

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 39

Effective Sunday,
June 29, 1947
At 12:01 A.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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

L. A. COLLINS
 General Manager

H. E. SHUMWAY
 General Superintendent Transportation

G. J. MULICK
 Assistant General Manager

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

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivisions and Branches

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

Time Inspectors are located as shown below:

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

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

FIRST CLASS						Distance from Huntington	Time-Table No. 39	
105 Streamliner Passenger	19 Passenger	65 Passenger	17 Passenger	457 Passenger	11 Passenger		June 29, 1947	STATIONS
Daily	Daily	Daily	Daily	Daily	Daily		HUNTINGTON	
10.40PM			6.00PM		6.30AM	0.0	LA GRANDE	
1.08AM			9.10PM		9.25AM	99.6	PENDLETON	
3.25			12.25AM		12.05PM	173.8	RIETH	
3.35			12.35		12.15	177.4	SPOKANE	
	9.30PM	7.40PM				400.4	AYER	
	11.48PM	10.00				296.5	WALLULA	
	1.20AM	11.30PM				243.3	UMATILLA	
	2.20	12.20AM				215.9	THE DALLES	
5.55	5.00		4.00		3.18	303.6	PORTLAND	
A 8.00AM	A 7.30AM	A 1.30AM Pendleton	A 6.30AM	8.30AM	A 5.30PM	389.4	CENTRALIA	
				11.20AM		480.5	TACOMA	
				1.00PM		534.5	ARGO	
				2.05		569.5	SEATTLE	
				A 2.15PM		572.6		

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

Standard clocks are located as shown below:

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

MILEAGE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.8
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 39		Distance from Portland	FIRST CLASS					
June 29, 1947	STATIONS		66 Passenger	12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger
HUNTINGTON	389.4		A 7.00PM		A 2.50AM	A 7.55AM		
LA GRANDE	289.8		4.00		12.05AM	5.05		
PENDLETON	215.6		1.30		9.43PM	2.25		
RIETH	212.0		1.10PM		9.28	1.50AM		
SPOKANE	367.3	A 7.50AM					A 7.00AM	
AYER	263.4	5.15					4.23	
WALLULA	210.2	3.55					3.05	
UMATILLA	183.4	2.50					2.05AM	
THE DALLES	85.8		10.20AM		7.20	11.15PM	11.25PM	
PORTLAND	0.0	L 12.45AM Pendleton	8.10AM	A 8.50PM	5.30PM	9.10PM	9.20PM	
CENTRALIA	91.1			6.26				
TACOMA	145.1			5.05				
ARGO	180.1			3.58				
SEATTLE	183.2			3.50PM				

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

Railroad Surgeons are located as shown below:

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

WESTWARD		FIRST SUBDIVISION						EASTWARD		
Car Capacity of Siding, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			STATIONS			
	677	699	655	105	17	11	Time-Table No. 39			
	Time Freight	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger	June 29, 1947			
	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
BCKO PTWXYZ	7.00 ¹² PM	12.01PM	8.05AM	10.40PM	6.00 ¹⁵⁶ PM	6.30AM	DN-R HUNTINGTON HU	4.9		
74 P	7.15	12.25	8.25	10.50	6.10	6.40	DN LIME BY	3.6		
74 P	7.23	12.40	8.38	10.56	6.17	6.46	JETT	3.4		
100 PW	7.31	1.01 ¹⁶⁰	8.50	11.01	6.25 ¹²	6.52	WEATHERBY	5.1		
71 P	7.43	1.18	9.05	11.08	6.33	7.00	NELSON	3.5		
WB 75 EB 74 PWXY	8.05	1.35	9.30	11.12	6.39	7.06	DN DURKEE DU	3.5		
73 P	8.15	1.45	9.38	11.17	6.44	7.12 ¹⁸	LEONARD	3.7		
74 P	8.30	2.00	9.48	11.23	6.51	7.20	OXMAN	2.9		
73 P	8.43	2.15	10.01	11.29	6.57	7.26	HINDMAN	3.4		
WB 75 EB 82 PWY	9.08	2.30	10.20	11.36	7.03	7.33	PLEASANT VALLEY	3.5		
WB 91 EB 109 PXY	9.20PM	2.45PM	10.50 ¹⁶⁰ AM	11.41	7.10	7.39	DN ENCINA NA	4.6		
107 P				11.47	7.18	7.45	QUARTZ	5.3		
WB 109 BKOPW EB 111 XYZ				11.58PM	7.35	7.55	DN BAKER BC	4.4		
106 P				12.03AM	7.43	8.01	WING	5.9		
106 P				12.08	7.51	8.08	D HAINES KB	9.6		
106 PW				12.17	8.03	8.19	D NORTH POWDER HD	6.6		
107 P				12.25	8.14	8.29	SAGO	2.9		
147 PVWXY				12.29	8.20	8.35	D TELOCASET WK	3.7		
105 P				12.35 ¹⁰⁶	8.27	8.42	CROOKS	6.7		
105 PVWY				12.46	8.40	8.55	D UNION JCT. UN	3.2		
							HOT LAKE	4.1		
105 P				12.53	8.49	9.04	LONETREE	5.1		
BJKOP TWXYZ	A 12.30AM	A 6.00PM	A 3.00PM	A 1.03AM	A 8.55PM	A 9.10AM	DN-R LA GRANDE Dispr Q RA	(99.6)		

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

Except where Centralized Traffic Control system is in operation, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

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

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

WESTWARD		FIRST SUBDIVISION						EASTWARD		
Car Capacity of Siding, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			STATIONS			
	106	18	12	106	18	12	Time-Table No. 39			
	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	June 29, 1947			
	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
BCKO PTWXYZ	2.00 ¹⁷ PM	6.00 ¹⁷ PM	5.00AM	2.50AM	7.55AM	7.00 ⁶⁷⁷ PM	DN-R HUNTINGTON HU	4.9		
74 P	1.27	5.30	4.30	2.35	7.41	6.43	DN LIME BY	3.6		
74 P	1.14	5.21	4.17	2.27	7.34	6.34	JETT	3.4		
100 PW	1.01 ⁶⁹⁹	5.12	4.05	2.20	7.28	6.25 ¹⁷	WEATHERBY	5.1		
71 P	12.40	5.01	3.50	2.12	7.21	6.17	NELSON	3.5		
WB 75 EB 74 PWXY	12.25	4.43	3.40	2.06	7.16	6.12	DN DURKEE DU	3.5		
73 P	12.01PM	4.30	3.30	2.01	7.12 ¹¹	6.07	LEONARD	3.7		
74 P	11.40AM	4.05	3.10	1.55	7.04	6.00	OXMAN	2.9		
73 P	11.27	3.50	3.01	1.50	6.57	5.54	HINDMAN	3.4		
WB 75 EB 82 PWY	11.05	3.28	2.40	1.44	6.50	5.47	PLEASANT VALLEY	3.5		
WB 91 EB 109 PXY	10.50 ⁶⁵⁵ AM	3.20PM	2.30AM	1.38	6.44	5.41	DN ENCINA NA	4.6		
107 P				1.30	6.36	5.33	QUARTZ	5.3		
WB 109 BKOPW EB 111 XYZ				1.20	6.26	5.23	DN BAKER BC	4.4		
106 P				1.13	6.15	5.10	WING	5.9		
106 P				1.07	6.08	5.03	D HAINES KB	9.6		
106 PW				12.56	5.56	4.51	D NORTH POWDER HD	6.6		
107 P				12.47	5.47	4.41	SAGO	2.9		
147 PVWXY				12.42	5.42	4.36	D TELOCASET WK	3.7		
105 P				12.35 ¹⁰⁵	5.34	4.28	CROOKS	6.7		
105 PVWY				12.20	5.20	4.15	D UNION JCT. UN	3.2		
							HOT LAKE	4.1		
105 P				12.11	5.11	4.07	LONETREE	5.1		
BJKOP TWXYZ	5.30AM	10.30AM	9.30PM	12.05AM	5.05AM	4.00PM	DN-R LA GRANDE Dispr Q RA	(99.6)		

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

Except where Centralized Traffic Control system is in operation, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

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

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Siding, etc. See Rule 6(A).					FIRST CLASS			
	17		11		105		66	
	Passenger	Passenger	Streamliner	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily				
BJKOP TWXYZ	9.10PM	9.25AM	1.08AM					
82 P	9.20	9.33	1.15					
WB 75 EB 73 PVWXY	9.28	9.40	1.21					
73 P	9.37	9.48	1.28					
135 PW	9.46	9.54	1.34					
P	9.55	10.02	1.41					
C 132 PWXY	10.02	10.06	1.44					
P	10.08	10.13	1.49					
WB 108 EB 102 PWX	10.15	10.20	1.54					
74 P	10.24	10.29	2.01					
85 P	10.32	10.36	2.07					
90 PW	10.43 ¹⁰⁶	10.42	2.12					
Spur P	10.48	10.47	2.16					
WB 74 EB 74 PWXY	10.53	10.52	2.21					
74 P	10.59	10.58	2.27					
106 P	11.07	11.07	2.35					
WB 78 EB 106 PWXY	11.11	11.11	2.40					
99 P	11.14	11.15	2.43					
14 P	11.18	11.18	2.46					
100 P	11.22	11.22	2.49 ¹⁸					
48 PW	11.26	11.26	2.53					
73 P	11.30	11.30	2.57					
72 P	11.36	11.36	3.03					
99 P	11.42	11.39	3.08					
69 BJKPVW XYZ	11.55PM 12.25AM	11.45AM 12.05AM	3.20 3.25	12.45AM				
BJKO PTWX	A12.35AM	A12.15PM	A 3.35AM	A12.55AM				

Time-Table No. 39
June 29, 1947

STATIONS		
DN-R	LA GRANDE	Dispr Q RA
	4.0	
	PERRY	3.7
	HILGARD	3.5
	GLOVER	3.0
	MOTANIC	3.5
	NORDEEN	1.0
	KAMELA	2.8
	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	2.3
	MUNRA	3.3
DN	PENDLETON	FD
	3.6	
DN-R	RIETH	RI
	(77.8)	

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

..... Thru Time
22.8 27.5 31.7 21.6 Average speed per hour

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

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

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Siding, etc. See Rule 6(A).					FIRST CLASS			
	65		18		12		106	
	Passenger	Passenger	Passenger	Streamliner	Passenger	Passenger	Passenger	
BJKOP TWXYZ				A12.01AM				
82 P		A 4.50AM	A 3.50PM	11.50PM				
WB 75 EB 73 PVWXY		4.40	3.39	11.43				
73 P		4.34	3.33	11.36				
135 PW		4.27	3.25	11.30				
P		4.21	3.18	11.30				
P		4.14	3.11	11.23				
C 132 PWXY		4.11	3.08	11.20				
P		4.01	3.00	11.10				
WB 108 EB 102 PWX		3.55	2.54	11.05				
74 P		3.43	2.44	10.55				
85 P		3.35	2.37	10.48				
90 PW		3.29	2.32	10.43 ¹⁷				
Spur P		3.24	2.28	10.39				
WB 74 EB 74 PWXY		3.19	2.23	10.34				
74 P		3.14	2.18	10.29				
106 P		3.06	2.09	10.21				
WB 78 EB 106 PWXY		3.01	2.04	10.17				
99 P		2.57	2.00	10.13				
14 P		2.53	1.57	10.10				
100 P		2.49 ¹⁰⁵	1.53	10.07				
48 PW		2.44	1.49	10.03				
73 P		2.40	1.45	9.59				
72 P		2.34	1.39	9.54				
99 P		2.30	1.35	9.50				
69 BJKPVW XYZ		A 1.30AM	2.25	1.30	9.43			
BJKO PTWX		1.20AM	2.00	1.20	9.38			

Time-Table No. 39
June 29, 1947

STATIONS		
DN-R	LA GRANDE	Dispr Q RA
	4.0	
	PERRY	3.7
	HILGARD	3.5
	GLOVER	3.0
	MOTANIC	3.5
	NORDEEN	1.0
	KAMELA	2.8
	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	2.3
	MUNRA	3.3
DN	PENDLETON	FD
	3.6	
DN-R	RIETH	RI
	(77.8)	

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

..... Thru Time.....
21.6 25.9 29.1 30.5 Average speed per hour.....

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

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

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 39
June 29, 1947

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS				
	151 Time Freight Daily	299 Time Freight Daily	699 Time Freight Daily	655 Time Freight Daily	11 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily	66 Passenger Daily	17 Passenger Daily
BJKO PTWX		4.05AM	3.50AM	1.50AM ¹⁸	12.15PM	3.35AM		12.55AM	12.35AM
96 P		4.30	4.10	2.05	12.23	3.41		1.10 ⁶⁵	12.43
95 P		4.48	4.25	2.15	12.29	3.46		1.18	12.50
95 P		4.57	4.38	2.25	12.34	3.52		1.28 ¹⁸	12.58 ⁶⁵
94 PW		5.10	4.55	2.40	12.42 ¹²	4.00	f 1.40		1.07
94 P		5.18	5.05	2.47	12.50 ²⁵⁸	4.05	f 1.52		1.15 ¹⁸
JP		5.27	5.18	2.55	12.58	4.10		2.05	1.23
95 P		5.40					f 2.30		
BJKOPTWXY	10.00AM	A 6.00AM	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	VIA MUNLEY	2.20AM	A 2.45AM	VIA MUNLEY
62 P	10.15						2.27		
63 P	10.23						f 2.33		
63 P	10.30						2.39		
99 P	VIA UMATILLA		5.24	3.02	1.03	4.14	VIA UMATILLA		1.27
P			5.29	3.09	f 1.08	4.17		f 1.30	
96 PW			5.33	3.14	1.12	4.19		1.32	
98 P			5.43	3.25	1.18	4.24		1.38	
99 JPWY	10.45		5.53	3.33	1.23	4.29	2.50		1.43
14 P	10.49		5.56	3.36	1.25	4.30	2.53		1.45
98 P	10.53		5.59 ¹⁰⁸	3.39	1.27	4.32	2.56		1.47
98 P	11.05		6.05	3.45	1.32	4.36	3.01		1.52
104 P	11.20		6.15	4.06	1.40	4.42	3.09		2.00
19 JP	11.32		6.22	4.13	1.45	4.46	3.14		2.06
100 P	11.40 ¹²		6.25	4.16	1.47	4.47	3.16		2.08
98 P	11.53AM		6.32 ¹⁵⁸	4.25	1.52	4.52	3.22		2.14
WB 126 EB 113 JOPTWX	12.10PM		6.55	4.57 ¹⁹⁸	s 1.58	4.57 ⁶⁵⁵	s 3.29		s 2.20
100 P	12.25		7.10	5.15 ¹⁵⁸	2.09 ¹⁵⁶	5.02	3.45		2.42
99 PW	12.35		7.18	5.22	2.15	5.06 ¹⁵⁸	3.52		2.48
98 P	12.45		7.24	5.28	2.19	5.09	3.57		2.53
96 P	12.53		7.30	5.34	2.22	5.11	4.00		2.57
100 P	1.01		7.38	5.42	2.27	5.16	4.07 ¹⁰⁸		3.03
99 P	1.08		7.45	5.48	2.31	5.19	4.11		3.07
104 PW	1.15 ¹⁵⁶		7.51	5.54	2.35	5.22	4.15 ¹⁵⁸		3.11
100 P	1.22		7.57	5.59	2.38	5.24	4.18		3.14
100 P	1.29		8.03	6.04	2.41	5.27	4.21		3.17
80 JP (MP)	1.40		8.10	6.09	2.44	5.30	4.24		3.21
64 P (W 101.7)	1.50		8.18	6.15	2.48	5.34	4.28		3.25
60 P	1.58		8.26	6.21	2.52	5.38	4.32		3.31
JPV	2.03		8.30	6.24	2.54	5.40	4.34		3.33
74 P	2.10		8.40	6.29	2.58	5.44	4.38		3.37
BKOPTWYZ	A 2.30PM		A 9.00AM	A 6.40AM	A 3.10PM	sA 5.55AM	A 4.50AM		A 3.50AM

STATIONS

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

(126.2)

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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, 65 and 66, and not less than fifteen minutes by second class, extra trains and yard engines.

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
19	Any station	Washington Division.	Portland or beyond.
11	Echo, Stanfield	.....	Portland or beyond.
11	Any station	Pocatello or beyond.	
17	Any station	Pocatello or beyond.	

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 39
June 29, 1947

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

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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, 65 and 66, and not less than fifteen minutes by second class, extra trains and yard engines.

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
20	Any station	.....	Washington Division.
12	Echo, Stanfield	Portland or beyond.	
12	Any station	.....	Pocatello or beyond.
65	Stanfield, Echo	Washington Division.	
18	Any station	.....	Pocatello or beyond.
18	Ordinance	Portland or beyond.	

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 39 June 29, 1947	Mile Post	SECOND CLASS						
	309		307				308		306				
	CMSt. P.&P Freight	Mixed	CMSt. P.&P Freight	Mixed			CMSt. P.&P Freight	Mixed	CMSt. P.&P Freight	Mixed			
	Daily Except Sunday	Daily Except Monday											
BJKOP TVWXYZ		1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0		A 11.15 PM					

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

Location	Miles Per Hour	Location	Miles Per Hour
JMPV	1.25AM	BLAKESLEE JUNCTION	2.4
M		N. P. CROSSING	2.4
M		C. M. St. P. & P. CROSSING	2.4
		RAISCH	2.6
23 P	f 1.35	GALVIN	5.0
43 JPVX	2.43AM f 1.55	HELING JUNCTION	12.2
48 PWX	2.55 s 2.00	N-R INDEPENDENCE ND	18.7
18 P	3.10 f 2.10	BALCH	18.8
52 P	3.25 f 2.25	CEDARVILLE	22.2
51 P	3.35 f 2.35	LANKNER	26.3
10	3.42 f 2.43	RONY	28.9
44 P	3.48 f 2.50	SAGINAW	30.8
I		SCHAFFER BROS. CROSSING	31.5
Spur PW	3.55 f 3.00	SOUTH ELMA	32.5
31 P	4.05 f 3.10	FULLER	36.0
53 PXY	4.30 f 3.40	SOUTH MONTESANO	42.3
X		SOUTH MONTESANO	42.3
PVX		D MONTESANO MO	43.8
53 PXY	4.30 f 3.40	SOUTH MONTESANO	42.3
27 P	4.36 f 3.52	MELBOURNE	43.8
32 PV	4.45 f 4.00	PREACHER'S SLOUGH	46.7
83 JPWXY	5.00 s 4.15	COSMOPOLIS	51.2
		N. P. CROSSING	53.3
82 BKPVXZ	5.15AM s 4.45AM	DN-R ABERDEEN SA	53.9

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

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

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

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

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

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

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	90	70	70	45	Trains handling gravel loaded in Hart ballast cars.				25
Motor trains and inspection bus cars.			40	40	Jordan spreaders and other machines of spreader type, when in operation.				15
When caboose is handled in train consisting of passenger train equipment.		50	50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.				20 6
3800 and 3900 class engines.			60	45	Trains handling scale test cars: On main line. On branch lines.				30 25
5000 class engines.			50	45	Within yard limits: On main line. On branch lines.	50	50	40	25 15
4000 and 9000 class engines.			45	40	Through tunnels.	40	40	40	25
MacArthur type engines with 63-inch drivers.			50	45	When using cross-overs or turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	On tracks other than main tracks.	15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	Through interlocking.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	Over railroad crossings at grade.	15	15	15	15
C. M. St. P. & P. class L engines.			35	35	Over spring switches, when using turnouts.	15	15	15	15
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.			35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.			25	25	Through cross-overs, turnouts and on wyes, with 9000 class engines.				5
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.			35	35					
Light engines.				35					
Engines running backward.	20	20	20	20					
Trains handling company roadway machines on their own wheels.				25					

FIRST SUBDIVISION

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

FIRST SUBDIVISION (Continued)

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

SECOND SUBDIVISION

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

SECOND SUBDIVISION (Continued)

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

THIRD SUBDIVISION

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

THIRD SUBDIVISION (Continued)

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

FOURTH SUBDIVISION

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

FOURTH SUBDIVISION (Continued)

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

FIFTH SUBDIVISION

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

BRANCHES

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

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

FOURTH SUBDIVISION

Miles Per Hour		Miles Per Hour		Miles Per Hour	
1st	2nd	1st	2nd	1st	2nd
25	30	25	30	25	30
30	35	30	35	30	35
35	40	35	40	35	40
40	45	40	45	40	45
45	50	45	50	45	50
50	55	50	55	50	55
55	60	55	60	55	60
60	65	60	65	60	65
65	70	65	70	65	70
70	75	70	75	70	75
75	80	75	80	75	80
80	85	80	85	80	85
85	90	85	90	85	90
90	95	90	95	90	95
95	100	95	100	95	100

FIFTH SUBDIVISION

Miles Per Hour		Miles Per Hour		Miles Per Hour	
1st	2nd	1st	2nd	1st	2nd
10	15	10	15	10	15
15	20	15	20	15	20
20	25	20	25	20	25
25	30	25	30	25	30
30	35	30	35	30	35
35	40	35	40	35	40
40	45	40	45	40	45
45	50	45	50	45	50
50	55	50	55	50	55
55	60	55	60	55	60
60	65	60	65	60	65
65	70	65	70	65	70
70	75	70	75	70	75
75	80	75	80	75	80
80	85	80	85	80	85
85	90	85	90	85	90
90	95	90	95	90	95
95	100	95	100	95	100