P	12.50	2.22		2.24	5.31	12.33	4.59	3.19	DAY			
104 PW	1.04 ²⁶	2.27		2.28	5.34	12.37	5.02	3.23	RUFUS			
100 P	1.15	2.31		2.31	5.38	12.39	5.04	3.26 ²⁶²	GRANT			
100 P	1.19	2.35		2.35	5.41	12.42	5.07	3.29	BIGGS BX			
80 JP (MP)	1.23	2.40		2.39	5.44	12.45	5.10	3.32	MILLER			
54 P (W 101.7)	1.28	2.45		2.43	5.48	12.48	5.13	3.35	CELILO			
50 P	1.35	2.52		2.49	5.52	12.52	5.17	3.40	OREGON TRUNK JCT. VO			
JPV	1.39	2.56		2.52	5.54	12.54	5.19	3.42	DUNE			
74 P	1.45	3.01		2.57	5.59	12.57	5.22	3.46	THE DALLES DK-WH			
BKOPTWXZ	A 2.00AM	A 3.20PM		A 3.15AM	A 6.10PM	A 1.10PM	A 5.35AM	A 4.00AM				

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62 and not less than fifteen minutes by second-class, extra trains and yard engines.
 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.

WESTWARD			THIRD SUBDIVISION							EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							Time-Table No. 12 May 27, 1951	STATIONS	
	18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	262 Time Freight	264 Time Freight				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
DN-R RIETH RI	212.0	A 2.35AM	A 2.01AM	A 3.45AM	A 12.50PM	A 9.20PM	A 7.30AM	A 12.30AM				
BARNHART	208.3	2.26	1.50	3.34 ¹⁰⁵	12.38	9.12 ²⁵⁷	7.20	12.20				
CAMPBELL	203.5	2.21	1.44	3.13	12.33	9.07	7.05	12.10AM				
NOLIN	198.9	2.16	1.38	3.08	12.28	9.03	6.50	11.55 ⁶²				
ECHO HI	192.6	2.08	1.30	3.00	12.20	8.55	6.35	11.45 ¹⁷				
STANFIELD ND	188.4	2.03	1.25	2.53	12.15	8.50	6.25	11.10				
HINKLE UK	184.2	1.58 ¹⁰	1.20AM	2.47	12.10 ¹⁵¹	8.46	6.15	11.00				
WESTLAND	180.6	1.52		2.42	12.04PM	8.43	6.07	10.50				
ORDNANCE RN	177.7	1.49		2.38	11.59AM	8.40	6.00	10.40				
MUNLEY	175.8	1.47		2.34	11.56	8.38	5.55	10.35				
CLARKE	170.0	1.41		2.29	11.50	8.33	5.45	10.20 ²⁵⁷				
MESSNER FC	165.2	1.36		2.23 ¹⁹	11.45	8.29	5.35	10.10				
BOARDMAN BD	163.8			2.19								
PETERS	162.2	1.33		2.17	11.40 ¹¹	8.26	5.25	10.00				
CASTLE	158.3	1.29		2.13	11.36	8.23	5.15	9.50				
BOULDER	152.1	1.22		2.05	11.30	8.17	5.05	9.40				
HEPPNER JCT. WI	148.2	1.18		2.00	11.26	8.14	4.59	9.34				
WILLOWS	147.0	1.16 ¹⁷		1.58	11.24	8.13	4.57	9.32				
SILICA	142.4	1.11		1.52	11.20	8.09	4.50	9.25				
ARLINGTON MX	138.5	1.06		1.45 ¹⁷	11.15	8.05	4.38 ¹⁰⁵	9.15				
GILMORE	134.0	12.58		1.29	11.05	8.01	4.12	9.00				
BLALOCK	129.3	12.53		1.24	11.01	7.57	4.05	8.53				
QUINTON QN	123.2	12.46		1.17	10.55	7.52	3.55	8.43				
HOOK	118.6	12.41 ²⁵⁷		1.12	10.51	7.48	3.45	8.35				
GOFF	115.0	12.37		1.08	10.48	7.45	3.40	8.30				
DAY	111.7	12.34		1.04 ²⁵⁷	10.44	7.42	3.35	8.25				
RUFUS	109.4	12.32		1.01	10.42	7.40	3.26 ¹⁰	8.20				
GRANT	106.6	12.29		12.58	10.39		3.15	8.15				
BIGGS BX	103.9	12.26		12.55	10.36	7.35	3.10	8.10				
MILLER	100.5	12.23		12.51	10.32	7.32	3.03	8.03				
CELILO	96.8	12.19		12.46	10.28	7.28	2.55	7.55				
OREGON TRUNK JCT. VO	95.2	12.17		12.44	10.26	7.26	2.50	7.50				
DUNE	91.9	12.14		12.39	10.23	7.23	2.45	7.45				
THE DALLES DK-WH	85.8	12.05AM		12.30AM	10.15AM	7.15PM	2.30AM	7.30PM				

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62 and not less than fifteen minutes by second-class, extra trains and yard engines.
 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									EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS						Time-Table No. 12			
	151	257	458	25	11	404	105	19	17	May 27, 1951		
	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	STATIONS		
BKOPT WXZ	4:00PM	4:15AM		6:20PM	1:15PM		5:35AM	4:05AM	3:25AM	DN-R THE DALLES DK WH DOUBLE TRACK		
P	4:15	4:30		6:26	1:21		5:40	4:12	3:32	CRATES		
136 P	4:25	4:40		6:33	1:27		5:46	4:18	3:38	ROWENA		
133 P	4:40	4:55		6:54 ¹⁰⁶	1:38		5:54	4:29	3:50	MOSIER		
WB 72 EB 107 KPVWX	4:52	5:07		7:15	1:50		6:05	4:45	4:05	DN HOOD RIVER KI		
131 P	5:05 ²⁶⁴	5:15		7:20	1:56		6:10	4:53	4:13	MENO		
121 PW	5:25	5:40		7:33	2:10		6:21	5:07	4:27	WYETH		
102 P	5:32	5:48		7:38	2:15		6:25	5:12	4:32	FARLEY		
139 P	5:38	5:55		7:44	2:20		6:30	5:17	4:38	CASCADE LOCKS		
122 PW	5:45	6:02		7:50	2:25		6:35	5:22	4:45	DN BONNEVILLE MU		
131 P	6:11 ¹⁰⁶	6:09		7:56	2:30		6:40	5:28	4:52	DODSON		
131 PZ	6:27	6:20		8:07	2:40		6:48	5:37	5:04	D BRIDAL VEIL JU		
131 P	6:34	6:27		8:13	2:44		6:52	5:42	5:09	ROOSTER ROCK		
157 JLPW	A 6:48PM	A 6:45AM		8:25	2:55		7:00	5:53	5:21	DN TROUTDALE SN		
51 P				8:30	2:59		7:03	5:56	5:25	FAIRVIEW FA		
53 P				8:37	3:05		7:10	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		
JLPVXY				9:09PM	8:50		7:22	6:18	5:47	DN-R PORTLAND P-VC		
BIKPV				A 9:15PM	A 9:00PM		A 7:30AM	A 6:30AM	A 6:00AM	(85.8)		
	(2.48)	(2.30)	(0.06)	(2.40)	(2.15)	(0.06)	(1.55)	(2.25)	(2.35)	Thru Time		
	25.1	28.1	5.0	32.2	38.1	5.0	44.8	35.5	33.2	Average speed per hour		

WESTWARD		KENTON LINE				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 12		
	151	257	458	404	May 27, 1951		
	Time Freight	Time Freight	Passenger	Passenger	STATIONS		
157 JLPWX	6:48PM	6:45AM			DN TROUTDALE SN		
51 P	6:58	6:55			HEMLOCK		
100 P	7:08	7:05			D FIR FR		
73 BKPX	7:20	7:30			DN KENTON KN		
JLVX			8:55PM	1:25PM	DN NORTH PORTLAND JCT. KD		
JLPXY			8:57	1:27	PENINSULA JCT.		
JLPX	7:40	7:50	9:00	1:30	DN ST. JOHNS JCT. JN		
BKOPT WXZ	A 8:00PM	A 8:30AM	9:04	1:34	DN-R ALBINA B X		
JLPVXY			A 9:09PM	A 1:39PM	EAST PORTLAND		
	(1.12)	(1.45)	(0.14)	(0.14)	Thru Time		
	17.0	11.6	27.0	27.0	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.

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.

WESTWARD		FOURTH SUBDIVISION									EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS						Time-Table No. 12			
	151	257	457	12	403	106	20	18	26	May 27, 1951		
	Time Freight	Time Freight	Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	STATIONS		
DN-R THE DALLES DK WH DOUBLE TRACK										85.8		
CRATES										81.7		
ROWENA										76.5		
MOSIER										70.2		
DN HOOD RIVER KI										62.8		
MENO										58.7		
WYETH										50.2		
FARLEY										47.0		
CASCADE LOCKS										43.0		
DN BONNEVILLE MU										38.7		
DODSON										33.9		
D BRIDAL VEIL JU										26.6		
ROOSTER ROCK										22.7		
DN TROUTDALE SN										15.6		
FAIRVIEW FA										13.9		
CLARNIE										7.9		
GRAHAM										4.4		
BRUUN										1.9		
DN-R PORTLAND P-VC										0.5		
										0.0		
										(85.8)		
										Thru Time		
										Average speed per hour		

WESTWARD		KENTON LINE				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 12		
	151	257	457	403	May 27, 1951		
	Time Freight	Time Freight	Passenger	Passenger	STATIONS		
DN TROUTDALE SN					22.0		
HEMLOCK					17.0		
D FIR FR					12.4		
DN KENTON KN					8.1		
DN NORTH PORTLAND JCT. KD					6.8		
PENINSULA JCT.					5.6		
DN ST. JOHNS JCT. JN					4.2		
DN-R ALBINA B X					1.6		
EAST PORTLAND					0.5		
					(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 5-72.

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.

No. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

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

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

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.									Time-Table No. 12 May 27, 1951
		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		
				8:30 AM	8:00 AM			BLOCK SIGNALS { PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER	
IJPVX				8:40	8:16				
				A 8:01 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.

IJ					12:35 PM	11:09 AM			
JP					A 12:37 PM	A 1:11 AM			

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										
					1:21 PM	11:42 AM				
BLJKOP TVWXYZ					9:39 PM	2:17 PM	1:31	11:50	10:13 AM	7:05 AM
BKPXZ					A 10:00 PM	A 2:30 PM	A 1:45 PM	A 11:59 AM	A 10:30 AM	A 7:30 AM

(0.21) (0.13) (0.18) (3.59) (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 1:00 AM	A 5:45 AM	
		A 4:30 AM	A 6:00 PM	ARGO		2:00 AM	6:00 PM	

FIFTH SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.									Time-Table No. 12 May 27, 1951
		80	404	82	84	458	86		
		CMSt.P&P Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily		
								BLOCK SIGNALS { PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER	

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

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

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.

(0.09) (5.15) (0.08) (0.08) (4.30) (0.10) Thru Time.....
20.7 34.9 23.3 23.3 40.7 18.6 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		SIXTH SUBDIVISION					EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 12 May 27, 1951
	391	151	363	63	99	19	61	97	
	Freight	Time Freight	Freight	Passenger	CMST&P Passenger	Passenger	Passenger	CMST&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
STATIONS									
BKPVX					9:40 ^{PM}	9:00 ^{PM}		1:55 ^{AM}	DN-R SPOKANE DS AU
BKOPTWZX		12:45 ^{AM}			9:49 ^{PM}	9:04		2:01	WEST SPOKANE DS AU
48 P		12:55			9:55	9:09		2:08	COWLES 3.6
53 P		1:05			10:02	9:14		2:15	MARSHALL 4.2
50 PW		1:20			10:15	9:25 ^{PM}		2:27	MARSHALL 7.3
51 P		1:28			10:22	9:32		2:36	N CHENEY 5.2
52 P		1:36			10:28	9:37		2:42	GEIB 5.0
53 PW		1:46			10:37	9:45		2:51	MASON 7.4
52 P		1:52			10:42	9:49		2:56	N CROSKEY 4.0
52 P		2:02			10:50	9:56		3:03	WELLS 6.6
44 P		2:10			10:56	10:02		3:09	PALM LAKE 5.2
52 P		2:17			11:01	10:07		3:14	ASHBY 4.2
75 JOPVWXY		2:55			11:10 ^{PM}	10:15		3:25 ^{AM}	EMDEN 6.7
52 P		3:05				10:21			DN-R MARENGO RA
63 P		3:12				10:26			THAVIS 4.8
51 P		3:20				10:31			MACK 4.4
38 JPWY		3:00 ^{PM}	3:35			10:42			ANKENY 4.2
53 P		3:15	3:45			10:49			N-R HOOPER JCT. HR
51 P		3:30	3:57			10:58			PARK 5.6
73 P		3:45	4:18 ^{PM}			11:07			JOSO 6.2
BJKOPWXY	A 4:00 ^{PM}	4:50	6:00			11:15	10:50 ^{PM}		CHEW 5.8
96 P		6:15				11:24	10:59		DN-R AYER JD
96 P		6:30				11:31	11:06		RUXBY 6.2
46 P		6:40				11:38	11:13		SCOTT 7.7
96 P		6:46				11:42	11:17		WALKER PIT 6.1
96 PW		7:05				11:53 ^{PM}	11:28		SIMMONS 2.8
95 P		7:20				12:02 ^{AM}	11:37		N PAGE 7.6
94 P		7:30				12:08	11:43		ASH 7.5
28 JPX		7:45	2:20 ^{AM}		11:30 ^{PM}	12:15	11:50 ^{PM}		ASH 6.0
M									HUMORIST 6.8
M									ATTALIA 0.1
BJKOPVWXY		9:00	A 2:30 ^{AM}		A 11:40 ^{PM}	12:20	12:01 ^{AM}		N. P. CROSSING 0.8
172 P		9:40 ^{PM}				12:50	12:35		N. P. CROSSING 1.9
174 P		10:00				1:17 ^{PM}	1:02 ^{PM}		DN-R WALLULA JN
JKPVXY		A 10:30 ^{AM}				1:40 ^{PM}	1:15 ^{AM}		WALLULA 9.1
									JUNIPER 9.8
									COLD SPRINGS 9.2
									DN-R HINKLE UK
									HINKLE 9.2

(1.00) 21.5 (9.45) 18.8 (0.10) 15.6 (0.10) 18.0 (1.30) 40.7 (4.40) 39.7 (2.25) 33.7 (1.30) 40.7 Thru Time Average speed per hour.

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 Nos. 63 and 363 arriving at Attalia on Yakima Branch will run as Nos. 63 and 363 on Sixth Subdivision Attalia to Wallula.
 No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD		SIXTH SUBDIVISION					EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 12 May 27, 1951
	391	151	363	62	20	96	64	98	
	Freight	Time Freight	Freight	Passenger	Passenger	CMST&P Passenger	Passenger	CMST&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
STATIONS									
BKPVX									DN-R SPOKANE DS AU
BKOPTWZX		12:45 ^{AM}							WEST SPOKANE DS AU
48 P		12:55							COWLES 3.6
53 P		1:05							MARSHALL 4.2
50 PW		1:20							MARSHALL 7.3
51 P		1:28							N CHENEY 5.2
52 P		1:36							GEIB 5.0
53 PW		1:46							MASON 7.4
52 P		1:52							N CROSKEY 4.0
52 P		2:02							WELLS 6.6
44 P		2:10							PALM LAKE 5.2
52 P		2:17							ASHBY 4.2
75 JOPVWXY		2:55							EMDEN 6.7
52 P		3:05							DN-R MARENGO RA
63 P		3:12							THAVIS 4.8
51 P		3:20							MACK 4.4
38 JPWY		3:00 ^{PM}	3:35						ANKENY 4.2
53 P		3:15	3:45						N-R HOOPER JCT. HR
51 P		3:30	3:57						PARK 5.6
73 P		3:45	4:18 ^{PM}						JOSO 6.2
BJKOPWXY	A 4:00 ^{PM}	4:50	6:00						CHEW 5.8
96 P		6:15							DN-R AYER JD
96 P		6:30							RUXBY 6.2
46 P		6:40							SCOTT 7.7
96 P		6:46							WALKER PIT 6.1
96 PW		7:05							SIMMONS 2.8
95 P		7:20							N PAGE 7.6
94 P		7:30							ASH 7.5
28 JPX		7:45	2:20 ^{AM}						ASH 6.0
M									HUMORIST 6.8
M									ATTALIA 0.1
BJKOPVWXY		9:00	A 2:30 ^{AM}		A 11:40 ^{PM}	12:20	12:01 ^{AM}		N. P. CROSSING 0.8
172 P		9:40 ^{PM}				12:50	12:35		N. P. CROSSING 1.9
174 P		10:00				1:17 ^{PM}	1:02 ^{PM}		DN-R WALLULA JN
JKPVXY		A 10:30 ^{AM}				1:40 ^{PM}	1:15 ^{AM}		WALLULA 9.1
									JUNIPER 9.8
									COLD SPRINGS 9.2
									DN-R HINKLE UK
									HINKLE 9.2

(3.50) 21.2 (5.20) 34.7 (1.35) 38.6 (0.10) 15.6 (1.23) 44.2 (1.00) 21.5 (9.30) 19.3 (0.15) 10.4 Thru Time Average speed per hour.

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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. 12 May 27, 1951	Mile Post	SECOND CLASS	304 Mixed
	305 Mixed					304 Mixed
STATIONS					
28 WXY	12-45 PM	D-R JOSEPH	J 83.8	A 11-15 AM	
22 X	1-30	D ENTERPRISE	RS 78.0	11-00	
39	1-53	D LOSTINE	67.8	10-07	
27 WXY	2-10	D WALLOWA	WO 60.0	9-50	
40 W (M.P. 32.6)	3-15	D LOOKING GLASS	33.8	8-37	
32	3-37	D GULLING	25.1	8-15	
35 WXY	3-50	D ELGIN	GN 20.9	8-05	
18	4-15	D IMBLER	BR 12.3	7-32	
20	4-25	D ALICEL	8.4	7-22	
BJKOPT WXYZ	5-00 PM	DN-R LA GRANDE	Q RA 0.0	7-00 AM	
(83.8) Thru Time (4.15) Average speed per hour 19.7					

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	328 Freight
	327 Freight				
STATIONS					
BJKOPT TWX		D RIETH	RI 0.0		
22		D SPARKS	6.7		
18 WX		D PILOT ROCK	RO 14.9		
(14.9) Thru Time (3.00) Average speed per hour 14.8					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	306 Mixed
	306 Mixed				
STATIONS					
JKPWX		DN-R HINKLE	UK 0.0		
95 P		D HERMISTON	MN 3.9		
KOPT WXY		D UMATILLA	CS 10.1		
63 P		D IRRIGON	17.9		
(17.9) Thru Time (3.55) Average speed per hour 14.7					

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.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	330 Freight
	329 Freight				
STATIONS					
39 PWXY	9-30 AM	D-R HEPPNER	HR 45.2	A 8-45 AM	
19 P	9-55	D LEXINGTON	36.3	8-00	
7	10-10	D JORDAN	31.0	7-40	
15 PW	10-30	D IONE	ON 28.3	7-25	
3	10-45	D McNAB	25.2	7-10	
13	11-05	D MORGAN	19.8	6-55	
3 W	11-30 AM	D CECIL	14.5	6-35	
19 JPX	12-15 PM	N-R HEPPNER JCT.	WI 0.0	6-00 AM	
(45.2) Thru Time (2.45) Average speed per hour 16.4					

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	328 Freight
	327 Freight				
STATIONS					
26 PVWXY	10-15 AM	D-R CONDON	CD 44.5	A 9-00 AM	
22	10-40	D GWENDOLEN	36.3	8-25	
27	11-00	D SPEECE	32.3	8-10	
26	11-10	D CLEM	28.6	7-50	
29 PW	11-30	D MIKKALO	24.4	7-30	
27	11-50 AM	D BARNETT	19.7	7-10	
11 PW	12-10 PM	D ROCK CREEK	16.0	6-55	
29	12-30	D 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) Thru Time (3.00) Average speed per hour 14.8					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	330 Freight
	329 Freight				
STATIONS					
14 Y		D KENT	52.5		
10		D EAKIN	42.5		
28 PW		D GRASS VALLEY	VY 38.5		
25 K		D MORO	MR 27.0		
16		D KLONDIKE	14.2		
32 PW		D WASCO	WA 9.7		
6		D THORNBERRY	5.2		
80 JPX		DN-R BIGGS	BX 0.0		
(52.5) Thru Time (0.30) Average speed per hour 14.8					

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	314 Mixed
	313 Mixed					314 Mixed
STATIONS					
BJKOPT WXYZ	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 0.0	7-30 AM
(150.0) Thru Time (7.01) 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. 12 May 27, 1951	Mile Post	SECOND CLASS	328 Freight
	327 Freight				
STATIONS					
39 PWX		R TONO	8.0		
27 JX		D WABASH	2.2		

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

BJKOPT WXYZ		DN-R CENTRALIA	CN 0.0		
(8.0) Thru Time (0.30) Average speed per hour 14.8					

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	322 Freight
	321 Freight					322 Freight
STATIONS					
JPVXY	6-00 AM	R EAST OLYMPIA	0.0	A 5-50 AM	
		D N. P. CROSSING	7.3		
BKPV WXYZ	6-30 AM	D-R OLYMPIA	OA 7.4	5-20 AM	
(7.4) Thru Time (0.30) Average speed per hour 14.8					

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 306.—See Rule S-72.
Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and special instructions of Northern Pacific Ry.
For stations not shown on schedule pages, see page 22.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	306 Mixed
	307 Mixed					308 Mixed
STATIONS					
BJKOPT WXYZ	10-00 PM	DN-R CENTRALIA	CN 0.0	A 6-15 AM	

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

JMPV	10-10 PM	BLAKESLEE JUNCTION	2.4	A 6-00 AM	
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
23 P	10-20	D GALVIN	5.0	f 5-45	
43 JPVX	10-40	D HELSING JUNCTION	12.2	f 5-30	A 8-10 PM
48 PWX	10-45	D N-R INDEPENDENCE	ND 13.7	s 5-25	7-52
52 P	11-00	D CEDARVILLE	22.2	f 4-50	7-30
51 P	11-10	D LANKNER	26.3	f 4-40	7-20
44 P	11-35	D SAGINAW	30.8	f 4-30	7-10
IM		SCHAFFER BROS. CROSSING	31.5		
5 PW	11-40 PM	D SOUTH ELMA	32.5	f 4-25	7-05
53 PXY	12-25 AM	D SOUTH MONTESANO	42.4	f 4-00	6-30
X		D SOUTH MONTESANO	42.4		
PVX		D MONTESANO	MO 43.9		
53 PXY	12-25 AM	D SOUTH MONTESANO	42.4	f 4-00	6-30
27 P	12-30	D MELBOURNE	43.8	f 3-40	6-00
32 PV	12-40	D PREACHER'S SLOUGH	46.7	f 3-30	5-50
83 JPXY	12-55	D COSMOPOLIS	51.2	f 3-15	5-35
M		N. P. CROSSING	53.3		
82 BKPVXZ	1-25 AM	DN-R ABERDEEN	SA 53.9	s 2-55 AM	5-20 PM

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

BJKOPT WYZ	A 1-55 AM	A 5-35 AM	DN-R HOQUIAM	HO 57.5	2-25 AM	5-00 PM
(57.5) Thru Time (3.55) Average speed per hour 14.7						

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. 12 May 27, 1951	Mile Post	FIRST CLASS		SECOND CLASS	
	363 Freight	63 Passenger	64 Passenger	364 Freight			STATIONS			
							Daily	Daily		
BKOPTVWXYZ	9:30PM	8:00PM	DN-R	YAKIMA NY	98.0	A 7:40AM	A 1:15AM			
39 X	9:40	8:06		UNION GAP	94.6	7:30	12:55			
MP				N. P. CROSSING	91.3					
30 P	9:50	8:12		PARKER	90.8	f 7:23	12:45			
M				N. P. CROSSING	89.4					
32 P	10:00	f 8:19		DONALD	86.8	f 7:13	12:30			
18 PV	10:05	f 8:24		SAWYER	84.5	f 7:07	12:20			
40 PV	10:15	s 8:29		BUENA BA	81.6	s 7:00	12:10AM			
74 PVX	10:25	s 8:36	D-R	ZILLAH AH	78.5	s 6:53	11:55PM			
53 P	10:48	f 8:44		GRANGER	73.4	f 6:41	11:25			
52	11:05 ³⁶⁴	f 8:53		EMERALD	67.2	f 6:28	11:05 ³⁶³			
35 JPXY	11:15	9:25	R	MIDVALE	63.6	6:20	10:30			
51 PVWX	11:35	s 9:37 ³⁶⁴	N	GRANDVIEW GW	57.7	s 5:46	9:37 ⁶³			
44 P	11:55PM	f 9:49		NORTH PROSSER	50.8	f 5:32	9:00			
53	12:20AM	f 10:01		CHAFFEE	43.0	f 5:18	8:40			
42 PWX	12:40	s 10:12	D	BENTON CITY BC	36.5	s 5:06	8:15			
53	12:55	10:22		ACTON	31.3	4:55	8:05			
51 PJX	1:25	10:40	R	RICHLAND JCT.	19.0	4:37	7:35			
55 PVWX	1:45	s 11:00	N	KENNEDICK KN	13.2	s 4:25	7:18			
12 P	1:55	f 11:10		HEDGES	8.7	f 4:10	7:08			
M				N. P. CROSSING	7.3					
53	2:05	f 11:15		VILLARD	6.7	f 4:05	7:00			
16 JPX	A 2:20AM	A 1:30PM		ATTALIA	0.0	3:55AM	6:45PM			
	(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		FIRST CLASS		Time-Table No. 12 May 27, 1951	Mile Post	FIRST CLASS	
	63 Passenger	83 Passenger	64 Passenger	84 Passenger			STATIONS	
							Daily	Daily
35 JPXY	9:00PM	5:55AM	R	MIDVALE	0.0	A 6:20AM	A 9:25PM	
PVX	A 9:10PM	A 6:05AM	D-R	SUNNYSIDE SI	2.8	6:10AM	9:15PM	
	(0.10) 16.8	(0.10) 16.8		.....Thru Time.....	(0.10) 16.8	(0.10) 16.8		
				.....Average speed per hour.....				

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

WESTWARD			TEKOA-AYER BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 12 May 27, 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
BJKOPT WXYZ			7:45AM			DN-R	TEKOA K	116.1			A 3:00PM	
14 JPX			A 8:00AM			R	SELTICE	110.4			2:30	
32 W						D	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							COLFAX CA	77.4	A 7:37AM		11:50AM	A 1:30PM
14 East Spur X 16 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	69.5	f 7:16		10:30	12:50
63 JWXY	1:20		12:01PM ³⁷⁸			D	ENDICOTT DI	67.9	s 7:00		9:45	12:20
46	1:35		12:15			D-R	WINONA WA	62.1	s 6:52		9:10	12:01PM ³⁹¹
26 BJKOWXY	A 2:20AM		A 12:45PM				SUTTON	48.0	6:45		8:50	11:45AM
42						D-R	LA CROSSE JA	41.5	s 6:37		8:10AM	11:30AM
44							JERITA	36.8	f 6:23			
42							HAY	30.2	f 6:15			
60 JPVWXY							CANYON	22.1	f 6:00			
M							RIPARIA XS	17.5	s 5:52	A 6:10AM		
10 JPXY		8:25PM					N. P. CROSSING	17.4				
41 X		8:30				R	TUCANNON	12.6	s 5:42	s 5:58		A 12:05AM
54 X		8:50					PATAHA	11.8	5:37			12:03AM
BJKOPWXY	A 9:00PM		A 10:30PM				RIFTON	2.9	f 5:21	f 5:37		11:40PM
			A 10:15PM			DN-R	AYER JD	0.0	5:15AM	5:30AM		11:30PM
							(116.1)		Daily	Daily	Daily	Daily Except Monday Sunday Tuesday Thursday
	(3.10) 11.3	(0.35) 21.6	(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
							.....Average speed per hour.....					

WESTWARD			TUCANNON BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			SECOND CLASS		Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS	
	356 Freight	355 Freight	356 Freight	355 Freight	STATIONS				
					Monday Wednesday Friday			Daily	
JPXY			12:05AM			R	TUCANNON	0.0	A 8:25PM
JWXY			A 12:15AM			D	STARBUCK SA	3.8	8:15PM
19							RELIEF	9.3	
							(9.3)		Monday Wednesday Friday
	(0.10) 22.8		.....Thru Time.....	(0.10) 22.8			.....Average speed per hour.....		

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

WESTWARD				SPOKANE-TEKOA BRANCH				Time-Table No. 12	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				STATIONS	
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	69 Spokane Internat'l Passenger	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger		
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily		
BKPVX	9.30PM	3.30PM	7.00AM	11.59PM	10.15PM	8.15AM	8.00AM	DN-R SPOKANE 1.9 DS AU DOUBLE TRACK	
IPX	9.40	3.45 ³⁸⁴	7.05	11.04AM	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	
35	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	A 11.25PM	5.25			A 10.55PM ³⁸⁸	8.56	A 8.40AM	DN-R MANITO 5.2 MU	
23		5.53 ⁶⁸				9.03		D ROCKFORD 3.3 RD	
40		6.05				9.10		DARKNELL 3.4	
31 WX		6.25				9.16		D FAIRFIELD 3.4 G	
25		6.55				9.31		LATAH 8.4	
BJKOPTWXYZ	A 7.30PM				A 9.52AM			DN-R TEKOA 7.2 K	
	(1.55) 11.4	(4.00) 12.3	(0.20) 19.5	(0.05) 22.8	(0.40) 32.7	(1.37) 30.5	(0.40) 32.7	Thru Time Average speed per hour	

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12	Mile Post	STATIONS	Mile Post
	391 Freight	May 27, 1951			
	Daily Except Monday				
14 JPX	8.00AM	SELTICE 8.2	48.0		
		G. N. CROSSING 0.3	39.8		
		N. P. CROSSING 0.55	39.7		
34 YWX	9.00	D OAKESDALE 7.9 ON	39.1		
44	9.25	THORNTON 0.5	31.2		
M		G. N. CROSSING 12.4	30.7		
28 WX	10.30	D ST. JOHN 6.8 SJ	18.3		
27	10.55	WILLADA 7.1	11.5		
53	11.25	GRAVEL PIT 4.4	4.4		
63 JWXY	A 11.45AM	D-R WINONA 4.4 WA	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

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12	Mile Post	STATIONS	Mile Post
	355 Freight	May 27, 1951			
	Monday Wednesday Friday				
35 TWX	6.00PM	D-R POMEROY 4.5 PY	28.9		A 2.15AM
25	6.20	ZUMWALT 8.1	24.4		2.00
7	6.50	DODGE 1.8	16.3		1.30
18 W	6.57	CHARD 3.2	14.5		1.20
8	7.10	JACKSON 3.4	11.3		1.05
18	7.25	DELANEY 7.9	7.9		12.50
JWXY	A 8.15PM	D STARBUCK 28.9 SA	0.0		12.20AM
	(2.15) 12.8	Thru Time Average speed per hour	(1.55) 15.1	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 5-72.

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. 12		Mile Post	FIRST CLASS				SECOND CLASS		
	May 27, 1951			94 CMStP&P Streamliner Passenger	70 Spokane Internat'l Passenger	68 Passenger	92 CMStP&P Passenger	384 CMStP&P Freight	382 CMStP&P Freight	388 Freight
	STATIONS			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
BKPVX	DN-R SPOKANE 1.9 DS AU DOUBLE TRACK	165.4	A 1.45AM	A 1.00PM	A 6.50PM	A 9.15PM		A 4.00PM	A 10.05PM	A 12.30AM
IPX	N. P. CROSSING 0.9	163.5	1.36	12.53PM	6.41	9.08		3.45 ³⁸⁷	9.55	12.20
83 X	EAST SPOKANE 1.4	162.6	1.34		6.39	9.06		3.42	9.51 ³⁸¹	12.15
51 X	HILL 2.3	161.2	1.31		6.36	9.03		3.37	9.46	12.10
59 JKVX	DN DISHMAN 3.2 SP	158.9	1.27		6.33	8.59		3.30PM	9.40	12.06AM
35	CHESTER 6.0	155.7	1.23		6.28	8.54			9.34	11.52PM
49	D MICA 2.8 MA	149.7	1.11		6.16	8.43			9.16	11.27
38	FREEMAN 3.3	146.9	1.06		6.10	8.38			9.10	11.17 ³⁸¹
JVX	DN-R MANITO 5.2 MU	143.6	1.01AM		6.04	8.33PM			9.01PM	10.55 ⁹⁵
23	D ROCKFORD 3.3 RD	138.4			5.53 ³⁸⁷					10.44
40	DARKNELL 3.4	135.1			5.46					10.35
31 WX	D FAIRFIELD 3.4 G	131.7			5.40					10.20
25	LATAH 8.4	123.3			5.24					9.55
BJKOPTWXYZ	DN-R TEKOA 7.2 K	116.1			5.11PM					9.30PM
	(49.3)		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday
	Thru Time Average speed per hour	(0.44) 29.7	(0.07) 16.3	(1.30) 29.9	(0.42) 31.1	(0.30) 13.0	(1.04) 20.4	(3.00) 16.4		

WESTWARD		MOSCOW BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 12	Mile Post	FIRST CLASS	SECOND CLASS	
	379 Freight	61 Passenger	May 27, 1951		62 Passenger	378 Freight	
	Daily Except Sunday	Daily	STATIONS				
BKTVWX	9.00PM	6.45PM	D-R MOSCOW 8.8 MO	20.1	A 8.50AM	A 4.15PM	
			N. P. CROSSING 0.6	10.3			
23 X	9.30	7.05	D PULLEMAN 6.0 XN	10.7	8.33	3.45	
18	9.50	7.18	ALBION 3.0	12.7	8.13	3.20	
19	10.00	7.25	SHAWNEE 9.7	9.7	8.05	3.08	
BJKMOXY	A 10.50PM	A 7.45PM	DN-R COLFAX 9.7 CA	0.0	7.42AM	2.30PM	
	(1.50) 15.3	(1.00) 28.1	Thru Time Average speed per hour	(1.05) 24.5	(1.45) 16.1	(1.10) 13.5	Thru Time Average speed per hour

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 12	Mile Post	STATIONS	Mile Post
	391 Freight	May 27, 1951			
	Sunday Wednesday Thursday Saturday				
BJKOWXY	1.45PM	D-R LA CROSSE 14.7 JA	0.0		A 7.30AM
11 X	2.50	HOOPER 1.0	14.7		6.35
32 JPWXY	A 2.55PM	N-R HOOPER 7.8 JCT. HR	15.7		6.30AM
34		D WASHUCNA 13.9 FN	23.5		
21 V		D KAHLIOTUS 15.5 HO	37.4		
18 WXY		R CONNELL 52.9 N	52.9		
	(1.10) 13.5	Thru Time Average speed per hour	(1.00) 15.7	Thru Time Average speed per hour	(1.00) 15.7

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 384, No. 382 and No. 388.—See Rule 5-72.

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

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

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.

No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.

No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.

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

WESTWARD			WALLULA BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 12 May 27, 1951	Mile Post	FIRST CLASS		SECOND CLASS	
		345 Freight		71 Passenger			72 Passenger	346 Freight		
		Daily		Daily						
STATIONS										
BJKOPTVWXYZ		5-30AM		10-15PM	DN-R	WALLA WALLA BU	30.9	A 5-15AM	A 1-30PM	
						COLLEGE PLACE	28.9			
5 X						W. W. V. RY. CROSSING	28.7			
M						GARRETT	28.6	f 5-03	1-05	
17 X		5-40		f 10-20		WHITMAN	24.0	f 4-52	12-55	
10		5-50		f 10-30		LOWDEN	19.3	f 4-41	12-45	
12		6-00		f 10-40		TOUCHET CH	15.0	s 4-30	12-35	
29 PWX		6-10		s 10-50		REESE	7.5	f 4-15	12-17	
11		6-25		f 11-05		WALLULA JN	0.0	4-00AM	12-01PM	
BJKOPVWXY		A 7-00AM		A 1-20PM		(30.9)		Daily	Daily	
		(1.30) 20.6			(1.05) 28.5	Thru Time		(1.15) 24.7	(1.29) 20.8	Average speed per hour

WESTWARD			PENDLETON BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS		FIRST CLASS	
		365 Freight		366 Freight			366 Freight	368 Freight		
		Daily Except Sunday		Daily						
STATIONS										
27 X					DN-R	ALTO BU	83.0			
						MENOKEN	75.5			
23						BOLLES	71.3	A 8-40AM		
26 JWX				11-45AM		PRESCOTT SY	66.7	8-28		
26 X				11-58AM		VALLEY GROVE	53.6	7-52		
21				12-35PM		N. P. CROSSING	47.2			
						W. W. V. RY. CROSSING	46.6			
M						W. W. V. RY. CROSSING	46.1	7-30AM		
BJKOPTVWXYZ				A 12-55PM	DN-R	WALLA WALLA BU	46.1			
						W. W. V. RY. CROSSING	44.2			
M						SPOFFORD	39.9			
24						W. W. V. RY. CROSSING	36.3			
M						MILTON-FREEWATER CO	36.2			
39 VWX						BLUE MOUNTAIN	26.7			
50						DOWNING	23.4			
20						ATHENA CN	17.2			
20 WX						ADAMS	12.6			
41						BLAKELEY	10.0			
15						PENDLETON FD	0.0			
BJKVWXYZ						(83.0)		Daily Except Sunday		
		(1.10) 21.6			(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. 12 May 27, 1951	Mile Post	FIRST CLASS		SECOND CLASS	
		387 Freight		67 Passenger			68 Passenger	388 Freight		
		Daily Except Saturday		Daily						
STATIONS										
BJKOPTVWXYZ		7-30PM		10-02AM	DN-R	TEKOA K	0.0	A 5-05PM	A 9-30PM	
25		7-50		f 10-14		LOVELL	6.9	f 4-50	8-50	
17 VX		8-15		s 10-33	D	PLUMMER MR	15.3	s 4-32	8-15	
22 TWX		8-50		s 10-50		CHATCOLET	22.8	f 4-14	7-45	
40 X		9-20		s 11-09		HARRISON	30.5	s 3-54	7-20	
43		9-35		s 11-16	D	SPRINGSTON RC	34.0	s 3-45	7-10	
20		10-25		s 11-34		LANE	45.3	s 3-24	6-42	
33		10-40		s 11-40		ROSE LAKE	49.1	s 3-16	6-32	
30		11-00		s 11-55AM		CATALDO	57.7	f 2-59	6-10	
6 Y		11-14		s 12-03PM		ENAVILLE	62.5	s 2-53	5-56	
18		11-18PM		f 12-07		PINE CREEK	64.1	f 2-49	5-52	
JWX						BRADLEY	67.2	f		
25 BKOX		A 12-20AM		s 12-30	D-R	KELLOGG-WARDNER DN	69.2	s 2-40	5-40PM	
31				s 12-43		OSBURN	75.8	f 2-22		
BKTVWXYZ				A 1-00PM	D-R	WALLACE WC	80.2	2-15PM		
M						N. P. CROSSING	80.4			
M						N. P. CROSSING	80.6			
JX						WALLACE JCT.	80.7			
5 VWX					D	BURKE B	86.9			
		(4.50) 14.3			(2.58) 27.0	Thru Time		(2.50) 28.3	(3.50) 18.0	Average speed per hour

WESTWARD			DAYTON BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS		FIRST CLASS	
		367 Freight		365 Freight			366 Freight	368 Freight		
		Tuesday and Friday		Daily Except Sunday						
STATIONS										
29 T		11-30AM				TURNER	24.0	A 1-20AM		
25		11-40AM				WHETSTONE	22.7	11-10		
26 VWXY		A 12-20PM		11-01AM	D	DAYTON DA	13.1	A 9-15AM	10-30AM	
M						N. P. CROSSING	13.0			
M						N. P. CROSSING	13.0			
JX				A 1-03AM		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	WAITSBURG JCT.	6.9	A 8-53AM	
28 X		11-31	D	WAITSBURG BG	3.5	8-49	
28 JWX		A 1-45AM		BOLLES	0.0	8-40AM	
		(0.50) 14.0			(0.44) 17.9	(0.35) 22.5	(0.50) 14.0

WESTWARD			SIERRA NEVADA BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 12 May 27, 1951	Mile Post	SECOND CLASS		FIRST CLASS	
		366 Freight		368 Freight			366 Freight	368 Freight		
		Daily		Daily						
STATIONS										
JWX						BRADLEY	0.0			
X						END OF TRACK	3.2			
		(3.2)								

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

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 368 arriving at Turner will run as No. 367 Turner to Dayton.
For stations not shown on schedule pages, see page 22.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Pendair.....	213.5	80	Both	Schreck.....	31.9	14	Both
Mission.....	221.2	18 P	Both	Thera.....(6)	64.8	15	Both
Cayuse.....(1)	227.1	25 P	Both	Glenwood.....	83.5	13	Both
Thorn Hollow.....	232.1	48 P	Both	Walters.....	98.6	10	Both
North Fork.....	251.4	14 P	Both	Tucannon Branch			
		16 P	West	Powers.....	2.7	4	Both
Third Subdivision				Spokane-Tekoa Branch			
Seufert.....	87.7	13	West	Rahm.....	125.9	4	Both
Dillon.....	93.5	14	West	Coey.....	141.7	17	Both
Yoakum.....	201.7	10	Both	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			
Warrendale.....	35.9		None	Risbeck.....(6)	4.5	6	Both
C. L. Lumber Co.....	45.1	7	East	Parvin.....(6)	7.8	8	Both
Viento.....	55.2		None	Armstrong.....(6)	15.7	3 W (M. P. 16.2)	Both
Chatfield.....	71.8	20	West	Whitlow.....	20.5	1	Both
Kenton Line				Holland.....	21.4	8	Both
Champ.....	9.5	7	Both	Connell Branch			
Ward.....	14.2	6	Both	Pampa.....	4.6	15	Both
		37 P	Both	Gordon.....	8.2	7	Both
Reynolds.....	20.0	40 P	West	McAdam.....	29.3	3	Both
		126 P	West	Wacota.....	34.1	4	Both
Sixth Subdivision				Estes.....	42.3	7	Both
Sheffler.....	242.1	4	Both	Sulphur.....	46.1	9	Both
Matthews.....	253.3	5	Both	Curry.....	51.1	12	Both
Magallon.....	258.6	2	Both	Pendleton Branch			
Teske.....	310.6	2	Both	Havana.....	6.9	11	Both
Joseph Branch				Weston.....	20.9	66 X	East
Island City.....(2)	2.6	12	Both	Bade.....	30.2	13	Both
Conley.....(2)	5.9	6	Both	Barrett.....	33.1	10	Both
Rondowa.....	37.2	7	Both	Prunedale.....	34.2	15	Both
Vincent.....(2)	40.6	2	East	State Line.....	41.7	10	Both
Minam.....(3)	47.1	12 W (M. P. 49.0)	Both	Langdon.....	43.6	12	Both
Sevier.....	56.7	5	West	Russell.....	51.8	11	Both
Pilot Rock Branch				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Ennis.....	60.9	10	Both
Grass Valley Branch				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	12	East	McKay.....	78.6	6	Both
De Moss.....	23.9	12	Both	Wallace Branch			
Erskine.....	31.3	9	Both	Tilma.....	2.1	1 X	Both
Bourbon.....	45.8	8	Both	Watt.....	12.1	18	Both
Grays Harbor Branch				O'Gara.....(7)	26.3		None
Raisch.....	2.6	7	Both	Black Lake.....(7)	38.0		None
Balch.....(4)	18.3	18 P	Both	Dudley.....(7)	52.0	12	Both
Law.....	44.7	11	East	Smeltonville.....(7)	66.3		None
Yakima Branch				Shont.....(7)	72.8	3	Both
Grosscup.....	28.2	8	Both	Polaris.....	74.6	42	East
Biggam.....(5)	48.3	10	Both	Gem.....	84.1	5 X	Both
Flint.....	83.6	18	Both	Frisco.....	84.4	7 X	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) Regular stop for Nos. 304-305.
(4) Flag stop for Nos. 306-307.

(5) Flag stop for Nos. 63-64.
(6) Flag stop for Nos. 61-62.
(7) 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			Location	Miles Per Hour			
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.	
Maximum speed.	79	75	45	Steam engines running backward.	20	20	20	Trains handling scale test cars: On main line.			30	
Motor trains and inspection bus cars.		40	40	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	On branch lines.			25	
When caboose is handled in train consisting of passenger train equipment.		55		Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern).			40	Within yard limits: On main line and on branch between Spokane and Manito.	50	40	25	
3800 class engines.		60	45	Backing up pulling train. Backing up light.	40	40	40	On other branch lines.		30	15	
3900 class engines.		65	45	Diesel switch engines in road service.	35	35	35	When using cross-overs or turn-outs: Forward movement.	15	15	15	
5000 class engines.		50	45	Trains handling wrecking derricks:				Back-up movement.	10	10	10	
MacArthur type engines with 63-inch drivers.		55	45	Derricks with 6-wheel trucks.			40	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20	
MacArthur type engines with 57-inch drivers.		35	35	Derricks with 4-wheel trucks.			35	When using No. 14 turn-outs at end of double track.	25	20	20	
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)				When using all other turnouts.	15	15	15	
0-6-0 and 0-8-0 type yard engines.		20	20	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25	On tracks other than main tracks.	15	15	15	
C. M. St. P. & P. class N3-S engines.		50	40	Jordan spreaders and other machines of spreader type, when in operation.			15	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	
C. M. St. P. & P. class L engines.		35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25	
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35				6	On branch line. (Slower speed must be observed where conditions require.)			15	
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25	FIRST SUBDIVISION								
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35									

Huntington				Between M.P. 382.0 and 381.3.	45	35	25	Weatherby			
Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 371.0 and 370.7.	70	60	45
Between M.P. 388.8 and 386.4.	35	30	20	Between M.P. 381.2 and 380.7.	60	50	40	Durkee			
Between M.P. 385.2 and 384.3.	30	25	20	Between M.P. 380.5 and 380.3.	45	35	25	Between M.P. 366.5 and 366.3.	70	60	25
Lime				Between M.P. 380.1 and 379.8.	55	45	35	Descending grade, M.P. 365.0 to Durkee.			25
High line track and connection.			10	Between M.P. 379.5 and 379.3.	60	50	40	Between M.P. 364.5 and 364.1.	35	30	20
Between M.P. 383.9 and 383.8.	70	60	45	Between M.P. 379.0 and 378.6.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20
Between M.P. 383.2 and 383.0.	70	60	45	Between M.P. 378.3 and 378.1.	35	30	20	Oxman			
Between M.P. 382.6 and 382.3.	60	50	40					Between M.P. 360.2 and 355.9.	30	25	20
								Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20

FIRST SUBDIVISION (Continued)

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

SECOND SUBDIVISION

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

THIRD SUBDIVISION

Rieth Between M.P. 210.0 and 209.6.	55	45	35	Nolin Between M.P. 198.2 and 197.8.	55	45	35	Stanfield Between M.P. 188.3 and 188.0.	60	50	40
Between M.P. 209.3 and 208.8.	60	50	40	Between M.P. 197.3 and 196.7.	60	50	40	Between M.P. 187.5 and 187.3.	70	60	45
Barnhart Between M.P. 206.9 and 206.7.	60	50	40	Between M.P. 196.6 and 195.4.	60	50	40	Hinkle Between M.P. 182.0 and 181.7.	60	50	40
Between M.P. 206.2 and 205.8.	70	60	45	Between M.P. 194.5 and 193.7.	45	35	25	Castle Between M.P. 154.5 and 151.7.	70	60	45
Between M.P. 204.7 and 202.2.	60	50	40	Between M.P. 193.5 and 193.3.	70	60	45	Between M.P. 150.9 and 150.6.	70	60	45
Between M.P. 201.6 and 201.5.	70	60	45	Echo Over first road crossing east and west of depot.	30	30	30	Between M.P. 150.2 and 150.0.	70	60	45
Between M.P. 200.9 and 200.6.	60	50	40	Between M.P. 191.9 and 190.7.	60	50	40	Between M.P. 149.6 and 149.4.	70	60	45
Between M.P. 198.7 and 198.4.	45	35	25	Between M.P. 190.4 and 190.0.	70	60	45	Heppner Jct. Between M.P. 148.5 and 147.9.	55	45	35
				Between M.P. 190.0 and 188.8.	60	50	40	Between M.P. 146.5 and 146.3.	70	60	45

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Willows Between M.P. 144.0 and 143.8.	60	50	40	Blalock Between M.P. 130.0 and 129.2.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Silica Between M.P. 141.6 and 140.5.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	Rufus Between M.P. 100.1 and 99.0.	55	45	35
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Between M.P. 123.8 and 123.7.	55	45	35	Between M.P. 98.1 and 97.9.	70	60	45
Between M.P. 136.3 and 136.1.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Celilo Between M.P. 96.8 and 95.8.	55	45	35
Between M.P. 134.8 and 134.7.	70	60	45	Hook Between M.P. 118.7 and 118.6.	70	60	45	Oregon Trunk Jct. Between M.P. 91.4 and 91.2.	70	60	45
Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45	Between M.P. 88.5 and 87.4.	45	35	25
Between M.P. 131.0 and 130.9.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 130.5 and 130.4.	60	50	40	Between M.P. 114.3 and 112.5.	60	50	40				

FOURTH SUBDIVISION

The Dalles Between M.P. 83.4 and 83.3.	45	35	25	Between M.P. 52.0 and 51.6.	45	35	25	Between M.P. 18.5 and 18.2.	60	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 51.6 and 49.7.	55	45	35	Between M.P. 17.9 and 14.8.	70	60	45
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. 13.5 and 13.2.	55	45	35
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 48.7 and 45.4.	55	45	35	Fairview Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 44.9 and 44.3.	60	50	40	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 44.1 and 43.8.	55	45	35	Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 43.5 and 43.3.	60	50	40	Graham			
Rowena Between M.P. 75.8 and 75.1.	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. 75.1 and 74.2.	60	50	40	Between M.P. 42.4 and 41.4.	40	35	25	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 74.2 and 74.1.	40	40	25	Between M.P. 39.9 and 39.7.	40	40	25	Between M.P. 22.0 and 19.5.	45	40	15
Between M.P. 74.1 and 73.7.	60	50	40	Between M.P. 39.2 and 38.2.	60	50	40	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 72.7 and 71.9.	55	45	35	Bonneville Between M.P. 37.3 and 35.5.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 71.9 and 71.4.	30	25	20	Dodson Between M.P. 32.8 and 31.8.	70	60	45	Between Albina and Portland, backing up.	8		
Between M.P. 71.4 and 66.4.	45	35	25	Between M.P. 31.4 and 30.7.	60	50	40	Between Albina and East Portland, curve at Globe Mill.	8	8	8
Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 29.4 and 27.5.	60	50	40	East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge.	8	8	8
Between M.P. 63.2 and 63.1.	45	35	25	Bridal Veil Between M.P. 25.9 and 25.5.	70	60	45	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Hood River 2-10-2 class engines using crossover at freight house.			6	Between M.P. 25.2 and 24.8.	60	50	40				
Between M.P. 61.8 and 59.4.	55	45	35	Between M.P. 24.0 and 23.8.	55	45	35				
Meno Between M.P. 58.3 and 56.5.	55	45	35	Rooster Rock Between M.P. 22.4 and 21.3.	60	50	40				
Between M.P. 56.2 and 53.8.	35	30	20	Between M.P. 21.3 and 21.1.	40	40	25				
Between M.P. 53.8 and 52.0.	55	45	35	Between M.P. 21.1 and 20.1.	60	50	40				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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 234.5.	35	25	Park Between M.P. 280.0 and 281.6.	40	25						
Trains handling Fuller snow plow 0330.			35	Between M.P. 234.9 and 235.6.	35	25	Between M.P. 281.9 and 282.2.	50	40						
Hinkle East and West legs of wye.	20	20		Between M.P. 236.3 and 236.5.	35	25	Hooper Jet. Between M.P. 286.1 and 286.5.	50	40						
				Between M.P. 236.8 and 236.9.	50	40									
				Between M.P. 237.9 and 238.1.	35	25									
Between M.P. 186.0 and 187.5.	60	40		Between M.P. 239.0 and 239.3.	50	40	Between M.P. 290.6 and 291.1.	50	40						
Cold Springs Between M.P. 200.3 and 200.9.	60	40		Between M.P. 239.6 and 239.8.	50	40	Between M.P. 291.9 and 292.3.	25	25						
Juniper Between M.P. 209.1 and 209.3.	15	15		Simmons Between M.P. 242.4 and 242.6.	40	25	Ankeny Between M.P. 294.4 and 294.5.	40	25						
										Between M.P. 242.9 and 243.1.	35	25	Between M.P. 295.4 and 297.0.	50	40
										Between M.P. 243.4 and 243.5.	50	40	Marengo Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 209.3 and 212.1.	30	25													
Between M.P. 212.1 and 212.2.	25	20		Walker Pit Between M.P. 244.5 and 244.6.	50	40	Cheney Over street crossings.	15	15						
Wallula Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over crossing. Eastward. Westward.	20	20								Between M.P. 246.1 and 246.3.	50	40	Between M.P. 352.8 and 353.5.	55	45
			15							15		Between M.P. 247.0 and 247.2.	50	40	Between M.P. 354.0 and 363.8 on curves.	60	50
Attalia Between M.P. 217.2 and 217.4.	45	35		Scott Between M.P. 252.8 and 253.0.	45	35	Between M.P. 364.2 and 364.4.	45	35						
										Between M.P. 256.9 and 257.1.	45	35	Between M.P. 364.7 and 364.9.	55	45
Between M.P. 219.1 and 219.5.	50	40		Between M.P. 259.9 and 257.1.	45	35	Between M.P. 365.1 and 366.2.	25	25						
Humorist Between M.P. 224.2 and 224.5.	50	40		Ruxby Between M.P. 260.3 and 260.5.	50	40	West Spokane, on 16-degree curve west end of yard.	8	8						
Ash Between M.P. 226.9 and 227.1.	50	40		Ayer Between M.P. 268.2 and 269.3.	30	30	Between M.P. 366.5 and 367.1.	40	35						
Between M.P. 228.1 and 228.4.	35	25		Between M.P. 271.5 and 272.5.	25	15	Over Bridge 367.13.	10	10						
Between M.P. 228.8 and 229.9.	35	25		Between M.P. 273.7 and 273.2.	45	35	Spokane, through Union Station limits.	15	15						
Between M.P. 230.8 and 231.4.	50	40		Between M.P. 276.1 and 276.9.	40	25	Spokane Union Station over slip switches.	10	10						
Between M.P. 231.9 and 232.3.	45	35		Between M.P. 277.9 and 278.5.	50	40	Spokane, through Union Station limits. 3900 class engines.	6	6						
Between M.P. 233.0 and 233.4.	50	40		Between M.P. 278.9 and 279.4.	45	35									

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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Joseph Branch Maximum speed.	30	30		Grass Valley Branch Maximum speed.	25	25	On 4-degree curves.	45	30		
										3-degree curves.	20	20	On 5- and 6-degree curves.	35	25
4- and 5-degree curves.	15	15		3-degree curves.	20	20	On 7- and 8-degree curves.	25	20		
On curves of 6 degrees and over.	10	10		4- and 5-degree curves.	15	15	On curves of 7 degrees and over with 2-10-2 type engines.	20	20		
Between La Grande and M.P. 13.0.	25	25		On curves of 6 degrees and over.	10	10	On 9- and 10-degree curves.	20	20		
Between M.P. 25.0 and 55.0.	25	25		Between Kent and M.P. 39.0.	15	15	Tekoa Between M.P. 117.2 and 117.5.	20	20		
Between M.P. 72.0 and Joseph.	25	25		Between M.P. 33.0 and Thornberry, on descending grades.	20	20				Between M.P. 117.8 and 117.9.	45	30
Pilot Rock Branch	15	15		Between Thornberry and Biggs, on descending grades.	10	10	Between M.P. 118.1 and 118.3.	35	25		
Umatilla Branch Maximum speed.	40	40		Grays Harbor Branch Maximum speed.	30	30	Between M.P. 118.5 and 119.7.	25	20		
Hinkle Between M.P. 0.0 and 0.1.	15	15		3-degree curves.	20	20	Between M.P. 120.2 and 120.4.	35	25		
Between M.P. 2.3 and 3.7.	20	20		4- and 5-degree curves.	15	15	Between M.P. 120.7 and 121.4.	35	25		
Hermiston Standard and Union Oil spurs.	6	6		On curves of 6 degrees and over.	10	10	Between M.P. 121.6 and 121.9.	25	20		
On house track west of McNaught warehouse.		6		Trains handling rock.		25	Latah Between M.P. 123.4 and 124.5.	20	20		
Over road crossing east end of depot.	15	15		Preacher's Slough to M.P. 47.0.	10	10				Between M.P. 125.1 and 125.7.	35	25
Between M.P. 5.9 and 6.0.	35	35		Aberdeen, within city limits.	20	20	Between M.P. 127.5 and 128.4.	35	25		
Between M.P. 9.4 and 11.2.	25	25		Aberdeen, over Boone street crossing.	5	5	Between M.P. 129.6 and 130.6.	35	25		
Umatilla On wye.	10	10		Aberdeen, over other street crossings.	10	10	Fairfield Over street crossings.		25		
Irrigon				Cosmopolis, within city limits.	20	15	Between M.P. 132.6 and 132.8.	45	30		
Heppner Branch Maximum speed.	25	25		Cosmopolis, handling logs within city limits.		8	Between M.P. 133.3 and 134.6.	25	20		
3-degree curves.	20	20		Tono Branch Maximum speed.	15	15	Between M.P. 136.6 and 139.2.	20	20		
4- and 5-degree curves.	15	15									
On curves of 6 degrees and over.	10	10		4- and 5-degree curves.	15	15	Rockford Between M.P. 139.4 and 139.7.	45	30		
				On curves of 6 degrees and over.	10	10				Between M.P. 139.8 and 140.4.	45	30
Condon Branch Maximum speed.	25	25		Olympia Branch Maximum speed.	20	20	Between M.P. 141.0 and 141.2.	35	25		
3-degree curves.	20	20		4- and 5-degree curves.	15	15	Between M.P. 142.6 and 143.2.	25	20		
4- and 5-degree curves.	15	15		On curves of 6 degrees and over.	10	10	Manito Between M.P. 144.4 and 144.6.	60	50		
On curves of 6 degrees and over.	10	10								Between M.P. 145.5 and 146.0.	55	45
Spokane, through Union Station limits.	15	15		Spokane-Tekoa Branch East Spokane through Interlocking.	15	15	Between M.P. 146.2 and 146.4.	60	50		
Spokane Union Station over slip switches.	10	10		Between Spokane and Manito.	70	60	Between M.P. 146.9 and 147.2.	60	50		
Spokane, through Union Station limits. 3900 class engines.	6	6		Between Manito and Tekoa.	50	30	Freeman Between M.P. 147.3 and 148.8.	45	35		
				On 3-degree curves.	50	30				Between M.P. 149.1 and 149.2.	60	50

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Mica Between M.P. 150.5 and 151.9.	35	30	20	Between M.P. 27.1 and 27.2.	25	20	Farmington Between M.P. 105.5 and 105.8.	25	20
Between M.P. 152.1 and 152.4.	35	30	20	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 112.2 and 113.1.	30	25
Between M.P. 152.6 and 153.0.	45	35	25	Between M.P. 28.2 and 28.7.	20	20	Between M.P. 115.6 and 116.0.	25	20
Between M.P. 153.2 and 153.9.	35	30	20	Between M.P. 29.7 and 29.9.	45	30	Pleasant Valley Branch Maximum speed.	25	25
Between M.P. 154.5 and 154.3, westward.	60	50	35	Hay Between M.P. 30.4 and 31.1.	35	25	G. N. Crossing, M.P. 30.7.	20	20
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 32.0 and 33.8.	25	20	Tucannon Branch Maximum speed.	25	25
Between M.P. 154.7 and 155.5.	40	35	25	Between M.P. 34.2 and 35.2.	20	20	On curves, 7 degrees and over.	20	20
Between Chester and Mica, on descending grade.			25	Jerita Between M.P. 36.2 and 36.9.	25	20	Between Starbuck and Relief.	12	12
Spokane, through tunnel.	15	15	15	Between M.P. 37.8 and 39.3.	25	20	Pendleton Branch Maximum speed.	30	30
Spokane, over slip switches at N. P. Crossing.	15	15	10	Between M.P. 43.5 and 43.6.	45	30	Between Alto and Downing.	25	25
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.			12	Sutton Between M.P. 49.3 and 50.1.	30	20	On 7-, 8-, 9- and 10-degree curves.	20	20
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Thera Between M.P. 64.0 and 65.2.	35	25	Between Walla Walla and Pendleton, with MacArthur type engines.	25	25
Tekoa-Ayer Branch Maximum speed.		50	30	Between M.P. 65.4 and 65.6.	45	30	Between Barrett and Downing, on descending grade.	15	15
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 68.2 and 68.5.	35	25	Pendleton, over Thompson, Main and Aura Streets.	12	12
Between Tucannon and Ayer.		35	25	Diamond Between M.P. 68.8 and 69.0.	35	25	Pendleton, over other street crossings within city limits.	20	20
On 4-degree curves.		45	30	Between M.P. 69.9 and 70.1.	35	25	Pendleton Between M.P. 1.2 and 1.4.	30	25
On 5- and 6-degree curves.		35	25	Mockonema Between M.P. 73.3 and 73.6.	20	20	Between M.P. 2.5 and 3.0.	20	20
On 7- and 8-degree curves.		25	20	Between M.P. 74.1 and 74.2.	45	30	Between M.P. 9.5 and 9.8.	20	20
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Between M.P. 74.9 and 77.2.	25	12	Athena Over street crossings.	15	15
On 9- and 10-degree curves.		20	20	Colfax Over street crossings.	12	12	Between M.P. 20.9 and 21.3.	30	25
Ayer Between M.P. 14.0 and 14.1.		35	25	Between M.P. 78.4 and 78.5.	25	20	Downing Between M.P. 24.0 and 24.5.	20	20
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 79.8 and 80.7.	30	20	Between M.P. 25.4 and 26.2.	20	20
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 81.5 and 82.3.	20	20	Blue Mountain Between M.P. 29.0 and 29.4.	20	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 82.9 and 83.4.	20	20	Between M.P. 29.8 and 30.1.	20	20
Between M.P. 17.7 and 18.1.		25	20	Glenwood Between M.P. 83.7 and 84.5.	25	20	Between M.P. 30.3 and 30.4.	20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 86.5 and 87.0.	20	20	Between M.P. 31.2 and 31.7.	20	20
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 87.6 and 88.9.	25	20	Between M.P. 32.2 and 32.4.	20	20
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 89.1 and 89.4.	20	20	Between M.P. 32.7 and 32.9.	20	20
Between M.P. 23.1 and 23.7.		35	25	Elberton Over street crossings.	25	25	Between M.P. 30.3 and 30.4.	20	20
Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.	20	20	Between M.P. 31.2 and 31.7.	20	20
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.	30	25	Between M.P. 32.2 and 32.4.	20	20
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 95.6 and 95.8.	30	25	Between M.P. 32.7 and 32.9.	20	20
				Between M.P. 101.1 and 101.5.	30	25	Milton-Freewater Over street crossings.	15	15
				Between M.P. 102.0 and 102.4.	30	25	W. W. V. Ry. Crossing M.P. 36.3.	15	15
				N. P. Crossing Between M.P. 104.0 and 104.9.	20	20	W. W. V. Ry. Crossing, M.P. 44.2.	20	20

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.	Fr.		Psg.	Fr.		Psg.	Fr.
Walla Walla Over street crossings.	12	12		On 9- and 10-degree curves.	20	20	Connell Branch Maximum speed. Between La Crosse and Hooper Jct.	30	30
Walla Walla, on west leg of wye.	8	8		Wallula Between M.P. 0.8 and 1.1.	25	20	Between Hooper Jct. and Connell.	20	20
Between M.P. 52.7 and 53.4.	20	20		Between M.P. 1.6 and 2.0.	20	20	On 5- and 6-degree curves.	25	25
Between M.P. 64.8 and 64.9.	20	20		Between M.P. 2.6 and 2.7.	35	25	On 7- and 8-degree curves.	20	20
Between M.P. 65.5 and 66.0.	20	20		Between M.P. 2.9 and 3.1.	35	25	On 9- and 10-degree curves.	20	20
Between M.P. 66.1 and 66.3.	20	20		Between M.P. 3.5 and 3.6.	35	25	La Crosse Between M.P. 3.4 and 3.6.	25	25
Between M.P. 71.7 and 72.5.	20	20		Between M.P. 4.0 and 4.3.	35	25	Between M.P. 6.6 and 6.8.	25	25
Between M.P. 72.8 and 73.2.	20	20		Between M.P. 4.8 and 5.3.	25	20	Between M.P. 7.2 and 7.8.	20	20
Between M.P. 74.3 and 76.1.	20	20		Between M.P. 5.9 and 6.4.	25	20	Between M.P. 9.2 and 9.7.	20	20
Menoken Between M.P. 78.4 and 78.5.	20	20		Between M.P. 6.7 and 6.8.	25	20	Hooper Jct. on connection be- tween Connell Branch and Sixth Subdivision.		15
Between M.P. 78.9 and 79.3.	20	20		Between M.P. 7.0 and 7.1.	20	20	Hooper Jct. through west leg of wye on 16-degree curve.	8	8
Between M.P. 79.6 and 79.9.	20	20		W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Moscow Branch Maximum speed.	35	25
Between M.P. 80.8 and 81.2.	20	20		Reese Between M.P. 7.7 and 8.0.	25	20	On 7- and 8-degree curves.	25	20
Alto Maximum speed.	45	30		Between M.P. 8.2 and 8.4.	35	25	On 9- and 10-degree curves.	20	20
With pile driver 0321.			15	Between M.P. 8.7 and 9.1.	25	20	Colfax Over street crossings.	12	12
On 5- and 6-degree curves.	35	25		Between M.P. 9.5 and 9.7.	25	20	Between M.P. 1.3 and 3.1.	25	20
On 7- and 8-degree curves.	30	20		Between M.P. 10.0 and 10.1.	35	25	Between M.P. 5.6 and 7.5.	25	20
On 9- and 10-degree curves.	25	20		Between M.P. 10.7 and 10.9.	35	25	Between M.P. 8.4 and 8.8.	25	20
Attalia Bridge 7.44.	25	15		Between M.P. 11.1 and 11.4.	35	25	Shawnee Between M.P. 9.9 and 10.0.	25	20
Kennewick, over street crossings.	8	8		Between M.P. 12.1 and 12.3.	20	20	Between M.P. 10.8 and 11.2.	25	20
Between Grandview and Biggam.	30	25		Between M.P. 12.5 and 12.6.	35	25	Between M.P. 12.2 and 12.5.	25	20
Benton City Between M.P. 37.5 and 38.1.	25	20		Between M.P. 18.5 and 18.6.	35	25	Walla Walla Maximum speed.	20	20
Granger, over street crossings.	30	30		Walla Walla Maximum speed.	20	20	Pomeroy Branch Maximum speed.	20	20
Zillah, over street crossings.	25	15		Chard Between M.P. 14.5 and Pomeroy.	15	15	Albion Between M.P. 13.4 and 13.6.	25	20
Yakima River Bridge 89.35, through gauntlet track.	15	15		Walla Walla Maximum speed.	20	20	Between M.P. 14.3 and 14.9.	20	20
Yakima, over Yakima Ave., and Walnut Street.	6	6		Dayton Branch Maximum speed.	25	25	Between M.P. 17.5 and 17.7.	25	20
Yakima, over other street cross- ings.	10	10		On curves of 7 degrees and over.	20	20	Between M.P. 17.9 and 18.0.	25	20
Sunnyside Branch Maximum speed.	45	35		Bolles Between M.P. 0.4 and 0.6.	20	20	Pullman Over street crossings.	6	6
Wallula Branch Maximum speed.	35	30		Dayton, over street crossings west of Touchet River.	15	15	Between M.P. 19.9 and 20.0.	25	20
On 5- and 6-degree curves.	35	25		Dayton, over all other street crossings.	10	10	Between M.P. 24.6 and 24.8.	25	20
On 7- and 8-degree curves.	25	20		Between M.P. 12.9 and 24.8.	15	15	Between M.P. 25.2 and 25.4.	25	20
							Moscow Over street crossings.	12	12

BRANCHES (Continued)

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

Standard clocks are located as shown below:

Huntington..... Yard Office	Portland (Joint)	West Spokane. Enginemen's Register Room
Huntington..... Telegraph Office	..... N. P. T. Co. Telegraph Office	Ayer..... Telegraph Office
Baker..... Telegraph Office	Albina..... Train Dispatcher's Office	Wallula..... Telegraph Office
La Grande..... Train Dispatcher's Office	Albina..... Yard Telegraph Office	Tekoa..... Telegraph Office
La Grande..... Depot Telegraph Office	Albina..... Enginemen's Register Room	Tekoa..... Enginemen's Register Room
Pendleton..... Yard Office	Kenton..... Telegraph Office	Colfax..... Telegraph Office
Rieth..... Telegraph Office	Centralia (Joint). N. P. Ry. Telegraph Office	La Crosse..... Telegraph Office
Rieth..... Enginemen's Register Room	Tacoma..... Yard Office	Moscow..... Telegraph Office
Hinkle..... "UK" Telegraph Office	Argo..... Yard Office	Walla Walla..... Passenger Depot
Umatilla..... Telegraph Office	Argo..... Enginemen's Register Room	Walla Walla..... Enginemen's Register Room
Umatilla..... Enginemen's Register Room	Seattle (Joint)	Yakima..... Telegraph Office
Arlington..... Telegraph Office	..... Union Station Telegraph Office	Yakima..... Roundhouse
Moro..... Telegraph Office	Hoquiam (Joint). N. P. Ry. Telegraph Office	Kellogg-Wardner..... Telegraph Office
Bend (Joint)..... O. T. Ry. Telegraph Office	Aberdeen..... Telegraph Office	Wallace..... Telegraph Office
The Dalles..... "DK" Telegraph Office	Olympia..... Telegraph Office	Wallace..... Enginemen's Register Room
The Dalles..... "WH" Telegraph Office	Spokane..... Train Dispatcher's Office	
	Spokane..... 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;
- C—coal;
- D—day operator;
- N—night operator;
- DN—day and night operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- V—track connection with foreign railroad;
- W—water;
- X—yard limits;
- Y—wye;
- Z—track scales.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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