



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 2

Effective Sunday,
April 4, 1948
At 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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

Car Capacity See Rule 6(A), Page 27.	WESTWARD				FIRST SUBDIVISION					Time-Table No. 2 April 4, 1948	STATIONS
	SECOND CLASS				FIRST CLASS						
	257 Time Freight Daily	151 Time Freight Daily	299 Time Freight Daily	263 Time Freight Daily	11 Passenger Daily	105 Streamliner Passenger Daily	19 Passenger Daily	66 Passenger Daily	17 Passenger Daily		
	BJKO PTWX	7.00PM	4.10AM	3.30AM	12.45PM	4.05AM	12.40AM	12.20AM	DN-R RIETH 3.7 RI		
90	P	7.30	4.30	3.45	12.58 ¹²	4.10	12.50	12.28	BARNHART 4.8		
95	P	7.40	4.48	4.15 ¹⁰⁵	1.04	4.15 ²⁵⁸	1.04 ⁶⁵	12.34	CAMPBELL 4.6		
95	P	7.50	4.57	4.33	1.10 ²⁵⁸	4.20	1.10	12.40	NOLIN 6.3		
94	PW	8.05	5.10	4.43	1.20	4.26	1.22 ¹⁸	12.50 ⁶⁵	DN ECHO 4.2 HI		
94	P	8.12	5.18	4.49	1.26	4.31	1.30	12.57	STANFIELD 4.3 ND		
	JP	8.20	A 5.27AM	4.56	1.32	4.36	A 1.40AM	1.02	DN HINKLE 3.5 UK		
99	P	8.36 ¹⁰⁶ 9.15 ²⁶⁴		5.01	1.36	4.39		1.08 ¹⁸	WESTLAND 2.9		
	P	9.25		5.05	f 1.39	4.42		f 1.13	D ORDNANCE 1.9 RN		
98	PW	9.30		5.08	1.42	4.44		1.16	MUNLEY 5.8		
98	P	9.42		5.15	1.48	4.49		1.23	CLARKE 4.8		
99	JPWY	9.52	10.45AM	5.22	1.53	4.53	2.50AM	1.30	DN MESSNER 1.6 FC		
14	P	9.56	10.49	5.24	1.55	4.54	2.53	1.33	BOARDMAN 1.6		
98	P	10.00	10.53	5.27	1.57	4.56	2.56	1.36	PETERS 3.0		
98	P	10.08	11.05	5.35 ²⁶²	2.01	4.59	3.01	1.42	CASTLE 6.2		
104	P	10.23	11.20	5.47 ¹⁹⁸	2.08	5.04	3.09	1.52	BOULDER 3.0		
19	JP	10.30	11.32	5.54	2.13	5.08	3.14	1.58	N HEPPNER JCT. 1.2 WI		
100	P	10.35	11.40 ¹²	5.56	2.15	5.09 ²⁶²	3.16	2.01	WILLOWS 4.6		
98	P	10.45	11.53AM	6.03	2.20	5.13 ¹⁹⁸	3.22	2.07	SILICA 3.0		
WB 120 EB 113	JOPTWX	11.05	12.10PM	6.20	s 2.25	5.17	s 3.29	s 2.20	DN ARLINGTON 4.5 MX		
100	P	11.30	12.25	6.35	2.37	5.21	3.45	2.35	GILMORE 4.7		
99	PW	11.40	12.35	6.45	2.43	5.25	3.52	2.45	BLALOCK 3.6		
98	P	11.54 ¹⁸ 12.14 ²⁰	12.45	6.55	2.47	5.28	3.57 ²⁶²	2.51	RAMSAY 2.5		
96	P	12.25	12.53	7.02	2.50	5.30	4.00	2.55	N QUINTON 4.6 QN		
100	P	12.32	1.01	7.10	2.56	5.35	4.07 ¹⁰⁸	3.02	HOOK 3.6		
29	P	12.38	1.08	7.17	3.00	5.38	4.11	3.07	GOFF 3.3		
104	PW	12.43	1.15	7.25	3.04	5.41	4.15	3.11	DAY 2.3		
100	P	12.47	1.22	7.30	3.07	5.43	4.18	3.14 ²⁶²	RUFUS 2.8		
100	P	12.51	1.29	7.36	3.11	5.46	4.21	3.17	GRANT 2.7		
80	JP (MP)	12.55	1.40	7.45	3.15	5.49	4.24	3.21	DN BIGGS 3.4 BX		
54	P (W 101.7)	1.00	1.50	7.53	3.19	5.52	4.28	3.25	MILLER 3.7		
50	P	1.08	1.58	8.02	3.23	5.56	4.32	3.31	CELILO 1.6		
	JPV	1.12	2.03	8.10	3.25	5.58	4.34	3.33	D OREGON TRUNK JCT. 3.3 VO		
74	P	1.20	2.10	8.20	3.30	6.01	4.38	3.37	DUNE 6.1		
	BKOPTWXZ	A 2.00AM	A 2.30PM	A 9.00AM	A 3.45PM	A 6.10AM	A 4.50AM	A 3.50AM	DN-R THE DALLES 4.1 DK-WH		

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.

Car Capacity See Rule 6(A), Page 27.	FIRST SUBDIVISION					WESTWARD				Time-Table No. 2 April 4, 1948	STATIONS	
	FIRST CLASS					SECOND CLASS						
	65 Passenger Daily	12 Passenger Daily	106 Streamliner Passenger Daily	18 Passenger Daily	20 Passenger Daily	262 Time Freight Daily	198 Time Freight Daily	258 Time Freight Daily	264 Time Freight Daily			
										Mile Post	212.0	DN-R RIETH 3.7 RI
											208.3	BARNHART 4.8
											203.5	CAMPBELL 4.6
											198.9	NOLIN 6.3
											192.6	DN ECHO 4.2 HI
											188.4	STANFIELD 4.3 ND
											184.1	DN HINKLE 3.5 UK
											180.6	WESTLAND 2.9
											177.7	D ORDNANCE 1.9 RN
											175.8	MUNLEY 5.8
											170.0	CLARKE 4.8
											165.2	DN MESSNER 1.6 FC
											163.8	BOARDMAN 1.6
											162.2	PETERS 3.0
											158.3	CASTLE 6.2
											152.1	BOULDER 3.0
											148.2	N HEPPNER JCT. 1.2 WI
											147.0	WILLOWS 4.6
											142.4	SILICA 3.0
											138.5	DN ARLINGTON 4.5 MX
											134.0	GILMORE 4.7
											129.3	BLALOCK 3.6
											125.7	RAMSAY 2.5
											123.2	N QUINTON 4.6 QN
											118.6	HOOK 3.6
											115.0	GOFF 3.3
											111.7	DAY 2.3
											109.4	RUFUS 2.8
											106.6	GRANT 2.7
											103.9	DN BIGGS 3.4 BX
											100.5	MILLER 3.7
											98.8	CELILO 1.6
											95.2	D OREGON TRUNK JCT. 3.3 VO
											91.9	DUNE 6.1
											85.8	DN-R THE DALLES 4.1 DK-WH

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. 2 April 4, 1948		
	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	DOUBLE TRACK	
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 KPVWX	5.00	11.00	4.15						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						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						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						BRIDAL VEIL JU		
98 P	8.30	12.30	6.25						ROOSTER ROCK		
59 P	8.40	12.37	6.35						TAYLOR		
157 IJPW	A 9.05PM	A 12.55PM	A 6.45AM						TROUTDALE SN		
51 P									FAIRVIEW FA		
53 P									CLARNIE		
28 PX									GRAHAM		
17 PX									BRUUN		
IJPVXY									EAST PORTLAND		
BIKPV									PORTLAND P-VC		
	(5.05) 13.8	(2.55) 24.0	(3.45) 18.7	(0.06) 5.0	(2.25) 32.5	(1.50) 46.8	(2.30) 34.3	(2.30) 34.3	Thru Time 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. 2 April 4, 1948				
	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) 24.3	(0.33) 17.8	(0.30) 36.4	(0.40) 14.7	(0.16) 36.8	(0.37) 29.5	(0.35) 31.2	(0.36) 10.8	Thru Time Average speed per hour

WESTWARD		SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS					Time-Table No. 2 April 4, 1948		
	12	457	106	18	20	264	262				
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight				
BKOPT WXZ	10.15AM		As 7.20PM	A 11.10PM	A 11.20PM	A 4.00PM	A 1.00AM				
P	10.05		7.12	11.02	11.12	3.27	12.50				
110 P	9.58		7.06	10.55	11.05	3.20	12.39				
63 P	9.53		7.02	10.50	11.00	3.12	12.31				
63 P	9.48		6.58	10.46	10.56	3.05	12.23				
WB 72 EB 107 KPVWX	9.40		f 6.50	s 10.38	s 10.48	2.50	12.08AM				
80 P	9.30		6.41	10.28	10.38	2.42	11.55PM				
98 P	9.23		6.34	10.21	10.31	2.32	11.41				
104 PW	9.19		6.31	10.17	10.27	2.25	11.35				
102 P	9.14		6.27	10.13	10.23	2.05	11.28				
97 P	9.09		6.22 ¹⁵¹	10.08	10.18	1.57	11.21				
116 PW	f 9.04		6.17	10.02	10.12	1.50	11.14				
99 P	8.58		6.11	9.56	10.06	1.35	11.04				
80 P	8.55		6.08	9.52	10.02	1.28	10.57				
100 PZ	8.49		6.04	9.46	9.56	1.17	10.47				
98 P	8.45		5.59	9.42	9.52	1.10	10.40				
59 P	8.41		5.55	9.38	9.48	1.02	10.32				
157 IJPW	f 8.36		5.52	9.34	9.44	12.55PM ²⁶³	10.25PM				
51 P	8.34		5.50	9.32	9.42						
53 P	8.28		5.44 ¹¹	9.25	9.35						
28 PX	8.22		5.39	9.20	9.30						
17 PX	8.17		5.35	9.16	9.26						
IJPVXY	8.14	A 8.34AM	5.33	9.13	9.23						
BIKPV	8.10AM	8.30AM	5.30PM	9.10PM	9.20PM	Daily	Daily				
	(2.05) 41.2	(0.04) 7.5	(1.50) 46.8	(2.00) 42.9	(2.00) 42.9	(3.05) 22.7	(2.35) 27.3	Thru Time 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. 2 April 4, 1948				
	151	263	257	458	457	264	262		
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger	Time Freight	Time Freight		
157 IJPW	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				8.22PM					
IJPXY				8.26					
IJPX	10.40	3.35	8.45 ⁴⁵⁷	8.29					
BKOPT WXZ	A 11.00PM	A 4.00PM	A 10.00AM	8.34					
IJPVXY				A 8.39PM					
	(1.55) 10.6	(3.05) 4.5	(3.15) 4.4	(0.17) 22.2	(0.19) 19.9	(0.56) 15.0	(0.55) 15.1	Thru Time Average speed per hour	

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

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					THIRD SUBDIVISION		EASTWARD							
FIRST CLASS					Time-Table No. 2 April 4, 1948	Mile Post	FIRST CLASS							
87 CMSt.P&P Passenger	85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger	81 CMSt.P&P Passenger			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger			
Daily					Daily					Daily				
STATIONS					STATIONS					STATIONS				
PORTLAND					PORTLAND					A 8.45 PM				
DN NORTH PORTLAND JCT. KD					DN NORTH PORTLAND JCT. KD					8.19 PM				
VANCOUVER					VANCOUVER					8.14 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.

WESTWARD					THIRD SUBDIVISION		EASTWARD							
FIRST CLASS					Time-Table No. 2 April 4, 1948	Mile Post	FIRST CLASS							
87 CMSt.P&P Passenger	85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger	81 CMSt.P&P Passenger			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger			
N. P. CROSSING					N. P. CROSSING					145.2				
N. P. CROSSING					N. P. CROSSING					146.4				
N. P. CROSSING					N. P. CROSSING					146.5				
DN RESERVATION RN					DN RESERVATION RN					146.8				
DN TACOMA JCT. JN					DN TACOMA JCT. JN					147.5				

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.

WESTWARD					THIRD SUBDIVISION		EASTWARD							
FIRST CLASS					Time-Table No. 2 April 4, 1948	Mile Post	FIRST CLASS							
87 CMSt.P&P Passenger	85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger	81 CMSt.P&P Passenger			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger			
DN-R BLACK RIVER BI					DN-R BLACK RIVER BI					173.8				
C. M. St. P. & P. & F. C. CROSSING					C. M. St. P. & P. & F. C. CROSSING					173.8				
DN-R ARGO					DN-R ARGO					180.1				
DN-R SEATTLE OW					DN-R SEATTLE OW					183.2				

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

WESTWARD			TONO BRANCH		EASTWARD		WESTWARD			OLYMPIA BRANCH		EASTWARD	
Time-Table No. 2 April 4, 1948			Time-Table No. 2 April 4, 1948		Time-Table No. 2 April 4, 1948			Time-Table No. 2 April 4, 1948			Time-Table No. 2 April 4, 1948		
STATIONS			STATIONS		STATIONS			STATIONS			STATIONS		
TONO			TONO		TONO			TONO			TONO		
WABASH			WABASH		WABASH			WABASH			WABASH		

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 Second Subdivision and Kenton Line time-tables between Portland and North Portland Jct. On Third Subdivision, Rule D-97 is in effect.

WESTWARD				GRAYS HARBOR BRANCH				EASTWARD			
SECOND CLASS				SECOND CLASS				SECOND CLASS			
Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948			
STATIONS				STATIONS				STATIONS			
CENTRALIA				CENTRALIA				CENTRALIA			

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

WESTWARD				GRAYS HARBOR BRANCH				EASTWARD			
SECOND CLASS				SECOND CLASS				SECOND CLASS			
Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948			
STATIONS				STATIONS				STATIONS			
BLAKESLEE JUNCTION				BLAKESLEE JUNCTION				BLAKESLEE JUNCTION			
N. P. CROSSING				N. P. CROSSING				N. P. CROSSING			
C. M. St. P. & P. CROSSING				C. M. St. P. & P. CROSSING				C. M. St. P. & P. CROSSING			
RAISCH				RAISCH				RAISCH			
GALVIN				GALVIN				GALVIN			
HELSING JUNCTION				HELSING JUNCTION				HELSING JUNCTION			
N-R INDEPENDENCE ND				N-R INDEPENDENCE ND				N-R INDEPENDENCE ND			
BALCH				BALCH				BALCH			
CEDARVILLE				CEDARVILLE				CEDARVILLE			
LANKNER				LANKNER				LANKNER			
RONY				RONY				RONY			
SAGINAW				SAGINAW				SAGINAW			
SCHAFFER BROS. CROSSING				SCHAFFER BROS. CROSSING				SCHAFFER BROS. CROSSING			
SOUTH ELMA				SOUTH ELMA				SOUTH ELMA			
FULLER				FULLER				FULLER			
SOUTH MONTESANO				SOUTH MONTESANO				SOUTH MONTESANO			
SOUTH MONTESANO				SOUTH MONTESANO				SOUTH MONTESANO			
MONTESANO MO				MONTESANO MO				MONTESANO MO			
SOUTH MONTESANO				SOUTH MONTESANO				SOUTH MONTESANO			
MELBOURNE				MELBOURNE				MELBOURNE			
PREACHER'S SLOUGH				PREACHER'S SLOUGH				PREACHER'S SLOUGH			
COSMOPOLIS				COSMOPOLIS				COSMOPOLIS			
N. P. CROSSING				N. P. CROSSING				N. P. CROSSING			
ABERDEEN				ABERDEEN				ABERDEEN			

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

WESTWARD				GRAYS HARBOR BRANCH				EASTWARD			
Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948			
STATIONS				STATIONS				STATIONS			
HOQUIAM				HOQUIAM				HOQUIAM			

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and special instructions of Northern Pacific Ry.

WESTWARD				THROUGH FREIGHT SERVICE FOR INFORMATION ONLY.				EASTWARD			
Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948				Time-Table No. 2 April 4, 1948			
STATIONS				STATIONS				STATIONS			
ALBINA				ALBINA				ALBINA			
ARGO				ARGO				ARGO			

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Table with columns for Second Class (151, 391, 363) and First Class (63, 99, 19, 65, 97). Includes Time-Table No. 2 for April 4, 1948, listing stations from Spokane to Umatilla.

Time-Table No. 2
April 4, 1948
STATIONS

BLOCK SIGNALS

BLOCK SIGNALS

Thru Time... Average Speed per Hour... (13.10) 13.9 (1.00) 21.5 (0.10) 15.6 (0.10) 15.6 (1.30) 40.7 (4.35) 40.3 (4.35) 40.3 (1.30) 40.7

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.

FOURTH SUBDIVISION

Table with columns for First Class (20, 96, 66, 64, 98) and Second Class (392, 298, 364). Includes Time-Table No. 2 for April 4, 1948, listing stations from Spokane to Umatilla.

Time-Table No. 2
April 4, 1948
STATIONS

BLOCK SIGNALS

BLOCK SIGNALS

Thru Time... Average Speed per Hour... (4.55) 37.5 (1.35) 38.6 (5.15) 35.1 (0.10) 15.6 (1.23) 44.2 (1.00) 21.5 (11.20) 16.2 (0.15) 10.4

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72. At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District. For conditional stops to discharge or pick up revenue passengers, see page 27.

WESTWARD		HEPPNER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 2 April 4, 1948	Mile Post	SECOND CLASS	330 Freight	
	329 Freight					STATIONS
	Monday Wednesday Friday					
30 BKOP WXY	7:00AM	D-R HEPPNER HR	46.2	A 2:15PM		
10 P	7:20	LEXINGTON	38.3	1:35		
7	7:35	JORDAN	31.0	1:10		
15 PW	7:55	IONE ON	28.3	12:55		
3	8:10	McNAB	25.2	12:35		
13	8:30	MORGAN	19.8	12:20		
3 W	8:55	CECIL	14.5	12:01PM		
19 JPX	A 9:45AM	N-R HEPPNER JCT. WI (45.2)	0.0	11:20AM	Tuesday Thursday Saturday	
(2.45) Thru Time.....		(2.55)				
16.4 ..Average Speed per Hour.....		15.5				

WESTWARD		BEND BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 2 April 4, 1948	Mile Post	SECOND CLASS	314 Mixed	
	313 Mixed					STATIONS
	Daily Except Monday					
BCOK WXYZ	5:00AM	DN-R BEND D	150.0	A 2:30PM		
<p>BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.</p>						
JPV	A12:01PM	D OREGON TRUNK JUNCTION VO (150.0)	0.0	7:30AM	Daily Except Sunday	
(7.01) Thru Time.....		(7.00)				
21.4 ..Average Speed per Hour.....		21.4				
<p>BEND BRANCH SHOWN FOR INFORMATION ONLY.</p>						

WESTWARD		CONDON BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 2 April 4, 1948	Mile Post	SECOND CLASS	328 Freight	
	327 Freight					STATIONS
	Tuesday Thursday Saturday					
26 BKPV WXY	7:00AM	D-R CONDON CD	44.5	A 2:15PM		
22	7:25	GWENDOLEN	36.3	1:30		
27	7:45	SPEECE	32.3	1:10		
26	7:59	CLEM	28.6	12:50		
29 PW	8:20	MIKKALO	24.4	12:30		
27	8:40	BARNETT	19.7	12:10PM		
11 PW	9:00	ROCK CREEK	16.0	11:55AM		
29	9:30	SHUTLER	7.3	11:25		
WB 126 JOPTWX EB 113	A10:00AM	DN-R ARLINGTON MX (44.5)	0.0	11:00AM	Monday Wednesday Friday	
(3.00) Thru Time.....		(3.15)				
14.8 ..Average Speed per Hour.....		13.7				

WESTWARD		GRASS VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 2 April 4, 1948	Mile Post	SECOND CLASS	314 Mixed	
						STATIONS
14 Y		KENT	52.5			
8		BOURBON	45.8			
10		EAKIN	42.5			
28 PW		D GRASS VALLEY VY	38.5			
9		ERSKINE	31.3			
25		D MORO MR	27.0			
12		DE MOSS	23.9			
Spur		NISH	20.0			
Spur		HAY CANYON	19.2			
8		SANDON	15.6			
16		KLONDIKE	14.2			
32 PW		D WASCO WA	9.7			
6		THORNBERRY	5.2			
30 JPX		DN-R BIGGS BX (52.5)	0.0			

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. 2 April 4, 1948	Mile Post	FIRST CLASS		SECOND CLASS
	363 Freight Daily Except Sunday	63 Passenger Daily				64 Passenger	364 Freight	
	STATIONS							
BKOPTVWXYZ	9:30PM	7:10PM	DN-R YAKIMA NY	98.0	A 8:05AM		A11:55PM	
29	9:40	7:18	UNION GAP	94.6	7:55		11:15	
MP			N. P. CROSSING	91.3				
30 P	9:50	7:25	PARKER	90.8	f 7:48		11:00	
			N. P. CROSSING	89.4				
32 P	10:00	f 7:34	DONALD	86.8	f 7:38		10:40	
18 PV	10:05	f 7:39	SAWYER SR	84.5	f 7:32		10:30	
18			FLINT	83.6				
40 PV	10:15	s 7:44	BUENA BA	81.6	s 7:25		10:15	
74 PVX	10:25	s 7:50	D-R ZILLAH AH	78.5	s 7:18		9:55	
53 P	10:48	f 7:58	GRANGER	73.4	f 7:06		9:35	
52	11:05	f 8:07	EME RALD	67.2	f 6:53		9:05	
35 JPXY	11:15	364 8:36	R MIDVALE	63.6	6:45		8:36	
51 PVWX	11:35	s 8:47	N GRANDVIEW GW	57.7	s 6:11		7:45	
8		8:52	CAPP	54.8	6:03			
44 P	11:55PM	f 8:59	NORTH PROSSER	50.8	f 5:57		7:10	
10		f 9:03	BIGGAM	48.3	f 5:52			
2			MEEK	45.5				
53	12:20AM	f 9:11	CHAFFEE	43.0	f 5:43		6:25	
5		f 9:17	CORRAL	39.3	f 5:36			
42 PWX	12:40	s 9:22	D BENTON CITY BC	36.5	s 5:31		5:50	
53	12:55	9:32	ACTON	31.3	5:22		5:20	
8			GROSSCUP	28.2				
53	1:25	9:50	LESLIE	20.8	5:05		4:30	
55 PVWX	1:45	s 10:10	N KENNEWICK KN	13.2	s 4:50		4:00	
12 P	1:55	f 10:20	HEDGES	8.7	f 4:35		3:45	
			N. P. CROSSING	7.3				
53	2:05	f 10:25	VILLARD	6.7	f 4:30		3:35	
16 JPXY	A 2:20AM	A 10:40PM	ATTALIA	0.0	4:20AM		3:15PM	
(4.50) Thru Time.....		(3.30)		(3.45)		(8.40)		
20.3 ..Average Speed per Hour.....		29.6		27.6		11.3		

WESTWARD		SUNNYSIDE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	FIRST CLASS		Time-Table No. 2 April 4, 1948	Mile Post	FIRST CLASS		
	63 Passenger Daily	83 Passenger Daily			64 Passenger	84 Passenger	
	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	
(0.10) Thru Time.....		(0.10)		(0.10)		(0.00)	
16.8 ..Average Speed per Hour.....		16.8		16.8		18.7	

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		SPOKANE-TEKOA BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS				Time-Table No. 2		STATIONS	
	381	387	383	69	95	67	91	April 4, 1948			
	CMStP&P Freight	Freight	CMStP&P Freight	Spokane Internat'l Passenger	CMStP&P Streamliner Passenger	Passenger	CMStP&P Passenger				
	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily				
BKPVX	9.30PM	5.30PM	7.45AM	11.59PM	10.15PM	8.10AM	8.00AM	DN-R SPOKANE		DS AU DOUBLE TRACK	
IPX	9.40	5.40	7.50	A12.04AM	10.20	8.15	8.05	N. P. CROSSING			
83 X	9.51	5.46	7.55		10.23	8.18	8.08	EAST SPOKANE			
51 X								HILL			
59 JKVX	10.10	6.00	A 8.05AM		10.30	8.25	8.15	DN DISHMAN		SP	
35	10.20	6.14			10.34	8.29	8.19	CHESTER			
17	10.35	6.32			10.41	8.35	8.26	REDLIN			
49	10.46	6.42			10.46	8.40	8.31	D MICA		MA	
38	11.03	6.58			10.50	8.45	8.35	FREEMAN			
JVX	A11.25PM	7.15			A10.55PM	8.51	A 8.40AM	DN-R MANITO		MU	
17								COEY			
23		7.30				8.58		D ROCKFORD		RD	
40		7.40				9.05		DARKNELL			
31 WX		7.55				9.11		D FAIRFIELD		G	
4								RAHM			
		8.20				9.25		LATAH			
BJKOPTWXYZ		A 8.45PM				A 9.45AM		DN-R TEKOA		K	
	(1.55)	(3.15)	(0.20)	(0.05)	(0.40)	(1.35)	(0.40)	Thru Time			
	11.4	15.2	19.5	22.8	32.7	31.1	32.7	Average Speed per Hour			

WESTWARD		THORNTON BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			Time-Table No. 2		SECOND CLASS	
	391			April 4, 1948		Mile Post	
	Freight			STATIONS			
	Daily	Except Monday					
14 JPX			6.30AM	IR SELTICE	48.0		
11				WALNER	45.3		
11			7.00	FLETCHER	42.5		
				G. N. CROSSING	39.8		
				N. P. CROSSING	39.7		
34 VWX			7.45	D OAKESDALE	39.1	ON	
			8.30	THORNTON	31.2		
M				G. N. CROSSING	30.7		
26			9.00	SUNSET	25.4		
				HUNTLEY	22.6		
10				JUNO	20.8		
28 WX			10.00	D ST. JOHN	18.3	SJ	
			10.30	WILLADA	11.5		
53			11.00	GRAVEL PIT	4.4		
63 JWXY			A11.45AM	D-R WINONA	0.0	WA	
				(48.0)			
	(5.15)	Thru Time					
	9.1	Average Speed per Hour					

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

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

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

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

WESTWARD		SPOKANE-TEKOA BRANCH								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS				Time-Table No. 2		STATIONS	
	94	70	68	92	92	68	70	94	384	382	388
	CMStP&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMStP&P Passenger	CMStP&P Passenger	Passenger	Spokane Internat'l Passenger	CMStP&P Streamliner Passenger	CMStP&P Freight	CMStP&P Freight	Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
BKPVX	185.4	A 1.45AM	A12.15PM	A 7.05PM	A 9.15PM				A 4.00PM	A 7.00PM	A 1.30AM
IPX	183.5	1.36	12.08PM	6.57	9.08				3.45	6.50	1.20
83 X	182.6	1.34		6.55	9.06				3.40	6.40	1.15
51 X	181.2										
59 JKVX	180.9	1.27		s 6.45	8.59				3.30PM	6.00	1.05
35	180.7	1.22		f 6.39	8.54					5.51	12.52
17	182.1	1.16		6.32	8.48					5.40	12.37
49	149.7	1.11		f 6.27	8.43					5.32	12.27
38	146.9	1.06		f 6.21	8.38					5.26	12.17
JVX	143.8	1.01AM		f 6.16	8.33PM					5.15PM	12.02AM
17	142.4										
23	138.4			s 6.05							11.46PM
40	135.1			5.59							11.35
31 WX	131.7			s 5.53							11.20
4	126.6										
	123.3			s 5.38							10.55
BJKOPTWXYZ	116.1			5.25PM							10.30PM
	(49.3)								Daily Except Sunday	Daily	Daily Except Sunday
	(0.44)	(0.07)	(1.40)	(0.42)	(0.30)	(1.45)	(3.00)	Thru Time			
	29.7	16.3	29.6	31.1	13.0	12.4	16.4	Average Speed per Hour			

WESTWARD		POMEROY BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			Time-Table No. 2		SECOND CLASS	
	355			April 4, 1948		Mile Post	
	Freight			STATIONS			
	Daily	Monday	Wednesday	Friday			
35 TWX			6.00PM	D-R POMEROY	PY	28.9	A10.45PM
25			6.20	ZUMWALT		24.4	10.30
1			6.40	HOUSER		19.1	10.10
7			6.50	DODGE		16.3	10.00
18 W			6.57	CHARD		14.5	9.50
8			7.10	JACKSON		11.3	9.35
18			7.25	DELANEY		7.9	9.20
BJKOWXY			A 8.15PM	D-R STARBUCK	SA	0.0	8.50PM
				(28.9)			Sunday
							Tuesday
							Thursday
	(2.15)	Thru Time					
	12.8	Average Speed per Hour					

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

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

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

WESTWARD				TEKOA-AYER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 2 April 4, 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 5.7	K	116.1		A 3:00PM	
14 JPX		A 6:30AM			R	SELTICE		110.4		2:40	
32 W					D	FARMINGTON 5.9	FM	104.6		2:10	
M						N. P. CROSSING 1.1		103.4			
10						WALTERS 4.8		98.6		1:45	
						N. P. CROSSING 3.2		95.4			
38 VWX					D	GARFIELD 0.3	GR	95.1		1:25	
						ELBERTON 5.4		89.7		1:00	
13						GLENWOOD 6.2		83.5		12:25PM	
32 BJKOWXY						COLFAX 6.1	CA	77.4	A 8:05AM	11:45AM	
M						G. N. CROSSING 0.1		77.3			
14 East Spur 16 West Spur X						CREST 2.4		74.9	7:56	11:05	
34						MOCKONEMA 4.0		72.5	f 7:51	10:45	
29						DIAMOND 3.7		68.5	f 7:45	10:25	
15						THERA 6.0		64.8	f 7:39	10:00	
27					D	ENDICOTT 5.8	DI	57.9	s 7:29	9:30	
63 JWXY		11:45AM			D-R	WINONA	WA	52.1	s 7:20	9:00	
40		12:15PM				SUTTON 4.1		48.0		7:14 8:35	
26 JOWXY		A 12:45PM			D-R	LA CROSSE 6.5	JA	41.5	s 7:06	8:10AM	
42						JERITA 5.7		35.8	f 6:53		
14						SCHRECK 3.0		31.9			
44						HAY 1.7		30.2	f 6:45		
						CANYON 8.1		22.1	f 6:31		
60 JPVWXY					DN-R	RIPARIA 4.6	XS	17.5	A 6:10AM	s 6:22	
M						N. P. CROSSING 0.1		17.4			
10 JPXY		8:25PM			R	TUCANNON 4.8		12.6	s 5:58 s 6:12	A 8:35PM	
41 X		8:30				PATAHA 0.8		11.8	5:55 6:07	8:33	
54 X		8:50				RIFTON 8.9		2.9	f 5:37 f 5:51	8:10	
BJKOPWXY		A 9:00PM			DN-R	AYER	JD	0.0	5:30AM 5:45AM	8:00PM	
						(116.1)			Daily Daily	Daily Sunday Tuesday Thursday	

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

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

WESTWARD				WALLACE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 2 April 4, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
	393 Freight	67 Passenger	68 Passenger	394 Freight							
	Daily Except Sunday	Daily									
STATIONS											
BJKOPTWXYZ		12:01AM			DN-R	TEKOA	K	0.0	A 5:20PM	A 9:30PM	
1 X						TILMA 2.1		2.1			
25		12:20		f 10:02		LOVELL 4.8		6.9	f 5:08	8:50	
18		12:30		10:13		WATT 5.2		12.1	4:58	8:30	
17 VX		12:43		s 10:19	D	PLUMMER 3.2	MR	15.3	s 4:48	8:10	
22 TWX		1:15		s 10:33		CHATCOLET 7.5		22.8	f 4:28	7:45	
				f 10:41		O'GARA 3.5		26.3	f 4:20		
40 WX		1:45		s 10:52		HARRISON 4.2		30.5	s 4:12	7:20	
43		2:00		s 10:59	D	SPRINGSTON 3.5	RC	34.0	s 4:05	7:10	
		2:15		s 11:07		BLACK LAKE 4.0		38.0	f 3:57	6:59	
Spur		2:30		s 11:14		MEDMONT 3.3		41.3	s 3:51	6:51	
20		2:45		s 11:21		LANE 4.0		45.3	s 3:44	6:42	
33		3:00		s 11:27		ROSE LAKE 3.8		49.1	s 3:37	6:32	
12		3:10		s 11:34		DUDLEY 2.9		52.0	f 3:32	6:24	
30		3:30		s 11:45		CATALDO 5.7		57.7	f 3:24	6:10	
Y		3:50		s 11:56		ENAVILLE 4.8		62.5	s 3:17	6:00	
18		3:55		f 11:59AM		PINE CREEK 1.6		64.1	f 3:14	5:55	
				f		SMELTENVILLE 2.2		66.3	f		
JWX				f		BRADLEY 0.9		67.2	f		
25 BKOX		4:20		s 12:12PM	D-R	KELLOGG-WARDNER 2.0	DN	69.2	s 3:05	5:40	
3				f		SHONT 3.6		72.8	f		
31		4:45		s 12:28		OSBURN 3.0		75.8	f 2:52	5:10	
BKOTVWYZ		A 5:20AM		A 12:45PM	D-R	WALLACE 4.4	WC	80.2	2:45PM	5:00PM	
						N. P. CROSSING 0.2		80.4			
						N. P. CROSSING 0.2		80.6			
JX						WALLACE JCT. 0.1		80.7			
5 X						GEM 3.4		84.1			
7 X						FRISCO 0.3		84.4			
13						DORN 0.7		85.1			
5 VWX					D	BURKE 1.8	B	86.9			
						(86.9)			Daily	Daily Except Sunday	

(5.19) 15.1	(2.55) 27.5	..... Thru Time	(2.35) 31.0	(4.30) 17.8
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.
 Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				SIERRA NEVADA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 2 April 4, 1948	Mile Post	FIRST CLASS		SECOND CLASS		
STATIONS											
JWX						BRADLEY 3.2		0.0			
X						END OF TRACK		3.2			
						(3.2)					

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

WESTWARD				MOSCOW BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS	Time-Table No. 2 April 4, 1948	Mile Post	FIRST CLASS		SECOND CLASS			
		379	61			62	378				
		Freight	Passenger			Passenger	Freight				
	Daily Except Sunday	Daily									
STATIONS											
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	
BJKMOVXY		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)	(1.35)	25.9	.....	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. 2 April 4, 1948	Mile Post	SECOND CLASS					
		391	392			366	368				
		Freight	Freight			Freight	Freight				
	Daily Except Monday	Daily									
STATIONS											
JOWXY		1.45PM		7.30AM	D-R	LA CROSSE	JA	0.0	A 7.30AM		
15		2.10		7.10		PAMPA		4.6	7.10		
						GORDON		8.2			
11 X		2.50		6.35		HOOPER		14.7	6.35		
32 JPWXY		A 2.55PM		6.30AM	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	KAHLOTUS	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	(1.00)	15.7	..... Thru Time.....	(1.00)			.....	
					..... 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. 2 April 4, 1948	Mile Post	FIRST CLASS		SECOND CLASS			
		345	63			64	346				
		Freight	Passenger			Passenger	Freight				
	Daily	Daily									
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	
	(1.29)	20.8	(1.10)	26.5	..... Thru Time.....	(1.05)	(1.30)	28.5	.....	20.6
					..... Average Speed per Hour.....					

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.

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS	Time-Table No. 2 April 4, 1948	Mile Post	SECOND CLASS					
		365	367			366	368				
		Freight	Freight			Freight	Freight				
	Daily Except Sunday	Daily	Tuesday and Friday								
STATIONS											
29 T			368	1.15PM		TURNER		24.8	A 1.15PM		
25				1.24		WHEATSTONE		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		
						(24.8)			Daily Except Sunday	Tuesday and Friday	
	(0.40)	19.8	(0.50)	14.0	..... Thru Time.....	(0.35)	(0.50)	22.6	.....	14.0
					..... Average Speed per Hour.....					

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RAILWAY.

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

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			Time-Table No. 2 April 4, 1948	Mile Post	SECOND CLASS					
		365 Freight	361 Freight			362 Freight	366 Freight				
		Daily Except Sunday	Daily								
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				
				N. P. CROSSING	47.2						
M				W. W. V. RY. CROSSING	46.6						
BJKOPTVWXYZ		A 4.00 PM	3.00 AM	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					
BJKVWXYZ			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. 2 April 4, 1948	Mile Post	SECOND CLASS					
		356 Freight				355 Freight					
		Sunday Tuesday Thursday									
JPHY		8.35 PM	R	TUCANNON	9.3	A 8.25 PM					
BJKOWXY		A 8.45 PM	D-R	STARBUCK SA	6.5	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	Light steam engines.			35	Within yard limits:			
In ATC territory between Portland and The Dalles.	90	70	45	Steam engines running backward.	20	20	20	On main line and on branch between Spokane and Manito	50	40	25
Motor trains and inspection bus cars.		40	40	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.				On other branch lines.	30	15	
When caboose is handled in train consisting of passenger train equipment.				3800 class engines.	60	45		Through tunnels.	40	40	25
3900 class engines.		65	45	5000 class engines.	50	45	35	When using cross-overs or turn-outs:			
4000 and 9000 class engines.		45	40	MacArthur type engines with 63-inch drivers.	50	45		9000 class engines;			
MacArthur type engines with 57-inch drivers.		35	35	MacArthur type engines with 57-inch drivers.	35	35		Forward movement.	10	10	
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35	3500 class Mallet, Consolidation and Ten Wheeler type engines.	35	35		Back-up movement.	6	6	
0-6-0 and 0-8-0 type yard engines.		20	20	0-6-0 and 0-8-0 type yard engines.	20	20		All other classes engines;	15	15	15
C. M. St. P. & P. class N3-S engines.		50	40	C. M. St. P. & P. class N3-S engines.	50	40	40	Forward movement.	10	10	10
C. M. St. P. & P. class L engines.		35	35	C. M. St. P. & P. class L engines.	35	35		Back-up movement.	10	10	10
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.	35	35		When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.	25	25		When using No. 14 turn-outs at end of double track.	25	20	20
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.	35	35		On tracks other than main tracks.	15	15	15
								Trains handling gravel loaded in Hart ballast cars.			
								Jordan spreaders and other machines of spreader type, when in operation.			
								Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:			
								Maximum speed.	20		
								Through truss bridges.	6		
								Trains handling scale test cars:			
								On main line.	30		
								On branch line.	25		
								(Slower speed must be observed where conditions require.)	15		

FIRST SUBDIVISION

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. 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. 190.4 and 190.0.	70	60	45
	Between M.P. 206.2 and 205.8.	70	60	45		Between M.P. 189.0 and 188.8.	60	50	40
	Between M.P. 204.5 and 204.0.	40	40	25		Between M.P. 195.6 and 195.4.	60	50	40
	Between M.P. 204.0 and 202.2.	60	50	40		Between M.P. 194.5 and 193.7.	45	35	25
	Between M.P. 201.6 and 201.5.	70	60	45		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.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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	Celilo 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.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Oneonta 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	Between M.P. 234.9 and 235.6.	40	35	25	Park Between M.P. 280.0 and 281.6.	40	40	25
Sand 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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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		4- and 5-degree curves.			15	Between M.P. 133.3 and 134.6.	30	20	
4- and 5-degree curves.	20	15		On curves of 6 degrees and over.			15	Between M.P. 135.3 and 136.3.	35	25	
On curves of 6 degrees and over.	15	10		Spokane-Tekoa Branch East Spokane through Interlocking.			15	Darknell Between M.P. 136.6 and 139.2.	25	20	
On descending grades between Speece and Mikkalo.	25	15		Between Spokane and Manito.	70	60	35	Rockford Between M.P. 139.4 and 139.7.	45	30	
On descending grades between Barnett and Rock Creek.	25	15		Between Manito and Tekoa.			50	Between M.P. 139.8 and 140.4.	45	30	
Grass Valley Branch Maximum speed.	30	25		On 3-degree curves.			50	Between M.P. 141.0 and 141.2.	35	25	
3-degree curves.	25	20		On 4-degree curves.			45	Coey Between M.P. 142.6 and 143.2.	30	20	
4- and 5-degree curves.	20	15		On 5- and 6-degree curves.			35	Manito Between M.P. 144.4 and 144.6.	60	50	35
On curves of 6 degrees and over.	15	10		On 7- and 8-degree curves.			30	Between M.P. 145.5 and 146.0.	55	45	35
Between Kent and M.P. 39.	25	15		On curves of 7 degrees and over with 2-10-2 type engines.			25	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.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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	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	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	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	Between M.P. 69.9 and 70.1.	35	25		Mockonema Between M.P. 73.3 and 73.6.	25	20	
On 4-degree curves.			45	Colfax Over street crossings.			12	Between M.P. 74.9 and 77.2.	25	12	
On 5- and 6-degree curves.			35	Between M.P. 74.9 and 77.2.	25	12		Between M.P. 78.4 and 78.5.	30	20	
On 7- and 8-degree curves.			30	On 4-degree curves.			45	Between M.P. 79.8 and 80.7.	30	20	
On curves of 7 degrees and over with 2-10-2 type engines.			25	On 5- and 6-degree curves.			35	Between M.P. 81.5 and 82.3.	25	20	
On 9- and 10-degree curves.			25	On 7- and 8-degree curves.			30	Between M.P. 82.9 and 83.4.	25	20	
Ayer Between M.P. 14.0 and 14.1.			35	On curves of 7 degrees and over with 2-10-2 type engines.			25	Glenwood Between M.P. 83.7 and 84.5.	30	20	
Between M.P. 14.3 and 16.1.			25	On 9- and 10-degree curves.			25	Between M.P. 86.5 and 87.0.	25	20	
Between M.P. 17.1 and 17.2.			15	Ayer Between M.P. 14.0 and 14.1.			35	Between M.P. 87.6 and 88.9.	30	20	
Over Snake River Bridge 17.23.			5	Between M.P. 14.3 and 16.1.			25	Between M.P. 89.1 and 89.4.	25	20	
Between M.P. 18.6 and 18.8.			35	Between M.P. 17.1 and 17.2.			15	Elberton , over street crossings.	25	25	
Between M.P. 19.7 and 19.9.			25	Over Snake River Bridge 17.23.			5	Between M.P. 91.0 and 91.9.	25	20	
Canyon Between M.P. 23.6 and 23.7.			30	Between M.P. 18.6 and 18.8.			35	Between M.P. 92.4 and 92.9.	30	25	
Between M.P. 24.5 and 25.0.			35	Between M.P. 19.7 and 19.9.			25	Between M.P. 95.6 and 95.8.	30	25	
Between M.P. 25.4 and 26.9.			30	Canyon Between M.P. 23.6 and 23.7.			30	Walters Between M.P. 101.1 and 101.5.	30	25	
Between M.P. 27.1 and 27.2.			30	Between M.P. 24.5 and 25.0.			35	Between M.P. 102.0 and 102.4.	30	25	
Between M.P. 27.4 and 27.8.			25	Between M.P. 25.4 and 26.9.			30	N. P. Crossing Between M.P. 104.6 and 104.9.	30	20	
Between M.P. 28.2 and 28.7.			25	Between M.P. 27.1 and 27.2.			30	Between M.P. 102.0 and 102.4.	30	25	
Hay Between M.P. 30.4 and 31.1.			35	Between M.P. 27.4 and 27.8.			25	Farmington Between M.P. 105.5 and 105.8.	30	20	
Schreck Between M.P. 32.0 and 33.8.			30	Between M.P. 28.2 and 28.7.			25	Between M.P. 112.2 and 113.1.	30	25	
Between M.P. 34.2 and 35.2.			25	Hay Between M.P. 30.4 and 31.1.			35	Thornton Branch Maximum speed.	25	25	
Jerita Between M.P. 36.2 and 36.9.			30	Schreck Between M.P. 32.0 and 33.8.			30	Between M.P. 32.2 and 32.4.	25	20	
				Between M.P. 34.2 and 35.2.			25	Between M.P. 32.7 and 32.9.	25	20	
				Between M.P. 154.3 and 154.5, eastward.			60	Milton, over street crossings.	15	15	
				Between M.P. 154.7 and 155.5.			40	W. W. V. Ry. Crossing M.P. 36.3.	15	15	
								W. W. V. Ry. Crossing, M.P. 44.2.	20	20	
								Between M.P. 102.0 and 102.4.	30	25	
								Thornton G. N. Crossing, M.P. 30.7.	20	20	
								Tucannon Branch Maximum speed.	25	25	
								Between M.P. 52.7 and 53.4.	25	20	

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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 20
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	Between M.P. 7.0 and 7.1.		25	20
Between M.P. 79.6 and 79.9.	25	20		Between M.P. 6.7 and 6.8.		30	20	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Between M.P. 80.8 and 81.2.	25	20		Between M.P. 6.7 and 6.8.		30	20	Reese Between M.P. 7.7 and 8.0.		30	20
Between M.P. 95.1 and 95.2.	25	20		Between M.P. 7.0 and 7.1.		25	20	Between M.P. 8.2 and 8.4.		35	25
Powers Between M.P. 96.2 and 96.3.	25	20		Between M.P. 8.7 and 9.1.		30	20	Between M.P. 8.7 and 9.1.		30	20
Alto				Between M.P. 9.5 and 9.7.		30	20	Between M.P. 9.5 and 9.7.		30	20
Yakima Branch Maximum speed.	45	30		Between M.P. 10.0 and 10.1.		35	25	Between M.P. 10.0 and 10.1.		35	25
With pile driver 0321.		15		Between M.P. 10.7 and 10.9.		35	25	Between M.P. 10.7 and 10.9.		35	25
On 5- and 6-degree curves.	35	25		Between M.P. 11.1 and 11.4.		35	25	Between M.P. 11.1 and 11.4.		35	25
On 7- and 8-degree curves.	30	20		Between M.P. 12.1 and 12.3.		25	20	Between M.P. 12.1 and 12.3.		25	20
On 9- and 10-degree curves.	25	20		Between M.P. 12.5 and 12.6.		35	25	Between M.P. 12.5 and 12.6.		35	25
Attalia				Between M.P. 18.5 and 18.6.		35	25	Between M.P. 18.5 and 18.6.		35	25
Bridge 7.44.	25	15		Walla Walla				Shawnee Between M.P. 9.9 and 10.0.		30	20
Kennewick, over street crossings.	8	8		Pomeroy Branch Maximum speed.		20	20	Between M.P. 10.8 and 11.2.		25	20
Benton City Between M.P. 37.5 and 38.1.	25	20		Between M.P. 15 and Pomeroy.		15	15	Between M.P. 12.2 and 12.5.		30	20
Granger, over street crossings.	30	30		Dayton Branch Maximum speed.		25	25	Albion Between M.P. 13.4 and 13.6.		30	20
Zillah, over street crossings.	25	15		On curves of 7 degrees and over.		25	20	Between M.P. 14.3 and 14.9.		25	20
Yakima River Bridge 89.35, through gauntlet track.	15	15		Bolles Between M.P. 0.4 and 0.6.		25	20	Armstrong Between M.P. 17.5 and 17.7.		30	20
Yakima, over Yakima Ave., and Walnut Street.	6	6		Dayton, over street crossings west of Touchet River.		15	15	Between M.P. 17.9 and 18.0.		30	20
Yakima, over other street crossings.	10	10		Dayton, over all other street crossings.		10	10	Pullman , over street crossings.		6	6
Wallula Branch Maximum speed.	35	30		Between M.P. 12.9 and 24.8.		15	15	Between M.P. 19.9 and 20.0.		30	20
On 5- and 6-degree curves.	35	25		Connell Branch Maximum speed. Between LaCrosse and Hooper Jct.		35	30	Garrison Between M.P. 24.6 and 24.8.		30	20
On 7- and 8-degree curves.	30	20		Moscow , over street crossings.				Between M.P. 25.2 and 25.4.		30	20
On 9- and 10-degree curves.	25	20								12	12

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
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 Chateolet.		35	20	Between M.P. 24.1 and 25.3.		35	25	Cataldo Between M.P. 58.7 and 59.1.		45	30
Between Chateolet 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	