



UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE

No. 13

Effective Sunday
September 2, 1951
At 12:01 P.M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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

L. A. COLLINS
General Manager

E. HICKS
General Superintendent

A. McALLISTER, Superintendent Portland, Ore.
J. G. Kimmell, Assistant Superintendent. Portland, Ore.
R. A. Roberts, 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.

A. D. HANSON
General Superintendent Transportation

First and Second Subdivision and Branches

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

Third, Fourth and Fifth Subdivision and Branches

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

Sixth Subdivision and Branches

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

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

Name	Title	Location
D. L. Gamette	Medical Director	Los Angeles.
Ralph M. Dodson	District Surgeon	Portland, Ore.
R. E. Ahlquist	District Surgeon	Spokane, Wash.
Kenneth C. Brown	Surgeon	Portland, Ore.
David G. Duncan	Surgeon	Portland, Ore.
Warren W. Hale	Surgeon	Portland, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.
George D. McGeary	Surgeon	Portland, Ore.
Edward C. Parkinson	Surgeon	Portland, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.
Paul E. Shinniger	Surgeon	Portland, Ore.
Harold M. U'Ren	Oculist	Portland, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.
Gregg D. Wood	Surgeon	Portland, Ore.
A. E. Anderson	Surgeon	Aberdeen, Wash.
J. V. Wilhelm	Surgeon	Arlington, Ore.
Glenn G. Gordon	Oculist and Aurist	Baker, Ore.
T. J. Higgins	Surgeon	Baker, Ore.
J. R. Higgins	Surgeon	Baker, Ore.
J. C. Vandeventer	Surgeon	Bend, Ore.
George F. Parke	Surgeon	Centralia, Wash.
J. E. Toothaker	Surgeon	Centralia, Wash.
Conrad Weltz, Jr.	Surgeon	Colfax, Wash.
G. G. Gaunt	Surgeon	Condon, Ore.
W. W. Day	Surgeon	Dayton, Wash.
Warren F. Bolton	Surgeon	Elgin, Ore.
Lyle C. Ham	Surgeon	Enterprise, Ore.
Marvin Munsell	Surgeon	Grandview, Wash.
A. D. McMurdo	Surgeon	Hepburn, Ore.
F. B. Belt	Surgeon	Hermiston, Ore.
H. D. Lewis	Surgeon	Hood River, Ore.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.
Leonard Semler	Surgeon	Hood River, Ore.
R. W. Cordwell	Surgeon	Hood River, Ore.
C. I. Gibbon	Surgeon	Hood River, Ore.
Robert E. Staley	Surgeon	Kellogg, Ida.
G. M. Whitesel	Surgeon	Kellogg, Ida.
P. F. Shirey	Surgeon	Kellogg, Ida.
H. F. Craig	Surgeon	Kellogg, Ida.
Lee B. Bouvy	Oculist and Aurist	Kellogg, Ida.
John B. Gregory	Surgeon	Kellogg, Ida.
Richard E. Hall	Surgeon	Kellogg, Ida.
James J. D. Haun	Surgeon	Kellogg, Ida.
David H. Stoddard	Surgeon	Kellogg, Ida.
Robert L. Stuart	Oculist and Aurist	Kellogg, Ida.

Name	Title	Location
J. E. Carrow	Surgeon	Lawiston, Ida.
C. O. Armstrong	Surgeon	Moscow, Ida.
J. P. Brennan	Surgeon	Pendleton, Ore.
G. W. McGowan	Surgeon	Pendleton, Ore.
E. S. Morgan	Surgeon	Pendleton, Ore.
E. I. Silk	Surgeon	Pendleton, Ore.
Gordon D. Steinfeld	Surgeon	Pendleton, Ore.
J. W. Sherfy	Surgeon	Pomeroy, Wash.
James L. Gilleland	Surgeon	Pullman, Wash.
J. L. Ash	Aurist	Seattle, Wash.
L. Fred Lundy	Surgeon	Seattle, Wash.
B. E. McConville	Surgeon	Seattle, Wash.
John M. Schlach	Oculist	Seattle, Wash.
Stephen J. Wood	Surgeon	Seattle, Wash.
B. P. Jacobson	Surgeon	Spokane, Wash.
M. F. Kepi	Surgeon	Spokane, Wash.
Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. H. Tousey	Surgeon	Spokane, Wash.
H. V. Valentine	Surgeon	Spokane, Wash.
Charles G. Smick	Surgeon	Spokane, Wash.
L. M. Farnam	Surgeon	South Elma, Wash.
Bruce C. McIntyre	Surgeon	St. John, Wash.
L. A. Hopkins	Surgeon	Tacoma, Wash.
Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Ross D. Wright	Surgeon	Tacoma, Wash.
C. B. Clizer	Surgeon	Tacoma, Wash.
Vern Cressey	Surgeon	Tacoma, Wash.
Albert J. Nelson	Surgeon	Tacoma, Wash.
C. H. Weitz	Surgeon	Tacoma, Wash.
Griffith, Smith, Vogt, Mills,	Surgeon	Tacoma, Wash.
Boals, Morriss, Murphy,	Surgeon	Tacoma, Wash.
Southard, Stevenson	Surgeon	Tacoma, Wash.
H. M. Wiswall	Surgeon	The Dalles, Ore.
H. C. Mowery	Surgeon	Vancouver, Wash.
G. A. Falkner	Surgeon	Walla Walla, Wash.
C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
W. F. Holmes	Surgeon	Walla Walla, Wash.
J. C. Lyman	Surgeon	Walla Walla, Wash.
Wallace A. Pratt	Surgeon	Walla Walla, Wash.
R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Stewart Merrill	Surgeon	Walla Walla, Wash.
H. C. Lynch	Surgeon	Walla Walla, Wash.
R. P. Schaefer	Oculist and Aurist	Walla Walla, Wash.
John W. Skinner	Surgeon	Walla Walla, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS								Distance from Granger via Boise	Time-Table No. 13 Sept. 2, 1951	FIRST CLASS							
19	11	105	403	457	17	25				12	404	458	106	18	20	26	
Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Pagr.	Mail and Express				Pagr.	Pagr.	Pagr.	Streamliner Passenger	Pagr.	Pagr.	Mail and Express	
Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS								
	5.05	2.05			4.05		0.0		GRANGER	A 9.15			A 12.42	A 10.30			
	10.25	6.55			9.40	1.10	213.9		POCATELLO	4.10			8.55	5.25		A 9.15	
	1.40	8.25			1.05	4.45	373.8		GLENNS FERRY	12.05			6.10	1.50		5.00	
	3.25	9.40			2.50	7.05	448.4		BOISE	10.15			5.00	12.10		2.50	
	6.05	11.40			5.35	10.15	560.1		M.T. HUNTINGTON P.T.	7.30			3.05	9.40		11.40	
	5.15	10.40			4.45	9.25	649.7		LA GRANDE	6.20			2.05	8.30		10.25	
	8.00	1.05			7.45	12.20	723.9		PENDLETON	3.45			11.40	5.50		7.05	
	10.23	3.13			10.25	2.53	840.6		SPOKANE	1.10			9.30	2.55		4.20	
9.00							836.7		AYER						A 7.20		
11.20							783.4		WALLULA							4.40	
12.27							755.3		HINKLE	12.20			8.50	2.10	2.40	3.15	
1.45	11.15	3.50			12.01	3.50	855.4		THE DALLES	10.15			7.15	11.50	12.05	12.30	
4.05	1.15	5.35			3.25	6.20	939.5		PORTLAND	8.10	A 1.45	A 9.15	5.30	9.45	10.00	10.10	
A 6.30	A 3.30	A 7.30	8.30	8.00	A 6.00	A 9.00	1030.6		CENTRALIA		11.05	7.05					
			10.59	9.53			1084.6		TACOMA		9.45	5.52					
			12.30	11.05			1122.7		SEATTLE		8.30	4.45					
			A 1.45	A 11.59						Daily	Daily	Daily	Daily	Daily	Daily	Daily	
(9.30) 38.9	(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.....	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(23.45) 30.6	(9.20) 39.6	(22.05) 32.0	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 13 September 2, 1951	FIRST CLASS		
31	33	29					32	34	30
Passenger	Passenger	Passenger					Passenger	Passenger	Passenger
Daily	Daily	Daily				STATIONS			
9.20	3.40	12.10		0.0		McCAMMON	A 4.45	A 6.05	A 3.45
A 9.55	5.15	1.35		22.7		POCATELLO	4.15	5.35	3.15
	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	(7.00) 24.3	(9.20) 30.6			.....	Thru Time.....	(0.30) 45.4	(6.35) 25.9	(8.45) 32.6

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

MILEAGE

Main Line..... 795.06
Branches..... 1181.40
Grand Total..... 1976.46

WESTWARD

FIRST SUB DIVISION

EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A), Page 31.	FIRST CLASS				Time-Table No. 13 September 2, 1951	Mile Post	FIRST CLASS			
	105 Streamliner Passenger	17 Passenger	25 Mail and Express	11 Passenger			18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger
	Daily	Daily	Daily	Daily						
	STATIONS									
BKOPTWXYZ	10.40PM	4.45PM	9.25AM	5.15AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 10.25AM	A 6.20PM	A 2.05PM
100 P	10.50	4.55	9.35	5.25	D LIME BY	384.5	8.14	10.03	6.07	1.50
100 PW	10.59	5.05	9.48 ²⁶	5.34	WEATHERBY	377.5	8.02	9.48 ²⁶	5.55	1.38
150 PXY	11.11	5.18	10.02	5.47	DURKEE	368.9	7.50	9.35	5.42	1.25
100 P	11.22	5.31 ¹²	10.14	5.58	OXMAN	361.7	7.40	9.25	5.31 ¹⁷	1.14
170 PW	11.34	5.45	10.29	6.12	PLEASANT VALLEY	355.4	7.25	9.10	5.17	1.01
WB 91 PXY EB 100	11.39	5.51	10.35	6.18	ENCINA	351.9	7.20	9.03	5.12	12.55
107 P	11.45	5.59	10.43	6.25	QUARTZ	347.3	7.12	8.53	5.04	12.47
WB 100 BKOPW EB 111 XYZ	11.55PM	6.12	10.55	6.37	DN BAKER BC	342.0	7.05	8.45	4.57	12.40
100 P	12.01AM	6.19	11.01	6.43	WING	337.6	6.54	8.31	4.47	12.30
100 P	12.07	6.26	11.08	6.49 ¹⁸	D HAINES KB	331.7	6.49 ¹¹	8.25	4.42	12.25
100 PW	12.17 ¹⁰⁶	6.36	11.18	6.59	D NORTH POWDER HD	322.1	6.37	8.09	4.31	12.17 ¹⁰⁵
107 P	12.28	6.49	11.31	7.11	SAGO	315.5	6.26	7.57	4.19	12.09
147 PVWXY	12.31	6.52	11.35	7.14	TELOCASET	312.6	6.23	7.54	4.16	12.06
105 P	12.35	6.59	11.41	7.20	CROOKS	308.9	6.17	7.48	4.10	12.02AM
105 PVY	12.46	7.14	11.54AM	7.33 ²⁶	D UNION JCT. UN	302.2	6.04	7.33 ¹¹	3.57	11.51PM
105 P	12.52	7.22	12.01PM	7.40	LONETREE	294.9	5.57	7.13	3.51	11.45
BJKOPTWXYZ	A 1.00AM	A 7.35PM	A 12.10PM	A 7.50AM	DN-R LA GRANDE RA	289.8	5.50AM	7.05AM	3.45PM	11.40PM
					(00.0)		Daily	Daily	Daily	Daily
	(2.20) 42.7	(2.50) 35.2	(2.45) 30.2	(2.35) 38.0	 Thru Time		(2.40) 37.3	(3.20) 20.9	(2.35) 38.6	(2.25) 41.2
					 Average speed per hour					

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

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 13 September 2, 1951	Mile Post	FIRST CLASS			
	17	25	11	105			18	26	12	106
	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily						
STATIONS										
BJKOPTWXYZ	7.45PM	12.20PM	8.00AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.40AM	A 6.55AM	A 3.35PM	A 1.35PM
W13 71 PVWXY E13 72	8.02	12.38	8.17	1.20	HILGARD	282.1	5.15	6.33	3.16	11.18
130 P	8.17	12.53	8.33	1.34	MOTANIC	275.6	4.57	6.16	3.00	11.04
P	8.25	1.01	8.42	1.42	NORDEEN	272.1	4.48	6.07	2.52	10.57
141 PWXY	8.28	1.04	8.45	1.44	KAMELA	271.1	4.45	6.04	2.49	10.55
P	8.35	1.11	8.52	1.50	ROSS	268.3	4.37	5.57	2.42	10.49
W13 105 PWX E13 102	8.42	1.18	8.59	1.56	MEACHAM	265.5	4.30	5.50	2.35	10.43
130 P	9.01	1.37	9.18	2.12	HURON	257.7	4.06	5.27	2.13	10.27
120 PW	9.09	1.44	9.26	2.19	CAMP	254.1	3.58	5.19	2.05	10.21
W14 68 PWXY E13 69	9.18	1.56 ¹²	9.35	2.27	DUNCAN	248.5	3.48	5.10	1.56 ²⁵	10.13
102 P	9.30	2.09	9.47	2.39	BONIFER	239.5	3.35	4.56	1.44	10.02
106 PWXY	9.36	2.16	9.52	2.44	GIBBON	236.9	3.30	4.51	1.39	9.58
117 P	9.49 ¹⁰⁶	2.26	10.01	2.52	HOMLY	229.6	3.20	4.41	1.30	9.49 ¹⁷
116 P	9.57	2.34	10.07	2.58	MINTHORN	224.7	3.13	4.34	1.23	9.42
115 P	10.05	2.42	10.14	3.05 ¹⁸	MUNRA	218.9	3.05 ¹⁰⁵	4.27	1.17	9.36
00 BJKPV WXYZ	10.25	2.53	10.23	3.13	DN PENDLETON FD	215.6	2.55	4.20	1.10	9.30
175 JPX	10.34	3.00	10.30	3.19	DN RIETH RI	212.0	2.43	4.02	12.53	9.21
96 P	10.39	3.05	10.35	3.23	BARNHART	208.3	2.38	3.57	12.48	9.16
95 P	10.45	3.10	10.40	3.28	CAMPBELL	203.6	2.33	3.51	12.43	9.11
96 P	10.51	3.15	10.45	3.32	NOLIN	198.9	2.28	3.45	12.38	9.06
04 PW	10.58	3.23	10.51	3.38 ²⁶	DN ECHO HI	192.6	2.21	3.38 ¹⁰⁵	12.31	9.00
04 P	11.04	3.29	10.56	3.42	STANFIELD ND	188.4	2.16	3.23	12.26	8.56
BJKOPWXYZ	A 1.20PM	A 3.40PM	A 1.05AM	A 3.50AM	DN-R HINKLE UK	184.2	2.10AM	3.15AM	12.20PM	8.50PM
					(105.6)		Daily	Daily	Daily	Daily
	(3.35) 29.5	(3.20) 31.6	(3.05) 34.7	(2.45) 38.4	 Thru Time.....		(3.30) 30.2	(3.40) 28.8	(3.15) 32.5	(2.45) 38.4
					 Average speed per hour.....					

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton, automatic block signals between Pendleton and Rieth and by time-table and train orders between Rieth and Hinkle. Interlocking in service over Umatilla River Bridge, M.P. 214.42.

Except in Centralized Traffic Control territory, following will govern:

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, 25 and 26 and not less than fifteen minutes by second-class, extra trains and yard engines.

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

SECOND CLASS

FIRST CLASS

Time-Table No. 13

September 2, 1951

Car Capacity of Stages, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					STATIONS
			257 Time Freight	151 Time Freight	25 Mail and Express	11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BJKOPWXYZ			9.45 ^{PM}	12.10 ^{PM}	3.50 ^{PM}	11.15 ^{AM}	3.50 ^{AM}	1.45 ^{AM}	12.01 ^{AM}	DN-R HINKLE UK
99 P			10.00	12.25	3.56	11.20	3.55	1.52 ²⁰	12.07	WESTLAND
P			10.07	12.30	4.01	11.23	3.58	1.56	12.10	ORDNANCE RN
96 PW			10.10	12.35	4.04	11.25	4.00	1.58	12.13	MUNLEY
98 P			10.20 ²⁶⁴	12.45	4.10	11.30	4.05	2.04	12.19	CLARKE
99 P			10.31	12.55	4.15	11.34	4.09	2.10	12.24	DN MESSNER FC
14 P					4.17					BOARDMAN BD
98 P			10.35	1.00	4.20	11.40 ¹²	4.12	2.17 ²⁶	12.27	PETERS
98 P			10.41	1.06	4.24	11.46	4.16	2.22	12.31	CASTLE
101 P			10.50	1.15	4.31	11.52	4.22	2.29	12.37	BOULDER
19 JP			10.56	1.21	4.35	11.56	4.26	2.33	12.41	N HEPNER JCT. WI
100 P			10.58	1.23	4.37	11.57 ^{AM}	4.27	2.35	12.43	WILLOWS
98 P			11.05	1.30	4.42	12.02 ^{PM}	4.31	2.41	12.54 ¹⁸	SILICA
WB 126 BJKOPT EB 113 WX			11.25	1.45	4.48	12.08	4.35 ²⁰²	2.47	1.45 ²⁶	DN ARLINGTON MX
100 P			11.40	1.52	4.59	12.16	4.40	2.57	2.00	GILMORE
99 P			11.50 ^{PM}	1.59	5.05	12.20	4.44	3.02	2.06	BLALOCK
96 P			12.01 ^{AM}	2.10	5.13	12.26	4.50	3.08	2.13	N QUINTON QN
100 P			12.25 ¹⁸	2.17	5.18	12.30	4.54	3.13	2.19	HOOK
99 P			12.50	2.22	5.22	12.33	4.57	3.17	2.24	GOFF
104 PW			1.04 ²⁶	2.27	5.25	12.37	5.00	3.21	2.28	DAY
100 P			1.15	2.31	5.30	12.39	5.02	3.24 ²⁰²	2.31	RUFUS
100 P			1.19	2.35	5.34	12.42	5.05	3.27	2.35	GRANT
80 JP { MP }			1.23	2.40	5.37	12.45	5.08	3.30	2.39	DN BIGGS BX
54 P { W 101.7 }			1.28	2.45	5.41	12.48	5.11	3.33	2.43	MILLER
50 P			1.33	2.52	5.46	12.52	5.15	3.38	2.49	CEILO
JPV			1.35	2.56	5.48	12.54	5.17	3.40	2.52	D OREGON TRUNK JCT. VO
74 P			1.40	3.01	5.53	12.57	5.20	3.44	2.57	DUNE
BKOPTWXZ			A 2.00 ^{AM}	A 3.20 ^{PM}	A 6.10 ^{PM}	A 1.10 ^{PM}	A 5.35 ^{AM}	A 4.00 ^{AM}	A 3.15 ^{AM}	DN-R THE DALLES DK-WH
										(98.4)

BLOCK SIGNALS

DOUBLE TRACK

(4.15)
23.1(3.10)
31.0(2.20)
42.2(1.55)
51.3(1.45)
50.2(2.15)
43.7(3.14)
30.5..... Thru Time.....
..... Average speed per hour.....

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

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

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. 13

September 2, 1951

Milo
Post

FIRST CLASS

SECOND CLASS

20
Passenger

26
Mail and
Express

12
Passenger

106
Streamliner
Passenger

18
Passenger

262
Time
Freight

264
Time
Freight

STATIONS

DN-R HINKLE UK

184.2

A 2.10^{AM} A 2.55^{AM} A 12.10^{PM} A 8.50^{PM} A 1.45^{PM}

A 6.30^{AM} A 11.00^{PM}

WESTLAND

180.6

1.52¹⁹ 2.44 12.02^{PM} 8.43 1.34

6.07 10.50

ORDNANCE RN

177.7

1.49^s 2.40^s 11.58^{AM} 8.40 1.31

6.00 10.40

MUNLEY

175.8

1.47 2.37 11.56 8.38 1.29

5.55 10.35

CLARKE

170.0

1.41 2.31 11.50 8.33 1.23

5.45 10.20²⁵⁷

DN MESSNER FC

165.2

1.36 2.25 11.45 8.29 1.18

5.35 10.10

BOARDMAN BD

163.8

s 2.20

PETERS

162.2

1.33 2.17¹⁹ 11.40¹¹ 8.26 1.15

5.25 10.00

CASTLE

158.3

1.29 2.13 11.36 8.23 1.11

5.15 9.50

BOULDER

152.1

1.22 2.05 11.30 8.17 1.05

5.05 9.40

N HEPPNER JCT. WI

148.2

1.18 2.00 11.26 8.14 1.01

4.59 9.34

WILLOWS

147.0

1.16 1.58 11.24 8.13 12.59

4.57 9.32

SILICA

142.4

1.11¹⁷ 1.52 11.20 8.09 12.54¹⁷

4.50 9.25

DN ARLINGTON MX

138.5

s 1.06 s 1.45¹⁷ s 11.15 8.05 s 12.49

4.35¹⁰⁵ 9.15

GILMORE

134.0

12.58 1.29 11.05 8.01 12.40

4.09 9.00

BLALOCK

129.3

12.53 1.24 11.01 7.57 12.35

4.02 8.53

N QUINTON QN

123.2

12.46 1.17 10.55 7.52 12.29

3.53 8.43

HOOK

118.6

12.41²⁵⁷ 1.12 10.51 7.48 12.25²⁵⁷

3.45 8.35

GOFF

115.0

12.37 1.08 10.48 7.45 12.22

3.40 8.30

DAY

111.7

12.34 1.04²⁵⁷ 10.44 7.42 12.19

3.35 8.25

RUFUS

109.4

12.32 1.01 10.42 7.40 12.17

3.24¹⁹ 8.20

GRANT

106.6

12.29 12.58 10.39 7.32 12.14

3.14 8.15

DN BIGGS BX

103.9

12.26 12.55 10.36 7.35 12.11

3.09 8.10

MILLER

100.5

12.23 12.51 10.32 7.32 12.08

3.03 8.03

CELLO

96.8

12.19 12.46 10.28 7.28 12.04

2.55 7.55

D OREGON TRUNK JCT. VO

95.2

12.17 12.44 10.26 7.26 12.02^{AM}

2.50 7.50

DUNE

91.9

12.14 12.39 10.23 7.23 11.59^{PM}

2.45 7.45

DN-R THE DALLES DK-WH

85.8

12.05^{AM} 12.30^{AM} 10.15^{AM} 7.15^{PM} 11.50^{PM}

2.30^{AM} 7.30^{PM}

(98.4)

Daily Daily Daily Daily Daily

Daily Daily

Thru Time

(2.05)

(2.25)

(1.55)

(1.35)

(1.55)

(4.00)

(3.30)

Average speed per hour

45.4

40.7

51.3

62.1

51.3

24.6

25.7

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.

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

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

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

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

WESTWARD

FOURTH SUBDIVISION

Time-Table No. 13

September 2, 1951

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS						
	151 Time Freight	257 Time Freight	458 Passenger	25 Mail and Express	11 Passenger	404 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
BKOPTWXZ	4:00PM	4:10AM		6:20PM	1:15PM		5:35AM	4:05AM	3:25AM
P	4:15	4:25		6:26	1:21		5:40	4:12	3:32
136 P	4:25	4:35		6:33	1:27		5:46	4:18	3:38
133 P	4:40	4:50		¹⁰⁶ 6:54	1:38		5:54	4:29	3:50
WR 72 ER 107 KPWWX	4:52	5:02		^s 7:15	^s 1:50		^f 6:05	^s 4:45	^s 4:05
131 P	²⁶⁴ 5:05	5:10		7:22	1:56		6:10	4:53	4:13
121 PW	5:25	5:35		7:36	2:10		6:21	5:07	4:27
139 P	5:38	5:50		^s 7:46	2:20		6:30	5:17	4:38
122 PW	5:45	5:57		^s 7:52	2:25		6:35	5:22	4:45
131 P	¹⁰³ 6:11	6:04		7:58	2:30		6:40	5:28	4:52
131 PZ	6:27	6:15		^s 8:08	2:40		6:48	5:37	5:04
131 P	6:34	6:22		8:14	2:44		6:52	5:42	5:09
157 MPW	^A 6:48PM	^A 6:35AM		^s 8:25	^f 2:55		7:00	5:53	5:21
51 P				^s 8:30	2:59		7:03	5:56	5:25
53 P				8:37	3:05		7:09	6:04	5:32
28 PX				8:42	3:11		7:15	6:10	5:38
17 PX				8:47	3:16		7:19	6:15	5:43
1JPVXY			9:09PM	8:50	3:20	1:39PM	7:22	6:18	5:47
1KPY			^A 9:15PM	^A 9:00PM	^A 3:30PM	^A 1:45PM	^A 7:30AM	^A 6:30AM	^A 6:00AM

STATIONS		
DN-R	THE DALLES	DK WH
	4.1	
	CRATES	
	5.2	
	ROWENA	
	6.3	
	MOSIER	
	7.4	
DN	HOOD RIVER	KI
	4.1	
	MENO	
	8.5	
	WYETH	
	7.2	
	CASCADE LOCKS	
	4.3	
DN	BONNEVILLE	MU
	4.8	
	DODSON	
	7.3	
D	BRIDAL VEIL	JU
	3.0	
	ROOSTER ROCK	
	7.1	
DN	TROUTDALE	SN
	1.7	
	FAIRVIEW	FA
	6.0	
	CLARNIE	
	3.5	
	GRAHAM	
	2.6	
	BRUUN	
	1.4	
	EAST PORTLAND	
	0.6	
DN-R	PORTLAND	P-VC
	(85.8)	

BLOCK SIGNALS

(2.48)	(2.25)	(0.66)	(2.40)	(2.15)	(0.08)	(1.55)	(2.25)	(2.35)	Thru Time
25.1	29.0	5.0	32.2	38.1	8.0	44.8	35.8	33.2	Average speed per hour

WESTWARD

KENTON LINE

Time-Table No. 13

September 2, 1951

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc., See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS	
	151 Time Freight	257 Time Freight	458 Passenger	404 Passenger
	Daily	Daily	Daily	Daily
157 JJPWX	6:48PM	6:35AM		
51 P	6:58	6:45		
100 P	7:08	6:55		
73 BKPY	7:20	7:20		
MPX			8:55PM	1:25PM
1JPVXY			8:57	1:27
1JPX	7:40	7:40	9:00	1:30
BKOPTWXZ	^A 8:00PM	^A 8:20AM	9:04	1:34
1JPVXY			^A 9:09PM	^A 1:39PM

BLOCK SIGNALS

STATIONS		
DN	TROUTDALE	SN
	6.0	
	HEMLOCK	
	4.5	
D	FIR	FR
	4.3	
DN	KENTON	KN
	2.5	
DN	NORTH PORTLAND JCT.	KD
	1.2	
	PENINSULA JCT.	
	1.4	
DN	ST. JOHNS JCT.	JN
	2.6	
DN-R	ALBINA	B X
	1.1	
	EAST PORTLAND	
	(22.7)	

(1.12)	(1.45)	(0.14)	(0.14)	Thru Time
17.0	11.6	27.0	27.0	Average speed per hour

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 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. 13 September 2, 1951			Mile Post	FIRST CLASS							SECOND CLASS				
				457 Passenger	12 Passenger	403 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	26 Mail and Express	264 Time Freight	262 Time Freight			
STATIONS															
BLOCK SIGNALS	DN-R	THE DALLES 4.1 CRATES 5.2 ROWENA 6.3 MOSIER 7.4	DK WH	DOUBLE TRACK	85.8		A 10-10AM		A s 7-15PM	A 11-45PM	A 11-59PM	A 12-20AM	A 6-10PM	A 1-45AM	
			81.7			10-03		7-09	11-38	11-53	12-13	5-55	1-20		
			76.5		9-57		7-03	11-32	11-47	12-06AM	5-45	1-10			
			70.2		9-47		6.54 ²⁵	11-22	11-37	11-56PM	5-31	12-51			
	DN	HOOD RIVER 4.1	KI		s 9-38		f 6-45	s 11-13	s 11-28	s 11-47	5-15	12-35			
		MENO 8.5 WYETH 7.2 CASCADE LOCKS 4.3			58.7		9-28		6-39	11-03	11-18	11-34	5.05 ¹⁵¹	12-25AM	
			50.2		9-16		6-29	10-51	11-06	11-22	4-40	11-59PM			
			43.0		9-06		6-21	10-41	10-56	11-12	4-18	11-38			
	DN	RONNEVILLE 4.8	MU		f 9-01		6-16	10-36	10-51	s 11-06	4-10	11-30			
		DODSON 7.3 BRIDAL VEIL 3.9 ROOSTER ROCK 7.1			33.9		8-55		6.11 ¹⁵¹	10-30	10-45	10-59	4-00	11-21	
	D		JU		26.6		8-46		6-03	10-21	10-36	10-50	3-40	11-08	
					22.7		8-42		5-59	10-17	10-32	10-46	3-23	11-00	
	DN	TROUTDALE 1.7 FAIRVIEW 6.0 CLARNIE 3.5 GRAHAM 2.5 BRUUN 1.4 EAST PORTLAND 0.5	SN		f 8-34		5-52	10-09	10-24	s 10-38	3-10PM	10-45PM			
			FA		13.9		8-32		5-50	10-07	10-22	10-34			
					7.9		8-26		5-45	10-01	10-16	10-28			
					4.4		8-21		5-40	9-56	10-11	10-23			
					1.9		8-17		5-36	9-52	10-07	10-18			
					0.5	A	8-04AM		8-14	A 8-34AM	5-33	9-49	10-04	10-14	
	DN-R	PORTLAND (85.8)	P-VC		0.0		8-00AM	8-10AM	8-30AM	5-30PM	9-45PM	10-00PM	10-10PM		
							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		

KENTON LINE										EASTWARD			
Time-Table No. 13 September 2, 1951				Mile Post	FIRST CLASS						SECOND CLASS		
					457 Passenger	403 Passenger							264 Time Freight	262 Time Freight
STATIONS													
BLOCK SIGNALS	DN	TROUTDALE	SN	22.0								A 3-10PM	A 10-45PM
		5.0 HEMLOCK		17.0								2-55	10-20
	D	4.6 FIR	FR	12.4								2-45	10-05
	DN	4.3 KENTON	KN	8.1								2-35	9-50
	DN	2.5 NORTH PORTLAND JCT.	KD	6.8	A 8-16AM	A 8-46AM							
		1.2 PENINSULA JCT.		5.6	8-13	8-43							
	DN	1.4 ST. JOHNS JCT.	JN	4.2	8-10	8-40						2-15	9-30
		2.6											
	DN-R	B X ALBINA		1.6	8-07	8-37						2-00PM	9-15PM
		1.1 EAST PORTLAND		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	

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 8(A), Page 31.	FIRST CLASS								Time-Table No. 13			
				87	85	403	457	83	81	September 2, 1951		
				CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Passenger			
				Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
IJPVX						8.30 AM	8.00 AM			BLOCK SIGNALS {	PORTLAND	
						8.46	8.16				6.8 DN NORTH PORTLAND JCT.	KD
						A 8.51 AM	A 8.21 AM				1.9 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						12.35 PM	11.09 AM			BLOCK SIGNALS { DN RESERVATION RN DN TACOMA JCT. JN
JP						A 12.37 PM A	11.11 AM			

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						1.23 PM	11.42 AM			BLOCK SIGNALS { DN-R BLACK RIVER BI C. M. St. P. & P. & P. C. CROSSING 6.3 DN-R ARGO G DN-R SEATTLE OW
BIJKOP TVWXYZ				9.39 PM	2.17 PM	1.32	11.50	10.13 AM	7.05 AM	
BKFPXZ				A 10.00 PM A	2.30 PM A	1.45 PM	A 11.59 AM	A 10.30 AM A	7.30 AM	
										(183.2)

(0.21)	(0.13)	(5.15)	(3.50)	(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.

WESTWARD

THROUGH FREIGHT SERVICE.
FOR INFORMATION ONLY.

EASTWARD

		691	681		692	690	
		5.15 PM	6.00 AM	ALBINA	A 11.00 AM A	5.45 AM	
		A 4.30 AM A	6.00 PM	ARGO	2.00 AM	6.00 PM	

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 13

September 2, 1951

Mile
Post

FIRST CLASS

80	404	82	84	458	86
CMSt.P&P Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Passenger

STATIONS

BLOCK SIGNALS	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.

BLOCK SIGNALS	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 9.30 AM			A 5.37 PM		
	0.7 DN TACOMA JCT. JN	147.5		9.27 AM			5.35 PM		

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

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

Thru Time	(0.09)	(5.15)	(0.08)	(0.08)	(4.30)	(0.10)
Average speed per hour	20.7	34.0	23.3	23.3	40.7	18.0

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.
On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 13

September 2, 1951

Cng. Capacity of Bridges, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					STATIONS
	391	151	363	71	63	99	19	97	
	Freight	Time Freight	Freight	Passenger	Passenger	CMS&P&P Passenger	Passenger	CMS&P&P Streamliner Passenger	
	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKPVX						9.40 PM	9.00 PM	1.55 AM	DN-R SPOKANE ^{DS} AU } DOUBLE TRACK
BKOPTWXZ		12.45 AM				⁰⁸ 9.49	9.04	2.01	WEST SPOKANE
48 P		12.55				9.55	9.09	2.08	3.6 COWLES
53 P		1.05				10.02	9.14	2.15	4.2 MARSHALL
50 PW		1.20				^s 10.15 ^s 9.25 ⁰⁸	9.25	2.27	5.7 CHENEY CY
51 P		1.28				10.22	9.32	2.36	5.2 GLEB
52 P		1.36				10.28	9.37	2.42	5.0 MASON
53 PW		1.46				10.37	9.45	2.51	7.4 CROSKY CK
52 P		1.52				10.42	9.49	2.56	4.0 WELLS
52 P		2.02				10.50	9.56	3.03	6.6 PALM LAKE
44 P		2.10				10.56	10.02	3.09	5.2 ASHBY
52 P		2.17				11.01	10.07	3.14	4.2 EMDEN
75 JOPVWXY		2.55				^{AI} 1.10 PM ^s 10.15 ^A 3.25 AM			DN-R MARENGO RA
62 P		3.05					10.21		4.8 THAVIS
63 P		3.12					10.26		4.4 MACK
51 P		3.20					10.31		4.2 ANKENY
38 JPWY		²⁰⁸ 3.00 PM	3.35				10.42		7.9 N-R HOOPER JCT. HR
53 P		3.15	3.45				10.49		5.0 PARK
51 P		3.30	3.57				10.58		0.2 JOSE
73 P		3.45	4.10				11.07		5.8 CHEW
BJKOPWXY	^A 4.00 PM	²⁰ 4.40 PM 6.00				^s 11.20			DN-R AYER JD
98 P		6.15				11.29			6.2 RUXBY
96 P		6.30				11.36			7.7 SCOTT
46 P		6.40				11.43			6.1 WALKER PIT
96 P		6.46				11.47			2.8 SIMMONS
96 PW		7.05				11.58 PM			7.0 PAGE MS
95 P		7.20				12.07 AM			7.5 ASH
94 P		7.30				12.13			6.0 HUMORIST
28 JPX		7.45	2.20 AM		11.30 PM	12.20			6.8 ATTALIA
M									0.1 N. P. CROSSING
M									0.6 N. P. CROSSING
BJKOPVWXY		9.00	^A 2.30 AM	11.55 PM	^{AI} 1.40 PM	12.27			1.9 DN-R WALLULA JN
157 P		²⁰⁸ 9.40		12.10 AM		12.42			9.1 JUNIPER
159 P		10.00		12.22		12.54			9.8 COLD SPRINGS
BJKOPWXYZ		^{AI} 10.30 AM		^{AI} 12.40 AM		^A 1.15 AM			9.2 DN-R HINKLE UK
									(185.3)
	(1.00) 21.5	(0.45) 18.8	(0.10) 15.6	(0.45) 37.5	(0.10) 15.6	(1.30) 40.7	(4.15) 43.6	(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 5-72.

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. 13

September 2, 1951

FIRST CLASS

SECOND CLASS

20

96

72

64

98

392

298

364

Mile
Post

Passenger

CMS&P
Passenger

Passenger

Passenger

CMS&P
Streamliner
Passenger

Freight

Freight

Freight

STATIONS

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		20 Passenger	96 CMS&P Passenger	72 Passenger	64 Passenger	98 CMS&P Streamliner Passenger	392 Freight	298 Freight	364 Freight
DN-R SPOKANE ^{DS} AU ^{DOUBLE TRACK}	367.3	A 7:20 AM	A 7:30 AM			A 9:55 PM			
WEST SPOKANE	365.6	7:12	7:22			⁹⁹ 9:49		A 6:30 PM	
COWLES	362.0	7:04	7:14			9:39		6:05	
MARSHALL	357.8	6:57	7:06			9:34		5:55	
N CHENEY ^{5.2} CY	350.5	^s 6:45	^s 6:50			¹⁹ 9:25		5:40	
GETB ^{5.0}	345.3	6:39	6:44			9:18		5:30	
MASON ^{7.4}	340.3	6:33	6:38			9:13		5:20	
N CROSKY ^{4.0} CK	332.9	6:24	6:29			9:05		5:05	
WELLS ^{6.6}	328.9	6:19	6:24			9:01		4:57	
PALM LAKE ^{5.2}	322.3	6:10	6:15			8:54		4:45	
ASHBY ^{4.2}	317.1	6:04	6:09			8:49		4:35	
EMDEN ^{6.7}	312.9	5:59	6:04			8:44		4:20	
DN-R MARENGO ^{4.8} RA	306.2	^s 5:50	5:55 AM			8:32 PM		4:00	
THAVIS ^{4.4}	301.4	5:34						3:29	
MACK ^{4.2}	297.0	5:28						3:22	
ANJENY ^{7.0}	292.8	5:23						3:15	
N-R HOOPER JCT. ^{5.6} HR	284.9	5:12				A 6:30 AM		³⁹¹ 3:00	
PARK ^{6.2}	279.3	5:04				6:10		2:45	
JOSO ^{5.8}	273.1	4:55				5:55		2:33	
CHEW ^{3.0}	267.3	4:45				5:40		2:15	
DN-R AYER ^{6.2} JD	263.4	¹⁵¹ 4:40				5:30 AM		2:00	
RUXBY ^{7.7}	257.2	4:23						12:50	
SCOTT ^{6.1}	249.5	4:14						12:36	
WALKER PIT ^{2.8}	243.4	4:06						12:26	
SIMMONS ^{7.6}	240.6	4:03						12:20 PM	
N PAGE ^{7.5} MS	233.0	3:53						11:59 AM	
ASH ^{6.0}	225.5	3:44						11:40	
HUMORIST ^{6.8}	219.5	3:37						11:27	
ATTALIA ^{0.1}	212.7	3:26			A 4:05 AM			11:15	A 6:45 PM
N. P. CROSSING ^{0.6}	212.6								
N. P. CROSSING ^{1.0}	212.0								
DN-R WALLULA ^{0.1} JN	212.3	f 3:20		A 3:40 AM	3:55 AM			11:00	6:30 PM
JUNIPER ^{9.8}	203.2	3:05		3:22				¹⁵¹ 9:40	
COLD SPRINGS ^{9.2}	193.4	2:53		3:10				9:20	
DN-R HINKLE ^(185.3) CK	184.2	2:40 AM		2:55 AM				9:00 AM	
Thru Time.....		(4.40)	(1.35)	(0.45)	(0.10)	(1.23)	(1.00)	(9.30)	(0.15)
Average speed per hour.....		39.7	38.6	37.5	15.6	44.2	21.5	10.3	10.4

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

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

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

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

WESTWARD		JOSEPH BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13			Mile Post	SECOND CLASS
	305 Mixed	September 2, 1951				304 Mixed
	Daily Except Sunday	STATIONS				
28 WXY	12.10PM	D-R	JOSEPH J	83.8	11.15AM	
22 X	12.40	D	ENTERPRISE RS	78.0	11.00	
39	1.10		LOSTINE	67.8	10.07	
27 WXY	1.45	D	WALLOWA WO	60.0	9.50	
12 W { M.P. 49.0 }	2.20		MINAM	47.1	9.07	
40 W { M.P. 32.6 }	2.50		LOOKING GLASS	33.8	8.37	
32	3.20		GULLING	25.1	8.15	
35 WXY	3.40	D	ELGIN GN	20.9	8.05	
18	4.05	D	IMBLER BR	12.3	7.32	
20	4.25		ALICEL	8.4	7.22	
BJKOPI WXYZ	A 5.00PM	DN-R	LA GRANDE RA	0.0	7.00AM	
			(83.8)		Daily Except Sunday	
(4.50)		Thru Time			(4.15)	
17.3		Average speed per hour			19.7	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See rule 6(A), Page 31.		Time-Table No. 13 September 2, 1951		Mile Post	
		STATIONS			
JPX		DN	RIETH RI	0.0	
22			6.7 SPARKS	6.7	
18 WX		D	8.2 PILOT ROCK RO	14.9	
			(14.9)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 13 September 2, 1951		Mile Post	
		STATIONS			
	BJKOPT WXYZ	DN-R	HINKLE UK	0.0	
95	P	D	3.9 HERMISTON MN	3.9	
	PWXY	D	0.2 UMATILLA CS	10.1	
63	P		7.8 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	
Car Capacity of Sidings, etc. See Rule 6 etv, Page 31. (A)	SECOND CLASS	Time-Table No. 13		Mile Post	SECOND CLASS
	329 Freight	September 2, 1951			330 Freight
	Monday Wednesday Friday	STATIONS			
39 PWXY	9.30AM	D-R	HEPPNER HR	45.2	A 8.45AM
19 P	9.55		LEXINGTON	36.3	8.00
7	10.10		JORDAN	31.0	7.40
15 PW	10.30	D	IONE ON	28.3	7.25
3	10.45		McNAB	25.2	7.10
13	11.05		MORGAN	19.8	6.55
3 W	11.30AM		CECIL	14.5	6.35
19 JPX	A12.15PM	N-R	HEPPNER JCT. WI	0.0	6.00AM
			(45.2)		Monday Wednesday Friday
(2.45)		Thru Time		(2.45)	
10.4		Average speed per hour		16.4	

WESTWARD		CONDON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13			Mile Post	SECOND CLASS	
	327 Freight	September 2, 1951				328 Freight	
	Tuesday Thursday Saturday Sunday	STATIONS					
26	PVWXY	10.15AM	D-R	CONDON	CD	44.5	A 9.00AM
22		10.40		GWENDOLEN		36.3	8.25
27		11.00		SPEECE		32.3	8.10
26		11.10		CLEM		28.6	7.50
29	PW	11.30		MIKKALO		24.4	7.30
27		11.50AM		BARNETT		19.7	7.10
11	PW	12.10PM		ROCK CREEK		16.0	6.55
29		12.30		SHUTLER		7.3	6.25
WB 126 BJKO EB 113 PTWX		A 1.15PM	DN-R	ARLINGTON	MX	0.0	6.00AM
				(44.5)			Tuesday Thursday Saturday Sunday
		(3.00)	 Thru Time			(3.00)	
		14.8	 Average speed per hour			14.8	

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 13		Mile Post	
		September 2, 1951			
		STATIONS			
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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13 September 2, 1951	Mile Post	SECOND CLASS		
	313 Mixed			314 Mixed		
	Daily Except Monday					
	STATIONS					
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 12.01 PM	D ORE. TRUNK JUNCTION VO	O.O	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

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 13 September 2, 1951		Mile Post	
		STATIONS			
	39 PWX	It	TONO 5.8	8.0	
	27 JX		WABASH 2.2	2.2	

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

BKOPT VWXYZ		DN-R CENTRALIA CN	O.O	
		(8.0)		

WESTWARD OLYMPIA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13		Mile Post	SECOND CLASS
	321 Freight	September 2, 1951			322 Freight
	Daily Except Sunday	STATIONS			
JPVXY	6.00 AM	R	EAST OLYMPIA 7.3	O.O	A 5.50 AM
			N. P. CROSSING 0.1	7.3	
BKPV WXYZ	A 6.30 AM	D-R	OLYMPIA	OA 7.4	5.20 AM
			(7.4)		Daily Except Sunday
	(0.30) 14.8	 Thru Time.....			(0.30) 14.8
		 Average speed per hour.....			

WESTWARD GRAYS HARBOR BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 13 September 2, 1951		Mile Post	SECOND CLASS	
	307	309				306	308
	Mixed	CMStP&P Freight	Mixed	CMStP&P Freight			
	Daily Except Sunday	Daily Except Sunday					
	STATIONS						
BKOPT VWXYZ	8.00 PM		DN-R	CENTRALIA 2.4	CN	O.O	A 4.15 AM

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	8.10 PM		BLAKESLEE JUNCTION 0.0	2.4	A 4.00 AM	
M			N. P. CROSSING 0.0	2.4		
M			C. M. St. P. & P. CROSSING 2.5	2.4		
23 P	f 8.20		GALVIN 7.2	5.0	f 3.50	
43 JPVX	f 8.40	2.30 AM	HELING JUNCTION 1.5	12.2	f 3.30	A 8.10 PM
48 PWX	s 8.45	2.35	N-R INDEPENDENCE KN 8.5	13.7	s 3.25	7.52
52 P	f 9.10	3.00	CEDARVILLE 4.1	22.2	f 3.00	7.30
51 P	f 9.20	3.10	LANEY 4.5	26.3	f 2.40	7.20
44 P	f 9.35	3.25	SAGINAW 0.7	30.8	f 2.30	7.10
IM			SCHAFER BROS. CROSSING 1.0	31.5		
5 PW	f 9.40	3.30	SOUTH ELMA 0.0	32.5	f 2.25	7.05
53 PXY	f 10.25	4.00	SOUTH MONTESANO 0.0	42.4	f 2.00	6.30
X			SOUTH MONTESANO 1.5	42.4		
PVX			D MONTESANO MO 0.6	43.9		
53 PXY	f 10.25	4.00	SOUTH MONTESANO 1.4	42.4	f 2.00	6.30
27 P	f 10.30	4.05	MELBOURNE 2.9	43.8	f 1.40	6.00
32 PV	f 10.40	4.20	PREACHER'S SLOUGH 4.5	46.7	f 1.30	5.50
83 JPYX	f 10.55	4.35	COSMOPOLIS 2.1	51.2	f 1.15	5.35
M			N. P. CROSSING 0.6	53.3		
82 BKPVXZ	A 1.25 PM	A 5.05 AM	DN-R ABERDEEN 3.6	SA 53.9	s 12.55 AM	5.20 PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 11.55 PM	A 5.35 AM	DN-R HOQUIAM HO	57.5	12.25 AM	5.00 PM
			(57.5)		Daily Except Monday	Daily Except Monday
	(3.55)	(3.15)	 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.

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

WESTWARD				YAKIMA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 13 September 2, 1951		Mile Post	FIRST CLASS		SECOND CLASS	
		363 Freight		63 Passenger				64 Passenger	364 Freight		
		Daily	Daily	STATIONS							
BKOPTVWXYZ		9.30PM		8.00PM	DN-R	YAKIMA	NY	98.0	A 7.50AM		A 1.15AM
30 X		9.40		8.06		3.4 UNION GAP		94.6	7.40		12.55
MP						3.3 N. P. CROSSING		91.3			
80 P		9.50		8.12		0.5 PARKER		90.8	f 7.33		12.45
M					Bid Stk }	1.4 N. P. CROSSING		89.4			
32 P		10.00		f 8.19		2.6 DONALD		86.8	f 7.23		12.30
18 PV		10.05		f 8.24		2.3 SAWYER		84.5	f 7.17		12.20
40 PV		10.15		s 8.29		2.9 BUENA	BA	81.6	s 7.10		12.10AM
74 PVX		10.25		s 8.36	D-R	3.1 ZILLAH	AH	78.5	s 7.03		11.55PM
53 P		10.48		f 8.44		5.1 GRANGER		73.4	f 6.52		11.25
52		³⁶⁴ 11.05		f 8.53		6.2 EMERALD		67.2	f 6.38		³⁶³ 11.05
35 JPXY		11.15		9.25	R	3.8 MIDVALE		63.6	6.30		10.30
51 PVWX		11.35		s ³⁶⁴ 9.37	N	5.9 GRANDVIEW	GW	57.7	s 5.56		⁶³ 9.37
44 P		11.55PM		f 9.49		6.9 NORTH PROSSER		50.8	f 5.42		9.00
53		12.20AM		f 10.01		7.8 CHAFFEE		43.0	f 5.28		8.40
42 PWX		12.40		s 10.12	D	6.5 BENTON CITY	BC	36.5	s 5.16		8.15
53		12.55		10.22		5.2 ACTON		31.3	5.05		8.05
51 PJX		1.25		10.40	R	12.3 RICHLAND JCT.		19.0	4.47		7.35
55 PVWX		1.45		s 11.00	N	5.8 KENNEWICK	KN	13.2	s 4.35		7.18
12 P		1.55		f 11.10		4.5 HEDGES		8.7	f 4.20		7.08
M						1.4 N. P. CROSSING		7.3			
53		2.05		f 11.15		0.6 VILLARD		6.7	f 4.15		7.00
10 JPX		A 2.20AM		A 1.30PM		6.7 ATTALIA		0.0	4.05AM		6.45PM
						(98.0)			Daily		Daily
(4.50)		(3.30)		 Thru Time		(3.45)		(6.30)			
20.3		28.0		 Average speed per hour		26.1		15.1			

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 13 September 2, 1951	Mile Post	FIRST CLASS				
			63 Passenger	83 Passenger			64 Passenger	84 Passenger			
			Daily	Daily							
	STATIONS										
35	JPXY		9.00PM	6.05AM	lt MIDVALE 2.8	0.0	A 6.30AM	A 9.25PM			
	PVX		A 9.10PM	A 6.15AM	D-R SUNNYSIDE St	2.8	6.20AM	9.15PM			
					(2.8)		Daily	Daily			
			(0.10) 10.8	(0.10) 16.8	 Thru Time		(0.10) 10.8	(0.10) 16.8			
			 Average speed per hour								

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

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

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

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

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

WESTWARD				TEKOA-AYER BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 13 September 2, 1951	Mile Post	FIRST CLASS		SECOND CLASS			
	379 Freight	355 Freight	391 Freight	61 Passenger	73 Passenger			62 Passenger	74 Passenger	392 Freight	378 Freight	356 Freight	
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily	STATIONS							
BJKOPT WXYZ			7.45AM			DN-R TEKOA K	116.1			A 3.00PM			
14 JPX			A 8.00AM			R SELTICE	110.4			2.30			
32 W						D FARMINGTON FM	104.5			2.10			
M						N. P. CROSSING	103.4						
						N. P. CROSSING	95.4						
38 VWX						D GARFIELD GR	95.1			1.05			
						ELBERTON	89.7			12.40PM			
32 BJKMOWXY	11.10PM				7.50PM	BLOCK SIGNALS D-R COLFAX CA	77.4	A 7.37AM		11.50AM	A 1.30PM		
M						G. N. CROSSING	77.3			11.10	1.20		
14 East Spur 16 West Spur X	11.30				7.57	CREST	74.9	7.27		11.00	1.10		
34	11.50PM			f 8.02		MOCKONEMA	72.5	f 7.22		10.50	1.02		
29	12.10AM			f 8.09		DIAMOND	68.5	f 7.16		10.30	12.50		
27	12.50			s 8.29		D ENDICOTT DI	57.9	s 7.00		9.45	12.20		
63 JWCXY	1.20		12.01PM ³⁷⁸	s 8.39		D-R WINONA WA	52.1	s 6.52		9.10	12.01PM ³⁹¹		
46	1.35		12.15	8.45		SUTTON	48.0	6.45		8.50	11.45AM		
26 BJKOWXY	A 2.20AM		A 12.45PM	s 8.56		D-R LA CROSSE JA	41.5	s 6.37		8.10AM	11.30AM		
42				f 9.09		JERITA	35.8	f 6.23					
44				f 9.20		HAY	30.2	f 6.15					
42				f 9.38		CANYON	22.1	f 6.00					
60 JPVWXY				s 9.50	9.40PM	DN-R RIPARIA XS	17.5	s 5.52	A 6.10AM				
M						N. P. CROSSING	17.4						
10 JPXY		8.25PM		s 10.01	s 9.49	R TUCANNON	12.6	s 5.42	s 5.58			A 12.05AM	
41 X		8.30		10.03	9.51	PATAHA	11.8	5.37				12.03AM	
54 X		8.50		f 10.21	f 10.08	RIFTON	2.9	f 5.21	f 5.37			11.40PM	
BJKOPWXY		A 9.00PM		A 10.30PM	A 10.15PM	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		(2.22) 32.7	(0.40) 26.3	(6.50) 10.9	(2.00) 18.0	(0.35) 21.6	
	WESTWARD			TUCANNON BRANCH			EASTWARD						

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.

SPOKANE-TEKOA BRANCH

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 13 September 2, 1951				Milo Post	FIRST CLASS				SECOND CLASS					
	STATIONS					94 CMS&P&P Streamliner Passenger	70 Spokane Internat'l Passenger	68 Passenger	92 CMS&P&P Passenger			384 CMS&P&P Freight	382 CMS&P&P Freight	388 Freight	
BKPVX	BLOCK SIGNALS	DN-R	SPOKANE 1.9	DS AU	DOUBLE TRACK	165.4	A 1.45 AM	A 1.00 PM	A 6.50 PM	A 9.15 PM			A 4.00 PM	A 10.05 PM	A 12.30 AM
IPX			N. P. CROSSING 0.9			163.5	1.36	12.53 PM	6.41	9.08			3.45 ³⁸⁷	9.55	12.20
83 X			EAST SPOKANE 1.4			162.6	1.34		6.39	9.06			3.42	9.51 ³⁸¹	12.15
51 X			HILL 2.3			161.2	1.31		6.36	9.03			3.37	9.46	12.10
50 JKVX		DN	DISHMAN 3.2		SP	158.9	1.27		6.33	8.59			3.30 PM	9.40	12.05 AM
35			CHESTER 6.0			155.7	1.22		6.28	8.54				9.34	11.52 PM
49		D	MICA 2.8		MA	149.7	1.11		6.16	8.43				9.16	11.27
38			FREEMAN 3.3			146.9	1.06		6.10	8.38				9.10	11.17 ³⁸¹
JVX		DN-R	MANITO 5.2		MU	143.6	1.01 AM		6.04	8.33 PM				9.01 PM	10.55 ⁹⁵
23		D	ROCKFORD 3.3		RD	138.4			5.53 ³⁸⁷						10.44
40			DARKNELL 3.4			135.1			5.46						10.35
31 WX		D	FAIRFIELD 8.4		G	131.7			5.40						10.20
25			LATAH 7.2			123.3			5.24						9.55
BJKOPTWXYZ		DN-R	TEKOA (49.3)		K	116.1			5.11 PM						9.30 PM
							Daily	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily
..... Thru Time.....						(0.44)	(0.07)	(1.39)	(0.42)			(0.30)	(1.04)	(3.00)	
..... Average speed per hour.....						29.7	16.3	20.9	31.1			13.0	20.4	16.4	

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 13 Sept. 2, 1951	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 13 Sept. 2, 1951	Mile Post	SECOND CLASS
	379	61			62	378		391			392
	Freight	Passenger			Passenger	Freight		Freight			Freight
	Daily Except Sunday	Daily	STATIONS		Sunday Wednesday Thursday Saturday	STATIONS					
BKTVWX	9.00PM	6.45PM	D-R MOSCOW MO	28.1	A 8.50AM	A 4.15PM	BJKOWXY	1.45PM	D-R LA CROSSE JA	0.0	A 7.30AM
			8.8 N. P. CROSSING	19.3			11 X	2.50	14.7 HOOPER	14.7	6.35
23 X	9.30	s 7.05	D PULLMAN XN	18.7	s 8.33	3.45	32 JPWXY	A 2.55PM	1.0 N-R HOOPER JCT. HR	15.7	6.30AM
18	9.50	s 7.18	6.0 ALBION	12.7	s 8.13	3.20	34		7.8 D WASHTUCNA FN	23.5	
19	10.00	f 7.25	3.0 SHAWNEE	9.7	f 8.05	3.08	21 V		13.9 D KAHLOTUS HO	37.4	
BJKMOWXY	A 10.50PM	A 7.45PM	9.7 DN-R COLFAX CA	0.0	7.42AM	2.30PM	18 WXY		15.5 R CONNELL N	52.9	
			(28.1)		Daily	Daily Except Monday			(52.9)		Daily
	(1.50) 15.3	(1.00) 28.1	Thru Time..... Average speed per hour		(1.08) 24.8	(1.45) 16.1		(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.

WESTWARD				WALLULA BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 13 September 2, 1951		Mile Post	FIRST CLASS				
				71 Passenger						72 Passenger		
				Daily	STATIONS							
BJKOPTVWXYZ				10.15PM	DN-R	WALLA WALLA 2.0 COLLEGE PLACE	Z BU	30.9	A	5.25AM		
5 X						0.2 W. W. V. RY. CROSSING		28.9				
M						0.1 GARRETT		28.7				
17 X				10.20		4.6 WHITMAN		28.6	f	5.13		
10				10.30		4.7 LOWDEN		24.0	f	5.02		
12				10.40		4.3 TOUCHET		19.3	f	4.51		
29 PWX				10.50	D	7.5 REESE	CH	15.0	s	4.40		
11				11.05		7.5 WALLULA	JN	7.5	f	4.25		
BJKOPVWXY				11.20PM	DN-R	(30.9)		0.0		4.10AM		
										Daily		
(1.05) 28.5				 Thru Time				(1.15) 24.7				
				 Average speed per hour								

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 13				Mile Post	SECOND CLASS		
			365	September 2, 1951					366		
			Freight						Freight		
			Daily Except Sunday	STATIONS							
27	X				ALTO		83.0				
23					7.5 MENOKEN		75.6				
26	JWX		11.45AM		4.2 - BOLLES		71.3	A	8.40AM		
26	X		11.58AM	D	4.6 PRESCOTT	SY	66.7		8.28		
21			12.35PM		13.1 VALLEY GROVE		53.6		7.52		
					6.4 N. P. CROSSING		47.2				
	M				0.6 W. W. V. RY. CROSSING		46.6				
	BJKOPTVWXYZ		A12.55PM	DN-R	0.5 WALLA WALLA	Z BU	46.1		7.30AM		
	M				1.9 W. W. V. RY. CROSSING		44.2				
24					4.3 - SPOFFORD		39.9				
	M				3.6 - W. W. V. RY. CROSSING		36.3				
39	VWX			D	0.1 MILTON-FREEWATER	CO	36.2				
50					0.5 BLUE MOUNTAIN		26.7				
20					3.3 - DOWNING		23.4				
20	WX			D	6.2 - ATHENA	CN	17.2				
41					4.6 ADAMS		12.6				
15					2.6 BLAKELEY		10.0				
	BJKVWXYZ			DN-R	10.0 PENDLETON	FD	0.0				
					(83.0)					Daily Except Sunday	

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

WESTWARD			WALLACE BRANCH				EASTWARD		
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 13 September 2, 1951			Mile Post	FIRST CLASS	SECOND CLASS	
	387 Freight	67 Passenger					68 Passenger	388 Freight	
	Daily	Daily	STATIONS						
BIKOPTWXYZ	7.30PM	10.02AM	DN-R	TEKOA 0.9	K	0.0	A 5.05PM	A 9.30PM	
25	7.50	10.14		LOVELL 8.4		6.9	f 4.50	8.50	
17 VX	³⁸⁸ 8.15	s10.33	D	PLUMMER 7.5	MR	15.3	s 4.32	³⁸⁷ 8.15	
22 TWX	8.50	s10.50		CHATCOLET 7.7		22.8	f 4.14	7.45	
X	9.20	s11.09		HARRISON 3.5		30.6	s 3.54	7.20	
43	9.35	s11.16	D	SPRINGSTON 11.3	RC	34.0	s 3.45	7.10	
20	10.25	s11.34		LANE 3.3		45.3	s 3.24	6.42	
33	10.40	s11.40		ROSE LAKE 8.0		49.1	s 3.16	6.32	
30	11.00	s11.55AM		CATALDO 4.8		57.7	f 2.59	6.10	
6 Y	11.14	s12.03PM		ENAVILLE 1.0		62.5	s 2.53	5.56	
18	11.18PM	f12.07		PINE CREEK 3.1		64.1	f 2.49	5.52	
JWX		f		BRADLEY 2.0		67.2	f		
26 BKOX	A12.20AM	s12.30	D-R	KELLOGG-WARDNER 6.6	DN	69.2	s 2.40	5.40PM	
31		s12.43		OSBURN 4.4		75.8	f 2.22		
BICTVWXZ		A 1.00PM	D-R	WALLACE 0.2	WC	80.2	2.15PM		
M				N. P. CROSSING 0.2		80.4			
M				N. P. CROSSING 0.1		80.6			
JX				WALLACE JCT. 6.2		80.7			
5 VWX			D	BURKE (80.0)	B	86.9			
							Daily	Daily	
	(4.50) 14.3	(2.58) 27.0	 Thru Time				(2.60) 28.3	(3.50) 18.0	
			 Average speed per hour						

WESTWARD				DAYTON BRANCH				EASTWARD				SIERRA NEVADA BRANCH				EASTWARD			
Car Capacity of Siding, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 13 September 2, 1951		Mile Post	SECOND CLASS		Car Capacity of Siding, etc. See Rule 6(A), Page 31.	Time-Table No. 13 September 2, 1951		Mile Post	SECOND CLASS		Time-Table No. 13 September 2, 1951		Mile Post	SECOND CLASS		Car Capacity of Siding, etc. See Rule 6(A), Page 31.
	367	365				366	368					366	368						
	Freight	Freight				Freight	Freight					Freight	Freight						
	Tuesday and Friday	Daily Except Sunday		STATIONS															
29 T	11.30AM			TURNER	24.8		A1 1.20AM												
25	11.40AM			WHETSTONE	22.7		11.10					JWX		BRADLEY	0.0				
26 VWXY	A12.20PM	11.01AM	D	DAYTON	13.1	A 9.15AM	10.30AM					X		END OF TRACK	3.2				
M				N. P. CROSSING	13.0									(3.2)					
M				N. P. CROSSING	13.0														
JX		A1 1.03AM		DAYTON JCT.	12.9	9.13AM													
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRU- CTIONS OF NORTHERN PACIFIC RY.																			
JX		11.25AM	R	WAITSBURG JCT.	5.2	A 8.53AM													
28 X		11.31	D	WAITSBURG	3.5	8.49													
28 JWXX		A1 1.45AM		BOLLES	0.0	8.40AM													
				(24.8)		Daily Except Sunday	Tuesday and Friday												
	(0.60) 14.0	(0.44) 17.9	 Thru Time			(0.35) 22.5	(0.50) 14.0												
			 Average speed per hour																

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	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Yoakum.....	201.7	10	Both	Schreck.....	31.9	14	Both
Pendair.....	213.5	80	Both	Thera..... (5).....	64.8	15	Both
Mission.....	221.2	{ 18 P	Both	Glenwood.....	83.5	13	Both
Cayuse..... (1).....	227.1	25	Both	Walters.....	98.6	10	Both
Thorn Hollow.....	232.1	48 P	Both	Tucannon Branch			
North Fork.....	251.4	14 P	Both	Powers.....	2.7	4	Both
		16 P	West	Spokane-Tekoa Branch			
Third Subdivision				Rahm.....	125.9	4	Both
Seufert.....	87.7	13	West	Coey.....	141.7	17	Both
Dillon.....	93.5	14	West	Pleasant Valley Branch			
Fourth Subdivision				Juno.....	20.8	10	Both
Quarry Spur.....	6.5	13	West	Huntley.....	22.6	2	Both
Eri.....	14.2	4	Both	Warner.....	45.3	11	Both
Corbett..... (1).....	20.3	.....	None	Pomeroy Branch			
Latourell..... (1).....	23.9	.....	None	Houser.....	19.1	1	Both
Multnomah Falls.....	29.6	.....	None	Moscow Branch			
Oneonta.....	31.1	60 P	Both	Risbeck..... (5).....	4.5	6	Both
Warrendale.....	35.9	.....	None	Parvin..... (5).....	7.8	8	Both
C. L. Lumber Co.....	45.1	7	East	Armstrong..... (5).....	15.7	3 W { M. P. 16.2 }	Both
Farley.....	47.0	102 P	Both	Whitlow.....	20.5	1	Both
Viento.....	55.2	.....	None	Holland.....	21.4	8	Both
Chatfield.....	71.8	20	West	Connell Branch			
Kenton Line				Pampa.....	4.6	15	Both
Champ.....	9.5	7	Both	Gordon.....	8.2	7	Both
Ward.....	14.2	6	Both	McAdam.....	29.3	3	Both
Reynolds.....	20.0	{ 37 P	Both	Wacota.....	34.1	4	Both
		40	West	Estes.....	42.3	7	Both
		126	West	Sulphur.....	46.1	9	Both
Sixth Subdivision				Curry.....	51.1	12	Both
Sheffler.....	242.1	4	Both	Pendleton Branch			
Matthews.....	253.3	5	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	2	Both	Weston.....	20.9	66 X	East
Teske.....	310.6	2	Both	Bade.....	30.2	13	Both
Joseph Branch				Barrett.....	33.1	10	Both
Island City..... (2).....	2.6	12	Both	Prunedale.....	34.2	15	Both
Conley..... (2).....	5.9	6	Both	State Line.....	41.7	10	Both
Rondowa.....	37.2	7	Both	Langdon.....	43.6	12	Both
Vincent..... (2).....	40.6	2	East	Russell.....	51.8	11	Both
Sevier.....	56.7	5	West	Hadley.....	56.5	19	Both
Pilot Rock Branch				Berryman.....	59.8	9	Both
McBee.....	2.8	2	East	Ennis.....	60.9	10	Both
Lens.....	11.2	4	East	Robinson.....	67.6	2	Both
Grass Valley Branch				McCall.....	69.4	2	Both
Sandon.....	15.6	8	Both	McKay.....	78.6	6	Both
Hay Canyon.....	19.2	{ 12	East	Wallace Branch			
De Moss.....	23.9	15	West	Tilma.....	2.1	1 X	Both
Erskine.....	31.3	12	Both	Watt.....	12.1	18	Both
Bourbon.....	45.8	9	Both	O'Gara..... (6).....	26.3	.....	None
		8	Both	Black Lake..... (6).....	38.0	.....	None
Grays Harbor Branch				Dudley..... (6).....	52.0	12	Both
Raisch.....	2.6	7	Both	Smelterville..... (6).....	66.3	.....	None
Balch..... (3).....	18.3	18 P	Both	Shont..... (6).....	72.8	3	Both
Law.....	44.7	11	East	Polaris.....	74.6	42	East
Yakima Branch				Gem.....	84.1	5 X	Both
Grosscup.....	28.2	8	Both	Frisco.....	84.4	7 X	Both
Biggam..... (4).....	48.3	10	Both	Dorn.....	85.1	13	Both
Flint.....	83.6	18	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) Flag stop for Nos. 306-307.
(4) Flag stop for Nos. 63-64.

(5) Flag stop for Nos. 61-62.
(6) 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			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Motor trains and inspection bus cars.		40	40	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
When caboose is handled in train consisting of passenger train equipment.		55		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
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
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	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel switch engines in road service.	35	35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Steam engines running backward.	20	20	20	When using cross-overs or turnouts: Forward movement. Back-up movement.	15 10	15 10	15 10
3800 class engines.		60	50	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
3900 class engines.		65	50	When using No. 14 turn-outs at end of double track.	25	20	20
5000 class engines.		50	50	When using all other turnouts.	15	15	15
7000-7800 class engines.		70	50	On tracks other than main tracks.	15	15	15
MacArthur type engines with 63-inch drivers.		55	50	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
MacArthur type engines with 57-inch drivers.		35	35	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
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				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Page.	Fr.		Str.	Page.	Fr.		Str.	Page.	Fr.
Huntington				Between M.P. 364.5 and 364.1.	35	30	20	Quartz			
Between M.P. 389.8 and 388.8.	20	20	20					Between M.P. 347.1 and 346.9.	70	60	45
Between M.P. 388.8 and 386.4.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20	Between M.P. 345.1 and 343.6.	55	45	35
Between M.P. 385.2 and 384.3.	30	25	20					Baker			
				Oxman				Over street crossings within city limits.	15	15	15
Lime				Between M.P. 360.5 and 355.9.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20
High line track and connection.			10	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 321.6 and 321.3.	70	60	45
Between M.P. 383.9 and 382.6.	60	50	40					Between M.P. 319.5 and 315.4.	30	25	20
Between M.P. 382.6 and 378.1.	45	35	25	Pleasant Valley				Telocaset			
				Descending grade, between Pleasant Valley and Quartz.	60	50	25	Descending grade, Telocaset to Union Jct.	55	45	25
Weatherby				Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 313.4 and 307.4.	55	45	25
Between M.P. 377.1 and 372.8.	35	30	20					Crooks			
Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 353.9 and 351.1.	45	35	25	Between M.P. 307.4 and 304.0.	35	30	20
								Between M.P. 304.0 and 302.7.	45	35	25
Durkee				Encina				La Grande			
Between M.P. 366.5 and 366.3.	70	60	25	Between M.P. 349.8 and 348.4.	30	25	20				
Descending grade, M.P. 365.0 to Durkee.			25								

SECOND SUBDIVISION

La Grande				Between M.P. 242.0 and 241.1.	30	25	20	Over Umatilla River bridge, M.P. 214.42.	20	20	20
Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 240.6 and 240.3.	70	60	45	Rieth			
Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 210.2 and 208.9.	55	45	35
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.0 and 238.3.	55	45	35				
				Bonifer				Barnhart			
Hilgard				Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 206.9 and 206.7.	60	50	40
MacArthur type engines between tail of wye and Mt. Emily interchange track.			10					Between M.P. 206.3 and 205.9.	70	60	45
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Gibbon				Between M.P. 204.5 and 202.2.	60	50	40
				Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 201.6 and 201.4.	70	60	45
				Between M.P. 231.7 and 227.2.	45	35	25	Between M.P. 200.9 and 200.6.	60	50	40
				Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 198.6 and 198.5.	45	35	25
Huron								Nolin			
Between M.P. 257.2 and 252.2.	35	30	20	Minthorn				Between M.P. 198.2 and 196.8.	55	45	35
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 194.5 and 193.4.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 219.0 and 217.7.	60	50	40				
								Echo			
Duncan				Munra				Over first road crossing east and west of depot.	30	30	30
Between M.P. 249.6 and 249.4.	35	30	20	Between M.P. 217.6 and 216.3.	45	35	25	Between M.P. 191.9 and 188.9.	60	50	40
Between M.P. 248.1 and 247.2.	35	30	20					Stanfield			
Between M.P. 246.1 and 245.6.	60	50	40	Pendleton				Between M.P. 188.9 and 187.3.	60	50	40
Between M.P. 244.7 and 244.0.	45	35	25	Over Third, Main and Fourth Streets.	12	12	12	Hinkle			
Between M.P. 243.2 and 242.5.	60	50	40	Over other street crossings within city limits.	20	20	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Castle Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	Rufus Between M.P. 100.1 and 99.1.	55	45	35
Heppner Jct. Between M.P. 148.4 and 147.9.	55	45	35	Blalock Between M.P. 130.0 and 129.2.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45
Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	Celilo Between M.P. 96.9 and 95.9.	55	45	35
Willows Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 123.8 and 123.7.	60	50	40	Oregon Trunk Jct. Between M.P. 91.7 and 91.3.	70	60	45
Silica Between M.P. 141.6 and 140.5.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40	Between M.P. 88.5 and 87.5.	45	35	25
Arlington Between M.P. 138.0 and 137.8.	35	35	25	Hook Between M.P. 118.8 and 118.6.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 136.2 and 136.1.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45				
Between M.P. 134.8 and 134.7.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45				
				Between M.P. 114.5 and 112.5.	60	50	40				

FOURTH SUBDIVISION

The Dalles Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 53.8.	35	30	20	Fairview Between M.P. 12.0 and 10.9.	60	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 53.8 and 49.6.	45	35	25	Clarnie Between M.P. 7.6 and 2.7.	50	40	25
Crates Between M.P. 81.2 and 80.1.	55	45	35	Wyeth Between M.P. 49.4 and 48.7.	35	30	20	Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 48.7 and 43.3.	55	45	35	Graham			
Between M.P. 79.3 and 78.9.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45	Kenton Line Between Troutdale and Kenton.	45	45	35
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 42.4 and 41.4.	35	30	20	Over Columbia Boulevard, near Peninsula Jet.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 39.9 and 38.2.	60	50	40	Between M.P. 22.0 and 19.5.	45	40	15
Rowena Between M.P. 75.8 and 75.1.	55	45	35	Bonneville Between M.P. 37.3 and 35.5.	55	45	35	Troutdale 2-10-2 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.1 and 73.7.	60	50	40	Dodson Between M.P. 32.8 and 31.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 31.4 and 30.3.	60	50	40	Between Albina and Portland, backing up.	8		
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 29.4 and 27.5.	60	50	40	Between Albina and East Port- land, curve at Globe Mill.	8	8	8
Between M.P. 71.4 and 66.4.	45	35	25	Bridal Veil Between M.P. 25.9 and 24.8.	60	50	40	East Portland, over frogs and railroad crossings and through interlocking, east end of Wil- lamette River Bridge.	8	8	8
Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 24.0 and 23.8.	55	45	35	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Between M.P. 63.2 and 63.1.	45	35	25	Rooster Rock Between M.P. 22.4 and 20.1.	60	50	40				
Hood River 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 18.5 and 18.2.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	Between M.P. 17.9 and 14.8.	70	60	45				
Meno Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 13.5 and 13.2.	55	45	35				

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed.	70	60	45	Page Between M.P. 234.0 and 235.6.	35	25	Hooper Jct. Between M.P. 286.1 and 286.5.	50	40
Trains handling Fuller snow plow 0330.			35	Between M.P. 236.3 and 238.1.	35	25	Between M.P. 290.6 and 291.1.	50	40
Hinkle East and West legs of wye.	20	20		Between M.P. 239.0 and 239.8.	50	40	Between M.P. 291.9 and 292.3.	25	25
Between M.P. 186.0 and 187.5.	60	40		Simmons Between M.P. 242.5 and 243.5.	40	25	Ankeny Between M.P. 294.4 and 294.5.	40	25
Cold Springs Between M.P. 200.3 and 200.9.	60	40		Walker Pit Between M.P. 244.5 and 244.6.	50	40	Between M.P. 295.4 and 297.0.	50	40
Juniper Between M.P. 209.1 and 209.3.	15	15		Between M.P. 246.1 and 246.3.	50	40	Marengo Between M.P. 308.6 and 309.0.	60	50 40
Between M.P. 209.3 and 212.1.	30	25		Scott Between M.P. 247.0 and 253.0.	45	35	Cheney Over street crossings.	15	15 15
Between M.P. 212.1 and 212.2.	25	20		Between M.P. 256.9 and 257.1.	45	35	Between M.P. 352.8 and 353.5.	55	45 35
Wallula Over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing movement over crossing.	20	20		Ruxby Between M.P. 260.3 and 260.5.	50	40	Between M.P. 354.0 and 363.8 on curves.	60	50 35
Eastward.	15	15		Ayer Between M.P. 268.2 and 272.5.	25	15	Between M.P. 364.2 and 364.4.	45	35 25
Westward.				Between M.P. 272.7 and 273.2.	45	35	Between M.P. 364.7 and 364.9.	55	45 35
Between M.P. 213.8 and 214.1.	40	25		Between M.P. 275.1 and 276.9.	40	25	Between M.P. 365.1 and 366.2.	25	25 15
Attalia Between M.P. 217.2 and 217.4.	45	35		Between M.P. 277.9 and 279.4.	45	35	West Spokane, on 16-degree curve west end of yard.	8	8 8
Between M.P. 219.1 and 219.5.	50	40		Park Between M.P. 280.0 and 281.6.	40	25	Between M.P. 366.5 and 367.1.	45	35 25
Humorist Between M.P. 224.2 and 224.5.	50	40		Between M.P. 281.9 and 282.2.	50	40	Over Bridge 367.13.	10	10 10
Ash Between M.P. 226.8 and 227.0.	50	40					Spokane, through Union Sta- tion limits.	15	15 15
Between M.P. 228.1 and 229.9.	35	25					Spokane Union Station over slip switches.	10	10 10
Between M.P. 230.8 and 232.3.	45	35					Spokane, through Union Station limits. 3900 class engines.	6	6
Between M.P. 233.0 and 233.4.	50	40							

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

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Manito				Between M.P. 17.7 and 18.1.	25	20	Glenwood		
Between M.P. 144.4 and 144.6.	60	50	35	Between M.P. 18.6 and 18.8.	35	25	Between M.P. 83.7 and 84.5.	20	20
Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 19.7 and 19.9.	20	20	Between M.P. 86.5 and 87.0.	20	20
Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 20.9 and 21.5.	45	30	Between M.P. 87.6 and 88.9.	20	20
Freeman				Between M.P. 23.1 and 23.7.	35	25	Between M.P. 89.1 and 89.4.	20	20
Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 23.6 and 23.7.	30	20	Elberton		
Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 24.5 and 25.0.	35	25	Within city limits.	25	25
Mica				Between M.P. 25.4 and 26.9.	30	25	Between M.P. 90.7 and 91.9.	20	20
Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 27.1 and 27.2.	25	20	Between M.P. 92.4 and 92.9.	25	25
Between M.P. 154.5 and 154.3, westward.	60	50	35	Between M.P. 27.4 and 27.8.	20	20	Between M.P. 95.6 and 95.8.	25	25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 28.2 and 28.7.	20	20	Between M.P. 101.1 and 101.5.	25	25
Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 29.7 and 29.9.	45	30	Between M.P. 102.0 and 102.4.	25	25
Between Chester and Mica, on descending grade.			25	Hay			N. P. Crossing		
East Spokane				Between M.P. 30.4 and 31.1.	35	25	Between M.P. 104.6 and 104.9.	20	20
Through Interlocking.	15	15	15	Between M.P. 32.0 and 33.8.	25	20	Farmington		
Spokane				Between M.P. 34.2 and 35.2.	20	20	Between M.P. 105.5 and 105.8.	20	20
Through tunnel.	15	15	15	Jerita			Between M.P. 112.2 and 113.1.	25	25
Over slip switches at N. P. Crossing.	15	15	10	Between M.P. 36.2 and 36.9.	25	20	Between M.P. 115.6 and 116.0.	25	20
Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	Between M.P. 37.8 and 39.3.	25	20	Pleasant Valley Branch		
Over street crossings between N.P. Crossing and city limits.	20	20	20	Between M.P. 43.5 and 43.6.	45	30	Maximum speed.	25	25
Tekoa-Ayer Branch				Sutton			G. N. Crossing, M.P. 30.7.	20	20
Maximum speed.	50	30		Between M.P. 49.3 and 50.1.	30	20	Tucannon Branch		
Between Tekoa and Colfax, via Garfield.	30	30		Thera			Maximum speed.	25	25
On 5- and 6-degree curves.	25	25		Between M.P. 64.9 and 65.2.	35	25	On curves, 7 degrees and over.	20	20
On 7-, 8-, 9- and 10-degree curves.	20	20		Between M.P. 65.4 and 65.6.	45	30	Starbuck		
Between Tucannon and Ayer.	35	25		Between M.P. 68.2 and 68.5.	35	25	Within city limits.	15	15
On 4-degree curves.	45	30		Diamond			Between Starbuck and Relief.	12	12
On 5- and 6-degree curves.	35	25		Between M.P. 68.8 and 69.0.	35	25	Pendleton Branch		
On 7- and 8-degree curves.	25	20		Between M.P. 69.9 and 70.1.	35	25	Maximum speed.	25	25
On curves of 7 degrees and over with 2-10-2 type engines.	20	20		Mockonema			On 7-, 8-, 9- and 10-degree curves.	20	20
On 9- and 10-degree curves.	20	20		Between M.P. 73.3 and 73.6.	20	20	Between Barrett and Downing, on descending grade.	15	15
Ayer				Between M.P. 74.1 and 74.2.	45	30	Pendleton		
Between M.P. 14.0 and 14.1.	35	25		Between M.P. 74.9 and 77.2.	25	12	Over Thompson, Main and Aura streets.	12	12
Between M.P. 14.3 and 16.1.	25	25		Colfax			Over other street crossings within city limits.	20	20
Between M.P. 17.1 and 17.2.	15	15		Within city limits.	12	12	Between M.P. 2.5 and 3.0.	20	20
Over Snake River Bridge 17.23.	5	5		Between M.P. 78.4 and 78.5.	20	20	Between M.P. 9.5 and 9.8.	20	20
				Between M.P. 79.8 and 80.7.	20	20	Athens		
				Between M.P. 81.5 and 82.3.	20	20	Over street crossings.	15	15
				Between M.P. 82.9 and 83.4.	20	20	Downing		
							Between M.P. 24.0 and 24.5.	20	20
							Between M.P. 25.4 and 26.2.	20	20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Blue Mountain Between M.P. 29.0 and 29.4.	20	20	Granger Over street crossings.	30	30	College Place Within city limits.	30	30
Between M.P. 29.8 and 30.1.	20	20	Zillah Over street crossings.	25	15	Walla Walla		
Between M.P. 30.3 and 30.4.	20	20	Yakima River Bridge 89.35, through gauntlet track.	15	15	Pomeroy Branch Maximum speed.	20	20
Between M.P. 31.2 and 31.7.	20	20	Yakima Over Yakima Ave., and Walnut Street.	6	6	Starbuck Within city limits.	15	15
Between M.P. 32.2 and 32.4.	20	20	Over other street crossings.	10	10	Chard Between M.P. 14.5 and Pomeroy.	15	15
Between M.P. 32.7 and 32.9.	20	20	Sunnyside Branch Maximum speed.	45	35	Dayton Branch Maximum speed.	25	25
Milton-Freewater Over street crossings.	15	15	Wallula Branch Maximum speed.	35	30	On curves of 7 degrees and over.	20	20
W. W. V. Ry. Crossing M.P. 36.3.	15	15	On 5- and 6-degree curves.	35	25	Bolles Between M.P. 0.4 and 0.6.	20	20
W. W. V. Ry. Crossing, M.P. 44.2.	20	20	On 7- and 8-degree curves.	25	20	Dayton Over street crossings west of Touchet River.	15	15
Walla Walla Over street crossings.	12	12	On 9- and 10-degree curves.	20	20	Over all other street crossings.	10	10
Walla Walla, on west leg of wye.	8	8	Wallula Between M.P. 0.8 and 1.1.	25	20	Between M.P. 12.9 and 24.8.	15	15
Between M.P. 52.7 and 53.4.	20	20	Between M.P. 1.6 and 2.0.	20	20	Connell Branch Maximum speed.		
Between M.P. 64.8 and 64.9.	20	20	Between M.P. 2.6 and 2.7.	35	25	Between La Crosse and Hooper Jct.	30	30
Between M.P. 65.5 and 66.0.	20	20	Between M.P. 2.9 and 3.1.	35	25	Between Hooper Jct. and Connell.	20	20
Between M.P. 66.1 and 66.3.	20	20	Between M.P. 3.5 and 3.6.	35	25	On 5- and 6-degree curves.	25	25
Between M.P. 71.7 and 72.5.	20	20	Between M.P. 4.0 and 4.3.	35	25	On 7- and 8-degree curves.	20	20
Between M.P. 72.8 and 73.2.	20	20	Between M.P. 4.8 and 5.3.	25	20	On 9- and 10-degree curves.	20	20
Between M.P. 74.3 and 76.1.	20	20	Between M.P. 5.9 and 6.4.	25	20	La Crosse Between M.P. 3.4 and 3.6.	25	25
Menoken Between M.P. 78.4 and 78.5.	20	20	Between M.P. 6.7 and 6.8.	25	20	Between M.P. 6.6 and 6.8.	25	25
Between M.P. 78.9 and 79.3.	20	20	Between M.P. 7.0 and 7.1.	20	20	Between M.P. 7.2 and 7.8.	20	20
Between M.P. 79.6 and 79.9.	20	20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Between M.P. 9.2 and 9.7.	20	20
Between M.P. 80.8 and 81.2.	20	20	Reese Between M.P. 7.7 and 8.0.	25	20	Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15
Alto			Between M.P. 8.2 and 8.4.	35	25	Through west leg of wye on 16- degree curve.	8	8
Yakima Branch Maximum speed.	45	30	Between M.P. 8.7 and 9.1.	25	20	Moscow Branch Maximum speed.	35	25
With pile driver 0321.		15	Between M.P. 9.5 and 9.7.	25	20	On 7- and 8-degree curves.	25	20
On 5- and 6-degree curves.	35	25	Between M.P. 10.0 and 10.1.	35	25	On 9- and 10-degree curves.	20	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.7 and 10.9.	35	25	Colfax Within city limits.	12	12
On 9- and 10-degree curves.	25	20	Between M.P. 11.1 and 11.4.	35	25			
Attalia			Between M.P. 12.1 and 12.3.	20	20			
Bridge 7.44.	25	15	Between M.P. 12.5 and 12.6.	35	25			
Kennewick Over street crossings.	8	8	Between M.P. 18.5 and 18.6.	35	25			
Benton City Within city limits.	40	30						
Between M.P. 37.5 and 38.1.	25	20						

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Between M.P. 1.3 and 3.1.	25	20	On 5- and 6-degree curves.	35	25	Rose Lake Between M.P. 50.6 and 51.0.	35	25
Between M.P. 5.6 and 7.5.	25	20	On 7- and 8-degree curves.	25	20	Dudley Between M.P. 53.6 and 54.2.	35	25
Between M.P. 8.4 and 8.8.	25	20	On 9- and 10-degree curves.	20	20	Between M.P. 54.5 and 54.9.	35	25
Shawnee Between M.P. 9.9 and 10.0.	25	20	Lovell Between M.P. 8.0 and 9.0.	25	20	Cataldo Between M.P. 58.7 and 59.1.	45	30
Between M.P. 10.8 and 11.2.	25	20	Between M.P. 9.9 and 10.7.	25	20	Between M.P. 60.0 and 60.2.	20	20
Between M.P. 12.2 and 12.5.	25	20	Between M.P. 11.1 and 12.1.	25	20	Between M.P. 62.4 and 63.2.	35	25
Albion Between M.P. 13.4 and 13.6.	25	20	Watt Between M.P. 12.3 and 13.0.	15	15	Between M.P. 63.4 and 64.0.	45	30
Between M.P. 14.3 and 14.9.	20	20	Between M.P. 14.4 and 14.6.	25	20	Between M.P. 70.1 and 70.3.	35	25
Between M.P. 17.5 and 17.7.	25	20	Between M.P. 17.9 and 18.2.	25	20	Between M.P. 70.7 and 70.9.	35	25
Between M.P. 17.9 and 18.0.	25	20	Between M.P. 18.5 and 20.3.	25	20	Between M.P. 71.5 and 71.7.	45	30
Pullman Within city limits.	15	15	Between M.P. 20.7 and 21.5.	25	20	Between M.P. 72.4 and 72.6.	35	25
Over street crossings.	6	6	Bridge 23.45.	15	15	Between M.P. 73.4 and 73.6.	45	30
Between M.P. 19.9 and 20.0.	25	20	Between M.P. 24.1 and 28.4.	25	20	Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 24.6 and 24.8.	25	20	Springston Between M.P. 34.0 and 34.1.	45	30	Between M.P. 77.4 and 77.7.	35	25
Between M.P. 25.2 and 25.4.	25	20	Between M.P. 34.5 and 34.7.	45	30	Between M.P. 78.0 and 78.2.	35	25
Moscow Over street crossings.	12	12	Between M.P. 34.9 and 35.2.	35	25	Between M.P. 78.6 and 78.7.	25	20
Wallace Branch Maximum speed.	50	30	Between M.P. 38.3 and 38.6.	35	25	Wallace Over street crossings.	6	6
Between Lovell and Chatcolet.	35	20	Between M.P. 39.6 and 39.8.	45	30	Between M.P. 81.4 and 87.3.	20	20
Between Chatcolet and Harri- son.	40	25	Lane Between M.P. 47.8 and 48.3.	45	30	Burke to Wallace, eastward.	20	10
On 4-degree curves.	45	25	Between M.P. 48.6 and 49.0.	45	30	Sierra Nevada Branch Maximum speed.		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
Hinkle..... "UK" Telegraph Office
Hinkle..... Enginemen's Register Room
Hinkle..... Yard Office
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"	28.6		
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	Ordinance.....	Portland or beyond.	
18	Union Jct.....	Portland or beyond, Tuesdays only.	
	North Powder....		
	Haines.....		
19	Any station.....	From Wallula or beyond.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.

