

**L. A. COLLINS**  
Acting General Manager

**H. E. SHUMWAY**  
General Superintendent Transportation

**G. J. MULICK**  
General Superintendent

**P. T. McCARTHY, Superintendent . . . . . Portland, Ore.**  
A. McAllister, Assistant Superintendent . . . . . Portland, Ore.  
H. B. Coburn, Assistant Superintendent . . . . . Seattle, Wash.  
J. G. Kimmell, Assistant Superintendent . . . . . La Grande, Ore.  
C. H. Burnett, Trainmaster . . . . . La Grande, Ore.  
R. L. Rickard, Terminal Trainmaster . . . . . Portland, Ore.  
R. K. Lake, Master Mechanic . . . . . Portland, Ore.  
R. L. Norris, Road Foreman of Engines . . . . . La Grande, Ore.  
J. C. Haydon, Road Foreman of Engines . . . . . Portland, Ore.  
P. D. Brinkman, Road Foreman of Engines . . . . . Portland, Ore.  
L. W. Althof, Division Engineer . . . . . Portland, Ore.  
E. J. Pratt, General Roadmaster . . . . . Portland, Ore.

**First and Second Subdivisions and Branches**

B. B. Johnson, Chief Train Dispatcher . . . . . La Grande, Ore.  
C. F. Roberts, Assistant Chief Train Dispatcher . . . . . La Grande, Ore.  
J. B. McLaughlin, Assistant Chief Train Dispatcher . . . . . La Grande, Ore.

**Third, Fourth and Fifth Subdivisions and Branches**

L. L. Rudd, Chief Train Dispatcher . . . . . Albina, Ore.  
W. W. Smith, Assistant Chief Train Dispatcher . . . . . Albina, Ore.  
M. A. Stearns, Assistant Chief Train Dispatcher . . . . . Albina, Ore.

**Time Inspectors are located as shown below:**

**The Ball Railroad Time Service, Chicago, Ill.**  
**R. V. Owens, General Supervisor of Time Service, Omaha.**  
Baker . . . . . Bacon Jewelry Store  
La Grande . . . . . J. H. Peare and Son  
Pendleton . . . . . C. A. Titus  
Hermiston . . . . . A. W. Behrman  
The Dalles . . . . . Ernest H. Newhouse  
Portland . . . . . N. L. Nielson  
Portland . . . . . Roy & Molin  
Centralia . . . . . C. R. Ahern  
Tacoma . . . . . Mierow's  
Seattle . . . . . Benn Tipp  
Argo . . . . . E. Le May  
Heppner . . . . . J. O. Peterson  
Hoquiam . . . . . Kneipps Jewelry Co.  
Aberdeen . . . . . Wiitamaki Jewelry Co.  
Olympia . . . . . Talcott Bros., Inc.



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**OREGON DIVISION**

**TIME-TABLE**  
**No. 35**

**Effective Sunday,**  
**June 2, 1946**  
**At 12:01 A.M. Pacific Time**

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**

# CONDENSED TIME-TABLE

## WESTWARD

### FIRST CLASS

401 Passenger	19 Passenger	65 Passenger	17 Passenger	15 Passenger	457 Passenger	11 Passenger	105 STREAMLINER PASSENGER	66 Passenger	Distance from Huntington	Time-Table No. 35 June 2, 1946
Daily	Daily	Daily	Daily	Daily	Daily	Daily	★See note below	Daily		
			6:00PM	5:50PM		6:25AM	12:47AM		0.0	HUNTINGTON
			9:25PM	8:45PM		9:20AM	3:08AM		99.6	LA GRANDE
			12:25AM	11:40PM		11:59AM	5:13AM	12:45AM	173.8	PENDLETON
			12:35AM	11:50PM		12:09PM	5:18AM	12:55AM	177.4	RIETH
	9:30PM	8:10PM							400.4	SPOKANE
	11:41PM	10:30PM							296.5	AYER
	1:10AM	12:01AM							243.3	WALLULA
	2:15AM	12:46AM						A 2:10AM	215.9	UMATILLA
	4:50AM		4:10AM	3:45AM		2:45PM	7:20AM		308.6	THE DALLES
11:30PM	A 7:15AM		A 6:50AM	A 6:30AM	8:15AM	A 4:55PM	A 9:15AM		389.4	PORTLAND
									394.2	ALBINA
3:10AM					10:59AM				480.5	CENTRALIA
5:20AM					12:50PM				534.5	TACOMA
6:30AM					1:50PM				569.5	ARGO
A 6:45AM					A 2:00PM				572.6	SEATTLE

(7.15) 25.3 (9.45) 37.7 (4.36) 40.1 (12.50) 39.3 (12.40) 30.7 (5.45) 31.8 (10.30) 37.1 (8.28) 46.0 (1.25) 29.6 ..... Thru Time  
Average speed per hour

★Note.—No. 105 will run only on the following dates:  
No. 105 due to leave Huntington on the 6th, 12th, 18th, 24th and 30th of each month.

### Standard clocks are located as shown below:

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

**MILEAGE**

OREGON DIVISION	
Main Line.....	619.09
Branches.....	493.46
<b>Total.....</b>	<b>1112.55</b>

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

# CONDENSED TIME-TABLE

## EASTWARD

### FIRST CLASS

Time-Table No. 35 June 2, 1946	Distance from Portland	65 Passenger	66 Passenger	12 Passenger	458 Passenger	106 STREAMLINER PASSENGER	18 Passenger	16 Passenger	20 Passenger	402 Passenger
STATIONS		Daily	Daily	Daily	Daily	★See note below	Daily	Daily	Daily	Daily
HUNTINGTON	389.4			A 7:50PM		A 1:13AM	A 6:00AM	A 8:00AM		
LA GRANDE	289.8			5:15PM		10:51PM	2:45AM	5:20AM		
PENDLETON	215.6	A 2:00AM		2:30PM		8:42PM	11:55PM	2:30AM		
RIETH	212.0	1:50AM		2:05PM		8:36PM	11:30PM	2:05AM		
SPOKANE	367.3		A 7:20AM						A 7:00AM	
AYER	263.4		4:43AM						4:23AM	
WALLULA	210.2		3:20AM						3:05AM	
UMATILLA	183.4	12:50AM	2:15AM						2:05AM	
THE DALLES	85.8			11:20AM		6:32PM	8:45PM	11:35PM	11:50PM	
PORTLAND	0.0			9:00AM	A 9:00PM	4:45PM	6:30PM	9:30PM	9:35PM	A 6:45AM
ALBINA	1.6									
CENTRALIA	91.1				6:36PM					2:53AM
TACOMA	145.1				5:15PM					1:00AM
ARGO	180.1				4:08PM					11:40PM
SEATTLE	183.2				4:00PM					11:30PM

Thru Time..... (1.10) (5.05) (10.50) (5.00) (8.28) (11.30) (10.30) (9.25) (7.15)  
Average speed per hour..... 35.4 36.2 35.9 36.6 46.0 33.8 37.1 30.0 25.3

★Note.—No. 106 will run only on the following dates:  
No. 106 due to leave Portland on the 1st, 7th, 13th, 19th and 25th of each month.

### Railroad Surgeons are located as shown below:

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

**WESTWARD**

**FIRST SUBDIVISION**

Car Capacity of Siding, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			
	677 Time Freight	699 Time Freight	655 Time Freight	17 Passenger	15 Passenger	11 Passenger	105 STREAMLINER PASSENGER
	Daily	Daily	Daily	Daily	Daily	Daily	★See note below
BCKO TWXYZ	6.30 <sup>156</sup>	12.01 <sup>PM</sup>	8.00 <sup>AM</sup>	6.00 <sup>PM</sup>	5.50 <sup>PM</sup>	6.25 <sup>AM</sup>	12.47 <sup>AM</sup>
74 P	6.55	12.25	8.25	6.10 <sup>156</sup>	6.00 <sup>156</sup>	6.35	12.56
74 P	7.08	12.40	8.38	6.16	6.06	6.41	1.02
71 PW	7.25 <sup>12</sup>	1.01 <sup>100</sup>	8.50	6.22	6.12	6.47	1.07
71 P	7.45	1.18	9.05	6.30	6.20	6.55	1.15
WB 75 EB 74 OPWXY	8.05	1.35	9.30	6.37	6.25	7.00	1.20
78 P	8.15	1.45	9.40	6.42	6.30	7.05	1.24
74 P	8.30	2.00	9.59	6.47	6.36	7.11 <sup>16</sup>	1.31
73 P	8.43	2.15	10.15	6.54 <sup>12</sup>	6.41	7.16	1.38
WB 75 EB 82 PWY	9.08	2.30	10.30	7.00	6.48 <sup>12</sup>	7.22	1.45
WB 91 EB 100 PXY	9.20	2.45	10.50 <sup>100</sup>	7.05	6.53	7.28	1.51
83 P	9.35	2.59 <sup>156</sup>	11.10	7.12	6.59	7.34	1.57 <sup>158</sup>
WB 93 EB 69 BKOPW XYZ	10.01	3.20	11.45 <sup>AM</sup>	7.30	7.10	7.45	2.05
74 P	10.12	3.35	12.05 <sup>PM</sup>	7.38	7.17	7.52	2.10
68 P	10.27	3.50	12.20	7.48	7.25	7.59	2.16
72 P	10.40	4.05	12.35	7.55	7.32	8.06	2.21
WB 81 EB 74 PW	10.53	4.19	12.50 <sup>156</sup>	8.05	7.38	8.13 <sup>100</sup>	2.25
73 P	11.00	4.27	1.00	8.10	7.42	8.17	2.28
75 P	11.08	4.40	1.12	8.16	7.47	8.22	2.33
WB 73 EB 73 PVWXY	11.22 <sup>106</sup>	4.57	1.30	8.25	7.53	8.28	2.37
79 P	11.35	5.09	1.42	8.33	8.01	8.35	2.43
73 P	11.47	5.18	1.53	8.40	8.08	8.42	2.49
105 PVWXY	11.58 <sup>PM</sup>	5.29 <sup>12</sup>	2.10	8.47	8.14	8.49	2.54
74 P	12.05 <sup>AM</sup>	5.36	2.25	8.53	8.18	8.54	2.58 <sup>18</sup>
71 P	12.12	5.45	2.35	8.59	8.23	8.59	3.02
BJKOP TWXYZ	12.30 <sup>AM</sup>	6.00 <sup>AM</sup>	3.00 <sup>PM</sup>	9.10 <sup>PM</sup>	8.30 <sup>PM</sup>	9.05 <sup>AM</sup>	3.08 <sup>AM</sup>

**Time-Table No. 35  
June 2, 1946**

STATIONS		
DN-R	HUNTINGTON	HU
DN	LIME	BY
	JETT	
	WEATHERBY	
	NELSON	
DN	DURKEE	DU
	LEONARD	
	OXMAN	
	HINDMAN	
	PLEASANT VALLEY	
DN	ENCINA	NA
	QUARTZ	
DN	BAKER	BC
	WING	
DN	HAINES	KB
	HUTCHINSON	
DN	NORTH POWDER	HD
	LUN	
	SAGO	
DN	TELOCASET	WK
	CROOKS	
	PYLE	
DN	UNION JCT.	UN
	HOT LAKE	
	LONETREE	
DN-R	LA GRANDE	Dispr Q RA

BLOCK SIGNALS

BLOCK SIGNALS

(99.6)

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.

★Note.—No. 105 will run only on the following dates:  
Due to leave Huntington on the 6th, 12th, 18th, 24th and 30th of each month.  
The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.  
No. 11 and No. 15 will stop at any station to discharge revenue passengers from Cheyenne or beyond.  
No. 17 will stop at any station to discharge revenue passengers from Pocatello or beyond.

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS				SECOND CLASS		
	18 Passenger	16 Passenger	12 Passenger	106 STREAMLINER PASSENGER	160 Time Freight	156 Time Freight	158 Time Freight
	Daily	Daily	Daily	★See note below	Daily	Daily	Daily
BCKO TWXYZ	6.00 <sup>AM</sup>	8.00 <sup>AM</sup>	7.50 <sup>PM</sup>	1.13 <sup>AM</sup>	2.00 <sup>PM</sup>	6.30 <sup>PM</sup>	5.00 <sup>AM</sup>
74 P	5.47	7.48	7.38	1.03	1.27	6.10 <sup>17</sup>	4.30
74 P	5.41	7.42	7.31	12.57	1.14	5.36	4.17
71 PW	5.35	7.36	7.25 <sup>677</sup>	12.52	1.01 <sup>699</sup>	5.20	4.05
71 P	5.27	7.27	7.16	12.45	12.40	4.58	3.50
WB 75 EB 74 OPWXY	5.20	7.22	7.10	12.40	12.25	4.42	3.40
73 P	5.12	7.17	7.05	12.35	12.01 <sup>PM</sup>	4.30	3.30
74 P	5.05	7.11 <sup>11</sup>	6.59	12.29	11.40 <sup>AM</sup>	4.05	3.10
73 P	4.59	7.04	6.54 <sup>17</sup>	12.24	11.27	3.50	3.01
WB 75 EB 82 PWY	4.52	6.58	6.48 <sup>15</sup>	12.18	11.05	3.28	2.40
WB 91 EB 100 PXY	4.45	6.52	6.42	12.12	10.50 <sup>655</sup>	3.20	2.30
83 P	4.34	6.45	6.35	12.04 <sup>AM</sup>	10.15	2.59 <sup>699</sup>	1.57 <sup>105</sup>
WB 93 EB 69 BKOPW XYZ	4.20	6.37	6.28	11.56 <sup>PM</sup>	9.45	2.30	1.30
74 P	4.07	6.28	6.20	11.51	9.05	1.40	12.30
68 P	3.59	6.21	6.13	11.45	8.50	1.20	12.15
72 P	3.51	6.15	6.07	11.40	8.35	1.05	12.03 <sup>AM</sup>
WB 81 EB 74 PW	3.44	6.09	6.01	11.36	8.13 <sup>11</sup>	12.50 <sup>655</sup>	11.50 <sup>PM</sup>
73 P	3.38	6.05	5.57	11.33	7.58	12.42	11.43
75 P	3.32	5.59	5.52	11.27	7.45	12.32	11.32
WB 73 EB 73 PVWXY	3.26	5.54	5.47	11.22 <sup>158</sup>	7.25	12.20 <sup>PM</sup>	11.22 <sup>108</sup>
79 P	3.17	5.47	5.41	11.15	6.55	11.45 <sup>AM</sup>	10.40
73 P	3.10	5.41	5.35	11.09	6.35	11.30	10.20
105 PVWXY	3.03	5.35	5.29 <sup>699</sup>	11.03	6.10	11.10	10.05
74 P	2.58 <sup>105</sup>	5.31	5.25	11.00	5.55	10.58	9.53
71 P	2.52	5.26	5.21	10.56	5.45	10.45	9.45
BJKOP TWXYZ	2.45 <sup>AM</sup>	5.20 <sup>AM</sup>	5.15 <sup>PM</sup>	10.51 <sup>PM</sup>	5.30 <sup>AM</sup>	10.30 <sup>AM</sup>	9.30 <sup>PM</sup>

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.

★Note.—No. 106 will run only on the following dates:  
Due to leave La Grande on the 1st, 7th, 13th, 19th and 25th of each month.  
The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.  
No. 12 and No. 16 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.  
No. 18 will stop on flag at any station for revenue passengers when destined Pocatello or beyond.

**WESTWARD**

**SECOND SUBDIVISION**

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS					66 Passenger Daily
	17 Passenger Daily	15 Passenger Daily	11 Passenger Daily	105 STREAMLINER PASSENGER ★See note below	66 Passenger Daily	
	BJKOP TWXYZ	9.25PM	8.45PM	9.20AM	3.08AM	
74 P	9.33	8.54	9.28	3.15		
WB 75 EB 73 PVWXY	9.40	9.01	9.35	3.21		
73 P	9.48	9.08	9.42	3.28		
135 PW	9.55	9.15	9.49	3.34		
	10.06	9.24	9.58	3.41		
C 132 PWXY	f10.10	9.28	10.02	3.44		
P	10.17	9.35	10.09	3.50		
WB 108 EB 102 PWX	f10.24	9.43	10.17	3.55 <sup>16</sup>		
74 P	10.33	9.52 <sup>106</sup>	10.27	4.03		
85 P	10.40	10.01	10.35	4.09		
90 PW	10.45	10.07	10.40	4.14		
Spur P	10.50	10.12	10.45	4.18		
WB 74 EB 74 PWXY	f10.56	10.18	10.50	4.23		
74 P	11.01	10.23	10.55	4.28		
106 P	11.12	10.31	11.03	4.35		
WB 78 EB 106 PWXY	f11.17	10.35	11.07	4.39		
99 P	11.21	10.39	11.11	4.42		
14 P	f11.25	10.43	11.15	4.45		
100 P	11.29	10.47	11.20	4.48		
48 PW	f11.34	10.51	11.25	4.51		
73 P	11.39	10.56	11.30	4.55		
72 P	11.45	11.02	11.36	5.01		
99 P	11.50	11.07	11.40	5.05		
69 BJKPVW XYZ	s11.55 <sup>18</sup> PM 12.25 <sup>18</sup> AM	s11.15 <sup>18</sup> 11.45 <sup>18</sup> AM	s11.45 <sup>18</sup> 11.59 <sup>18</sup> AM	s 5.13	12.45AM	
BJKO PTWX	A12.35AM	A11.50PM	A12.09PM	A 5.18AM	A12.55AM	

**Time-Table No. 35  
June 2, 1946**

STATIONS		Dispr	Q	RA
DN-R	LA GRANDE	4.0		
	PERRY	3.7		
	HILGARD	3.5		
	GLOVER	3.0		
	MOTANIC	3.5		
	NORDEEN	1.0		
DN	KAMELA	2.8	S	DOUBLE TRACK
	ROSS	2.8		
	MEACHAM	4.7		
	PORTER	3.1		
	HURON	3.6		
	CAMP	2.7		
	NORTH FORK	2.9		
	DUNCAN	3.1		
	SLOAN	5.9		
	BONIFER	2.6		
	GIBBON	2.3		
	TUMIA	2.5		
	THORN HOLLOW	2.5		
	HOMLY	2.5		
	CAYUSE	2.4		
	MINTHORN	3.5		
	MISSION	2.8		
	MUNRA	3.3		
DN	PENDLETON	3.6		FD
DN-R	RIETH			RI

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

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

(3.10)	(3.05)	(2.49)	(2.10)	(0.10)
24.5	25.2	27.6	35.9	21.6

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

★Note.—No. 105 will run only on the following dates:  
Due to leave La Grande on the 6th, 12th, 18th, 24th and 30th of each month.  
No. 11 and No. 15 will stop at any station to discharge revenue passengers from Cheyenne or beyond.  
No. 17 will stop at any station to discharge revenue passengers from Pocatello or beyond.

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS					Mile Post
	65 Passenger	16 Passenger	12 Passenger	106 STREAMLINER PASSENGER	18 Passenger	
	BJKOP TWXYZ					
74 P		A 5.05AM	A 5.00PM	A10.51PM	A 2.30AM	285.8
WB 75 EB 73 PVWXY		4.50	4.45	10.43	2.16	282.1
73 P		4.40	4.35	10.36	2.08	278.6
135 PW		4.32	4.27	10.29	2.01	275.6
		4.26	4.21	10.23	1.54	272.1
C 132 PWXY		4.18	4.13	10.18	1.46	271.1
P		4.15	4.10	10.15	f 1.43	268.3
WB 108 EB 102 PWX		4.03	3.59	10.08	1.33	265.5
74 P		3.55 <sup>105</sup>	3.54	10.02	f 1.27	260.8
85 P		3.45	3.44	9.52 <sup>15</sup>	1.16	257.7
90 PW		3.37	3.37	9.42	1.07	254.1
Spur P		3.32	3.32	9.36	1.01	251.4
WB 74 EB 74 PWXY		3.27	3.27	9.32	12.56	248.5
74 P		3.22	3.22	9.28	f12.51	245.4
106 P		3.17	3.17	9.24	12.46	239.5
WB 78 EB 106 PWXY		3.09	3.09	9.16	12.37	236.9
99 P		3.05	3.05	9.12	f12.32	234.6
14 P		3.01	3.01	9.09	12.27	232.1
100 P		2.58	2.58	9.06	12.23	229.6
48 PW		2.54	2.54	9.03	12.19	227.1
73 P		2.50	2.50	8.59	f12.15	224.7
72 P		2.45	2.45	8.55	12.10	221.2
99 P		2.39	2.39	8.50	12.04AM	218.9
69 BJKPVW XYZ		2.35	2.35	8.46	11.59PM	215.6
BJKO PTWX		A 2.00AM	s 2.30 2.15	s 2.30 2.20	s 8.42 11.55 <sup>17</sup> 11.40 <sup>18</sup>	212.0
		1.50AM	2.05AM	2.05PM	8.36PM	212.0
		Daily	Daily	Daily	★See note below	

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

(0.10)	(3.00)	(2.55)	(2.15)	(3.00)
21.6	25.9	26.6	34.6	25.9

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

★Note.—No. 106 will run only on the following dates:  
Due to leave Rieth on the 1st, 7th, 13th, 19th and 25th of each month.  
No. 12 and No. 16 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond.  
No. 18 will stop on flag at any station for revenue passengers when destined Pocatello or beyond.

WESTWARD

THIRD SUBDIVISION

Table with columns for Car Capacity, Second Class (151, 299, 699, 655), First Class (15, 11, 105, 19, 66, 17), and Stations (RIETH, BARNHART, CAMPBELL, NOLIN, ECHO, STANFIELD, HINKLE, HERMISTON, UMATILLA, BAILEY, IRRIGON, JUDSON, WESTLAND, ORDNANCE, MUNLEY, CLARKE, MESSNER, BOARDMAN, PETERS, CASTLE, BOULDER, HEPNER JCT., WILLOWS, SILICA, ARLINGTON, GILMORE, BLALOCK, RAMSAY, QUINTON, HOOK, GOFF, DAY, RUFUS, GRANT, BIGGS, MILLER, CELILO, OREGON TRUNK JCT., DUNE, THE DALLES). Includes Time-Table No. 35, June 2, 1946.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72. Between Hinkle and Messner, extra trains will run via Munley unless otherwise directed. \*Note.—No. 105 will run only on the following dates: Due to leave Rieth on the 6th, 12th, 18th, 24th and 30th of each month. The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines. No. 19 will stop at any station to discharge passengers from Washington Division. No. 11 and No. 15 will stop at any station to discharge revenue passengers from Cheyenne or beyond. No. 17 will stop at any station to discharge revenue passengers from Pocatello or beyond.

THIRD SUBDIVISION

EASTWARD

Table with columns for Stations (RIETH, BARNHART, CAMPBELL, NOLIN, ECHO, STANFIELD, HINKLE, HERMISTON, UMATILLA, BAILEY, IRRIGON, JUDSON, WESTLAND, ORDNANCE, MUNLEY, CLARKE, MESSNER, BOARDMAN, PETERS, CASTLE, BOULDER, HEPNER JCT., WILLOWS, SILICA, ARLINGTON, GILMORE, BLALOCK, RAMSAY, QUINTON, HOOK, GOFF, DAY, RUFUS, GRANT, BIGGS, MILLER, CELILO, OREGON TRUNK JCT., DUNE, THE DALLES), Mile Post, First Class (65, 12, 106, 18, 16, 20), and Second Class (198, 158, 258, 156). Includes Time-Table No. 35, June 2, 1946.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72. Between Hinkle and Messner, extra trains will run via Munley unless otherwise directed. \*Note.—No. 106 will run only on the following dates: Due to leave The Dalles on the 1st, 7th, 13th, 19th and 25th of each month. The time of No. 105 and No. 106 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines. No. 20 will stop on flag at any station between Portland and Umatilla for revenue passengers to Washington Division. No. 12 and No. 16 will stop on flag at any station for revenue passengers when destined Cheyenne or beyond. No. 65 will stop at Stanfield and Echo to let off passengers from points on Washington Division. No. 18 will stop on flag at any station for revenue passengers when destined Pocatello or beyond.

WESTWARD

FOURTH SUBDIVISION

Table with columns for Car Capacity, Class (Second Class, First Class), Time (Freight, Passenger), and Stations. Includes sub-tables for 'STATIONS' and 'BLOCK SIGNALS-AUTOMATIC TRAIN CONTROL'.

Time-Table No. 35 June 2, 1946

STATIONS

Vertical list of stations including DN-R THE DALLES, CRATES, ROWENA, CHATFIELD, MOSIER, HOOD RIVER, MENO, LINDSEY, WYETH, FARLEY, CASCADE LOCKS, BONNEVILLE, DODSON, ONEONTA, MULTNOMAH FALLS, BRIDAL VEIL, ROOSTER ROCK, CORBETT, TAYLOR, TROUTDALE, FAIRVIEW, CLARNIE, GRAHAM, BRUUN, HEMLOCK, FIR, KENTON, NORTH PORTLAND JCT., PENINSULA JCT., ST. JOHNS JCT., ALBINA, EAST PORTLAND, PORTLAND.

BLOCK SIGNALS-AUTOMATIC TRAIN CONTROL

Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. \*Note.—No. 105 will run only on the following dates: Due to leave The Dalles on the 6th, 12th, 18th, 24th and 30th of each month.

FOURTH SUBDIVISION

EASTWARD

Table with columns for Car Capacity, Class (First Class, Second Class), Time (Freight, Passenger), and Stations. Includes sub-tables for 'STATIONS' and 'BLOCK SIGNALS-AUTOMATIC TRAIN CONTROL'.

Time-Table No. 35 June 2, 1946

STATIONS

Vertical list of stations including DN-R THE DALLES, CRATES, ROWENA, CHATFIELD, MOSIER, HOOD RIVER, MENO, LINDSEY, WYETH, FARLEY, CASCADE LOCKS, BONNEVILLE, DODSON, ONEONTA, MULTNOMAH FALLS, BRIDAL VEIL, ROOSTER ROCK, CORBETT, TAYLOR, TROUTDALE, FAIRVIEW, CLARNIE, GRAHAM, BRUUN, HEMLOCK, FIR, KENTON, NORTH PORTLAND JCT., PENINSULA JCT., ST. JOHNS JCT., ALBINA, EAST PORTLAND, PORTLAND.

BLOCK SIGNALS-AUTOMATIC TRAIN CONTROL

Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule S-72.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. \*Note.—No. 106 will run only on the following dates: Due to leave Portland on the 1st, 7th, 13th, 19th and 25th of each month.

WESTWARD					FIFTH SUBDIVISION					EASTWARD				
FIRST CLASS					Time-Table No. 35 June 2, 1946	Mile Post	FIRST CLASS							
401	99	457	97	96			458	98	402					
Passenger	CMSt. P & P Passenger (16)	Passenger	CMSt. P & P Passenger (15)	CMSt. P & P Passenger (15)			Passenger	CMSt. P & P Passenger (16)	Passenger					
STATIONS					STATIONS									
	11.30PM		8.15AM		PORTLAND	0.0		A 9.00PM		A 6.45AM				
X					0.5 EAST PORTLAND	0.5								
X					1.1 DN-R ALBINA B	1.6								
IJPX					2.5 ST. JOHNS JCT.	4.1								
IJPXY					1.5 PENINSULA JCT.	5.6								
IJPVX	11.53PM		8.38AM		1.2 DN NORTH PORTLAND JCT. KD	6.8		8.37PM		6.20AM				
	12.05 AM		8.43 AM		1.9 VANCOUVER	8.7		8.32 PM		6.15 AM				
<p><b>BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND &amp; SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.</b></p> <p><b>BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.</b></p>														
					N. P. CROSSING	145.2								
					1.2 N. P. CROSSING	146.4								
					0.1 N. P. CROSSING	146.5								
IJ	5.25AM		12.55PM		0.3 DN RESERVATION RN	146.8		4.59PM		12.34AM				
JP	5.29AM		12.59PM		0.7 DN TACOMA JCT. JN	147.5		4.55PM		12.30AM				
<p><b>BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE, ST. PAUL &amp; PACIFIC R. R. CO.</b></p>														
28 07	IPVX	6.20AM		1.41PM		173.8		4.17PM		11.50PM				
					DN-R BLACK RIVER BI	173.8								
					0.0 C. M. St. P. & P. & P. C. CROSSING	173.8								
	BIJKOP TVWXYZ	6.30	8.39PM	1.50	6.3 DN-R ARGO G	180.1	A 8.29AM	4.08	A 9.40PM	11.40				
	BKPXZ	A 6.45AM	A 9.00PM	A 2.00PM	3.1 DN-R SEATTLE OW	183.2	8.20AM	4.00PM	9.30PM	11.30PM				
					(183.2)		Daily	Daily	Daily	Daily				
		(7.15) 25.3	(0.21) 8.6	(5.45) 31.8	(0.25) 7.4	Thru Time	(0.09) 20.7	(5.00) 36.6	(0.10) 18.6	(7.15) 25.3				
<p><b>On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.</b></p> <p>Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision time-table between Portland and North Portland Jct.</p>														
<p><b>THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.</b></p>														
WESTWARD					EASTWARD									
		691	681		692	690								
		7.00PM	11.00AM		A 5.00PM	A 3.45AM								
		A 4.30AM	A 11.00PM		6.30AM	6.00PM								
					ALBINA									
					ARGO									

WESTWARD					JOSEPH BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 35 June 2, 1946	Mile Post	SECOND CLASS							
STATIONS							STATIONS							
							305 Mixed							
					Daily Except Sunday									
28	OWXY				11.45AM	D-R	JOSEPH	J	83.8	A10.15AM				
22	X				12.30PM	D	ENTERPRISE	RS	78.8	10.00				
39					12.53		LOSTINE		67.8	9.07				
27	WXY				1.10	D	WALLOWA	WO	60.0	8.50				
Spur							SEVIER		56.7					
12	{W.M.P. 49.0}				1.42		MINAM		47.1	8.10				
Spur					1.58		VINCENT		40.6	7.54				
7							RONDOWA		37.2					
40	{W.M.P. 32.6}				2.15		LOOKING GLASS		33.8	7.37				
32					2.37		GULLING		25.1	7.15				
35	WXY				2.50	D	ELGIN	GN	20.9	7.05				
18					3.15	D	IMBLER	BR	12.8	6.32				
20					3.25		ALICEL		8.4	6.22				
6							CONLEY		5.9					
12					3.40		ISLAND CITY		2.6	6.10				
	BJKOP TWXYZ				4.00PM	DN-R	LA GRANDE	Dispr Q RA	0.0	6.00AM				
							(83.8)			Daily Except Sunday				
		(4.15) 19.7			Thru Time					(4.15) 19.7				
					Average speed per hour									
<p><b>Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.</b></p>														
WESTWARD					BEND BRANCH					EASTWARD				
SECOND CLASS					Time-Table No. 35 June 2, 1946	Mile Post	SECOND CLASS							
STATIONS							STATIONS							
		313 Mixed	315 Mixed											
		Daily Ex. Sat. and Mon.	Saturday											
BCOK WXYZ		12.01 AM	12.30 PM	DN-R	BEND	ND	150.0	A 7.35 AM						
<p><b>BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF OREGON TRUNK RAILWAY.</b></p>														
JPV		A 8.10 AM	A 7.30 PM	N	OREGON TRUNK JUNCTION	VO	00	12.44 AM						
					(150.0)			Daily Ex. Sunday						
		(8.09) 18.4	(7.00) 21.4		Thru Time			(6.51) 21.9						
					Average speed per hour									
<p><b>BEND BRANCH SHOWN FOR INFORMATION ONLY.</b></p>														



**WESTWARD**

**GRAYS HARBOR BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A).	<b>SECOND CLASS</b>				<b>Time-Table No. 35</b> June 2, 1946	Mile Post	<b>SECOND CLASS</b>			
			<b>309</b>	<b>307</b>			<b>308</b>	<b>306</b>		
			CMSt. P.&P Freight	Mixed			CMSt. P.&P Freight	Mixed		
			Daily Except Sunday	Daily Except Monday						
				<b>STATIONS</b>						
<b>BJKOP</b> <b>TWXYZ</b>			1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0	A 11.15 PM		

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

<b>JMPV</b>				1.25 AM	<b>BLAKESLEE JUNCTION</b>	2.4		11.00 PM
<b>M</b>					0.0			
<b>M</b>					N. P. CROSSING	2.4		
					0.0			
					C. M. St. P. & P. CROSSING	2.4		
					0.2			
<b>23 P</b>				f 1.35	RAISCH	2.6		
<b>43 JPVX</b>				2.43 AM f 1.55	GALVIN	5.0		f 10.43
<b>48 PWX</b>				2.55 s 2.00	<b>HELING JUNCTION</b>	12.2	A 8.00 PM	f 10.20
<b>18 P</b>				3.10 f 2.10	1.5			
<b>52 P</b>				3.25 f 2.25	N-R INDEPENDENCE ND	13.7	7.52	s 10.15
<b>51 P</b>				3.35 f 2.35	4.6			
<b>10</b>				3.42 f 2.43	BALCH	18.3	7.40	f 10.00
<b>44 P</b>				3.48 f 2.50	3.9			
<b>I</b>					CEDARVILLE	22.2	7.30	f 9.45
<b>Spur PWX</b>				3.55 f 3.00	4.1			
<b>31 P</b>				4.05 f 3.10	LANKNER	26.3	7.20	f 9.35
<b>53 PXY</b>				4.30 f 3.40	2.6			
<b>X</b>					RONY	28.9	7.15	f 9.25
<b>PVX</b>					1.9			
<b>58 PXY</b>				4.30 f 3.40	SAGINAW	30.8	7.10	f 9.20
<b>27 P</b>				4.36 f 3.52	0.7			
<b>32 PV</b>				4.45 f 4.00	SCHAFFER BROS. CROSSING	31.5		
<b>83 JPWXY</b>				5.00 s 4.15	1.0			
<b>82 BKPVXZ</b>				5.15 AM s 4.45 AM	SOUTH ELMA	32.5	7.05	f 9.15
					3.5			
					FULLER	36.0	6.50	f 9.05
					8.3			
					<b>SOUTH MONTESANO</b>	42.3	6.30	f 8.50
					1.5			
					<b>SOUTH MONTESANO</b>	42.3		
					1.5			
					D MONTESANO MO	43.8		
					1.5			
					<b>SOUTH MONTESANO</b>	42.3	6.30	f 8.50
					1.5			
					MELBOURNE	43.8	6.14	f 8.30
					2.9			
					PREACHER'S SLOUGH	46.7	5.50	f 8.20
					4.5			
					COSMOPOLIS	51.2	5.35	s 8.05
					2.1			
					N. P. CROSSING	53.3		
					0.6			
					DN R. ABERDEEN SA	53.9	5.20 PM	s 7.45 PM
					3.6			

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

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

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

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

Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and regulations of Northern Pacific Ry.

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

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

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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

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

**GENERAL**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	90	70	70	45	Jordan spreaders and other machines of spreader type, when in operation.				15
Motor trains and inspection bus cars.			40	40	Moving against current of traffic between Biggs and Crates.	20	20	20	20
When caboose is handled in train consisting of passenger equipment.		50	50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.				20 6
3800 and 3900 class engines.			55	45	Trains handling scale test cars: On main line. On branch lines.				30 25
5000 class engines.			50	45	Within yard limits: On main line. On branch lines.	50	50	40 30	25 15
4000 and 9000 class engines.			45	40	0-6-0 and 0-8-0 type yard engines.	40	40	40	25
MacArthur type engines with 63-inch drivers.			50	45	C. M. St. P. & P. class L engines.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.	15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.	15	15	15	15
C. M. St. P. & P. class L engines.			35	35	Light engines.				35
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.			35	35	Engines running backward.	20	20	20	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.			25	25	Trains handling company roadway machines on their own wheels.				25
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.			35	35	Trains handling gravel loaded in Rodger or Hart ballast cars.				25
Light engines.				35					
Engines running backward.	20	20	20	20					
Trains handling company roadway machines on their own wheels.				25					5
Trains handling gravel loaded in Rodger or Hart ballast cars.				25					

**FIRST SUBDIVISION**

Lime, high line track and connection.				10	Descending grade, between Pleasant Valley and Quartz.	60	50	50	25
Descending grade, Leonard to Durkee.				25	Baker, over street crossings within city limits.	15	15	15	15
Descending grade, Pleasant Valley to Leonard.	50	40	40	20	Descending grade, Telocaset to Union Jet.	55	45	45	25

**FIRST SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frnt.		Str.	DE-Psgr.	Psgr.	Frnt.
Between Mile Posts— <b>Union Jct.</b> 302.7 and 307.4	40	30	30	20	Between Mile Posts— <b>Oxman</b> 362.1 and 363.6	45	35	35	20
307.4 and 308.8	55	45	45	20	364.1 and 364.5	40	30	30	20
<b>Crooks</b> 308.8 and 310.4	45	35	35	25	<b>Leonard</b> 366.3 and 366.5	70	60	60	25
311.0 and 311.8	55	45	45	25	<b>Durkee</b> 370.7 and 371.0	70	60	60	45
<b>Telocaset</b> 313.5 and 314.3	50	40	40	30	<b>Nelson</b> 372.8 and 377.1	40	30	30	20
<b>Sago</b> 315.4 and 318.5	35	25	25	20	<b>Weatherby</b> 378.1 and 378.4	40	30	30	20
<b>Lun</b> 318.7 and 319.5	45	35	35	20	378.8 and 379.0	40	30	30	20
321.3 and 321.6	70	60	60	45	379.3 and 379.5	60	50	50	40
<b>Baker</b> 343.6 and 344.4	55	45	45	35	379.9 and 380.1	55	45	45	35
344.5 and 345.2	70	60	60	45	380.4 and 380.5	45	35	35	25
346.9 and 347.2	70	60	60	45	<b>Jett</b> 380.8 and 381.2	60	50	50	40
<b>Quartz</b> 348.4 and 349.8	35	25	25	20	381.4 and 381.7	45	35	35	25
<b>Encina</b> 351.0 and 352.6	45	35	35	25	382.4 and 382.6	60	50	50	40
353.6 and 354.0	45	35	35	20	383.0 and 383.2	70	60	60	45
354.2 and 354.5	70	60	60	45	383.8 and 383.9	70	60	60	45
<b>Pleasant Valley</b> 355.9 and 360.2	35	25	25	20	<b>Lime</b> 384.4 and 385.2	35	25	25	20
360.3 to 360.5, descending grade.	50	40	40	20	386.4 and 388.0 <b>Huntington</b>	40	30	30	20

**SECOND SUBDIVISION**

Between Hilgard and Huron, ascending and descending grade.	35	25	25	20	Between Mile Posts— <b>Cayuse</b> 227.3 and 231.7	45	35	35	25
Duncan, on wye.				8	<b>Thorn Hollow</b> 232.6 and 232.9	70	60	60	45
Pendleton, over Thompson, Main and Aura Streets.	12	12	12	12	233.0 and 233.9	55	45	45	35
Pendleton, over other street crossings within city limits.	20	20	20	20	<b>Bonifer</b> 236.6 and 237.9	40	30	30	20
Between Mile Posts— <b>Pendleton</b> 217.0 and 218.4	45	35	35	25	239.8 and 240.0	55	45	45	35
<b>Munra</b> 218.7 and 219.0	60	50	50	40	240.0 and 240.2	35	25	25	20
220.1 and 220.5	55	45	45	35	240.3 and 240.6	70	60	60	45
<b>Mission</b> 222.8 and 223.8	40	30	30	20	241.1 and 242.0	35	25	25	20
<b>Minthorn</b> 226.0 and 226.1	70	60	60	45	<b>Conway</b> 242.5 and 242.7	60	50	50	40
					243.0 and 243.2	70	60	60	45
					243.8 and 244.4	55	45	45	35

**SECOND SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frnt.		Str.	DE-Psgr.	Psgr.	Frnt.
Between Mile Posts— <b>Sloan</b> 245.4 and 246.1	60	50	50	40	Between Mile Posts— <b>Huron</b> 257.2 and 282.1	35	25	25	20
247.2 and 249.5	40	30	30	20	<b>Hilgard</b> 282.1 and 283.3	45	35	35	25
249.9 and 250.6	70	60	60	45	283.3 and 288.8 <b>La Grande</b>	35	25	25	20
251.0 and 251.2	40	30	30	20					
251.4 and 251.9	60	50	50	40					
252.2 and 257.2	40	30	30	20					

**THIRD SUBDIVISION**

Between Messner and Hinkle via Umatilla.	60	60	60	40	Between Mile Posts— <b>Quinton</b> 123.7 and 123.8	60	50	50	40
Echo, mill spur and wool warehouse.				6	124.0 and 124.8	70	60	60	45
Echo, over first road crossing east and west of depot.	30	30	30	30	<b>Ramsay</b> 129.2 and 130.0	70	60	60	45
Hermiston, over road crossing east end of depot.	15	15	15	15	<b>Blalock</b> 130.4 and 130.5	60	50	50	40
Umatilla, on track No. 7.	25	25	25	15	130.9 and 131.0	70	60	60	45
Umatilla, on wye.	10	10	10	10	132.7 and 132.8	70	60	60	45
The Dalles, over street crossings.	12	12	12	12	<b>Gilmore</b> 134.7 and 134.8	70	60	60	45
Hermiston, on house track west of McNaught warehouse.				6	136.1 and 136.3	70	60	60	45
Hermiston, Standard and Union Oil spurs.				6	<b>Arlington</b> 140.5 and 141.6	70	60	60	45
Between Mile Posts— <b>Seufert</b> 87.5 and 88.4	45	35	35	25	<b>Silica</b> 142.6 and 142.8	60	50	50	40
91.2 and 91.4	70	60	60	45	143.8 and 144.0	60	50	50	40
<b>Oregon Trunk Jct.</b> 95.8 and 96.8	60	50	50	40	<b>Willows</b> 146.3 and 147.0	70	60	60	45
<b>Cello</b> 97.9 and 98.1	60	60	60	45	147.9 and 148.5	55	45	45	35
99.0 and 100.1	55	45	45	35	<b>Heppner Jct.</b> 149.4 and 149.6	70	60	60	45
<b>Rufus</b> 110.0 and 110.2	70	60	60	45	150.0 and 150.2	70	60	60	45
<b>Day</b> 112.5 and 114.3	60	50	50	40	151.0 and 151.3	70	60	60	45
114.7 and 114.9	70	60	60	45	151.7 and 154.5 <b>Castle</b>	70	60	60	45
<b>Goff</b> 116.2 and 116.4	70	60	60	45					
118.6 and 118.7	70	60	60	45					
<b>Hook</b> 120.6 and 120.8	60	50	50	40					

**THIRD SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frnt.		Str.	DE-Psgr.	Psgr.	Frnt.
<b>Umatilla Line</b> Between Mile Posts— <b>Messner</b> 167.5 and 167.7	60	50	50	40	<b>Line East of Hinkle</b> Between Mile Posts— <b>Hinkle</b> 187.3 and 187.5	70	60	60	45
170.9 and 171.0	60	60	60	40	188.0 and 188.3	60	50	50	40
<b>Judson</b> 172.8 and 172.9	60	60	60	40	<b>Stanfield</b> 188.8 and 189.0	60	50	50	40
175.4 and 175.5	60	60	60	40	190.0 and 190.4	70	60	60	45
<b>Irrigon</b> 178.3 and 178.4	60	60	60	40	190.7 and 191.9	60	50	50	40
<b>Umatilla</b> 184.5 and 185.1	60	50	50	40	<b>Echo</b> 193.3 and 193.5	70	60	60	45
185.2 and 185.3	60	60	60	40	193.7 and 194.5	45	35	35	25
186.8 and 186.9	60	60	60	40	195.4 and 195.6	60	50	50	40
187.5 and 187.6	55	45	45	35	196.7 and 197.3	60	50	50	40
187.9 and 188.1	60	50	50	40	197.8 and 198.2	55	45	45	35
<b>Hermiston</b> 189.8 and 191.2	40	30	30	20	<b>Nolin</b> 198.4 and 198.7	45	35	35	25
192.2 and 192.6	60	50	50	40	<b>Yoakum</b> 200.6 and 200.9	60	50	50	40
193.3 and 193.5	15	15	15	15	201.5 and 201.6	70	60	60	45
<b>Hinkle</b>					202.2 and 204.5	60	50	50	40
<b>Line Via Munley</b> <b>Westland</b> 181.7 and 182.0	60	50	50	40	205.8 and 206.2	70	60	60	45
<b>Hinkle</b>					206.7 and 206.8	60	50	50	40
					<b>Barnhart</b> 208.8 and 209.3	60	50	50	40
					209.6 and 210.3	55	45	45	35
					<b>Rieth</b>				

**FOURTH SUBDIVISION**

Troutdale, Nos. 16 and 20, to permit exchange of mail.		30	30		Between Mile Posts— <b>Fairview</b> 13.2 and 13.5	55	45	45	35
Between Kenton and Troutdale.	45	45	45	35	<b>Troutdale</b> 14.8 and 17.9	70	60	60	45
East Portland, over frogs and crossings and through interlocking, east end of Willamette River Bridge.	8	8	8	8	18.2 and 18.5	60	50	50	40
Between East Portland and Albina, curve at Globe Mill.	8	8	8	8	<b>Corbett</b> 20.1 and 22.4	60	50	50	40
Between Portland and Albina, backing up.	8	8			<b>Rooster Rock</b> 23.8 and 24.0	55	45	45	35
Between Portland and Albina, over street crossings.	10	10	10	10	<b>Latourell</b> 24.8 and 25.2	60	50	50	40
Between Mile Posts— <b>Graham</b> 1.0 and 6.1	40	30	30	20	25.5 and 26.0	70	60	60	45
6.1 and 7.6	60	50	50	40	<b>Bridal Veil</b> 27.5 and 29.4	60	50	50	40
<b>Clarnie</b> 10.9 and 12.0	60	50	50	40					

**FOURTH SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frnt.		Str.	DE-Psgr.	Psgr.	Frnt.
Between Mile Posts— <b>Multnomah Falls</b> 30.7 and 31.4	60	50	50	40	Between Mile Posts— <b>Meno</b> 59.0 and 61.9	55	45	45	35
<b>Oneonta</b> 31.8 and 32.0	70	60	60	45	<b>Hood River</b> 64.4 and 66.1	60	50	50	40
32.4 and 32.8	70	60	60	45	66.4 and 66.7	45	35	35	25
<b>Dodson</b> 35.5 and 37.3	55	45	45	35	67.1 and 71.4	45	35	35	25
<b>Bonneville</b> 38.2 and 39.2	60	50	50	40	71.4 and 72.1	35	25	25	20
39.7 and 39.9	60	50	50	40	<b>Chatfield</b> 72.3 and 72.7	55	45	45	35
41.4 and 42.4	45	35	35	25	73.8 and 74.3	60	50	50	40
42.7 and 42.9	70	60	60	45	74.6 and 74.8	70	60	60	45
<b>Cascade Locks</b> 43.2 and 43.4	60	50	50	40	75.1 and 75.8	55	45	45	35
43.8 and 44.1	55	45	45	35	<b>Rowena</b> 76.3 and 77.0	60	50	50	40
44.3 and 44.9	60	50	50	40	77.5 and 78.2	70	60	60	45
45.4 and 48.8	55	45	45	35	78.9 and 79.2	55	45	45	35
48.8 and 49.4	40	30	30	20	79.5 and 79.8	70	60	60	45
<b>Wyeth</b> 49.7 and 51.8	55	45	45	35	80.0 and 81.2	55	45	45	25
51.8 and 54.7	45	35	35	25	<b>Crates</b> 81.8 and 82.1	60	50	50	40
54.7 and 54.8	40	30	30	20	<b>The Dalles</b>				
54.8 and 56.2	45	35	35	25					
56.6 and 58.3	55	45	45	35					

**FIFTH SUBDIVISION**

Argo, over slip switch, Lucile Street, with 7000 and 7800 class engines.			10	10					
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**BRANCHES**

<b>Joseph Branch.</b> Between La Grande and M.P. 25.			35	30	<b>Grass Valley Branch.</b> Maximum speed.			30	25
Between M.P. 25 and 55.			30	25	Between Kent and M.P. 39.			25	15
Between M.P. 55 and 72.			35	30	Between M.P. 33 and Thornberry, on descending grades.			30	20
Between M.P. 72 and Joseph.			30	25	Between Thornberry and Biggs, on descending grades.			20	10
Heavy Pacific type engines on 11- and 12-degree curves.			12	12	<b>Grays Harbor Branch.</b> Maximum speed.			40	35
Heavy Pacific type engines on curves of more than 12 degrees.			8	8	Trains handling rock.				25
<b>Pilot Rock Branch.</b>			15	15	Preacher's Slough to M.P. 47.			10	10
<b>Hepner Branch.</b>			30	25	Aberdeen, within city limits.			20	20
<b>Condon Branch.</b> Maximum speed.			30	25	Aberdeen, over street crossings.			10	10
On descending grades between Speece and Mikkalo.			25	15	Cosmopolis, within city limits.			20	15
On descending grades between Barnett and Rock Creek.			25	15	Cosmopolis, with logs within city limits.				8
					Blue Slough, on rollways.				6
					<b>Tono Branch.</b>			30	15
					<b>Olympia Branch.</b>			20	20

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