



**UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT**

D. W. GIBSON



**6
OREGON DIVISION
TIME-TABLE
No. 1**

**Effective Sunday,
February 29, 1948
At 12:01 A. M. Pacific Time**

Be Careful Today

FOR EMPLOYEES ONLY

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

CONDENSED TIME-TABLE

WESTWARD						Distance from Pocatello via Boise	Time - Table No. 1	EASTWARD					
FIRST CLASS								FIRST CLASS					
11 Passenger	19 Passenger	65 Passenger	105 Streamliner Passenger	17 Passenger	457 Passenger			Feb. 29, 1948	66 Passenger	12 Passenger	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger
Daily	Daily	Daily	Daily	Daily	Daily								
11-40PM			6-40PM	10-15AM		0.0	POCATELLO	A 3-55AM		A 9-30AM	A 5-05PM		
3-10AM			9-10	2-00PM		159.9	GLENN'S FERRY	12-30AM		6-55	1-35PM		
4-55			10-30PM	3-45		234.5	BOISE	10-35PM		5-45	11-50AM		
7-50AM			12-20AM	6-35PM		336.2	M.T. HUNTINGTON P.T.	7-50PM		3-35AM	9-05AM		
7-05AM			11-30PM	5-50PM		435.8	LA GRANDE	6-40PM		2-25AM	7-55AM		
10-05AM			1-46AM	9-00PM		510.0	PENDLETON	4-00		11-59PM	5-10		
12-35PM			3-55	12-10AM		513.6	RIETH	1-30		9-43	2-25		
12-45			4-05	12-20		734.4	SPOKANE	A 7-40AM		9-28	1-50AM		
	9-30PM	7-40PM				630.5	AYER	4-55			4-23		
	11-48PM	10-00				577.2	WALLULA	3-30			3-05		
	1-20AM	11-30PM				550.1	UMATILLA	2-25			2-05AM		
	2-20	12-20AM				641.5	THE DALLES		10-20AM		7-20	11-15PM	
	3-50	5-00	6-10	4-00		725.6	PORTLAND	12-30AM Pendleton	8-10AM	A 8-50PM	5-30PM	9-10PM	9-20PM
	A 6-15PM	A 7-30AM	A 1-30AM Pendleton	A 8-00AM	A 6-30AM	816.7	CENTRALIA			6-26			
						870.7	TACOMA			5-05			
						908.8	SEATTLE			3-50PM			
								Daily	Daily	Daily	Daily	Daily	

(19.35) 87.1	(10.00) 36.7	(5.50) 38.5	(14.20) 50.6	(21.15) 34.1	(5.45) 31.8	..... Thru Time	(7.10) 31.3	(18.45) 38.7	(5.00) 36.6	(15.00) 48.4	(18.55) 38.4	(9.40) 38.0
						..... Average speed per hour						

L. A. COLLINS
General Manager

A. McALLISTER, Superintendent Portland, Ore.
 J. G. Kimmell, Assistant Superintendent Portland, Ore.
 H. B. Coburn, Assistant Superintendent Seattle, Wash.
 H. A. Achenbach, Assistant Superintendent Spokane, Wash.
 E. L. Briggs, Trainmaster Walla Walla, Wash.
 R. V. Johnson, Trainmaster Portland, Ore.
 D. E. Gardner, Terminal Trainmaster Portland, Ore.
 J. D. Killian, Master Mechanic Portland, Ore.
 R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
 P. D. Brinkman, Road Foreman of Engines Portland, Ore.
 L. W. Althof, Division Engineer Portland, Ore.
 E. J. Pratt, General Roadmaster Portland, Ore.

A. D. HANSON
General Superintendent Transportation

First, Second and Third Subdivisions and Branches

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

Fourth 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.

MILEAGE

Main Line	625.33
Branches	1064.43
Grand Total	1689.76

Union Pacific Railroad Employees Hospital Association

Physicians and Surgeons are located as shown below:

Name	Title	Location	Territory	Name	Title	Location	Territory
Douglas L. Gamette	Medical Director	Salt Lake City.		L. A. Hopkins	Surgeon	Tacoma, Wash.	Tenino to Auburn.
Ralph M. Dodson	District Chief Surgeon	Portland, Ore.	Portland.	B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Kenneth C. Brown	Assistant Surgeon	Portland, Ore.	Portland.	L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Wm. F. Bowen	Assistant Surgeon	Portland, Ore.	Portland.	F. H. Brown	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Paul A. Wagner	Assistant Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.	Purman Dorman	Specialist	Seattle, Wash.	Tacoma to Seattle.
A. H. Johnston	Assistant Surgeon	Portland, Ore.	Portland.	John H. O'Shea	Division Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Joseph M. Roberts	Assistant Surgeon	Portland, Ore.	Portland.	H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Paul E. Shining	Assistant Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
H. M. Bouvy	Specialist	Portland, Ore.	Portland.	R. E. Ahlquist	Surgeon	Spokane, Wash.	Tekoa-Spokane.
Lee B. Bouvy	Specialist	La Grande, Ore.	Umatilla to Rieth.	M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa-Spokane.
J. P. Brennan	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	Carrol Smith	Specialist	Spokane, Wash.	Spokane-Tekoa.
E. S. Morgan	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	R. L. Pohl	Specialist	Spokane, Wash.	Spokane-Tekoa.
E. I. Silk	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.	C. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jet. to Heppner.	Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla, Arlington to Condon.	Harold L. Tracy	Surgeon	LaCrosse, Wash.	Riparia to Endicott, and LaCrosse to Connell.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	Donald M. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
J. C. Vandeventer	Surgeon	Bend, Ore.	Oregon Trunk Jet. to Bend.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
Griffith, Smith, Vogt, Mills, Boals, Armstrong, Merris, Stanley E. Wells	Surgeons	The Dalles, Ore.	Hood River to Umatilla.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
H. B. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	R. W. Stevens	Specialist	Walla Walla, Wash.	Pendleton to Riparia.
J. B. Blair	Surgeon	Vancouver, Wash.	Albina to Kalama.	C. D. Hogenson	Specialist	Walla Walla, Wash.	Walla Walla to Yakima.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Umatilla.
George F. Parke	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.
A. E. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam.	R. D. McClure	Surgeon	Yakima, Wash.	Yakima to Spokane.
Ross D. Wright	Surgeon	Tacoma, Wash.	Tenino to Auburn.	J. W. Sherkey	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
				W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.
				H. C. Mowery	Surgeon	Wallaee, Ida.	Tekoa to Burke.
				G. McCaffery	Surgeon	Kellogg, Ida.	Tekoa to Wallace.
				Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Wallace.
				James L. Gilleland	Surgeon	Pullman, Wash.	Moscow to Colfax.
				J. E. Carsow	Surgeon	Lewiston, Ida.	Riparia to Lewiston.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

Standard clocks are located as shown below:

Rieth Telegraph Office	Albina Yard Telegraph Office	Ayer Telegraph Office
Rieth Enginemen's Register Room	Albina Enginemen's Register Room	Walla Walla Telegraph Office
Umatilla Telegraph Office	Centralia (Joint). N. P. Ry. Telegraph Office	Tekoa Telegraph Office
Umatilla Enginemen's Register Room	Tacoma Yard Office	Tekoa Enginemen's Register Room
Heppner Telegraph Office	Argo Yard Office	Colfax Telegraph Office
Condon Telegraph Office	Argo Enginemen's Register Room	Moscow Telegraph Office
Grass Valley Telegraph Office	Seattle (Joint)	Walla Walla Passenger Depot
Bend (Joint) O. T. Ry. Telegraph Office	Union Station Telegraph Office	Walla Walla Enginemen's Register Room
The Dalles "DK" Telegraph Office	Hoquiam (Joint). N. P. Ry. Telegraph Office	Pendleton Telegraph Office
The Dalles "WH" Telegraph Office	Aberdeen Telegraph Office	Yakima Telegraph Office
Hood River Telegraph Office	Olympia Telegraph Office	Yakima Roundhouse
Portland (Joint)	Spokane Dispatcher's Office	Kellogg-Wardner Telegraph Office
Portland (Joint) N. P. T. Co. Telegraph Office	Spokane Telegraph Office	Wallace Telegraph Office
Albina Dispatcher's Office	West Spokane. Enginemen's Register Room	Wallace Enginemen's Register Room

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS				FIRST CLASS				
	257 Time Freight	151 Time Freight	299 Time Freight	263 Time Freight	11 Passenger	105 Streamliner Passenger	19 Passenger	66 Passenger	17 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
BJKO PTWX	7.00PM		4.10AM	3.30AM	12.45PM	4.05AM		12.40AM	12.20AM
96 P	7.30		4.30	3.45	12.58 ¹²	4.10		12.50	12.28
95 P	7.40		4.48	4.15 ¹⁰⁵	1.04	4.15 ²⁶³		1.04 ⁶⁵	12.34
95 P	7.50		4.57	4.33	1.10 ²⁵⁸	4.20		1.10	12.40
94 PW	8.05		5.10	4.43	1.20	4.26		1.22 ¹⁸	12.50 ⁶⁵
94 P	8.12		5.18	4.49	1.26	4.31		1.30	12.57
JP	8.20		A 5.27AM	4.56	1.32	4.36		A 1.40AM	1.02
99 P	8.36 ¹⁰⁶ 9.15 ²⁶⁴			5.01	1.36	4.39			1.08 ¹⁸
P	9.25			5.05	f 1.39	4.42			f 1.13
98 PW	9.30			5.08	1.42	4.44			1.16
98 P	9.42			5.15	1.48	4.49			1.23
99 JPWY	9.52	10.45AM		5.22	1.53	4.53	2.50AM		1.30
14 P	9.56	10.49		5.24	1.55	4.54	2.53		1.33
98 P	10.00	10.53		5.27	1.57	4.56	2.56		1.36
98 P	10.08	11.05		5.35 ²⁶²	2.01	4.59	3.01		1.42
104 P	10.23	11.20		5.47 ¹⁰⁸	2.08	5.04	3.09		1.52
19 JP	10.30	11.32		5.54	2.13	5.08	3.14		1.58
100 P	10.35	11.40 ¹²		5.56	2.15	5.09 ²⁶²	3.16		2.01
98 P	10.45	11.53AM		6.03	2.20	5.13 ¹⁹⁸	3.22		2.07
WB 126 EB 113 JOPTWX	11.05	12.10PM		6.20	s 2.25	5.17	s 3.29		s 2.20
100 P	11.30	12.25		6.35	2.37	5.21	3.45		2.35
99 PW	11.40	12.35		6.45	2.43	5.25	3.52		2.45
98 P	11.54 ¹⁸ 12.14 ²⁰	12.45		6.55	2.47	5.28	3.57 ²⁰²		2.51
96 P	12.25	12.53		7.02	2.50	5.30	4.00		2.55
100 P	12.32	1.01		7.10	2.56	5.35	4.07 ¹⁹⁸		3.02
92 P	12.38	1.08		7.17	3.00	5.38	4.11		3.07
104 PW	12.43	1.15		7.25	3.04	5.41	4.15		3.11
100 P	12.47	1.22		7.30	3.07	5.43	4.18		3.14 ²⁶²
100 P	12.51	1.29		7.36	3.11	5.46	4.21		3.17
80 JP (MP)	12.55	1.40		7.45	3.15	5.49	4.24		3.21
54 P (W 101.7)	1.00	1.50		7.53	3.19	5.52	4.28		3.25
50 P	1.08	1.58		8.02	3.23	5.56	4.32		3.31
JPV	1.12	2.03		8.10	3.25	5.58	4.34		3.33
74 P	1.20	2.10		8.20	3.30	6.01	4.38		3.37
BKOPTWXZ	A 2.00AM	A 2.30PM		A 9.00AM	A 3.45PM	A 6.10AM	A 4.50AM		A 3.50AM

Time-Table No. 1
February 29, 1948

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

BLOCK SIGNALS

DOUBLE TRACK

(7.00)	(3.45)	(1.17)	(5.30)	(3.00)	(2.05)	(2.00)	(1.00)	(3.30)	.....Thru Time
18.0	21.2	18.6	22.9	42.0	60.5	39.7	27.9	36.0	.....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, 65 and 66, and not less than fifteen minutes by second class, extra trains and yard engines.

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

No. 17 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 27.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 1
February 29, 1948

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS			
		65 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	262 Time Freight	198 Time Freight	258 Time Freight	264 Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN-R RIETH RI	212.0	A 1.20AM	A 1.10PM	A 9.28PM	A 1.50AM		A 11.00AM		A 2.00PM	A 12.01AM
BARNHART	208.3	1.10	12.58 ¹¹	9.22	1.41		9.30		1.38	11.00PM
CAMPBELL	203.5	1.04 ⁶⁶	12.51	9.17	1.35		9.00		1.25	10.40
NOLIN	198.9	12.58	12.45	9.12	1.29		8.35		1.10 ¹¹	10.25
DN ECHO HI	192.6	12.50 ¹⁷	12.38	9.05	1.22 ⁶⁶		8.00		12.53	10.00
STANFIELD ND	188.4	12.42	12.33	9.00	1.17		7.35		12.45	9.40
DN HINKLE UK	184.1	12.36AM	12.28	8.55	1.12		7.25		12.37PM	9.25
WESTLAND	180.6		12.23	8.51 ²⁵⁷	1.08 ¹⁷		7.10			9.15 ²⁵⁷
D ORDNANCE RN	177.7		12.18	8.48	1.05		7.00			9.05
MUNLEY	175.8		12.15	8.46 ²⁶⁴	1.03		6.55			8.46 ¹⁰⁶
CLARKE	170.0		12.08	8.40	12.56		6.25			8.05
DN MESSNER FC	165.2		12.03	8.36	12.50	A 1.13AM	5.55	A 6.10AM		7.47
BOARDMAN	163.8		12.01PM	8.35	12.48	1.11	5.50	6.06		7.44
PETERS	162.2		11.58AM	8.33	12.46	1.09	5.45	6.03		7.41
CASTLE	158.3		11.54	8.30	12.42	1.05	5.35 ²⁶³	5.56		7.35
BOULDER	152.1		11.46	8.24	12.35	12.57	5.22	5.47 ²⁶³		7.26
N HEPPNER JCT. WI	148.2		11.42	8.20	12.31	12.52	5.15	5.28		7.18
WILLOWS	147.0		11.40 ¹⁵¹	8.19	12.29	12.50	5.09 ¹⁰⁵	5.25		7.15
SILICA	142.4		11.35	8.15	12.24	12.45	4.42	5.13 ¹⁰⁵		7.05
DN ARLINGTON MX	138.5		11.30	8.11	12.19	12.39	4.35	4.45		6.55
GILMORE	134.0		11.18	8.07	12.08	12.23	4.17	4.37		6.45
BLALOCK	129.3		11.13	8.03	12.03AM	12.18	4.10	4.30		6.37
RAMSAY	125.7		11.09	8.00	11.59 ²⁵⁷	12.14 ²⁵⁷	3.57 ¹⁹	4.22		6.30
N QUINTON QN	123.2		11.06	7.58	11.56	12.11	3.44	4.15		6.25
HOOK	118.6		11.01	7.54	11.51	12.06	3.36	4.07 ¹⁹		6.19
GOFF	115.0		10.57	7.51	11.47	12.02AM	3.28	3.52		6.13
DAY	111.7		10.53	7.48	11.44	11.58PM	3.22	3.45		6.07
RUFUS	109.4		10.50	7.46	11.42	11.55	3.14 ¹⁷	3.37		6.02
GRANT	106.6		10.47	7.43	11.39	11.52	2.58	3.31		5.56
DN BIGGS BX	103.9		10.44	7.40	11.36	11.49	2.53	3.26		5.50
MILLER	100.5		10.40	7.37	11.33	11.45	2.46	3.18		5.40
CELLO	98.8		10.36	7.33	11.29	11.41	2.40	3.12		5.30
D OREGON TRUNK JCT. VO	95.2		10.34	7.31	11.27	11.39	2.35	3.09		5.26
DUNE	91.9		10.30	7.28	11.24	11.35	2.25	2.55		5.20
DN-R THE DALLES DK-WH	85.8		10.20AM	7.20PM	11.15PM	11.25PM	2.00AM	2.30AM		5.00PM

BLOCK SIGNALS

DOUBLE TRACK

Thru Time.....	(0.44)	(2.50)	(2.08)	(2.35)	(1.48)	(9.00)	(3.40)	(1.23)	(7.01)
Average speed per hour.....	38.0	44.5	58.3	48.9	44.1	14.0	21.6	20.1	18.0

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 65 and 66, and not less than fifteen minutes by second class, extra trains and yard engines.

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

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 27.

WESTWARD		SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS					Time-Table No. 1 February 29, 1948	STATIONS	
	151	263	257	458	11	105	19	17			
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily			
BKOPT WXZ	4.00PM	10.00AM	3.00AM						DN-R THE DALLES DK-WH		
P	4.10	10.20	3.25						CRATES		
110 P	4.22	10.30	3.35						ROWENA		
63 P	4.31	10.38	3.45						CHATFIELD		
63 P	4.45	10.45	3.55						MOSIER		
WB 72 EB 107 BPVWX	5.00	11.00	4.15						DN HOOD RIVER KI		
80 P	5.15	11.10	4.30						MENO		
98 P	5.35	11.20	4.40						LINDSEY		
104 PW	5.45	11.27	5.02 ¹⁷						N WYETH WE		
102 P	5.55	11.35	5.10						FARLEY		
97 P	6.22 ¹⁰⁶	11.43	5.18						CASCADE LOCKS		
116 PW	7.00	11.59AM	5.30						DN BONNEVILLE MU		
99 P	7.20	12.10PM	5.50						DODSON		
60 P	7.40	12.15	6.00						ONEONTA		
100 PZ	8.05	12.22	6.15						D BRIDAL VEIL JU		
98 P	8.30	12.30	6.25						ROOSTER ROCK		
59 P	8.40	12.37	6.35						TAYLOR		
157 JJPW	A 9.05PM	A 12.55PM ²⁶⁴	A 6.45AM						DN TROUTDALE SN		
51 P									FAIRVIEW FA		
53 P									CLARNIE		
28 PX									GRAHAM		
17 PX									BRUUN		
IJPVXY									EAST PORTLAND		
BIKPV									DN-R PORTLAND P-VC		
	(5.05)	(2.55)	(3.45)	(0.06)	(2.25)	(1.50)	(2.30)	(2.30)	Thru Time		
	13.8	24.0	18.7	5.0	35.5	46.8	34.3	34.3	Average speed per hour		

WESTWARD		UMATILLA LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948				Mile Post
	151	299	19	66	65	20	198	258	
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily	
JP		5.27AM		1.40AM					
95 P		5.40		f 1.55					
BJKOPTWXY	10.00AM	A 6.00AM	2.20AM	A 2.20AM					
62 P	10.15		2.27						
63 P	10.23		f 2.33						
63 P	10.30		2.39						
99 JPWY	A 10.45AM		A 2.50AM						
	(0.45)	(0.33)	(0.30)	(0.40)	(0.18)	(0.37)	(0.35)	(0.36)	
	24.3	17.8	36.4	14.7	36.8	29.5	31.2	16.8	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19 and 20, and not less than fifteen minutes by second class, extra trains and yard engines.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.
 Between Hinkle and Messner extra trains will run via Munley unless otherwise directed.
 For conditional stops to discharge or pick up revenue passengers, see page 27.

WESTWARD		SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS					Time-Table No. 1 February 29, 1948	STATIONS	
	12	457	106	18	20	264	262				
	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily				
BKOPT WXZ									DN-R THE DALLES DK-WH		
P									CRATES		
110 P									ROWENA		
63 P									CHATFIELD		
63 P									MOSIER		
WB 72 EB 107 BPVWX									DN HOOD RIVER KI		
80 P									MENO		
98 P									LINDSEY		
104 PW									N WYETH WE		
102 P									FARLEY		
97 P									CASCADE LOCKS		
116 PW									DN BONNEVILLE MU		
99 P									DODSON		
60 P									ONEONTA		
100 PZ									D BRIDAL VEIL JU		
98 P									ROOSTER ROCK		
59 P									TAYLOR		
157 JJPW									DN TROUTDALE SN		
51 P									FAIRVIEW FA		
53 P									CLARNIE		
28 PX									GRAHAM		
17 PX									BRUUN		
IJPVXY									EAST PORTLAND		
BIKPV									DN-R PORTLAND P-VC		
	(2.05)	(0.04)	(1.50)	(2.00)	(2.00)	(3.05)	(2.35)	(2.00)	Thru Time		
	41.2	7.5	46.8	42.9	42.9	22.7	27.3	27.3	Average speed per hour		

WESTWARD		KENTON LINE				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948				Mile Post
	151	263	257	458	457	264	262		
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily		
157 JJPW	9.05PM	12.55PM ²⁶⁴	6.45AM						
51 P	9.30	1.30	7.10						
100 P	9.45	1.50	7.25						
73 PX	9.55 ²⁶²	2.40	8.00						
IJPVX				8.27PM					
IJPXY				8.30					
IJPX	10.40	3.35	9.15	8.35					
BKOPTW XZ	A 11.00PM	A 4.00PM	A 10.00AM	8.40					
IJPVXY				A 8.44PM					
	(1.55)	(3.05)	(3.15)	(0.17)	(0.19)	(0.56)	(0.55)		
	10.6	4.5	4.4	22.2	19.9	15.0	15.1		

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 and 20, and not less than fifteen minutes by second class, extra trains and yard engines.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.
 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 27.

WESTWARD

FOURTH SUBDIVISION

EASTWARD

FOURTH SUBDIVISION

Table with columns for Car Capacity, Second Class (151, 391, 363), First Class (63, 99, 19, 65, 97), Time-Table No. 1, February 29, 1948, and Stations (DN-R SPOKANE, WEST SPOKANE, MARENGO, HOOPER JCT., AYER, WALLULA, JUNIPER, SAND, COLD SPRINGS, RIVERVIEW, UMATILLA).

Table with columns for Car Capacity, Time-Table No. 1, February 29, 1948, Mile Post, First Class (20, 96, 66, 64, 98), Second Class (392, 298, 364), and Stations (DN-R SPOKANE, WEST SPOKANE, MARENGO, HOOPER JCT., AYER, WALLULA, JUNIPER, SAND, COLD SPRINGS, RIVERVIEW, UMATILLA).

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.

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.

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS	Mile Post
	329 Freight			330 Freight	
	Monday Wednesday Friday				
	STATIONS				
30 BKOP WXY	7:00AM	D-R HEPPNER HR	45.2	A 2:15PM	
19 P	7:20	8.9 LEXINGTON	36.3	1:35	
7	7:35	5.3 JORDAN	31.0	1:10	
15 PW	7:55	2.7 IONE ON	28.3	12:55	
3	8:10	3.1 McNAB	25.2	12:35	
13	8:30	5.4 MORGAN	19.8	12:20	
3 W	8:55	5.3 CECIL	14.5	12:01PM	
19 JPX	A 9:45AM	14.5 N-R HEPPNER JCT. WI	0.0	11:20AM	
		(45.2)		Tuesday Thursday Saturday	
	(2.45) 16.4	..... Thru Time.....		(2.55) 15.5	..... Average Speed per Hour.....

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS	Mile Post
	327 Freight			328 Freight	
	Tuesday Thursday Saturday				
	STATIONS				
26 BKPV WXY	7:00AM	D-R CONDON CD	44.5	A 2:15PM	
22	7:25	8.2 GWENDOLEN	36.3	1:30	
27	7:45	4.0 SPEECE	32.3	1:10	
26	7:59	3.7 CLEM	28.6	12:50	
29 PW	8:20	4.2 MIKKALO	24.4	12:30	
27	8:40	4.7 BARNETT	19.7	12:10PM	
11 PW	9:00	3.7 ROCK CREEK	16.0	11:55AM	
29	9:30	8.7 SHUTLER	7.3	11:25	
WB 126 JOPTWX EB 113	A10:00AM	7.3 DN-R ARLINGTON MX	0.0	11:00AM	
		(44.5)		Monday Wednesday Friday	
	(3.00) 14.8	..... Thru Time.....		(3.15) 13.7	..... Average Speed per Hour.....

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS	Mile Post
	313 Mixed			314 Mixed	
	Daily Except Monday				
	STATIONS				
BCOK WXYZ	5:00AM	DN-R BEND D	150.0	A 2:30PM	
		(150.0)		Daily Except Sunday	
	(7.01) 21.4	..... Thru Time.....		(7.00) 21.4	..... Average Speed per Hour.....
BEND BRANCH SHOWN FOR INFORMATION ONLY.					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS	Mile Post
	313 Mixed			314 Mixed	
	Daily Except Monday				
	STATIONS				
14 Y		KENT	52.5		
8		6.7 BOURBON	45.8		
10		3.3 EAKIN	42.5		
28 PW		4.0 D GRASS VALLEY YY	38.5		
9		7.2 ERSKINE	31.3		
25		4.3 D MORO MR	27.0		
12		3.1 DE MOSS	23.9		
Spur		3.9 NISH	20.0		
Spur		0.8 HAY CANYON	19.2		
8		3.6 SANDON	15.6		
16		1.4 KLONDIKE	14.2		
32 PW		4.5 D WASCO WA	9.7		
6		4.5 THORNBERRY	5.2		
80 JPX		5.2 DN-R BIGGS BX	0.0		
		(52.5)			

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

WESTWARD		YAKIMA BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS
	363 Freight	63 Passenger				64 Passenger		364 Freight
	Daily Except Sunday	Daily						
	STATIONS							
BKOPTVWXYZ	9:30PM		7:10PM	DN-R YAKIMA NY	98.0	A 8:05AM		A11:55PM
39	9:40		7:18	3.4 UNION GAP	94.6	7:55		11:15
MP				3.3 N. P. CROSSING	91.3			
30 P	9:50		7:25	0.5 PARKER	90.8	f 7:48		11:00
				1.4 N. P. CROSSING	89.4			
32 P	10:00		f 7:34	2.6 DONALD	86.8	f 7:38		10:40
18 PV	10:05		f 7:39	2.3 SAWYER SR	84.5	f 7:32		10:30
18				0.9 FLINT	83.6			
40 PV	10:15		s 7:44	2.0 BUENA BA	81.6	s 7:25		10:15
74 PVX	10:25		s 7:50	3.1 D-R ZILLAH AH	78.5	s 7:18		9:55
53 P	10:48		f 7:58	5.1 GRANGER	73.4	f 7:06		9:35
52	11:05		f 8:07	6.2 EME FALD	67.2	f 6:53		9:05
35 JPXY	11:15		364 8:36	3.6 R MIDVALE	63.6	6:45		8:36
51 PVWX	11:35		s 8:47	5.9 N GRANDVIEW GW	57.7	s 6:11		7:45
8			8:52	2.9 CAPP	54.8	6:03		
44 P	11:55PM		f 8:59	4.0 NORTH PROSSER	50.8	f 5:57		7:10
10			f 9:03	2.5 BIGGAM	48.3	f 5:52		
2				2.8 MEEK	45.5			
53	12:20AM		f 9:11	2.5 CHAFFEE	43.0	f 5:43		6:25
5			f 9:17	3.7 CORRAL	39.3	f 5:36		
42 PWX	12:40		s 9:22	2.8 D BENTON CITY BC	36.5	s 5:31		5:50
53	12:55		9:32	5.2 ACTON	31.3	5:22		5:20
8				3.1 GROSSCUP	28.2			
53	1:25		9:50	7.4 LESLIE	20.8	5:05		4:30
55 PVWX	1:45		s 10:10	7.6 N KENNEWICK KN	13.2	s 4:50		4:00
12 P	1:55		f 10:20	4.5 HEDGES	8.7	f 4:35		3:45
53	2:05		f 10:25	1.4 N. P. CROSSING	7.3			
16 JPXY	A 2:20AM		A 10:40PM	0.6 VILLARD	6.7	f 4:30		3:35
				6.7 ATTALIA	0.0	4:20AM		3:15PM
				(98.0)		Daily		Daily Except Saturday
	(4.50) 20.3		(3.30) 29.6	..... Thru Time.....		(3.45) 27.6		(8.40) 11.3

WESTWARD		SUNNYSIDE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	FIRST CLASS	FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS	
	63 Passenger	63 Passenger	83 Passenger			64 Passenger	84 Passenger
	Daily	Daily	Daily			Daily	Daily
	STATIONS						
35 JPXY	8:14PM	6:23AM	R MIDVALE	0.0	A 6:45AM	A 8:36PM	
PVX	A 8:24PM	A 6:33AM	D-R SUNNYSIDE SI	2.8	6:35AM	8:27PM	
			(2.8)		Daily	Daily	
	(0.10) 16.8	(0.10) 16.8	..... Thru Time.....		(0.10) 16.8	(0.08) 18.7	..... Average Speed per Hour.....

Eastward trains are superior to trains of the same class in the opposite direction, except No. 83 is superior to No. 64 and No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.
 Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.
 Train arriving at Midvale as No. 63 will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.
 Train arriving at Midvale as No. 64 will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.

WESTWARD				TEKOA-AYER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	355 Freight	391 Freight	73 Passenger	61 Passenger			74 Passenger	62 Passenger	392 Freight	356 Freight	
	Monday Wednesday Friday	Daily Except Monday	Daily	Daily							
	STATIONS										
BJKOPTWXYZ		6.00AM			DN-R	TEKOA	K	118.1		A 3.00PM	
14 JPX		A 6.30AM			R	SELTICE		110.4		2.40	
32 W					D	FARMINGTON	FM	104.5		2.10	
M						N. P. CROSSING		103.4			
10						WALTERS		98.6		1.45	
38 VWX					D	GARFIELD	GR	95.1		1.25	
13						ELBERTON		89.7		1.00	
32 BJKOWXY						GLENWOOD		83.5		12.25PM	
M						COLFAX	CA	77.4	A 8.05AM	11.45AM	
14 East Spur X						G. N. CROSSING		77.3			
16 West Spur						CREST		74.9	7.56	11.05	
34						MOCKONEMA		72.5	f 7.51	10.45	
29						DIAMOND		68.5	f 7.45	10.25	
15						THERA		64.8	f 7.39	10.00	
27					D	ENDICOTT	DI	57.9	s 7.29	9.30	
63 JWX		11.45AM			D-R	WINONA	WA	52.1	s 7.20	9.00	
46		12.15PM				SUTTON		48.0	7.14	8.35	
26 JOWXY		A 12.45PM			D-R	LA CROSSE	JA	41.5	s 7.06	8.10AM	
42						JERITA		35.8	f 6.53		
14						SCHRECK		31.9			
44						HAY		30.2	f 6.45		
60 JPVWXY						CANYON		22.1	f 6.31		
M					DN-R	RIPARIA	XS	17.5	A 6.10AM	s 6.22	
10 JPXY		8.25PM				N. P. CROSSING		17.4			
41 X		8.30			R	TUCANNON		12.6	s 5.58	s 6.12	
54 X		8.50				PATAHA		11.8	5.55	6.07	
BJKOPWXY		A 9.00PM				RIFTON		2.9	f 5.37	f 5.51	
					DN-R	AYER	JD	0.0	5.30AM	5.45AM	
						(116.1)			Daily	Daily	
									Daily	Sunday Tuesday Thursday	

(0.35) (6.45) (0.35) (2.40) Thru Time (0.40) (2.20) (6.50) (0.35)
 21.6 9.5 30.0 29.0 Average speed per hour 26.3 33.2 10.9 21.6

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.
 Train arriving at Winona on Thornton Branch as No. 391 will run as same train Winona to La Crosse.

WESTWARD				WALLACE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	393 Freight		67 Passenger				68 Passenger		394 Freight		
	Daily Except Sunday		Daily								
	STATIONS										
BJKOPTWXYZ		12.01AM		9.50AM	DN-R	TEKOA	K	0.0	A 5.20PM	A 9.30PM	
1 X						TILMA		2.1			
25		12.20		f 10.02		LOVELL		6.9	f 5.08	8.50	
18		12.30		10.13		WATT		12.1	4.58	8.30	
17 VX		12.43		s 10.19	D	PLUMMER	MR	15.3	s 4.48	8.10	
22 TWX		1.15		s 10.33		CHATCOLET		22.8	f 4.28	7.45	
40 WX		1.45		f 10.41		O'GARA		26.3	f 4.20		
43		2.00		s 10.52		HARRISON		30.5	s 4.12	7.20	
Spur		2.15		s 10.59	D	SPRINGSTON	RC	34.0	s 4.05	7.10	
20		2.30		s 11.07		BLACK LAKE		38.0	f 3.57	6.59	
33		2.45		s 11.14		MEDIMONT		41.3	s 3.51	6.51	
12		3.00		s 11.21		LANE		45.3	s 3.44	6.42	
30		3.10		s 11.27		ROSE LAKE		49.1	s 3.37	6.32	
Y		3.30		s 11.34		DUDLEY		52.0	f 3.32	6.24	
18		3.50		s 11.45		CATALDO		57.7	f 3.24	6.10	
		3.55		s 11.56		ENAVILLE		62.5	s 3.17	6.00	
JWX				f 11.59AM		PINE CREEK		64.1	f 3.14	5.55	
25 BKOX		4.20		f		SMELTERVILLE		66.3	f		
3				f		BRADLEY		67.2	f		
31		4.45		s 12.12PM	D-R	KELLOGG-WARDNER	DN	69.2	s 3.05	5.40	
BKOTVWYZ		A 5.20AM		f		SHONT		72.8	f		
JX				s 12.28		OSBURN		75.8	f 2.52	5.10	
5 X				A 12.45PM	D-R	WALLACE	WC	80.2	2.45PM	5.00PM	
7 X						N. P. CROSSING		80.4			
13						N. P. CROSSING		80.6			
5 VWX						WALLACE JCT.		80.7			
						GEM		84.1			
						FRISCO		84.4			
						DORN		85.1			
					D	BURKE	B	86.9			
						(86.9)			Daily	Daily Except Sunday	

(5.19) (2.55) Thru Time (2.35) (4.30)
 15.1 27.5 Average Speed per Hour 31.0 17.8

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

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Time-Table No. 1 February 29, 1948					
STATIONS					
JWX		BRADLEY		0.0	
X		3.2 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.

WESTWARD			MOSCOW BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS	
	379 Freight	61 Passenger	Daily Except Sunday	Daily			62 Passenger	378 Freight		
BKTVWX	7.30PM	5.45PM	D-R	MOSCOW	MO	28.1	A 9.15AM	A 5.35PM		
11	7.42	5.53		GARRISON		24.1	9.05	5.24		
8				HOLLAND		21.4				
1				WHITLOW		20.5				
				N. P. CROSSING		19.3				
23 X	8.00	s 6.05	D	PULLMAN	XN	18.7	s 8.58	5.10		
3 W(M.P. 16.2)	8.10	f 6.11		ARMSTRONG		15.7	f 8.46	5.00		
18	8.20	s 6.18		ALBION		12.7	s 8.40	4.50		
19	8.30	f 6.25		SHAWNEE		9.7	f 8.33	4.38		
8	8.40	f 6.29		PARVIN		7.8	f 8.29	4.30		
6	8.55	f 6.36		RISBECK		4.5	f 8.22	4.15		
BJKMOWXY	A 9.30PM	A 6.45PM	DN-R	COLFAX	CA	0.0	8.10AM	4.00PM		
				(28.1)			Daily	Daily Except Sunday		
	(2.00) 14.1	(1.00) 28.1	..... Thru Time.....			(1.05) 25.9	(1.35) 17.7	..... Average Speed per Hour.....		

WESTWARD			CONNELL BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS	
	391 Freight	Daily Except Monday	392 Freight					
				STATIONS				
JOWXY	1.45PM	D-R	LA CROSSE	JA	0.0	A 7.30AM		
15	2.10		PAMPA		4.6	7.10		
			GORDON		8.2			
11 X	2.50		HOOPER		14.7	6.35		
32 JPWXY	A 2.55PM	N-R	HOOPER JCT.	HR	15.7	6.30AM		
34		D	WASHTUCNA	FN	23.5			
3			McADAM		29.3			
4			WACOTA		34.1			
21 V		D	KAHLLOTUS	HO	37.4			
7			ESTES		42.3			
9			SULPHUR		46.1			
12			CURRY		51.1			
18 WXY		R	CONNELL	N	52.9			
			(52.9)			Daily		
	(1.10) 13.4 Thru Time.....			(1.00) 15.7 Average Speed per Hour.....		

Eastward trains are superior to trains of same class in opposite direction.—See Rule S-72.
Train arriving at LaCrosse on Tekoa-Ayer Branch as No. 391 will run as same train LaCrosse to Hooper Jct.
Train arriving at Hooper Jct. on Fourth Subdivision as No. 392 will run as same train Hooper Jct. to LaCrosse.

WESTWARD			WALLULA BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS		SECOND CLASS	
	345 Freight	Daily	63 Passenger	Daily			64 Passenger	346 Freight		
									STATIONS	
BJKOPVWXY	12.01PM	4.20AM	DN-R	WALLULA	JN	0.0	A 10.50PM	A 7.00AM		
11	12.17	f 4.35		REESE		7.5	f 10.35	6.25		
29 PWX	12.35	s 4.50	D	TOUCHET	CH	15.0	s 10.20	6.10		
12	12.45	f 5.00		LOWDEN		19.3	f 10.10	6.00		
10	12.55	f 5.10		WHITMAN		24.0	f 10.00	5.50		
17 X	1.05	f 5.20		AUKER		28.6	f 9.50	5.40		
M				W. W. V. Ry. CROSSING		28.7				
5 X				ARTESIA		28.9				
BJKOPTVWXYZ	A 1.30PM	A 5.30AM	DN-R	WALLA WALLA	{ Z BU	30.9	9.45PM	5.30AM		
				(30.9)			Daily	Daily		
	(1.20) 20.8	(1.10) 26.5	..... Thru Time.....			(1.05) 28.5	(1.30) 20.6	..... Average Speed per Hour.....		

WESTWARD			DAYTON BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS		
	365 Freight	367 Freight	Daily Except Sunday	Tuesday and Friday			366 Freight	368 Freight	
									STATIONS
20 T	1.15PM	368	TURNER	24.8	A 1.15PM				
25	1.24		WHETSTONE	22.7	1.04				
Spur	1.38		RONAN	19.3	12.50				
26 VWXY	2.05PM	A 2.05PM	D-R	DAYTON	DA	13.1	A 11.15AM	12.25PM	
				N. P. CROSSING		13.0			
				N. P. CROSSING		13.0			
JX	2.07PM			DAYTON JCT.		12.9	11.13AM		
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RAILWAY.									
JX	2.30PM		R	WAITSBURG JCT.		5.2	10.53AM		
Spur X				LOYD		4.1			
23 X	2.34		D	WAITSBURG	BG	3.5	10.49		
26 JWXY	A 2.45PM		R	BOLLES		0.0	10.40AM		
				(24.8)			Daily Except Sunday	Tuesday and Friday	
	(0.40) 19.8	(0.50) 14.0 Thru Time.....			(0.35) 22.6	(0.50) 14.0 Average Speed per Hour.....	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Train arriving at Turner as No. 368 will run as No. 367 Turner to Dayton.

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		365 Freight	361 Freight			362 Freight	366 Freight				
		Daily Except Sunday	Daily								
STATIONS											
27	X				ALTO	83.0					
23					MENOKEN	75.5					
26	JWX		2:45 PM	R	BOLLES	71.3		A 10:40 AM			
26	X		3:00	D	PRESCOTT SY	66.7		10:28			
10			3:15		ENNIS	60.9		10:12			
9			3:20		BERRYMAN	59.8		10:08			
19			3:30		HADLEY	56.5		10:00			
21			3:40		VALLEY GROVE	53.6		9:52			
11			3:45		RUSSELL	51.8		9:45			
	M				N. P. CROSSING	47.2					
					W. W. V. RY. CROSSING	46.6					
	BJKOPTVWXYZ		A 4:00 PM	DN-R	WALLA WALLA {Z BU	46.1	A 10:30 AM	9:30 AM			
	M				W. W. V. RY. CROSSING	44.2					
10			3:15		STATE LINE	41.7	10:10				
24			3:20		SPOFFORD	39.9	10:05				
	M				W. W. V. RY. CROSSING	36.3					
39	VWX		4:00	D	MILTON CO	36.2	9:50				
10			4:10		BARRETT	33.1	9:35				
13			4:20		BADE	30.2	9:20				
50			4:32		BLUE MOUNTAIN	26.7	9:05				
20			4:45		DOWNING	23.4	8:50				
Spur			4:55		WESTON WT	20.9	8:40				
20	WX		5:15	D	ATHENA CN	17.2	8:30				
41			5:30		ADAMS	12.6	8:15				
15			5:40		BLAKELEY	10.0	8:05				
11			5:53		HAVANA	6.9	7:55				
26			6:05		SAXE	4.0	7:45				
	BJK VWXYZ		A 6:30 AM	DN-R	PENDLETON FD	0.0	7:30 AM				
					(83.0)		Daily	Daily Except Sunday			
		(1.15) 20.1	(3.30) 13.4		Thru Time.....	(3.00) 15.6	(1.10) 21.6				
					Average Speed per Hour.....						

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 361 is superior to No. 362.—See Rule S-72.

WESTWARD				TUCANNON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		356 Freight				355 Freight					
		Sunday Tuesday Thursday									
STATIONS											
	JPHY		8:35 PM	R	TUCANNON	9.3	A 8:25 PM				
	BJKOWXY		A 8:45 PM	D-R	STARBUCK SA	5.5	8:15 PM				
19					RELIEF	0.0					
					(9.3)		Monday Wednesday Friday				
		(0.10) 22.8			Thru Time.....	(0.10) 22.8					
					Average speed per hour.....						

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

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.

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed, except ATC territory.	75	70	45	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25	Through tunnels.	40	40	25
In ATC territory between Portland and The Dalles.	90			C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35	When using cross-overs or turn-outs: 9000 class engines; Forward movement.			
Motor trains and inspection bus cars.		40	40	Light engines.			35	Back-up movement.	10	10	
When caboose is handled in train consisting of passenger train equipment.				Engines running backward.	20	20	20	All other classes engines; Forward movement.	15	15	15
3800 class engines.		60	45	Trains handling company roadway machines on their own wheels.			25	Back-up movement.	10	10	10
3900 class engines.		65	45	Trains handling gravel loaded in Hart ballast cars.			25	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
5000 class engines.		50	45	Jordan spreaders and other machines of spreader type, when in operation.			15	When using No. 14 turn-outs at end of double track.	25	20	20
4000 and 9000 class engines.		45	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20	On tracks other than main tracks.	15	15	15
MacArthur type engines with 63-inch drivers.		50	45	3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	0-6-0 and 0-8-0 type yard engines.			20	Trains handling scale test cars: On main line.			
C. M. St. P. & P. class N3-S engines.		50	40	C. M. St. P. & P. class L engines.			35	On branch lines.	30	25	
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 swing motion trucks.			50	Within yard limits: On main line and on branch between Spokane and Manito On other branch lines.	50	40	25
							30	9000 class engines on wyes.			5
							15	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				15

FIRST SUBDIVISION

Location	Miles Per Hour	Miles Per Hour	Miles Per Hour	Location	Miles Per Hour	Miles Per Hour	Miles Per Hour
Rieth Between M.P. 200.9 and 200.6.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 198.7 and 198.4.	45	35	25
Between M.P. 209.3 and 208.8.	60	50	40	Between M.P. 191.9 and 190.7.	60	50	40
Barnhart Between M.P. 206.9 and 206.7.	60	50	40	Nolin Between M.P. 198.2 and 197.8.	55	45	35
Between M.P. 206.2 and 205.8.	70	60	45	Between M.P. 190.4 and 190.0.	70	60	45
Between M.P. 204.5 and 204.0.	40	40	25	Between M.P. 189.0 and 188.8.	60	50	40
Between M.P. 204.0 and 202.2.	60	50	40	Between M.P. 197.3 and 196.7.	60	50	40
Between M.P. 201.6 and 201.5.	70	60	45	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
				Stanfield Between M.P. 188.3 and 188.0.	60	50	40
				Between M.P. 187.5 and 187.3.	70	60	45

FIRST SUBDIVISION (Continued)

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	Irrigon Between M.P. 175.5 and 175.4.	60	60	40	Between M.P. 130.5 and 130.4.	60	50	40
Westland				Between M.P. 172.9 and 172.8.	60	60	40	Blalock Between M.P. 130.0 and 129.2.	70	60	45
Umatilla Line Maximum speed.	60	60	40	Judson Between M.P. 171.0 and 170.9.	60	60	40	Ramsey Between M.P. 124.8 and 124.0.	70	60	45
Hinkle Between M.P. 193.5 and 193.3.	15	15	15	Messner				Between M.P. 123.8 and 123.7.	55	45	35
Between M.P. 192.6 and 192.2.	60	50	40	Castle Between M.P. 154.5 and 151.7.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40
Between M.P. 191.2 and 189.8.	35	30	20	Between M.P. 151.3 and 151.0.	70	60	45	Hook Between M.P. 118.7 and 118.6.	70	60	45
Hermiston Standard and Union Oil spurs.			6	Between M.P. 150.2 and 150.0.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45
On house track west of McNaught warehouse.			6	Between M.P. 149.6 and 149.4.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45
Over road crossing east end of depot.	15	15	15	Heppner Jct. Between M.P. 148.5 and 147.9.	55	45	35	Between M.P. 114.3 and 112.5.	60	50	40
Between M.P. 188.1 and 187.9.	60	50	40	Between M.P. 147.0 and 146.3.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Between M.P. 187.6 and 187.5.	55	45	35	Willows Between M.P. 144.0 and 143.8.	60	50	40	Rufus Between M.P. 100.1 and 99.0.	55	45	35
Between M.P. 186.9 and 186.8.	60	60	40	Between M.P. 142.8 and 142.6.	60	50	40	Between M.P. 98.1 and 97.9.	70	60	45
Between M.P. 185.3 and 185.2.	60	60	40	Silica Between M.P. 141.6 and 140.5.	70	60	45	Cello Between M.P. 96.8 and 95.8.	55	45	35
Between M.P. 184.1 and 182.3.	45	35	25	Arlington Between M.P. 136.3 and 136.1.	70	60	45	Oregon Trunk Jct. Between M.P. 91.4 and 91.2.	70	60	45
Umatilla On wye.	10	10	10	Between M.P. 134.8 and 134.7.	70	60	45	Between M.P. 88.5 and 87.4.	45	35	25
On Track No. 7.	25	25	15	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 178.4 and 178.3.	60	60	40	Between M.P. 131.0 and 130.9.	70	60	45				

SECOND SUBDIVISION

The Dalles Between M.P. 83.4 and 83.3.	45	35	25	Chatfield Between M.P. 71.9 and 71.4.	30	25	20	Wyeth Between M.P. 49.4 and 48.7.	35	30	20
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 71.4 and 66.4.	45	35	25	Between M.P. 48.7 and 45.4.	55	45	35
Crates Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 66.1 and 64.4.	60	50	40	Between M.P. 44.9 and 44.3.	60	50	40
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 44.1 and 43.8.	55	45	35
Between M.P. 79.3 and 78.9.	55	45	35	Hood River 2-10-2 class engines using cross- over at freight house.			6	Between M.P. 43.5 and 43.3.	60	50	40
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 61.8 and 59.4.	55	45	35	Cascade Locks Between M.P. 42.9 and 42.7.	70	60	45
Between M.P. 77.0 and 76.3.	60	50	40	Meno Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 42.4 and 41.4.	45	35	25
Rowena Between M.P. 75.8 and 75.1.	55	45	35	Between M.P. 56.2 and 54.8.	45	35	25	Between M.P. 39.9 and 39.7.	40	40	25
Between M.P. 75.1 and 74.2.	60	50	40	Between M.P. 54.8 and 53.8.	35	30	20	Between M.P. 39.2 and 38.2.	60	50	40
Between M.P. 74.2 and 74.1.	40	40	25	Between M.P. 53.8 and 52.0.	55	45	35	Bonneville Between M.P. 37.3 and 35.5.	55	45	35
Between M.P. 74.1 and 73.7.	60	50	40	Between M.P. 52.0 and 51.6.	45	35	25	Dodson Between M.P. 32.8 and 31.8.	70	60	45
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 51.6 and 49.7.	55	45	35				

SECOND SUBDIVISION (Continued)

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

THIRD SUBDIVISION

Argo Over slip switch, Lucile Street, with 7000 and 7800 class engines.	10	10		Through interlocking.	30	30	30				
				Seattle Over Spokane St. Crossing.	10	10	10				

FOURTH SUBDIVISION

Maximum speed.	70	60	45	Between M.P. 210.0 and 210.3.	25	25	20	Walker Pit Between M.P. 244.5 and 244.6.	60	50	40
Trains handling Fuller snow plow 0330.			35	Wallula Eastward over N. P. crossings at M.P. 212.0 and 212.6, between home signals governing move- ment over crossing.	20	20	20	Between M.P. 246.1 and 246.3.	60	50	40
Umatilla Between M.P. 186.7 and 186.8.	60	50	40	Attalia Between M.P. 217.2 and 217.4.	55	45	35	Between M.P. 247.0 and 247.2.	60	50	40
Between M.P. 187.1 and 187.3.	60	50	40	Between M.P. 219.1 and 219.5.	60	50	40	Scott Between M.P. 252.8 and 253.0.	55	45	35
Between M.P. 187.6 and 187.7.	60	50	40	Humorist Between M.P. 224.2 and 224.5.	60	50	40	Between M.P. 256.9 and 257.1.	55	45	35
Between M.P. 188.6 and 189.0.	35	30	20	Ash Between M.P. 226.9 and 227.1.	60	50	40	Ruxby Between M.P. 260.3 and 260.5.	60	50	40
Between M.P. 189.2 and 190.4.	30	25	20	Between M.P. 228.1 and 228.4.	45	35	25	Ayer Between M.P. 268.2 and 269.3.	30	30	30
Riverview Between M.P. 191.2 and 192.0.	30	25	20	Between M.P. 228.8 and 229.9.	40	35	25	Between M.P. 271.5 and 272.5.	25	25	15
Between M.P. 192.5 and 192.9.	45	35	25	Between M.P. 230.8 and 231.4.	60	50	40	Between M.P. 272.7 and 273.2.	55	45	35
Between M.P. 193.3 and 193.4.	45	35	25	Between M.P. 231.9 and 232.3.	55	45	35	Between M.P. 275.1 and 276.9.	40	40	25
Cold Springs Between M.P. 194.5 and 194.7.	60	50	40	Between M.P. 233.0 and 233.4.	60	50	40	Between M.P. 277.9 and 278.5.	60	50	40
Between M.P. 194.9 and 196.3.	35	30	20	Page Between M.P. 234.0 and 234.5.	40	35	25	Between M.P. 278.9 and 279.4.	55	45	35
Between M.P. 196.5 and 196.6.	60	50	40	Sand Between M.P. 234.9 and 235.6.	40	35	25	Park Between M.P. 280.0 and 281.6.	40	40	25
Between M.P. 197.4 and 197.7.	55	45	35	Between M.P. 236.3 and 236.5.	40	35	25	Between M.P. 281.9 and 282.2.	60	50	40
Between M.P. 199.0 and 199.1.	60	50	40	Between M.P. 236.8 and 236.9.	60	50	40	Hooper Jct. Between M.P. 286.1 and 286.5.	60	50	40
Between M.P. 199.3 and 199.4.	60	50	40	Between M.P. 237.9 and 238.1.	45	35	25	Between M.P. 290.6 and 291.1.	60	50	40
Between M.P. 200.7 and 200.8.	60	50	40	Between M.P. 239.0 and 239.3.	60	50	40	Between M.P. 291.9 and 292.3.	25	25	25
Between M.P. 201.8 and 201.9.	60	50	40	Between M.P. 239.6 and 239.8.	60	50	40	Ankeny Between M.P. 294.4 and 294.5.	40	40	25
Juniper Between M.P. 204.3 and 204.6.	55	45	35	Simmons Between M.P. 242.4 and 242.6.	40	40	25	Between M.P. 295.4 and 297.0.	60	50	40
Between M.P. 205.2 and 205.3.	60	50	40	Between M.P. 242.9 and 243.1.	45	35	25	Marengo Between M.P. 308.6 and 309.0.	60	50	40
Between M.P. 206.1 and 207.2.	35	30	20	Between M.P. 243.4 and 243.5.	60	50	40				
Between M.P. 207.5 and 208.5.	35	30	20								

FOURTH SUBDIVISION (Continued)

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

BRANCHES

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

Hepner Branch Maximum speed.	30	25		Cosmopolis, with logs within city limits.			8	Rahm Between M.P. 127.5 and 128.4.	35	25	
3-degree curves.	25	20		Tono Branch Maximum speed.			25	Between M.P. 129.6 and 130.6.	35	25	
4- and 5-degree curves.	20	15		4- and 5-degree curves.			20	Between M.P. 130.8 and 131.0.	50	30	
On curves of 6 degrees and over.	15	10		On curves of 6 degrees and over.			15	Fairfield , over street crossings.			25
Condon Branch Maximum speed.	30	25		Olympia Branch Maximum speed.			20	Between M.P. 132.6 and 132.8.	45	30	
3-degree curves.	25	20		700 class engines.			10	Between M.P. 133.3 and 134.6.	30	20	
4- and 5-degree curves.	20	15		4- and 5-degree curves.			15	Between M.P. 135.3 and 136.3.	35	25	
On curves of 6 degrees and over.	15	10		On curves of 6 degrees and over.			15	Darknell Between M.P. 136.6 and 139.2.	25	20	
On descending grades between Speece and Mikkalo.	25	15		Spokane-Tekoa Branch East Spokane through Interlocking.			15	Rockford Between M.P. 139.4 and 139.7.	45	30	
On descending grades between Barnett and Rock Creek.	25	15		Between Spokane and Manito.	70	60	35	Between M.P. 139.8 and 140.4.	45	30	
Grass Valley Branch Maximum speed.	30	25		Between Manito and Tekoa.			50	Between M.P. 141.0 and 141.2.	35	25	
3-degree curves.	25	20		On 3-degree curves.			50	Coey Between M.P. 142.6 and 143.2.	30	20	
4- and 5-degree curves.	20	15		On 4-degree curves.			45	Manito Between M.P. 144.4 and 144.6.	60	50	35
On curves of 6 degrees and over.	15	10		On 5- and 6-degree curves.			35	Between M.P. 145.5 and 146.0.	55	45	35
Between Kent and M.P. 39.	25	15		On 7- and 8-degree curves.			30	Between M.P. 146.2 and 146.4.	60	50	35
Between M.P. 33 and Thornberry, on descending grades.	30	20		On 9- and 10-degree curves.			25	Between M.P. 146.9 and 147.2.	60	50	35
Between Thornberry and Biggs, on descending grades.	20	10		Tekoa Between M.P. 117.2 and 117.5.			25	Freeman Between M.P. 147.3 and 148.8.	45	35	25
Grays Harbor Branch Maximum speed.	40	35		Between M.P. 117.8 and 117.9.			45	Between M.P. 149.1 and 149.2.	60	50	35
3-degree curves.	25	20		Between M.P. 118.1 and 118.3.			35	Mica Between M.P. 150.5 and 151.9.	35	30	20
4- and 5-degree curves.	20	15		Between M.P. 118.5 and 119.7.			30	Redlin Between M.P. 152.1 and 152.4.	35	30	20
On curves of 6 degrees and over.	15	10		Between M.P. 120.2 and 120.4.			35	Between M.P. 152.6 and 153.0.	45	35	25
Trains handling rock.			25	Between M.P. 120.7 and 121.4.			35	Between M.P. 153.2 and 153.9.	35	30	20
Preacher's Slough to M.P. 47.	10	10		Between M.P. 121.6 and 121.9.			30	Between M.P. 154.5 and 154.3, westward.	60	50	35
Aberdeen, within city limits.	20	20		Between M.P. 122.1 and 122.5.			35	Between M.P. 154.3 and 154.5, eastward.	60	50	25
Aberdeen, over street crossings.	10	10		Between M.P. 122.9 and 123.2.			50	Latah Between M.P. 123.4 and 124.5.	25	20	
Cosmopolis, within city limits.	20	15		Between M.P. 125.1 and 125.7.			35	Between M.P. 154.7 and 155.5.	40	35	25

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Between Chester and Mica, on descending grade.			25	Between M.P. 37.8 and 39.3.	25	20		On curves, 7 degrees and over.	25	20	
Spokane, through tunnel.	15	15	15	Sutton Between M.P. 49.3 and 50.1.	30	20		Between Starbuck and Relief.	25	12	
Spokane, over slip switches at N. P. Crossing.	15	15	10	Pendleton Branch Maximum speed.			30	Between Alto and Downing.	25	25	
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.		12	12	Thera Between M.P. 64.9 and 65.2.	35	25		On 7- and 8-degree curves.	30	20	
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Between M.P. 65.4 and 65.6.	45	30		On 9- and 10-degree curves.	25	20	
Tekoa-Ayer Branch Maximum speed.		50	30	Between M.P. 68.2 and 68.5.	35	25		Between Walla Walla and Pendleton, with MacArthur type engines.	25	25	
Between Tekoa and Colfax, via Garfield.		30	30	Diamond Between M.P. 68.8 and 69.0.	35	25		Between Barrett and Downing, on descending grade.	15	15	
Between Tucannon and Ayer.		35	25	Between M.P. 69.9 and 70.1.	35	25		Pendleton, over Thompson, Main and Aura Streets.	12	12	
On 4-degree curves.		45	30	Mockonema Between M.P. 73.3 and 73.6.	25	20		Pendleton, over other street crossings within city limits.	20	20	
On 5- and 6-degree curves.		35	25	Colfax Over street crossings.	12	12		Pendleton Between M.P. 1.2 and 1.4.	30	25	
On 7- and 8-degree curves.		30	20	Between M.P. 74.9 and 77.2.	25	12		Havana Between M.P. 9.5 and 9.8.	30	20	
On curves of 7 degrees and over with 2-10-2 type engines.		25	20	Between M.P. 78.4 and 78.5.	30	20		Athena Over street crossings.	15	15	
On 9- and 10-degree curves.		25	20	Between M.P. 79.8 and 80.7.	30	20		Between M.P. 20.9 and 21.3.	30	25	
Ayer Between M.P. 14.0 and 14.1.		35	25	Between M.P. 81.5 and 82.3.	25	20		Glenwood Between M.P. 83.7 and 84.5.	30	20	
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 82.9 and 83.4.	25	20		Between M.P. 86.5 and 87.0.	25	20	
Between M.P. 17.1 and 17.2.		15	15	Walters Between M.P. 101.1 and 101.5.	30	25		Between M.P. 87.6 and 88.9.	30	20	
Over Snake River Bridge 17.23.		5	5	Between M.P. 102.0 and 102.4.	30	25		Between M.P. 89.1 and 89.4.	25	20	
Between M.P. 18.6 and 18.8.		35	25	N. P. Crossing Between M.P. 104.6 and 104.9.	30	20		Elberton , over street crossings.	25	25	
Between M.P. 19.7 and 19.9.		25	20	Between M.P. 105.5 and 105.8.	30	20		Between M.P. 91.0 and 91.9.	25	20	
Canyon Between M.P. 23.6 and 23.7.		30	20	Between M.P. 112.2 and 113.1.	30	25		Between M.P. 92.4 and 92.9.	30	25	
Between M.P. 24.5 and 25.0.		35	25	Thornton Branch Maximum speed.	25	25		Between M.P. 95.6 and 95.8.	30	25	
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 34.2 and 35.2.	25	20		Walters Between M.P. 99.6 and 99.8.	30	25	
Between M.P. 27.1 and 27.2.		30	20	Between M.P. 36.2 and 36.9.	30	20		Between M.P. 101.1 and 101.5.	30	25	
Between M.P. 27.4 and 27.8.		25	20	Hay Between M.P. 30.4 and 31.1.	35	25		Between M.P. 102.0 and 102.4.	30	25	
Between M.P. 28.2 and 28.7.		25	20	Schreck Between M.P. 32.0 and 33.8.	30	20		N. P. Crossing Between M.P. 104.6 and 104.9.	30	20	
Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 34.2 and 35.2.	25	20		Between M.P. 105.5 and 105.8.	30	20	
Schreck Between M.P. 32.0 and 33.8.		30	20	Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 112.2 and 113.1.	30	25	
Between M.P. 34.2 and 35.2.		25	20	Between M.P. 154.7 and 155.5.	40	35	25	Walters Between M.P. 101.1 and 101.5.	30	25	
Jerita Between M.P. 36.2 and 36.9.		30	20					Between M.P. 102.0 and 102.4.	30	25	
								N. P. Crossing Between M.P. 104.6 and 104.9.	30	20	
								Between M.P. 105.5 and 105.8.	30	20	
								Between M.P. 112.2 and 113.1.	30	25	
								Thornton Branch Maximum speed.	25	25	
								Between M.P. 34.2 and 35.2.	25	20	
								Between M.P. 154.3 and 154.5, eastward.	60	50	25
								Between M.P. 154.7 and 155.5.	40	35	25

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Ennis Between M.P. 64.8 and 64.9.		25	20	Wallula Between M.P. 0.8 and 1.1.		30	20	Between Hooper Jct. and Connell.		20	20
Between M.P. 65.5 and 66.0.		25	20	Between M.P. 1.6 and 2.0.		25	20	On 5- and 6-degree curves.		35	25
Between M.P. 66.1 and 66.3.		25	20	Between M.P. 2.6 and 2.7.		35	25	On 7- and 8-degree curves.		30	20
Between M.P. 71.7 and 72.5.		25	20	Between M.P. 2.9 and 3.1.		35	25	On 9- and 10-degree curves.		25	20
Between M.P. 72.8 and 73.2.		25	20	Between M.P. 3.5 and 3.6.		35	25	La Crosse Between M.P. 3.4 and 3.6.		35	25
Between M.P. 74.3 and 76.1.		25	20	Between M.P. 4.0 and 4.3.		35	25	Pampa Between M.P. 6.6 and 6.8. Between M.P. 7.2 and 7.8.		35	25
Menoken Between M.P. 78.4 and 78.5.		25	20	Between M.P. 4.8 and 5.3.		30	20	Gordon Between M.P. 9.2 and 9.7.		30	20
McKay Between M.P. 78.9 and 79.3.		25	20	Between M.P. 5.9 and 6.4.		35	25	Hooper Jct. on connection between Connell Branch and Fourth Subdivision.		15	15
Between M.P. 79.6 and 79.9.		25	20	Between M.P. 6.7 and 6.8.		30	20	Moscow Branch Maximum speed.		35	25
Between M.P. 80.8 and 81.2.		25	20	Between M.P. 6.7 and 6.8.		30	20	On 7- and 8-degree curves.		30	20
Between M.P. 95.1 and 95.2.		25	20	Between M.P. 7.0 and 7.1.		25	20	On 9- and 10-degree curves.		25	20
Powers Between M.P. 96.2 and 96.3.		25	20	Reese Between M.P. 7.7 and 8.0.		30	20	Colfax , over street crossings.		12	12
Alto				Between M.P. 8.2 and 8.4.		35	25	Between M.P. 2.3 and 3.5.		30	20
Yakima Branch Maximum speed.		45	30	Between M.P. 8.7 and 9.1.		30	20	Risbeck Between M.P. 5.6 and 6.7.		25	20
With pile driver 0321.			15	Between M.P. 9.5 and 9.7.		30	20	Between M.P. 6.8 and 7.5.		30	20
On 5- and 6-degree curves.		35	25	Between M.P. 10.0 and 10.1.		35	25	Parvin Between M.P. 8.4 and 8.8.		25	20
On 7- and 8-degree curves.		30	20	Between M.P. 10.7 and 10.9.		35	25	Shawnee Between M.P. 9.9 and 10.0.		30	20
On 9- and 10-degree curves.		25	20	Between M.P. 11.1 and 11.4.		35	25	Between M.P. 10.8 and 11.2.		25	20
Attalia				Between M.P. 12.1 and 12.3.		25	20	Between M.P. 12.2 and 12.5.		30	20
Bridge 7.44.		25	15	Between M.P. 12.5 and 12.6.		35	25	Albion Between M.P. 13.4 and 13.6.		30	20
Kennewick, over street crossings.		8	8	Between M.P. 18.5 and 18.6.		35	25	Between M.P. 14.3 and 14.9.		25	20
Benton City Between M.P. 37.5 and 38.1.		25	20	Walla Walla				Armstrong Between M.P. 17.5 and 17.7.		30	20
Granger, over street crossings.		30	30	Pomeroy Branch Maximum speed.		20	20	Between M.P. 17.9 and 18.0.		30	20
Zillah, over street crossings.		25	15	Between M.P. 15 and Pomeroy.		15	15	Pullman , over street crossings.		6	6
Yakima River Bridge 89.35, through gauntlet track.		15	15	Dayton Branch Maximum speed.		25	25	Between M.P. 19.9 and 20.0.		30	20
Yakima, over Yakima Ave., and Walnut Street.		6	6	On curves of 7 degrees and over.		25	20	Garrison Between M.P. 24.6 and 24.8.		30	20
Yakima, over other street crossings.		10	10	Bolles Between M.P. 0.4 and 0.6.		25	20	Between M.P. 25.2 and 25.4.		30	20
Wallula Branch Maximum speed.		35	30	Dayton, over street crossings west of Touchet River.		15	15	Moscow , over street crossings.		12	12
On 5- and 6-degree curves.		35	25	Dayton, over all other street crossings.		10	10				
On 7- and 8-degree curves.		30	20	Between M.P. 12.9 and 24.8.		15	15				
On 9- and 10-degree curves.		25	20	Connell Branch Maximum speed. Between LaCrosse and Hooper Jct.		35	30				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Wallace Branch Maximum speed. Between Tilma and Lovell.		50	30	Bridge 23.45.		15	15	Between M.P. 56.0 and 56.3.		50	30
Between Lovell and Chatcolet.		35	20	Between M.P. 24.1 and 25.3.		35	25	Cataldo Between M.P. 58.7 and 59.1.		45	30
Between Chatcolet and Harrison.		40	25	Between M.P. 25.6 and 27.7.		25	20	Between M.P. 59.3 and 59.7.		50	30
Between Harrison and Wallace.		50	30	Between M.P. 28.0 and 28.4.		30	20	Between M.P. 60.0 and 60.2.		20	20
On 4-degree curves.		45	35	Springston Between M.P. 34.0 and 34.1.		45	30	Between M.P. 60.2 and 61.2.		50	30
On 5- and 6-degree curves.		35	25	Between M.P. 34.5 and 34.7.		45	30	Enaville Between M.P. 62.4 and 63.2.		35	25
On 7- and 8-degree curves.		30	20	Between M.P. 34.9 and 35.2.		35	25	Between M.P. 63.4 and 64.0.		45	30
On 9- and 10-degree curves.		25	20	Between M.P. 36.2 and 36.4.		50	30	Between M.P. 70.1 and 70.3.		35	25
Tekoa Between M.P. 2.3 and 4.7.		30	20	Between M.P. 38.3 and 38.6.		35	25	Between M.P. 70.7 and 70.9.		35	25
Lovell Between M.P. 8.0 and 9.0.		30	20	Black Lake Between M.P. 39.6 and 39.8.		45	30	Between M.P. 71.5 and 71.7.		45	30
Between M.P. 9.4 and 9.7.		35	20	Medimont Between M.P. 42.2 and 42.5.		50	30	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 9.9 and 10.7.		30	20	Between M.P. 43.7 and 43.9.		50	30	Shont Between M.P. 73.4 and 73.6.		45	30
Between M.P. 11.1 and 12.1.		30	20	Lane Between M.P. 47.8 and 48.3.		45	30	Osburn Between M.P. 77.1 and 77.2.		35	25
Watt Between M.P. 12.3 and 13.0.		15	15	Between M.P. 48.6 and 49.0.		45	30	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 14.4 and 14.6.		30	20	Rose Lake Between M.P. 49.3 and 49.6.		50	30	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 17.9 and 18.2.		30	20	Between M.P. 50.6 and 51.0.		35	25	Between M.P. 78.6 and 78.7.		35	25
Between M.P. 18.5 and 20.3.		30	20	Between M.P. 51.5 and 52.0.		50	30	Wallace , over street crossings.		6	6
Between M.P. 20.7 and 21.5.		30	20	Dudley Between M.P. 53.6 and 54.2.		35	25	Between M.P. 81.4 and 87.3.		20	20
				Between M.P. 54.5 and 54.9.		35	25	Burke to Wallace, eastward.		20	10
				Between M.P. 55.6 and 55.8.		50	30	Sierra Nevada Branch		10	10

SYMBOLS AND ABBREVIATIONS

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

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.	.....
19	Any station	From Wallula or beyond.	.....
19	Hooper Jct. ....	.....	West of Umatilla.
20	Any station	West of Ayer	Umatilla or beyond.
65	Hooper Jct. ....	.....	East of Umatilla.
66	Any station	Pendleton or beyond	.....