

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

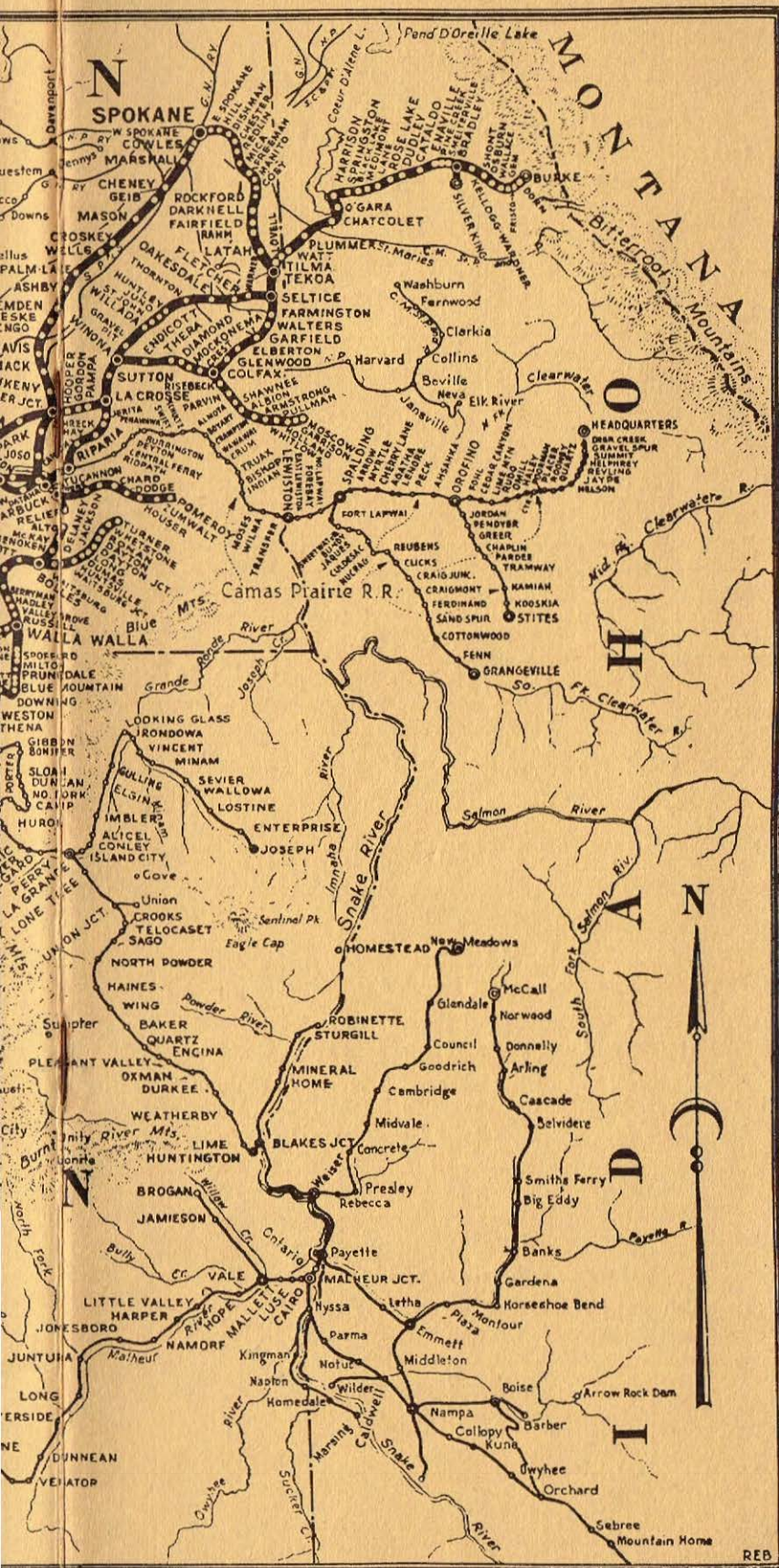
TIME-TABLE
No. 3

Effective Sunday,
January 16, 1949
At 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

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



REB

CONDENSED TIME-TABLE

WESTWARD						Distance from Pocatello via Boise	EASTWARD						
FIRST CLASS							Time-Table No. 3	FIRST CLASS					
11 Passenger	19 Passenger	61 Passenger	105 Streamliner Passenger	17 Passenger	457 Passenger		Jan. 16, 1949	12 Passenger	458 Passenger	106 Streamliner Passenger	20 Passenger	18 Passenger	62 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	
11.20PM			7.10PM	10.15AM		0.0	POCATELLO	A 3.55AM	A 8.45AM			A 5.15PM	
2.30AM			9.40	1.45PM		159.9	GLENN'S FERRY	12.30AM	6.10			1.55	
4.15			10.55PM	3.30		234.5	BOISE	10.20PM	5.00			12.10PM	
7.00AM			12.45AM	6.15PM		336.2	M.T. HUNTINGTON P.T.	7.45PM	3.05AM			9.35AM	
6.10AM			11.45PM	5.25PM		435.8	P.T.	6.35PM	2.05AM			8.25AM	
8.55			2.10AM	8.35PM		510.0	LA GRANDE	4.05	11.45PM			5.55	
11.25			4.25	12.01AM		518.6	PENDLETON	1.35	9.38			3.25	
11.35AM			4.35	12.10		734.4	RIETH	1.15PM	9.23			2.40	
	9.30PM	Moscow 7.30PM				816.7	SPOKANE			A 7.00AM		Moscow A 8.35AM	
	11.48PM	11.25PM				870.7	AYER			4.23		5.05	
	1.20AM	1.10AM				908.8	WALLULA			3.05		3.15	
	2.20	2.00					UMATILLA			2.05AM		1.20AM	
2.00PM	5.00		6.40	3.40			THE DALLES	10.35AM	7.17	11.35PM	12.05AM		
A 4.15PM	A 7.30AM	A 3.05AM Pendleton	A 8.30AM	A 6.15AM	9.00AM		PORTLAND	8.30AM	A 9.15PM	5.30PM	9.30PM	10.00PM	11.50PM Pendleton
					11.39AM		CENTRALIA		6.58				
					1.07PM		TACOMA		5.40				
					A 2.15PM		SEATTLE		4.30PM				
								Daily	Daily	Daily	Daily	Daily	Daily
(17.55) 40.5	(10.00) 36.7	(7.35) 30.0	(14.20) 50.6	(21.00) 34.6	(5.15) 34.9Thru Time..... ....Average speed per hour....		(18.25) 39.4	(4.45) 38.6	(14.15) 51.0	(9.30) 38.6	(18.15) 39.8	(8.45) 26.0

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.
 R. L. Rickard, Terminal Trainmaster Portland, Ore.
 R. V. Johnson, Trainmaster The Dalles, Ore.
 D. E. Gardner, Trainmaster Walla Walla, Wash.
 J. D. Killian, Master Mechanic Portland, Ore.
 L. W. Shirley, Terminal Master Mechanic Portland, Ore.
 P. D. Brinkman, Road Foreman of Engines Portland, Ore.
 W. T. Doran, Road Foreman of Engines Portland, Ore.
 J. C. Hayden, Road Foreman of Engines Spokane, Wash.
 R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
 E. F. Kidder, 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
Ralph M. Dodson	District Surgeon	Portland, Ore.	Northwestern District	A. E. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland.	John C. Korvell	Surgeon	Hoquiam, Wash.	Hoquiam to Centralia.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland.	Ross D. Wright	Surgeon	Tacoma, Wash.	Tenino to Auburn.
Warren W. Hale	Surgeon	Portland, Ore.	Portland.	L. A. Hopkins	Surgeon	Tacoma, Wash.	Tenino to Auburn.
Edward C. Parkinson	Surgeon	Portland, Ore.	Portland.	B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.
George D. McGeary	Surgeon	Portland, Ore.	Portland.	L. Fred Landy	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Paul A. Wagner	Surgeon	Portland, Ore.	Portland.	F. H. Brown	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Paul E. Shininger	Surgeon	Portland, Ore.	Portland.	Purman Dorman	Oculist and Aurist.	Seattle, Wash.	Tacoma to Seattle.
H. M. Bouvy	Oculist and Aurist.	Portland, Ore.	Portland.	John H. O'Shea	Division Surgeon.	Spokane, Wash.	Tekoa-Spokane-Marengo.
Alfred J. Kreft	Oculist and Aurist.	Portland, Ore.	Portland.	H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
John B. Gregory	Surgeon	Portland, Ore.	Portland.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
James J. D. Haun	Surgeon	La Grande, Ore.	Umatilla to Rieth.	R. E. Ahlquist	Surgeon	Spokane, Wash.	Tekoa-Spokane.
David H. Stoddard	Surgeon	La Grande, Ore.	Umatilla to Rieth.	M. F. Kepl.	Surgeon	Spokane, Wash.	Tekoa to Spokane.
Lee B. Bouvy	Oculist and Aurist.	La Grande, Ore.	Umatilla to Rieth.	Carroll Smith	Oculist and Aurist.	Spokane, Wash.	Spokane-Tekoa.
Robert Stuart	Oculist and Aurist.	La Grande, Ore.	Umatilla to Rieth.	R. L. Pohl	Oculist and Aurist.	Spokane, Wash.	Spokane-Tekoa.
J. P. Brennan	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	Charles G. Smick	Surgeon	Sprague, Wash.	Croskey to Marengo.
E. S. Morgan	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
E. I. Silk	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	C. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.	Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
E. R. Huckleberry	Surgeon	Umatilla, Ore.	Messenger to Ordinance and Juniper.	Harold L. Tracy	Surgeon	La Crosse, Wash.	Riparia to Endicott, and LaCrosse to Connell.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jct. to Heppner.	Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla, Arlington to Condon.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
J. C. Vandeventer	Surgeon	Bend, Ore.	Oregon Trunk Jct. to Bend.	R. W. Stevens	Oculist and Aurist.	Walla Walla, Wash.	Pendleton to Riparia.
Griffith, Smith, Vogt, Mills, Boals, Merriss, Weissert, Stevenson	Surgeons	The Dalles, Ore.	Hood River to Umatilla.	C. D. Hogenson	Oculist and Aurist.	Walla Walla, Wash.	Walla Walla to Yakima.
Stanley E. Wells	Surgeon	Hood River, Ore.	Portland to Hood River.	P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Umatilla.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.
H. M. Wiswall	Surgeon	Vancouver, Wash.	Albina to Kalama.	R. D. McClure	Surgeon	Yakima, Wash.	Yakima to Spokane.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	J. W. Sherfey	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
George F. Parke	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.
				H. C. Mowery	Surgeon	Wallace, 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.
				C. O. Armstrong	Surgeon	Moscow, Ida.	Colfax to Moscow.
				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"	28.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

Standard clocks are located as shown below:

Rieth.....	Telegraph Office	Kenton.....	Telegraph Office	Tekoa.....	Telegraph Office
Rieth.....	Enginemen's Register Room	Centralia (Joint). N. P. Ry.	Telegraph Office	Tekoa.....	Enginemen's Register Room
Umatilla.....	Telegraph Office	Tacoma.....	Yard Office	Colfax.....	Telegraph Office
Umatilla.....	Enginemen's Register Room	Argo.....	Yard Office	LaCrosse.....	Telegraph Office
Arlington.....	Telegraph Office	Argo.....	Enginemen's Register Room	Moscow.....	Telegraph Office
Moro.....	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.	Pendleton.....	Telegraph Office
The Dalles.....	"WH" Telegraph Office		Aberdeen.....	Yakima.....	Telegraph Office
Hood River.....	Telegraph Office		Olympia.....	Yakima.....	Roundhouse
Portland (Joint)			Spokane.....	Kellogg-Wardner.....	Telegraph Office
	N. P. T. Co. Telegraph Office		Spokane.....	Wallace.....	Telegraph Office
Albina.....	Dispatcher's Office		West Spokane. Enginemen's Register Room		
Albina.....	Yard Telegraph Office		Ayer.....		
Albina.....	Enginemen's Register Room		Wallula.....		

WESTWARD

FIRST SUBDIVISION

Time-Table No. 3

January 16, 1949

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS				FIRST CLASS				
	257 Time Freight	151 Time Freight	263 Time Freight	299 Time Freight	11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	62 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
BKJO PTWX	10.00PM		3.00AM	2.00AM	11.35AM	4.35AM		12.10AM	12.01AM ²⁶⁴
90 P	10.15		3.10	2.26 ¹⁸ 2.44 ⁶¹	11.40	4.39		12.20	12.10
95 P	10.25 ²⁶⁴		3.18	2.55	11.45	4.44		12.26	12.15
95 P	10.35		3.25	3.02	11.50	4.48		12.32	12.21
94 PW	10.50		3.37	3.14	11.57AM	4.54		12.40	12.30
94 P	10.56		3.43	3.20	12.02PM	4.58		12.46	12.36
JP	11.03		3.50	A 3.26AM	12.06	5.02		12.53	A12.41AM
99 P	11.10		3.55		12.09	5.05		12.58	
P	11.16		3.59		12.12	5.07		1.03	
96 PW	11.20		4.02		12.17 ¹²	5.09		1.07	
98 P	11.30		4.10		12.22	5.13		1.15	
99 JPWY	11.38	10.45AM	4.17		12.26	5.17	2.50AM	1.22	
98 P	11.43	10.50	4.22		12.30	5.20	2.56	1.36 ¹⁸	
98 P	11.49	10.57	4.28		12.34	5.23	3.01 ¹⁹⁸	1.45	
104 P	11.59PM	11.10	4.38		12.40	5.28 ²⁶²	3.09	1.53	
10 JP	12.05AM	11.18	4.44		12.44	5.32	3.14	1.58	
100 P	12.07	11.44 ¹²	4.50 ²⁶²		12.45	5.33	3.16	2.00	
98 P	12.24	11.53AM	5.05		12.50	5.37	3.22	2.06	
WB 128 EB 113 JOPTWX	12.40 ²⁰ 1.09 ¹⁸	12.10PM	5.41 ¹⁰⁵		12.58	5.41 ²⁶³	3.29	2.20 ¹⁰⁸	
100 P	1.20	12.25	6.00		1.03	5.46	3.45	2.30	
99 P	1.27	12.35	6.10		1.07	5.50	3.52	2.38	
96 P	1.36 ¹⁹⁸	12.45	6.25		1.13	5.56	4.00 ²⁶²	2.45	
100 P	1.43	12.55	6.35		1.18	6.00	4.07	2.50	
99 P	1.48	1.01	6.42		1.22	6.03	4.11	2.54	
104 PW	1.53	1.25 ¹¹	6.49		1.25 ¹⁵¹	6.06	4.15	2.58	
100 P	1.57	1.35	6.55		1.28	6.09	4.18	3.02	
100 P	2.01	1.40	7.01		1.31	6.12	4.21	3.06 ²⁶²	
80 JP { MP }	2.05	1.45	7.07		1.34	6.15	4.24	3.09	
94 P { W 101.7 }	2.10	1.52	7.15		1.38	6.18	4.28	3.13	
90 P	2.16	1.59	7.25		1.41	6.23	4.32	3.17	
JPV	2.19	2.03	7.30		1.43	6.25	4.34	3.19	
74 P	2.25	2.10	7.45		1.46	6.28	4.38	3.23	
BKOPTWXZ	A 3.00AM	A 2.30PM	A 9.00AM		A 1.55PM	A 6.40AM	A 4.50AM	A 3.35AM	

STATIONS		
DN-R	RIETH	RI
	3.7	
	BARNHART	
	4.8	
	CAMPBELL	
	4.6	
	NOLIN	
	6.3	
DN	ECHO	HI
	4.2	
	STANFIELD	ND
	4.3	
DN	HINKLE	UK
	3.5	
	WESTLAND	
	2.9	
D	ORDNANCE	RN
	1.9	
	MUNLEY	
	5.3	
	CLARKE	
	4.8	
DN	MESSNER	FC
	3.0	
	PETERS	
	3.9	
	CASTLE	
	6.2	
	BOULDER	
	3.9	
N	HEPPNER JCT.	WI
	1.2	
	WILLOWS	
	4.6	
	SILICA	
	3.9	
DN	ARLINGTON	MX
	4.5	
	GILMORE	
	4.7	
	BLALOCK	
	6.1	
N	QUINTON	QN
	4.6	
	HOOK	
	3.6	
	GOFF	
	3.3	
	DAY	
	3.3	
	RUFUS	
	2.8	
	GRANT	
	2.7	
DN	BIGGS	BX
	3.4	
	MILLER	
	3.7	
	CELLO	
	1.6	
D	OREGON TRUNK JCT.	VO
	3.3	
	DUNE	
	6.1	
DN-R	THE DALLES	DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(5.00) 25.2	(3.45) 21.2	(6.00) 21.0	(1.26) 19.5	(2.20) 54.1	(2.05) 60.5	(2.00) 39.7	(3.25) 36.9	(0.40) 41.9	..... Thru Time
									..... Average speed per hour

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

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

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

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

For conditional stops to discharge or pick up revenue passengers, see page 27.

For stations not shown on schedule pages, see page 20.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 3

January 16, 1949

STATIONS			Mile Post	FIRST CLASS					SECOND CLASS			
				18 Passenger	61 Passenger	12 Passenger	106 Streamliner Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight
DN-R	RIETH	RI	212.0	A 2.40AM	A 2.55AM	A 1.15PM	A 9.23PM			A 11.00AM	A 2.00PM	A 12.01AM ⁶²
	BARNHART		208.3	2.31 ²⁹⁹	.44 ²⁹⁹	1.02	9.16			9.30	1.38	10.40PM
	CAMPBELL		203.5	2.25	2.39	12.55	9.11			9.00	1.25	10.25 ²⁵⁷
	NOLIN		198.9	2.19	2.34	12.50	9.06			8.35	1.10	10.05
DN	ECHO	HI	192.6	2.12	2.26	12.42	8.59			8.00	12.53	9.50
	STANFIELD	ND	188.4	2.07	2.21	12.36	8.54			7.35	12.45	9.40
DN	HINKLE	UK	184.1	2.02	2.16AM	12.31	8.50			7.25	12.37PM	9.25
	WESTLAND		180.6	1.58		12.26	8.47			7.10		9.15
D	ORDNANCE	RN	177.7	1.55		12.22	8.44			7.00		9.05
	MUNLEY		175.8	1.53		12.17 ¹¹	8.42 ²⁶⁴			6.55		8.42 ¹⁰⁶
	CLARKE		170.0	1.46		12.08	8.37			6.25		8.05
DN	MESSNER	FC	165.2	1.40		12.03PM	8.33	A 1.16AM	A 3.15AM	5.55		7.47
	PETERS		162.2	1.36 ¹⁷		11.59AM	8.30	1.12	3.10	5.45		7.41
	CASTLE		158.3	1.32		11.56	8.27	1.08	3.01 ¹⁹	5.35		7.35
	BOULDER		152.1	1.25		11.50	8.21	1.01	2.44	5.28 ¹⁰⁵		7.26
N	HEPPNER JCT.	WI	148.2	1.21		11.46	8.17	12.57	2.38	4.55		7.18
	WILLOWS		147.0	1.19		11.44 ¹⁵¹	8.16	12.55	2.36	4.50 ²⁰³		7.15
	SILICA		142.4	1.14		11.39	8.12	12.50	2.30	4.42		7.05
DN	ARLINGTON	MX	138.5	1.09 ²⁵⁷		11.34	8.08	12.45 ²⁵⁷	2.20 ¹⁷	4.35		6.55
	GILMORE		134.0	12.58		11.27	8.04	12.32	1.52	4.22		6.45
	BLALOCK		129.3	12.53		11.22	8.00	12.27	1.45	4.15		6.37
N	QUINTON	QN	123.2	12.46		11.16	7.55	12.21	1.36 ²⁵⁷	4.00 ¹⁹		6.25
	HOOK		118.6	12.41		11.11	7.51	12.16	1.26	3.36		6.19
	GOFF		115.0	12.37		11.07	7.48	12.12	1.21	3.28		6.13
	DAY		111.7	12.34		11.04	7.45	12.08	1.16	3.22		6.07
	RUFUS		109.4	12.32		11.01	7.43	12.05	1.12	3.14		6.02
	GRANT		106.6	12.29		10.58	7.40	12.02AM	1.08	3.06 ¹⁷		5.56
DN	BIGGS	BX	103.9	12.26		10.55	7.37	11.59PM	1.04	2.53		5.50
	MILLER		100.5	12.23		10.51	7.34	11.55	12.59	2.46		5.40
	CELILO		96.8	12.19		10.47	7.30	11.51	12.53	2.40		5.30
D	OREGON TRUNK JCT.	VO	95.2	12.17		10.45	7.28	11.49	12.50	2.35		5.26
	DUNE		91.9	12.14		10.42	7.25	11.45	12.45	2.25		5.20
DN-R	THE DALLES	DK-WH	85.8	12.05AM		10.35AM	7.17PM	11.35PM	12.30AM	2.00AM		5.00PM
	(126.2)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

DOUBLE TRACK

Thru Time.....	(2.35)	(0.39)	(2.40)	(2.06)	(1.41)	(2.45)	(9.00)	(1.23)	(7.01)
Average speed per hour.....	48.9	42.9	47.3	60.1	47.2	28.9	14.0	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, 61 and 62, and not less than fifteen minutes by second-class, extra trains and yard engines.

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

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

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

For conditional stops to discharge or pick up revenue passengers, see page 27.

For stations not shown on schedule pages, see page 20.

WESTWARD

SECOND SUBDIVISION

Time-Table No. 3

January 16, 1949

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS					
	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	4.00AM		2.00PM	6.40AM	5.00AM	3.40AM	
P	4.10	10.24 ¹²	4.15		2.17	6.45	5.07	3.48	
110 P	4.22	10.34	4.25		2.22	6.50	5.15	3.56	
63 P	4.31	10.41	4.32		2.26	6.54	5.20	4.01	
63 P	4.45	10.50	4.41		2.29	6.58	5.25	4.06	
WB 72 EB 107 KPVWX	5.00	11.02	4.52		2.40	7.08	5.40	4.20	
80 P	5.15	11.10	5.00		2.46 ²⁶⁴	7.13	5.48	4.28	
98 P	5.35	11.20	5.15		2.53	7.20	5.57	4.37	
104 PW	5.45	11.27	5.22		2.56	7.24	6.02	4.42	
102 P	5.55	11.35	5.30		3.00	7.28	6.07	4.47	
97 P	6.21 ¹⁰⁶	11.43	5.38		3.04	7.33	6.13	4.53	
110 PW	7.00	11.59AM	5.55		3.09	7.38	6.20	5.00	
99 P	7.20	12.10PM	6.05		3.15	7.44	6.27	5.07	
80 P	7.40	12.15	6.10		3.18	7.47	6.32	5.12	
100 PZ	8.05	12.22	6.20		3.24	7.51	6.39	5.19	
98 P	8.30	12.30	6.27		3.29	7.55	6.44	5.24	
59 P	8.40	12.37	6.35		3.33	7.59	6.50	5.30	
157 IJPW	A 9.05PM	A 12.55PM ²⁶⁴	A 6.45AM		3.40	8.03	6.56	5.36	
51 P					3.42	8.05	7.00	5.40	
53 P					3.49	8.12	7.08	5.47	
28 PX					3.54	8.17	7.13	5.52	
17 PX					3.58	8.20	7.17	5.56	
IJPVXY					9.09PM	4.02	8.22	7.20	5.59
BIKPV					A 9.15PM	A 4.15PM	A 8.30AM ¹²	A 7.30AM	A 6.15AM

STATIONS

DN-R THE DALLES DK-WH
4.1

CRATES
5.2

ROWENA
4.1

CHATFIELD
3.3

MOSIER
6.3

DN HOOD RIVER KI
4.1

MENO
5.7

LINDSEY
2.8

WYETH WE
3.2

FARLEY
4.0

CASCADE LOCKS
4.3

DN BONNEVILLE MU
4.8

DODSON
2.8

ONEONTA
4.5

D BRIDAL VEIL JU
3.9

ROOSTER ROCK
3.6

TAYLOR
3.5

DN TROUTDALE SN
1.7

FAIRVIEW FA
0.0

CLARNIE
3.5

GRAHAM
2.5

BRUUN
1.4

EAST PORTLAND
0.5

DN-R PORTLAND P-VC
(85.8)

BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL

(5.05)	(2.55)	(2.45)	(0.06)	(2.15)	(1.50)	(2.30)	(2.35)	.....Thru Time
13.8	24.0	25.5	5.0	38.1	46.8	34.3	33.2	.....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. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	151	299	19	62			20	61	198	258
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily			Passenger	Passenger	Time Freight	Time Freight
JP		3.26AM		12.41AM		184.1	A 2.16AM		A 12.37PM	
95 P		3.37		12.50		189.2	f 2.09		12.25	
BJKOPTWXY	10.00AM	A 4.00AM	2.20AM	A 1.15AM		183.4	A 1.45AM	2.00AM	A 4.00AM	12.01PM
62 P	10.15		2.27			178.8	1.34		3.40	
63 P	10.23		f 2.33			175.6	f 1.29		3.33	
63 P	10.30		2.39			172.0	1.23		3.25	
90 JPWY	A 10.45AM		A 2.50AM			165.2	1.16AM		3.15AM	

BLOCK SIGNALS

(0.45)	(0.34)	(0.30)	(0.34)	.....Thru Time	(0.29)	(0.16)	(0.45)	(0.36)
24.3	17.3	36.4	17.3	.....Average speed per hour	37.7	36.8	24.3	16.3

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

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.

For stations not shown on schedule pages, see page 20.

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	Time-Table No. 3			Mile Post	FIRST CLASS					SECOND CLASS	
	January 16, 1949				12	457	106	20	18	264	262
	STATIONS				Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight
BKOPT WXZ	DN-R	THE DALLES	DK-WH	85.8	A 10:30AM		As 7:17PM	A 11:30PM	A 11:59PM	A 4:00PM	A 1:00AM
P		CRATES	DOUBLE TRACK	81.7	10:24 ²⁶³		7:10	11:25	11:53	3:32	12:50
110 P		ROWENA		78.5	10:18		7:05	11:19	11:47	3:25	12:39
63 P		CHATFIELD		72.4	10:13		7:00	11:14	11:42	3:17	12:31
63 P		MOSIER		69.1	10:07		6:56	11:08	11:36	3:10	12:23
WB 72 EB 107	DN	HOOD RIVER	KI	62.8	10:00	f 6:48	11:00	11:28		2:56	12:08AM
90 P		MENO		58.7	9:52		6:41	10:50	11:18	2:46 ¹¹	11:55PM
98 P		LINDSEY		53.0	9:44		6:34	10:42	11:10	2:32	11:41
104 PW		WYETH	WE	50.2	9:40		6:30	10:38	11:06	2:25	11:35
102 P		FARLEY		47.0	9:35		6:26	10:33	11:01	2:05	11:28
97 P		CASCADE LOCKS		43.0	9:30		6:21 ¹⁵¹	10:28	10:56	1:57	11:21
116 PW	DN	BONNEVILLE	MU	38.7	f 9:24		6:15	10:22	10:51	1:50	11:14
99 P		DODSON		33.9	9:17		6:11	10:16	10:45	1:35	11:04
60 P		ONEONTA		31.1	9:13		6:08	10:13	10:42	1:28	10:57
100 PZ	D	BRIDAL VEIL	JU	26.6	9:08		6:04	10:07	10:36	1:17	10:48
98 P		ROOSTER ROCK		22.7	9:04		5:59	10:03	10:32	1:10	10:42
59 P		TAYLOR		19.1	9:00		5:55	9:59	10:28	1:02	10:35
157 LJPW	DN	TROUTDALE	8N	15.6	f 8:55		5:52	9:55	10:24	12:55 ²⁶³	10:30PM
51 P		FAIRVIEW	FA	13.9	8:51		5:50	9:53	10:22		
53 P		CLARNIE		7.9	8:44		5:44	9:46	10:15		
28 PX		GRAHAM		4.4	8:41		5:39	9:42	10:11		
17 PX		BRUUN		1.9	8:36		5:35	9:36	10:06		
IJPVXY		EAST PORTLAND		0.5	8:33	A 9:04AM	5:33	9:33	10:03		
BIKPV	DN-R	PORTLAND	P-VC	0.0	8:30 ¹⁰⁵ Daily	9:00AM Daily	5:30PM Daily	9:30PM Daily	10:00PM Daily		

Thru Time.....	(2 00)	(0 04)	(1 47)	(2 00)	(1 50)	(3 05)	(2 30)
Average speed per hour.....	42.9	7.5	48.1	42.9	43.3	22.7	28.0

WESTWARD

KENTON LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			First Class	Time-Table No. 3			Mile Post	First Class	SECOND CLASS	
	151	263	257	458	January 16, 1949				457	264	262
	Time Freight	Time Freight	Time Freight	Passenger	STATIONS				Passenger	Time Freight	Time Freight
157 LJPW	9:05PM	12:55 ²⁶⁴ PM	6:45AM		DN	TROUTDALE	8N	15.6		A 12:55 ²⁶³ PM	A 10:30PM
51 P	9:15	1:30	6:55			HEMLOCK		17.0		12:44	10:14
100 P	9:25	2:00	7:05		D	FIR	FR	12.4		12:35	10:05
73 BKPX	9:55 ²⁶²	3:45	7:30		DN	KENTON	KN	8.1		12:25	9:55 ¹⁵¹
LJPVX				8:52PM	BLOCK SIGNALS	DN	NORTH PORTLAND JCT.	KD	6.8	A 9:21AM	
LJPXY				8:56		DN	PENINSULA JCT.		5.6	9:17	
LJPX	10:40	4:15	7:50	9:00		DN	ST. JOHNS JCT.		4.2	9:13	12:10PM
BKOPTW XZ	A 11:00PM	A 5:00PM	A 8:30AM	9:05		DN-R	ALBINA	B X	1.6	9:08	11:59AM
LJPVXY				A 9:09PM		DN	EAST PORTLAND		0.5	9:04AM	

(1.55)	(4.05)	(1.45)	(0.17)	..... Thru Time.....	(0.17)	(0.56)	(1.00)
7.3	3.4	8.0	22.2	..... Average speed per hour.....	22.2	15.0	14.0

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 5-72.

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.

For stations not shown on schedule pages, see page 20.

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	FIRST CLASS					Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS					
	87	85	457	83	81			80	82	84	458	86	
	CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Passenger			CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Passenger	
	Daily	Daily	Daily	Daily	Daily								
IJPVX			9.00 AM			BLOCK SIGNALS	PORTLAND	0.0				A 9.15 PM	
			9.21 AM				DN NORTH PORTLAND JCT. KD	6.8					8.52 PM
			9.27 AM				VANCOUVER	8.7					8.47 PM

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

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

						BLOCK SIGNALS	N. P. CROSSING	145.2					
							N. P. CROSSING	146.4					
							N. P. CROSSING	146.5					
IJ			1.12 PM				DN RESERVATION RN	146.8				A 5.25 PM	
JP			A 1.14 PM				DN TACOMA JCT. JN	147.5					5.23 PM

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

23 07 IJPVX			1.55 PM			BLOCK SIGNALS	DN-R BLACK RIVER BI	173.8				A 4.45 PM	
							O. M. St. P. & P. & P. C. CROSSING	173.8					
BLKOP TVWXYZ	9.39 PM	2.17 PM	2.05	10.13 AM	7.05 AM		DN-R ARGO G	180.1	A 7.59 AM	A 10.53 AM	A 2.53 PM	4.37	A 10.40 PM
BKPXZ	A 10.00 PM	A 2.30 PM	A 2.15 PM	A 10.30 AM	A 7.30 AM		DN-R SEATTLE OW	183.2	7.50 AM	10.45 AM	2.45 PM	4.30 PM	10.30 PM
							(183.2)		Daily	Daily	Daily	Daily	Daily

(0.21) 8.9 (0.13) 14.3 (5.15) 34.9 (0.17) 10.7 (0.25) 7.4 Thru Time (0.09) (0.08) (0.08) (4.45) (0.10)
Average speed per hour 20.7 23.3 23.3 38.6 18.6

WESTWARD		TONO BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.		Time-Table No. 3 January 16, 1949			Mile Post	
		STATIONS				
	39 PWX	R	TONO	8.0		
27 JX		WABASH	2.2			

WESTWARD		OLYMPIA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.		Time-Table No. 3 January 16, 1949			Mile Post	
		STATIONS				
	JPVXY	R	EAST OLYMPIA	0.0		A 5.50 AM
			N. P. CROSSING	7.3		
BKPV WXYZ	A 6.30 AM	D-R	OLYMPIA	7.4	5.20 AM	

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

BJKOPT VWXYZ		DN-R	CENTRALIA	CN	0.0
			(8.0)		

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

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS				Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS			
			309 CMS. P & P Freight	307 Mixed			308 CMS. P & P Freight	306 Mixed		
			Daily Except Sunday	Daily Except Monday						
BJKOP TVWXYZ			1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0		A 11.15 PM	

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

JMPV				1.25 AM	BLAKESLEE JUNCTION	2.4		A 11.00 PM
M					0.0 N. P. CROSSING	2.4		
M					0.0 C. M. St. P. & P. CROSSING	2.4		
23 P				f 1.35	2.6 GALVIN	5.0		f 10.43
43 JPVX				2.43 AM f 1.55	7.2 HELING JUNCTION	12.2	A 8.00 PM	f 10.20
48 PWX				2.55 s 2.00	1.5 N-R INDEPENDENCE ND	13.7	7.52	s 10.15
52 P				3.25 f 2.25	8.5 CEDARVILLE	22.2	7.30	f 9.45
51 P				3.35 f 2.35	4.1 LANKNER	26.3	7.20	f 9.35
44 P				3.48 f 2.50	4.5 SAGINAW	30.8	7.10	f 9.20
I					0.7 SCHAFFER BROS. CROSSING	31.5		
53 PXY				4.30 f 3.40	10.8 SOUTH MONTESANO	42.3	6.30	f 8.50
X					SOUTH MONTESANO	42.3		
PVX					1.5 D MONTESANO MO	43.8		
53 PXY				4.30 f 3.40	SOUTH MONTESANO	42.3	6.30	f 8.50
27 P				4.36 f 3.52	1.5 MELBOURNE	43.8	6.14	f 8.30
32 PV				4.45 f 4.00	2.9 PREACHER'S SLOUGH	46.7	5.50	f 8.20
83 JPWXY				5.00 s 4.15	4.5 COSMOPOLIS	51.2	5.35	s 8.05
82 BKPVXZ				A 5.15 AM A s 4.45 AM	2.1 N. P. CROSSING	53.3		
					0.6 DN-R ABERDEEN SA	53.9	5.20 PM s	7.45 PM
					3.6			

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

BKOPT WYZ				A 5.45 AM	A 5.15 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	7.15 PM
							(57.5)			Daily Except Sunday	Daily Except Sunday

(3.02) (4.00) Thru Time (3.00) (4.00)
14.9 14.3 Average speed per hour 15.1 14.3

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.

For stations not shown on schedule pages, see page 20.

WESTWARD THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY. EASTWARD

			691	681			690	692		
			5.15 PM	6.00 AM		ALBINA	A 5.45 AM	A 1.00 PM		
			A 4.30 AM	A 6.00 PM		ARGO	6.00 PM	11.00 PM		

WESTWARD

FOURTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 3

January 16, 1949

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.

	151 Time Freight	391 Freight	363 Freight	99 CMStP&P Passenger	19 Passenger	61 Passenger	97 CMStP&P Streamliner Passenger	63 Passenger
	Daily	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily

STATIONS

BKPVX				9.40PM	9.30PM		1.55AM	
BKOPTWXZ	7.50PM			9.49 ⁹⁸	9.34		2.01	
48 P	8.05			9.55	9.39 ⁹⁸		2.08	
53 P	8.15			10.02	9.45		2.15	
50 PW	8.30			10.15	9.56		2.27	
51 P	8.39			10.22	10.03		2.36	
52 P	8.48			10.28	10.08		2.42	
53 PW	9.05 ⁹⁸			10.37	10.16		2.51	
52 P	9.15			10.42	10.20		2.56	
52 P	9.30			10.50	10.27		3.03	
44 P	9.40			10.56	10.33		3.09	
52 P	9.50			11.01	10.38		3.14	
75 JOPV WXY	10.46 ¹⁹			11.10PM	10.46 ¹⁵¹		3.25AM	
52 P	11.06				10.52			
63 P	11.18				10.57			
51 P	11.30				11.02			
38 JPWY	11.55PM	3.00PM			11.13			
53 P	12.11AM	3.15			11.20			
51 P	12.30	3.30			11.29			
73 P	12.54	3.45			11.38			
BJKOPWXY	1.15	A 4.00PM			11.48	11.25PM		
96 P	1.40				11.57PM	11.33		
96 P	2.10				12.04AM	11.41		
46 PW	2.30				12.11	11.48		
96 P	2.50				12.15	11.51PM		
96 PW	3.34 ²⁰ 3.51 ⁶²				12.26	12.02AM		
95 P	4.19				12.35	12.11		
94 P	4.45				12.41	12.18		
28 JPX	5.05		2.20AM		12.48	12.27		12.01AM
M								
M								
BJKOP VWXY	7.15 ²⁹⁸		A 2.30AM ⁶²		12.55 1.20	12.35 1.10		A12.10AM
96 P	7.55				1.32	1.22		
96 P	8.15				1.39	1.29		
95 P	8.35				1.50 ⁶²	1.40 ⁶²		
BJKOP TWXY	A 9.00AM				A 2.05AM ²⁰	A 1.55AM		

DN-R SPOKANE DS AU	1.7	
WEST SPOKANE	3.6	
COWLES	4.2	
MARSHALL	7.3	
N CHENEY CY	5.2	
GEIB	5.0	
MASON	7.4	
N CROSKY CK	4.0	
WELLS	6.6	
PALM LAKE	5.2	
ASHBY	4.2	
EMDEN	6.7	
DN-R MARENGO RA	4.8	
THAVIS	4.4	
MACK	4.2	
ANKENY	7.9	
N-R HOOPER JCT. HR	5.6	
PARK	6.2	
JOSO	5.8	
CHEW	3.9	
DN-R AYER JD	6.2	
RUXBY	7.7	
SCOTT	6.1	
WALKER PIT	2.8	
SIMMONS	7.6	
N PAGE MS	7.5	
ASH	6.0	
HUMORIST	6.8	
ATTALIA	0.1	
N. P. CROSSING	0.6	
N. P. CROSSING	1.9	
DN-R WALLULA JN	7.8	
JUNIPER	5.3	
SAND	6.6	
RIVERVIEW	7.6	
DN-R UMATILLA CS UY		

BLOCK SIGNALS

(13 10)	(1 00)	(0 10)	(1 30)	(4 35)	(2 30)	(1 30)	(0 00)
13.9	21.5	15.6	40.7	40.0	32.0	40.7	17.3

..... Thru Time
..... Average Speed per Hour.....

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

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

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

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

For conditional stops to discharge or pick up revenue passengers, see page 27.

For stations not shown on schedule pages, see page 20.

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Time-Table No. 3 January 16, 1949		Mile Post	FIRST CLASS					SECOND CLASS				
				62	20	64	96	98	298	392	364		
				Passenger	Passenger	Passenger	CMStP&P Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight		
STATIONS													
BKPVX	DN-R	SPOKANE	DS AU	367.3		A 7.00AM		A 7.30AM	A 9.55PM				
BKOPTWXZ		WEST SPOKANE	1.7	365.6		6.54		7.22	9.49 ⁹⁹	A 6.30PM			
48 P		COWLES	3.6	362.0		6.48		7.14	9.39 ¹⁹	6.20			
53 P		MARSHALL	4.2	357.8		6.41		7.06	9.34	6.10			
50 PW	N	CHENEY	7.3	350.5		s 6.32		s 6.50	9.25	5.55			
51 P		GEIB	5.2	345.3		6.24		6.44	9.18	5.45			
52 P		MASON	5.0	340.3		6.18		6.38	9.13	5.35			
53 PW	N	CROSKEY	7.4	332.9		6.10		6.29	9.05 ¹⁵¹	5.20			
52 P		WELLS	4.0	328.9		6.05		6.24	9.01	5.10			
52 P		PALM LAKE	6.6	322.3		5.57		6.15	8.54	4.55			
44 P		ASHBY	5.2	317.1		5.51		6.09	8.49	4.45			
52 P		EMDEN	4.2	312.9		5.46		6.04	8.44	4.35			
75 JOPV WXY	DN-R	MARENGO	RA	306.2		s 5.37		5.55AM	8.32PM	4.20			
52 P		THAVIS	4.8	301.4		5.26				4.00			
63 P		MACK	4.4	297.0		5.20				3.40			
51 P		ANKENY	4.2	292.8		5.14				3.20			
38 JPWY	N-R	HOOPER JCT.	HR	284.9		5.03				2.50	A 6.30AM		
53 P		PARK	5.6	279.3		4.54				2.25	6.10		
51 P		JOSO	6.2	273.1		4.44				2.00	5.55		
73 P		CHEW	5.8	267.3		4.33				1.35	5.40		
BJKOPWXY	DN-R	AYER	JD	263.4		A 4.45AM	s 4.23			1.15PM	5.30AM		
96 P		RUXBY	6.2	257.2		4.27	4.12			11.15AM			
96 P		SCOTT	7.7	249.5		4.16	4.01			10.45			
46 PW		WALKER PIT	6.1	243.4		4.08	3.54			10.20			
96 P		SIMMONS	2.8	240.6		4.03	3.50			10.05			
96 PW	N	PAGE	7.5	233.0		3.51 ¹⁵¹	3.39 ¹⁵¹			9.30			
95 P		ASH	7.5	225.5		3.41	3.29			8.55			
94 P		HUMORIST	6.0	219.5		3.33	3.22			8.30			
28 JPX		ATTALIA	6.8	212.7		3.23	3.12	A 3.55AM		8.00		A 3.15PM	
M		N. P. CROSSING	0.1	212.6									
M		N. P. CROSSING	0.6	212.0									
BJKOP VWXY	DN-R	WALLULA	JN	210.1		3.15 ²⁰ 2.25 ³⁶³	3.05 ⁶² 2.45	3.45AM		7.15 ¹⁵¹		3.00PM	
96 P		JUNIPER	7.8	202.3		2.10	2.33			5.25			
96 P		SAND	5.3	197.0		2.02	2.25			5.15			
95 P		RIVERVIEW	6.6	190.4		1.50 ¹⁹ 1.40 ⁶¹	2.15			4.55			
BJKOP TWXY	DN-R	UMATILLA	CS UY	182.8		1.20AM	2.05 ¹⁹ AM			4.30AM			
		(183.4)				Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	

Thru Time (3.25) (4.55) (0.10) (1.35) (1.23) (14.00) (1.00) (0.15)
 Average Speed per Hour..... 23.4 37.3 15.6 38.0 44.2 13.1 21.5 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.

For stations not shown on schedule pages, see page 20.

WESTWARD HEPPIER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS
	329 Freight			330 Freight
	Monday Wednesday Friday			
	STATIONS			
39 BP WXY	9.30AM	D-R HEPPIER HR	45.2	A 8.45AM
19 P	9.55	8.9 LEXINGTON	36.3	8.00
7	10.10	5.3 JORDAN	31.0	7.40
15 PW	10.30	2.7 IONE ON	28.3	7.25
3	10.45	3.1 McNAB	25.2	7.10
13	11.05	5.4 MORGAN	19.8	6.55
3 W	11.30AM	5.3 CECIL	14.5	6.35
19 JPX	A12.15PM	14.5 N-R HEPPIER JCT. WI	0.0	6.00AM
		(45.2)		Monday Wednesday Friday

(2.45) Thru Time (2.45)
16.4 Average Speed per Hour 16.4

WESTWARD CONDON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS
	327 Freight			328 Freight
	Sunday Tuesday Thursday Saturday			
	STATIONS			
26 BPV WXY	10.15AM	D-R CONDON CD	44.5	A 9.00AM
22	10.40	8.2 GWENDOLEN	36.3	8.25
27	11.00	4.0 SPERCE	32.3	8.10
26	11.10	3.7 CLEM	28.6	7.50
29 PW	11.30	4.2 MIKKALO	24.4	7.30
27	11.50AM	4.7 BARNETT	19.7	7.10
11 PW	12.10PM	3.7 ROCK CREEK	16.0	6.55
29	12.30	8.7 SHUTLER	7.3	6.25
WB 126 JOPTWX EB 113	A 1.15PM	7.3 DN-R ARLINGTON MX	0.0	6.00AM
		(44.5)		Sunday Tuesday Thursday Saturday

(3.00) Thru Time (3.00)
14.8 Average Speed per Hour 14.8

WESTWARD BEND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday			
	STATIONS			
BOOK WXYZ	5.00AM	DN-R BEND D	150.0	A 2.30PM

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

JPV	A12.01PM	D OREGON TRUNK JUNCTION VO	0.0	7.30AM
		(150.0)		Daily Except Sunday

(7.01) Thru Time (7.00)
21.4 Average Speed per Hour 21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD GRASS VALLEY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS		
	STATIONS					
14 Y		KENT	52.5			
10		10.0 EAKIN	42.5			
28 PW		4.0 D GRASS VALLEY VY	38.5			
25 K		11.5 D MORO MR	27.0			
16		12.8 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.

For stations not shown on schedule pages, see page 20.

WESTWARD

YAKIMA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		363 Freight		63 Passenger				64 Passenger		364 Freight	
		Daily		Daily							
BKOPTVWXYZ		9.30PM		8.30PM	DN-R YAKIMA NY	98.0	A 7.40AM			A11.55PM	
39 X		9.40		8.38	3.4 UNION GAP	94.6	7.30			11.15	
MP					3.3 N. P. CROSSING	91.3					
30 P		9.50		8.45	0.5 PARKER	90.8	f 7.23			11.00	
M					1.4 N. P. CROSSING	89.4					
32 P		10.00		f 8.54	2.6 DONALD	86.8	f 7.13			10.40	
18 PV		10.05		f 8.59	2.3 SAWYER	84.5	f 7.07			10.30	
40 PV		10.15 ³⁶⁴		s 9.04	2.9 BUENA BA	81.6	s 7.00			10.15 ³⁶³	
74 PVX		10.25		s 9.10	3.1 D-R ZILLAH AH	78.5	s 6.53			9.55	
53 P		10.48		f 9.18 ³⁶⁴	5.1 GRANGER	73.4	f 6.41			9.18 ⁶³	
52		11.05		f 9.27	6.2 EMERALD	67.2	f 6.28			8.50	
35 JPXY		11.15		9.56	R MIDVALE	63.6	6.20			8.36	
51 PVWX		11.35		s10.07	5.9 N GRANDVIEW GW	57.7	s 5.46			7.45	
44 P		11.55PM		f10.19	6.9 NORTH PROSSER	50.8	f 5.32			7.10	
53		12.20AM		f10.31	7.8 CHAFFEE	43.0	f 5.18			6.25	
5				f10.37	3.7 CORRAL	39.3	f 5.11				
42 PWX		12.40		s10.42	2.8 D BENTON CITY BC	36.5	s 5.06			5.50	
53		12.55		10.52	5.2 ACTON	31.3	4.57			5.20	
53		1.25		11.10	10.5 LESLIE	20.8	4.40			4.30	
55 PVWX		1.45		s11.30	7.6 N KENNEWICK KN	13.2	s 4.25			4.00	
12 P		1.55		f11.40	4.5 HEDGES	8.7	f 4.10			3.45	
M					1.4 N. P. CROSSING	7.3					
53		2.05		f11.45PM	0.6 VILLARD	6.7	f 4.05			3.35	
16 JPX		A 2.20AM		A12.01AM	6.7 ATTALIA	0.0	3.55AM			3.15PM	
					(98.0)		Daily			Daily	
		(4.50) 20.3		(3.31) 27.9	..... Thru Time.....		(3.45)			(8.40) 11.3
					..... Average Speed per Hour.....		26.1			

WESTWARD

SUNNYSIDE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	FIRST CLASS				Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS			
		63 Passenger	83 Passenger				64 Passenger	84 Passenger		
		Daily	Daily				Daily	Daily		
35 JPXY		9.35PM	5.55AM	R MIDVALE	0.0	A 6.20AM	A 9.56PM			
PVX		A 9.44PM	A 6.05AM	D-R SUNNYSIDE SI	2.8	6.10AM	9.47PM			
				(2.8)		Daily	Daily			

(0.09)
18.7

(0.10)
16.8

..... Thru Time.....
..... Average Speed per Hour.....

(0.10)
16.8

(0.09)
18.7

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

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

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

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

For stations not shown on schedule pages, see page 20.

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS				Time-Table No. 3	
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	69 Spokane Internat'l Passenger	95 CMStP&P Streamliner Passenger	91 CMStP&P Passenger	67 Passenger	January 16, 1949	
	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS	
BKPVX	9.30PM	3.30PM	8.05AM		11.59PM	10.15PM	8.00AM	7.45AM	DN-R SPOKANE DS AU
IPX	9.40	3.38	8.10		A12.04AM	10.20	8.05	7.50	N. P. CROSSING 0.9
83 X	9.51	3.42 ³⁸⁴	8.15			10.23	8.08	7.53	EAST SPOKANE 3.7
59 JKVX	10.10	3.56	A 8.25AM			10.30	8.15	8.00	DN DISHMAN SP
35	10.20	4.10				10.34	8.19	8.04	CHESTER 3.2
49	10.46 ⁹⁵	4.22				10.46 ³⁸¹	8.31	8.15	D MICA MA
38	11.17 ³⁸⁸	4.49 ⁶⁸				10.50	8.35	8.20	FREEMAN 2.8
JVX	A11.25PM	5.15 ³⁸²			A10.55PM	A 8.40AM	8.26	8.26	DN-R MANITO MU
23		5.30					8.33	8.33	D ROCKFORD RD
40		5.40					8.40	8.40	DARKNELL 3.3
81 WX		5.53					8.46	8.46	D FAIRFIELD G
44		6.20					9.00	9.00	LATAH 8.4
BJKOPTWXYZ		A 6.45PM					9.20AM	9.20AM	DN-R TEKOA K
									(49.3)

(1.55) 11.4 (3.15) 15.2 (0.20) 19.5 (0.05) 22.8 (0.40) 32.7 (0.40) 32.7 (1.35) 31.1 Thru Time..... Average Speed per Hour.....

BLOCK SIGNALS

DN-R	SPOKANE	DS AU
	N. P. CROSSING	0.9
	EAST SPOKANE	3.7
DN	DISHMAN	SP
	CHESTER	3.2
D	MICA	MA
	FREEMAN	2.8
DN-R	MANITO	MU
D	ROCKFORD	RD
	DARKNELL	3.3
D	FAIRFIELD	G
	LATAH	8.4
DN-R	TEKOA	K

WESTWARD THORNTON BRANCH

EASTWARD

WESTWARD POMEROY BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 3	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 3	Mile Post	SECOND CLASS
	391 Freight	January 16, 1949		392 Freight		355 Freight	January 16, 1949		356 Freight
	Daily Except Monday	STATIONS		Daily Except Monday		Monday Wednesday Friday	STATIONS		Daily Except Monday
14 JPX	6.30AM	R SELTICE	48.0	A 2.40PM	35 TWX	6.00PM	D-R POMEROY PY	28.9	A10.45PM
		G. N. CROSSING 8.2	39.8		25	6.20	ZUMWALT 4.5	24.4	10.30
		N. P. CROSSING 0.03	39.7		7	6.50	DODGE 8.1	16.3	10.00
34 VWX	7.45	D OAKESDALE ON	39.1	1.30PM	18 W	6.57	CHARD 1.8	14.5	9.50
M		G. N. CROSSING 0.55	30.7		8	7.10	JACKSON 3.2	11.3	9.35
28 WX	10.20 ³⁹²	D ST. JOHN SJ	18.3	10.20AM	18	7.25	DELANEY 3.4	7.9	9.20
53	11.25	GRAVEL PIT 13.9	4.4	9.20	JWXY	A 8.15PM	D-R STARBUCK SA	0.0	8.50PM
63 JWXY	A11.45AM	D-R WINONA WA	0.0	9.00AM			(28.9)		Sunday Tuesday Thursday
		(48.0)		Daily Except Monday		(2.15) 12.8	..... Thru Time.....		(1.55) 15.1
							..... Average Speed per Hour.....		

(5.15) 9.1 (5.40) 8.5 Thru Time..... Average Speed per Hour.....

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

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

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

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

No. 392 arriving at Winona on Tekoa-Ayer Branch will run as No. 392 Winona to Seltice.

For stations not shown on schedule pages, see page 20.

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	Time-Table No. 3 January 16, 1949		Mile Post	FIRST CLASS				SECOND CLASS				
				94	70	68	92	384	382	388		
				CMS&P&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMS&P&P Passenger	CMS&P&P Freight	CMS&P&P Freight	Freight		
STATIONS												
BKPVX	DN-R	SPOKANE	DS AU	165.4	A 1.45AM	A 12.15PM	A 5.30PM	A 9.15PM		A 4.00PM	A 7.00PM	A 12.30AM
IPX		N. P. CROSSING	DOUBLE TRACK	163.5	1.36	12.08PM	5.21	9.08		3.45	6.50	12.20
83 X		EAST SPOKANE		162.6	1.34		5.18	9.06		3.42 ³⁸⁷	6.40	12.15
59 JKVX	DN	DISHMAN	SP	158.9	1.27		s 5.11	8.59		3.30PM	6.00	12.05AM
35		CHESTER		155.7	1.22		f 5.06	8.54			5.51	11.52PM
49	D	MICA	MA	149.7	1.11		f 4.54	8.43			5.32	11.27
38		FREEMAN		146.9	1.06		f 4.49 ³⁸⁷	8.38			5.26	11.17 ³⁸¹
JVX	DN-R	MANITO	MU	143.6	1.01AM		f 4.43	8.33PM			5.15PM ³⁸⁷	11.02
23	D	ROCKFORD	RD	138.4			s 4.35					10.46
40		DARKNELL		135.1				4.28				10.35
31 WX	D	FAIRFIELD	G	131.7			s 4.22					10.20
44		LATAH		123.3			s 4.07					9.55
BKOPTWXYZ	DN-R	TEKOA	K	116.1				3.55PM				9.30PM
		(49.3)			Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily Except Sunday
..... Thru Time				(0.44)	(0.07)	(1.35)	(0.42)			(0.30)	(1.45)	(3.00)
..... Average Speed per Hour				29.7	16.3	31.1	31.1			13.0	12.4	16.4

WESTWARD		MOSCOW BRANCH		EASTWARD		WESTWARD CONNELL BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	FIRST CLASS	Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS
	379	61			62	378		391			392
	Freight	Passenger			Passenger	Freight		Freight			Freight
STATIONS											
BKTVWX	7.40PM	7.30PM	D-R MOSCOW MO	28.1	A 8.35AM	A 5.35PM	BKOWXY	1.45PM	D-R LA CROSSE JA	0.0	A 7.30AM
			N. P. CROSSING	19.3			11 X	2.50	HOOPER	14.7	6.35
23 X	8.10	s 7.50	D PULLMAN XN	18.7	s 8.18	5.10	32 JPWXY	A 2.55PM	N-R HOOPER JCT HR	15.7	6.30AM
18	8.30	s 8.03	ALBION	12.7	s 8.00	4.50	34		D WASHUCNA FN	23.5	
19	8.40	f 8.10	SHAWNEE	9.7	f 7.53	4.38	21 V		D KAHLOTUS HO	37.4	
BKMOOWXY	A 9.30PM	A 8.30PM	DN-R COLFAX CA	0.0	7.30AM	4.00PM	18 WXY		R CONNELL N	52.9	
			(28.1)		Daily	Daily Except Monday			(52.9)		Daily Except Monday
(1.50)		(1.00)	..... Thru Time		(1.05)	(1.35)	(1.10)	..... Thru Time		(1.00)	
15.3		28.1	Average Speed per Hour		25.9	17.7	13.4	Average Speed per Hour		15.7	

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

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

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

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

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

For stations not shown on schedule pages, see page 20.

WESTWARD

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Seating etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS			
	379 Freight	355 Freight	391 Freight	73 Passenger	61 Passenger			62 Passenger	74 Passenger	392 Freight	378 Freight	356 Freight	
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily								
STATIONS													
BJKOPT WXYZ			6.00AM			DN-R TEKOA K	116.1					A 3.00PM	
14 JPX			A 6.30AM			R SELTICE	110.4					2.40PM	
32 W			VIA THORNTON			D FARMINGTON FM	104.5						
M						N P. CROSSING	103.4						
						N. P. CROSSING	95.4						
38 VWX						D GARFIELD GR	96.1						
						ELBERTON	89.7						
13						GLENWOOD	83.5						
32 BJKMOWXY	9.50PM				8.35PM	D-R COLFAX CA	77.4	A 7.25AM					A 2.45PM
M						G. N. CROSSING	77.3						
14 East Spur X 16 West Spur X	10.10				8.42	CREST	74.9	7.16					2.00
34	10.30				f 8.47	MOCKONEMA	72.5	f 7.11					1.30
29	10.50				f 8.54	DIAMOND	68.5	f 7.05					12.30
15	11.05				f 9.01	THERA	64.8	f 6.59					12.05PM
27	11.30PM				s 9.14	D ENDICOTT DI	57.9	s 6.49					11.45AM
63 JWXY	12.01AM			11.45AM	s 9.25	D-R WINONA WA	52.1	s 6.40				A 9.00AM	11.00
46	12.25			12.15PM	9.32	SUTTON	48.0	6.34				8.35	10.20
26 BJKOWXY	A 1.00AM		A 12.45PM	s 9.42	D-R LA CROSSE JA	41.5	s 6.26				8.10AM	10.00AM	
42				f 9.55	JERITA	35.8	f 6.13						
44				f 10.06	HAY	30.2	f 6.05						
60 JPVWXY				10.26PM	s 10.35	DN-R RIPARIA XS	17.5	s 5.42			A 5.55AM		
M					N. P. CROSSING	17.4							
10 JPXY		8.25PM		s 10.35	s 10.46	R TUCANNON	12.6	s 5.32	s 5.43			A 8.35PM	
41 X		8.30		10.37	10.49	PATAHA	11.8	5.27	5.40			8.33	
54 X		8.50		f 10.55	f 11.07	RIFTON	2.9	f 5.11	f 5.22			8.10	
BJKOPWXY		A 9.00PM		A 11.05PM	A 11.15PM	DN-R AYER JD	0.0	5.05AM	5.15AM			8.00PM	
						(116.1)		Daily	Daily		Daily Except Monday	Daily Except Monday	Sunday Tuesday Thursday

(3.10)	(0.35)	(6.45)	(0.40)	(2.40)	..... Thru Time	(2.20)	(0.40)	(6.50)	(4.45)	(0.35)
11.3	21.6	9.5	26.3	29.0	... Average speed per hour ...	33.2	26.3	10.9	7.5	21.6

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

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

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

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

No. 392 arriving at Seltice on Thornton Branch will run as No. 392 Seltice to Tekoa.

For stations not shown on schedule pages, see page 20.

WESTWARD			WALLACE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		393		67				68		394	
		Freight		Passenger				Passenger		Freight	
	Daily Except Saturday		Daily	STATIONS							
	BJKOPTWXYZ	10.01PM		9.25AM	DN-R	TEKOA	K	0.0	A 3.50PM	A 9.30PM	
25		10.20	f	9.37		6.9	LOVELL	6.9	f	3.38	8.50
18		10.30		9.48		5.2	WATT	12.1		3.28	8.30
17	VX	10.43	s	9.54	D	3.2	PLUMMER	15.3	s	3.18	8.10
22	TWX	11.15	s	10.09		7.5	CHATCOLET	22.8	f	2.58	7.45
40	WX	11.45	s	10.25		7.7	HARRISON	30.6	s	2.42	7.20
43		11.59PM	s	10.30	D	3.5	SPRINGSTON	34.0	s	2.35	7.10
20		12.45AM	s	10.48		11.3	LANE	45.3	s	2.14	6.42
33		1.00	s	10.54		3.8	ROSE LAKE	49.1	s	2.07	6.32
12		1.10	s	10.59		2.9	DUDLEY	52.0	f	2.02	6.24
30		1.30	s	11.09		5.7	CATALDO	57.7	f	1.54	6.10
18		1.55	f	11.21		6.4	PINE CREEK	64.1	f	1.44	5.55
	JWX		f			3.1	BRADLEY	67.2	f		
25	BKOX	A 2.20AM	s	11.32	D-R	2.0	KELLOGG-WARDNER	69.2	s	1.35	5.40PM
31			s	11.45AM		6.6	OSBURN	75.8	f	1.22	
	BKTVWXZ		s	12.01PM	D-R	4.4	WALLACE	80.2		1.15PM	
						0.2	N. P. CROSSING	80.4			
						0.2	N. P. CROSSING	80.6			
	JX					0.1	WALLACE JCT.	80.7			
13						4.4	DORN	85.1			
5	VWX				D	1.8	BURKE	88.9			
						(88.9)			Daily	Daily Except Sunday	
		(4.19) 16.0		(2.36) 30.9		Thru Time.....		(2.35) 31.0		(3.50) 18.1	
						Average Speed per Hour.....					

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

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

For stations not shown on schedule pages, see page 20.

WESTWARD			SIERRA NEVADA BRANCH				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.					Time-Table No. 3 January 16, 1949		Mile Post		
					STATIONS				
					BRADLEY				
	JWX					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				WALLULA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		345 Freight		65 Passenger			66 Passenger		346 Freight		
		Daily		Daily							
	STATIONS										
BJKOPVWXY		12 01 PM		4.00 AM	DN-R WALLULA JN	0.0	A 12.05 AM		A 7 00 AM		
11		12 17		f 4.15	7.5 REESE	7.5	f 11.50 PM		6 25		
29 PWX		12 35		s 4.30	7.5 TOUCHET CH	15.0	s 11.35		6 10		
12		12 45		f 4.41	4.3 LOWDEN	19.3	f 11.25		6 00		
10		12 55		f 4.52	4.7 WHITMAN	24.0	f 11.15		5 50		
17 X		1 05		f 5.03	4.6 AUKER	28.6	f 11.05		5.40		
M					0.1 W. W. V. Ry. CROSSING	28.7					
5 X					0.2 COLLEGE PLACE	28.9					
BJKOPTVWXYZ		A 1.30 PM		A 5.15 AM	DN-R WALLA WALLA Z BU	30.9	11.00 PM		5.30 AM		
					(30.9)		Daily		Daily		
		(1.29) 20.8		(1.15) 24.7	..... Thru Time.....		(1.06) 28.5		(1.30) 20.0	
					..... Average Speed per Hour					

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		SECOND CLASS		Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS		SECOND CLASS		
		367 Freight	365 Freight				366 Freight	368 Freight			
		Tuesday and Friday	Daily Except Sunday								
	STATIONS										
29 T		1.15 PM ³⁶⁸			TURNER	24.8		A 1.15 PM ³⁶⁷			
25		1.24			2.1 WHETSTONE	22.7		1.04			
26 VWXY		A 2.05 PM	12.01 PM	D	9.6 DAYTON DA	13.1	A 9.15 AM	12.25 PM			
					0.09 N. P. CROSSING	13.0					
					0.01 N. P. CROSSING	13.0					
JX			12.03 PM		0.1 DAYTON JCT.	12.9	9.13 AM				

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

JX			12.30 PM	R	WAITSBURG JCT.	5.2	8.53 AM		
28 X			12.34	D	1.7 WAITSBURG BG	3.5	8.49		
28 JWX			A 12.45 PM		3.5 BOLLES	0.0	8.40 AM		
					(24.8)		Daily Except Sunday	Tuesday and Friday	
		(0.50) 14.0	(0.44) 17.9	..... 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.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 368 arriving at Turner will run as No. 367 Turner to Dayton.
 For stations not shown on schedule pages, see page 20.

WESTWARD

PENDLETON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS				Time-Table No. 3 January 16, 1949	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		12-45PM			BOLLES	71.3		A 8-40AM		
28 X		1-00		D	PRESCOTT SY	66.7		8-28		
19		1-30			HADLEY	56.5		8-00		
21		1-40			VALLEY GROVE	53.6		7-52		
M					N. P. CROSSING	47.2				
BJKOPTVWXYZ		A 2-00PM	3-00AM	DN-R	W. W. V. RY. CROSSING	46.6				
M					W. W. V. RY. CROSSING	44.2				
24			3-20		W. W. V. RY. CROSSING	39.9	10-05			
M					SPOFFORD	36.3				
30 VWX			4-00	D	MILTON CO	36.2	9-50			
50			4-32		BLUE MOUNTAIN	26.7	9-05			
20			4-45		DOWNING	23.4	8-50			
Spur			4-55		WESTON	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		BLA KELEY	10.0	8-05			
28			6-05		SAXE	4.0	7-45			
BJKVWXYZ			A 6-30AM	DN-R	PENDLETON FD	0.0	7-30AM			
					(83.0)		Daily	Daily Except Sunday		

(1.15) (3.30) Thru Time (3.00) (1.10)
 20.1 13.4 Average Speed per Hour 18.4 21.6

WESTWARD

TUCANNON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS				Time-Table No. 3 January 16, 1949	Mile Post	SECOND CLASS			
		356 Freight					355 Freight			
		Sunday Tuesday Thursday								
JPHY		8-35PM		R	TUCANNON	0.0	A 8-25PM			
JWXY		A 8-45PM		D	STARBUCK SA	3.8	8-15PM			
10					RELIEF	9.3				
					(9.3)		Monday Wednesday Friday			

(0.10) (0.10) Thru Time (0.10)
 22.8 Average speed per hour 22.8

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.

For stations not shown on schedule pages, see page 20.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 27	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 27	Switch Connection
First Subdivision				Pomeroy Branch			
Yoakum.....	201.7	10	Both	Houser.....	19.1	1	Both
Boardman.....	163.8	14 P	Both	Moscow Branch			
Dillon.....	93.5	14	West	Holland.....	21.4	8	Both
Seufert.....	87.7	13	West	Whitlow.....	20.5	1	Both
Second Subdivision				Armstrong..... (3)	15.7	3 W {M.P. 16.2}	Both
Viento.....	55.2	.....	None	Parvin..... (3)	7.8	8	Both
C. L. Lumber Co.....	45.1	7	East	Risbeck..... (3)	4.5	6	Both
Warrendale.....	35.9	.....	None	Connell Branch			
Multnomah Falls.....	29.6	.....	None	Curry.....	51.1	12	Both
Latourell.....	23.9	.....	None	Sulphur.....	46.1	9	Both
Corbett.....	20.3	.....	None	Estes.....	42.3	7	Both
Quarry Spur.....	6.5	13	West	Wacota.....	34.1	4	Both
Kenton Line				McAdam.....	29.3	3	Both
Reynolds.....	20.0	{ 37 40 P 126 }	Both	Gordon.....	8.2	7	Both
Ward.....	14.2	6	Both	Pampa.....	4.6	15	Both
Champ.....	9.5	7	Both	Tekoa-Ayer Branch			
Fourth Subdivision				Walters.....	98.6	10	Both
Teske.....	310.6	2	Both	Schreck.....	31.9	14	Both
Magallon.....	258.6	2	Both	Canyon..... (3)	22.1	.....	None
Matthews.....	253.3	5	Both	Wallace Branch			
Sheffler.....	242.1	4	Both	Frisco.....	84.4	7 X	Both
Grays Harbor Branch				Gem.....	84.1	5 X	Both
Law.....	44.7	11	East	Polaris.....	74.6	42	East
South Elma..... (1)	32.5	5 PW	West	Shont..... (4)	72.8	3	Both
Rony..... (1)	28.9	.....	None	Smelterville..... (4)	66.3	.....	None
Balch..... (1)	18.3	18 P	Both	Enaville..... (5)	62.5	..... Y	None
Raisch.....	2.6	7	Both	Medimont..... (5)	41.3	8	West
Grass Valley Branch				Black Lake..... (4)	35.0	.....	None
Sandon.....	15.6	8	Both	O'Gara..... (4)	26.3	.....	None
Hay Canyon.....	19.2	{ 12 15 }	East	Tilma.....	2.1	1 X	Both
De Moss.....	23.9	12	West	Dayton Branch			
Erskine.....	31.3	9	Both	Loyd.....	4.1	3	East
Bourbon.....	45.8	8	Both	Ronan.....	19.3	28	West
Yakima Branch				Pendleton Branch			
Flint.....	83.6	18	Both	McKay.....	78.6	6	Both
Capps.....	54.8	8	Both	McCall.....	69.4	2	Both
Biggam..... (2)	48.3	10	Both	Robinson.....	67.6	2	Both
Grossepup.....	28.2	8	Both	Ennis.....	60.9	10	Both
Spokane-Tekoa Branch				Berryman.....	59.8	9	Both
Hill.....	161.2	51 X	Both	Russell.....	51.8	11	Both
Coey.....	141.7	17	Both	Langdon.....	43.6	12	Both
Rahm.....	125.9	4	Both	State Line.....	41.7	10	Both
Thornton Branch				Prunedale.....	34.2	15	Both
Warner.....	45.3	11	Both	Barrett.....	33.1	10	Both
Fletcher.....	42.5	11	Both	Bade.....	30.2	13	Both
Thornton.....	31.2	.....	None	Havana.....	6.9	11	Both
Huntley.....	22.6	.....	None	Tucannon Branch			
Juno.....	20.8	10	Both	Powers.....	2.7	4	Both
Willada.....	11.5	.....	None				

- (1) Flag stop for Nos. 306-307.
- (2) Flag stop for Nos. 63-64.
- (3) Flag stop for Nos. 61-62.
- (4) Flag stop for Nos. 67-68.
- (5) Regular stop for Nos. 67-68.

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

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

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

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

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

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

When a freight engine is used in passenger service on a branch line, the speed specified under "Frts." 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.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
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.			35	On other branch lines.		30	15
When caboose is handled in train consisting of passenger train equipment.		50						Through tunnels.	40	40	25
3800 class engines.		60	45	Diesel-electric locomotives in road or helper service:				When using cross-overs or turn-outs:			
3900 class engines.		65	45	Backing up shoving a train.				9000 class engines;			
5000 class engines.		50	45	(Speed of train being helped will govern).				Forward movement.		10	10
4000 and 9000 class engines.		45	40	Backing up pulling train.	40	40	40	Back-up movement.		6	6
MacArthur type engines with 63-inch drivers.		50	45	Backing up light.				All other classes engines;	15	15	15
MacArthur type engines with 57-inch drivers.		35	35	Diesel switch engines in road service.	35	35	35	Forward movement.	10	10	10
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35					Back-up movement.			
0-6-0 and 0-8-0 type yard engines.		20	20	Trains handling company roadway machines on their own wheels.			25	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
C. M. St. P. & P. class N3-S engines.		50	40	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
C. M. St. P. & P. class L engines.		35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:				On tracks other than main tracks.	15	15	15
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35	Maximum speed.			20	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.			
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25	Through truss bridges.			6	9000 class engines on wyes.			5
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35	Trains handling scale test cars:			30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
				On main line.			25	On main line.			25
				On branch lines.			25	On branch line.			15
								(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION

Rieth				Between M.P. 200.9 and 200.6.	60	50	40	Echo			
Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 198.7 and 198.4.	45	35	25	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				Nolin				Between M.P. 190.4 and 190.0.	70	60	45
Between M.P. 206.9 and 206.7.	60	50	40	Between M.P. 198.2 and 197.8.	55	45	35	Between M.P. 189.0 and 188.8.	60	50	40
Between M.P. 206.2 and 205.8.	70	60	45	Between M.P. 197.3 and 196.7.	60	50	40				
Between M.P. 204.5 and 204.0.	40	40	25	Between M.P. 195.6 and 195.4.	60	50	40	Stanfield			
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. 188.3 and 188.0.	60	50	40
Between M.P. 201.6 and 201.5.	70	60	45	Between M.P. 193.5 and 193.3.	70	60	45	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	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	Heppler 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.
Oneonta				Between M.P. 13.5 and 13.2.	55	45	35	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 31.4 and 30.7.	60	50	40	Fairview							
Between M.P. 29.4 and 27.5.	60	50	40	Between M.P. 12.0 and 10.9.	60	50	40	Between Albina and Portland, backing up.	8		
Bridal Veil				Clarnie				Between Albina and East Portland, curve at Globe Mill.	8	8	8
Between M.P. 25.9 and 25.5.	70	60	45	Between M.P. 7.6 and 2.7.	50	40	25	East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge.	8	8	8
Between M.P. 25.2 and 24.8.	60	50	40	Between M.P. 2.7 and 1.0.	35	30	20	Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
Between M.P. 24.0 and 23.8.	55	45	35	Graham							
Rooster Rock				Kenton Line							
Between M.P. 22.4 and 21.3.	60	50	40	Between Troutdale and Kenton.	45	45	35				
Between M.P. 21.3 and 21.1.	40	40	25	Between M.P. 22.0 and 19.5.	45	40	25				
Between M.P. 21.1 and 20.1.	60	50	40	Troutdale							
Between M.P. 18.5 and 18.2.	60	50	40	2-10-2 class engines using lead and other tracks in Alcoa plant.			6				
Between M.P. 17.9 and 14.8.	70	60	45								

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

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

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	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	Spokane, through Union Station limits. 3900 class engines.	6	6	6

BRANCHES

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

Heppner Branch Maximum speed.			25	Cosmopolis, with logs within city limits.			8	Between M.P. 127.5 and 128.4.		35	25
3-degree curves.			20	Tono Branch Maximum speed.			15	Between M.P. 129.6 and 130.6.		35	25
4- and 5-degree curves.			15	4- and 5-degree curves.			15	Between M.P. 130.8 and 131.0.		50	30
On curves of 6 degrees and over.			10	On curves of 6 degrees and over.			10	Fairfield , over street crossings.			25
Condon Branch Maximum speed.			25	Olympia Branch Maximum speed.			20	Between M.P. 132.6 and 132.8.		45	30
3-degree curves.			20	4- and 5-degree curves.			15	Between M.P. 133.3 and 134.6.		30	20
4- and 5-degree curves.			15	On curves of 6 degrees and over.			10	Between M.P. 135.3 and 136.3.		35	25
On curves of 6 degrees and over.			10	Spokane-Tekoa Branch East Spokane through Interlocking.			15 15	Darknell Between M.P. 136.6 and 139.2.		25	20
On descending grades between Speece and Mikkalo.			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.			15	Between Manito and Tekoa.			50 30	Between M.P. 139.8 and 140.4.		45	30
Grass Valley Branch Maximum speed.			25	On 3-degree curves.			50 30	Between M.P. 141.0 and 141.2.		35	25
3-degree curves.			20	On 4-degree curves.			45 30	Between M.P. 142.6 and 143.2.		30	20
4- and 5-degree curves.			15	On 5- and 6-degree curves.			35 25	Manito Between M.P. 144.4 and 144.6.	60	50	35
On curves of 6 degrees and over.			10	On 7- and 8-degree curves.			30 20	Between M.P. 145.5 and 146.0.	55	45	35
Between Kent and M.P. 39.			15	On curves of 7 degrees and over with 2-10-2 type engines.			25 20	Between M.P. 146.2 and 146.4.	60	50	35
Between M.P. 33 and Thornberry, on descending grades.			20	On 9- and 10-degree curves.			25 20	Between M.P. 146.9 and 147.2.	60	50	35
Between Thornberry and Biggs, on descending grades.			10	Tekoa Between M.P. 117.2 and 117.5.			25 20	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 30	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 25	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 20	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 25	Between M.P. 152.6 and 153.0.	45	35	25
Trains handling rock.			25	Between M.P. 120.7 and 121.4.			35 25	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 20	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 25	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 30	Between M.P. 154.7 and 155.5.	40	35	25
Cosmopolis, within city limits.			20 15	Latah Between M.P. 123.4 and 124.5.			25 20				
				Between M.P. 125.1 and 125.7.			35 25				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psgr.	Fr.		Psgr.	Fr.		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.		20
Spokane, through tunnel.	15	15	15	Sutton Between M.P. 49.3 and 50.1.	30	20	Between Starbuck and Relief.		12
Spokane, over slip switches at N. P. Crossing.	15	15	10	Thera Between M.P. 64.9 and 65.2.	35	25	Pendleton Branch Maximum speed.	30	30
Spokane, between N. P. Crossing and Mission Ave., over street crossings on line through old yard.		12	12	Between M.P. 65.4 and 65.6.	45	30	Between Alto and Downing.	25	25
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Between M.P. 68.2 and 68.5.	35	25	On 7- and 8-degree curves.	30	20
Tekoa-Ayer Branch Maximum speed.		50	30	Diamond Between M.P. 68.8 and 69.0.	35	25	On 9- and 10-degree curves.	25	20
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 69.9 and 70.1.	35	25	Between Walla Walla and Pendleton, with MacArthur type engines.	25	25
Between Tucannon and Ayer.		35	25	Mockonema Between M.P. 73.3 and 73.6.	25	20	Between Barrett and Downing, on descending grade.	15	15
On 4-degree curves.		45	30	Colfax Over street crossings.	12	12	Pendleton, over Thompson, Main and Aura Streets.	12	12
On 5- and 6-degree curves.		35	25	Between M.P. 74.9 and 77.2.	25	12	Pendleton, over other street crossings within city limits.	20	20
On 7- and 8-degree curves.		30	20	Between M.P. 78.4 and 78.5.	30	20	Pendleton Between M.P. 1.2 and 1.4.	30	25
On curves of 7 degrees and over with 2-10-2 type engines.		25	20	Between M.P. 79.8 and 80.7.	30	20	Between M.P. 9.5 and 9.8.	30	20
On 9- and 10-degree curves.		25	20	Between M.P. 81.5 and 82.3.	25	20	Athena Over street crossings.	15	15
Ayer Between M.P. 14.0 and 14.1.		35	25	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 20.9 and 21.3.	30	25
Between M.P. 14.3 and 16.1.		25	25	Glenwood Between M.P. 83.7 and 84.5.	30	20	Downing Between M.P. 24.0 and 24.5.	25	20
Between M.P. 17.1 and 17.2.		15	15	Between M.P. 86.5 and 87.0.	25	20	Between M.P. 25.4 and 26.2.	25	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 87.6 and 88.9.	30	20	Blue Mountain Between M.P. 29.0 and 29.4.	25	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 89.1 and 89.4.	25	20	Between M.P. 29.8 and 30.1.	25	20
Between M.P. 19.7 and 19.9.		25	20	Elberton , over street crossings.	25	25	Between M.P. 30.3 and 30.4.	25	20
Between M.P. 23.6 and 23.7.		30	20	Between M.P. 91.0 and 91.9.	25	20	Between M.P. 31.2 and 31.7.	25	20
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.	30	25	Between M.P. 32.2 and 32.4.	25	20
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 95.6 and 95.8.	30	25	Between M.P. 32.7 and 32.9.	25	20
Between M.P. 27.1 and 27.2.		30	20	Between M.P. 101.1 and 101.5.	30	25	Milton, over street crossings.	15	15
Between M.P. 27.4 and 27.8.		25	20	Between M.P. 102.0 and 102.4.	30	25	W. W. V. Ry. Crossing M.P. 36.3.	15	15
Between M.P. 28.2 and 28.7.		25	20	N. P. Crossing Between M.P. 104.6 and 104.9.	30	20	W. W. V. Ry. Crossing, M.P. 44.2.	20	20
Hay Between M.P. 30.4 and 31.1.		35	25	Farmington Between M.P. 105.5 and 105.8.	30	20	Walla Walla, over street crossings.	12	12
Between M.P. 32.0 and 33.8.		30	20	Between M.P. 112.2 and 113.1.	30	25	Walla Walla, on west leg of wye.	8	8
Between M.P. 34.2 and 35.2.		25	20	Thornton Branch Maximum speed.		25	W. W. V. Ry. Crossing, M.P. 46.6.	12	12
Jerita Between M.P. 36.2 and 36.9.		30	20	Tucannon Branch Maximum speed.		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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Between M.P. 64.8 and 64.9.		20	Wallula			Connell Branch		
Between M.P. 65.5 and 66.0.		20	Between M.P. 0.8 and 1.1.	30	20	Maximum speed.		
Between M.P. 66.1 and 66.3.		20	Between M.P. 1.6 and 2.0.	25	20	Between LaCrosse and Hooper Jet.		30
Between M.P. 71.7 and 72.5.		20	Between M.P. 2.6 and 2.7.	35	25	Between Hooper Jet. and Connell.		20
Between M.P. 72.8 and 73.2.		20	Between M.P. 2.9 and 3.1.	35	25	On 5- and 6-degree curves.		25
Between M.P. 74.3 and 76.1.		20	Between M.P. 3.5 and 3.6.	35	25	On 7- and 8-degree curves.		20
Menoken			Between M.P. 4.0 and 4.3.	35	25	On 9- and 10-degree curves.		20
Between M.P. 78.4 and 78.5.		20	Between M.P. 4.8 and 5.3.	30	20	La Crosse		
Between M.P. 78.9 and 79.3.		20	Between M.P. 5.9 and 6.4.	35	25	Between M.P. 3.4 and 3.6.		25
Between M.P. 79.6 and 79.9.		20	Between M.P. 6.7 and 6.8.	30	20	Between M.P. 6.6 and 6.8.		25
Between M.P. 80.8 and 81.2.		20	Between M.P. 7.0 and 7.1.	25	20	Between M.P. 7.2 and 7.8.		20
Alto			W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Between M.P. 9.2 and 9.7.		20
Yakima Branch			Reese			Hooper Jet. on connection between Connell Branch and Fourth Subdivision.		15
Maximum speed.	45	30	Between M.P. 7.7 and 8.0.	30	20	Moscow Branch		
With pile driver 0321.		15	Between M.P. 8.2 and 8.4.	35	25	Maximum speed.	35	25
On 5- and 6-degree curves.	35	25	Between M.P. 8.7 and 9.1.	30	20	On 7- and 8-degree curves.	30	20
On 7- and 8-degree curves.	30	20	Between M.P. 9.5 and 9.7.	30	20	On 9- and 10-degree curves.	25	20
On 9- and 10-degree curves.	25	20	Between M.P. 10.0 and 10.1.	35	25	Colfax , over street crossings.	12	12
Attalia			Between M.P. 10.7 and 10.9.	35	25	Between M.P. 2.3 and 3.5.	30	20
Bridge 7.44.	25	15	Between M.P. 11.1 and 11.4.	35	25	Between M.P. 5.6 and 6.7.	25	20
Kennewick, over street crossings.	8	8	Between M.P. 12.1 and 12.3.	25	20	Between M.P. 6.8 and 7.5.	30	20
Between Grandview and Biggam.	30	25	Between M.P. 12.5 and 12.6.	35	25	Between M.P. 8.4 and 8.8.	25	20
Benton City			Between M.P. 18.5 and 18.6.	35	25	Shawnee		
Between M.P. 37.5 and 38.1.	25	20	Walla Walla			Between M.P. 9.9 and 10.0.	30	20
Granger, over street crossings.	30	30	Pomeroy Branch			Between M.P. 10.8 and 11.2.	25	20
Zillah, over street crossings.	25	15	Maximum speed.		20	Between M.P. 12.2 and 12.5.	30	20
Yakima River Bridge 89.35, through gauntlet track.	15	15	Between M.P. 15 and Pomeroy.		15	Albion		
Yakima, over Yakima Ave., and Walnut Street.	6	6	Dayton Branch			Between M.P. 13.4 and 13.6.	30	20
Yakima, over other street crossings.	10	10	Maximum speed.		25	Between M.P. 14.3 and 14.9.	25	20
Wallula Branch			On curves of 7 degrees and over.		20	Between M.P. 17.5 and 17.7.	30	20
Maximum speed.	35	30	Bolles			Between M.P. 17.9 and 18.0.	30	20
On 5- and 6-degree curves.	35	25	Between M.P. 0.4 and 0.6.		20	Pullman , over street crossings.	6	6
On 7- and 8-degree curves.	30	20	Dayton, over street crossings west of Touchet River.		15	Between M.P. 19.9 and 20.0.	30	20
On 9- and 10-degree curves.	25	20	Dayton, over all other street crossings.		10	Between M.P. 24.6 and 24.8.	30	20
			Between M.P. 12.9 and 24.8.		15	Between M.P. 25.2 and 25.4.	30	20
						Moscow , over street crossings.	12	12

BRANCHES (Continued)

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

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:

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

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	Ordance.....	Portland or beyond.	
19	Any station.....	From Wallula or beyond.	
19	Hooper Jet.....	.....	Umatilla or beyond.
20	Any station.....	West of Ayer.....	Umatilla or beyond.
62	Any station.....	Pendleton or beyond	

