



UNION PACIFIC RAILROAD  
 LINES OF THE  
 OREGON-WASHINGTON  
 RAILROAD & NAVIGATION COMPANY

Scale of Miles  
 Corrected to Aug. 1, 1947

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



**OREGON DIVISION**

- FIRST SUBDIVISION
- SECOND SUBDIVISION
- THIRD SUBDIVISION
- FOURTH SUBDIVISION
- FIFTH SUBDIVISION
- and BRANCHES

**TIME-TABLE**  
**No. 40**

**Effective Monday,**  
**September 1, 1947**  
 At 12:01 A.M. Pacific Time

*Be Careful Today*

**FOR EMPLOYEES ONLY**

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

# CONDENSED TIME-TABLE

| WESTWARD                        |                 |                       |                 |                  |                 | Distance from<br>Huntington | Time-Table<br>No. 40<br>Sept. 1, 1947 | EASTWARD               |                 |                  |                                 |                 |                                    |         |
|---------------------------------|-----------------|-----------------------|-----------------|------------------|-----------------|-----------------------------|---------------------------------------|------------------------|-----------------|------------------|---------------------------------|-----------------|------------------------------------|---------|
| FIRST CLASS                     |                 |                       |                 |                  |                 |                             |                                       | FIRST CLASS            |                 |                  |                                 |                 |                                    |         |
| 105<br>Streamliner<br>Passenger | 19<br>Passenger | 65<br>Passenger       | 17<br>Passenger | 457<br>Passenger | 11<br>Passenger |                             |                                       | 66<br>Passenger        | 12<br>Passenger | 458<br>Passenger | 106<br>Streamliner<br>Passenger | 18<br>Passenger | 20<br>Passenger                    |         |
| Daily                           | Daily           | Daily                 | Daily           | Daily            | Daily           |                             |                                       |                        |                 |                  |                                 |                 |                                    |         |
| 11:20PM                         |                 |                       | 6:00PM          |                  | 7:05AM          | 0.0                         | HUNTINGTON                            |                        | A 7:00PM        |                  | A 2:35AM                        | A 7:55AM        |                                    |         |
| 1:40AM                          |                 |                       | 9:10PM          |                  | 10:05AM         | 99.8                        | LA GRANDE                             |                        | 4:00            |                  | 12:02AM                         | 5:05            |                                    |         |
| 3:52                            |                 |                       | 12:25AM         |                  | 12:35PM         | 173.8                       | PENDLETON                             |                        | 1:30            |                  | 9:43PM                          | 2:25            |                                    |         |
| 4:02                            |                 |                       | 12:35           |                  | 12:45           | 177.4                       | RIETH                                 |                        | 1:10PM          |                  | 9:28                            | 1:50AM          |                                    |         |
|                                 | 9:30PM          | 7:40PM                |                 |                  |                 | 400.4                       | SPOKANE                               | A 7:50AM               |                 |                  |                                 | A 7:00AM        |                                    |         |
|                                 | 11:48PM         | 10:00                 |                 |                  |                 | 296.5                       | AYER                                  |                        | 5:15            |                  |                                 | 4:23            |                                    |         |
|                                 | 1:20AM          | 11:30PM               |                 |                  |                 | 243.3                       | WALLULA                               |                        | 3:55            |                  |                                 | 3:05            |                                    |         |
|                                 | 2:20            | 12:20AM               |                 |                  |                 | 215.9                       | UMATILLA                              |                        | 2:50            |                  |                                 | 2:05AM          |                                    |         |
| 6:07                            | 5:00            |                       | 4:00            |                  | 3:50            | 303.6                       | THE DALLES                            |                        |                 | 10:20AM          |                                 | 7:20            | 11:15PM                            | 11:25PM |
| A 8:00AM                        | A 7:30AM        | A 1:30AM<br>Pendleton | A 6:30AM        | 8:30AM           | A 6:15PM        | 389.4                       | PORTLAND                              | L 12:45AM<br>Pendleton | 8:10AM          | A 8:50PM         | 5:30PM                          | 9:10PM          | 9:20PM                             |         |
|                                 |                 |                       |                 | 11:20AM          |                 | 480.5                       | CENTRALIA                             |                        |                 |                  | 6:26                            |                 |                                    |         |
|                                 |                 |                       |                 | 1:00PM           |                 | 534.5                       | TACOMA                                |                        |                 |                  | 5:05                            |                 |                                    |         |
|                                 |                 |                       |                 | A 2:15PM         |                 | 572.6                       | SEATTLE                               |                        |                 |                  | 3:50PM                          |                 |                                    |         |
|                                 |                 |                       |                 |                  |                 |                             |                                       |                        |                 |                  |                                 |                 |                                    |         |
| (8.40)<br>44.9                  | (10.00)<br>36.7 | (5.50)<br>38.9        | (12.30)<br>31.2 | (5.45)<br>31.8   | (11.10)<br>34.8 | ..... Thru Time .....       | (7.05)<br>32.0                        | (10.50)<br>35.9        | (5.00)<br>36.6  | (9.05)<br>42.8   | (10.45)<br>36.2                 | (9.40)<br>38.0  | ..... Average speed per hour ..... |         |

**L. A. COLLINS**  
General Manager

**G. J. MULICK**  
Assistant General Manager

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

**P. T. McCARTHY, Superintendent . . . . . Portland, Ore.**  
 A. McAllister, Assistant Superintendent . . . . . Portland, Ore.  
 H. B. Coburn, Assistant Superintendent . . . . . Seattle, Wash.  
 F. Larsen, Assistant Superintendent . . . . . La Grande, Ore.  
 C. H. Burnett, Trainmaster . . . . . La Grande, 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.

**MILEAGE**

|  |                |
|--|----------------|
| First, Second, Third, Fourth and Fifth Subdivisions. |                |
| Main Line . . . . .                                  | 619.09         |
| Branches . . . . .                                   | 493.46         |
| <b>Grand Total . . . . .</b>                         | <b>1112.55</b> |

**Railroad Surgeons are located as shown below:**

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

| 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.            |               |                |

**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 |                        |                                |

WESTWARD

FIRST SUBDIVISION

EASTWARD

| Car Capacity of Siding, etc. See Rule 6(A), Page 19. | FIRST CLASS           |                    |                    | Time-Table No. 40<br>September 1, 1947 | Mile Post | FIRST CLASS           |                      |                      |
|--|-----------------------|--------------------|--------------------|--|-----------|-----------------------|----------------------|----------------------|
|  | 105                   | 17                 | 11                 |  |           | 106                   | 18                   | 12                   |
|  | Streamliner Passenger | Passenger          | Passenger          |  |           | Streamliner Passenger | Passenger            | Passenger            |
|  | Daily                 | Daily              | Daily              |  |           |                       |                      |                      |
| BCKO PTWXYZ  | 11.20 <sup>PM</sup>   | 6.00 <sup>PM</sup> | 7.05 <sup>AM</sup> | DN-R HUNTINGTON HU                     | 389.4     | A 2.35 <sup>AM</sup>  | A 7.55 <sup>AM</sup> | A 7.00 <sup>PM</sup> |
| 100 P  | 11.30                 | 6.10               | 7.15               | D LIME BY                              | 384.5     | 2.24                  | 7.40                 | 6.43                 |
| 100 PW   | 11.41                 | 6.25 <sup>12</sup> | 7.28 <sup>18</sup> | WEATHERBY                              | 377.5     | 2.11                  | 7.28 <sup>11</sup>   | 6.25 <sup>17</sup>   |
| 150 PWXY   | 11.52 <sup>PM</sup>   | 6.39               | 7.42               | D DURKEE DU                            | 368.9     | 1.59                  | 7.16                 | 6.12                 |
| 100 P  | 12.02 <sup>AM</sup>   | 6.51               | 7.56               | OXMAN                                  | 361.7     | 1.48                  | 7.05                 | 6.00                 |
| 170 PWY  | 12.15                 | 7.03               | 8.10               | PLEASANT VALLEY                        | 355.4     | 1.36                  | 6.54                 | 5.47                 |
| WR 91 EB 109 PXY                                     | 12.20                 | 7.10               | 8.16               | ENCINA                                 | 351.9     | 1.31                  | 6.48                 | 5.41                 |
| 107 P  | 12.26                 | 7.18               | 8.22               | QUARTZ                                 | 347.3     | 1.25                  | 6.40                 | 5.33                 |
| WR 109 EB 111 BKOPW XYZ                              | 12.38                 | 7.35               | 8.35               | BAKER BC                               | 342.0     | 1.17                  | 6.30                 | 5.23                 |
| 106 P  | 12.43                 | 7.43               | 8.41               | WING                                   | 337.6     | 1.11                  | 6.18                 | 5.10                 |
| 106 P  | 12.48                 | 7.51               | 8.48               | D HAINES KB                            | 331.7     | 1.06                  | 6.12                 | 5.03                 |
| 106 PW   | 12.57 <sup>106</sup>  | 8.03               | 9.00               | D NORTH POWDER HD                      | 322.1     | 12.57 <sup>105</sup>  | 6.01                 | 4.51                 |
| 107 P  | 1.05                  | 8.14               | 9.10               | SAGO                                   | 315.5     | 12.45                 | 5.52                 | 4.41                 |
| 147 PVWXY  | 1.09                  | 8.20               | 9.15               | D TELOCASET WK                         | 312.6     | 12.38                 | 5.47                 | 4.36                 |
| 105 P  | 1.15                  | 8.27               | 9.22               | CROOKS                                 | 308.9     | 12.30                 | 5.38                 | 4.28                 |
| 105 PVWY   | 1.23                  | 8.40               | 9.35               | D UNION JCT. UN                        | 302.2     | 12.17                 | 5.25                 | 4.15                 |
| 105 P  | 1.30                  | 8.49               | 9.43               | HOT LAKE                               | 299.0     |                       |                      |                      |
| BJKOP TWXYZ  | 1.38 <sup>AM</sup>    | 8.55 <sup>PM</sup> | 9.50 <sup>AM</sup> | LONETREE                               | 294.9     | 12.09                 | 5.17                 | 4.07                 |
|  |                       |                    |                    | DN-R LA GRANDE Diapr Q RA              | 289.8     | 12.02 <sup>AM</sup>   | 5.10 <sup>AM</sup>   | 4.00 <sup>PM</sup>   |
|  |                       |                    |                    | (99.6)                                 |           | Daily                 | Daily                | Daily                |

(2.18) (2.55) (2.45) ..... Thru Time ..... (2.33) (2.45) (3.00)  
 43.3 34.1 35.2 ..... Average speed per hour ..... 39.0 39.2 33.2

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.                |                                |
| 12    | Any station  |                                     | Pocatello or beyond.           |
| 18    | Any station  |                                     | Pocatello or beyond.           |
| 18    | Union Jct.   | Portland and beyond, Tuesdays only. |                                |
| 18    | North Powder |                                     |                                |
| 18    | Haines       |                                     |                                |

WESTWARD

SECOND SUBDIVISION

EASTWARD

| Car Capacity of Siding, etc. See Rule 6(A), Page 19. | FIRST CLASS          |                     |                       |                     | Time-Table No. 40<br>September 1, 1947 | Mile Post | FIRST CLASS          |                      |                      |                       |
|--|----------------------|---------------------|-----------------------|---------------------|--|-----------|----------------------|----------------------|----------------------|-----------------------|
|  | 17                   | 11                  | 105                   | 66                  |  |           | 65                   | 18                   | 12                   | 106                   |
|  | Passenger            | Passenger           | Streamliner Passenger | Passenger           |  |           | Passenger            | Passenger            | Passenger            | Streamliner Passenger |
|  | Daily                | Daily               | Daily                 | Daily               |  |           |                      |                      |                      |                       |
| BJKOP TWXYZ  | 9.10 <sup>PM</sup>   | 10.05 <sup>AM</sup> | 1.40 <sup>AM</sup>    |                     | DN-R LA GRANDE Diapr Q RA              | 289.8     |                      | A 4.57 <sup>AM</sup> | A 3.50 <sup>PM</sup> | A 11.58 <sup>PM</sup> |
| 82 P   | 9.20                 | 10.13               | 1.47                  |                     | PERRY                                  | 285.8     |                      | 4.48                 | 3.40                 | 11.48                 |
| WB 75 EB 73 PVWXY                                    | 9.28                 | 10.20               | 1.53                  |                     | HILGARD                                | 282.1     |                      | 4.40                 | 3.33                 | 11.41                 |
| 73 P   | 9.37                 | 10.27               | 2.00                  |                     | GLOVER                                 | 278.6     |                      | 4.31                 | 3.25                 | 11.33                 |
| 135 PW   | 9.46                 | 10.34               | 2.06                  |                     | MOTANIC                                | 275.6     |                      | 4.23                 | 3.17                 | 11.26                 |
| P  | 9.55                 | 10.42               | 2.13                  |                     | NORDEEN                                | 272.1     |                      | 4.15                 | 3.09                 | 11.19                 |
| C 132 PWXY   | 10.02                | 10.45               | 2.16                  |                     | KAMELA                                 | 271.1     |                      | 4.12                 | 3.06                 | 11.16                 |
| P  | 10.08                | 10.52               | 2.22                  |                     | ROSS                                   | 268.3     |                      | 4.03                 | 3.00                 | 11.09                 |
| WB 108 EB 102 PWX                                    | 10.15                | 10.58               | 2.28                  |                     | MEACHAM                                | 265.5     |                      | 3.56                 | 2.54                 | 11.02                 |
| 74 P   | 10.24                | 11.07               | 2.36                  |                     | PORTER                                 | 260.9     |                      | 3.46                 | 2.44                 | 10.52                 |
| 85 P   | 10.32                | 11.14               | 2.43                  |                     | HURON                                  | 257.7     |                      | 3.39                 | 2.37                 | 10.45                 |
| 90 PW  | 10.40 <sup>106</sup> | 11.20               | 2.48                  |                     | CAMP                                   | 254.1     |                      | 3.34                 | 2.32                 | 10.40 <sup>17</sup>   |
| Spur P   | 10.48                | 11.25               | 2.52                  |                     | NORTH FORK                             | 251.4     |                      | 3.29                 | 2.28                 | 10.36                 |
| WB 74 EB 74 PWXY                                     | 10.53                | 11.30               | 2.56                  |                     | DUNCAN                                 | 248.5     |                      | 3.24                 | 2.23                 | 10.32                 |
| 74 P   | 10.59                | 11.36               | 3.02                  |                     | SLOAN                                  | 245.4     |                      | 3.18                 | 2.18                 | 10.27                 |
| 106 P  | 11.07                | 11.44               | 3.10 <sup>18</sup>    |                     | BONIFER                                | 239.5     |                      | 3.10 <sup>105</sup>  | 2.09                 | 10.19                 |
| WB 78 EB 106 PWXY                                    | 11.11                | 11.48               | 3.15                  |                     | GIBBON                                 | 236.9     |                      | 3.02                 | 2.04                 | 10.15                 |
| 99 P   | 11.14                | 11.51               | 3.18                  |                     | TUMIA                                  | 234.6     |                      | 2.57                 | 2.00                 | 10.12                 |
| 14 P   | 11.18                | 11.55               | 3.21                  |                     | THORN HOLLOW                           | 232.1     |                      | 2.53                 | 1.57                 | 10.09                 |
| 100 P  | 11.22                | 11.59 <sup>AM</sup> | 3.24                  |                     | HOMLY                                  | 229.6     |                      | 2.49                 | 1.53                 | 10.06                 |
| 48 PW  | 11.26                | 12.03 <sup>PM</sup> | 3.27                  |                     | CAYUSE                                 | 227.1     |                      | 2.44                 | 1.49                 | 10.03                 |
| 73 P   | 11.30                | 12.07               | 3.31                  |                     | MINTHORN                               | 224.7     |                      | 2.40                 | 1.45                 | 10.00                 |
| 72 P   | 11.36                | 12.13               | 3.36                  |                     | MISSION                                | 221.2     |                      | 2.34                 | 1.39                 | 9.54                  |
| 99 P   | 11.42                | 12.17               | 3.40                  |                     | MUNRA                                  | 218.9     |                      | 2.30                 | 1.35                 | 9.49                  |
| 60 BJKPVW XYZ  | 11.55 <sup>PM</sup>  | 12.25 <sup>PM</sup> | 3.47                  | 12.45 <sup>AM</sup> | DN PENDLETON FD                        | 215.6     | A 1.30 <sup>AM</sup> | 2.25 <sup>PM</sup>   | 1.30 <sup>PM</sup>   | 9.43 <sup>PM</sup>    |
| BJKO PTWX  | 12.35 <sup>AM</sup>  | 12.35 <sup>PM</sup> | 3.52                  | 12.55 <sup>AM</sup> | DN-R RIETH RI                          | 212.0     | 1.20 <sup>AM</sup>   | 1.50 <sup>AM</sup>   | 1.10 <sup>PM</sup>   | 9.28 <sup>PM</sup>    |
|  |                      |                     |                       |                     | (77.8)                                 |           | Daily                | Daily                | Daily                | Daily                 |

(3.25) (2.40) (2.22) (0.10) ..... Thru Time ..... (0.10) (3.07) (2.40) (2.30)  
 22.8 29.1 32.9 21.6 ..... Average speed per hour ..... 21.6 25.0 29.1 31.1

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.      |                                |
| 12    | Any station |                           | Pocatello or beyond.           |
| 18    | Any station |                           | Pocatello or beyond.           |

**WESTWARD**

**THIRD SUBDIVISION**

| Car Capacity of Sidings, etc. See Rule 6(A), Page 12. | SECOND CLASS        |                    |                     |                                    | FIRST CLASS         |                             |                                    |                     |                     |
|---|---------------------|--------------------|---------------------|------------------------------------|---------------------|-----------------------------|------------------------------------|---------------------|---------------------|
|   | 151                 | 299                | 699                 | 655                                | 11                  | 105                         | 19                                 | 66                  | 17                  |
|   | Time Freight Daily  | Time Freight Daily | Time Freight Daily  | Time Freight Daily                 | Passenger Daily     | Streamliner Passenger Daily | Passenger Daily                    | Passenger Daily     | Passenger Daily     |
| BJKO<br>PTWX  |                     | 4.10AM             | 4.05AM              | 1.50AM <sup>18</sup>               | 12.45PM             | 4.02AM                      |                                    | 12.55AM             | 12.35AM             |
| 96 P  |                     | 4.30               | 4.25                | 2.05                               | 12.58 <sup>12</sup> | 4.07                        |                                    | 1.10 <sup>65</sup>  | 12.43               |
| 96 P  |                     | 4.48               | 4.38                | 2.15                               | 1.04                | 4.12                        |                                    | 1.18                | 12.50               |
| 96 P  |                     | 4.57               | 4.48                | 2.25                               | 1.10 <sup>258</sup> | 4.17                        |                                    | 1.28 <sup>18</sup>  | 12.58 <sup>65</sup> |
| 94 PW   |                     | 5.10               | 5.02                | 2.40                               | 1.20                | 4.23                        |                                    | 1.40                | 1.07                |
| 94 P  |                     | 5.18               | 5.10                | 2.47                               | 1.25                | 4.27                        |                                    | 1.52                | 1.15 <sup>18</sup>  |
| JP  | A 5.27AM            | 5.20               | 2.55                |                                    | 1.31                | 4.32                        |                                    | A 2.05AM            | 1.23                |
| 99 P  |                     |                    | 5.26                | 3.02                               |                     | 1.35                        | 4.35                               |                     | 1.27                |
| P   |                     |                    | 5.30                | 3.09                               |                     | 1.38                        | 4.38                               |                     | 1.30                |
| 94 PW   |                     |                    | 5.33                | 3.14                               |                     | 1.42                        | 4.40                               |                     | 1.32                |
| 98 P  |                     |                    | 5.43                | 3.25                               |                     | 1.48                        | 4.44                               |                     | 1.38                |
| JPWY  | 10.45AM             |                    | 5.53                | 3.33                               |                     | 1.53                        | 4.48                               | 2.50AM              | 1.43                |
| 14 P  | 10.49               |                    | 5.56                | 3.36                               |                     | 1.55                        | 4.49                               | 2.53                | 1.45                |
| 98 P  | 10.53               |                    | 5.59 <sup>108</sup> | 3.39                               |                     | 1.57                        | 4.51                               | 2.56                | 1.47                |
| 98 P  | 11.05               |                    | 6.05                | 3.45                               |                     | 2.01                        | 4.54                               | 3.01                | 1.52                |
| 104 P   | 11.20               |                    | 6.15                | 4.06                               |                     | 2.08                        | 5.00                               | 3.09                | 2.00                |
| 19 JP   | 11.32               |                    | 6.22                | 4.13                               |                     | 2.13                        | 5.04                               | 3.14                | 2.06                |
| 100 P   | 11.40 <sup>12</sup> |                    | 6.25                | 4.16                               |                     | 2.15                        | 5.05                               | 3.16                | 2.08                |
| 98 P  | 11.53AM             |                    | 6.32 <sup>158</sup> | 4.25                               |                     | 2.20                        | 5.09 <sup>108</sup>                | 3.22                | 2.14                |
| WB 128<br>EB 113 JOPTWX                               | 12.10PM             |                    | 6.55                | 4.45 <sup>108</sup>                |                     | 2.25 <sup>156</sup>         | 5.13                               | 3.29                | 2.20                |
| 100 P   | 12.25               |                    | 7.10                | 5.18 <sup>105</sup> <sup>158</sup> |                     | 2.37                        | 5.18 <sup>655</sup> <sup>158</sup> | 3.45                | 2.42                |
| 99 PW   | 12.35               |                    | 7.18                | 5.25                               |                     | 2.43                        | 5.22                               | 3.52                | 2.48                |
| 98 P  | 12.45               |                    | 7.24                | 5.31                               |                     | 2.47                        | 5.25                               | 3.57                | 2.53                |
| 98 P  | 12.53               |                    | 7.30                | 5.36                               |                     | 2.50                        | 5.27                               | 4.00                | 2.57                |
| 100 P   | 1.01                |                    | 7.38                | 5.43                               |                     | 2.56                        | 5.32                               | 4.07 <sup>108</sup> | 3.03                |
| 99 P  | 1.08                |                    | 7.45                | 5.49                               |                     | 3.00                        | 5.35                               | 4.11                | 3.07                |
| 104 PW  | 1.15 <sup>156</sup> |                    | 7.51                | 5.54                               |                     | 3.04                        | 5.38                               | 4.15 <sup>108</sup> | 3.11                |
| 100 P   | 1.22                |                    | 7.57                | 5.59                               |                     | 3.07                        | 5.40                               | 4.18                | 3.14                |
| 100 P   | 1.29                |                    | 8.03                | 6.04                               |                     | 3.11                        | 5.43                               | 4.21                | 3.17                |
| 80 JP (MP)  | 1.40                |                    | 8.10                | 6.09                               |                     | 3.15                        | 5.46                               | 4.24                | 3.21                |
| 84 P (W 101.7)  | 1.50                |                    | 8.18                | 6.15                               |                     | 3.19                        | 5.49                               | 4.28                | 3.25                |
| 80 P  | 1.58                |                    | 8.26                | 6.21                               |                     | 3.23                        | 5.52                               | 4.32                | 3.31                |
| JPV   | 2.03                |                    | 8.30                | 6.24                               |                     | 3.25                        | 5.54                               | 4.34                | 3.33                |
| 74 P  | 2.10                |                    | 8.40                | 6.29                               |                     | 3.30                        | 5.57                               | 4.38                | 3.37                |
| BKOPTWXZ  | A 2.30PM            | A 9.00AM           | A 6.40AM            |                                    | A 3.45PM            | A 6.07AM                    | A 4.50AM                           |                     | A 3.50AM            |

**Time-Table No. 40**  
September 1, 1947

| STATIONS |                   |       |
|----------|-------------------|-------|
| DN-R     | RIETH             | RI    |
|          | BARNHART          |       |
|          | CAMPBELL          |       |
|          | NOLIN             |       |
| DN       | ECHO              | HI    |
|          | STANFIELD         | ND    |
| DN       | HINKLE            | UK    |
|          | 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            |       |
|          | CELILO            |       |
| D        | OREGON TRUNK JOT. | VO    |
|          | DUNE              |       |
| DN-R     | THE DALLES        | DK-WH |

BLOCK SIGNALS

DOUBLE TRACK

Thru Time ..... (3.45) (1.17) (4.55) (4.50) (3.00) (2.05) (2.00) (1.10) (3.15) ..... Thru Time  
Average speed per hour ..... 21.2 18.6 25.6 26.1 42.0 60.5 39.7 23.9 33.8

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     | Umatilla or beyond.       |                                |
| 11   | Echo, Stanfield |                           | Portland or beyond.            |
| 11   | Any station     | Pocatello or beyond.      |                                |
| 17   | Any station     | Pocatello or beyond.      |                                |

**THIRD SUBDIVISION**

**EASTWARD**

| Time-Table No. 40<br>September 1, 1947 | Mile Post         | FIRST CLASS |           |                       |                      |           | SECOND CLASS            |              |              |                     |                                    |                     |
|--|-------------------|-------------|-----------|-----------------------|----------------------|-----------|-------------------------|--------------|--------------|---------------------|------------------------------------|---------------------|
|  |                   | 65          | 12        | 106                   | 18                   | 20        | 198                     | 158          | 258          | 156                 |                                    |                     |
|  |                   | Passenger   | Passenger | Streamliner Passenger | Passenger            | Passenger | Time Freight            | Time Freight | Time Freight | Time Freight        |                                    |                     |
| DN-R                                   | RIETH             | RI          | 212.0     | A 1.20AM              | A 1.10PM             | A 9.28PM  | A 1.50AM <sup>655</sup> |              |              | A 11.00AM           | A 2.00PM                           | A 8.30PM            |
|  | BARNHART          |             | 208.3     | 1.10 <sup>66</sup>    | 12.58 <sup>11</sup>  | 9.22      | 1.40                    |              |              | 10.35               | 1.38                               | 7.50                |
|  | CAMPBELL          |             | 203.5     | 1.04                  | 12.51                | 9.17      | 1.34                    |              |              | 10.20               | 1.25                               | 7.20                |
|  | NOLIN             |             | 198.9     | 12.58 <sup>17</sup>   | 12.45                | 9.12      | 1.28 <sup>66</sup>      |              |              | 10.05               | 1.10 <sup>11</sup>                 | 6.55                |
| DN                                     | ECHO              | HI          | 192.6     | 12.50                 | 12.38                | 9.05      | 1.20                    |              |              | 9.35                | 12.53                              | 6.25                |
|  | STANFIELD         | ND          | 188.4     | 12.42                 | 12.33                | 9.00      | 1.15 <sup>17</sup>      |              |              | 9.20                | 12.45                              | 6.01                |
| DN                                     | HINKLE            | UK          | 184.1     | 12.36AM               | 12.28                | 8.55      | 1.10                    |              |              | 9.05                | 12.37PM                            | 5.45                |
|  | WESTLAND          |             | 180.6     |                       | 12.23                | 8.51      | 1.06                    |              |              | 8.50                |                                    | 5.35                |
| D                                      | ORDNANCE          | RN          | 177.7     |                       | 12.18                | 8.48      | 1.03                    |              |              | 8.40                |                                    | 5.25                |
|  | MUNLEY            |             | 175.8     |                       | 12.15                | 8.46      | 1.01                    |              |              | 8.30                |                                    | 5.15                |
|  | CLARKE            |             | 170.0     |                       | 12.08                | 8.40      | 12.55                   |              |              | 8.10                |                                    | 4.50                |
| DN                                     | MESSNER           | FC          | 165.2     |                       | 12.03                | 8.36      | 12.50                   | A 1.13AM     |              | A 6.05AM            | 7.55                               | 4.25                |
|  | BOARDMAN          |             | 163.8     |                       | 12.01PM              | 8.35      | 12.48                   | 1.11         |              | 6.02                | 7.46                               | 4.18                |
|  | PETERS            |             | 162.2     |                       | 11.58AM              | 8.33      | 12.46                   | 1.09         |              | 5.59 <sup>600</sup> | 7.40                               | 4.12                |
|  | CASTLE            |             | 158.3     |                       | 11.54                | 8.30      | 12.42                   | 1.05         |              | 5.50                | 7.30                               | 4.00                |
|  | BOULDER           |             | 152.1     |                       | 11.46                | 8.24      | 12.35                   | 12.57        |              | 5.37                | 7.15                               | 3.40                |
| N                                      | HEPPNER JCT.      | WI          | 148.2     |                       | 11.42                | 8.20      | 12.31                   | 12.52        |              | 5.31                | 6.50                               | 3.26                |
|  | WILLOWS           |             | 147.0     |                       | 11.40 <sup>151</sup> | 8.19      | 12.29                   | 12.50        |              | 5.28                | 6.45                               | 3.20                |
|  | SILICA            |             | 142.4     |                       | 11.35                | 8.15      | 12.24                   | 12.45        |              | 5.09 <sup>105</sup> | 6.32 <sup>600</sup>                | 3.05                |
| DN                                     | ARLINGTON         | MX          | 138.5     |                       | 11.30                | 8.11      | 12.19                   | 12.39        |              | 4.45 <sup>655</sup> | 6.00                               | 2.25 <sup>11</sup>  |
|  | GILMORE           |             | 134.0     |                       | 11.18                | 8.07      | 12.08                   | 12.23        |              | 4.37                | 5.18 <sup>655</sup> <sup>105</sup> | 2.05                |
|  | BLALOCK           |             | 129.3     |                       | 11.13                | 8.03      | 12.03AM                 | 12.18        |              | 4.30                | 4.52                               | 1.55                |
|  | RAMSAY            |             | 125.7     |                       | 11.09                | 8.00      | 11.59PM                 | 12.14        |              | 4.22                | 4.45                               | 1.47                |
| N                                      | QUINTON           | QN          | 123.2     |                       | 11.06                | 7.58      | 11.56                   | 12.11        |              | 4.15                | 4.39                               | 1.40                |
|  | HOOK              |             | 118.6     |                       | 11.01                | 7.54      | 11.51                   | 12.06        |              | 4.07 <sup>10</sup>  | 4.30                               | 1.30                |
|  | GOFF              |             | 115.0     |                       | 10.57                | 7.51      | 11.47                   | 12.02AM      |              | 3.52                | 4.22                               | 1.21                |
|  | DAY               |             | 111.7     |                       | 10.53                | 7.48      | 11.44                   | 11.58PM      |              | 3.45                | 4.15 <sup>10</sup>                 | 1.15 <sup>151</sup> |
|  | RUFUS             |             | 109.4     |                       | 10.50                | 7.46      | 11.42                   | 11.55        |              | 3.37                | 4.03                               | 1.03                |
|  | GRANT             |             | 106.6     |                       | 10.47                | 7.43      | 11.39                   | 11.52        |              | 3.31                | 3.56                               | 12.55               |
| DN                                     | BIGGS             | BX          | 103.9     |                       | 10.44                | 7.40      | 11.36                   | 11.49        |              | 3.25                | 3.50                               | 12.45               |
|  | MILLER            |             | 100.5     |                       | 10.40                | 7.37      | 11.33                   | 11.45        |              | 3.18                | 3.42                               | 12.30               |
|  | CELILO            |             | 98.8      |                       | 10.36                | 7.33      | 11.29                   | 11.41        |              | 3.12                | 3.35                               | 12.16               |
| D                                      | OREGON TRUNK JOT. | VO          | 95.2      |                       | 10.34                | 7.31      | 11.27                   | 11.39        |              | 3.09                | 3.32                               | 12.10PM             |
|  | DUNE              |             | 91.9      |                       | 10.30                | 7.28      | 11.24                   | 11.35        |              | 2.55                | 3.20                               | 11.55AM             |
| DN-R                                   | THE DALLES        | DK-WH       | 86.8      |                       | 10.20AM              | 7.20PM    | 11.15PM                 | 11.25PM      |              | 2.30AM              | 3.00AM                             | 11.30AM             |

BLOCK SIGNALS

DOUBLE TRACK

Thru Time ..... (0.44) (2.50) (2.08) (2.35) (1.48) (3.35) (8.00) (1.23) (9.00)  
Average speed per hour ..... 38.0 44.5 58.3 48.9 44.1 22.1 15.8 20.1 14.0

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 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     |                           | Umatilla or beyond.            |
| 12   | Echo, Stanfield | Portland or beyond.       |                                |
| 12   | Any station     |                           | Pocatello or beyond.           |
| 65   | Stanfield, Echo | Umatilla or beyond.       |                                |
| 18   | Any station     |                           | Pocatello or beyond.           |
| 18   | Ordinance       | Portland or beyond.       |                                |

| WESTWARD  |                     |                    |                     | FOURTH SUBDIVISION |                     |                             |                 |                 | EASTWARD               |  |
|---|---------------------|--------------------|---------------------|--------------------|---------------------|-----------------------------|-----------------|-----------------|------------------------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. | SECOND CLASS        |                    |                     | FIRST CLASS        |                     |                             |                 |                 | Time-Table No. 40      |  |
|   | 151                 | 699                | 655                 | 458                | 11                  | 105                         | 19              | 17              | September 1, 1947      |  |
|   | Time Freight Daily  | Time Freight Daily | Time Freight Daily  | Passenger Daily    | Passenger Daily     | Streamliner Passenger Daily | Passenger Daily | Passenger Daily | STATIONS               |  |
| BKOPT WXZ   | 4:00PM              | 10:00AM            | 7:40AM              |                    |                     |                             |                 |                 | DN-R THE DALLES DK-WH  |  |
| P   | 4:10                | 10:10              | 7:55                |                    | 3:50PM              | 6:07AM                      | 5:00AM          | 4:00AM          | CRATES                 |  |
| 110 P   | 4:22                | 10:20              | 8:10                |                    | 3:56                | 6:12                        | 5:07            | 4:08            | ROWENA                 |  |
| 63 P  | 4:31                | 10:35              | 8:20                |                    | 4:03                | 6:18                        | 5:15            | 4:16            | CHATFIELD              |  |
| 63 P  | 4:45                | 10:48              | 8:32                |                    | 4:09                | 6:23                        | 5:20            | 4:21            | MOSIER                 |  |
| WB 72 EB 107 BPVWX                                    | 5:00                | 11:05              | 9:05 <sup>150</sup> |                    | 4:15                | 6:28                        | 5:25            | 4:26            | HOOD RIVER KI          |  |
| 80 P  | 5:15                | 11:20              | 9:30 <sup>12</sup>  |                    | 4:27                | 6:38                        | 5:40            | 4:40            | MENO                   |  |
| 98 P  | 5:35                | 11:35              | 10:00               |                    | 4:33                | 6:43                        | 5:48            | 4:48            | LINDSEY                |  |
| 104 PW  | 5:45                | 11:50AM            | 10:30               |                    | 4:40                | 6:50                        | 5:57            | 4:57            | WYETH WE               |  |
| 102 P   | 5:55                | 12:05PM            | 10:59               |                    | 4:44                | 6:54                        | 6:02            | 5:02            | FARLEY                 |  |
| 97 P  | 6:22 <sup>106</sup> | 12:20              | 11:25               |                    | 4:49                | 6:58                        | 6:07            | 5:07            | CASCADE LOCKS          |  |
| 116 PW  | 7:00                | 12:40              | 11:50AM             |                    | 4:55                | 7:03                        | 6:13            | 5:13            | BONNEVILLE MU          |  |
| 99 P  | 7:20                | 12:55              | 12:05PM             |                    | 5:01                | 7:08                        | 6:20            | 5:20            | DODSON                 |  |
| 60 P  | 7:40                | 1:05               | 12:15               |                    | 5:07                | 7:14                        | 6:27            | 5:27            | ONEONTA                |  |
| 100 PZ  | 8:05                | 1:20               | 12:25               |                    | 5:10                | 7:17                        | 6:32            | 5:32            | BRIDAL VEIL JU         |  |
| 98 P  | 8:30                | 1:30               | 12:35               |                    | 5:15                | 7:22                        | 6:39            | 5:39            | ROOSTER ROCK           |  |
| 59 P  | 8:40                | 1:45               | 12:45               |                    | 5:20                | 7:26 <sup>155</sup>         | 6:44            | 5:44            | TAYLOR                 |  |
| 157 JJPW  | A 9:05PM            | A 2:00PM           | A 1:00PM            |                    | 5:24                | 7:30                        | 6:50            | 5:50            | TROUTDALE SN           |  |
| 61 P  |                     |                    |                     |                    | 5:28                | 7:34                        | 6:56            | 5:56            | FAIRVIEW FA            |  |
| 63 P  |                     |                    |                     |                    | 5:31                | 7:36                        | 7:00            | 6:00            | CLARNIE                |  |
| 28 PX   |                     |                    |                     |                    | 5:31                | 7:36                        | 7:00            | 6:00            | GRAHAM                 |  |
| 17 PX   |                     |                    |                     |                    | 5:44 <sup>106</sup> | 7:43                        | 7:08            | 6:08            | BRUUN                  |  |
|   |                     |                    |                     |                    | 5:52                | 7:48                        | 7:13            | 6:13            | EAST PORTLAND          |  |
|   |                     |                    |                     |                    | 5:58                | 7:53                        | 7:17            | 6:17            | PORTLAND P-VC          |  |
| JJPVXY  |                     |                    |                     |                    | 8:44PM              | 6:03                        | 7:56            | 7:20            | (85.8)                 |  |
| BIKPV   |                     |                    |                     |                    | A 8:50PM            | A 6:15PM                    | A 8:00AM        | A 7:30AM        | DN-R PORTLAND P-VC     |  |
|   |                     |                    |                     |                    |                     |                             |                 |                 | (85.8)                 |  |
|   | (5.05)              | (4.00)             | (5.20)              |                    | (0.06)              | (2.25)                      | (1.53)          | (2.30)          | Thru Time              |  |
|   | 13.8                | 17.5               | 13.1                |                    | 5.0                 | 35.5                        | 45.5            | 34.3            | Average speed per hour |  |

| WESTWARD  |                    |                    |                 | THIRD SUBDIVISION (UMATILLA LINE) |                   |  |           |                 | EASTWARD        |                    |                    |
|---|--------------------|--------------------|-----------------|-----------------------------------|-------------------|--|-----------|-----------------|-----------------|--------------------|--------------------|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. | SECOND CLASS       |                    | FIRST CLASS     |                                   | Time-Table No. 40 |  | Mile Post | FIRST CLASS     |                 | SECOND CLASS       |                    |
|   | 151                | 299                | 19              | 66                                | September 1, 1947 |  |           | 65              | 20              | 198                | 258                |
|   | Time Freight Daily | Time Freight Daily | Passenger Daily | Passenger Daily                   | STATIONS          |  |           | Passenger Daily | Passenger Daily | Time Freight Daily | Time Freight Daily |
| JP  |                    | 5:27AM             |                 | 2:05AM                            | DN HINKLE UK      |  | 184.1     | A12:36AM        |                 |                    | A12:37PM           |
| 95 P  |                    | 5:40               |                 | 2:30                              | D HERMISTON MN    |  | 189.2     | 12:29           |                 |                    | 12:25              |
| IJKOPTWXY   | 10:00AM            | A 6:00AM           | 2:20AM          | A 2:45AM                          | DN-R UMATILLA CS  |  | 183.4     | 12:20AM         | A 1:50AM        | A 6:40AM           | 12:01PM            |
| 63 P  | 10:15              |                    | 2:27            |                                   | BAILEY            |  | 178.8     |                 | 1:36            | 6:28               |                    |
| 63 P  | 10:23              |                    | 2:33            |                                   | IRRIGON           |  | 175.6     |                 | 1:30            | 6:22               |                    |
| 63 P  | 10:30              |                    | 2:39            |                                   | JUDSON            |  | 172.0     |                 | 1:25            | 6:15               |                    |
| 99 JPWY   | A10:45AM           |                    | A 2:50AM        |                                   | DN MESSNER FC     |  | 165.2     |                 | 1:13AM          | 6:05AM             |                    |
|   |                    |                    |                 |                                   |                   |  |           | Daily           | Daily           | Daily              | Daily              |
|   | (0.45)             | (0.33)             | (0.30)          | (0.40)                            |                   |  |           | (0.16)          | (0.37)          | (0.35)             | (0.36)             |
|   | 24.3               | 17.8               | 36.4            | 14.7                              |                   |  |           | 36.8            | 29.5            | 31.2               | 16.8               |

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 and 20, and not less than fifteen minutes by second class, extra trains and yard engines.

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

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

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

| WESTWARD  |                     |                    |                     | FOURTH SUBDIVISION |                     |                             |                     |                 | EASTWARD          |                       |                        |  |
|---|---------------------|--------------------|---------------------|--------------------|---------------------|-----------------------------|---------------------|-----------------|-------------------|-----------------------|------------------------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. | SECOND CLASS        |                    |                     | FIRST CLASS        |                     |                             |                     |                 | Time-Table No. 40 |                       |                        |  |
|   | 151                 | 699                | 655                 | 458                | 12                  | 457                         | 106                 | 18              | 20                | September 1, 1947     |                        |  |
|   | Time Freight Daily  | Time Freight Daily | Time Freight Daily  | Passenger Daily    | Passenger Daily     | Streamliner Passenger Daily | Passenger Daily     | Passenger Daily | Passenger Daily   | STATIONS              |                        |  |
| BKOPT WXZ   | 4:00PM              | 10:00AM            | 7:40AM              |                    |                     |                             |                     |                 |                   | DN-R THE DALLES DK-WH |                        |  |
| P   | 4:10                | 10:10              | 7:55                |                    | 10:15AM             |                             | 7:12                | 11:02           | 11:12             | CRATES                |                        |  |
| 110 P   | 4:22                | 10:20              | 8:10                |                    | 10:05               |                             | 7:06                | 10:55           | 11:05             | ROWENA                |                        |  |
| 63 P  | 4:31                | 10:35              | 8:20                |                    | 9:58                |                             | 7:02                | 10:50           | 11:00             | CHATFIELD             |                        |  |
| 63 P  | 4:45                | 10:48              | 8:32                |                    | 9:53                |                             | 6:58                | 10:46           | 10:56             | MOSIER                |                        |  |
| WB 72 EB 107 BPVWX                                    | 5:00                | 11:05              | 9:05 <sup>150</sup> |                    | 9:48                |                             | 6:50                | 10:38           | 10:48             | HOOD RIVER KI         |                        |  |
| 80 P  | 5:15                | 11:20              | 9:30 <sup>12</sup>  |                    | 9:40                |                             | 6:50                | 10:38           | 10:48             | MENO                  |                        |  |
| 98 P  | 5:35                | 11:35              | 10:00               |                    | 9:30 <sup>155</sup> |                             | 6:41                | 10:28           | 10:38             | LINDSEY               |                        |  |
| 104 PW  | 5:45                | 11:50AM            | 10:30               |                    | 9:23                |                             | 6:34                | 10:21           | 10:31             | WYETH WE              |                        |  |
| 102 P   | 5:55                | 12:05PM            | 10:59               |                    | 9:19                |                             | 6:31                | 10:17           | 10:27             | FARLEY                |                        |  |
| 97 P  | 6:22 <sup>106</sup> | 12:20              | 11:25               |                    | 9:14                |                             | 6:27                | 10:13           | 10:23             | CASCADE LOCKS         |                        |  |
| 116 PW  | 7:00                | 12:40              | 11:50AM             |                    | 9:09                |                             | 6:22 <sup>151</sup> | 10:08           | 10:18             | BONNEVILLE MU         |                        |  |
| 99 P  | 7:20                | 12:55              | 12:05PM             |                    | 9:04                |                             | 6:17                | 10:02           | 10:12             | DODSON                |                        |  |
| 60 P  | 7:40                | 1:05               | 12:15               |                    | 8:58                |                             | 6:11                | 9:56            | 10:06             | ONEONTA               |                        |  |
| 100 PZ  | 8:05                | 1:20               | 12:25               |                    | 8:55                |                             | 6:08                | 9:52            | 10:02             | BRIDAL VEIL JU        |                        |  |
| 98 P  | 8:30                | 1:30               | 12:35               |                    | 8:49                |                             | 6:04                | 9:46            | 9:56              | ROOSTER ROCK          |                        |  |
| 59 P  | 8:40                | 1:45               | 12:45               |                    | 8:45                |                             | 5:59                | 9:42            | 9:52              | TAYLOR                |                        |  |
| 157 JJPW  | A 9:05PM            | A 2:00PM           | A 1:00PM            |                    | 8:41                |                             | 5:55                | 9:38            | 9:48              | TROUTDALE SN          |                        |  |
| 61 P  |                     |                    |                     |                    | 8:36                |                             | 5:52                | 9:34            | 9:44              | FAIRVIEW FA           |                        |  |
| 63 P  |                     |                    |                     |                    | 8:34                |                             | 5:50                | 9:32            | 9:42              | CLARNIE               |                        |  |
| 28 PX   |                     |                    |                     |                    | 8:28                |                             | 5:44 <sup>11</sup>  | 9:25            | 9:35              | GRAHAM                |                        |  |
| 17 PX   |                     |                    |                     |                    | 8:22                |                             | 5:39                | 9:20            | 9:30              | BRUUN                 |                        |  |
| JJPVXY  |                     |                    |                     |                    | 8:17                |                             | 5:35                | 9:16            | 9:26              | EAST PORTLAND         |                        |  |
| BIKPV   |                     |                    |                     |                    | 8:14                | A 8:34AM                    | 5:33                | 9:13            | 9:23              | PORTLAND P-VC         |                        |  |
|   |                     |                    |                     |                    | 0.5                 |                             |                     |                 |                   | (85.8)                |                        |  |
|   |                     |                    |                     |                    | 0.0                 | 8:10AM                      | 8:30AM              | 5:30PM          | 9:10PM            | 9:20PM                | DN-R PORTLAND P-VC     |  |
|   |                     |                    |                     |                    |                     | Daily                       | Daily               | Daily           | Daily             | Daily                 | (85.8)                 |  |
|   | (2.05)              | (0.04)             | (1.50)              | (2.00)             | (2.00)              |                             |                     |                 |                   |                       | Thru Time              |  |
|   | 41.2                | 7.5                | 46.8                | 42.9               | 42.9                |                             |                     |                 |                   |                       | Average speed per hour |  |

| WESTWARD  |                     |                    |                    | FOURTH SUBDIVISION (KENTON LINE) |                           |                   |                 |           | EASTWARD           |                     |              |  |
|---|---------------------|--------------------|--------------------|----------------------------------|---------------------------|-------------------|-----------------|-----------|--------------------|---------------------|--------------|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. | SECOND CLASS        |                    |                    | FIRST CLASS                      |                           | Time Table No. 40 |                 | Mile Post | FIRST CLASS        |                     | SECOND CLASS |  |
|   | 151                 | 699                | 655                | 458                              | September 1, 1947         |                   | 457             |           | 156                | 158                 |              |  |
|   | Time Freight Daily  | Time Freight Daily | Time Freight Daily | Passenger Daily                  | STATIONS                  |                   | Passenger Daily |           | Time Freight Daily | Time Freight Daily  |              |  |
| 157 JJPW  | 9:05PM              | 2:00PM             | 1:00PM             |                                  | DN TROUTDALE SN           |                   | 15.6            | A 7:01AM  | A10:25PM           |                     |              |  |
| 51 P  | 9:30                | 2:15               | 1:25               |                                  | HEMLOCK                   |                   | 17.0            |           | 6:44               | 10:14               |              |  |
| 100 P   | 9:45                | 2:27               | 1:42               |                                  | FIR FR                    |                   | 12.4            |           | 6:35               | 10:05               |              |  |
| 73 PX   | 9:55 <sup>158</sup> | 2:40               | 1:55               |                                  | DN KENTON KN              |                   | 8.1             |           | 6:25               | 9:55 <sup>151</sup> |              |  |
| JJPVX   |                     |                    |                    | 8:27PM                           | DN NORTH PORTLAND JCT. KD |                   | 6.9             | A 8:53AM  |                    |                     |              |  |
| JJPVY   |                     |                    |                    | 8:30                             | PENINSULA JCT.            |                   | 5.6             |           | 8:49               |                     |              |  |
| JJPVX   |                     |                    |                    | 8:35                             | DN ST. JOHNS JCT.         |                   | 4.2             |           | 8:45               | 6:10                | 9:40         |  |
| BKOPTW XZ   | A11:00PM            | A 3:30PM           | A 2:45PM           | 8:40                             | DN-R ALBINA Dispr. X      |                   | 1.6             |           | 8:40               | 6:00AM              | 9:30PM       |  |
| JJPVXY  |                     |                    |                    | A 8:44PM                         | DN EAST PORTLAND          |                   | 0.5             |           | 8:34AM             |                     |              |  |
|   |                     |                    |                    |                                  |                           |                   |                 | Daily     | Daily              | Daily               | Daily        |  |
|   | (1.55)              | (1.30)             | (1.45)             | (0.17)                           |                           |                   |                 | (0.19)    | (1.01)             | (0.55)              |              |  |
|   | 10.6                | 13.6               | 11.6               | 22.2                             |                           |                   |                 | 19.9      | 20.4               | 22.2                |              |  |

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 and 20, and not less than fifteen minutes by second class, extra trains and yard engines.

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

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

| WESTWARD   |                                      |                |                                      |                       | FIFTH SUBDIVISION                      |           |                       |                                      |                                      | EASTWARD       |                       |  |  |  |
|--|--------------------------------------|----------------|--------------------------------------|-----------------------|--|-----------|-----------------------|--------------------------------------|--------------------------------------|----------------|-----------------------|--|--|--|
| FIRST CLASS  |                                      |                |                                      |                       | Time-Table No. 40<br>September 1, 1947 | Mile Post | FIRST CLASS           |                                      |                                      |                |                       |  |  |  |
| 87   | 85                                   | 457            | 83                                   | 81                    |  |           | 80                    | 82                                   | 84                                   | 458            | 86                    |  |  |  |
| CMSt.P&P<br>Passenger  | CMSt.P&P<br>Streamliner<br>Passenger | Passenger      | CMSt.P&P<br>Streamliner<br>Passenger | CMSt.P&P<br>Passenger |  |           | CMSt.P&P<br>Passenger | CMSt.P&P<br>Streamliner<br>Passenger | CMSt.P&P<br>Streamliner<br>Passenger | Passenger      | CMSt.P&P<br>Passenger |  |  |  |
| Daily  | Daily                                | Daily          | Daily                                | Daily                 |  |           |                       |                                      |                                      |                |                       |  |  |  |
|  |                                      | 8.30 AM        |                                      |                       |  |           |                       |                                      | A 8.50 PM                            |                |                       |  |  |  |
| IJPVX  |                                      | 8.53 AM        |                                      |                       |  |           |                       |                                      | 8.27 PM                              |                |                       |  |  |  |
|  |                                      | 8.58 AM        |                                      |                       |  |           |                       |                                      | 8.22 PM                              |                |                       |  |  |  |
| <p><b>BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS 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 SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b></p> |                                      |                |                                      |                       |  |           |                       |                                      |                                      |                |                       |  |  |  |
|  |                                      |                |                                      |                       | N. P. CROSSING                         | 145.2     |                       |                                      |                                      |                |                       |  |  |  |
|  |                                      |                |                                      |                       | N. P. CROSSING                         | 146.4     |                       |                                      |                                      |                |                       |  |  |  |
|  |                                      |                |                                      |                       | N. P. CROSSING                         | 146.5     |                       |                                      |                                      |                |                       |  |  |  |
| IJ   |                                      | 1.05 PM        |                                      |                       | DN RESERVATION RN                      | 146.8     |                       |                                      | 4.49 PM                              |                |                       |  |  |  |
| JP   |                                      | 1.09 PM        |                                      |                       | DN TACOMA JCT. JN                      | 147.5     |                       |                                      | 4.45 PM                              |                |                       |  |  |  |
| <p><b>BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL &amp; PACIFIC R. R. CO.</b></p>   |                                      |                |                                      |                       |  |           |                       |                                      |                                      |                |                       |  |  |  |
| 23<br>67 IJPVX   |                                      |                |                                      |                       | DN-R BLACK RIVER BI                    | 173.8     |                       |                                      | 4.07 PM                              |                |                       |  |  |  |
|  |                                      |                |                                      |                       | O. M. St. P. & P. & P. C. CROSSING     | 173.8     |                       |                                      |                                      |                |                       |  |  |  |
| BIJKOP<br>TVWXYZ   | 9.39 PM                              | 2.17 PM        | 2.05                                 | 8.05 AM               | 7.05 AM                                | 180.1     | A 7.59 AM             | A 8.53 AM                            | A 2.55 PM                            | 3.58           | A 10.40 PM            |  |  |  |
| BKPXZ  | A 10.00 PM                           | A 2.30 PM      | A 2.15 PM                            | A 8.30 AM             | A 7.30 AM                              | 183.2     | 7.50 AM               | 8.45 AM                              | 2.45 PM                              | 3.50 PM        | 10.30 PM              |  |  |  |
|  |                                      |                |                                      |                       | (183.2)                                |           | Daily                 | Daily                                | Daily                                | Daily          | Daily                 |  |  |  |
|  | (0.21)<br>8.9                        | (0.13)<br>14.3 | (5.45)<br>31.8                       | (0.25)<br>7.4         | (0.25)<br>7.4                          |           | (0.09)<br>20.7        | (0.08)<br>23.3                       | (0.10)<br>18.6                       | (5.00)<br>36.6 | (0.10)<br>18.6        |  |  |  |

**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 time-table between Portland and North Portland Jct.

| WESTWARD |  |  |  |  | THROUGH FREIGHT SERVICE.<br>FOR INFORMATION ONLY. |           |            |        |  | EASTWARD |  |           |           |           |     |
|----------|--|--|--|--|---|-----------|------------|--------|--|----------|--|-----------|-----------|-----------|-----|
|          |  |  |  |  | 691   | 681       | 693        |        |  |          |  |           | 694       | 690       | 692 |
|          |  |  |  |  | 7.00 PM   | 9.00 AM   | 2.00 AM    |        |  |          |  | A 5.00 PM | A 3.45 AM | A 8.00 AM |     |
|          |  |  |  |  | A 4.30 AM   | A 8.00 PM | A 12.30 PM | ALBINA |  |          |  | 6.30 AM   | 6.00 PM   | 11.00 PM  |     |
|          |  |  |  |  |   |           |            | ARGO   |  |          |  |           |           |           |     |

| WESTWARD     |                  |  |  | JOSEPH BRANCH                          |          |                       |               | EASTWARD     |                           |  |  |  |  |
|--------------|------------------|--|--|--|----------|-----------------------|---------------|--------------|---------------------------|--|--|--|--|
| SECOND CLASS |                  |  |  | Time-Table No. 40<br>September 1, 1947 |          |                       |               | SECOND CLASS |                           |  |  |  |  |
|              |                  |  |  | 305<br>Mixed                           |          |                       |               |              | 304<br>Mixed              |  |  |  |  |
|              |                  |  |  | Daily<br>Except<br>Sunday              | STATIONS |                       |               |              | Mile Post                 |  |  |  |  |
| 28           | WXY              |  |  | 12.45 PM                               | D-R      | JOSEPH                | J             | 83.8         | A 11.15 AM                |  |  |  |  |
| 22           | X                |  |  | 1.30                                   | D        | ENTERPRISE            | RS            | 78.8         | 11.00                     |  |  |  |  |
| 39           |                  |  |  | 1.53                                   |          | LOSTINE               |               | 67.8         | 10.07                     |  |  |  |  |
| 27           | WXY              |  |  | 2.10                                   | D        | WALLOWA               | WO            | 60.0         | 9.50                      |  |  |  |  |
| Spur         |                  |  |  |  |          | SEVIER                |               | 56.7         |                           |  |  |  |  |
| 12           | (W.M.P.)<br>49.0 |  |  | 2.42                                   |          | MINAM                 |               | 47.1         | 9.10                      |  |  |  |  |
| Spur         |                  |  |  | 2.58                                   |          | VINCENT               |               | 40.6         | 8.54                      |  |  |  |  |
| 7            |                  |  |  |  |          | RONDOWA               |               | 37.2         |                           |  |  |  |  |
| 40           | (W.M.P.)<br>32.6 |  |  | 3.15                                   | f        | LOOKING GLASS         |               | 33.8         | 8.37                      |  |  |  |  |
| 32           |                  |  |  | 3.37                                   | f        | GULLING               |               | 25.1         | 8.15                      |  |  |  |  |
| 35           | WXY              |  |  | 3.50                                   | D        | ELGIN                 | GN            | 20.9         | 8.05                      |  |  |  |  |
| 18           |                  |  |  | 4.15                                   | D        | IMBLER                | BR            | 12.8         | 7.32                      |  |  |  |  |
| 20           |                  |  |  | 4.25                                   |          | ALICEL                |               | 8.4          | 7.22                      |  |  |  |  |
| 6            |                  |  |  |  |          | CONLEY                |               | 5.9          |                           |  |  |  |  |
| 12           |                  |  |  | 4.40                                   | f        | ISLAND CITY           |               | 2.6          | 7.10                      |  |  |  |  |
|              | BJKOP<br>TWXYZ   |  |  | 5.00 PM                                | A        | LA GRANDE             | Dispr Q<br>RA | 0.0          | 7.00 AM                   |  |  |  |  |
|              |                  |  |  |  |          | (83.8)                |               |              | Daily<br>Except<br>Sunday |  |  |  |  |
|              |                  |  |  | (4.15)<br>19.7                         |          | ..... Thru Time ..... |               |              | (4.15)<br>19.7            |  |  |  |  |

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

| WESTWARD     |  |  |  | BEND BRANCH                            |                               |          |      | EASTWARD     |       |              |  |  |  |  |
|--------------|--|--|--|--|-------------------------------|----------|------|--------------|-------|--------------|--|--|--|--|
| SECOND CLASS |  |  |  | Time-Table No. 40<br>September 1, 1947 |                               |          |      | SECOND CLASS |       |              |  |  |  |  |
|              |  |  |  | 315<br>Mixed                           | 313<br>Mixed                  |          |      |              |       | 314<br>Mixed |  |  |  |  |
|              |  |  |  | Saturday                               | Daily<br>Ex. Sat.<br>and Mon. | STATIONS |      |              |       | Mile Post    |  |  |  |  |
|              |  |  |  | 12.30 PM                               | 12.01 AM                      | DN-R     | BEND | D            | 150.0 | A 7.35 AM    |  |  |  |  |

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

|     |  |  |                |                |   |                       |    |     |                     |  |  |  |  |
|-----|--|--|----------------|----------------|---|-----------------------|----|-----|---------------------|--|--|--|--|
| JPV |  |  | A 7.30 PM      | A 8.10 AM      | D | OREGON TRUNK JUNCTION | VO | 0.0 | 12.44 AM            |  |  |  |  |
|     |  |  |                |                |   | (150.0)               |    |     | Daily Ex.<br>Sunday |  |  |  |  |
|     |  |  | (7.00)<br>21.4 | (8.09)<br>18.4 |   | ..... Thru Time ..... |    |     | (6.51)<br>21.9      |  |  |  |  |

**BEND BRANCH SHOWN FOR INFORMATION ONLY.**

| WESTWARD  |             |  |                | HEPPNER BRANCH                         |              |           |                     | EASTWARD       |  |  |  |
|---|-------------|--|----------------|--|--------------|-----------|---------------------|----------------|--|--|--|
| SECOND CLASS  |             |  |                | Time-Table No. 40<br>September 1, 1947 |              |           |                     | SECOND CLASS   |  |  |  |
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. |             |  | 329<br>Freight | Monday<br>Wednesday<br>Friday          | STATIONS     | Mile Post | 330<br>Freight      | 326<br>Freight |  |  |  |
|   |             |  |                |  |              |           |                     |                |  |  |  |
| 39  | BKOP<br>WXY |  | 7:00AM         | D-R                                    | HEPPNER      | 45.2      | A 2:15PM            | A 8:15PM       |  |  |  |
| 19  | P           |  | 7:20           |  | LEXINGTON    | 36.3      | 1:35                | 7:35           |  |  |  |
| 7   |             |  | 7:35           |  | JORDAN       | 31.0      | 1:10                | 7:10           |  |  |  |
| 15  | PW          |  | 7:55           |  | IONE         | 28.3      | 12:55               | 6:55           |  |  |  |
| 3   |             |  | 8:10           |  | McNAB        | 25.2      | 12:35               | 6:35           |  |  |  |
| 13  |             |  | 8:30           |  | MORGAN       | 19.8      | 12:20               | 6:20           |  |  |  |
| 3   | W           |  | 8:55           |  | CECIL        | 14.5      | 12:01PM             | 6:01           |  |  |  |
| 19  | JPX         |  | A 9:45AM       | N-R                                    | HEPPNER JCT. | 0.0       | 11:20AM             | 5:20PM         |  |  |  |
|   |             |  |                |  | (45.2)       |           | Tuesday<br>Thursday | Saturday       |  |  |  |

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

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

| WESTWARD  |             |  |                | CONDON BRANCH                          |          |            |                               | EASTWARD     |  |  |  |
|---|-------------|--|----------------|--|----------|------------|-------------------------------|--------------|--|--|--|
| SECOND CLASS  |             |  |                | Time-Table No. 40<br>September 1, 1947 |          |            |                               | SECOND CLASS |  |  |  |
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. |             |  | 325<br>Freight | 327<br>Freight                         | STATIONS | Mile Post  | 328<br>Freight                |              |  |  |  |
|   |             |  |                |  |          |            |                               |              |  |  |  |
| 26  | BKPV<br>WXY |  | 1:00PM         | 7:00AM                                 | D-R      | CONDON     | 44.5                          | A 2:15PM     |  |  |  |
| 22  |             |  | 1:25           | 7:25                                   |          | GWENDOLEN  | 36.3                          | 1:30         |  |  |  |
| 27  |             |  | 1:45           | 7:45                                   |          | SPEECE     | 32.3                          | 1:10         |  |  |  |
| 26  |             |  | 2:00           | 7:59                                   |          | CLEM       | 28.6                          | 12:50        |  |  |  |
| 29  | PW          |  | 2:20           | 8:20                                   |          | MIKKALO    | 24.4                          | 12:30        |  |  |  |
| 27  |             |  | 2:40           | 8:40                                   |          | BARNETT    | 19.7                          | 12:10PM      |  |  |  |
| 11  | PW          |  | 3:00           | 9:00                                   |          | ROCK CREEK | 16.0                          | 11:55AM      |  |  |  |
| 29  |             |  | 3:30           | 9:30                                   |          | SHUTLER    | 7.3                           | 11:25        |  |  |  |
| WB 126<br>EB 113                                      | JOPTWX      |  | A 4:00PM       | A 10:00AM                              | DN-R     | ARLINGTON  | 0.0                           | 11:00AM      |  |  |  |
|   |             |  |                |  | (44.5)   |            | Monday<br>Wednesday<br>Friday |              |  |  |  |

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

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

| WESTWARD  |     |  |           | GRASS VALLEY BRANCH                    |           |  |  | EASTWARD |  |  |  |
|---|-----|--|-----------|--|-----------|--|--|----------|--|--|--|
|   |     |  |           | Time-Table No. 40<br>September 1, 1947 |           |  |  |          |  |  |  |
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. |     |  | Mile Post | STATIONS                               | Mile Post |  |  |          |  |  |  |
|   |     |  |           |  |           |  |  |          |  |  |  |
| 14  | Y   |  | 62.5      | KENT                                   |           |  |  |          |  |  |  |
| 8   |     |  | 45.8      | BOURBON                                |           |  |  |          |  |  |  |
| 10  |     |  | 42.5      | EAKIN                                  |           |  |  |          |  |  |  |
| 28  | PW  |  | 38.5      | D GRASS VALLEY                         | VY        |  |  |          |  |  |  |
| 9   |     |  | 31.8      | ERSKINE                                |           |  |  |          |  |  |  |
| 25  |     |  | 27.0      | D MORO                                 | MR        |  |  |          |  |  |  |
| 12  |     |  | 23.9      | DE MOSS                                |           |  |  |          |  |  |  |
| Spur  |     |  | 20.0      | NISH                                   |           |  |  |          |  |  |  |
| Spur  |     |  | 19.2      | HAY CANYON                             |           |  |  |          |  |  |  |
| 8   |     |  | 15.6      | SANDON                                 |           |  |  |          |  |  |  |
| 16  |     |  | 14.2      | KLONDIKE                               |           |  |  |          |  |  |  |
| 32  | PW  |  | 9.7       | D WASCO                                | WA        |  |  |          |  |  |  |
| 6   |     |  | 5.2       | THORNBERRY                             |           |  |  |          |  |  |  |
| 80  | JPX |  | 0.0       | DN-R BIGGS                             | BX        |  |  |          |  |  |  |
|   |     |  |           | (52.5)                                 |           |  |  |          |  |  |  |

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

| WESTWARD  |      |  |           | TONO BRANCH                            |           |  |  | EASTWARD |  |  |  |
|---|------|--|-----------|--|-----------|--|--|----------|--|--|--|
|   |      |  |           | Time-Table No. 40<br>September 1, 1947 |           |  |  |          |  |  |  |
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. |      |  | Mile Post | STATIONS                               | Mile Post |  |  |          |  |  |  |
|   |      |  |           |  |           |  |  |          |  |  |  |
| 39  | PWXZ |  | 8.0       | R TONO                                 |           |  |  |          |  |  |  |
| 27  | JX   |  | 2.2       | WABASH                                 |           |  |  |          |  |  |  |
|   |      |  |           | (8.0)                                  |           |  |  |          |  |  |  |

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

| WESTWARD  |              |  |           | OLYMPIA BRANCH                         |           |  |  | EASTWARD |  |  |  |
|---|--------------|--|-----------|--|-----------|--|--|----------|--|--|--|
|   |              |  |           | Time-Table No. 40<br>September 1, 1947 |           |  |  |          |  |  |  |
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. |              |  | Mile Post | STATIONS                               | Mile Post |  |  |          |  |  |  |
|   |              |  |           |  |           |  |  |          |  |  |  |
|   | JPVXY        |  | 0.0       | R EAST OLYMPIA                         |           |  |  |          |  |  |  |
|   |              |  | 7.3       | N. P. CROSSING                         |           |  |  |          |  |  |  |
|   | BKPV<br>WXYZ |  | 7.4       | D-R OLYMPIA                            | OA        |  |  |          |  |  |  |
|   |              |  |           | (7.4)                                  |           |  |  |          |  |  |  |

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

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

**WESTWARD**

**GRAYS HARBOR BRANCH**

**EASTWARD**

|   |                     |                     |                     |      |   |                  |                     |            |  |  |
|---|---------------------|---------------------|---------------------|------|---|------------------|---------------------|------------|--|--|
| Car Capacity of Sidings, etc. See Rule 6(A), Page 19. | <b>SECOND CLASS</b> |                     |                     |      | <b>Time-Table No. 40</b><br>September 1, 1947 | <b>Mile Post</b> | <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 |      |   |                  |                     |            |  |  |
| BJKOP<br>TVWXYZ                                       |                     |                     | 1.15 AM             | DN-R | CENTRALIA<br>2.4                              | CN               | 0.0                 | A 11.15 PM |  |  |

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

|           |  |  |  |         |                            |      |           |          |    |
|-----------|--|--|--|---------|----------------------------|------|-----------|----------|----|
| JMPV      |  |  |  | 1.25 AM | <b>BLAKESLEE JUNCTION</b>  | 2.4  |           | 11.00 PM |    |
| M         |  |  |  |         | N. P. CROSSING             | 2.4  |           |          |    |
| M         |  |  |  |         | C. M. St. P. & P. CROSSING | 2.4  |           |          |    |
|           |  |  |  |         | RAISCH                     | 2.6  |           |          |    |
| 23 P      |  |  |  | 1.35    | GALVIN                     | 5.0  |           | 10.43    |    |
| 43 JPVX   |  |  |  | 2.43 AM | <b>HELSING JUNCTION</b>    | 12.2 | A 8.00 PM | 10.20    |    |
| 48 PWX    |  |  |  | 2.55    | N-R INDEPENDENCE ND        | 13.7 | 7.52      | 10.15    |    |
| 18 P      |  |  |  | 3.10    | BALCH                      | 18.3 | 7.40      | 10.00    |    |
| 52 P      |  |  |  | 3.25    | CEDARVILLE                 | 22.2 | 7.30      | 9.45     |    |
| 51 P      |  |  |  | 3.35    | LANKNER                    | 26.3 | 7.20      | 9.35     |    |
| 10        |  |  |  | 3.42    | RONY                       | 28.9 | 7.15      | 9.25     |    |
| 44 P      |  |  |  | 3.48    | SAGINAW                    | 30.8 | 7.10      | 9.20     |    |
| I         |  |  |  |         | SCHAFFER BROS. CROSSING    | 31.5 |           |          |    |
| Spur PW   |  |  |  | 3.55    | SOUTH ELMA                 | 32.5 | 7.05      | 9.15     |    |
| 31 P      |  |  |  | 4.05    | FULLER                     | 36.0 | 6.50      | 9.05     |    |
| 53 PXY    |  |  |  | 4.30    | <b>SOUTH MONTESANO</b>     | 42.3 | 6.30      | 8.50     |    |
| X         |  |  |  |         | <b>SOUTH MONTESANO</b>     | 42.3 |           |          |    |
| PVX       |  |  |  |         | D MONTESANO MO             | 43.8 |           |          |    |
| 53 PXY    |  |  |  | 4.30    | <b>SOUTH MONTESANO</b>     | 42.3 | 6.30      | 8.50     |    |
| 27 P      |  |  |  | 4.36    | MELBOURNE                  | 43.8 | 6.14      | 8.30     |    |
| 32 PV     |  |  |  | 4.45    | PREACHER'S SLOUGH          | 46.7 | 5.50      | 8.20     |    |
| 83 JPWXY  |  |  |  | 5.00    | COSMOPOLIS                 | 51.2 | 5.35      | 8.05     |    |
|           |  |  |  |         | N. P. CROSSING             | 53.3 |           |          |    |
| 82 BKPVXZ |  |  |  | 5.15 AM | DN-R ABERDEEN              | 53.9 | 5.20 PM   | 7.45 PM  | 8A |

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

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

(3.00) (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 "Fr."** — 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 "Fr." must not be exceeded.  
 Where rules, special instructions or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or anything requiring the speed of a train to be reduced, but not exceeding 15 miles per hour.

**GENERAL**

| Location  | Miles Per Hour |          |       |     | Location   | Miles Per Hour |          |       |          |
|---|----------------|----------|-------|-----|--|----------------|----------|-------|----------|
|   | Str.           | DE-Psgr. | Psgr. | Fr. |  | Str.           | DE-Psgr. | Psgr. | Fr.      |
| Maximum speed.  | 75             | 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<br>6  |
| 3500 class engines.   |                |          | 60    | 45  | Trains handling scale test cars: On main line. On branch lines.  |                |          |       | 30<br>25 |
| 3900 class engines.   |                |          | 65    | 45  | Within yard limits: On main line. On branch lines.   | 50             | 50       | 40    | 25<br>15 |
| 5000 class engines.   |                |          | 50    | 45  | Through tunnels.   | 40             | 40       | 40    | 25       |
| 4000 and 9000 class engines.  |                |          | 45    | 40  | When using cross-overs or turnouts.  | 15             | 15       | 15    | 15       |
| MacArthur type engines with 63-inch drivers.  |                |          | 50    | 45  | On tracks other than main tracks.  | 15             | 15       | 15    | 15       |
| MacArthur type engines with 57-inch drivers.  |                |          | 35    | 35  | Through interlocking.  | 15             | 15       | 15    | 15       |
| 3500 class Mallet, Consolidation and Ten Wheeler type engines.                                  |                |          | 35    | 35  | Over railroad crossings at grade.  | 15             | 15       | 15    | 15       |
| 0-6-0 and 0-8-0 type yard engines.  |                |          | 20    | 20  | Over spring switches, when using turnouts.   | 15             | 15       | 15    | 15       |
| C. M. St. P. & P. class L engines.  |                |          | 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 swing motion trucks.                          |                |          | 35    | 35  | Through cross-overs, turnouts and on wyes, with 9000 class engines.  |                |          |       | 5        |
| C. M. St. P. & P. class K1 engines, equipped with rigid trucks.                                 |                |          | 25    | 25  |  |                |          |       |          |
| C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains. |                |          | 35    | 35  |  |                |          |       |          |
| Light engines.  |                |          |       | 35  |  |                |          |       |          |
| Engines running backward.   | 20             | 20       | 20    | 20  |  |                |          |       |          |
| Trains handling company roadway machines on their own wheels.                                   |                |          |       | 25  |  |                |          |       |          |

**FIRST SUBDIVISION**

| La Grande  | Telocaset |    |    |    |
|--|-----------|----|----|----|
| <b>Union Jet.</b><br>Between M.P. 302.7 and 307.4. | 35        | 30 | 30 | 20 |
| Between M.P. 307.4 and 309.3.                      | 55        | 45 | 45 | 25 |
| <b>Crooks</b><br>Between M.P. 309.7 and 310.4.     | 45        | 35 | 35 | 25 |
| Between M.P. 311.0 and 311.8.                      | 55        | 45 | 45 | 25 |
| Descending grade, Telocaset to Union Jet.          | 55        | 45 | 45 | 25 |
| <b>Sago</b><br>Between M.P. 315.4 and 318.5.       | 30        | 25 | 25 | 20 |
| Between M.P. 318.7 and 319.5.                      | 45        | 35 | 35 | 25 |
| Between M.P. 321.3 and 321.6.                      | 70        | 60 | 60 | 45 |

**FIRST SUBDIVISION (Continued)**

| Location  | Miles Per Hour |          |       |      | Location  | Miles Per Hour |          |       |      |
|---|----------------|----------|-------|------|---|----------------|----------|-------|------|
|   | Str.           | DE-Psgr. | Psgr. | Frt. |   | Str.           | DE-Psgr. | Psgr. | Frt. |
| <b>Baker</b><br>No. 106 to permit exchange of mail.                     | 10             |          |       |      | <b>Durkee</b><br>Between M.P. 370.7 and 371.0.    | 70             | 60       | 60    | 45   |
| Over street crossings within city limits.                               | 15             | 15       | 15    | 15   | Between M.P. 372.8 and 377.1.                     | 35             | 30       | 30    | 20   |
| Between M.P. 343.5 and 344.3.   | 55             | 45       | 45    | 35   | <b>Weatherby</b><br>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   |
| <b>Quartz</b><br>Between M.P. 348.4 and 349.8.                          | 30             | 25       | 25    | 20   | Between M.P. 379.8 and 380.1.                     | 55             | 45       | 45    | 35   |
| <b>Encina</b><br>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   | 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   |
| <b>Pleasant Valley</b><br>Descending grade, Pleasant Valley to Lennard. | 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   |
| <b>Oxman</b><br>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   | <b>Lime</b><br>High line track and connection.    |                |          |       | 10   |
| 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   |
|   |                |          |       |      | <b>Huntington</b>                                 |                |          |       |      |

**SECOND SUBDIVISION**

|  |    |    |    |    |   |    |    |    |    |
|--|----|----|----|----|---|----|----|----|----|
| <b>Rieth</b>   |    |    |    |    | <b>Bonifer</b><br>Between M.P. 238.3 and 240.0. | 55 | 45 | 45 | 35 |
| <b>Pendleton</b><br>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 |
| <b>Munra</b><br>Between M.P. 217.7 and 219.0.            | 60 | 50 | 50 | 40 | 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 |
| <b>Mission</b><br>Between M.P. 222.8 and 223.8.          | 35 | 30 | 30 | 20 | Between M.P. 244.0 and 244.7.                   | 45 | 35 | 35 | 25 |
| <b>Minthorn</b><br>Between M.P. 226.0 and 226.1.         | 70 | 60 | 60 | 45 | <b>Sloan</b><br>Between M.P. 245.4 and 246.1.   | 60 | 50 | 50 | 40 |
| <b>Cayuse</b><br>Between M.P. 227.3 and 231.7.           | 45 | 35 | 35 | 25 | Between M.P. 247.2 and 249.5.                   | 35 | 30 | 30 | 20 |
| <b>Thorn Hollow</b><br>Between M.P. 232.6 and 232.9.     | 70 | 60 | 60 | 45 | <b>Duncan</b><br>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 |
| <b>Gibbon</b><br>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. | Frt. |  | Str.           | DE-Psgr. | Psgr. | Frt. |
| <b>Huron</b><br>Between M.P. 257.2 and 282.1.              | 30             | 25       | 25    | 20   | <b>Hilgard</b><br>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   |
|  |                |          |       |      | <b>La Grande</b>   |                |          |       |      |

**THIRD SUBDIVISION**

|   |    |    |    |    |   |    |    |    |    |
|---|----|----|----|----|---|----|----|----|----|
| <b>Ordnance, Nos. 17 and 18 to permit exchange of mail.</b> |    | 30 | 30 |    | <b>Silica</b><br>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 |
| <b>The Dalles</b><br>Over street crossings.                 | 12 | 12 | 12 | 12 | <b>Willows</b><br>Between M.P. 146.3 and 147.0.           | 70 | 60 | 60 | 45 |
| 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 | <b>Heppner Jct.</b><br>Between M.P. 149.4 and 149.6.      | 70 | 60 | 60 | 45 |
| <b>Oregon Trunk Jct.</b><br>Between M.P. 95.8 and 96.8.     | 55 | 45 | 45 | 35 | Between M.P. 150.0 and 150.2.                             | 70 | 60 | 60 | 45 |
| <b>Celilo</b><br>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 |
| <b>Rufus</b><br>Between M.P. 110.0 and 110.2.               | 70 | 60 | 60 | 45 | <b>Castle</b>   |    |    |    |    |
| <b>Day</b><br>Between M.P. 112.5 and 114.3.                 | 60 | 50 | 50 | 40 | <b>Umatilla Line</b>                                      |    |    |    |    |
| Between M.P. 114.7 and 114.9.                               | 70 | 60 | 60 | 45 | <b>Messner</b><br>Between M.P. 170.9 and 171.0.           | 60 | 60 | 60 | 40 |
| <b>Goff</b><br>Between M.P. 116.2 and 116.4.                | 70 | 60 | 60 | 45 | <b>Judson</b><br>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 |
| <b>Hook</b><br>Between M.P. 120.6 and 120.8.                | 60 | 50 | 50 | 40 | <b>Irrigon</b><br>Between M.P. 178.3 and 178.4.           | 60 | 60 | 60 | 40 |
| <b>Quinton</b><br>Between M.P. 123.7 and 123.8.             | 55 | 45 | 45 | 35 | <b>Umatilla</b><br>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 |
| <b>Ramsay</b><br>Between M.P. 129.2 and 130.0.              | 70 | 60 | 60 | 45 | Between M.P. 182.3 and 184.1.                             | 45 | 35 | 35 | 25 |
| <b>Blalock</b><br>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 |
| <b>Gilmore</b><br>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 | <b>Hermiston</b><br>Over road crossing east end of depot. | 15 | 15 | 15 | 15 |
| <b>Arlington</b><br>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. | Fr. |  | Str.           | DE-Psgr. | Psgr. | Fr. |
| Between M.P. 193.3 and 193.5.<br><b>Hinkle</b>                    | 15             | 15       | 15    | 15  | Between M.P. 195.4 and 195.6.                    | 60             | 50       | 50    | 40  |
| <b>Line Via Munley</b>  |                |          |       |     | Between M.P. 196.7 and 197.3.                    | 60             | 50       | 50    | 40  |
| <b>Westland</b><br>Between M.P. 181.7 and 182.0.<br><b>Hinkle</b> | 60             | 50       | 50    | 40  | Between M.P. 197.8 and 198.2.                    | 55             | 45       | 45    | 35  |
| <b>Line East of Hinkle</b>  |                |          |       |     | <b>Nolin</b><br>Between M.P. 198.4 and 198.7.    | 45             | 35       | 35    | 25  |
| <b>Hinkle</b><br>Between M.P. 187.3 and 187.5.                    | 70             | 60       | 60    | 45  | 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  |
| <b>Stanfield</b><br>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  |
| <b>Echo</b><br>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  | <b>Barnhart</b><br>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  |
|   |                |          |       |     | <b>Rieth</b>                                     |                |          |       |     |

**FOURTH SUBDIVISION**

|   |    |    |    |    |   |    |    |    |    |
|---|----|----|----|----|---|----|----|----|----|
| East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge. | 8  | 8  | 8  | 8  | <b>Rooster Rock</b><br>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  | 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 | <b>Bridal Veil</b><br>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  | Between M.P. 30.7 and 31.4.                         | 60 | 50 | 50 | 40 |
| Troutdale, Nos. 18 and 20, to permit exchange of mail.  |    | 30 | 30 |    | <b>Oneonta</b><br>Between M.P. 31.8 and 32.8.       | 70 | 60 | 60 | 45 |
| Between Kenton and Troutdale.   | 45 | 45 | 45 | 35 | <b>Dodson</b><br>Between M.P. 35.5 and 37.3.        | 55 | 45 | 45 | 35 |
| <b>Graham</b><br>Between M.P. 1.0 and 2.7.  | 35 | 30 | 30 | 20 | <b>Bonneville</b><br>Between M.P. 38.2 and 39.2.    | 60 | 50 | 50 | 40 |
| Between M.P. 2.7 and 7.6.   | 50 | 40 | 40 | 25 | Between M.P. 39.7 and 39.9.                         | 40 | 40 | 40 | 25 |
| <b>Clarnie</b><br>Between M.P. 10.9 and 12.0.   | 60 | 50 | 50 | 40 | Between M.P. 41.4 and 42.4.                         | 45 | 35 | 35 | 25 |
| <b>Fairview</b><br>Between M.P. 13.2 and 13.5.  | 55 | 45 | 45 | 35 | Between M.P. 42.7 and 42.9.                         | 70 | 60 | 60 | 45 |
| <b>Troutdale</b><br>2-10-2 class engines using lead and other tracks in Alcoa plant.                            |    |    |    | 6  | <b>Cascade Locks</b><br>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 |
| 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. | Fr. |   | Str.           | DE-Psgr. | Psgr. | Fr. |
| <b>Wyeth</b><br>Between M.P. 49.7 and 51.6.                                 | 55             | 45       | 45    | 35  | <b>Chatfield</b><br>Between M.P. 71.9 and 72.7. | 55             | 45       | 45    | 35  |
| Between M.P. 51.6 and 52.0.   | 45             | 35       | 35    | 25  | Between M.P. 73.7 and 74.1.                     | 60             | 50       | 50    | 40  |
| Between M.P. 52.0 and 53.8.   | 55             | 45       | 45    | 35  | Between M.P. 74.1 and 74.2.                     | 40             | 40       | 40    | 25  |
| Between M.P. 53.8 and 54.8.   | 35             | 30       | 30    | 20  | Between M.P. 74.2 and 75.1.                     | 60             | 50       | 50    | 40  |
| Between M.P. 54.8 and 56.2.   | 45             | 35       | 35    | 25  | Between M.P. 75.1 and 75.8.                     | 55             | 45       | 45    | 35  |
| Between M.P. 56.5 and 58.3.   | 55             | 45       | 45    | 35  | <b>Rowena</b><br>Between M.P. 76.3 and 77.0.    | 60             | 50       | 50    | 40  |
| <b>Meno</b><br>Between M.P. 59.4 and 61.8.                                  | 55             | 45       | 45    | 35  | Between M.P. 77.5 and 78.2.                     | 70             | 60       | 60    | 45  |
| <b>Hood River</b><br>2-10-2 class engines using crossover at freight house. |                |          |       | 6   | Between M.P. 78.9 and 79.3.                     | 55             | 45       | 45    | 35  |
| Between M.P. 63.1 and 63.2.   | 45             | 35       | 35    | 25  | Between M.P. 79.3 and 80.1.                     | 70             | 60       | 60    | 45  |
| Between M.P. 64.4 and 66.1.   | 60             | 50       | 50    | 40  | Between M.P. 80.1 and 81.2.                     | 55             | 45       | 45    | 35  |
| Between M.P. 66.4 and 71.4.   | 45             | 35       | 35    | 25  | <b>Crates</b><br>Between M.P. 81.8 and 82.1.    | 60             | 50       | 50    | 40  |
| Between M.P. 71.4 and 71.9.   | 30             | 25       | 25    | 20  | Between M.P. 83.3 and 83.4.                     | 45             | 35       | 35    | 25  |
|   |                |          |       |     | <b>The Dalles</b>                               |                |          |       |     |

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

**SYMBOLS AND ABBREVIATIONS**

(Rules 6, 6(A), Consolidated Code of Operating Rules)

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.

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.