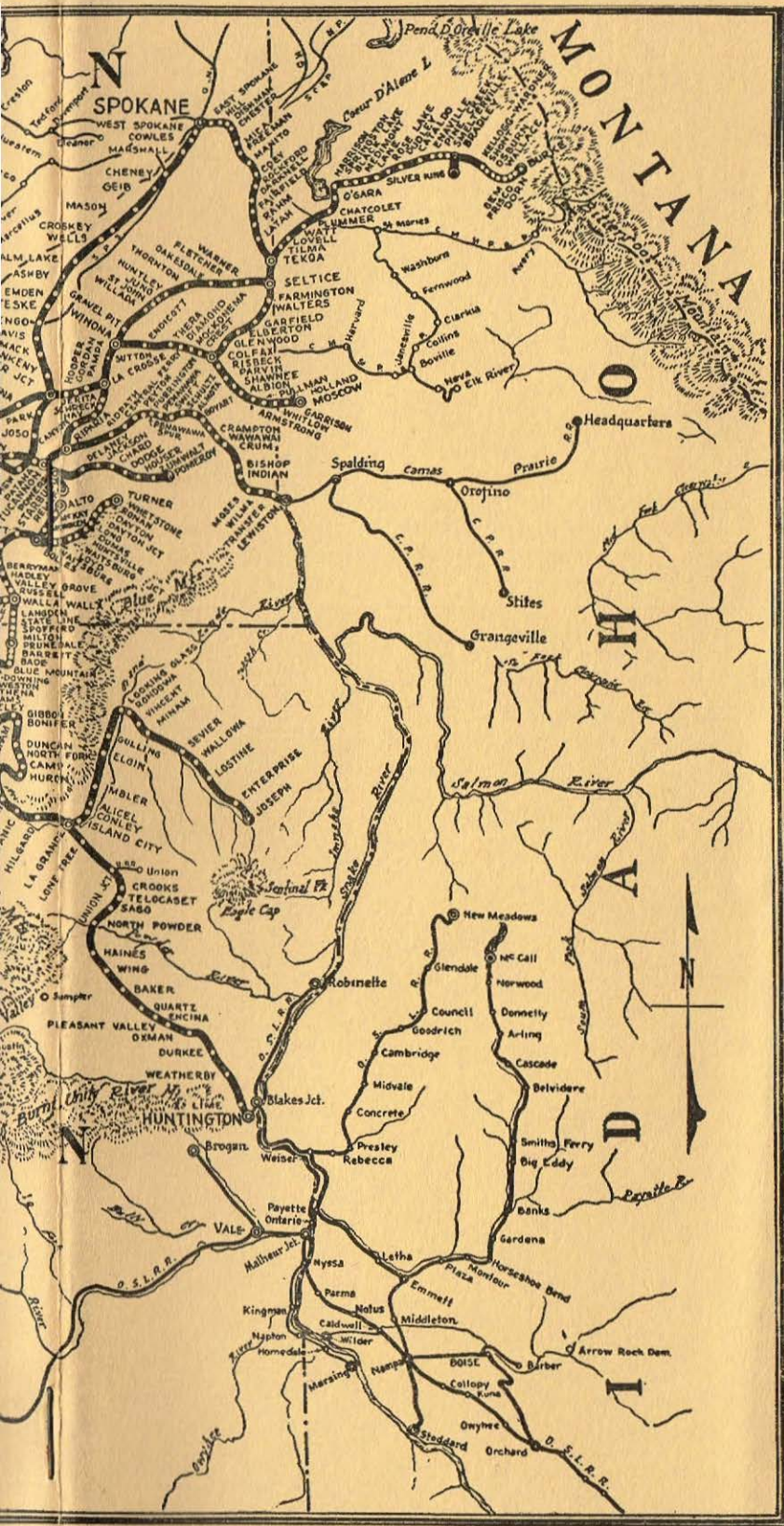




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 11

Effective Sunday
April 29, 1951
At 12:01 A.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

E. HICKS
General Superintendent

A. McALLISTER, Superintendent Portland, Ore.

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

First and Second Subdivision and Branches

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

Third, Fourth and Fifth Subdivision and Branches

L. L. Rudd, Chief Train Dispatcher. Albina, Ore.
L. V. Neely, Assistant Chief Train Dispatcher. Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher. Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher. Albina, Ore.

Sixth Subdivision and Branches

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

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

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS								Distance from Granger via Boise	Time-Table No. 11 April 29, 1951	FIRST CLASS							
19	61	11	105	403	457	17	25			12	404	458	106	20	18	26	62
Pagr.	Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Pagr.	Mail and Express			Pagr.	Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Mail and Express	Pagr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS								
		5.05	2.05			4.05		0.0	GRANGER	9.15			12.42		10.30		
		10.25	5.55			9.50	1.10	213.8	POCATELLO	4.10			8.55		5.25	9.15	
		1.40	8.25			1.25	4.45	373.8	GLENNS FERRY	12.15			6.10		1.50	5.00	
		3.25	9.40			3.10	7.05	448.4	BOISE	10.25			5.00		12.10	2.40	
		6.05	11.40			5.55	10.15	550.1	M.T. HUNTINGTON P.T.	7.30			3.05		9.40	11.40	
		5.15	10.40			5.05	9.25		P.T.	6.20			2.05		8.30	10.25	
		8.00	1.05			8.05	12.20	649.7	LA GRANDE	3.45			11.40		5.55	7.05	
		10.35	3.20			11.20	3.15	723.8	PENDLETON	1.10			9.35		3.15	4.25	
		10.45	3.30			11.30	3.25	727.5	RIETH	12.50			9.20		2.35	3.45	
9.00	Moscow 6.45							948.3	SPOKANE					7.00			Moscow 8.50
11.15	10.50							844.4	AYER					4.23			5.15
12.45	12.35							791.1	WALLULA					3.05			3.15
1.50	1.20							764.0	UMATILLA					2.05			12.50
4.05		1.15	5.35			3.25	6.25	855.4	THE DALLES	10.15			7.15	11.50	12.05	12.30	
6.30	2.30 Pendleton	3.30	7.30	8.30	8.00	6.00	9.00	939.5	PORTLAND	8.10	1.45	9.15	5.30	9.45	10.00	10.10	11.30 Pendleton
				10.59	9.53			1030.6	CENTRALIA		11.05	7.05					
				12.30	11.05			1084.6	TACOMA		9.45	5.52					
				1.45	11.59			1122.7	SEATTLE		8.30	4.45					
										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
(9.30) 38.7	(7.45) 29.3	(23.25) 40.1	(18.25) 51.0	(5.15) 34.0	(3.50) 46.0	(26.55) 34.0	(20.50) 34.8		Thru Time.....	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(9.15) 39.8	(23.30) 40.0	(22.05) 32.9	(9.20) 24.4
									Average speed per hour								

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 11 April 29, 1951	FIRST CLASS		
31	33	29				32	34	30
Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
Daily	Daily	Daily			STATIONS			
				0.0	McCAMMON	4.45	6.05	3.55
A 9.55	5.15	1.35	22.7		POCATELLO	4.15	5.35	3.25
	6.08	2.20	46.9		BLACKFOOT		4.00	1.53
	7.20	3.10	73.3		IDAHO FALLS		3.15	1.15
	9.00		124.3		ASHTON		1.15	
	A 10.40		169.9		VICTOR		11.30	
			180.4		WEST YELLOWSTONE			
		A 9.30	285.8		BUTTE			7.00
						Daily	Daily	Daily
(0.35) 38.9	(6.50) 24.9	(9.20) 30.6			Thru Time.....	(0.30) 46.4	(6.35) 25.9	(8.55) 32.1
					Average speed per hour.....			

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

Main Line..... 802.73
Branches..... 1163.13
Grand Total..... 1965.86

WESTWARD

FIRST SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 11 April 29, 1951	Mile Post	FIRST CLASS			
	105	17	25	11			18	26	12	106
	Streamliner Passenger	Passenger	Mail and Express	Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	STATIONS					
BKOPT WXYZ	10.40PM	5.05PM	9.25AM	5.15AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 10.25AM	A 6.20PM	A 2.05AM
100 P	10.50	5.15	9.35	5.25	D LIME BY	384.5	8.14	f 10.03	6.08	1.50
100 PW	10.59	5.25	9.48 ²⁶	5.34	WEATHERBY	377.5	8.02	9.48 ²⁵	5.56	1.38
150 PXY	11.11	5.42 ¹²	10.02	5.47	DURKEE	368.9	7.50	s 9.35	5.42 ¹⁷	1.25
100 P	11.22	5.57	10.14	5.58	OXMAN	361.7	7.40	9.25	5.33	1.14
170 PW	11.34	6.11	10.29	6.12	PLEASANT VALLEY	355.4	7.25	s 9.10	5.18	1.01
WB 01 EB 100 PXY	11.39	6.17	10.35	6.19	ENCINA	351.9	7.20	9.03	5.12	12.55
107 P	11.45	6.24	10.43	6.26	QUARTZ	347.3	7.12	8.53	5.05	12.47
WB109 EB 111 BKOPW XYZ	s 11.55PM	s 6.35	s 10.55	s 6.37	DN BAKER BC	342.0	s 7.05	s 8.45	s 4.57	s 12.40
106 P	12.01AM	6.42	11.01	6.43	WING	337.6	6.54	8.31	4.47	12.31
106 P	12.07	6.48	s 11.08	f 6.49 ¹⁸	D HAINES KB	331.7	6.49 ¹¹	s 8.25	f 4.42	12.25
106 PW	12.17 ¹⁰⁶	6.57	s 11.18	f 6.59	D NORTH POWDER HD	322.1	6.40	s 8.09	f 4.31	12.17 ¹⁰⁵
107 P	12.28	7.10	11.31	7.11	SAGO	315.5	6.29	7.57	4.19	12.09
147 PVWXY	12.31	7.13	f 11.35	7.14	TELOCASET	312.6	6.26	f 7.54	4.16	12.06
105 P	12.35	7.20	11.41	7.20	CROOKS	308.9	6.20	7.48	4.11	12.02AM
105 PVY	12.46	s 7.35	11.54AM	7.33 ²⁶	D UNION JCT. UN	302.2	6.07	7.33 ¹¹	3.57	11.51PM
105 P	12.52	7.42	12.01PM	7.40	LONETREE	294.9	6.01	7.13	3.51	11.45
BKOPTW XYZ	A 1.00AM	A 7.55PM	A 12.10PM	A 7.50AM	DN-R LA GRANDE RA	289.8	5.55AM	7.05AM	3.45PM	11.40PM
					(99.6)		Daily	Daily	Daily	Daily
	(2.20) 42.7	(2.50) 36.2	(2.45) 36.2	(2.35) 38.6	Thru Time.....		(2.35) 38.6	(3.20) 29.9	(2.35) 38.6	(2.25) 41.2
					Average speed per hour.....					

Nos. 12 and 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS					Time-Table No. 11 April 29, 1951	Mile Post	FIRST CLASS				
	62	17	25	11	105			61	18	26	12	106
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily							
BKOPT WXYZ		8.05PM	12.20PM	8.00AM	1.05AM	DN-R LA GRANDE	289.8	A 5.45AM	A 6.55AM	A 3.35PM	A 1.35PM	
WB71 PVWXY EB 72		8.23	12.38	8.17	1.20	HILGARD	282.1	5.25	6.33	3.16	11.20	
139 P		8.40	12.53	8.33	1.34	MOTANIC	275.6	5.08	6.16	3.00	11.07	
P		8.49	1.01	8.42	1.42	NORDEEN	272.1	5.00	6.07	2.52	11.00	
141 P WXY		8.52	1.04	8.45	1.44	KAMILLA	271.1	4.57	6.04	2.49	10.58	
P		8.59	1.11	8.52	1.50	ROSS	268.3	4.50	5.57	2.42	10.52	
WB 105 PWX EB 102		9.06	1.18	8.59	1.56	MEACHAM	265.5	4.43	5.50	2.35	10.46	
136 P		9.27	1.37	9.18	2.12	HURON	257.7	4.20	5.29	2.13	10.30	
120 PW		9.35	1.44	9.26	2.19	CAMP	254.1	4.12	5.21	2.05	10.24	
WB 68 P WXY EB 69		9.44	1.56 ¹²	9.35	2.27	DUNCAN	248.5	4.02	5.12	1.56 ²⁵	10.16	
102 P		10.05 ¹⁰⁶	2.09	9.47	2.40	BONIFER	239.5	3.49	4.59	1.44	10.05 ¹⁷	
106 P WXY		10.11	2.16	9.52	2.45	GIBBON	236.9	3.44	4.54	1.39	10.01	
117 P		10.20	2.26	10.01	2.53	HOMLY	229.6	3.34	4.44	1.30	9.53	
116 P		10.28	2.34	10.07	3.00	MINTHORN	224.7	3.28	4.37	1.23	9.47	
115 P		10.35	2.42	10.14	3.08	MUNRA	218.9	3.22	4.31	1.17	9.41	
69 BJKPV WXYZ	11.30PM	10.50 11.20	3.00 3.15	10.25 10.35	3.15 ¹⁸ 3.20	DN PENDLETON	215.6	A 2.30AM	3.15 ¹⁰⁵ 2.45	4.25 3.55	1.10 1.00	9.35 9.30
RJKOP TWX	A 11.40PM	A 11.30PM	A 3.25PM	A 10.45AM	A 3.30AM	DN-R RIETH	212.0	2.20AM	2.35AM	3.45AM	12.50PM	9.20PM
						(77.8)		Daily	Daily	Daily	Daily	Daily
	(0.10) 21.6	(3.25) 22.8	(3.05) 25.2	(2.45) 28.3	(2.25) 32.2	 Thru Time		(0.10) 21.6	(3.10) 24.6	(3.10) 24.6	(2.45) 28.3	(2.15) 34.6
						 Average speed per hour						

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

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

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

WESTWARD

THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS						Time-Table No. 11	
	257	151	299	62	17	25	11	105	19	April 29, 1951	
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
BKCO PTWX	8.15PM		6.30AM	11.40PM	11.30PM	3.25PM	10.45AM	3.30AM		DN-R	RIETH RI
96 P	9.12 ¹⁰⁶		6.40	11.45	11.37	3.30	10.50	3.34 ²⁶			3.7 BARNHART
95 P	9.27		6.47	11.50	11.43	3.35	10.55	3.39			4.8 CAMPBELL
95 P	9.34		6.54	11.55 ²⁶⁴	11.50 ²⁶⁴	3.40	11.00	3.43			4.6 NOLIN
91 PW	9.44		7.05	12.04AM	11.59PM	3.50	11.06	3.49		DN	0.3 ECHO HI
94 P	9.51		7.11	12.12	12.06AM	3.56	11.10	3.53			4.2 STANFIELD ND
JP	9.57		7.17AM	12.20AM	12.12	4.03	11.14	3.57		DN	4.3 HINKLE UK
99 P	10.02				12.16	4.07	11.18	4.00			3.5 WESTLAND
P	10.07				12.21	4.11	11.22	4.03			2.9 ORDNANCE RN
96 PW	10.10				12.24	4.14	11.24	4.05			1.9 MUNLEY
98 P	10.20 ²⁶⁴				12.30	4.20	11.29	4.10			5.8 CLARKE
99 JPY	10.31	1.00PM			12.35	4.25	11.33	4.14	2.23AM ²⁶	DN	4.8 MESSNER FC
98 P	10.35	1.04			12.38	4.30	11.40 ¹²	4.17	2.26		3.0 PETERS
98 P	10.41	1.10			12.43	4.34	11.46	4.20	2.30		3.9 CASTLE
104 P	10.50	1.20			12.49	4.41	11.52	4.25	2.36		6.2 BOULDER
111 JP	10.56	1.26			12.53	4.45	11.56	4.29	2.40	N	3.9 HEPPNER JCT. WI
100 P	10.58	1.28			1.00 ²⁰ 1.16 ¹⁸	4.47	11.57AM	4.30	2.42		1.2 WILLOWS
98 P	11.05	1.35			1.25	4.52	12.02PM	4.34	2.46		4.6 SILICA
WB 126 EB 113 BKOPT WX	11.25	1.45			1.45 ²⁶	4.58	12.08	4.38 ¹⁰⁸	2.52	DN	3.0 ARLINGTON MX
100 P	11.35	1.52			2.00	5.10	12.16	4.42	3.00		4.5 GILMORE
99 P	11.45PM	1.59			2.06	5.16	12.20	4.46	3.04		4.7 BLALOCK
90 P	12.01AM	2.10			2.13	5.23	12.26	4.52	3.10	N	8.1 QUINTON QN
100 P	12.27 ²⁰ 12.41 ¹⁸	2.17			2.19	5.28	12.30	4.56	3.15		4.6 HOOK
99 P	12.50	2.22			2.24	5.32	12.33	4.59	3.19		3.6 GOFF
104 PW	1.04 ²⁶	2.27			2.28	5.36	12.37	5.02	3.23		3.3 DAY
100 P	1.15	2.31			2.31	5.40	12.39	5.04	3.26 ¹⁹⁸		2.3 RUFUS
100 P	1.19	2.35			2.35	5.43	12.42	5.07	3.29		2.8 GRANT
80 JP { MP }	1.23	2.40			2.39	5.46	12.45	5.10 ²⁶²	3.32	DN	2.7 BIGGS BX
64 P { W 101.7 }	1.28	2.45			2.43	5.50	12.48	5.13	3.35		3.4 MILLER
50 P	1.33	2.52			2.49	5.55	12.52	5.17	3.40		3.7 CEILO
JPV	1.35	2.56			2.52	5.57	12.54	5.19	3.42	D	1.6 OREGON TRUNK JCT. VO
74 P	1.40	3.01			2.57	6.02	12.57	5.22	3.46		3.3 DUNE
BKOPTWXZ	2.00AM	3.20PM			3.15AM	6.15PM	1.10PM	5.35AM	4.00AM	DN-R	6.1 THE DALLES DK-WH
	(5.45) 21.9	(2.20) 34.0	(0.47) 35.6	(0.40) 41.9	(3.45) 33.7	(2.50) 44.5	(2.25) 51.5	(2.05) 60.6	(1.37) 49.1	Thru Time..... .....Average speed per hour.....	

BLOCK SIGNALS

DOUBLE TRACK

(5.45)
21.9(2.20)
34.0(0.47)
35.6(0.40)
41.9(3.45)
33.7(2.50)
44.5(2.25)
51.5(2.05)
60.6(1.37)
49.1

.....Thru Time.....

.....Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62 and not less than fifteen minutes by second-class, extra trains and yard engines.

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

No. 17 will reduce speed to 30 MPH at Ordinance to permit exchange of mail.

No. 17 will stop at Ordinance on Saturday and Sunday for passengers.

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

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 11

April 29, 1951

FIRST CLASS

SECOND CLASS

BLOCK SIGNALS

DOUBLE TRACK

STATIONS			Mile Post	18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight
DN-R	RIETH	RI	212.0	A 2:35AM	A 2:20AM	A 3:45AM	A 12:50PM	A 9:20PM			A 9:00AM	A 2:00PM	A 12:30AM
	3.7												
	BARNHART		208.3	2:25	2:08	3:34 ¹⁰⁵	12:38	9:12 ²⁵⁷			8:45	1:40	12:20
	4.8												
	CAMPBELL		203.5	2:19	2:02	3:13	12:32	9:07			8:35	1:30	12:10AM
	4.6												11:55PM ⁶²
	NOLIN		198.9	2:14	1:57	3:07	12:27	9:03			8:24	1:20	11:50 ¹⁷
DN	ECHO	HI	192.6	2:07	1:49	s 3:00	12:19	8:55			8:10	1:05	11:20
	4.2												
	STANFIELD	ND	188.4	2:02	s 1:44	s 2:53	12:13	8:50			8:00	12:57	11:10
	4.3												
DN	HINKLE	UK	184.1	1:58	1:39AM	2:46	12:08	8:46			7:50	12:50PM	11:00
	3.5												
	WESTLAND		180.6	1:54		2:42	12:04PM	8:43			7:42		10:50
	2.9												
	ORDNANCE	RN	177.7	1:51		s 2:38	s 11:59AM	8:40			7:35		10:40
	1.9												
	MUNLEY		175.8	1:49		2:34	11:56	8:38			7:30		10:35
	5.8												
	CLARKE		170.0	1:42		2:28	11:50	8:33			7:20		10:20 ²⁵⁷
	4.8												
DN	MESSNER	FC	165.2	1:36		2:23 ¹⁹	11:45	8:29	A 1:20AM	A 5:35AM	7:10		10:10
	3.0												
	PETERS		162.2	1:33		2:17	11:40 ¹¹	8:26	1:17	5:25	7:00		10:00
	3.5												
	CASTLE		158.3	1:29		2:13	11:36	8:23	1:13	5:15	6:50		9:50
	6.2												
	BOULDER		152.1	1:22		2:05	11:30	8:17	1:06	5:05	6:40		9:40
	3.9												
N	HEPPNER JCT.	WI	148.2	1:18		2:00	11:26	8:14	1:02	4:59	6:34		9:34
	1.2												
	WILLOWS		147.0	1:16 ¹⁷		1:58	11:24	8:13	1:00 ¹⁷	4:57	6:32		9:32
	4.6												
	SULICA		142.4	1:11		1:52	11:20	8:09	12:56	4:50	6:25		9:25
	3.9												
DN	ARLINGTON	MX	138.5	s 1:06		s 1:45 ¹⁷	s 11:15	8:05	s 12:50	4:38 ¹⁰⁵	6:15		9:15
	4.5												
	GILMORE		134.0	12:58		1:29	11:05	8:01	12:41	4:12	6:00		9:00
	4.7												
	BLALOCK		129.3	12:53		1:24	11:01	7:57	12:37	4:05	5:53		8:53
	6.1												
N	QUINTON	QN	123.2	12:46		1:17	10:55	7:52	12:31	3:55	5:43		8:43
	4.6												
	HOOK		118.6	12:41 ²⁵⁷		1:12	10:51	7:48	12:27 ²⁵⁷	3:45	5:35		8:35
	3.6												
	GOFF		115.0	12:37		1:08	10:48	7:45	12:24	3:40	5:30		8:30
	3.3												
	DAY		111.7	12:34		1:04 ²⁵⁷	10:44	7:42	12:20	3:35	5:25		8:25
	2.3												
	RUFUS		109.4	12:32		1:01	10:42	7:40	12:18	3:26 ¹⁹	5:20		8:20
	2.8												
	GRANT		106.6	12:29		12:58	10:39		12:15	3:15	5:15		8:15
	2.7												
DN	BIGGS	BX	103.9	12:26		12:55	10:36	7:35	12:12	3:10	5:10 ¹⁰⁵		8:10
	3.4												
	MILLER		100.5	12:23		12:51	10:32	7:32	12:07	3:03	5:03		8:03
	3.7												
	CELLO		96.8	12:19		12:46	10:28	7:28	12:03	2:55	4:55		7:55
	1.6												
D	OREGON TRUNK JCT.	VO	95.2	12:17		12:44	10:26	7:26	12:01AM	2:50	4:50		7:50
	3.3												
	DUNE		91.9	12:14		12:39	10:23	7:23	11:58PM	2:45	4:45		7:45
	6.1												
DN-R	THE DALLES	DK-WH	85.8	12:05AM		12:30AM	10:15AM	7:15PM	11:50PM	2:30AM	4:30AM		7:30PM
	(126.2)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time	(2.30)	(0.41)	(3.15)	(2.35)	(2.05)	(1.30)	(3.05)	(1.30)	(1.10)	(5.00)
Average speed per hour	50.5	40.5	38.8	48.9	60.6	52.8	25.8	28.0	23.0	25.2

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 S-72.

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 61 and 62 and not less than fifteen minutes by second-class, extra trains and yard engines.

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

No. 12 will reduce speed to 30 MPH at Rufus and Blalock to permit exchange of mail.

No. 18 will reduce speed to 30 MPH at Ordinance to permit exchange of mail.

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

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

WESTWARD

FOURTH SUBDIVISION

Time-Table No. 11

April 29, 1961

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS							Time-Table No. 11				
	151	257	458	25	11	404	105	19	17	April 29, 1951				
	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
	BKOPT WXZ	4.00PM	4.15AM		6.25PM	1.15PM		5.35AM	4.05AM	3.25AM	DN-R	THE DALLES	DK WH	DOUBLE TRACK
	P	4.15	4.30		6.30	1.21		5.40	4.12	3.32		CRATES		
130	P	4.25	4.40		6.36	1.26		5.46	4.18	3.38		ROWENA		
133	P	4.40	4.55		6.54 ¹⁰⁶	1.38		5.54	4.29	3.50		MOSIER		
WB 72 ER 107	KP V WX	4.52	5.07		7.15	1.50		6.05	4.45	4.05	DN	HOOD RIVER	KI	
131	P	5.05 ²⁶⁴	5.15		7.20	1.56		6.10	4.53	4.13		MEN		
121	PW	5.25	5.40		7.33	2.10		6.21	5.07	4.27		WYETH	WE	
102	P	5.32	5.48		7.38	2.15		6.25	5.12	4.32		FARLEY		
139	P	5.38	5.55		7.44	2.20		6.30	5.17	4.38		CASCADE LOCKS		
122	PW	5.45	6.02		7.50	2.25		6.35	5.22	4.45	DN	BONNEVILLE	MU	
131	P	6.11 ¹⁰⁶	6.09		7.56	2.30		6.40	5.28	4.52		DODSON		
131	PZ	6.27	6.20		8.07	2.40		6.48	5.37	5.04	D	BRIDAL VEIL	JU	
131	P	6.34	6.27		8.13	2.44		6.52	5.42	5.09		ROOSTER ROCK		
157	JP W	A 6.48PM	A 6.45AM		8.25	2.55		7.00	5.53	5.21	DN	TROUTDALE	SN	
51	P				8.30	2.59		7.03	5.56	5.25		FAIRVIEW	FA	
53	P				8.37	3.05		7.10	6.04	5.32		CLARNIE		
28	PX				8.42	3.11		7.15	6.10	5.37		GRAHAM		
17	PX				8.47	3.16		7.19	6.15	5.41		BLUON		
	JP V XY				9.09PM	8.50		7.22	6.18	5.45		EAST PORTLAND		
	BKPV				9.15PM	9.00PM		7.30AM	6.30AM	6.00AM	DN-R	PORTLAND	P-VC	
												(85.8)		
		(2.48) 25.1	(2.30) 28.1	(0.06) 6.0	(2.35) 33.2	(2.45) 38.1	(0.06) 5.0	(1.55) 44.8	(2.25) 35.5	(2.35) 33.2		Thru Time		
												Average speed per hour		

BLOCK SIGNALS

WESTWARD

UMATILLA LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 11			Mile Post	FIRST CLASS		SECOND CLASS		
	151	299	19	62	April 29, 1961				61	20	198	258	
	Time Freight	Time Freight	Passenger	Passenger					Passenger	Passenger	Time Freight	Time Freight	
	Daily	Daily	Daily	Daily									
JP		7.17AM		12.20AM	BLOCK SIGNALS	DN	HINKLE	UK	184.1	A 1.39AM			A 12.50PM
95 P		7.28		12.29		D	HERMISTON	MN	189.5	f 1.30			12.25
BJKOPTWXY		12.01PM A 7.45AM	1.50AM	A 12.45AM		DN-R	UMATILLA	CS	183.4	1.20AM	A 1.50AM	A 6.30AM	12.01PM
62 P		12.15	1.58				BAILEY		178.8		1.38	6.10	
63 P		12.25	f 2.05				IRRIGON		175.6		f 1.32	6.00	
63 P		12.35	2.11				JUDSON		172.0		1.28	5.50	
99 JPNY	A 1.00PM		A 2.23AM			DN	MESSNER	FC	165.2		1.20AM	5.35AM	
							(28.0)			Daily	Daily	Daily	Daily
	(0.50) 18.5	(0.28) 21.0	(0.33) 33.1	(0.25) 23.5	 Thru Time.....				(0.19) 30.9	(0.30) 36.4	(0.55) 19.9	(0.40) 12.0	
					 Average speed per hour.....								

BLOCK SIGNALS

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 5-72.

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

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

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

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

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

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

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 11

April 29, 1951

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	457	12	403	106	20	18	26	264	198	262
		Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Time Freight	Time Freight	Time Freight
DN-R THE DALLES ^{DK} WH ^{DOUBLE TRACK}	85.8		A 10-10AM		As 7-15PM	A 11-45PM	A 11-59PM	A 12-20AM	A 6-10PM	A 1-45AM	A 2-00AM
CRATES ^{4.1}	81.7		10-03		7-09	11-38	11-53	12-13	5-55	1-20	1-35
ROWENA ^{5.2}	76.5		9-57		7-03	11-32	11-47	12-06AM	5-45	1-10	1-25
MOSIER ^{6.3}	70.2		9-47		6-54 ²⁵	11-22	11-37	11-56PM	5-31	12-51	1-06
DN HOOD RIVER ^{7.4} KI	62.8		s 9-38		f 6-45	s 11-12	s 11-28	s 11-47	5-15	12-35	12-50
MENO ^{4.1}	58.7		9-28		6-39	11-03	11-18	11-34	5-05 ¹⁵¹	12-25AM	12-40
WYTH ^{8.5} WE	50.2		9-16		6-29	10-51	11-06	11-22	4-40	11-59PM	12-15
FARLEY ^{3.2}	47.0		9-11		6-25	10-46	11-01	11-17	4-25	11-45	12-01AM
CASCADE LOCKS ^{4.0}	43.0		9-06		6-21	10-41	10-56	11-12	4-18	11-38	11-53PM
DN BONNEVILLE ^{4.3} MU	38.7		f 9-01		6-16	10-36	10-51	s 11-06	4-10	11-30	11-45
DODSON ^{4.8}	33.9		8-55		6-11 ¹⁵¹	10-30	10-45	10-59	4-00	11-21	11-36
D BRIDAL VEIL ^{7.3} JU	26.6		8-46		6-03	10-21	10-36	10-50	3-40	11-08	11-23
ROOSTER ROCK ^{3.0}	22.7		8-42		5-59	10-17	10-32	10-46	3-23	11-00	11-15
DN TROUTDALE ^{7.1} SN	15.6		f 8-34		5-52	10-09	10-24	s 10-38	3-10PM	10-45PM	11-00PM
FAIRVIEW ^{1.7} FA	13.9		8-32		5-50	10-07	10-22	10-34			
CLARKIE ^{6.0}	7.9		8-26		5-45	10-01	10-16	10-28			
GRAHAM ^{3.5}	4.4		8-21		5-40	9-56	10-11	10-23			
BRUUN ^{2.5}	1.9		8-17		5-36	9-51	10-07	10-18			
EAST PORTLAND ^{1.4}	0.5	A 8-04AM	8-14	A 8-34AM	5-33	9-48	10-04	10-14			
DN-R PORTLAND ^{0.5} P-VC	0.0	8-00AM	8-10AM	8-30AM	5-30PM	9-45PM	10-00PM	10-10PM			
(*5.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time		(0.04)	(2.00)	(0.01)	(1.45)	(2.00)	(1.59)	(2.10)	(3.00)	(3.00)	(3.00)
Average speed per hour		7.5	42.9	7.5	49.0	42.9	43.3	39.6	23.4	23.4	23.4

Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	WESTWARD				KENTON LINE		EASTWARD				
	151	257	458	404	Time-Table No. 11		457	403	264	198	262
	Time Freight	Time Freight	Passenger	Passenger	April 29, 1951		Passenger	Passenger	Time Freight	Time Freight	Time Freight
	Daily	Daily	Daily	Daily	STATIONS						
157 LPWX	6-48PM	6-45AM			DN TROUTDALE ^{5.0} SN	22.0			A 3-10PM	A 10-45PM	A 11-00PM
51 P	6-58	6-55			HEMLOCK ^{4.6}	17.0			2-55	10-20	10-40
100 P	7-08	7-05			D FIR ^{4.3} FR	12.4			2-45	10-05	10-30
73 BKPX	7-20	7-30			DN KENTON ^{2.5} KN	8.1			2-35	9-50	10-20
IJWX			8-55PM	1-25PM	DN NORTH PORTLAND JCT. ^{1.2} KD	6.8	A 8-16AM	A 8-46AM			
IJPXY			8-57	1-27	PENINSULA JCT. ^{1.4}	5.6	8-13	8-43			
JPX	7-40	7-50	9-00	1-30	DN ST. JOHNS JCT. ^{2.0}	4.2	8-10	8-40	2-15	9-30	10-00
BKOPT WXX	A 8-00PM	A 8-30AM	9-04	1-34	DN-R ALBINA ^{1.1} BX	1.6	8-07	8-37	2-00PM	9-15PM	9-45PM
IJPVXY			A 9-09PM	A 1-39PM	DN EAST PORTLAND ^{1.1}	0.5	8-04AM	8-34AM			
					(22.7)		Daily	Daily	Daily	Daily	Daily
	(1.12)	(1.45)	(0.14)	(0.14)	Thru Time		(0.12)	(0.12)	(1.10)	(1.30)	(1.15)
	17.0	11.6	27.0	27.0	Average speed per hour		31.5	31.5	17.5	13.6	10.3

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

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

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

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

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

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

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

FIFTH SUBDIVISION

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 11

April 29, 1951

FIRST CLASS

BLOCK SIGNALS	STATIONS	Mile Post	80	404	82	84	458	86			
			CMSt. P & P Passenger	Passenger	CMSt. P & P Streamliner Passenger	CMSt. P & P Streamliner Passenger	Passenger	CMSt. P & P Passenger			
BLOCK SIGNALS	PORTLAND	0.0		A 1.45 PM			A 0.15 PM				
	DN NORTH PORTLAND JCT. KD	6.8		1.25			8.55				
	1.9										
	VANCOUVER	8.7		1.20 PM			8.51 PM				

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

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

BLOCK SIGNALS	N. P. CROSSING	145.2									
	1.2										
	N. P. CROSSING	146.4									
	0.1										
	N. P. CROSSING	146.5									
	0.3										
BLOCK SIGNALS	DN RESERVATION RN	146.8		A 9.30 AM			A 5.37 PM				
	0.7										
BLOCK SIGNALS	DN TACOMA JCT. JN	147.5		9.27 AM			5.35 PM				

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

BLOCK SIGNALS	DN-R BLACK RIVER BI	173.8		A 8.45 AM			A 5.00 PM				
	0.0										
	C. M. St. P. & P. & P. C. CROSSING	173.8									
	0.3										
BLOCK SIGNALS	DN-R ARGO G	180.1	A 7.59 AM	8.37	A 10.53 AM	A 2.53 PM	4.52	A 10.40 PM			
	3.1										
BLOCK SIGNALS	DN-R SEATTLE OW	183.2	7.50 AM	8.30 AM	10.45 AM	2.45 PM	4.45 PM	10.30 PM			
	(183.2)		Daily	Daily	Daily	Daily	Daily	Daily			

..... Thru Time.....	(0.09)	(5.15)	(0.08)	(0.08)	(4.30)	(0.10)
..... Averages per hour.....	20.7	34.9	23.3	23.3	40.7	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 and Kenton Line time-tables between Portland and North Portland Jct.

On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 11

April 29, 1951

Car Capacity of Sittings, etc. See Rule 6(A), Page 31.		391		151	363	63	99	19	61	97	STATIONS
		Freight		Time Freight	Freight	Passenger	CMStP&P Passenger	Passenger	Passenger	CMStP&P Streamliner Passenger	
		Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	BKIPVX						9.40PM	9.00PM		1.55AM	DN-R SPOKANE AU
	BKOPTWXZ			12.45AM			9.49 ⁹⁸	9.04		2.01	WEST SPOKANE
48	P			12.55			9.55	9.09		2.08	COWLES
53	P			1.05			10.02	9.14		2.15	MARSHALL
50	PW			1.20			10.15	9.25 ⁹⁸		2.27	CHENEY
51	P			1.28			10.22	9.32		2.36	GEIB
52	P			1.36			10.28	9.37		2.42	MASON
50	PW			1.46			10.37	9.45		2.51	CROSKEY
52	P			1.52			10.42	9.49		2.56	WELLS
52	P			2.02			10.50	9.56		3.03	PALM LAKE
44	P			2.10			10.56	10.02		3.09	ASHBY
52	P			2.17			11.01	10.07		3.14	EMDEN
75	JOPV WXY			3.00			11.10PM	10.15		3.25AM	MARENGO
52	P			3.10				10.21			THAVIS
63	P			3.17				10.26			MACK
51	P			3.24				10.31			ANKENY
38	JPWY		3.00PM	3.40				10.42			HOOPER JCT.
53	P		3.15	3.50				10.49			PARK
51	P		3.30	4.05				10.58			JOSO
73	P		3.45	4.33 ²⁰				11.07			CHEW
	BKOPWXY		A 4.00PM	4.50 6.00				11.15	10.50PM		AYER
06	P			6.15				11.24	10.59		RUXBY
90	P			6.30				11.31	11.06		SCOTT
46	P			6.40				11.38	11.13		WALKER PIT
96	P			6.46				11.42	11.17		SIMMONS
96	PW			7.05				11.53PM	11.28		PAGE
95	P			7.20				12.02AM	11.37		ASH
94	P			7.30				12.08	11.43		HUMORIST
28	JPX			7.45	2.20AM	11.30PM		12.15	11.50PM		ATTALIA
	M										N. P. CROSSING
	M										N. P. CROSSING
	BKOP VWXY			9.00	A 2.30AM	A 1.40PM		12.20 12.45	12.01AM 12.35		WALLULA
06	P			9.40 ⁹⁹				12.57	12.47		JUNIPER
06	P			9.50				1.04	12.54		SAND
95	P			10.05				1.15 ⁰²	1.05 ⁶³		RIVERVIEW
	BKOP TWXY			A 10.30AM				A 1.30AM	A 1.15AM		UMATILLA
											(18-15)

BLOCK SIGNALS

BLOCK SIGNALS

DOUBLE
TRACK

CY

CK

RA

HR

MS

JN

CS
UY

(1.00) 21.6 (9.45) 18.9 (0.10) 15.6 (0.10) 15.0 (1.30) 40.7 (4.30) 41.0 (2.25) 33.4 (1.30) 40.7

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

Nos. 63 and 363 arriving at Attalia on Yakima Branch will run as Nos. 63 and 363 on Sixth Subdivision Attalia to Wallula.

No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.

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

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

Time-Table No. 11 April 29, 1951		SIXTH SUBDIVISION					EASTWARD		
		FIRST CLASS					SECOND CLASS		
		62	20	96	64	98	392	298	364
STATIONS		Passenger	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight
Mile Post									
BLOCK SIGNALS									
DN-R	SPOKANE ^{1.5} AU		A 7:00AM	A 7:30AM		A 9:55PM			
	WEST SPOKANE ^{1.7}							A 6:30PM	
	3.6		6:54	7:22		9.49 ¹¹⁹			
	COWLES		6:48	7:14		9:39		6:05	
	4.2								
	MARSHALL		6:41	7:06		9:34		5:55	
	7.3								
N	CHENEY		s 6:32	s 6:50		9.25 ¹¹⁹		5:40	
	5.2								
	GEIB		6:24	6:44		9:18		5:30	
	5.0								
	MASON		6:18	6:38		9:13		5:20	
	7.4								
N	CROSKY		6:10	6:29		9:05		5:05	
	4.0								
	WELLS		6:05	6:24		9:01		4:57	
	6.6								
	PALM LAKE		5:57	6:15		8:54		4:45	
	5.2								
	ASHBY		5:51	6:09		8:49		4:35	
	4.2								
	EMDEN		5:46	6:04		8:44		4:20	
	6.7								
DN-R	MARENGO RA		s 5:37	5:55AM		8:32PM		4:00	
	4.8								
	THAVIS		5:26					3:29	
	4.4								
	MACK		5:20					3:22	
	4.2								
	ANKENY		5:14					3:15	
	7.9								
N-R	HOOPER JCT. HR		5:03				A 6:30AM	3.00 ¹¹⁹	
	5.6								
	PARK		4:54				6:10	2:45	
	6.2								
	JOSO		4:44				5:55	2:33	
	5.8								
	CHEW		4.33 ¹⁵¹				5:40	2:15	
	3.9								
DN-R	AYER JD	A 4:45AM	s 4:23				5:30AM	2:00	
	6.2								
	RUXBY	4:32	4:12					12:50	
	7.7								
	SCOTT	4:20	4:01					12:36	
	6.1								
	WALKER PIT	4:12	3:54					12:26	
	2.8								
	SIMMONS	4:07	3:50					12:20PM	
	7.6								
N	PAGE	3:55	3:39					11:59AM	
	7.5								
	ASH	3:44	3:29					11:40	
	6.0								
	HUMORIST	3:36	3:22					11:27	
	6.8								
	ATTALIA	3:25	3:12		A 3:55AM		11:15	A 6:45PM	
	0.1								
	N. P. CROSSING								
	0.6								
	N. P. CROSSING								
	1.9								
DN-R	WALLULA JN	3.15 ²⁰	3.05 ²²		3:45AM			11:00	6:30PM
	7.8	2.00	2.45						
	JUNIPER	1:40	2:33					9.40 ¹⁵¹	
	5.3								
	SAND	1:30	2:25					9:30	
	6.6								
	RIVERVIEW	1.15 ¹⁹	2:15					9:15	
	7.6	1.05 ⁶¹							
DN-R	UMATILLA CS UY	12:50AM	2:05AM					9:00AM	
	(1845)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....

Average speed per hour.....

(3.55)

20.6

(4.55)

37.5

(1.35)

38.6

(0.10)

15.6

(1.23)

44.2

(1.00)

21.5

(9.30)

19.4

(0.15)

10.4

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

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

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11		SECOND CLASS	Mile Post
	305 Mixed	April 29, 1961		304 Mixed	
	Daily Except Sunday	STATIONS			
28 WXY	12.45 PM	D-R	JOSEPH J	83.8	A 1.15 AM
22 X	1.30	D	ENTERPRISE RS	78.0	11.00
30	1.53		LOSTINE	67.8	10.07
27 WXY	2.10	D	WALLOWA WO	60.0	9.50
40 W { M.P. } 32.6	3.15		LOOKING GLASS	33.8	8.37
32	3.37		GULLING	26.1	8.15
35 WXY	3.50	D	ELGIN GN	20.9	8.05
18	4.15	D	IMBLER BR	12.3	7.32
20	4.25		ALICEL	8.4	7.22
BJKOPTW XYZ	5.00 PM	DN-R	LA GRANDE RA	0.0	7.00 AM
			(83.8)		Daily Except Sunday
	(4.15) 19.7	Thru Time.....		(4.15) 19.7	
		Average speed per hour.....			

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 11			Mile Post
		April 29, 1961			
		STATIONS			
BJKOP TWX		DN-R	RIETH RJ	0.0	
22			SPARKS	6.7	
18 WX		D	PILOT ROCK RO	14.9	
			(14.9)		

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11		SECOND CLASS	Mile Post
	329 Freight	April 29, 1961		330 Freight	
	Monday Wednesday Friday	STATIONS			
39 PWXY	9.30 AM	D-R	HEPPNER HR	45.2	A 8.45 AM
19 P	9.55		LEXINGTON	36.3	8.00
7	10.10		JORDAN	31.0	7.40
15 PW	10.30		IONE ON	28.3	7.25
3	10.45		McNAB	25.2	7.10
13	11.05		MORGAN	19.8	6.55
3 W	11.30 AM		CECIL	14.5	6.35
19 JPX	12.15 PM	N-R	HEPPNER JCT. WI	0.0	6.00 AM
			(45.2)		Monday Wednesday Friday
	(2.45) 16.4	Thru Time.....		(2.45) 16.4	
		Average speed per hour.....			

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

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

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11		SECOND CLASS	Mile Post
	327 Freight	April 29, 1961		328 Freight	
	Sunday Tuesday Thursday Saturday	STATIONS			
26 PVWXY	10.15 AM	D-R	CONDON CD	44.5	A 9.00 AM
22	10.40		GWENDOLEN	36.3	8.25
27	11.00		SPEECE	32.3	8.10
26	11.10		CLEM	28.6	7.50
20 PW	11.30		MICKALO	24.4	7.30
27	11.50 AM		BARNETT	19.7	7.10
11 PW	12.10 PM		ROCK CREEK	16.0	6.55
29	12.30		SHUTLER	7.3	6.25
WB 126 BJOP EB 113 KTWX	1.15 PM	DN-R	ARLINGTON MX	0.0	6.00 AM
			(44.5)		Sunday Tuesday Thursday Saturday
	(3.00) 14.8	Thru Time.....		(3.00) 14.8	
		Average speed per hour.....			

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 11			Mile Post
		April 29, 1961			
		STATIONS			
14 Y			KENT	52.5	
10			EAKIN	42.5	
28 PW		D	GRASS VALLEY VY	38.5	
25 K		D	MORO MR	27.0	
18			KLONDIKE	14.2	
32 PW		D	WASCO WA	9.7	
9			THORNBERY	5.2	
80 JPX		DN-R	BIGGS BX	0.0	
			(52.5)		

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11		SECOND CLASS	Mile Post
	313 Mixed	April 29, 1961		314 Mixed	
	Daily Except Monday	STATIONS			
BCOK WXYZ	3.00 AM	DN-R	BEND D	150.0	A 2.30 PM

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

JPV	A 12.01 PM	D OREGON TRUNK JUNCTION VO	0.0	7.30 AM
		(150.0)		Daily Except Sunday
	(7.01) 21.4	Thru Time.....		(7.00) 21.4
		Average speed per hour.....		

BEND BRANCH SHOWN FOR INFORMATION ONLY.

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

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

WESTWARD		TONO BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 11			
		April 29, 1951		Mile Post	
		STATIONS			
	39 PWX	R	TONO 5.8	8.0	
	27 JX		WABASH 2.2	2.2	
BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
BJKOPT VWXYZ		DN-R	CENTRALIA	CN	0.0
			(8.0)		

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS	Time-Table No. 11		SECOND CLASS
		321 Freight	April 29, 1951	Mile Post	322 Freight
		Daily Except Sunday	STATIONS		
	JPVXY	6.00 AM	R EAST OLYMPIA 7.3	0.0	A 5.50 AM
			N. P. CROSSING 0.1	7.3	
	BKPV WXYZ	A 6.30 AM	D-R OLYMPIA	OA 7.4	5.20 AM
			(7.4)		Daily Except Sunday
		(0.30) 14.8	Thru Time.....		(0.30) 14.8
			Average speed per hour.....		

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

WESTWARD				YAKIMA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 11 April 29, 1951	Mile Post	FIRST CLASS		SECOND CLASS		
		363 Freight		63 Passenger				64 Passenger		364 Freight	
		Daily		Daily							
	STATIONS										
BKOPTVWXYZ		9.30PM		8.00PM	DN-R YAKIMA NY	98.0	A 7.40AM		A 1.15AM		
39 X		9.40		8.06	3.4 UNION GAP	94.6	7.30		12.55		
MP					3.3 N. P. CROSSING	91.3					
30 P		9.50		8.12	0.5 PARKER	90.8	f 7.23		12.45		
M					1.4 N. P. CROSSING	89.4					
32 P		10.00		f 8.19	2.6 DONALD	88.8	f 7.13		12.30		
18 PV		10.05		f 8.24	2.3 SAWYER	84.5	f 7.07		12.20		
40 PV		10.15		s 8.29	2.0 BUENA BA	81.6	s 7.00		12.10AM		
74 PVX		10.25		s 8.36	3.1 ZILLAH AI	78.5	s 6.53		11.55PM		
53 P		10.48		f 8.44	5.1 GRANGER	73.4	f 6.41		11.25		
52		11.05 ^{36.1}		f 8.53	6.2 EMERALD	67.2	f 6.28		11.05 ^{36.2}		
35 JPXY		11.15		9.25	3.6 MIDVALE	63.6	6.20		10.30		
51 PVWX		11.35		s 9.37 ^{36.4}	5.9 GRANDVIEW GW	67.7	s 5.46		9.37 ⁶³		
44 P		11.55PM		f 9.49	6.9 NORTH PROSSER	60.8	f 5.32		9.00		
53		12.20AM		f 10.01	7.8 CHAFFEE	43.0	f 5.18		8.40		
42 PWX		12.40		s 10.12	6.6 BENTON CITY BC	36.5	s 5.06		8.15		
53		12.55		10.22	5.2 ACTON	31.3	4.55		8.05		
51 PJX		1.25		10.40	12.3 RICHLAND JCT.	19.0	4.37		7.35		
55 PVWX		1.45		s 11.00	5.8 KENNEWICK KN	13.2	s 4.25		7.18		
12 P		1.55		f 11.10	4.5 HEDGES	8.7	f 4.10		7.08		
M					1.4 N. P. CROSSING	7.3					
53		2.05		f 11.15	0.6 VILLARD	6.7	f 4.05		7.00		
16 JLPX		A 2.20AM		A 11.30PM	0.7 ATTALIA	0.0	3.55AM		6.45PM		
					(98.0)		Daily		Daily		
		(4.50) 20.3		(4.30) 28.0	Thru Time.....		(3.45) 26.1		(6.30) 15.1		
					Average speed per hour.....						

WESTWARD				SUNNYSIDE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 11 April 29, 1951		Mile Post	FIRST CLASS						
			63 Passenger	83 Passenger						64 Passenger	84 Passenger			
			Daily	Daily	STATIONS									
35	JPXY			9.00PM	5.55AM	R	MIDVALE 2.8	0.0	A	6.20AM	A	9.25PM		
	PVX			A 9.10PM	A 6.05AM	D-R	SUNNYSIDE SI	2.8		6.10AM		9.15PM		
							(2.8)			Daily		Daily		
				(0.10) 16.8	(0.10) 16.8		Thru Time.....			(0.10) 16.8		(0.10) 16.8		
							Average speed per hour.....							

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 83 is superior to No. 64 and No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.

No. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.

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

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 11 April 29, 1951	
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	69 Spokane Internat'l Passenger	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger		
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS	
BKPVX	9.30PM	3.30PM	7.00AM		11.59PM	10.15PM	8.15AM	8.00AM	DN-R SPOKANE 1.9
IPX	9.40	3.45 ³⁸⁴	7.05		12.04AM	10.20	8.20	8.05	N. P. CROSSING 0.9
83 X	9.51 ³⁸²	3.58	7.10			10.23	8.23	8.08	EAST SPOKANE 3.7
59 JKVX	10.10	4.15	7.20AM			10.30	8.30	8.15	DN DISHMAN 3.2
35	10.20	4.25				10.34	8.34	8.19	CHESTER 6.0
49	10.48 ⁹⁵	4.50				10.48 ³⁸¹	8.45	8.31	D MICA 2.3
39	11.17 ³⁸³	5.15				10.50	8.50	8.35	FREEMAN 3.3
JVX	11.25PM	5.25			10.55PM ³⁸⁸	8.56	8.40AM		DN-R MANITO 5.2
23		5.53 ⁶⁸				9.03			D ROCKFORD 3.3
40		6.05				9.10			DARKNELL 2.4
31 WX		6.25				9.16			D FAIRFIELD 8.4
25		6.55				9.31			LATAH 7.2
BJKOPTWXYZ		7.30PM				9.52AM			DN-R TEKOA 49.3
	(1.55) 11.4	(4.00) 12.3	(6.20) 19.5	(0.05) 22.8	(0.40) 32.7	(1.37) 30.5	(0.40) 32.7		 Thru Time
									 Average speed per hour

BLOCK SIGNALS

DOUBLE
TRACK

WESTWARD PLEASANT VALLEY BRANCH

EASTWARD

WESTWARD POMEROY BRANCH

EASTWARD

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11		Mile Post		Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11		Mile Post	SECOND CLASS
	391 Freight	April 29, 1951					355 Freight	April 29, 1951			356 Freight
	Daily Except Monday	STATIONS					Monday Wednesday Friday	STATIONS			
14 JPX	8.00AM	SELTICE		48.0		35 TWX	6.00PM	D-R POMEROY	PY	28.9	A 2.15AM
		8.2 G. N. CROSSING		39.8		25	6.20	ZUMWALT		24.4	2.00
		0.03 N. P. CROSSING		39.7		7	6.50	DODGE		16.3	1.30
34 VWX	9.00	D	OAKESDALE ON	39.1		18 W	6.57	CHARD		14.5	1.20
M			8.4 G. N. CROSSING	30.7		8	7.10	JACKSON		11.3	1.05
28 WX	10.30	D	12.4 ST. JOHN SJ	18.3		18	7.25	DELANEY		7.9	12.50
63	11.25		13.9 GRAVEL PIT	4.4		JWXY	A 8.15PM	D	STARBUCK	SA	0.0
63 JWXY	A 11.45AM	D-R	4.4 WINONA WA	0.0				(28.0)			Monday Wednesday Friday
		(48.0)									
	(3.45) 12.8	 Thru Time					(2.15) 12.8	 Thru Time			(1.55) 15.1
		 Average speed per hour.....						 Average speed per hour.....			

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

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

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

No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.

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

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 11			Mile Post	FIRST CLASS					SECOND CLASS				
	April 29, 1951				94	70	68	92			384	382	388	
					CMStP&P Streamliner Passenger	Spokane Intermittent Passenger	Passenger	CMStP&P Passenger			CMStP&P Freight	CMStP&P Freight	Freight	
STATIONS														
BKPVX	DN-R	SPOKANE 1.0	DS AU	DOUBLE TRACK	165.4	A 1.45AM	A 1.00PM	A 6.50PM	A 9.15PM			A 4.00PM	A 10.05PM	A 12.30AM
IPX		N. P. CROSSING 0.9			163.5	1.36	12.53PM	6.41	9.08			3.45 ³⁸⁷	9.55	12.20
83 X		EAST SPOKANE 3.7			162.6	1.34		6.39	9.06			3.42	9.51 ³⁸¹	12.15
50 JKVX	DN	DISHMAN 3.2		SP	158.9	1.27		s 6.33	8.59			3.30PM	9.44	12.05AM
35		CHESTER 6.0			155.7	1.22		f 6.28	8.54				9.34	11.52PM
49	D	MICA 2.8		MA	149.7	1.11		f 6.16	8.43				9.16	11.27
38		FREEMAN 3.3			146.9	1.06		f 6.10	8.38				9.10	11.17 ³⁸¹
JVX	DN-R	MANITO 5.2		MU	143.6	1.01AM		f 6.04	8.33PM				9.01PM	10.55 ⁹⁵
23	D	ROCKFORD 3.3		RD	138.4			s 5.53 ³⁸⁷						10.44
40		DARKNELL 3.4			135.1			5.46						10.35
31 WX	D	FAIRFIELD 8.4		G	131.7			s 5.40						10.20
25		LATAH 7.2			123.3			s 5.24						9.55
BJKOPTWXYZ	DN-R	TEKOA (49.3)		K	116.1			5.11PM						9.30PM
						Daily	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily Except Sunday
Thru Time						(0.44)	(0.07)	(1.30)	(0.42)			(0.30)	(1.04)	(3.00)
Average speed per hour						29.7	16.3	29.9	31.1			13.0	20.4	16.4

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 11		Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 11		Mile Post	SECOND CLASS		
	379	61	April 29, 1951			62	378		391	April 29, 1951			392		
	Freight	Passenger				Passenger	Freight		Freight				Freight		
	Daily Except Sunday	Daily	STATIONS						Sunday Wednesday Thursday Saturday	STATIONS					
BKTVWX	9.00PM	6.45PM	D-R	MOSCOW MO	28.1	A	8.50AM A 4.15PM	BJKOWXY	1.45PM	D-R	LA CROSSE JA	0.0	A 7.30AM		
				8.8 N. P. CROSSING	19.3						14.7 HOOPER	14.7	6.35		
23 X	9.30	s 7.05	D	PULLMAN XN	18.7	s	8.33 3.45	32 JPWXY	A 2.55PM	N-R	HOOPER JCT. HR	15.7	6.30AM		
				0.6 PULLMAN XN							1.0 HOOPER				
18	9.50	s 7.18		ALBION	12.7	s	8.13 3.20	34		D	WASHTUCNA FN	23.5			
				6.0 ALBION							7.8 WASHTUCNA FN				
19	10.00	f 7.25		SHAWNEE	9.7	f	8.05 3.08	21 V		D	KAHLIOTUS HO	37.4			
				3.0 SHAWNEE							13.0 KAHLIOTUS HO				
BJKMOWXY	A 10.50PM	A 7.45PM	DN-R	COLFAX CA	0.0		7.42AM 2.30PM	18 WXY		R	CONNELL N	52.9			
				9.7 COLFAX CA							15.5 CONNELL N				
				(28.1)			Daily				(52.9)		Daily		
	(1.50)	(1.00)					(1.35)		(1.10)				(1.00)		
	15.3	28.1		Thru Time			24.8		13.5		Thru Time		15.7		
				Average speed per hour			10.1				Average speed per hour				

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

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

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

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

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

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

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

WESTWARD				WALLULA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 11 April 29, 1951		Mile Post	FIRST CLASS		SECOND CLASS	
		345 Freight		71 Passenger					72 Passenger		346 Freight
		Daily		Daily	STATIONS						
RIKOPVWXY	12.01 PM		4.00 AM	DN-R	WALLULA	JN	0.0	A 1.20 PM		A 7.00 AM	
11	12.17		f 4.15		7.5 REESE		7.5	f 11.05		6.25	
20 PWX	12.35		s 4.30	D	7.5 TOUCHET	CH	15.0	a 10.50		6.10	
12	12.45		f 4.41		4.3 LOWDEN		19.3	f 10.40		6.00	
10	12.55		f 4.52		1.7 WHITMAN		24.0	f 10.30		5.50	
17 X	1.05		f 5.03		4.6 GARRETT		28.6	f 10.20		5.40	
M					0.1 W. W. V. RY. CROSSING		28.7				
5 X					0.2 COLLEGE PLACE		28.9				
BJKOPTVWXYZ	A 1.30 PM		A 5.15 AM	DN-R	2.0 WALLA WALLA	Z BU	30.9	10.15 PM		5.30 AM	
					(30.0)			Daily		Daily	
	(1.29) 20.8		(1.15) 24.7	 Thru Time				(1.05) 28.5		(1.30) 20.6	
				 Average speed per hour							

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS			Time-Table No. 11		Mile Post	SECOND CLASS				
	365			April 29, 1951			366				
	Freight						Freight				
	Daily Except Sunday			STATIONS							
27	X				ALTO	83.0					
23					7.5 MENOKEN	75.5					
26	JWX		11.45AM		1.2 BOLLES	71.3	A 8.40AM				
20	X		11.58AM	D	4.6 PRESCOTT	66.7	8.28				
21			12.35PM		13.1 VALLEY GROVE	53.6	7.52				
					6.4 N. P. CROSSING	47.2					
M					0.6 W. W. V. RY. CROSSING	46.6					
BJKOPTVWXYZ			A12.55PM	DN-R	0.5 WALLA WALLA	46.1	7.30AM				
					1.9 W. W. V. RY. CROSSING	44.2					
24					4.3 SPOFFORD	39.9					
	M				3.6 W. W. V. RY. CROSSING	36.3					
30	VWX			D	0.1 MILTON-FREEWATER	36.2					
50					9.5 BLUE MOUNTAIN	26.7					
20					3.3 DOWNING	23.4					
20	WX			D	6.2 ATHENA	17.2					
41					4.6 ADAMS	12.6					
15					2.6 BLAKELEY	10.0					
BJKVWXYZ				DN-R	10.0 PENDLETON	0.0					
					(83.0)						
							Daily Except Sunday				

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages, see page 22.

EASTWARD

EASTWARD

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STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Pendair.....	213.5	80	Both	Canyon.....(7).....	22.1	42	Both
Mission.....	221.2	18 P	Both	Schreck.....	31.9	14	Both
Cayuse.....(1).....	227.1	25 P	Both	Sutton.....	48.0	46	Both
Thorn Hollow.....	232.1	48 P	Both	Thera.....(7).....	64.8	15	Both
North Fork.....	251.4	14 P	Both	Glenwood.....	83.5	13	Both
		16 P	West	Walters.....	98.6	10	Both
Third Subdivision				Tucannon Branch			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	Spokane-Tekoa Branch			
Boardman.....(1) (2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coey.....	141.7	17	Both
				Hill.....	161.2	51 X	Both
Fourth Subdivision				Pleasant Valley Branch			
Quarry Spur.....	6.5	13	West	Willada.....	11.5	27	Both
Eri.....	14.2	4	Both	Juno.....	20.8	10	Both
Corbett.....(1).....	20.3	.....	None	Huntley.....	22.6	2	Both
Latourell.....(1).....	23.9	.....	None	Thornton.....	31.2	44	Both
Multnomah Falls.....	29.6	.....	None	Warner.....	45.3	11	Both
Warrendale.....	35.9	.....	None	Pomeroy Branch			
C. L. Lumber Co.....	45.1	7	East	Houser.....	19.1	1	Both
Viento.....	55.2	.....	None	Moscow Branch			
Chatfield.....	71.8	20	West	Risbeck.....(7).....	4.5	6	Both
Kenton Line				Parvin.....(7).....	7.8	8	Both
Champ.....	9.5	7	Both	Armstrong.....(7).....	15.7	3 W {M. P. 16.2}	Both
Ward.....	14.2	6	Both	Whitlow.....	20.5	1	Both
		37	Both	Holland.....	21.4	8	Both
Reynolds.....	20.0	40 P	West	Connell Branch			
		126	West	Pampa.....	4.6	15	Both
Sixth Subdivision				Gordon.....	8.2	7	Both
Sheffler.....	242.1	4	Both	McAdam.....	29.3	3	Both
Matthews.....	253.3	5	Both	Wacota.....	34.1	4	Both
Magallon.....	258.6	2	Both	Estes.....	42.3	7	Both
Teske.....	310.6	2	Both	Sulphur.....	46.1	9	Both
Joseph Branch				Curry.....	51.1	12	Both
Island City.....(3).....	2.6	12	Both	Pendleton Branch			
Conley.....(3).....	5.9	6	Both	Havana.....	6.9	11	Both
Rondowa.....	37.2	7	Both	Weston.....	20.9	66 X	East
Vincent.....(3).....	40.6	2	East	Bade.....	30.2	13	Both
Minam.....(4).....	47.1	12 W {M. P. 49.0}	Both	Barrett.....	33.1	10	Both
Sevier.....	56.7	5	West	Prunedale.....	34.2	15	Both
Pilot Rock Branch				State Line.....	41.7	10	Both
McBee.....	2.8	2	East	Langdon.....	43.6	12	Both
Lens.....	11.2	4	East	Russell.....	51.8	11	Both
Grass Valley Branch				Hadley.....	56.5	19	Both
Sandon.....	15.6	8	Both	Berryman.....	59.8	9	Both
Hay Canyon.....	19.2	12	East	Ennis.....	60.9	10	Both
De Moss.....	23.9	15	West	Robinson.....	67.6	2	Both
Erskine.....	31.3	12	Both	McCall.....	69.4	2	Both
Bourbon.....	45.8	9	Both	McKay.....	78.6	6	Both
Grays Harbor Branch				Wallace Branch			
Raisch.....	2.6	8	Both	Tilma.....	2.1	1 X	Both
Galvin.....(5).....	5.0	12	Both	Watt.....	12.1	18	Both
Balch.....(5).....	18.3	23 P	Both	O'Gara.....(8).....	26.3	.....	None
Cedarville.....(5).....	22.2	18 P	Both	Black Lake.....(8).....	38.0	.....	None
Lankner.....(5).....	26.3	52 P	Both	Dudley.....(8).....	52.0	12	Both
South Elma.....(5).....	32.5	51 P	Both	Enaville.....(9).....	62.5	6 Y	Both
Melbourne.....(5).....	43.8	5 P	West	Smelterville.....(8).....	66.3	.....	None
Law.....	44.7	5 PW	Both	Shont.....(8).....	72.8	3	Both
		27 P	Both	Polaris.....	74.6	42	East
Yakima Branch				Gem.....	84.1	5 X	Both
Grossep.....	28.2	11	East	Frisco.....	84.4	7 X	Both
Biggam.....(6).....	48.3		Both	Dorn.....	85.1	13	Both
Flint.....	83.6		Both	Dayton Branch			
				Loyd.....	4.1	3	East
				Ronan.....	19.3	28	West

- (1) Regular stop for No. 25.
 (2) Regular stop for No. 26.
 (3) Flag stop for Nos. 304-305.

- (4) Regular stop for Nos. 304-305.
 (5) Flag stop for Nos. 306-307.
 (6) Flag stop for Nos. 63-64.

- (7) Flag stop for Nos. 61-62.
 (8) Flag stop for Nos. 67-68.
 (9) Regular stop for Nos. 67-68.

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

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

FIRST SUBDIVISION

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

FIRST SUBDIVISION (Continued)

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

SECOND SUBDIVISION

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

THIRD SUBDIVISION

Rieth Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 209.3 and 208.8.	60	50	40	Between M.P. 198.7 and 198.4.	45	35	25	Between M.P. 191.9 and 190.7.	60	50	40
Barnhart Between M.P. 206.9 and 206.7.	60	50	40	Nolin Between M.P. 198.2 and 197.8.	55	45	35	Between M.P. 190.4 and 190.0.	70	60	45
Between M.P. 206.2 and 205.8.	70	60	45	Between M.P. 197.3 and 196.7.	60	50	40	Between M.P. 189.0 and 188.8.	60	50	40
Between M.P. 204.7 and 202.2.	60	50	40	Between M.P. 195.6 and 195.4.	60	50	40	Stanfield Between M.P. 188.3 and 188.0.	60	50	40
Between M.P. 201.6 and 201.5.	70	60	45	Between M.P. 194.5 and 193.7.	45	35	25	Between M.P. 187.5 and 187.3.	70	60	45
				Between M.P. 193.5 and 193.3.	70	60	45				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Blalock Between M.P. 130.0 and 129.2.	70	60	45	Hinkle Between M.P. 193.5 and 193.4.	15	15	15
Westland				Between M.P. 124.8 and 124.0.	70	60	45	Between M.P. 192.6 and 192.2.	60	50	40
Messner				Between M.P. 123.8 and 123.7.	55	45	35	Between M.P. 191.2 and 189.8.	35	30	20
Castle Between M.P. 154.5 and 151.7.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Hermiston Standard and Union Oil spurs.			6
Between M.P. 150.9 and 150.6.	70	60	45	Hook Between M.P. 118.7 and 118.6.	70	60	45	On house track west of McNaught warehouse.			6
Between M.P. 150.2 and 150.0.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45	Over road crossing east end of depot.	15	15	15
Between M.P. 149.6 and 149.4.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45	Between M.P. 188.1 and 187.9.	60	50	40
Heppner Jct. Between M.P. 148.5 and 147.9.	55	45	35	Between M.P. 114.3 and 112.5.	60	50	40	Between M.P. 187.6 and 187.5.	55	45	35
Between M.P. 146.5 and 146.3.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45	Between M.P. 186.9 and 186.8.	60	60	40
Willows Between M.P. 144.0 and 143.8.	60	50	40	Rufus Between M.P. 100.1 and 99.0.	55	45	35	Between M.P. 185.3 and 185.2.	60	60	40
Silica Between M.P. 141.6 and 140.5.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45	Between M.P. 184.1 and 182.3.	45	35	25
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Celilo Between M.P. 96.8 and 95.8.	55	45	35	Umatilla On wye.	10	10	10
Between M.P. 136.3 and 136.1.	70	60	45	Oregon Trunk Jct. Between M.P. 91.4 and 91.2.	70	60	45	On Track No. 7.	25	25	15
Between M.P. 134.8 and 134.7.	70	60	45	Between M.P. 88.5 and 87.4.	45	35	25	Between M.P. 178.4 and 178.3.	60	60	40
Gilmore Between M.P. 132.8 and 132.7.	70	60	45	The Dalles Over street crossings.	12	12	12	Irrigon Between M.P. 175.5 and 175.4.	60	60	40
Between M.P. 131.0 and 130.9.	70	60	45	Umatilla Line Maximum speed.	60	60	40	Between M.P. 172.9 and 172.8.	60	60	40
Between M.P. 130.5 and 130.4.	60	50	40					Judson Between M.P. 171.0 and 170.9.	60	60	40

FOURTH SUBDIVISION

The Dalles Between M.P. 83.4 and 83.3.	45	35	25	Between M.P. 71.9 and 71.4.	30	25	20	Wyeth Between M.P. 49.4 and 48.7.	35	30	20
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 71.4 and 66.4.	45	35	25	Between M.P. 48.7 and 45.4.	55	45	35
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 44.9 and 44.3.	60	50	40
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 44.1 and 43.8.	55	45	35
Between M.P. 79.3 and 78.9.	55	45	35	Hood River 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 43.5 and 43.3.	60	50	40
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 61.8 and 59.4.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45
Between M.P. 77.0 and 76.3.	60	50	40					Between M.P. 42.4 and 41.4.	40	35	25
Rowena Between M.P. 75.8 and 75.1.	55	45	35	Meno Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 39.9 and 39.7.	40	40	25
Between M.P. 75.1 and 74.2.	60	50	40	Between M.P. 56.2 and 53.8.	35	30	20	Between M.P. 39.2 and 38.2.	60	50	40
Between M.P. 74.2 and 74.1.	40	40	25	Between M.P. 53.8 and 52.0.	55	45	35	Bonneville Between M.P. 37.3 and 35.5.	55	45	35
Between M.P. 74.1 and 73.7.	60	50	40	Between M.P. 52.0 and 51.6.	45	35	25	Dodson Between M.P. 32.8 and 31.8.	70	60	45
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 51.6 and 49.7.	55	45	35				

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pgr.	Frt.		Str.	Pgr.	Frt.		Str.	Pgr.	Frt.
Between M.P. 31.4 and 30.7.	60	50	40	Fairview				Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 29.4 and 27.5.	60	50	40	Between M.P. 12.0 and 10.9.	50	50	40	Between Albina and Portland, backing up.	8		
Bridal Veil				Clarnie				Between Albina and East Portland, curve at Globe Mill.	8	8	8
Between M.P. 25.9 and 25.5.	70	60	45	Between M.P. 7.6 and 2.7.	50	40	25	East Portland, over frogs and railroad crossings and through interlocking, east end of Wilamette River Bridge.	8	8	8
Between M.P. 25.2 and 24.8.	60	50	40	Between M.P. 2.7 and 1.0.	35	30	20	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Between M.P. 24.0 and 23.8.	55	45	35	Graham							
Rooster Rock				Kenton Line							
Between M.P. 22.4 and 21.3.	60	50	40	Between Troutdale and Kenton.	45	45	35				
Between M.P. 21.3 and 21.1.	40	40	25	Over Columbia Boulevard, near Peninsula Jct.	25	25	25				
Between M.P. 21.1 and 20.1.	60	50	40	Between M.P. 22.0 and 19.5.	45	40	25				
Between M.P. 18.5 and 18.2.	60	50	40	Troutdale							
Between M.P. 17.9 and 14.8.	70	60	45	2-10-2 class engines using lead and other tracks in Alcoa plant.			6				
Between M.P. 13.5 and 13.2.	55	45	35								

FIFTH SUBDIVISION

Argo				Through interlocking.	30	30	30	Argo Yard			
Over slip switch, Lucille St., all engines, eastward and westward trains until entire train through slip switch.	10	10		Seattle				All Turnouts.			10
				Over Spokane St. Crossing.	10	10	10				

SIXTH SUBDIVISION

Maximum speed.	70	60	45	Wallula				Walker Pit			
Trains handling Fuller snow plow 0330.			35	Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over crossing.				Between M.P. 244.5 and 244.6.	50	40	
Umatilla				Eastward.		20	20	Between M.P. 246.1 and 246.3.	50	40	
Between M.P. 186.7 and 186.8.	50	40		Westward.		15	15	Between M.P. 247.0 and 247.2.	50	40	
Between M.P. 187.1 and 187.3.	50	40		Attalia				Scott			
Between M.P. 187.6 and 187.7.	50	40		Between M.P. 217.2 and 217.4.	45	35		Between M.P. 252.8 and 253.0.	45	35	
Between M.P. 188.6 and 189.0.	30	20		Between M.P. 219.1 and 219.5.	50	40		Between M.P. 256.9 and 257.1.	45	35	
Between M.P. 189.2 and 190.4.	25	20		Humorist				Ruxby			
Riverview				Between M.P. 224.2 and 224.5.	50	40		Between M.P. 260.3 and 260.5.	50	40	
Between M.P. 191.2 and 192.0.	25	20		Ash				Ayer			
Between M.P. 192.5 and 192.9.	35	25		Between M.P. 226.9 and 227.1.	50	40		Between M.P. 268.2 and 269.3.	30	30	
Between M.P. 193.3 and 193.4.	35	25		Between M.P. 228.1 and 228.4.	35	25		Between M.P. 271.5 and 272.5.	25	15	
Between M.P. 194.5 and 194.7.	50	40		Between M.P. 228.8 and 229.9.	35	25		Between M.P. 272.7 and 273.2.	45	35	
Between M.P. 194.9 and 196.3.	30	20		Between M.P. 230.8 and 231.4.	50	40		Between M.P. 275.1 and 276.9.	40	25	
Between M.P. 196.5 and 196.6.	50	40		Between M.P. 231.9 and 232.3.	45	35		Between M.P. 277.9 and 278.5.	50	40	
Sand				Between M.P. 233.0 and 233.4.	50	40		Between M.P. 278.9 and 279.4.	45	35	
Between M.P. 197.4 and 197.7.	45	35		Page				Park			
Between M.P. 199.0 and 199.1.	50	40		Between M.P. 234.0 and 234.5.	35	25		Between M.P. 280.0 and 281.6.	40	25	
Between M.P. 199.3 and 199.4.	50	40		Between M.P. 234.9 and 235.6.	35	25		Between M.P. 281.9 and 282.2.	50	40	
Between M.P. 200.7 and 200.8.	50	40		Between M.P. 236.3 and 236.5.	35	25		Hooper Jct.			
Between M.P. 201.8 and 201.9.	50	40		Between M.P. 236.8 and 236.9.	50	40		Between M.P. 286.1 and 286.5.	50	40	
Juniper				Between M.P. 237.9 and 238.1.	35	25		Between M.P. 290.6 and 291.1.	50	40	
Between M.P. 204.3 and 204.6.	45	35		Between M.P. 239.0 and 239.3.	50	40		Between M.P. 291.9 and 292.3.	25	25	
Between M.P. 205.2 and 205.3.	50	40		Between M.P. 239.6 and 239.8.	50	40		Ankeny			
Between M.P. 206.1 and 207.2.	30	20		Simmons				Between M.P. 294.4 and 294.5.	40	25	
Between M.P. 207.5 and 208.5.	30	20		Between M.P. 242.4 and 242.6.	40	25		Between M.P. 295.4 and 297.0.	50	40	
Between M.P. 210.0 and 210.3.	25	20		Between M.P. 242.9 and 243.1.	35	25		Marango			
				Between M.P. 243.4 and 243.5.	50	40		Between M.P. 308.6 and 309.0.	60	50	40

SIXTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Cheney				Between M.P. 364.7 and 364.9.	55	45	35	Over Bridge 367.13.	10	10	10
Over street crossings.	15	15	15	Between M.P. 365.1 and 366.2.	25	25	15	Spokane , through Union Station limits.	15	15	15
Between M.P. 352.8 and 353.5.	55	45	35	West Spokane , on 16-degree curve west end of yard.	8	8	8	Spokane Union Station over slip switches.	10	10	10
Between M.P. 354.0 and 363.8 on curves.	60	50	35	Between M.P. 366.5 and 367.1.	40	35	25	Spokane, through Union Station limits. 3900 class engines.	6	6	
Between M.P. 364.2 and 364.4.	45	35	25								

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.

Joseph Branch				Grays Harbor Branch				Between M.P. 117.8 and 117.9.		45	30
Maximum speed.	30	30		Maximum speed.	30	30		Between M.P. 118.1 and 118.3.		35	25
3-degree curves.	20	20		3-degree curves.	20	20		Between M.P. 118.5 and 119.7.		25	20
4-and 5-degree curves.	15	15		4-and 5-degree curves.	15	15		Between M.P. 120.2 and 120.4.		35	25
On curves of 6 degrees and over.	10	10		On curves of 6 degrees and over.	10	10		Between M.P. 120.7 and 121.4.		35	25
Between La Grande and M.P. 13.0.	25	25		Trains handling rock.		25		Between M.P. 121.6 and 121.9.		25	20
Between M.P. 25.0 and 55.0.	25	25		Preacher's Slough to M.P. 47.0.	10	10		Between M.P. 122.1 and 122.5.		35	25
Between M.P. 72.0 and Joseph.	25	25		Aberdeen, within city limits.	20	20		Latah			
Pilot Rock Branch	15	15		Aberdeen, over Boone St. Crossing.	5	5		Between M.P. 123.4 and 124.5.	20	20	
Heppner Branch				Aberdeen, over other street crossings.	10	10		Between M.P. 125.1 and 125.7.	35	25	
Maximum speed.	25	25		Cosmopolis, within city limits.	20	15		Between M.P. 127.5 and 128.4.	35	25	
3-degree curves.	20	20		Cosmopolis, with logs within city limits.		8		Between M.P. 129.6 and 130.6.	35	25	
4- and 5-degree curves.	15	15		Tono Branch				Fairfield			
On curves of 6 degrees and over.	10	10		Maximum speed.	15	15		Over street crossings.		25	
Condon Branch				4- and 5-degree curves.	15	15		Between M.P. 132.6 and 132.8.	45	30	
Maximum speed.	25	25		On curves of 6 degrees and over.	10	10		Between M.P. 133.3 and 134.6.	25	20	
3-degree curves.	20	20		Olympia Branch				Between M.P. 135.3 and 136.3.	35	25	
4- and 5-degree curves.	15	15		Maximum speed.	20	20		Darknell			
On curves of 6 degrees and over.	10	10		4- and 5-degree curves.	15	15		Between M.P. 136.6 and 139.2.	20	20	
On descending grades between Speece and Mikkalo.	15	15		On curves of 6 degrees and over.	10	10		Rockford			
On descending grades between Barnett and Rock Creek.	15	15		Spokane-Tekoa Branch				Between M.P. 139.4 and 139.7.	45	30	
Grass Valley Branch				East Spokane through Interlocking.	15	15		Between M.P. 139.8 and 140.4.	45	30	
Maximum speed.	25	25		Between Spokane and Manito.	70	60	35	Between M.P. 141.0 and 141.2.	35	25	
3-degree curves.	20	20		Between Manito and Tekoa.	50	30		Between M.P. 142.6 and 143.2.	25	20	
4- and 5-degree curves.	15	15		On 3-degree curves.	50	30		Manito			
On curves of 6 degrees and over.	10	10		On 4-degree curves.	45	30		Between M.P. 144.4 and 144.6.	60	50	35
Between Kent and M.P. 39.0.	15	15		On 5- and 6-degree curves.	35	25		Between M.P. 145.5 and 146.0.	35	45	35
Between M.P. 33.0 and Thornberry, on descending grades.	20	20		On 7- and 8-degree curves.	25	20		Between M.P. 146.2 and 146.4.	60	50	35
Between Thornberry and Biggs, on descending grades.	10	10		On curves of 7 degrees and over with 2-10-2 type engines.	20	20		Between M.P. 146.9 and 147.2.	60	50	35
				On 9- and 10-degree curves.	20	20		Freeman			
				Tekoa				Between M.P. 147.3 and 148.8.	45	35	25
				Between M.P. 117.2 and 117.5.	20	20		Between M.P. 149.1 and 149.2.	60	50	35

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mica				Between M.P. 27.1 and 27.2.	25	20	Farmington		
Between M.P. 150.5 and 151.9.	35	30	20	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 105.5 and 105.8.	25	20
Between M.P. 152.1 and 152.4.	35	30	20	Between M.P. 28.2 and 28.7.	20	20	Between M.P. 112.2 and 113.1.	30	25
Between M.P. 152.6 and 153.0.	45	35	25	Between M.P. 29.7 and 29.9.	45	30	Between M.P. 115.6 and 116.0.	25	20
Between M.P. 153.2 and 153.9.	35	30	20	Hay			Pleasant Valley Branch		
Between M.P. 154.5 and 154.3, westward.	00	50	35	Between M.P. 30.4 and 31.1.	35	25	Maximum speed.	25	25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 32.0 and 33.8.	25	20	G. N. Crossing, M.P. 30.7.	20	20
Between M.P. 154.7 and 155.5.	40	35	25	Between M.P. 34.2 and 35.2.	20	20	Tucannon Branch		
Between Chester and Mica, on descending grade.			25	Jerita			Maximum speed.	25	25
Spokane, through tunnel.	15	15	15	Between M.P. 36.2 and 36.9.	25	20	On curves, 7 degrees and over.	20	20
Spokane, over slip switches at N. P. Crossing.	15	15	10	Between M.P. 37.8 and 39.3.	25	20	Between Starbuck and Relief.	12	12
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.			12	Between M.P. 43.5 and 43.6.	45	30	Pendleton Branch		
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Sutton			Maximum speed.	30	30
Tekoa-Ayer Branch				Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Maximum speed.		50	30	Thera			On 7-, 8-, 9- and 10-degree curves.	20	20
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 54.9 and 55.2.	35	25	Between Walla Walla and Pendleton, with MacArthur type engines.	25	25
Between Tucannon and Ayer.		35	25	Between M.P. 55.4 and 55.6.	45	30	Between Barrett and Downing, on descending grade.	15	15
On 4-degree curves.		45	30	Between M.P. 58.2 and 58.5.	35	25	Pendleton, over Thompson, Main and Aura Streets.	12	12
On 5- and 6-degree curves.		35	25	Diamond			Pendleton, over other street crossings within city limits.	20	20
On 7- and 8-degree curves.		25	20	Between M.P. 68.8 and 69.0.	35	25	Pendleton		
On curves of 7 degrees and over with 2-10-2 type engines.		20	20	Between M.P. 69.9 and 70.1.	35	25	Between M.P. 1.2 and 1.4.	30	25
On 9- and 10-degree curves.		20	20	Mockensma			Between M.P. 2.5 and 3.0.	20	20
Ayer				Between M.P. 73.3 and 73.6.	20	20	Between M.P. 9.5 and 9.8.	20	20
Between M.P. 14.0 and 14.1.		35	25	Between M.P. 74.1 and 74.2.	45	30	Athena		
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.9 and 77.2.	25	12	Over street crossings.	15	15
Between M.P. 17.1 and 17.2.		15	15	Colfax			Between M.P. 20.9 and 21.3.	20	25
Over Snake River Bridge 17.23.		5	5	Over street crossings.	12	12	Downing		
Between M.P. 17.7 and 18.1.		25	20	Between M.P. 78.4 and 78.5.	25	20	Between M.P. 24.0 and 24.5.	20	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 79.8 and 80.7.	30	20	Between M.P. 25.4 and 26.2.	20	20
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.	20	20	Blue Mountain		
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 82.9 and 83.4.	20	20	Between M.P. 29.0 and 29.4.	20	20
Between M.P. 23.1 and 23.7.		35	25	Glenwood			Between M.P. 29.8 and 30.1.	20	20
Between M.P. 23.6 and 23.7.		30	20	Between M.P. 83.7 and 84.5.	25	20	Between M.P. 30.3 and 30.4.	20	20
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 86.5 and 87.0.	20	20	Between M.P. 31.2 and 31.7.	20	20
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 87.6 and 88.9.	25	20	Between M.P. 32.2 and 32.4.	20	20
				Between M.P. 89.1 and 89.4.	20	20	Between M.P. 32.7 and 32.9.	20	20
				Elberton			Milton-Freewater		
				Over street crossings.	25	25	Over street crossings.	15	15
				Between M.P. 90.7 and 91.9.	20	20	W. W. V. Ry. Crossing M.P. 36.3.	15	15
				Between M.P. 92.4 and 92.9.	30	25	W. W. V. Ry. Crossing, M.P. 44.2.	20	20
				Between M.P. 95.6 and 95.8.	30	25			
				Between M.P. 101.1 and 101.5.	30	25			
				Between M.P. 102.0 and 102.4.	30	25			
				N. P. Crossing					
				Between M.P. 104.6 and 104.9.	20	20			

BRANCHES (Continued)

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

BRANCHES (Continued)

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

Standard clocks are located as shown below:

Huntington.....Yard Office
 Huntington.....Telegraph Office
 Baker.....Telegraph Office
 La Grande.....Train Dispatcher's Office
 La Grande.....Depot Telegraph Office
 La Grande.....Yard Office
 Pendleton.....Telegraph Office
 Rieth.....Telegraph Office
 Rieth.....Enginemen's Register Room
 Umatilla.....Telegraph Office
 Umatilla.....Enginemen's Register Room
 Arlington.....Telegraph Office
 Moro.....Telegraph Office
 Bend (Joint).....● T. Ry. Telegraph Office
 The Dalles....."DK" Telegraph Office
 The Dalles....."WH" Telegraph Office

Portland (Joint)
N. P. T. Co. Telegraph Office
 Albina.....Train Dispatcher's Office
 Albina.....Yard Telegraph Office
 Albina.....Enginemen's Register Room
 Kenton.....Telegraph Office
 Centralia (Joint).....N. P. Ry. Telegraph Office
 Tacoma.....Yard Office
 Argo.....Yard Office
 Argo.....Enginemen's Register Room
 Seattle (Joint)
Union Station Telegraph Office
 Hoquiam (Joint).....N. P. Ry. Telegraph Office
 Aberdeen.....Telegraph Office
 Olympia.....Telegraph Office
 Spokane.....Train Dispatcher's Office
 Spokane.....Telegraph Office

West Spokane. Enginemen's Register Room
 Ayer.....Telegraph Office
 Wallula.....Telegraph Office
 Tekoa.....Telegraph Office
 Tekoa.....Enginemen's Register Room
 Colfax.....Telegraph Office
 La Crosse.....Telegraph Office
 Moscow.....Telegraph Office
 Walla Walla.....Passenger Depot
 Walla Walla.....Enginemen's Register Room
 Yakima.....Telegraph Office
 Yakima.....Roundhouse
 Kellogg-Wardner.....Telegraph Office
 Wallace.....Telegraph Office
 Wallace.....Enginemen's Register Room

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6.—The following letters, when placed before the figures of the schedule, indicate:

L.—leave;
 A.—arrive;
 s.—regular stop;
 f.—flag stop to receive or discharge traffic.

Rule 6(A).—The following letters, when placed in the columns provided, indicate:

B—bulletins;
 C—coal;
 D—day operator;
 N—night operator;
 DN—day and night operator;
 H—hog drenching;
 I—interlocking;
 J—junction;
 K—standard clock;
 M—railroad crossing protected by signals or gates;
 O—oil;
 P—telephone;
 R—train register;
 T—turntable;
 V—trick connection with foreign railroad;
 W—water;
 X—yard limits;
 Y—wyer;
 Z—track scales.

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP
 REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Echo, Stanfield...	.....	Portland or beyond.
11	Any station.....	Pocatello or beyond.	
12	Echo, Stanfield...	Portland or beyond.	
12	Any station.....	.....	Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	
18	Any station.....	.....	Pocatello or beyond.
18	Ordinance.....	Portland or beyond.	
18	{ Union Jct..... North Powder.... Haines.....	{ Portland or beyond, Tuesdays only.	
19	Any station.....	From Wallula or beyond.	
19	Hooper Jct.....	.....	Umatilla or beyond.
20	Any station.....	West of Ayer.....	Umatilla or beyond.
62	Any station.....	Pendleton or beyond	

