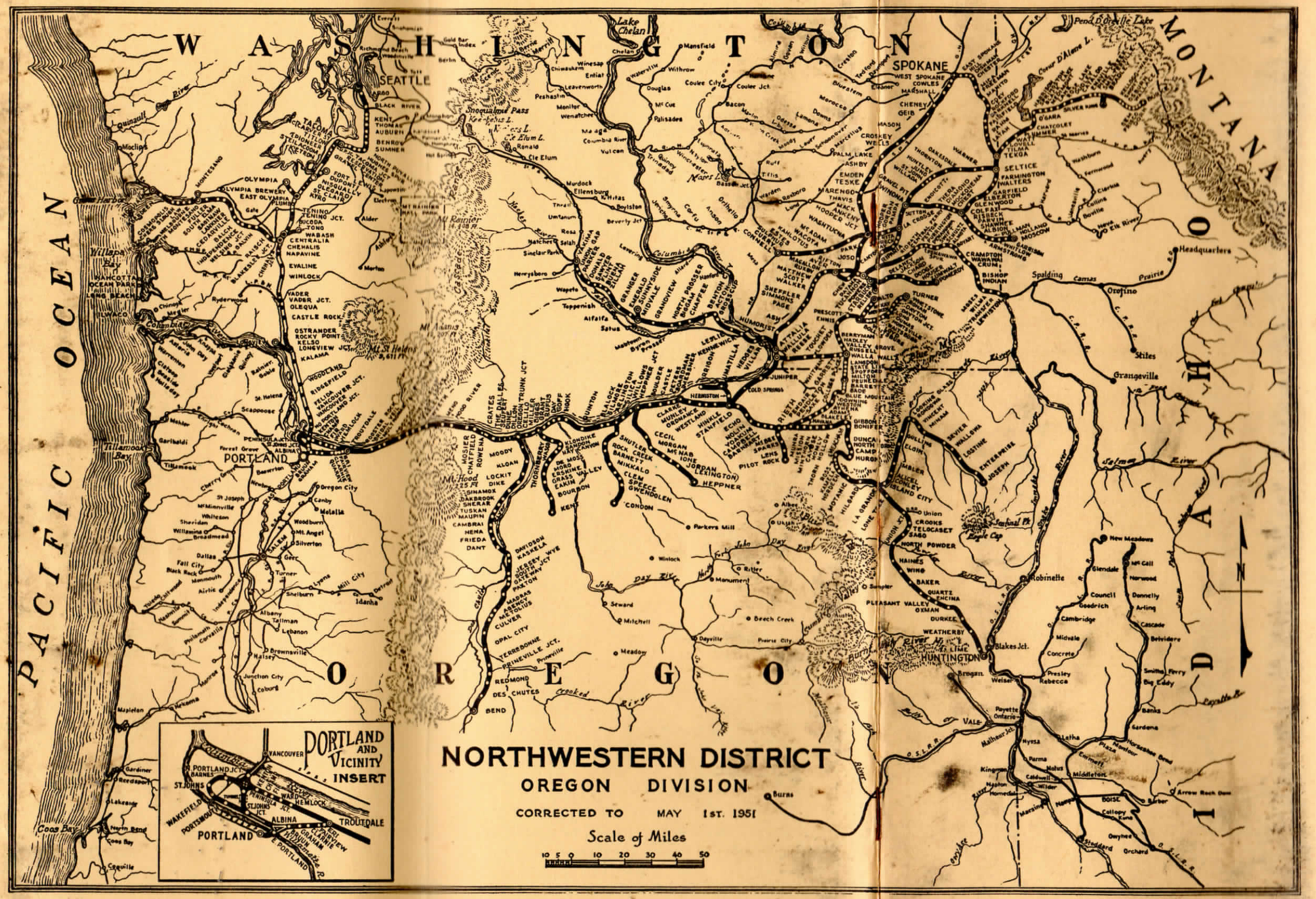

UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

OREGON DIVISION

TIME-TABLE No. 12

Effective Sunday

MAY 27, 1951

At 12:01 P.M. Pacific Time

Be Careful Today

FOR EMPLOYES ONLY

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

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

E. HICKS
General Superintendent

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

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

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

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

Union Pacific Railroad Employes Hospital Association

Physicians and Surgeons are located as shown below:

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

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

19 Pagr. Daily	61 Pagr. Daily	11 Pagr. Daily	105 Streamliner Passenger Daily	403 Pagr. Daily	457 Pagr. Daily	17 Pagr. Daily	25 Mail and Express Daily	Distance from Granger via Boise	Time-Table No. 12 May 27, 1951 STATIONS	12 Pagr. Daily	404 Pagr. Daily	458 Pagr. Daily	106 Streamliner Passenger Daily	20 Pagr. Daily	18 Pagr. Daily	26 Mail and Express Daily	62 Pagr. Daily
		5.05	**2.05**			4.05		0.0	GRANGER	A 9.15			A **12.42**		A **10.30**		
		10.25	**5.55**			9.50	1.10	213.9	POCATELLO	4.10			8.55		**5.25**	A **9.15**	
		1.40	**8.25**			**1.25**	4.45	373.8	GLENNS FERRY	12.15			6.10		**1.50**	**5.00**	
		3.25	**9.40**			**3.10**	7.05	448.4	BOISE	**10.25**			5.00		**12.10**	**2.40**	
		6.05	**11.40**			**5.55**	10.15	550.1	M.T. HUNTINGTON M.T.	**7.30**			3.05		9.40	11.40	
		5.15	**10.40**			**5.05**	9.25		P.T. P.T.	**6.20**			2.05		8.30	10.25	
		8.00	1.05			**8.05**	**12.20**	649.7	LA GRANDE	**3.45**			**11.40**		5.55	7.05	
		10.35	3.20			**11.20**	**3.00**	723.9	PENDLETON	**1.10**			**9.35**		3.15	4.25	
		10.45	3.30			**11.30**	**3.10**	727.5	RIETH	**12.50**			**9.20**		2.35	3.45	
9.00	Moscow **6.45**							940.6	SPOKANE					A 7.00			Moscow A 8.50
11.15	**10.50**							836.7	AYER					4.08			5.15
12.50	12.35							783.4	WALLULA					2.45			2.55
1.58	1.20	11.14	3.57			12.11	**3.52**	755.3	HINKLE	**12.10**			**8.46**	1.40	1.58	2.47	12.30
4.05		**1.15**	5.35			3.25	**6.20**	855.4	THE DALLES	10.15			**7.15**	**11.35**	12.05	12.30	
A 6.30	A 2.10 Pendleton	A **3.30**	A 7.30	8.30	8.00	A 6.00	A **9.00**	939.5	PORTLAND	8.10	A **1.45**	A **9.15**	**5.30**	**9.30**	**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**					
				A **1.45**	A 11.59			1122.7	SEATTLE		8.30	**4.45**					
										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
(9.30) 38.9	(7.25) 29.4	(23.25) 40.1	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(20.50) 34.8		.....Thru Time..... Average speed per hour	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(9.30) 38.9	(23.30) 40.0	(22.05) 32.9	(9.20) 23.4

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

31 Passenger Daily	33 Passenger Daily	29 Passenger Daily	Distance from McCammon	Time-Table No. 12 May 27, 1951 STATIONS	32 Passenger	34 Passenger	30 Passenger
9.20	3.50	12.10	0.0	McCAMMON	A 4.45	A **6.05**	A 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..... .....Average speed per hour.....	(0.30) 45.4	(6.35) 25.9	(8.55) 32.1

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.		WESTWARD FIRST CLASS 105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS			Mile Post	EASTWARD FIRST CLASS 18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger
	BKOPT WXYZ	10.40PM	5.05PM	9.25AM	5.15AM	DN-R	**HUNTINGTON**	HU	389.4	A 8.30AM	A10.25AM	A 6.20PM	As2.05AM
100	P	10.50	5.15	9.35	5.25	D	LIME (4.9)	BY	384.5	8.14	f10.03	6.07	1.50
100	PW	10.59	5.25	**9.48**[26]	5.34		WEATHERBY (7.0)		377.5	8.02	**9.48**[25]	5.55	1.38
150	PXY	11.11	**5.42**[12]	s10.02	5.47		DURKEE (8.6)		368.9	7.50	s 9.35	**5.42**[17]	1.25
100	P	11.22	5.57	10.14	5.58		OXMAN (7.2)		361.7	7.40	9.25	5.31	1.14
170	PW	11.34	6.11	10.29	6.12		PLEASANT VALLEY (6.3)		355.4	7.25	s 9.10	5.17	1.01
WB 91 EB 109	PXY	11.39	6.17	10.35	6.18		ENCINA (3.5)		351.9	7.20	9.03	5.12	12.55
107	P	11.45	6.24	10.43	6.25		QUARTZ (4.6)		347.3	7.12	8.53	5.04	12.47
WB 109 EB 111	BKOPW XYZ	s11.55PM	s 6.35	s10.55	s 6.37	DN	BAKER (5.3)	BC	342.0	s 7.05	s 8.45	s 4.57	s12.40
106	P	12.01AM	6.42	11.01	6.43		WING (4.4)		337.6	6.54	8.31	4.47	12.30
106	P	12.07	6.48	s11.08	f **6.49**[18]	D	HAINES (5.9)	KB	331.7	**6.49**[11]	s 8.25	f 4.42	12.25
106	PW	**12.17**[106]	6.57	s11.18	f 6.59	D	NORTH POWDER (9.6)	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 (6.6)		315.5	6.29	7.57	4.19	12.09
147	PVWXY	12.31	7.13	f11.35	7.14		TELOCASET (2.9)		312.6	6.26	f 7.54	4.16	12.06
105	P	12.35	7.20	11.41	7.20		CROOKS (3.7)		308.9	6.20	7.48	4.10	12.02AM
105	PVY	12.46	s 7.35	11.54AM	**7.33**[26]	D	UNION JCT. (6.7)	UN	302.2	6.07	**7.33**[11]	3.57	11.51PM
105	P	12.52	7.42	12.01PM	7.40		LONETREE (7.3)		294.9	6.01	7.13	3.51	11.45
	BJKOPTW XYZ	A 1.00AM	A 7.55PM	A12.10PM	A 7.50AM	DN-R	**LA GRANDE** (5.1)	Q RA	289.8	5.55AM	7.05AM	3.45PM	11.40PM
							(99.6)			Daily	Daily	Daily	Daily
		(2.20) 42.7	(2.50) 35.2	(2.45) 36.2	(2.35) 38.6		Thru Time / Average speed per hour			(2.35) 38.6	(3.20) 29.9	(2.35) 38.6	(2.25) 41.2

CENTRALIZED TRAFFIC CONTROL

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.		WESTWARD FIRST CLASS 62 Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	105 Streamliner Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS			Mile Post	EASTWARD FIRST CLASS 61 Passenger	18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger
	BJKOPT WXYZ		8.05PM	12.20PM	8.00AM	1.05AM	DN-R	**LA GRANDE** (7.7)	Q RA	289.8		A 5.45AM	A 6.55AM	A 3.35PM	A11.35PM
WB 71 EB 72	PVWXY		8.23	12.38	8.17	1.20		HILGARD (6.5)		282.1		5.25	6.33	3.16	11.20
139	P		8.40	12.53	8.33	1.34		MOTANIC (3.5)		275.6		5.08	6.16	3.00	11.07
	P		8.49	1.01	8.42	1.42		**NORDEEN** (1.0)	DOUBLE TRACK	272.1		5.00	6.07	2.52	11.00
141	PWXY		8.52	f 1.04	8.45	1.44		KAMELA (2.8)		271.1		4.57	6.04	2.49	10.58
	P		8.59	1.11	8.52	1.50		**ROSS** (2.8)		268.3		4.50	5.57	2.42	10.52
WB 105 EB 102	PWX		9.06	f 1.18	8.59	1.56		MEACHAM (7.8)		265.5		4.43	5.50	2.35	10.46
136	P		9.27	1.37	9.18	2.12		HURON (3.6)		257.7		4.19	5.29	2.13	10.30
120	PW		9.35	1.44	9.26	2.19		CAMP (5.6)		254.1		4.11	5.21	2.05	10.24
WB 68 EB 69	PWXY		9.44	f **1.56**[12]	9.35	2.27		DUNCAN (9.0)		248.5		4.02	5.12	**1.56**[25]	10.16
102	P		**10.05**[106]	2.09	9.47	2.40		BONIFER (2.6)		239.5		3.49	4.59	1.44	**10.05**[17]
106	PWXY		10.11	f 2.16	9.52	2.45		GIBBON (7.3)		236.9		3.44	4.54	1.39	10.01
117	P		10.20	2.26	10.01	2.53		HOMLY (4.9)		229.6		3.34	4.44	1.30	9.53
116	P		10.28	2.34	10.08	3.00		MINTHORN (5.8)		224.7		3.28	4.37	1.23	9.47
115	P		10.36	2.42	10.16	3.08		MUNRA (3.3)		218.9		3.22	4.31	1.17	9.41
69	BJKPV WXYZ	11.30PM	10.50 11.20	2.50 3.00	10.25 10.35	**3.15**[18] **3.20**	DN	**PENDLETON** (3.6)	FD	215.6	A 2.10AM	**3.15**[105] **2.45**	4.25 3.55	1.10 1.00	9.35 9.30
	BJKOP TWX	A11.40PM	A11.30PM	A 3.10PM	A10.45AM	A 3.30AM	DN-R	**RIETH** (77.8)	RI	212.0	2.01AM	2.35AM	3.45AM	12.50PM	9.20PM
											Daily	Daily	Daily	Daily	Daily
		(0.10) 21.6	(3.25) 22.8	(2.50) 27.5	(2.45) 28.3	(2.25) 32.2		Thru Time / Average speed per hour			(0.09) 24.0	(3.10) 24.6	(3.10) 24.6	(2.45) 28.3	(2.15) 34.6

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

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. 12 May 27, 1951		
				257 Time Freight	151 Time Freight	62 Passenger	17 Passenger	25 Mail and Express	11 Passenger	105 Streamliner Passenger	19 Passenger			STATIONS
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	BJKO PTWX			8.15PM		11.40PM	11.30PM	3.10PM	10.45AM	3.30AM		DN-R	RI	RIETH
96	P			**9.12**[106]		11.45	11.35	3.16	10.50	**3.34**[26]				BARNHART
95	P			9.25		11.50	11.40	3.21	10.55	3.39				CAMPBELL
95	P			9.32		**11.55PM**[264]	**11.45**[264]	3.26	11.00	3.43				NOLIN
94	PW			9.42		f12.04AM	11.52	s 3.37	11.06	3.49		DN	HI	ECHO
94	P			9.49		s12.12	11.57PM	s 3.44	11.10	3.53			ND	STANFIELD
	JKPWXY			9.56	**12.10PM**[12]	A12.20AM	s12.11AM	3.52	11.14	3.57	**1.58AM**[18]	DN	UK	**HINKLE**
99	P			10.02	12.25		12.15	3.57	11.18	4.00	2.04			WESTLAND
	P			10.07	12.30		f12.19	s 4.02	s11.22	4.03	2.07		RN	ORDNANCE
96	PW			10.10	12.35		12.21	4.05	11.24	4.05	2.09			MUNLEY
98	P			**10.20**[264]	12.45		12.26	4.11	11.30	4.10	2.15			CLARKE
99	PY			10.31	12.55		12.31	4.16	11.34	4.14	**2.23**[26]	DN	FC	MESSNER
14	P							s 4.20					BD	BOARDMAN
98	P			10.35	1.00		12.34	4.23	**11.40**[12]	4.17	2.26			PETERS
98	P			10.41	1.06		12.38	4.27	11.46	4.20	2.30			CASTLE
104	P			10.50	1.15		**12.50**[20]	4.34	11.52	4.25	2.36			BOULDER
19	JP			10.56	1.21		12.58	4.39	11.56	4.29	2.40	N	WI	**HEPPNER JCT.**
100	P			10.58	1.23		**1.16**[18]	4.41	11.57AM	4.30	2.42			WILLOWS
98	P			11.05	1.30		1.25	4.46	12.02PM	4.34	2.46			SILICA
WB 126 EB 113	BJKOPT WX			11.25	1.45		s **1.45**[26]	s 4.52	s12.08	**4.38**[262]	s 2.52	DN	MX	**ARLINGTON**
100	P			11.35	1.52		2.00	5.07	12.16	4.42	3.00			GILMORE
99	P			11.45PM	1.59		2.06	s 5.15	12.20	4.46	3.04			BLALOCK
96	P			**12.15AM**[20]	2.10		2.13	5.22	12.26	4.52	3.10	N	QN	QUINTON
100	P			**12.41**[18]	2.17		2.19	5.27	12.30	4.56	3.15			HOOK
99	P			12.50	2.22		2.24	5.31	12.33	4.59	3.19			GOFF
104	PW			**1.04**[26]	2.27		2.28	5.34	12.37	5.02	3.23			DAY
100	P			1.15	2.31		2.31	s 5.38	12.39	5.04	**3.26**[262]			RUFUS
100	P			1.19	2.35		2.35	5.41	12.42	5.07	3.29			GRANT
80	JP (MP W 101.7)			1.23	2.40		2.39	5.44	12.45	5.10	3.32	DN	BX	**BIGGS**
54	P			1.28	2.45		2.43	5.48	12.48	5.13	3.35			MILLER
50	P			1.35	2.52		2.49	5.52	12.52	5.17	3.40			CELILO
	JPV			1.39	2.56		2.52	5.54	12.54	5.19	3.42	D	VO	**OREGON TRUNK JCT.**
74	P			1.45	3.01		2.57	5.59	12.57	5.22	3.46			DUNE
	BKOPTWXZ			A 2.00AM	A 3.20PM		A 3.15AM	A 6.10PM	A 1.10PM	As5.35AM	A 4.00AM	DN-R	DK-WH	**THE DALLES**
														(126.2)
				(5.45) 21.9	(3.10) 31.1	(0.40) 41.9	(3.45) 33.7	(3.00) 42.1	(2.25) 51.5	(2.05) 60.6	(2.02) 48.4	.....Thru Time..... .....Average speed per hour.....		

BLOCK SIGNALS — DOUBLE TRACK

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

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

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

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

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

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

THIRD SUBDIVISION — EASTWARD

Time-Table No. 12 May 27, 1951			Mile Post	FIRST CLASS						SECOND CLASS			
				18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	262 Time Freight	264 Time Freight		
STATIONS													
DN-R	RI	**RIETH**	212.0	A 2.35AM	A 2.01AM	A 3.45AM	A12.50PM	A 9.20PM		A 7.30AM	A12.30AM		
		BARNHART	208.3	2.26	1.50	**3.34**[105]	12.38	**9.12**[257]		7.20	12.20		
		CAMPBELL	203.5	2.21	1.44	3.13	12.33	9.07		7.05	12.10AM		
		NOLIN	198.9	2.16	1.38	3.08	12.28	9.03		6.50	**11.55PM**[62] **11.45**[17]		
DN	HI	ECHO	192.6	2.08	1.30	s 3.00	12.20	8.55		6.35	11.20		
	ND	STANFIELD	188.4	2.03	s 1.25	s 2.53	12.15	8.50		6.25	11.10		
DN	UK	**HINKLE**	184.2	**1.58**[19]	1.20AM	s 2.47	**12.10**[151]	8.46	A 1.30AM	6.15	11.00		
		WESTLAND	180.6	1.52		2.42	12.04PM	8.43	1.19	6.07	10.50		
	RN	ORDNANCE	177.7	1.49		s 2.38	s11.59AM	8.40	1.16	6.00	10.40		
		MUNLEY	175.8	1.47		2.34	11.56	8.38	1.14	5.55	10.35		
		CLARKE	170.0	1.41		2.29	11.50	8.33	1.08	5.45	**10.20**[257]		
DN	FC	MESSNER	165.2	1.36		**2.23**[19]	11.45	8.29	1.03	5.35	10.10		
	BD	BOARDMAN	163.8			s 2.19							
		PETERS	162.2	1.33		2.17	**11.40**[11]	8.26	1.00	5.25	10.00		
		CASTLE	158.3	1.29		2.13	11.36	8.23	12.56	5.15	9.50		
		BOULDER	152.1	1.22		2.05	11.30	8.17	**12.50**[17]	5.05	9.40		
N	WI	**HEPPNER JCT.**	148.2	1.18		2.00	11.26	8.14	12.46	4.59	9.34		
		WILLOWS	147.0	**1.16**[17]		1.58	11.24	8.13	12.44	4.57	9.32		
		SILICA	142.4	1.11		1.52	11.20	8.09	12.40	4.50	9.25		
DN	MX	**ARLINGTON**	138.5	s 1.06		s **1.45**[17]	s11.15	8.05	12.35	**4.38**[105]	9.15		
		GILMORE	134.0	12.58		1.29	11.05	8.01	12.25	4.12	9.00		
		BLALOCK	129.3	12.53		1.24	11.01	7.57	12.21	4.05	8.53		
N	QN	QUINTON	123.2	12.46		1.17	10.55	7.52	**12.15**[257]	3.55	8.43		
		HOOK	118.6	**12.41**[257]		1.12	10.51	7.48	12.11	3.45	8.35		
		GOFF	115.0	12.37		1.08	10.48	7.45	12.08	3.40	8.30		
		DAY	111.7	12.34		**1.04**[257]	10.44	7.42	12.05	3.35	8.25		
		RUFUS	109.4	12.32		1.01	10.42	7.40	12.03AM	**3.26**[19]	8.20		
		GRANT	106.6	12.29		12.58	10.39		11.59PM	3.15	8.15		
DN	BX	**BIGGS**	103.9	12.26		12.55	10.36	7.35	11.56	3.10	8.10		
		MILLER	100.5	12.23		12.51	10.32	7.32	11.52	3.03	8.03		
		CELILO	96.8	12.19		12.46	10.28	7.28	11.48	2.55	7.55		
D	VO	**OREGON TRUNK JCT.**	95.2	12.17		12.44	10.26	7.26	11.46	2.50	7.50		
		DUNE	91.9	12.14		12.39	10.23	7.23	11.43	2.45	7.45		
DN-R	DK-WH	**THE DALLES**	85.8	12.05AM		12.30AM	10.15AM	7.15PM	11.35PM	2.30AM	7.30PM		
		(126.2)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		.....Thru Time..... .....Average speed per hour.....		(2.30) 50.5	(0.41) 40.7	(3.15) 38.8	(2.35) 48.9	(2.05) 60.6	(1.55) 51.3	(5.00) 25.2	(5.00) 25.2		

BLOCK SIGNALS — DOUBLE TRACK

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

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

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

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

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

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

WESTWARD — FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 151 Time Freight Daily	SECOND CLASS 257 Time Freight Daily	FIRST CLASS 458 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	404 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily	17 Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS
	BKOPT WXZ	4.00PM	4.15AM		6.20PM	1.15PM		5.35AM	4.05AM	3.25AM	DN-R THE DALLES DK WH (DOUBLE TRACK)
	P	4.15	4.30		6.26	1.21		5.40	4.12	3.32	CRATES (4.1)
136	P	4.25	4.40		6.33	1.27		5.46	4.18	3.38	ROWENA (5.2)
133	P	4.40	4.55		s **6.54** 106	1.38		5.54	4.29	3.50	MOSIER (6.3)
WB 72 EB 107	KPVWX	4.52	5.07		s 7.15	s 1.50		f 6.05	s 4.45	s 4.05	DN HOOD RIVER KI (7.4)
131	P	**5.05** 264	5.15		7.20	1.56		6.10	4.53	4.13	MENO (4.1)
121	PW	5.25	5.40		7.33	2.10		6.21	5.07	4.27	WYETH (8.5)
102	P	5.32	5.48		7.38	2.15		6.25	5.12	4.32	FARLEY (3.2)
139	P	5.38	5.55		s 7.44	2.20		6.30	5.17	4.38	CASCADE LOCKS (4.0)
122	PW	5.45	6.02		s 7.50	2.25		6.35	5.22	4.45	DN BONNEVILLE MU (4.3)
131	P	**6.11** 106	6.09		7.56	2.30		6.40	5.28	4.52	DODSON (4.8)
131	PZ	6.27	6.20		s 8.07	2.40		6.48	5.37	5.04	D BRIDAL VEIL JU (7.3)
131	P	6.34	6.27		8.13	2.44		6.52	5.42	5.09	ROOSTER ROCK (3.9)
157	IJPW	A 6.48PM	A 6.45AM		s 8.25	f 2.55		7.00	5.53	5.21	DN TROUTDALE SN (7.1)
51	P				s 8.30	2.59		7.03	5.56	5.25	FAIRVIEW FA (1.7)
53	P				8.37	3.05		7.10	6.04	5.32	CLARNIE (6.0)
28	PX				8.42	3.11		7.15	6.10	5.38	GRAHAM (3.5)
17	PX				8.47	3.16		7.19	6.15	5.43	BRUUN (2.5)
	IJPVXY			9.09PM	8.50	3.20	1.39PM	7.22	6.18	5.47	EAST PORTLAND (1.4)
	BIKPV			A 9.15PM	A 9.00PM	A 3.30PM	A 1.45PM	A 7.30AM	A 6.30AM	A 6.00AM	DN-R PORTLAND P-VC (0.5)
											(85.8)
		(2.48) 25.1	(2.30) 28.1	(0.06) 5.0	(2.40) 32.2	(2.15) 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 — KENTON LINE

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 151 Time Freight Daily	SECOND CLASS 257 Time Freight Daily	FIRST CLASS 458 Passenger Daily	404 Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS
157	IJPWX	6.48PM	6.45AM			DN TROUTDALE SN (5.0)
51	P	6.58	6.55			HEMLOCK (4.6)
100	P	7.08	7.05			D FIR FR (4.3)
73	BKPX	7.20	7.30			DN KENTON KN (2.5)
	IJVX			8.55PM	1.25PM	DN NORTH PORTLAND JCT. KD (1.2)
	IJPXY			8.57	1.27	PENINSULA JCT. (1.4)
	IJPX	7.40	7.50	9.00	1.30	DN ST. JOHNS JCT. JN (2.6)
	BKOPT WXZ	A 8.00PM	A 8.30AM	9.04	1.34	DN-R ALBINA B X (1.1)
	IJPVXY			A 9.09PM	A 1.39PM	EAST PORTLAND (0.5)
						(22.7)
		(1.12) 17.0	(1.45) 11.6	(0.14) 27.0	(0.14) 27.0	Thru Time / 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 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, extra trains and yard engines.

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

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

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

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

FOURTH SUBDIVISION — EASTWARD

Time-Table No. 12 May 27, 1951 STATIONS	Mile Post	FIRST CLASS 457 Passenger	12 Passenger	403 Passenger	106 Streamliner Passenger	20 Passenger	18 Passenger	26 Mail and Express	SECOND CLASS 264 Time Freight	262 Time Freight
DN-R THE DALLES DK WH (DOUBLE TRACK)	85.8		A10.10AM		As7.15PM	A1.30PM	A11.59PM	A12.20AM	A 6.10PM	A 1.45AM
CRATES (4.1)	81.7		10.03		7.09	11.23	11.53	12.13	5.55	1.20
ROWENA (5.2)	76.5		9.57		7.03	11.17	11.47	12.06AM	5.45	1.10
MOSIER (6.3)	70.2		9.47		**6.54** 25	11.07	11.37	11.56PM	5.31	12.51
DN HOOD RIVER KI (7.4)	62.8		s 9.38		f 6.45	s10.58	s11.28	s11.47	5.15	12.35
MENO (4.1)	58.7		9.28		6.39	10.48	11.18	11.34	**5.05** 151	12.25AM
WYETH (8.5)	50.2		9.16		6.29	10.36	11.06	11.22	4.40	11.59PM
FARLEY (3.2)	47.0		9.11		6.25	10.31	11.01	11.17	4.25	11.45
CASCADE LOCKS (4.0)	43.0		9.06		6.21	10.26	10.56	11.12	4.18	11.38
DN BONNEVILLE MU (4.3)	38.7		f 9.01		6.16	10.21	10.51	s11.06	4.10	11.30
DODSON (4.8)	33.9		8.55		**6.11** 151	10.15	10.45	10.59	4.00	11.21
D BRIDAL VEIL JU (7.3)	26.6		8.46		6.03	10.06	10.36	10.50	3.40	11.08
ROOSTER ROCK (3.9)	22.7		8.42		5.59	10.02	10.32	10.46	3.23	11.00
DN TROUTDALE SN (7.1)	15.6		f 8.34		5.52	9.54	10.24	s10.38	3.10PM	10.45PM
FAIRVIEW FA (1.7)	13.9		8.32		5.50	9.52	10.22	10.34		
CLARNIE (6.0)	7.9		8.26		5.45	9.46	10.16	10.28		
GRAHAM (3.5)	4.4		8.21		5.40	9.41	10.11	10.23		
BRUUN (2.5)	1.9		8.17		5.36	9.37	10.07	10.18		
EAST PORTLAND (1.4)	0.5	A 8.04AM	8.14	A 8.34AM	5.33	9.34	10.04	10.14		
DN-R PORTLAND P-VC (0.5)	0.0	8.00AM	8.10AM	8.30AM	5.30PM	9.30PM	10.00PM	10.10PM		
(85.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time		(0.04)	(2.00)	(0.04)	(1.45)	(2.00)	(1.59)	(2.10)	(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

BLOCK SIGNALS

KENTON LINE — EASTWARD

Time-Table No. 12 May 27, 1951 STATIONS	Mile Post	FIRST CLASS 457 Passenger	403 Passenger	SECOND CLASS 264 Time Freight	262 Time Freight
DN TROUTDALE SN (5.0)	22.0			A 3.10PM	A10.45PM
HEMLOCK (4.6)	17.0			2.55	10.20
D FIR FR (4.3)	12.4			2.45	10.05
DN KENTON KN (2.5)	8.1			2.35	9.50
DN NORTH PORTLAND JCT. KD (1.2)	6.8	A 8.16AM	A 8.46AM		
PENINSULA JCT. (1.4)	5.6	8.13	8.43		
DN ST. JOHNS JCT. JN (2.6)	4.2	8.10	8.40	2.15	9.30
DN-R ALBINA B X (1.1)	1.6	8.07	8.37	2.00PM	9.15PM
EAST PORTLAND (0.5)	0.5	8.04AM	8.34AM		
(22.7)		Daily	Daily	Daily	Daily
Thru Time		(0.12)	(0.12)	(1.10)	(1.30)
Average speed per hour		31.5	31.5	17.5	13.6

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 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, extra trains and yard engines.

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

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

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

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

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

WESTWARD — FIFTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	87 CMSt.P&P Passenger Daily	85 CMSt.P&P Streamliner Passenger Daily	403 Passenger Daily	457 Passenger Daily	83 CMSt.P&P Streamliner Passenger Daily	81 CMSt.P&P Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS
							FIRST CLASS
			8.30 AM	8.00 AM			PORTLAND
							6.8
IJPVX			8.40	8.16			DN NORTH PORTLAND JCT. KD
							1.9
			A 8.51 AM	A 8.21 AM			VANCOUVER

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

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

										N. P. CROSSING
										1.2
										N. P. CROSSING
										0.1
										N. P. CROSSING
										0.3
IJ						12.35PM	11.09AM			DN RESERVATION RN
										0.7
JP						A12.37PM	A11.11AM			DN TACOMA JCT. JN

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

23 67 IPVX						1.23PM	11.42AM			DN-R BLACK RIVER BI
										0.0
										C. M. St. P. & P. & P. C. CROSSING
										6.3
BIJKOP TVWXYZ				9.39PM	2.17PM	1.39	11.50	10.13AM	7.05AM	DN-R ARGO G (DOUBLE TRACK)
										3.1
BKPXZ				A10.00PM	A 2.30PM	A 1.46PM	A11.59AM	A10.30AM	A 7.30AM	DN-R SEATTLE OW (DOUBLE TRACK)
										(183.2)
				(0.21)	(0.13)	(6.16)	(3.59)	(0.17)	(0.25)	.....Thru Time.....
				8.9	14.3	34.9	46.0	10.9	7.4	.....Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.

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

THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.

WESTWARD													EASTWARD
				691	681		692	690					
				5.15PM	6.00AM	ALBINA	A11.00AM	A 5.45AM					
				A 4.30AM	A 6.00PM	ARGO	2.00AM	6.00PM					

FIFTH SUBDIVISION — EASTWARD

Time-Table No. 12 May 27, 1951 STATIONS	Mile Post	80 CMSt.P&P Passenger	404 Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger
		FIRST CLASS					
PORTLAND	0.0		A 1.45 PM			A 9.15 PM	
6.8							
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.

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

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.

DN-R BLACK RIVER BI	173.8		A 8.45AM			A 5.00PM				
0.0										
C. M. St. P. & P. & P. C. CROSSING	173.8									
6.3										
DN-R ARGO G (DOUBLE TRACK)	180.1	A 7.59AM	8.37	A10.53AM	A 2.53PM	4.52	A10.40PM			
3.1										
DN-R SEATTLE OW (DOUBLE TRACK)	183.2	7.50AM	8.30AM	10.45AM	2.45PM	4.45PM	10.30PM			
(183.2)		Daily	Daily	Daily	Daily	Daily	Daily			
.....Thru Time.....		(0.09)	(5.15)	(0.08)	(0.08)	(4.30)	(0.10)			
.....Average speed 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 391 Freight Sunday Wednesday Thursday Saturday	151 Time Freight Daily	363 Freight Daily	FIRST CLASS 63 Passenger Daily	99 CMStP&P Passenger Daily	19 Passenger Daily	61 Passenger Daily	97 CMStP&P Streamliner Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS
	BKPVX		—			9.40PM	9.00PM		1.55AM	DN-R SPOKANE DS AU (DOUBLE TRACK)
	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			s10.15	s 9.25 98		2.27	N CHENEY CY
51	P		1.28			10.22	9.32		2.36	GEIB
52	P		1.36			10.28	9.37		2.42	MASON
53	PW		1.46			10.37	9.45		2.51	N CROSKEY CK
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	JOPVWXY		2.55			A11.10PM	s10.15		A 3.25AM	DN-R MARENGO RA
52	P		3.05				10.21			THAVIS
63	P		3.12				10.26			MACK
51	P		3.20				10.31			ANKENY
38	JPWY		3.00PM 298	3.35			10.42			N-R HOOPER JCT. HR
53	P		3.15	3.45			10.49			PARK
51	P		3.30	3.57			10.58			JOSO
73	P		3.45	4.18 20			11.07			CHEW
	BJKOPWXY		A 4.00PM	4.50 6.00			s11.15	10.50PM		DN-R AYER JD
96	P			6.15			11.24	10.59		RUXBY
96	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		N PAGE MS
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
	BJKOPVWXY			9.00	A 2.30AM 62 20	A11.40PM	12.20 12.50	12.01AM 12.35		DN-R WALLULA JN
172	P			9.40 298			1.05	12.50		JUNIPER
174	P			10.00			1.17 62	1.02 62		COLD SPRINGS
	JKPWXY			A10.30AM			A 1.40AM 20	A 1.15AM		DN-R HINKLE UK
										(185.3)
		(1.00) 21.5	(9.45) 18.8	(0.10) 15.6	(0.10) 15.6	(1.30) 40.7	(4.40) 39.7	(2.25) 33.7	(1.30) 40.7	.....Thru Time..... / .....Average speed per hour.....

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

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

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

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

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

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

SIXTH SUBDIVISION — EASTWARD

Time-Table No. 12 May 27, 1951 STATIONS	Mile Post	FIRST CLASS 62 Passenger	20 Passenger	96 CMStP&P Passenger	64 Passenger	98 CMStP&P Streamliner Passenger	SECOND CLASS 392 Freight	298 Freight	364 Freight
DN-R SPOKANE DS AU (DOUBLE TRACK)	367.3		A 7.00AM	A 7.30AM		A 9.55PM		—	
WEST SPOKANE	365.6		6.50	7.22		9.49 99		A 6.30PM	
COWLES	362.0		6.43	7.14		9.39		6.05	
MARSHALL	357.8		6.36	7.06		9.34		5.55	
N CHENEY CY	350.5		s 6.23	s 6.50		9.25 19		5.40	
GEIB	345.3		6.17	6.44		9.18		5.30	
MASON	340.3		6.10	6.38		9.13		5.20	
N CROSKEY CK	332.9		6.01	6.29		9.05		5.05	
WELLS	328.9		5.56	6.24		9.01		4.57	
PALM LAKE	322.3		5.47	6.15		8.54		4.45	
ASHBY	317.1		5.40	6.09		8.49		4.35	
EMDEN	312.9		5.34	6.04		8.44		4.20	
DN-R MARENGO RA	306.2		s 5.24	5.55AM		8.32PM		4.00	
THAVIS	301.4		5.12					3.29	
MACK	297.0		5.06					3.22	
ANKENY	292.8		5.00					3.15	
N-R HOOPER JCT. HR	284.9		4.48				A 6.30AM	3.00 391	
PARK	279.3		4.39				6.10	2.45	
JOSO	273.1		4.29				5.55	2.33	
CHEW	267.3		4.18 151				5.40	2.15	
DN-R AYER JD	263.4	A 4.20AM	s 4.08				5.30AM	2.00	
RUXBY	257.2	4.03	3.53					12.50	
SCOTT	249.5	3.52	3.42					12.36	
WALKER PIT	243.4	3.44	3.34					12.26	
SIMMONS	240.6	3.40	3.30					12.20PM	
N PAGE MS	233.0	3.29	3.19					11.59AM	
ASH	225.5	3.19	3.09					11.40	
HUMORIST	219.5	3.12	3.02					11.27	
ATTALIA	212.7	3.02	2.52		A 3.55AM			11.15	A 6.45PM
N. P. CROSSING	212.6								
N. P. CROSSING	212.0								
DN-R WALLULA JN	212.3	2.55 20 1.45 363	2.45 62 2.25 363		3.45AM			11.00	6.30PM
JUNIPER	203.2	1.30	2.10					9.40 151	
COLD SPRINGS	193.4	1.17 61 1.02 19	1.55					9.20	
DN-R HINKLE UK	184.2	12.30AM	1.40AM 19					9.00AM	
(185.3)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....Thru Time..... / .....Average speed per hour.....		(3.50) 21.2	(5.20) 34.7	(1.35) 38.6	(0.10) 15.6	(1.23) 44.2	(1.00) 21.5	(9.30) 19.3	(0.15) 10.4

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

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 305 Mixed Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 304 Mixed
28 WXY	12.45PM	D-R **JOSEPH** J	83.8	A11.15AM
		5.8		
22 X	s 1.30	D ENTERPRISE RS	78.0	s11.00
		10.2		
39	s 1.53	LOSTINE	67.8	s10.07
		7.8		
27 WXY	s 2.10	D WALLOWA WO	60.0	s 9.50
		26.2		
40 W {M.P. 32.6}	f 3.15	LOOKING GLASS	33.8	f 8.37
		8.7		
32	f 3.37	GULLING	25.1	f 8.15
		4.2		
35 WXY	s 3.50	D ELGIN GN	20.9	s 8.05
		8.6		
18	s 4.15	D IMBLER BR	12.3	s 7.32
		3.9		
20	f 4.25	ALICEL	8.4	f 7.22
		8.4		
BJKOPT WXYZ	A 5.00PM	DN-R **LA GRANDE** Q RA	0.0	7.00AM
		(83.8)		Daily Except Sunday

(4.15) .....Thru Time..... (4.15)
19.7 .....Average speed per hour..... 19.7

WESTWARD PILOT ROCK BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	STATIONS	Mile Post
BJKOP TWX	D **RIETH** RI	0.0
	6.7	
22	SPARKS	6.7
	8.2	
18 WX	D **PILOT ROCK** RO	14.9
	(14.9)	

WESTWARD UMATILLA BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	STATIONS	Mile Post
JKPWXY	DN-R **HINKLE** UK	0.0
	3.9	
95 P	D HERMISTON MN	3.9
	6.2	
KOPT WXY	D UMATILLA CS	10.1
	7.8	
63 P	**IRRIGON**	17.9
	(17.9)	

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

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

WESTWARD HEPPNER BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 329 Freight Sunday Monday Wednesday Friday	STATIONS	Mile Post	SECOND CLASS 330 Freight
39 PWXY	9.30AM	D-R **HEPPNER** HR	45.2	A 8.45AM
		8.9		
19 P	9.55	LEXINGTON	36.3	8.00
		5.3		
7	10.10	JORDAN	31.0	7.40
		2.7		
15 PW	10.30	D IONE ON	28.3	7.25
		3.1		
3	10.45	McNAB	25.2	7.10
		5.4		
13	11.05	MORGAN	19.8	6.55
		5.3		
3 W	11.30AM	CECIL	14.5	6.35
		14.5		
19 JPX	A12.15PM	N-R **HEPPNER JCT.** WI	0.0	6.00AM
		(45.2)		Sunday Monday Wednesday Friday

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

WESTWARD CONDON BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 327 Freight Tuesday Thursday Saturday	STATIONS	Mile Post	SECOND CLASS 328 Freight
26 PVWXY	10.15AM	D-R **CONDON** CD	44.5	A 9.00AM
		8.2		
22	10.40	GWENDOLEN	36.3	8.25
		4.0		
27	11.00	SPEECE	32.3	8.10
		3.7		
26	11.10	CLEM	28.6	7.50
		4.2		
29 PW	11.30	MIKKALO	24.4	7.30
		4.7		
27	11.50AM	BARNETT	19.7	7.10
		3.7		
11 PW	12.10PM	ROCK CREEK	16.0	6.55
		8.7		
29	12.30	SHUTLER	7.3	6.25
		7.3		
WB 126 BJKO EB 113 PTWX	A 1.15PM	DN-R **ARLINGTON** MX	0.0	6.00AM
		(44.5)		Tuesday Thursday Saturday

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

WESTWARD GRASS VALLEY BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	STATIONS	Mile Post
14 Y	**KENT**	52.5
	10.0	
10	EAKIN	42.5
	4.0	
28 PW	D GRASS VALLEY VY	38.5
	11.5	
25 K	D MORO MR	27.0
	12.8	
16	KLONDIKE	14.2
	4.5	
32 PW	D WASCO WA	9.7
	4.5	
6	THORNBERRY	5.2
	5.2	
80 JPX	DN-R **BIGGS** BX	0.0
	(52.5)	

WESTWARD BEND BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 313 Mixed Daily Except Monday	STATIONS	Mile Post	SECOND CLASS 314 Mixed
BKOP VWXYZ	5.00 AM	DN-R **BEND** ND	150.0	A 2.30 PM

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

JPV	A 12.01PM	D **ORE. TRUNK JUNCTION** VO	0.0	7.30 AM
		(150.0)		Daily Except Sunday

(7.01) .....Thru Time..... (7.00)
21.4 ..Average speed per hour..... 21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD TONO BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	STATIONS	Mile Post
39 PWX	R **TONO**	8.0
	5.8	
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

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 321 Freight Daily Except Sunday	STATIONS	Mile Post	SECOND CLASS 322 Freight
JPVXY	6.00AM	R **EAST OLYMPIA**	0.0	A 5.50AM
		7.3		
		N. P. CROSSING	7.3	
		0.1		
BKPV WXYZ	A 6.30AM	D-R **OLYMPIA** OA	7.4	5.20AM
		(7.4)		Daily Except Sunday

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

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 307 Mixed Daily Except Sunday	SECOND CLASS 309 CMStP&P Freight Daily Except Monday	STATIONS	Mile Post	SECOND CLASS 306 Mixed	SECOND CLASS 308 CMStP&P Freight
BJKOPT VWXYZ	10.00 PM		DN-R **CENTRALIA** CN	0.0	A 6.15 AM	
			2.4			

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

JMPV	10.10PM		**BLAKESLEE JUNCTION**	2.4	A 6.00AM	
			0.0			
M			N. P. CROSSING	2.4		
			0.0			
M			C. M. St. P. & P. CROSSING	2.4		
			2.6			
23 P	f10.20		GALVIN	5.0	f 5.45	
			7.2			
43 JPVX	f10.40	2.30AM	BLOCK SIGNALS **HELSING JUNCTION**	12.2	f 5.30	A 8.10PM
			1.5			
48 PWX	s10.45	2.35	N-R INDEPENDENCE ND	13.7	s 5.25	7.52
			8.5			
52 P	f11.00	2.50	CEDARVILLE	22.2	f 4.50	7.30
			4.1			
51 P	f11.10	3.00	LANKNER	26.3	f 4.40	7.20
			4.5			
44 P	f11.35	3.25	SAGINAW	30.8	f 4.30	7.10
			0.7			
IM			SCHAFER BROS. CROSSING	31.5		
			1.0			
5 PW	f11.40PM	3.30	SOUTH ELMA	32.5	f 4.25	7.05
			9.9			
53 PXY	f12.25AM	306 **4.00**	**SOUTH MONTESANO**	42.4	f 309 **4.00**	6.30
X			**SOUTH MONTESANO**	42.4		
			1.5			
PVX			D MONTESANO MO	43.9		
53 PXY	f12.25AM	306 **4.00**	**SOUTH MONTESANO**	42.4	f 309 **4.00**	6.30
			1.4			
27 P	f12.30	4.05	MELBOURNE	43.8	f 3.40	6.00
			2.9			
32 PV	f12.40	4.20	PREACHER'S SLOUGH	46.7	f 3.30	5.50
			4.5			
83 JPXY	f12.55	4.35	COSMOPOLIS	51.2	f 3.15	5.35
			2.1			
M			N. P. CROSSING	53.3		
			0.6			
82 BKPVXZ	A 1.25AM	A 5.05AM	DN-R **ABERDEEN** SA	53.9	s 2.55AM	s 5.20PM
			3.6			

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

BKOPT WYZ	A 1.55 AM	A 5.35 AM	DN-R **HOQUIAM** HO	57.5	2.25 AM	5.00 PM
			(57.5)		Daily Except Monday	Daily Except Sunday

(3.55) (3.05) .....Thru Time..... (3.50) (3.10)
14.7 14.7 .....Average speed per hour..... 15.0 14.3

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 306.—See Rule S-72.

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

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

WESTWARD — YAKIMA BRANCH — EASTWARD

Time-Table No. 12, May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 363 Freight Daily	FIRST CLASS 63 Passenger Daily	STATIONS		Mile Post	FIRST CLASS 64 Passenger	SECOND CLASS 364 Freight
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 Blk Sgls N. P. CROSSING		89.4		
32	P	10.00	f 8.19	2.6 DONALD		86.8	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 D-R ZILLAH	AH	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		364 11.05	f 8.53	6.2 EMERALD		67.2	f 6.28	363 11.05
35	JPXY	11.15	9.25	3.6 R MIDVALE		63.6	6.20	10.30
51	PVWX	11.35	s 364 9.37	5.9 N GRANDVIEW	GW	57.7	s 5.46	63 9.37
44	P	11.55PM	f 9.49	6.9 NORTH PROSSER		50.8	f 5.32	9.00
53		12.20AM	f10.01	7.8 CHAFFEE		43.0	f 5.18	8.40
42	PWX	12.40	s10.12	6.5 D 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 R RICHLAND JCT.		19.0	4.37	7.35
55	PVWX	1.45	s11.00	5.8 N KENNEWICK	KN	13.2	s 4.25	7.18
12	P	1.55	f11.10	4.5 HEDGES		8.7	f 4.10	7.08
	M			1.4 N. P. CROSSING		7.3		
53		2.05	f11.15	0.6 VILLARD		6.7	f 4.05	7.00
16	JPX	A 2.20AM	A11.30PM	6.7 ATTALIA		0.0	3.55AM	6.45PM
				(98.0)			Daily	Daily
		(4.50) 20.3	(3.30) 28.0	.....Thru Time..... / .....Average speed per hour.....			(3.45) 26.1	(6.30) 15.1

WESTWARD — SUNNYSIDE BRANCH — EASTWARD

Time-Table No. 12, May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		FIRST CLASS 63 Passenger Daily	83 Passenger Daily	STATIONS		Mile Post	FIRST CLASS 64 Passenger	84 Passenger
35	JPXY	9.00PM	5.55AM	R MIDVALE		0.0	A 6.20AM	A 9.25PM
	PVX	A 9.10PM	A 6.05AM	2.8 D-R SUNNYSIDE	SI	2.8	6.10AM	9.15PM
				(2.8)			Daily	Daily
		(0.10) 16.8	(0.10) 16.8	.....Thru Time..... / .....Average speed per hour.....			(0.10) 16.8	(0.10) 16.8

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

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

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

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

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

WESTWARD — TEKOA-AYER BRANCH — EASTWARD

Time-Table No. 12, May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 379 Freight Daily Except Sunday	355 Freight Monday Wednesday Friday	391 Freight Daily Except Monday	FIRST CLASS 61 Passenger Daily	73 Passenger Daily	STATIONS		Mile Post	FIRST CLASS 62 Passenger	74 Passenger	SECOND CLASS 392 Freight	378 Freight	356 Freight
BJKOPT WXYZ				7.45AM			DN-R TEKOA	K	116.1			A 3.00PM		
14	JPX			A 8.00AM			5.7 R SELTICE		110.4			2.30		
32	W						5.9 D FARMINGTON	FM	104.5			2.10		
	M						1.1 N. P. CROSSING		103.4					
							8.0 N. P. CROSSING		95.4					
38	VWX						0.3 D GARFIELD	GR	95.1			1.05		
							5.4 ELBERTON		89.7			12.40PM		
32	BJKMOWXY	11.10PM			7.50PM		12.3 BLOCK SIGNALS D-R COLFAX	CA	77.4	A 7.37AM		11.50AM	A 1.30PM	
	M						0.1 G. N. CROSSING		77.3			11.10	1.20	
14 East Spur 16 West Spur	X	11.30		VIA PLEASANT VALLEY BRANCH	7.57		2.4 CREST		74.9	7.27		11.00	1.10	
34		11.50PM			f 8.02		2.4 MOCKONEMA		72.5	f 7.22		10.50	1.02	
29		12.10AM			f 8.09		4.0 DIAMOND		68.5	f 7.16		10.30	12.50	
27		12.50			s 8.29		10.6 D ENDICOTT	DI	57.9	s 7.00		9.45	12.20	
63	JWXY	1.20		378 12.01PM	s 8.39		5.8 D-R WINONA	WA	52.1	s 6.52		9.10	391 12.01PM	
46		1.35		12.15	8.45		4.1 SUTTON		48.0	6.45		8.50	11.45AM	
26	BJKOWXY	A 2.20AM		A12.45PM	s 8.56		6.5 D-R LA CROSSE	JA	41.5	s 6.37		8.10AM	11.30AM	
42					f 9.09		5.7 JERITA		35.8	f 6.23				
44					f 9.20		5.6 HAY		30.2	f 6.15				
42					f 9.38		8.1 CANYON		22.1	f 6.00				
60	JPVWXY				s 9.50	9.40PM	4.6 DN-R RIPARIA	XS	17.5	s 5.52	A 6.10AM			
	M						0.1 N. P. CROSSING		17.4					
10	JPXY		8.25PM		s10.01	s 9.49	4.8 R TUCANNON		12.6	s 5.42	s 5.58			A12.05AM
41	X		8.30		10.03	9.51	0.8 PATAHA		11.8	5.37				12.03AM
54	X		8.50		f10.21	f10.08	8.9 RIFTON		2.9	f 5.21	f 5.37			11.40PM
	BJKOPWXY		A 9.00PM		A10.30PM	A10.15PM	2.9 DN-R AYER	JD	0.0	5.15AM	5.30AM			11.30PM
							(116.1)			Daily	Daily	Daily	Daily Except Monday	Sunday Tuesday Thursday
		(3.10) 11.3	(0.35) 21.6	(5.00) 12.9	(2.40) 29.0	(0.35) 30.0	.....Thru Time..... / .....Average speed per hour.....			(2.22) 32.7	(0.40) 26.3	(6.50) 10.9	(2.00) 18.0	(0.35) 21.6

WESTWARD — TUCANNON BRANCH — EASTWARD

Time-Table No. 12, May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 356 Freight Monday Wednesday Friday	STATIONS		Mile Post	SECOND CLASS 355 Freight
	JPXY	12.05AM	R TUCANNON		0.0	A 8.25PM
	JWXY	A12.15AM	3.8 D STARBUCK	SA	3.8	8.15PM
19			5.5 RELIEF		9.3	
			(9.3)			Monday Wednesday Friday
		(0.10) 22.8	.....Thru Time..... / .....Average speed per hour.....			(0.10) 22.8

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

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

No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.

No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.

No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.

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

WESTWARD — SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 381 CMStP&P Freight Daily	SECOND CLASS 387 Freight Daily Except Saturday	SECOND CLASS 383 CMStP&P Freight Daily Except Saturday	FIRST CLASS		FIRST CLASS 69 Spokane Internat'l Passenger Daily	FIRST CLASS 95 CMStP&P Streamliner Passenger Daily	FIRST CLASS 67 Passenger Daily	FIRST CLASS 91 CMStP&P Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS
	BKPVX	9.30PM	3.30PM	7.00AM			11.59PM	10.15PM	8.15AM	8.00AM	DN-R **SPOKANE** DS AU (DOUBLE TRACK)
											1.9
	IPX	9.40	384 **3.45**	7.05			A12.04AM	10.20	8.20	8.05	**N. P. CROSSING**
											0.9
83	X	382 **9.51**	3.58	7.10				10.23	8.23	8.08	EAST SPOKANE
											1.4
51	X	9.56	4.03	7.15				10.26	8.26	8.11	HILL
											2.3
59	JKVX	10.10	4.15	A 7.20AM				10.30	s 8.30	8.15	DN **DISHMAN** SP
											3.2
35		10.20	4.25					10.34	f 8.34	8.19	CHESTER
											6.0
49		95 **10.46**	4.50					381 **10.46**	s 8.45	8.31	D MICA MA
											2.8
38		388 **11.17**	5.15					10.50	f 8.50	8.35	FREEMAN
											3.3
	JVX	A11.25PM	5.25					A 388 **10.55**PM	s 8.56	A 8.40AM	DN-R **MANITO** MU
											5.2
23			68 **5.53**						s 9.03		D ROCKFORD RD
											3.3
40			6.05						9.10		DARKNELL
											3.4
31	WX		6.25						s 9.16		D FAIRFIELD G
											8.4
25			6.55						s 9.31		LATAH
											7.2
	BJKOPTWXYZ		A 7.30PM						A 9.52AM		DN-R **TEKOA** K
											(49.3)
		(1.55) 11.4	(4.00) 12.3	(0.20) 19.5			(0.05) 22.8	(0.40) 32.7	(1.37) 30.5	(0.40) 32.7	.....Thru Time..... / .....Average speed per hour.....

WESTWARD — PLEASANT VALLEY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 391 Freight Daily Except Monday	Time-Table No. 12 May 27, 1951 STATIONS	Mile Post
14	JPX	8.00AM	**SELTICE**	48.0
			8.2	
			G. N. CROSSING	39.8
			0.03	
			N. P. CROSSING	39.7
			0.55	
34	JWX	9.00	D OAKESDALE ON	39.1
			7.9	
44		9.25	THORNTON	31.2
			0.5	
	M		G. N. CROSSING	30.7
			12.4	
28	WX	10.30	D ST. JOHN SJ	18.3
			6.8	
27		10.55	WILLADA	11.5
			7.1	
53		11.25	GRAVEL PIT	4.4
			4.4	
63	JWXY	A11.45AM	D-R **WINONA** WA	0.0
			(48.0)	
		(3.45) 12.8	.....Thru Time..... / .....Average speed per hour.....	

WESTWARD — POMEROY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 355 Freight Monday Wednesday Friday	Time-Table No. 12 May 27, 1951 STATIONS	Mile Post	SECOND CLASS 356 Freight
35	TWX	6.00PM	D-R **POMEROY** PY	28.9	A 2.15AM
			4.5		
25		6.20	ZUMWALT	24.4	2.00
			8.1		
7		6.50	DODGE	16.3	1.30
			1.8		
18	W	6.57	CHARD	14.5	1.20
			3.2		
8		7.10	JACKSON	11.3	1.05
			3.4		
18		7.25	DELANEY	7.9	12.50
			7.9		
	JWXY	A 8.15PM	D **STARBUCK** SA	0.0	12.20AM
			(28.9)		Monday Wednesday Friday
		(2.15) 12.8	.....Thru Time..... / .....Average speed per hour.....		(1.55) 15.1

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 384, No. 382 and No. 388.—See Rule 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. 12 May 27, 1951 STATIONS	Mile Post	FIRST CLASS 94 CMStP&P Streamliner Passenger	FIRST CLASS 70 Spokane Internat'l Passenger	FIRST CLASS 68 Passenger	FIRST CLASS 92 CMStP&P Passenger	SECOND CLASS 384 CMStP&P Freight	SECOND CLASS 382 CMStP&P Freight	SECOND CLASS 388 Freight
	BKPVX	DN-R **SPOKANE** DS AU (DOUBLE TRACK)	165.4	A 1.45AM	A 1.00PM	A 6.50PM	A 9.15PM	A 4.00PM	A10.05PM	A12.30AM
		1.9								
	IPX	**N. P. CROSSING**	163.5	1.36	12.53PM	6.41	9.08	387 **3.45**	9.55	12.20
		0.9								
83	X	EAST SPOKANE	162.6	1.34		6.39	9.06	3.42	381 **9.51**	12.15
		1.4								
51	X	HILL	161.2	1.31		6.36	9.03	3.37	9.46	12.10
		2.3								
59	JKVX	DN **DISHMAN** SP	158.9	1.27		s 6.33	8.59	3.30PM	9.40	12.05AM
		3.2								
35		CHESTER	155.7	1.22		f 6.28	8.54		9.34	11.52PM
		6.0								
49		D MICA MA	149.7	1.11		f 6.16	8.43		9.16	11.27
		2.8								
38		FREEMAN	146.9	1.06		f 6.10	8.38		9.10	381 **11.17**
		3.3								
	JVX	DN-R **MANITO** MU	143.6	1.01AM		f 6.04	8.33PM		9.01PM	95 **10.55**
		5.2								
23		D ROCKFORD RD	138.4			387 s **5.53**				10.44
		3.3								
40		DARKNELL	135.1			5.46				10.35
		3.4								
31	WX	D FAIRFIELD G	131.7			s 5.40				10.20
		8.4								
25		LATAH	123.3			s 5.24				9.55
		7.2								
	BJKOPTWXYZ	DN-R **TEKOA** K	116.1			5.11PM				9.30PM
		(49.3)		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
		.....Thru Time..... / .....Average speed per hour.....		(0.44) 29.7	(0.07) 16.3	(1.39) 29.9	(0.42) 31.1	(0.30) 13.0	(1.04) 20.4	(3.00) 16.4

WESTWARD — MOSCOW BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 379 Freight Daily Except Sunday	FIRST CLASS 61 Passenger Daily	Time-Table No. 12 May 27, 1951 STATIONS	Mile Post	FIRST CLASS 62 Passenger	SECOND CLASS 378 Freight
	BKTVWX	9.00PM	6.45PM	D-R **MOSCOW** MO	28.1	A 8.50AM	A 4.15PM
				8.8			
				N. P. CROSSING	19.3		
				0.6			
23	X	9.30	s 7.05	D PULLMAN XN	18.7	s 8.33	3.45
				6.0			
18		9.50	s 7.18	ALBION	12.7	s 8.13	3.20
				3.0			
19		10.00	f 7.25	SHAWNEE	9.7	f 8.05	3.08
				9.7			
	BJKMOWXY	A10.50PM	A 7.45PM	DN-R **COLFAX** CA	0.0	7.42AM	2.30PM
				(28.1)		Daily	Daily Except Monday
		(1.50) 15.3	(1.00) 28.1	.....Thru Time..... / Average speed per hour		(1.08) 24.8	(1.45) 16.1

WESTWARD — CONNELL BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 391 Freight Sunday Wednesday Thursday Saturday	Time-Table No. 12 May 27, 1951 STATIONS	Mile Post	SECOND CLASS 392 Freight
	BJKOWXY	1.45PM	D-R **LA CROSSE** JA	0.0	A 7.30AM
			14.7		
11	X	2.50	HOOPER	14.7	6.35
			1.0		
32	JPWXY	A 2.55PM	N-R **HOOPER JCT.** HR	15.7	6.30AM
			7.8		
34			D WASHTUCNA FN	23.5	
			13.9		
21	V		D KAHLOTUS HO	37.4	
			15.5		
18	WXY		R **CONNELL** N	52.9	
			(52.9)		Daily
		(1.10) 13.5	.....Thru Time..... / Average speed per hour		(1.00) 15.7

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

WALLULA BRANCH

WESTWARD / **EASTWARD**

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 345 Freight Daily	FIRST CLASS 71 Passenger Daily		STATIONS		Mile Post	FIRST CLASS 72 Passenger	SECOND CLASS 346 Freight
	BJKOPTVWXYZ	5.30AM	10.15PM	DN-R	WALLA WALLA	BU	30.9	A 5.15AM	A 1.30PM
					2.0				
5	X				COLLEGE PLACE		28.9		
					0.2				
	M				W. W. V. RY. CROSSING		28.7		
					0.1				
17	X	5.40	f10.20		GARRETT		28.6	f 5.03	1.05
					4.6				
10		5.50	f10.30		WHITMAN		24.0	f 4.52	12.55
					4.7				
12		6.00	f10.40		LOWDEN		19.3	f 4.41	12.45
					4.3				
29	PWX	6.10	s10.50	D	TOUCHET	CH	15.0	s 4.30	12.35
					7.5				
11		6.25	f11.05		REESE		7.5	f 4.15	12.17
					7.5				
	BJKOPVWXY	A 7.00AM	A11.20PM	DN-R	WALLULA	JN	0.0	4.00AM	12.01PM
					(30.9)			Daily	Daily
		(1.30) 20.6	(1.05) 28.5		Thru Time / Average speed per hour			(1.15) 24.7	(1.29) 20.8

PENDLETON BRANCH

WESTWARD / **EASTWARD**

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 365 Freight Daily Except Sunday		STATIONS		Mile Post	SECOND CLASS 366 Freight
27	X			ALTO		83.0	
				7.5			
23				MENOKEN		75.5	
				4.2			
26	JWX		11.45AM	BOLLES		71.3	A 8.40AM
				4.6			
26	X		11.58AM	D PRESCOTT	SY	66.7	8.28
				13.1			
21			12.35PM	VALLEY GROVE		53.6	7.52
				6.4			
				N. P. CROSSING		47.2	
				0.6			
	M			W. W. V. RY. CROSSING		46.6	
				0.5			
	BJKOPTVWXYZ		A12.55PM	DN-R WALLA WALLA	BU	46.1	7.30AM
				1.9			
	M			W. W. V. RY. CROSSING		44.2	
				4.3			
24				SPOFFORD		39.9	
				3.6			
	M			W. W. V. RY. CROSSING		36.3	
				0.1			
39	VWX			D MILTON-FREEWATER	CO	36.2	
				9.5			
50				BLUE MOUNTAIN		26.7	
				3.3			
20				DOWNING		23.4	
				6.2			
20	WX			D ATHENA	CN	17.2	
				4.6			
41				ADAMS		12.6	
				2.6			
15				BLAKELEY		10.0	
				10.0			
	BJKVWXYZ			DN-R PENDLETON	FD	0.0	
				(83.0)			Daily Except Sunday
			(1.10) 21.6	Thru Time / Average speed per hour			(1.10) 21.6

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.

WALLACE BRANCH

WESTWARD / **EASTWARD**

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 387 Freight Daily Except Saturday	FIRST CLASS 67 Passenger Daily		STATIONS		Mile Post	FIRST CLASS 68 Passenger	SECOND CLASS 388 Freight
	BJKOPTWXYZ	7.30PM	10.02AM	DN-R	TEKOA	K	0.0	A 5.05PM	A 9.30PM
					6.9				
25		7.50	f10.14		LOVELL		6.9	f 4.50	8.50
					8.4				
17	VX	388 8.15	s10.33	D	PLUMMER	MR	15.3	s 4.32	387 8.15
					7.5				
22	TWX	8.50	s10.50		CHATCOLET		22.8	f 4.14	7.45
					7.7				
40	X	9.20	s11.09		HARRISON		30.5	s 3.54	7.20
					3.5				
43		9.35	s11.16	D	SPRINGSTON	RC	34.0	s 3.45	7.10
					11.3				
20		10.25	s11.34		LANE		45.3	s 3.24	6.42
					2.8				
33		10.40	s11.40		ROSE LAKE		49.1	s 3.16	6.32
					8.6				
30		11.00	s11.55AM		CATALDO		57.7	f 2.59	6.10
					4.8				
6	Y	11.14	s12.03PM		ENAVILLE		62.5	s 2.53	5.56
					1.6				
18		11.18PM	f12.07		PINE CREEK		64.1	f 2.49	5.52
					3.1				
	JWX		f		BRADLEY		67.2	f	
					2.0				
25	BKOX	A12.20AM	s12.30	D-R	KELLOGG-WARDNER	DN	69.2	s 2.40	5.40PM
					6.6				
31			s12.43		OSBURN		75.8	f 2.22	
					4.4				
	BKTVWXZ		A 1.00PM	D-R	WALLACE	WC	80.2	2.15PM	
					0.2				
	M				N. P. CROSSING		80.4		
					0.2				
	M				N. P. CROSSING		80.6		
					0.1				
	JX				WALLACE JCT.		80.7		
					6.2				
5	VWX			D	BURKE	B	86.9		
					(86.9)			Daily	Daily Except Sunday
		(4.50) 14.3	(2.58) 27.0		Thru Time / Average speed per hour			(2.50) 28.3	(3.50) 18.0

DAYTON BRANCH

WESTWARD / **EASTWARD**

Time-Table No. 12 — May 27, 1951

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS 367 Freight Tuesday and Friday	365 Freight Daily Except Sunday	STATIONS		Mile Post	SECOND CLASS 366 Freight	368 Freight
29	T	11.30AM		TURNER		24.8		A11.20AM
				2.1				
25		11.40AM		WHETSTONE		22.7		11.10
				9.6				
26	VWXY	A12.20PM	11.01AM	D DAYTON	DA	13.1	A 9.15AM	10.30AM
				0.09				
	M			N. P. CROSSING		13.0		
				0.01				
	M			N. P. CROSSING		13.0		
				0.1				
	JX		A11.03AM	DAYTON JCT.		12.9	9.13AM	
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.								
	JX		11.25AM	R WAITSBURG JCT.		5.2	A 8.53AM	
				1.7				
28	X		11.31	D WAITSBURG	BG	3.5	8.49	
				3.5				
28	JWX		A11.45AM	BOLLES		0.0	8.40AM	
				(24.8)			Daily Except Sunday	Tuesday and Friday
		(0.50) 14.0	(0.44) 17.9	Thru Time / Average speed per hour			(0.35) 22.5	(0.50) 14.0

SIERRA NEVADA BRANCH

WESTWARD / **EASTWARD**

Time-Table No. 12 — May 27, 1953

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS	Mile Post
JWX		BRADLEY	0.0
		3.2	
X		END OF TRACK	3.2
		(3.2)	

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

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.

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

No. 368 arriving at Turner will run as No. 367 Turner to Dayton.

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision			
Pendair	213.5	80	Both
Mission	221.2	18 25 P	Both
Cayuse (1)	227.1	48 P	Both
Thorn Hollow	232.1	14 P	Both
North Fork	251.4	16 P	West
Third Subdivision			
Seufert	87.7	13	West
Dillon	93.5	14	West
Yoakum	201.7	10	Both
Fourth Subdivision			
Quarry Spur	6.5	13	West
Eri	14.2	4	Both
Corbett (1)	20.3	.....	None
Latourell (1)	23.9	.....	None
Multnomah Falls	29.6	.....	None
Warrendale	35.9	.....	None
C. L. Lumber Co.	45.1	7	East
Viento	55.2	.....	None
Chatfield	71.8	20	West
Kenton Line			
Champ	9.5	7	Both
Ward	14.2	6	Both
Reynolds	20.0	37 40 P 126	Both West West
Sixth Subdivision			
Sheffler	242.1	4	Both
Matthews	253.3	5	Both
Magallon	258.6	2	Both
Teske	310.6	2	Both
Joseph Branch			
Island City (2)	2.6	12	Both
Conley (2)	5.9	6	Both
Rondowa	37.2	7	Both
Vincent (2)	40.6	2	East
Minam (3)	47.1	12 W (M. P. 49.0)	Both
Sevier	56.7	5	West
Pilot Rock Branch			
McBee	2.8	2	East
Lens	11.2	4	East
Grass Valley Branch			
Sandon	15.6	8	Both
Hay Canyon	19.2	12 15	East West
De Moss	23.9	12	Both
Erskine	31.3	9	Both
Bourbon	45.8	8	Both
Grays Harbor Branch			
Raisch	2.6	7	Both
Balch (4)	18.3	18 P	Both
Law	44.7	11	East
Yakima Branch			
Grosscup	28.2	8	Both
Biggam (5)	48.3	10	Both
Flint	83.6	18	Both

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Tekoa-Ayer Branch			
Schreck	31.9	14	Both
Thera (6)	64.8	15	Both
Glenwood	83.5	13	Both
Walters	98.6	10	Both
Tucannon Branch			
Powers	2.7	4	Both
Spokane-Tekoa Branch			
Rahm	125.9	4	Both
Coey	141.7	17	Both
Pleasant Valley Branch			
Juno	20.8	10	Both
Huntley	22.6	2	Both
Warner	45.3	11	Both
Pomeroy Branch			
Houser	19.1	1	Both
Moscow Branch			
Risbeck (6)	4.5	6	Both
Parvin (6)	7.8	8	Both
Armstrong (6)	15.7	3 W (M. P. 16.2)	Both
Whitlow	20.5	1	Both
Holland	21.4	8	Both
Connell Branch			
Pampa	4.6	15	Both
Gordon	8.2	7	Both
McAdam	29.3	3	Both
Wacota	34.1	4	Both
Estes	42.3	7	Both
Sulphur	46.1	9	Both
Curry	51.1	12	Both
Pendleton Branch			
Havana	6.9	11	Both
Weston	20.9	66 X	East
Bade	30.2	13	Both
Barrett	33.1	10	Both
Prunedale	34.2	15	Both
State Line	41.7	10	Both
Langdon	43.6	12	Both
Russell	51.8	11	Both
Hadley	56.5	19	Both
Berryman	59.8	9	Both
Ennis	60.9	10	Both
Robinson	67.6	2	Both
McCall	69.4	2	Both
McKay	78.6	6	Both
Wallace Branch			
Tilma	2.1	1 X	Both
Watt	12.1	18	Both
O'Gara (7)	26.3	.....	None
Black Lake (7)	38.0	.....	None
Dudley (7)	52.0	12	Both
Smelterville (7)	66.3	.....	None
Shont (7)	72.8	3	Both
Poloris	74.6	42	East
Gem	84.1	5 X	Both
Frisco	84.4	7 X	Both
Dorn	85.1	13	Both
Dayton Branch			
Loyd	4.1	3	East
Ronan	19.3	28	West

(1) Regular stop for No. 25.
(2) Flag stop for Nos. 304-305.
(3) Regular stop for Nos. 304-305.
(4) Flag stop for Nos. 306-307.
(5) Flag stop for Nos. 63-64.
(6) Flag stop for Nos. 61-62.
(7) Flag stop for Nos. 67-68.

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour Str.	Psgr.	Frt.
Maximum speed.	79	75	45
Motor trains and inspection bus cars.		40	40
When caboose is handled in train consisting of passenger train equipment.		55	
3800 class engines.		60	45
3900 class engines.		65	45
5000 class engines.		50	45
MacArthur type engines with 63-inch drivers.		55	45
MacArthur type engines with 57-inch drivers.		35	35
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35
0-6-0 and 0-8-0 type yard engines.		20	20
C. M. St. P. & P. class N3-S engines.		50	40
C. M. St. P. & P. class L engines.		35	35
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35
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

Location	Miles Per Hour Str.	Psgr.	Frt.
Steam engines running backward.	20	20	20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40 40
Diesel switch engines in road service.	35	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
Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6

Location	Miles Per Hour Str.	Psgr.	Frt.
Trains handling scale test cars: On main line. On branch lines.			30 25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15
When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
When using No. 14 turn-outs at end of double track.	25	20	20
When using all other turnouts.	15	15	15
On tracks other than main tracks.	15	15	15
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.
Huntington			
Between M.P. 389.8 and 388.8.	20	20	20
Between M.P. 388.8 and 386.4.	35	30	20
Between M.P. 385.2 and 384.3.	30	25	20
Lime			
High line track and connection.			10
Between M.P. 383.9 and 383.8.	70	60	45
Between M.P. 383.2 and 383.0.	70	60	45
Between M.P. 382.6 and 382.3.	60	50	40
Between M.P. 382.0 and 381.3.	45	35	25
Between M.P. 381.2 and 380.7.	60	50	40
Between M.P. 380.5 and 380.3.	45	35	25
Between M.P. 380.1 and 379.8.	55	45	35
Between M.P. 379.5 and 379.3.	60	50	40
Between M.P. 379.0 and 378.6.	35	30	20
Between M.P. 378.3 and 378.1.	35	30	20
Weatherby			
Between M.P. 377.1 and 372.8.	35	30	20
Between M.P. 371.0 and 370.7.	70	60	45
Durkee			
Between M.P. 366.5 and 366.3.	70	60	25
Descending grade, M.P. 365.0 to Durkee.			25
Between M.P. 364.5 and 364.1.	35	30	20
Between M.P. 363.6 and 362.1.	45	35	20
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 Str.	Psgr.	Frt.
Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25
Between M.P. 354.5 and 354.1.	60	50	25
Between M.P. 353.9 and 351.1.	45	35	25
Encina Between M.P. 349.8 and 348.4.	30	25	20
Quartz Between M.P. 347.1 and 346.9.	70	60	45
Between M.P. 345.2 and 344.5.	70	60	45
Between M.P. 344.3 and 343.5.	55	45	35
Baker Over street crossings within city limits.	15	15	15
Between M.P. 342.6 and 341.2.	20	20	20
Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 319.5 and 318.7.	45	35	25
Between M.P. 318.7 and 315.4.	30	25	20
Telocaset Descending grade, Telocaset to Union Jct.	55	45	25
Between M.P. 311.8 and 311.0.	45	35	25
Between M.P. 310.4 and 309.7.	45	35	25
Crooks Between M.P. 309.3 and 307.4.	55	45	25
Between M.P. 307.4 and 302.7.	35	30	20
Between M.P. 289.8 and 290.1.	20	20	20
La Grande			

SECOND SUBDIVISION

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

THIRD SUBDIVISION

Location	Str.	Psgr.	Frt.
Rieth Between M.P. 210.0 and 209.6.	55	45	35
Between M.P. 209.3 and 208.8.	60	50	40
Barnhart Between M.P. 206.9 and 206.7.	60	50	40
Between M.P. 206.2 and 205.8.	70	60	45
Between M.P. 204.7 and 202.2.	60	50	40
Between M.P. 201.6 and 201.5.	70	60	45
Between M.P. 200.9 and 200.6.	60	50	40
Between M.P. 198.7 and 198.4.	45	35	25
Nolin Between M.P. 198.2 and 197.8.	55	45	35
Between M.P. 197.3 and 196.7.	60	50	40
Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 194.5 and 193.7.	45	35	25
Between M.P. 193.5 and 193.3.	70	60	45
Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 191.9 and 190.7.	60	50	40
Between M.P. 190.4 and 190.0.	70	60	45
Between M.P. 189.0 and 188.8.	60	50	40
Stanfield Between M.P. 188.3 and 188.0.	60	50	40
Between M.P. 187.5 and 187.3.	70	60	45
Hinkle Between M.P. 182.0 and 181.7.	60	50	40
Castle Between M.P. 154.5 and 151.7.	70	60	45
Between M.P. 150.9 and 150.6.	70	60	45
Between M.P. 150.2 and 150.0.	70	60	45
Between M.P. 149.6 and 149.4.	70	60	45
Heppner Jct. Between M.P. 148.5 and 147.9.	55	45	35
Between M.P. 146.5 and 146.3.	70	60	45

THIRD SUBDIVISION (Continued)

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

FOURTH SUBDIVISION

Location	Str.	Psgr.	Frt.
The Dalles Between M.P. 83.4 and 83.3.	45	35	25
Between M.P. 82.1 and 81.8.	60	50	40
Crates Between M.P. 81.2 and 80.1.	55	45	35
Between M.P. 80.1 and 79.3.	70	60	45
Between M.P. 79.3 and 78.9.	55	45	35
Between M.P. 78.2 and 77.5.	70	60	45
Between M.P. 77.0 and 76.3.	60	50	40
Rowena Between M.P. 75.8 and 75.1.	55	45	35
Between M.P. 75.1 and 74.2.	60	50	40
Between M.P. 74.2 and 74.1.	40	40	25
Between M.P. 74.1 and 73.7.	60	50	40
Between M.P. 72.7 and 71.9.	55	45	35
Between M.P. 71.9 and 71.4.	30	25	20
Between M.P. 71.4 and 66.4.	45	35	25
Between M.P. 66.1 and 64.4.	60	50	40
Between M.P. 63.2 and 63.1.	45	35	25
Hood River 2-10-2 class engines using cross-over at freight house.			6
Between M.P. 61.8 and 59.4.	55	45	35
Meno Between M.P. 58.3 and 56.5.	55	45	35
Between M.P. 56.2 and 53.8.	35	30	20
Between M.P. 53.8 and 52.0.	55	45	35
Between M.P. 52.0 and 51.6.	45	35	25
Between M.P. 51.6 and 49.7.	55	45	35
Wyeth Between M.P. 49.4 and 48.7.	35	30	20
Between M.P. 48.7 and 45.4.	55	45	35
Between M.P. 44.9 and 44.3.	60	50	40
Between M.P. 44.1 and 43.8.	55	45	35
Between M.P. 43.5 and 43.3.	60	50	40
Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45
Between M.P. 42.4 and 41.4.	40	35	25
Between M.P. 39.9 and 39.7.	40	40	25
Between M.P. 39.2 and 38.2.	60	50	40
Bonneville Between M.P. 37.3 and 35.5.	55	45	35
Dodson Between M.P. 32.8 and 31.8.	70	60	45
Between M.P. 31.4 and 30.7.	60	50	40
Between M.P. 29.4 and 27.5.	60	50	40
Bridal Veil Between M.P. 25.9 and 25.5.	70	60	45
Between M.P. 25.2 and 24.8.	60	50	40
Between M.P. 24.0 and 23.8.	55	45	35
Rooster Rock Between M.P. 22.4 and 21.3.	60	50	40
Between M.P. 21.3 and 21.1.	40	40	25
Between M.P. 21.1 and 20.1.	60	50	40
Between M.P. 18.5 and 18.2.	60	50	40
Between M.P. 17.9 and 14.8.	70	60	45
Between M.P. 13.5 and 13.2.	55	45	35
Fairview Between M.P. 12.0 and 10.9.	50	50	40
Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Between M.P. 2.7 and 1.0.	35	30	20
Graham			
Kenton Line Between Troutdale and Kenton.	45	45	35
Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 22.0 and 19.5.	45	40	15
Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between Albina and Portland, over street crossings.	10	10	10
Between Albina and Portland, backing up.	8		
Between Albina and East Portland, curve at Globe Mill.	8	8	8
East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge.	8	8	8
Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6

FIFTH SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Argo Over slip switch, Lucille street, all engines, eastward and westward trains until entire train through slip switch.		10	10
Through interlocking.	30	30	30
Seattle Over Spokane street crossing.	10	10	10
Argo Yard All Turnouts.			10

SIXTH SUBDIVISION

Location	Str.	Psgr.	Frt.
Maximum speed.	70	60	45
Trains handling Fuller snow plow 0330.			35
Hinkle East and West legs of wye.		20	20
Between M.P. 186.0 and 187.5.		60	40
Cold Springs Between M.P. 200.3 and 200.9.		60	40
Juniper Between M.P. 209.1 and 209.3.		15	15
Between M.P. 209.3 and 212.1.		30	25
Between M.P. 212.1 and 212.2.		25	20
Wallula Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over crossing.			
Eastward.		20	20
Westward.		15	15
Attalia Between M.P. 217.2 and 217.4.		45	35
Between M.P. 219.1 and 219.5.		50	40
Humorist Between M.P. 224.2 and 224.5.		50	40
Ash Between M.P. 226.9 and 227.1.		50	40
Between M.P. 228.1 and 228.4.		35	25
Between M.P. 228.8 and 229.9.		35	25
Between M.P. 230.8 and 231.4.		50	40
Between M.P. 231.9 and 232.3.		45	35
Between M.P. 233.0 and 233.4.		50	40
Page Between M.P. 234.0 and 234.5.		35	25
Between M.P. 234.9 and 235.6.		35	25
Between M.P. 236.3 and 236.5.		35	25
Between M.P. 236.8 and 236.9.		50	40
Between M.P. 237.9 and 238.1.		35	25
Between M.P. 239.0 and 239.3.		50	40
Between M.P. 239.6 and 239.8.		50	40
Simmons Between M.P. 242.4 and 242.6.		40	25
Between M.P. 242.9 and 243.1.		35	25
Between M.P. 243.4 and 243.5.		50	40
Walker Pit Between M.P. 244.5 and 244.6.		50	40
Between M.P. 246.1 and 246.3.		50	40
Between M.P. 247.0 and 247.2.		50	40
Scott Between M.P. 252.8 and 253.0.		45	35
Between M.P. 256.9 and 257.1.		45	35
Ruxby Between M.P. 260.3 and 260.5.		50	40
Ayer Between M.P. 268.2 and 269.3.		30	30
Between M.P. 271.5 and 272.5.		25	15
Between M.P. 272.7 and 273.2.		45	35
Between M.P. 275.1 and 276.9.		40	25
Between M.P. 277.9 and 278.5.		50	40
Between M.P. 278.9 and 279.4.		45	35
Park Between M.P. 280.0 and 281.6.		40	25
Between M.P. 281.9 and 282.2.		50	40
Hooper Jct. Between M.P. 286.1 and 286.5.		50	40
Between M.P. 290.6 and 291.1.		50	40
Between M.P. 291.9 and 292.3.		25	25
Ankeny Between M.P. 294.4 and 294.5.		40	25
Between M.P. 295.4 and 297.0.		50	40
Marengo Between M.P. 308.6 and 309.0.	60	50	40
Cheney Over street crossings.	15	15	15
Between M.P. 352.8 and 353.5.	55	45	35
Between M.P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 364.2 and 364.4.	45	35	25
Between M.P. 364.7 and 364.9.	55	45	35
Between M.P. 365.1 and 366.2.	25	25	15
West Spokane, on 16-degree curve west end of yard.	8	8	8
Between M.P. 366.5 and 367.1.	40	35	25
Over Bridge 367.13.	10	10	10
Spokane, through Union Station limits.	15	15	15
Spokane Union Station over slip switches.	10	10	10
Spokane, through Union Station limits. 3900 class engines.		6	6

BRANCHES

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

Location	Miles Per Hour Str.	Psgr.	Frt.
Joseph Branch Maximum speed.		30	30
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Between La Grande and M.P. 13.0.		25	25
Between M.P. 25.0 and 55.0.		25	25
Between M.P. 72.0 and Joseph.		25	25
Pilot Rock Branch		15	15
Umatilla Branch Maximum speed.		40	40
Hinkle Between M.P. 0.0 and 0.1.		15	15
Between M.P. 2.3 and 3.7.		20	20
Hermiston Standard and Union Oil spurs.			6
On house track west of McNaught warehouse.			6
Over road crossing east end of depot.		15	15
Between M.P. 5.9 and 6.0.		35	35
Between M.P. 9.4 and 11.2.		25	25
Umatilla On wye.		10	10
Irrigon			
Heppner Branch Maximum speed.		25	25
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Condon Branch Maximum speed.		25	25
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
On descending grades between Speece and Mikkalo.		15	15
On descending grades between Barnett and Rock Creek.		15	15
Grass Valley Branch Maximum speed.		25	25
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Between Kent and M.P. 39.0.		15	15
Between M.P. 33.0 and Thornberry, on descending grades.		20	20
Between Thornberry and Biggs, on descending grades.		10	10
Grays Harbor Branch Maximum speed.		30	30
3-degree curves.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Trains handling rock.			25
Preacher's Slough to M.P. 47.0.		10	10
Aberdeen, within city limits.		20	20
Aberdeen, over Boone street crossing.		5	5
Aberdeen, over other street crossings.		10	10
Cosmopolis, within city limits.		20	15
Cosmopolis, handling logs within city limits.			8
Tono Branch Maximum speed.		15	15
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Olympia Branch Maximum speed.		20	20
4- and 5-degree curves.		15	15
On curves of 6 degrees and over.		10	10
Spokane-Tekoa Branch East Spokane through Interlocking.		15	15
Between Spokane and Manito.	70	60	35
Between Manito and Tekoa.		50	30
On 3-degree curves.		50	30
On 4-degree curves.		45	30
On 5- and 6-degree curves.		35	25
On 7- and 8-degree curves.		25	20
On curves of 7 degrees and over with 2-10-2 type engines.		20	20
On 9- and 10-degree curves.		20	20
Tekoa Between M.P. 117.2 and 117.5.		20	20
Between M.P. 117.8 and 117.9.		45	30
Between M.P. 118.1 and 118.3.		35	25
Between M.P. 118.5 and 119.7.		25	20
Between M.P. 120.2 and 120.4.		35	25
Between M.P. 120.7 and 121.4.		35	25
Between M.P. 121.6 and 121.9.		25	20
Between M.P. 122.1 and 122.5.		35	25
Latah Between M.P. 123.4 and 124.5.		20	20
Between M.P. 125.1 and 125.7.		35	25
Between M.P. 127.5 and 128.4.		35	25
Between M.P. 129.6 and 130.6.		35	25
Fairfield Over street crossings.			25
Between M.P. 132.6 and 132.8.		45	30
Between M.P. 133.3 and 134.6.		25	20
Between M.P. 135.3 and 136.3.		35	25
Darknell Between M.P. 136.6 and 139.2.		20	20
Rockford Between M.P. 139.4 and 139.7.		45	30
Between M.P. 139.8 and 140.4.		45	30
Between M.P. 141.0 and 141.2.		35	25
Between M.P. 142.6 and 143.2.		25	20
Manito Between M.P. 144.4 and 144.6.	60	50	35
Between M.P. 145.5 and 146.0.	55	45	35
Between M.P. 146.2 and 146.4.	60	50	35
Between M.P. 146.9 and 147.2.	60	50	35
Freeman Between M.P. 147.3 and 148.8.	45	35	25
Between M.P. 149.1 and 149.2.	60	50	35

BRANCHES (Continued)

Location	Miles Per Hour Str.	Miles Per Hour Psgr.	Miles Per Hour Frt.
Mica			
Between M.P. 150.5 and 151.9.	35	30	20
Between M.P. 152.1 and 152.4.	35	30	20
Between M.P. 152.6 and 153.0.	45	35	25
Between M.P. 153.2 and 153.9.	35	30	20
Between M.P. 154.5 and 154.3, westward.	60	50	35
Between M.P. 154.3 and 154.5, eastward.	60	50	25
Between M.P. 154.7 and 155.5.	40	35	25
Between Chester and Mica, on descending grade.			25
Spokane, through tunnel.	15	15	15
Spokane, over slip switches at N. P. Crossing.	15	15	10
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.		12	12
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20
Tekoa-Ayer Branch Maximum speed.		50	30
Between Tekoa and Colfax, via Garfield.		30	30
Between Tucannon and Ayer.		35	25
On 4-degree curves.		45	30
On 5- and 6-degree curves.		35	25
On 7- and 8-degree curves.		25	20
On curves of 7 degrees and over with 2-10-2 type engines.		20	20
On 9- and 10-degree curves.		20	20
Ayer			
Between M.P. 14.0 and 14.1.		35	25
Between M.P. 14.3 and 16.1.		25	25
Between M.P. 17.1 and 17.2.		15	15
Over Snake River Bridge 17.23.		5	5
Between M.P. 17.7 and 18.1.		25	20
Between M.P. 18.6 and 18.8.		35	25
Between M.P. 19.7 and 19.9.		20	20
Between M.P. 20.9 and 21.5.		45	30
Between M.P. 23.1 and 23.7.		35	25
Between M.P. 23.6 and 23.7.		30	20
Between M.P. 24.5 and 25.0.		35	25
Between M.P. 25.4 and 26.9.		30	25

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Between M.P. 27.1 and 27.2.	25	20
Between M.P. 27.4 and 27.8.	20	20
Between M.P. 28.2 and 28.7.	20	20
Between M.P. 29.7 and 29.9.	45	30
Hay		
Between M.P. 30.4 and 31.1.	35	25
Between M.P. 32.0 and 33.8.	25	20
Between M.P. 34.2 and 35.2.	20	20
Jerita		
Between M.P. 36.2 and 36.9.	25	20
Between M.P. 37.8 and 39.3.	25	20
Between M.P. 43.5 and 43.6.	45	30
Sutton		
Between M.P. 49.3 and 50.1.	30	20
Thera		
Between M.P. 64.9 and 65.2.	35	25
Between M.P. 65.4 and 65.6.	45	30
Between M.P. 68.2 and 68.5.	35	25
Diamond		
Between M.P. 68.8 and 69.0.	35	25
Between M.P. 69.9 and 70.1.	35	25
Mockonema		
Between M.P. 73.3 and 73.6.	20	20
Between M.P. 74.1 and 74.2.	45	30
Between M.P. 74.9 and 77.2.	25	12
Colfax		
Over street crossings.	12	12
Between M.P. 78.4 and 78.5.	25	20
Between M.P. 79.8 and 80.7.	30	20
Between M.P. 81.5 and 82.3.	20	20
Between M.P. 82.9 and 83.4.	20	20
Glenwood		
Between M.P. 83.7 and 84.5.	25	20
Between M.P. 86.5 and 87.0.	20	20
Between M.P. 87.6 and 88.9.	25	20
Between M.P. 89.1 and 89.4.	20	20
Elberton		
Over street crossings.	25	25
Between M.P. 90.7 and 91.9.	20	20
Between M.P. 92.4 and 92.9.	30	25
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

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Farmington		
Between M.P. 105.5 and 105.8.	25	20
Between M.P. 112.2 and 113.1.	30	25
Between M.P. 115.6 and 116.0.	25	20
Pleasant Valley Branch Maximum speed.	25	25
G. N. Crossing, M.P. 30.7.	20	20
Tucannon Branch Maximum speed.	25	25
On curves, 7 degrees and over.	20	20
Between Starbuck and Relief.	12	12
Pendleton Branch Maximum speed.	30	30
Between Alto and Downing.	25	25
On 7-, 8-, 9- and 10-degree curves.	20	20
Between Walla Walla and Pendleton, with MacArthur type engines.	25	25
Between Barrett and Downing, on descending grade.	15	15
Pendleton, over Thompson, Main and Aura Streets.	12	12
Pendleton, over other street crossings within city limits.	20	20
Pendleton		
Between M.P. 1.2 and 1.4.	30	25
Between M.P. 2.5 and 3.0.	20	20
Between M.P. 9.5 and 9.8.	20	20
Athena		
Over street crossings.	15	15
Between M.P. 20.9 and 21.3.	30	25
Downing		
Between M.P. 24.0 and 24.5.	20	20
Between M.P. 25.4 and 26.2.	20	20
Blue Mountain		
Between M.P. 29.0 and 29.4.	20	20
Between M.P. 29.8 and 30.1.	20	20
Between M.P. 30.3 and 30.4.	20	20
Between M.P. 31.2 and 31.7.	20	20
Between M.P. 32.2 and 32.4.	20	20
Between M.P. 32.7 and 32.9.	20	20
Milton-Freewater		
Over street crossings.	15	15
W. W. V. Ry. Crossing M.P. 36.3.	15	15
W. W. V. Ry. Crossing, M.P. 44.2.	20	20

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Walla Walla		
Over street crossings.	12	12
Walla Walla, on west leg of wye.	8	8
Between M.P. 52.7 and 53.4.	20	20
Between M.P. 64.8 and 64.9.	20	20
Between M.P. 65.5 and 66.0.	20	20
Between M.P. 66.1 and 66.3.	20	20
Between M.P. 71.7 and 72.5.	20	20
Between M.P. 72.8 and 73.2.	20	20
Between M.P. 74.3 and 76.1.	20	20
Menoken		
Between M.P. 78.4 and 78.5.	20	20
Between M.P. 78.9 and 79.3.	20	20
Between M.P. 79.6 and 79.9.	20	20
Between M.P. 80.8 and 81.2.	20	20
Alto		
Yakima Branch Maximum speed.	45	30
With pile driver 0321.		15
On 5-and 6-degree curves.	35	25
On 7- and 8-degree curves.	30	20
On 9- and 10-degree curves.	25	20
Attalia		
Bridge 7.44.	25	15
Kennewick, over street crossings.	8	8
Between Grandview and Biggam.	30	25
Benton City		
Between M.P. 37.5 and 38.1.	25	20
Granger, over street crossings.	30	30
Zillah, over street crossings.	25	15
Yakima River Bridge 89.35, through gauntlet track.	15	15
Yakima, over Yakima Ave., and Walnut Street.	6	6
Yakima, over other street crossings.	10	10
Sunnyside Branch Maximum speed.	45	35
Wallula Branch Maximum speed.	35	30
On 5- and 6-degree curves.	35	25
On 7- and 8-degree curves.	25	20

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
On 9- and 10-degree curves.	20	20
Wallula		
Between M.P. 0.8 and 1.1.	25	20
Between M.P. 1.6 and 2.0.	20	20
Between M.P. 2.6 and 2.7.	35	25
Between M.P. 2.9 and 3.1.	35	25
Between M.P. 3.5 and 3.6.	35	25
Between M.P. 4.0 and 4.3.	35	25
Between M.P. 4.8 and 5.3.	25	20
Between M.P. 5.9 and 6.4.	25	20
Between M.P. 6.7 and 6.8.	25	20
Between M.P. 7.0 and 7.1.	20	20
W. W. V. Ry. Crossing, M.P. 28.7.	12	12
Reese		
Between M.P. 7.7 and 8.0.	25	20
Between M.P. 8.2 and 8.4.	35	25
Between M.P. 8.7 and 9.1.	25	20
Between M.P. 9.5 and 9.7.	25	20
Between M.P. 10.0 and 10.1.	35	25
Between M.P. 10.7 and 10.9.	35	25
Between M.P. 11.1 and 11.4.	35	25
Between M.P. 12.1 and 12.3.	20	20
Between M.P. 12.5 and 12.6.	35	25
Between M.P. 18.5 and 18.6.	35	25
Walla Walla		
Pomeroy Branch Maximum speed.	20	20
Chard Between M.P. 14.5 and Pomeroy.	15	15
Dayton Branch Maximum speed.	25	25
On curves of 7 degrees and over.	20	20
Bolles Between M.P. 0.4 and 0.6.	20	20
Dayton, over street crossings west of Touchet River.	15	15
Dayton, over all other street crossings.	10	10
Between M.P. 12.9 and 24.8.	15	15

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.	30	30
Between Hooper Jct. and Connell.	20	20
On 5- and 6-degree curves.	25	25
On 7- and 8-degree curves.	20	20
On 9- and 10-degree curves.	20	20
La Crosse		
Between M.P. 3.4 and 3.6.	25	25
Between M.P. 6.6 and 6.8.	25	25
Between M.P. 7.2 and 7.8.	20	20
Between M.P. 9.2 and 9.7.	20	20
Hooper Jct. on connection between Connell Branch and Sixth Subdivision.		15
Hooper Jct. through west leg of wye on 16-degree curve.	8	8
Moscow Branch Maximum speed.	35	25
On 7- and 8-degree curves.	25	20
On 9- and 10-degree curves.	20	20
Colfax		
Over street crossings.	12	12
Between M.P. 1.3 and 3.1.	25	20
Between M.P. 5.6 and 7.5.	25	20
Between M.P. 8.4 and 8.8.	25	20
Shawnee		
Between M.P. 9.9 and 10.0.	25	20
Between M.P. 10.8 and 11.2.	25	20
Between M.P. 12.2 and 12.5.	25	20
Albion		
Between M.P. 13.4 and 13.6.	25	20
Between M.P. 14.3 and 14.9.	20	20
Between M.P. 17.5 and 17.7.	25	20
Between M.P. 17.9 and 18.0.	25	20
Pullman		
Over street crossings.	6	6
Between M.P. 19.9 and 20.0.	25	20
Between M.P. 24.6 and 24.8.	25	20
Between M.P. 25.2 and 25.4.	25	20
Moscow		
Over street crossings.	12	12

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Wallace Branch Maximum speed.	50	30
Between Lovell and Chatcolet.	35	20
Between Chatcolet and Harrison.	40	25
Between Harrison and Wallace.	50	30
On 4-degree curves.	45	25
On 5- and 6-degree curves.	35	25
On 7- and 8-degree curves.	25	20
On 9- and 10-degree curves.	20	20
Tekoa Between M.P. 2.3 and 4.7.	30	20
Lovell Between M.P. 8.0 and 9.0.	25	20
Between M.P. 9.9 and 10.7.	25	20
Between M.P. 11.1 and 12.1.	25	20
Watt Between M.P. 12.3 and 13.0.	15	15
Between M.P. 14.4 and 14.6.	25	20

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Between M.P. 17.9 and 18.2.	25	20
Between M.P. 18.5 and 20.3.	25	20
Between M.P. 20.7 and 21.5.	25	20
Bridge 23.45.	15	15
Between M.P. 24.1 and 28.4.	25	20
Springston Between M.P. 34.0 and 34.1.	45	30
Between M.P. 34.5 and 34.7.	45	30
Between M.P. 34.9 and 35.2.	35	25
Between M.P. 38.3 and 38.6.	35	25
Between M.P. 39.6 and 39.8.	45	30
Lane Between M.P. 47.8 and 48.3.	45	30
Between M.P. 48.6 and 49.0.	45	30
Rose Lake Between M.P. 50.6 and 51.0.	35	25
Dudley Between M.P. 53.6 and 54.2.	35	25
Between M.P. 54.5 and 54.9.	35	25

Location	Miles Per Hour Psgr.	Miles Per Hour Frt.
Cataldo Between M.P. 58.7 and 59.1.	45	30
Between M.P. 60.0 and 60.2.	20	20
Between M.P. 62.4 and 63.2.	35	25
Between M.P. 63.4 and 64.0.	45	30
Between M.P. 70.1 and 70.3.	35	25
Between M.P. 70.7 and 70.9.	35	25
Between M.P. 71.5 and 71.7.	45	30
Between M.P. 72.4 and 72.6.	35	25
Between M.P. 73.4 and 73.6.	45	30
Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 77.4 and 77.7.	35	25
Between M.P. 78.0 and 78.2.	35	25
Between M.P. 78.6 and 78.7.	25	20
Wallace Over street crossings.	6	6
Between M.P. 81.4 and 87.3.	20	20
Burke to Wallace, eastward.	20	10
Sierra Nevada Branch		10

Standard clocks are located as shown below:

Huntington.....Yard Office
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
Hinkle.....“UK” Telegraph Office
Umatilla.....Telegraph Office
Umatilla.....Enginemen's Register Room
Arlington.....Telegraph Office
Moro.....Telegraph Office
Bend (Joint)....O. 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′	8.6
37″	97.3	48″	75.	59″	61.	1′ 10″	51.4	1′ 55″	31.3	8′	7.5
38″	94.7	49″	73.5	1′	60.	1′ 11″	50.7	2′	30.	10′	6.
39″	92.3	50″	72.	1′ 1″	59.	1′ 12″	50.	2′ 15″	26.6		
40″	90.	51″	70.6	1′ 2″	58.	1′ 15″	48.	2′ 30″	24.		

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A)

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

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

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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