



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**OREGON DIVISION**

**TIME-TABLE**  
**No. 4**

**Effective Friday,**  
**April 1, 1949**  
**At 12:01 A. M. Pacific Time**

*Be Careful Today*

**FOR EMPLOYEES ONLY**

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

# CONDENSED TIME-TABLE

WESTWARD							Distance from Pocatello via Boise	Time-Table No. 4 April 1, 1949	EASTWARD						
FIRST CLASS									FIRST CLASS						
401 Passenger	11 Passenger	19 Passenger	61 Passenger	105 Streamliner Passenger	17 Passenger	457 Passenger			STATIONS	12 Passenger	458 Passenger	106 Streamliner Passenger	20 Passenger	18 Passenger	402 Passenger
Daily	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	LA GRANDE	6.35PM	2.05AM		8.25AM			
	8.55			2.10AM	8.35PM		510.0	PENDLETON	4.05	11.45PM		5.55			
	11.25			4.25	12.01AM		513.6	RIETH	1.35	9.38		3.25			
	11.35AM			4.35	12.10		734.4	SPOKANE	1.15PM	9.23		2.40			
		9.30PM	Moscow 7.30PM				630.5	AYER			A 7.00AM		Moscow A 8.35AM		
		11.48PM	11.25PM				577.2	WALLULA			4.23		5.05		
		1.20AM	1.10AM				550.1	UMATILLA			3.05		3.15		
		2.20	2.00				641.5	THE DALLES			2.05AM		1.20AM		
	2.00PM	5.00		6.40	3.40		725.6	PORTLAND	10.35AM		7.17	11.35PM	12.05AM		
11.30PM	A 4.15PM	A 7.30AM	A 3.05AM Pendleton	A 8.30AM	A 6.15AM	9.00AM	816.7	CENTRALIA	8.30AM	A 9.15PM	5.30PM	9.30PM	10.00PM	A 6.45AM Pendleton	11.50PM Pendleton
3.10AM						11.39AM	870.7	TACOMA						2.53	
5.20						1.07PM	908.8	SEATTLE						1.00AM	
A 6.45AM						A 2.15PM								11.30PM	
									Daily	Daily	Daily	Daily	Daily	Daily	Daily

(7.15) 25.3	(17.55) 40.5	(10.00) 36.7	(7.35) 30.0	(14.20) 50.6	(21.00) 34.6	(5.15) 34.9	..... Thru Time .....	(18.25) 39.4	(4.45) 38.6	(14.15) 51.0	(9.30) 38.6	(18.15) 39.8	(7.15) 25.3	(8.45) 26.0	
..... Average speed per hour .....															

**L. A. COLLINS**  
General Manager

**A. D. HANSON**  
General Superintendent Transportation

**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.  
 L. W. Shirley, 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.

**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
<b>Grand Total . . . . .</b>	<b>1689.76</b>

## Union Pacific Railroad Employes 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.	Portland District.	George F. Parke	Surgeon	Centralia, Wash.	Centralia to South Monte-
E. E. Ahlquist	District Surgeon	Spokane, Wash.	Spokane District.	A. E. Anderson	Surgeon	Aberdeen, Wash.	sano, Winlock to Tenino.
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland.	John C. Korvell	Surgeon	Hoquiam, Wash.	South Elma to Hoquiam.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland.	Ross D. Wright	Surgeon	Tacoma, Wash.	Hoquiam to Centralia.
Warren W. Halo	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.	Tenino to Auburn.
George D. McGeary	Surgeon	Portland, Ore.	Parkrose.	L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Paul A. Wagner	Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.	F. H. Brown	Surgeon	Seattle, Wash.	Tacoma to Seattle.
Paul E. Shinioger	Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.	Purman Dorman	Oculist and Aurist.	Seattle, Wash.	Tacoma to Seattle.
H. M. Bouvy	Oculist and Aurist.	Portland, Ore.	Portland.	John H. O'Shea	Surgeon	Spokane, Wash.	Tecoa-Spokane-Marengo.
Alfred J. Kraft	Oculist and Aurist.	Portland, Ore.	Portland.	H. V. Valentine	Surgeon	Spokane, Wash.	Tecoa-Spokane-Marengo.
John B. Gregory	Surgeon	La Grande, Ore.	Umatilla to Rieth.	W. H. Tousey	Surgeon	Spokane, Wash.	Tecoa-Spokane-Marengo.
James J. D. Haun	Surgeon	La Grande, Ore.	Umatilla to Rieth.	M. F. Kepl	Surgeon	Spokane, Wash.	Tecoa to Spokane.
David H. Stoddard	Surgeon	La Grande, Ore.	Umatilla to Rieth.	Carrol Smith	Oculist and Aurist.	Spokane, Wash.	Spokane-Tekoa.
Lee B. Bouvy	Oculist and Aurist.	La Grande, Ore.	Umatilla to Rieth.	R. L. Pohl	Oculist and Aurist.	Spokane, Wash.	Spokane-Tekoa.
Robert Stuart	Oculist and Aurist.	La Grande, Ore.	Umatilla to Rieth.	Charles G. Smiek	Surgeon	Sprague, Wash.	Croskey to Marengo.
J. P. Brennan	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
E. S. Morgan	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	C. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
E. I. Silk	Surgeon	Pendleton, Ore.	Umatilla to Rieth.	Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.	Harold L. Tracy	Surgeon	La Crosse, Wash.	Riparia to Endicott, and LaCrosse to Connell.
E. R. Huckleberry	Surgeon	Umatilla, Ore.	Messner to Ordance and Juniper.	Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jct. to Heppner.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla, Arlington to Condon.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	R. W. Stevens	Oculist and Aurist.	Walla Walla, Wash.	Pendleton to Riparia.
J. C. Vandever	Surgeon	Bend, Ore.	Oregon Trunk Jct. to Bend.	C. D. Hogenson	Oculist and Aurist.	Walla Walla, Wash.	Walla Walla to Yakima.
Griffith, Smith, Vogt, Mills, Boals, Merriss, Weissert, Stevenson	Surgeons	The Dalles, Ore.	Hood River to Umatilla.	P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Umatilla.
Stanley E. Wells	Surgeon	Hood River, Ore.	Portland to Hood River.	Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	R. D. McClure	Surgeon	Yakima, Wash.	Yakima to Spokane.
H. M. Wiswall	Surgeon	Vancouver, Wash.	Albina to Kalama.	J. W. Sherfey	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Monte-sano, 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"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

### Standard clocks are located as shown below:

Rieth.....	Telegraph Office	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.	Telegraph Office	Pendleton.....	Telegraph Office
The Dalles.....	"WH" Telegraph Office	Aberdeen.....	Telegraph Office	Yakima.....	Telegraph Office
Hood River.....	Telegraph Office	Olympia.....	Telegraph Office	Yakima.....	Roundhouse
Portland (Joint)		Spokane.....	Dispatcher's Office	Kellogg-Wardner.....	Telegraph Office
	N. P. T. Co. Telegraph Office	Spokane.....	Telegraph Office	Wallace.....	Telegraph Office
Albina.....	Dispatcher's Office	West Spokane.	Enginemen's Register Room	Wallace.....	Enginemen's Register Room
Albina.....	Yard Telegraph Office	Ayer.....	Telegraph Office		
Albina.....	Enginemen's Register Room	Wallula.....	Telegraph Office		

**WESTWARD**

**FIRST SUBDIVISION**

**Time-Table No. 4**  
April 1, 1949

Car Capacity of Seatings, 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
BJKO PTWX	10.00PM		3.00AM	2.00AM	11.35AM	4.35AM		12.10AM	12.01 <sup>204</sup> AM
96 P	10.15		3.10	2.26 <sup>18</sup> 2.44 <sup>61</sup>	11.40	4.39		12.20	12.10
95 P	10.25 <sup>204</sup>		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	A 12.41AM
99 P	11.10		3.55		12.09	5.05		12.58	
P	11.16		3.59		12.12	5.07		1.03	
98 PW	11.20		4.02		12.17 <sup>12</sup>	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 <sup>18</sup>	
98 P	11.49	10.57	4.28		12.34	5.23	3.01 <sup>198</sup>	1.45	
104 P	11.59PM	11.10	4.38		12.40	5.28 <sup>202</sup>	3.09	1.53	
19 JP	12.05AM	11.18	4.44		12.44	5.32	3.14	1.58	
100 P	12.07	11.44 <sup>12</sup>	4.50 <sup>262</sup>		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 126 EB 113 BJOPTWX	12.40 <sup>20</sup> 1.09 <sup>18</sup>	12.10PM	5.41 <sup>105</sup>		12.55	5.41 <sup>203</sup>	3.29	2.20 <sup>198</sup>	
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 <sup>198</sup>	12.45	6.25		1.13	5.56	4.00 <sup>202</sup>	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 <sup>11</sup>	6.49		1.25 <sup>151</sup>	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 <sup>202</sup>	
80 JP { MP }	2.05	1.45	7.07		1.34	6.15	4.24	3.09	
54 P { W 101.7 }	2.10	1.52	7.15		1.38	6.18	4.28	3.13	
50 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	

BLOCK SIGNALS

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	
	5.8	
	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	
	2.3	
	RUFUS	
	2.8	
	GRANT	
	2.7	
DN	BIGGS	BX
	3.4	
	MILLER	
	3.7	
	CEILO	
	1.6	
D	OREGON TRUNK JCT.	VO
	3.3	
	DUNE	
	0.1	
DN-R	THE DALLES	DK-WH
	(126.2)	

DOUBLE TRACK

(5.00) 25.2 (3.45) 21.2 (6.00) 21.0 (1.26) 19.5 (2.20) 34.1 (2.05) 30.5 (2.00) 39.7 (3.25) 36.0 (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 5-72.**  
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 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. 4

April 1, 1949

			FIRST CLASS					SECOND CLASS			
			18	61	12	106	20	198	262	258	264
			Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight
STATIONS	Mile Post										
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 <sup>62</sup>
3.7											
BARNHART	208.3		2:31 <sup>209</sup>	2:44 <sup>209</sup>	1:02	9:16			9:30	1:38	10:40PM
4.8											
CAMPBELL	203.5		2:25	2:39	12:55	9:11			9:00	1:25	10:25 <sup>257</sup>
4.0											
NOLIN	198.9		2:19	2:34	12:50	9:06			8:35	1:10	10:05
6.3											
DN ECHO HI	192.6		2:12	2:26	12:42	8:59			8:00	12:53	9:50
4.2											
STANFIELD ND	188.4		2:07	2:21	12:36	8:54			7:35	12:45	9:40
4.3											
DN HINKLE UK	184.1		2:02	2:16AM	12:31	8:50			7:25	12:37PM	9:25
3.5											
WESTLAND	180.6		1:58		12:26	8:47			7:10		9:15
2.9											
D ORDNANCE RN	177.7		1:55		12:22	8:44			7:00		9:05
1.9											
MUNLEY	175.8		1:53		12:17 <sup>11</sup>	8:42 <sup>264</sup>			6:55		8:42 <sup>106</sup>
5.8											
CLARKE	170.0		1:46		12:08	8:37			6:25		8:05
4.8											
DN MESSNER FC	165.2		1:40		12:03PM	8:33	A 1:16AM	A 3:15AM	5:55		7:47
3.0											
PETERS	162.2		1:36 <sup>17</sup>		11:59AM	8:30	1:12	3:10	5:45		7:41
3.9											
CASTLE	158.3		1:32		11:56	8:27	1:08	3:01 <sup>10</sup>	5:35		7:35
6.2											
BOULDER	152.1		1:25		11:50	8:21	1:01	2:44	5:28 <sup>105</sup>		7:26
3.9											
N HEPPNER JCT. WI	148.2		1:21		11:46	8:17	12:57	2:38	4:55		7:18
1.2											
WILLOWS	147.0		1:19		11:44 <sup>151</sup>	8:16	12:55	2:36	4:50 <sup>263</sup>		7:15
4.6											
SILICA	142.4		1:14		11:39	8:12	12:50	2:30	4:42		7:05
3.9											
DN ARLINGTON MX	138.5		s 1:09 <sup>257</sup>		s 11:34	8:08	s 12:45 <sup>257</sup>	2:20 <sup>17</sup>	4:35		6:55
4.5											
GILMORE	134.0		12:58		11:27	8:04	12:32	1:52	4:22		6:45
4.7											
BLALOCK	129.3		12:53		11:22	8:00	12:27	1:45	4:15		6:37
6.1											
N QUINTON QN	123.2		12:46		11:16	7:55	12:21	1:36 <sup>267</sup>	4:00 <sup>19</sup>		6:25
4.6											
HOOK	118.6		12:41		11:11	7:51	12:16	1:26	3:36		6:19
3.6											
GOFF	115.0		12:37		11:07	7:48	12:12	1:21	3:28		6:13
3.3											
DAY	111.7		12:34		11:04	7:45	12:08	1:16	3:22		6:07
2.3											
RUFUS	109.4		12:32		11:01	7:43	12:05	1:12	3:14		6:02
2.8											
GRANT	106.6		12:29		10:58	7:40	12:02AM	1:08	3:06 <sup>17</sup>		5:56
2.7											
DN BIGGS BX	103.9		12:26		10:55	7:37	11:59PM	1:04	2:53		5:50
3.4											
MILLER	100.5		12:23		10:51	7:34	11:55	12:59	2:46		5:40
3.7											
CELILO	96.8		12:19		10:47	7:30	11:51	12:53	2:40		5:30
1.6											
D OREGON TRUNK JCT. VO	95.2		12:17		10:45	7:28	11:49	12:50	2:35		5:26
3.3											
DUNE	91.9		12:14		10:42	7:25	11:45	12:45	2:25		5:20
6.1											
DN-R THE DALLES DK-WH	85.8		12:05AM		10:35AM	7:17PM	11:35PM	12:30AM	2:00AM		5:00PM
(120.2)			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)	(0.00)	(1.23)	(7.01)
Average speed per hour.....	48.9	42.9	47.3	60.1	47.2	28.0	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 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.

**WESTWARD**

**SECOND SUBDIVISION**

**Time-Table No. 4**

April 1, 1949

Car Capacity of Seating, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS						
	151	263	257	458	11	105	19	402	17	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	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 <sup>12</sup>	4.15		2.06	6.45	5.07		3.48	
110 P	4.22	10.34	4.25		2.13	6.50	5.15		3.56	
63 P	4.31	10.41	4.32		2.18	6.54	5.20		4.01	
63 P	4.45	10.50	4.41		2.23	6.58	5.25		4.06	
WB 72 EB 167 KPVWX	5.00	11.02	4.52		2.35	7.08	5.40		4.20	
80 P	5.15	11.10	5.00		2.42	7.13	5.48		4.28	
98 P	5.35	11.20	5.15		2.50 <sup>264</sup>	7.20	5.57		4.37	
104 PW	5.45	11.27	5.22		2.55	7.24	6.02		4.42	
102 P	5.55	11.35	5.30		2.59	7.28	6.07		4.47	
97 P	6.21 <sup>106</sup>	11.43	5.38		3.04	7.33	6.13		4.53	
116 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	
60 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 12.55 <sup>264</sup> PM	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	6.37AM	5.59
BIKPV					A 9.15PM	A 4.15PM	A 8.30 <sup>12</sup> AM	A 7.30AM	A 6.45AM	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 6.0

CLARNIE 3.5

GRAHAM 2.5

BRUUN 1.4

**EAST PORTLAND** 0.5

DN-R PORTLAND P-VC (85.8)

**DOUBLE TRACK**

**BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL**

**BLOCK SIGNALS**

(5.05)	(2.55)	(2.45)	(0.06)	(2.15)	(1.50)	(2.30)	(0.08)	(2.35)	.....Thru Time
13.8	24.1	25.5	5.0	38.1	48.8	34.3	3.6	33.2	.....Average speed per hour

**WESTWARD**

**UMATILLA LINE**

**EASTWARD**

Car Capacity of Seating, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		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	
99 JPWY	A 10.45AM		A 2.50AM		165.2	1.16AM		3.15AM	

**BLOCK SIGNALS**

**Time-Table No. 4**

April 1, 1949

**STATIONS**

DN HINKLE UK 4.0

D HERMISTON MN 5.8

DN-R UMATILLA CS 4.6

BAILEY 3.2

IRRIGON 3.6

JUDSON 6.8

DN MESSNER FC

(28.0)

(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 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.

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. 4 April 1, 1949		Mile Post	FIRST CLASS						SECOND CLASS	
				12	457	106	20	18	401	264	262
				Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight
	<b>STATIONS</b>										
BKOPT WXZ	DN-R	THE DALLES DK-WH	85.8	A10.30AM		As 7.17PM	A11.30PM	A11.59PM		A 4.00PM	A 1.00AM
P		4.1									
110 P		<b>CRATES</b> 5.2	81.7	10.24 <sup>263</sup>		7.10	11.25	11.53		3.47	12.50
63 P		ROWENA 4.1	76.5	10.18		7.05	11.19	11.47		3.39	12.39
63 P		CHATFIELD 3.3	72.4	10.13		7.00	11.14	11.42		3.32	12.31
WB 72 EB 107 KP VWX		MOSIER 6.3	69.1	10.07		6.56	11.08	11.36		3.25	12.23
80 P	DN	HOOD RIVER KI	62.8	s10.00		f 6.48	s11.00	s11.28		3.13	12.08AM
98 P		4.1									
104 PW		MENO 5.7	58.7	9.52		6.41	10.50	11.18		3.05	11.55PM
102 P		LINDSEY 2.8	53.0	9.44		6.34	10.42	11.10		2.50 <sup>11</sup>	11.41
97 P		WYTH WE 3.2	50.2	9.40		6.30	10.38	11.06		2.25	11.35
116 PW		FARLEY 4.0	47.0	9.35		6.26	10.33	11.01		2.05	11.28
99 P		CASCADE LOCKS 4.3	43.0	9.30		6.21 <sup>151</sup>	10.28	10.56		1.57	11.21
80 P	DN	BONNEVILLE MU	38.7	f 9.24		6.16	10.22	10.51		1.50	11.14
100 PZ		4.8									
98 P		DODSON 2.8	33.9	9.17		6.12	10.16	10.45		1.35	11.04
51 P		ONEONTA 4.5	31.1	9.13		6.09	10.13	10.42		1.28	10.57
63 P	D	BRIDAL VEIL JU	26.6	9.08		6.05	10.07	10.36		1.17	10.48
28 PX		3.9									
17 PX		ROOSTER ROCK 3.6	22.7	9.04		6.01	10.03	10.32		1.10	10.42
		3.5									
IJPVXY	DN	TROUTDALE SN	15.6	f 8.55		5.54	9.55	10.24		12.55 <sup>263</sup>	10.30PM
BIKPV		1.7									
		FAIRVIEW FA 6.0	13.9	8.51		5.52	9.53	10.22			
		3.5									
		CLARNIE 2.5	7.9	8.44		5.47	9.46	10.15			
		GRAHAM 1.4	4.4	8.41		5.42	9.42	10.11			
		BRUUN 0.5	1.9	8.36		5.37	9.36	10.06			
		<b>EAST PORTLAND</b>	0.5	8.33	A 9.04AM	5.33	9.33	10.03	A11.34PM		
	DN-R	PORTLAND P-VC	0.0	8.30 <sup>105</sup> AM	9.00AM	5.30PM	9.30PM	10.00PM	11.30PM		
		(85.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (2.00) (0.04) (1.47) (2.00) (1.59) (0.04) (3.05) (2.30)  
Average speed per hour..... 42.9 7.5 48.1 42.9 43.3 7.5 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. 4 April 1, 1949		Mile Post	FIRST CLASS		SECOND CLASS	
	151	263	257	458	402	457	401	264	262					
	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight					
	Daily		Daily		Daily		<b>STATIONS</b>							
157 IJPW	9.05PM	12.55 <sup>264</sup> PM	6.45AM				DN	TROUTDALE SN	15.6			A12.55 <sup>263</sup> PM	A10.30PM	
51 P	9.15	1.30	6.55					5.0	17.0			12.44	10.14	
100 P	9.25	2.00	7.05				D	HEMLOCK 4.6	12.4			12.35	10.05	
73 BKPX	9.55 <sup>262</sup>	3.45	7.30				DN	FIR 4.3	8.1			12.25	9.55 <sup>151</sup>	
IJ VX				8.52PM	6.20AM			2.5						
IJPXY				8.56	6.24		BLOCK SIGNALS	DN	NORTH PORTLAND JCT. KD	6.8	A 9.21AM	A11.50PM		
IJPX	10.40	4.15	7.50	9.00	6.28			1.2	5.8	9.17	11.46			
BKOPT WXZ	A11.00PM	A 5.00PM	A 8.30AM	9.05	6.33			1.4	4.2	9.13	11.42	12.10PM	9.40	
IJPVXY				A 9.09PM	A 6.37AM			2.6	1.6	9.08	11.38	11.59AM	9.30PM	
								1.1	0.5	9.04AM	11.34PM			
								(15.1)		Daily	Daily	Daily	Daily	

(1.55) 7.3 (4.05) 3.4 (1.45) 8.0 (0.17) 22.2 (0.17) 22.2 ..... Thru Time..... (0.17) 22.2 (0.16) 23.6 (0.56) 15.0 (1.00) 14.0  
Average speed per hour.....

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 13, 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**

**FIRST CLASS**

**Time-Table No. 4**

**April 1, 1949**

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

401 Passenger	87 CMSt.P&P Passenger	85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger	81 CMSt.P&P Passenger
Daily	Daily	Daily	Daily	Daily	Daily

LJ PVX	11.30 PM			9.00 AM		BLOCK SIGNALS { PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER
	11.50			9.21		
	A 11.55 PM			A 9.26 AM		

**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.**

IJ JP	5.25 AM			1.12 PM		BLOCK SIGNALS { N. P. CROSSING 1.2 N. P. CROSSING 0.1 N. P. CROSSING 0.3 DN RESERVATION RN 0.7 DN TACOMA JCT. JN
	A 5.27 AM			A 1.14 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 IPVX	6.25 AM			1.55 PM		BLOCK SIGNALS { DN-R BLACK RIVER BI 0.0 C. M. St. P. & P. & P. C. CROSSING 6.3 DN-R ARGO G 3.1 DN-R SEATTLE OW } DOUBLE TRACK	
BLJKOP TVWXYZ	6.35 AM	9.39 PM	2.17 PM	2.05	10.13 AM		7.05 AM
BKPxZ	A 6.45 AM	A 10.00 PM	A 2.30 PM	A 2.15 PM	A 10.30 AM		A 7.30 AM

(7.15)	(0.21)	(0.13)	(5.15)	(0.17)	(0.25)	..... Thru Time .....
25.3	8.9	14.3	34.9	10.7	7.4	..... Average speed per hour .....

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

**THROUGH FREIGHT SERVICE.  
FOR INFORMATION ONLY.**

**WESTWARD**

**EASTWARD**

	691	681		690	692	
	5.15 PM	6.00 AM	ALBINA	A 5.45 AM	A 6.00 AM	
	A 4.30 AM	A 6.00 PM	ARGO	6.00 PM	9.00 PM	



**THIRD SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	<b>Time-Table No. 4</b>		Mile Post	<b>FIRST CLASS</b>					
	<b>April 1, 1949</b>			<b>80</b> CMSt.P&P Passenger	<b>82</b> CMSt.P&P Streamliner Passenger	<b>84</b> CMSt.P&P Streamliner Passenger	<b>458</b> Passenger	<b>86</b> CMSt.P&P Passenger	<b>402</b> Passenger
	<b>STATIONS</b>								
	BLOCK SIGNALS	<b>PORTLAND</b> 6.8	0.0				A 9.15 PM	A 6.45 AM	
IJPVX		DN NORTH PORTLAND JCT. KD	6.8				8.52	6.20	
		1.9 VANCOUVER	8.7				8.47 PM	6.15 AM	

**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 1.2	145.2					
		N. P. CROSSING 0.1	146.4					
		N. P. CROSSING 0.3	146.5					
IJ		DN RESERVATION RN	146.8				A 5.25 PM	A 12.35 AM
JP		DN TACOMA JCT. JN	147.5				5.23 PM	12.33 AM

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

23 67	IJPVX	BLOCK SIGNALS	DN-R BLACK RIVER BI	173.8				A 4.45 PM		A 11.45 PM
			C. M. St. P. & P. C. CROSSING	173.8						
BIJKOPTV WXYZ			DN-R ARGO G	180.1	A 7.59 AM	A 10.53 AM	A 2.53 PM	4.37	A 10.40 PM	11.37
BKPXZ			DN-R SEATTLE OW	183.2	7.50 AM	10.45 AM	2.45 PM	4.30 PM	10.30 PM	11.30 PM
			(183.2)	Daily	Daily	Daily	Daily	Daily	Daily	

..... Thru Time .....	(0.09)	(0.08)	(0.08)	(4.45)	(0.10)	(7.15)
..... Average speed per hour .....	20.7	23.3	23.3	38.6	18.6	25.3

**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**

**FOURTH SUBDIVISION**

**SECOND CLASS**

**FIRST CLASS**

**Time-Table No. 4**

April 1, 1949

**STATIONS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS				
	151	391	363	99	19	61	97	63
	Time Freight	Freight	Freight	CMS&P Passenger	Passenger	Passenger	CMS&P Streamliner Passenger	Passenger
	Daily	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily
BKPVX				9.40PM	9.30PM		1.55AM	
BKOPTWXZ	7.50PM			9.49 <sup>98</sup>	9.34		2.01	
48 P	8.05			9.55	9.39 <sup>98</sup>		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 <sup>98</sup>			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	
62 P	9.50			11.01	10.38		3.14	
75 JOPV WXY	10.46 <sup>10</sup>			11.10PM	10.46 <sup>151</sup>		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 <sup>20</sup> 3.51 <sup>62</sup>				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 <sup>298</sup>		A 2.30AM <sup>62</sup>		12.55 1.20	12.35 1.10	A 12.10AM	
96 P	7.55				1.32	1.22		
96 P	8.15				1.39	1.29		
95 P	8.35				1.50 <sup>62</sup>	1.40 <sup>62</sup>		
BJKOP TWXY	A 9.00AM				A 2.05AM <sup>20</sup>	A 1.55AM		

DN-R	SPOKANE	DS AU	POINT BACK
	WEST SPOKANE		
	COWLES		
	MARSHALL		
N	CHENEY	CY	
	GEIB		
	MASON		
N	CROSKY	CK	
	WELLS		
	PALM LAKE		
	ASHBY		
	EMDEN		
DN-R	MARENGO	RA	
	THAVIS		
	MACK		
	ANKENY		
N-R	HOOPER JCT.	HR	
	PARK		
	JOSO		
	CHEW		
DN-R	AYER	JD	
	RUXBY		
	SCOTT		
	WALKER PIT		
	SIMMONS		
N	PAGE	MS	
	ASH		
	HUMORIST		
	ATTALIA		
	N. P. CROSSING		
	N. P. CROSSING		
DN-R	WALLULA	JN	
	JUNIPER		
	SAND		
	RIVERVIEW		
DN-R	UMATILLA	CS UY	

BLOCK SIGNALS

(13.10) (1.00) (0.10) (1.30) (4.35) (2.30) (1.30) (0.09) ..... Thru Time .....  
 13.0 21.5 15.6 40.7 40.0 32.0 40.7 17.3 ..... 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**

**FIRST CLASS**

**SECOND CLASS**

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

**Time-Table No. 4**

**April 1, 1949**

Mile  
Post

**STATIONS**

<b>62</b> Passenger	<b>20</b> Passenger	<b>64</b> Passenger	<b>96</b> CMStP&P Passenger	<b>98</b> CMStP&P Streamliner Passenger
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<b>392</b> Freight	<b>298</b> Freight	<b>364</b> Freight
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BKPXX BKOPTWXZ	DN-R	SPOKANE	DS AU	MILE POST	FIRST CLASS					SECOND CLASS		
					62 Passenger	20 Passenger	64 Passenger	96 CMStP&P Passenger	98 CMStP&P Streamliner Passenger	392 Freight	298 Freight	364 Freight
				367.3		A 7.00AM		A 7.30AM	A 9.55PM			
		WEST SPOKANE	1.7	366.6		6.54		7.22	9.49 <sup>90</sup>		A 6.30PM	
48 P		COWLES	3.6	362.0		6.48		7.14	9.39 <sup>10</sup>		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 <sup>151</sup>		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	4.8	306.2		s 5.37		5.55AM	8.32PM		4.20	
52 P		THAVIS	4.4	301.4		5.26					4.00	
63 P		MACK	4.2	297.0		5.20					3.40	
51 P		ANKENY	7.9	292.8		5.14					3.20	
38 JPWY	N-R	HOOPER JCT.	5.6	284.9		5.03				A 6.30AM	2.50	
53 P		PARK	6.2	279.3		4.54				6.10	2.25	
51 P		JOSO	5.8	273.1		4.44				5.55	2.00	
73 P		CHEW	3.9	267.3		4.33				5.40	1.35	
BJKOPWXY	DN-R	AYER	6.2	263.4		A 4.45AM	s 4.23			5.30AM	1.15PM	
96 P		RUXBY	7.7	257.2		4.27	4.12				11.15AM	
96 P		SCOTT	6.1	249.5		4.16	4.01				10.45	
46 PW		WALKER PIT	2.8	243.4		4.08	3.54				10.20	
96 P		SIMMONS	7.6	240.6		4.03	3.50				10.05	
96 PW	N	PAGE	7.5	233.0		3.51 <sup>151</sup>	3.39 <sup>151</sup>				9.30	
95 P		ASH	6.0	225.5		3.41	3.29				8.55	
94 P		HUMORIST	6.8	219.5		3.33	3.22				8.30	
28 JPX		ATTALIA	0.1	212.7		3.23	3.12	A 3.55AM			8.00	A 3.15PM
M		N. P. CROSSING	0.6	212.6								
M		N. P. CROSSING	1.9	212.0								
BJKOP VWXY	DN-R	WALLULA	7.8	210.1		3.15 <sup>20</sup> 2.25 <sup>363</sup>	3.05 <sup>62</sup> 2.45	3.45AM			7.15 <sup>151</sup>	3.00PM
96 P		JUNIPER	5.3	202.3		2.10	2.33				5.25	
96 P		SAND	6.6	197.0		2.02	2.25				5.15	
95 P		RIVERVIEW	7.6	190.4		1.50 <sup>19</sup> 1.40 <sup>61</sup>	2.15				4.55	
BJKOP TWXY	DN-R	UMATILLA	CS UY	182.8		1.20AM	2.05 <sup>10</sup> AM				4.30AM	
		(183.4)				Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(3.25)	(4.55)	(0.10)	(1.35)	(1.23)	(1.00)	(14.00)	(0.15)
Average Speed per Hour.....	23.4	37.3	15.6	38.6	44.2	21.5	13.1	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		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 4	Mile Post	SECOND CLASS	
	329 Freight			April 1, 1949	
	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) 16.4	..... Thru Time.....		(2.45) 16.4	..... Average Speed per Hour.....

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 4	Mile Post	SECOND CLASS	
	327 Freight			April 1, 1949	
	Sunday Tuesday Thursday Saturday	STATIONS			
26 BPV WXY	10.15AM	D-R CONDON CD	44.5	A 9.00AM	
22	10.40	3.2 GWENDOLEN	36.3	8.25	
27	11.00	4.0 SPEECE	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	
20	12.30	8.7 SHUTLER	7.3	6.25	
WB 126 BJOP EB 113 TWX	A 1.15PM	7.3 DN-R ARLINGTON MX	0.0	6.00AM	
		(44.5)		Sunday Tuesday Thursday Saturday	
	(3.00) 14.8	..... Thru Time.....		(3.00) 14.8	..... Average Speed per Hour.....

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 4	Mile Post	SECOND CLASS	
	313 Mixed			April 1, 1949	
	Daily Except Monday	STATIONS			
BCOK WXYZ	5.00AM	DN-R BEND D	150.0	A 2.30PM	
<b>BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.</b>					
JPV	A12.01PM	D OREGON TRUNK JUNCTION VO	0.0	7.30AM	
		(150.0)		Daily Except Sunday	
	(7.01) 21.4	..... Thru Time.....		(7.00) 21.4	..... Average Speed per Hour.....
<b>BEND BRANCH SHOWN FOR INFORMATION ONLY.</b>					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS	Time-Table No. 4	Mile Post	SECOND CLASS	
				April 1, 1949	
		STATIONS			
14 Y		KENT	52.5		
10		10.0 EAKIN	42.5		
23 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**

**GRAYS HARBOR BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	<b>SECOND CLASS</b>				<b>Time-Table No. 4</b> April 1, 1949	Mile Post	<b>SECOND CLASS</b>			
			<b>309</b>	<b>307</b>			<b>308</b>	<b>306</b>		
			CMSt. P & P Freight	Mixed			CMSt. P & P Freight	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	<b>BLAKESLEE JUNCTION</b>	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			
43 JPVX			2.43 AM	f 1.55	0.8 <b>HELSEING JUNCTION</b>	12.2	A 8.00 PM	f 10.20	
48 PWX			2.55	s 2.00	1.6 N-R INDEPENDENCE ND	13.7	7.52	s 10.15	
44 P			3.48	f 2.50	17.1 SAGINAW	30.8	7.10	f 9.20	
I					0.7 SCHAFAER BROS. CROSSING	31.5			
53 PXY			4.30	f 3.40	10.8 <b>SOUTH MONTESANO</b>	42.3	6.30	f 8.50	
X					<b>SOUTH MONTESANO</b>	42.3			
PVX					1.5 D MONTESANO MO	43.8			
53 PXY			4.30	f 3.40	<b>SOUTH MONTESANO</b>	42.3	6.30	f 8.50	
32 PV			4.45	f 4.00	4.4 PREACHER'S SLOUGH	46.7	5.50	f 8.20	
88 JPYX			5.00	s 4.15	4.5 COSMOPOLIS	51.2	5.35	s 8.05	
					2.1 N. P. CROSSING	53.8			
82 BKPVXZ			A 5.15 AM	A 4.45 AM	0.6 DN-R ABERDEEN 8A	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	
			(3.00) 14.7	(4.00) 14.3					(3.00) 15.4	(4.00) 14.3	
			..... Thru Time .....							..... Average speed per hour .....	

**WESTWARD**

**TONO BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	<b>Time-Table No. 4</b>				Mile Post
	April 1, 1949				
	<b>STATIONS</b>				
39 PWX	R	<b>TONO</b>		8.0	
27 JX		5.8 <b>WABASH</b>		2.2	
		2.2			

**WESTWARD**

**OLYMPIA BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	<b>SECOND CLASS</b>		<b>Time-Table No. 4</b>		Mile Post	<b>SECOND CLASS</b>	
	<b>321</b>		April 1, 1949			<b>322</b>	
	Freight					Freight	
	Daily		<b>STATIONS</b>				
JPVXY		<b>6.00 AM</b>	R	<b>EAST OLYMPIA</b>	0.0	A 5.50 AM	
				7.3 N. P. CROSSING	7.3		
BKPV WXYZ		A 6.30 AM	D-R	0.1 <b>OLYMPIA</b>	OA	7.4	5.20 AM
				(7.4)			Daily

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

**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				YAKIMA BRANCH				EASTWARD			
Car Capacity of Stingers, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 4 April 1, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
	363 Freight		63 Passenger				64 Passenger			364 Freight	
	Daily		Daily				STATIONS				
BKOPTVWXYZ		9.30PM		8.30PM	DN-R	YAKIMA NY	98.0	A 7.40AM		A11.55PM	
39 X		9.40		8.36		3.4 UNION GAP	94.6	7.30		11.15	
MP						3.3 N. P. CROSSING	91.3				
30 P		9.50		8.42		0.5 PARKER	90.8	f 7.23		11.00	
M					High Split	1.4 N. P. CROSSING	89.4				
32 P		10.00	f	8.49		2.6 DONALD	86.8	f 7.13		10.40	
18 PV		10.05	f	8.54		2.3 SAWYER	84.5	f 7.07		10.30	
40 PV		10.15 <sup>304</sup>	s	8.59		2.9 BUENA BA	81.6	s 7.00		10.15 <sup>303</sup>	
74 PVX		10.25	s	9.06	D-R	3.1 ZILLAH AH	78.5	s 6.53		9.55	
53 P		10.48	f	9.14 <sup>304</sup>		5.1 GRANGER	73.4	f 6.41		9.14 <sup>63</sup>	
52		11.05	f	9.23		6.2 EMERALD	67.2	f 6.28		8.50	
35 JPXY		11.15		9.55	R	3.6 MIDVALE	63.6	6.20		8.36	
51 PVWX		11.35	s	10.07	N	5.9 GRANDVIEW GW	57.7	s 5.46		7.45	
44 P		11.55PM	f	10.19		6.9 NORTH PROSSER	50.8	f 5.32		7.10	
53		12.20AM	f	10.31		7.8 CHAFFEE	43.0	f 5.18		6.25	
5			f	10.37		3.7 CORRAL	39.3	f 5.11			
42 PWX		12.40	s	10.42	D	2.8 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	s	11.30	N	7.6 KENNEWICK KN	13.2	s 4.25		4.00	
12 P		1.55	f	11.40		4.5 HEDGES	8.7	f 4.10		3.45	
M						1.4 N. P. CROSSING	7.3				
53		2.05	f	11.45PM		0.6 VILLARD	6.7	f 4.05		3.35	
16 JPX	A	2.20AM	A	12.01AM		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) 20.1		(8.40) 11.3	
						..... Average Speed per Hour.....					

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Stingers, etc. See Rule 6(A), Page 27.	FIRST CLASS				Time-Table No. 4 April 1, 1949	Mile Post	FIRST CLASS				
	63 Passenger		83 Passenger				64 Passenger	84 Passenger			
	Daily		Daily				STATIONS				
35 JPXY		9.30PM	5.55AM	R	MIDVALE	0.0	A 6.20AM	A 9.55PM			
PVX		A 9.40PM	A 6.05AM	D-R	SUNNYSIDE SI	2.8	6.10AM	9.45PM			
					(2.8)		Daily	Daily			
		(0.10) 16.8	(0.10) 16.8		..... Thru Time.....		(0.10) 16.8	(0.10) 16.8			
					..... Average Speed per Hour.....						

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

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

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

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

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

**WESTWARD**

**TEKOA-AYER BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS		Time-Table No. 4 April 1, 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					Daily Except Monday	Daily Except Monday	Sunday Tuesday Thursday
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						D FARMINGTON FM	104.5					
M						N. P. CROSSING	103.4					
						N. P. CROSSING	95.4					
38 VWX						D GARFIELD GR	95.1					
						ELBERTON	89.7					
32 BJKMOWXY	9.50PM				8.35PM	BLOCK SIGNALS } 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			12.30PM	
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	
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					10.25PM	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) 11.3	(0.35) 21.6	(6.45) 9.5	(0.40) 26.3	(2.40) 29.0	..... Thru Time .....		(2.20) 33.2	(0.40) 26.3	(6.50) 10.9	(4.45) 7.5	(0.35) 21.6
						... Average speed per hour ...						

**WESTWARD**

**TUCANNON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		Time-Table No. 4		Mile Post	SECOND CLASS	
		356 Freight	April 1, 1949			355 Freight	
		Sunday Tuesday Thursday	STATIONS				
JPXY		8.35PM	R	TUCANNON	0.0	A 8.25PM	
JWXY		A 8.45PM	D	STARBUCK SA	3.8	8.15PM	
19				RELIEF	9.3		
				(0.3)			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.  
 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 Pleasant Valley Branch will run as No. 391 Winona to La Crosse.  
 No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Winona.  
 No. 392 arriving at Seltice on Pleasant Valley Branch will run as No. 392 Seltice to Tekoa.  
 For stations not shown on schedule pages, see page 20.

**WESTWARD**

**SPOKANE-TEKOA BRANCH**

**SECOND CLASS**

**FIRST CLASS**

**Time-Table No. 4**

April 1, 1949

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	<b>381</b> CMStP&P Freight	<b>387</b> Freight	<b>383</b> CMStP&P Freight		<b>69</b> Spokane Internat'l Passenger	<b>95</b> CMSL&P Streamliner Passenger	<b>91</b> CMStP&P Passenger	<b>67</b> Passenger
	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 } DOUBLE TRACK -1.0 <b>N. P. CROSSING</b> -0.0 EAST SPOKANE -3.7 DN DISHMAN SP -3.2 CHESTER -6.0 D MICA MA -2.8 FREEMAN -3.3 DN-R MANITO MU -5.2 D ROCKFORD RD -3.3 DARKNELL -3.4 D FAIRFIELD G -8.4 LATAH -7.2 DN-R TEKOA K (49.3)
IPX	9.40	3.38	8.10		A12.04AM	10.20	8.05	7.50	
83 X	9.51	3.42 <sup>384</sup>	8.15			10.23	8.08	7.53	
59 JKVX	10.10	3.56	A 8.25AM			10.30	8.15	s 8.00	
35	10.20	4.10				10.34	8.19	f 8.04	
49	10.46 <sup>05</sup>	4.22				10.46 <sup>381</sup>	8.31	s 8.15	
38	11.17 <sup>388</sup>	4.49 <sup>08</sup>				10.50	8.35	f 8.20	
JVX	A11.25PM	5.15 <sup>382</sup>			A10.55PM	A 8.40AM	s 8.26		
23		5.30					s 8.33		
40		5.40					s 8.40		
31 WX		5.53					s 8.46		
44		6.20					s 9.00		
BJKOPTWXYZ		A 6.45PM					A 9.20AM		

(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.....

**WESTWARD PLEASANT VALLEY BRANCH EASTWARD**

**WESTWARD POMEROY BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	<b>SECOND CLASS</b>	Time-Table No. 4 April 1, 1949	Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	<b>SECOND CLASS</b>	Time-Table No. 4 April 1, 1949	Mile Post	<b>SECOND CLASS</b>
	<b>391</b> Freight			<b>392</b> Freight		<b>355</b> Freight			<b>356</b> Freight
	Daily Except Monday					Monday Wednesday Friday			
	<b>STATIONS</b>			<b>STATIONS</b>					
14 JPX	6.30AM	R SELTICE	48.0	A 2.40PM	35 TWX	6.00PM	D-R POMEROY PY	28.9	A10.45PM
		8.2 G. N. CROSSING	39.8		25	6.20	ZUMWALT	24.4	10.30
		0.03 N. P. CROSSING	39.7		7	6.50	DODGE	16.3	10.00
34 VWX	7.45	D OAKESDALE ON	39.1	1.30PM	18 W	6.57	CHARD	14.5	9.50
M		0.55 G. N. CROSSING	30.7		8	7.10	JACKSON	11.3	9.35
28 WX	10.20 <sup>392</sup>	D ST. JOHN SJ	18.3	10.20AM	18	7.25	DELANEY	7.9	9.20
53	11.25	13.9 GRAVEL PIT	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			(28.0)		Sunday Tuesday Thursday
		(48.0)		Daily Except Monday					

(5.15) 9.1 Thru Time..... (5.40) 8.5 (2.15) 12.8 Thru Time..... (1.55) 15.1 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.

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. 4		Mile Post	FIRST CLASS				SECOND CLASS				
	April 1, 1949			94	70	68	92	384	382	388		
	STATIONS			CMS&P&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMS&P&P Passenger	CMS&P&P Freight	CMS&P&P Freight	Freight		
BKPVX	DN-R	SPOKANE	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		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			<sup>387</sup> 3.42	6.40	12.15
50 JKVX	DN	DISHMAN	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	149.7	1.11		f 4.54	8.43				5.32	11.27
38	FREEMAN		146.9	1.06		f <sup>387</sup> 4.49	8.38				5.26	<sup>381</sup> 11.17
JVX	DN-R	MANITO	143.6	1.01AM		f 4.43	8.33PM				<sup>387</sup> 5.15PM	11.02
23	D	ROCKFORD	138.4			s 4.35						10.46
40	DARKNELL		135.1				4.28					10.35
31 WX	D	FAIRFIELD	131.7			s 4.22						10.20
44	LATAH		123.3			s 4.07						9.55
BJKOPTWXYZ	DN-R	TEKOA	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

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	WESTWARD		MOSCOW BRANCH		EASTWARD		WESTWARD CONNELL BRANCH		EASTWARD		
	SECOND CLASS	FIRST CLASS	Time-Table No. 4	Mile Post	FIRST CLASS	SECOND CLASS	SECOND CLASS	Time-Table No. 4	Mile Post	SECOND CLASS	
	379	61	April 1, 1949		62	378	391	April 1, 1949		392	
Freight		Passenger	STATIONS	Passenger	Freight	Freight	Freight	STATIONS	Freight		
BKTVWX	7.40PM	7.30PM	D-R MOSCOW MO	28.1	A 8.35AM	A 5.35PM	BJKOWXY	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 JOT HR	15.7	6.30AM
18	8.30	s 8.03	ALBION	12.7	s 8.00	4.50	34		D WASH TUCNA FN	23.5	
19	8.40	f 8.10	SHAWNEE	9.7	f 7.53	4.38	21 V		D KAHLOTUS HO	37.4	
BJKMOWXY	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**

**WALLULA BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 4 April 1, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		345 Freight		65 Passenger				66 Passenger		346 Freight	
		Daily		Daily			STATIONS				
BJKOPVWXY		12.01PM		4.00AM	DN-R WALLULA JN	0.0	A12.05AM		A 7.00AM		
11		12.17	f	4.15	7.5 REESE	7.5	f11.50PM		6.25		
29 PWX		12.35	s	4.30	7.5 TOUCHET CH	15.0	s11.35		6.10		
12		12.45	f	4.41	4.3 LOWDEN	19.3	f11.25		6.00		
10		12.55	f	4.52	4.7 WHITMAN	24.0	f11.15		5.50		
17 X		1.05	f	5.03	4.6 AUKER	28.6	f11.05		5.40		
M					0.1 W. W. V. Ry. CROSSING	28.7					
5 X					0.2 COLLEGE PLACE	28.9					
BJKOPTVWXYZ	A	1.30PM	A	5.15AM	DN-R WALLA WALLA BU	30.9	11.00PM		5.30AM		
					(30.9)		Daily		Daily		
	(1.20) 20.8		(1.15) 24.7		..... Thru Time.....		(1.05) 28.5		(1.30) 20.6		
					..... Average Speed per Hour .....						

**WESTWARD**

**PENDLETON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		SECOND CLASS		Time-Table No. 4 April 1, 1949	Mile Post	SECOND CLASS		SECOND CLASS		
		365 Freight	361 Freight				362 Freight	366 Freight			
		Daily Except Sunday	Daily	STATIONS							
27 X					ALTO	83.0					
23					7.5 MENOKEN	75.5					
26 JWY		12.45PM			4.2 BOLLES	71.3		A 8.40AM			
26 X		1.00	D		4.6 PRESCOTT SY	66.7		8.28			
21		1.40			13.1 VALLEY GROVE	58.6		7.52			
M					0.4 N. P. CROSSING	47.2					
BJKOPTVWXYZ	A	2.00PM	3.00AM	DN-R WALLA WALLA BU	0.6 W. W. V. RY. CROSSING	46.6	A10.30AM	7.30AM			
M					0.5	46.1					
24				3.20	1.9 W. W. V. RY. CROSSING	44.2					
M					4.3 SPOFFORD	39.9	10.05				
39 VWX				4.00	3.6 W. W. V. RY. CROSSING	36.3					
50				4.32	0.1 MILTON CO	36.2	9.50				
20				4.45	9.5 BLUE MOUNTAIN	26.7	9.05				
20 WX				5.15	3.3 DOWNING	23.4	8.50				
41				5.30	0.2 ATHENA CN	17.2	8.30				
15				5.40	4.6 ADAMS	12.6	8.15				
26				6.05	2.6 BLAKELEY	10.0	8.05				
BJKVWXYZ			A	6.30AM	DN-R PENDLETON FD	0.0	7.30AM				
					(83.0)		Daily	Daily Except Sunday			
	(1.15) 20.1		(3.30) 13.4		..... Thru Time.....		(3.00) 15.4		(1.10) 21.0		
					..... 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.

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				WALLACE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 4 April 1, 1949				FIRST CLASS		SECOND CLASS	
		393		67					Mile Post	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	
17	VX	10.43		s 9.54	D	8.4 PLUMMER	MR	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		30.5	s 2.42		7.20	
43		11.59PM		s 10.30	D	3.5 SPRINGSTON	RC	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	
30		1.30		s 11.09		8.6 CATALDO		57.7	f 1.54		6.10	
	JWX			f		9.5 BRADLEY		67.2	f			
25	BKOX	A 2.20AM		s 11.32	D-R	2.0 KELLOGG-WARDNER	DN	69.2	s 1.35		5.40PM	
31				s 11.45AM		6.6 OSBURN		75.8	f 1.22			
	BKTVWYZ			A 12.01PM	D-R	4.4 WALLACE	WC	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				
5	VWX				D	6.2 BURKE	B	86.9			Daily Except Sunday	
						(86.9)			Daily			
		(4.19) 16.0		(2.36) 30.9		..... Thru Time.....		(2.35) 31.0			(3.50) 18.1	
						..... Average Speed per Hour.....						

WESTWARD				DAYTON BRANCH				EASTWARD				SIERRA NEVADA BRANCH				
Car Capacity of Sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		Time-Table No. 4		SECOND CLASS		Time-Table No. 4 April 1, 1949				SECOND CLASS		Time-Table No. 4		SECOND CLASS	
		367		365		366						368	Mile Post	Mile Post	Mile Post	Mile Post
		Freight		Freight		Freight		Freight								
		Tuesday and Friday		Daily Except Sunday	STATIONS											
29	T	1.15PM		TURNER	24.8		A 1.15PM					JWX		BRADLEY		0.0
25		1.24		2.1 WHETSTONE	22.7		1.04					X		3.2 END OF TRACK		3.2
26	VWXY	A 2.05PM	12.01PM	9.6 DAYTON	13.1	A 9.15AM	12.25PM							(3.2)		
				0.09 N. P. CROSSING	13.0											
				0.01 N. P. CROSSING	13.0											
	JX		12.03PM	0.1 DAYTON JCT.	12.9	9.13AM										
<p><b>BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RAILWAY.</b></p>																
	JX		12.30PM	R WAITSBURG JCT.	5.2	8.53AM										
28	X		12.34	1.7 D WAITSBURG	3.5	8.49										
28	JWX		A 12.45PM	3.5 BOLLES	0.0	8.40AM										
				(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.....										

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

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

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

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

For stations not shown on schedule pages, see page 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
<b>First Subdivision</b>				<b>Pleasant Valley Branch</b>			
Seufert.....	87.7	13	West	Willada.....	11.5	27	Both
Dillon.....	93.5	14	West	Juno.....	20.8	10	Both
Boardman.....	163.8	14 P	Both	Huntley.....	22.6	2	Both
Yoakum.....	201.7	10	Both	Thornton.....	31.2	44	Both
<b>Second Subdivision</b>				Fletcher.....	42.5	11	Both
Quarry Spur.....	6.5	13	West	Warner.....	45.3	11	Both
Corbett.....	20.3	.....	None	<b>Pomeroy Branch</b>			
Latourell.....	23.9	.....	None	Houser.....	19.1	1	Both
Multnomah Falls.....	29.6	.....	None	<b>Moscow Branch</b>			
Warrendale.....	35.9	.....	None	Risbeck.....(3).....	4.5	6	Both
C. L. Lumber Co.....	45.1	7	East	Parvin.....(3).....	7.8	8	Both
Viento.....	55.2	.....	None	Armstrong.....(3).....	15.7	3 W <sup>(M. P. 16.2)</sup>	Both
<b>Kenton Line</b>				Whitlow.....	20.5	1	Both
Champ.....	9.5	7	Both	Holland.....	21.4	8	Both
Ward.....	14.2	6	Both	<b>Connell Branch</b>			
Reynolds.....	20.0	{ 37 40 P 126	Both West West	Pampa.....	4.6	15	Both
<b>Fourth Subdivision</b>				Gordon.....	8.2	7	Both
Sheffler.....	242.1	4	Both	McAdam.....	29.3	3	Both
Matthews.....	253.3	5	Both	Wacota.....	34.1	4	Both
Magallon.....	258.6	2	Both	Estes.....	42.3	7	Both
Teske.....	310.6	2	Both	Sulphur.....	46.1	9	Both
<b>Grass Valley Branch</b>				Curry.....	51.1	12	Both
Sandon.....	15.6	8	Both	<b>Pendleton Branch</b>			
Hay Canyon.....	19.2	{ 12 15	East West	Havana.....	6.9	11	Both
De Moss.....	23.9	12	Both	Weston.....	20.9	66	East
Erskine.....	31.3	9	Both	Bade.....	30.2	13	Both
Bourbon.....	45.8	8	Both	Barrett.....	33.1	10	Both
<b>Grays Harbor Branch</b>				Prunedale.....	34.2	15	Both
Raisch.....	2.6	7	Both	State Line.....	41.7	10	Both
Galvin.....(1).....	5.0	23 P	Both	Langdon.....	43.6	12	Both
Balch.....(1).....	18.3	18 P	Both	Russell.....	51.8	11	Both
Cedarville.....(1).....	22.2	52 P	Both	Hadley.....	56.5	19	Both
Lankner.....(1).....	26.3	51 P	Both	Berryman.....	59.8	9	Both
Rony.....(1).....	28.9	.....	None	Ennis.....	60.9	10	Both
South Elma.....(1).....	32.5	5 PW	West	Robinson.....	67.6	2	Both
Melbourne.....(1).....	43.8	27 P	Both	McCall.....	69.4	2	Both
Law.....	44.7	11	East	McKay.....	78.6	6	Both
<b>Yakima Branch</b>				<b>Wallace Branch</b>			
Grosscup.....	28.2	8	Both	Tilma.....	2.1	1 X	Both
Biggam.....(2).....	48.3	10	Both	Watt.....	12.1	18	Both
Capps.....	54.8	8	Both	O'Gara.....(4).....	26.3	.....	None
Flint.....	83.6	18	Both	Black Lake.....(4).....	38.0	.....	None
<b>Tekoa-Ayer Branch</b>				Medimont.....(5).....	41.3	8	West
Canyon.....(3).....	22.1	42	Both	Dudley.....(4).....	52.0	12	Both
Schreck.....	31.9	14	Both	Enaville.....(5).....	62.5	6 Y	Both
Sutton.....	48.0	46	Both	Pine Creek.....(4).....	64.1	18	Both
Thera.....(3).....	64.8	15	Both	Smeltonville.....(4).....	66.3	.....	None
Glenwood.....	83.5	13	Both	Shont.....(4).....	72.8	3	Both
Walters.....	98.6	10	Both	Poloris.....	74.6	42	East
<b>Tucannon Branch</b>				Gem.....	84.1	5 X	Both
Powers.....	2.7	4	Both	Frisco.....	84.4	7 X	Both
<b>Spokane-Tekoa Branch</b>				Dorn.....	85.1	13	Both
Rahm.....	125.9	4	Both	<b>Dayton Branch</b>			
Coey.....	141.7	17	Both	Loyd.....	4.1	3	East
Hill.....	161.2	51 X	Both	Ronan.....	19.3	28	West

- (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 "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour			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.			35	On other branch lines.			
When caboose is handled in train consisting of passenger train equipment.		50		Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern).				Through tunnels.	40	40	25
3800 class engines.		60	45	Backing up pulling train.	40	40	40	When using cross-overs or turn-outs:			
3900 class engines.		65	45	Backing up light.			40	9000 class engines;			
5000 class engines.		50	45	Diesel switch engines in road service.	35	35	35	Forward movement.		10	10
4000 and 9000 class engines.		45	40	Trains handling company road-way machines on their own wheels.			25	Back-up movement.		6	6
MacArthur type engines with 63-inch drivers.		50	45	Jordan spreaders and other machines of spreader type, when in operation.			15	All other classes engines;	15	15	15
MacArthur type engines with 57-inch drivers.		35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.				Forward movement.	10	10	10
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35	Through truss bridges.			20	Back-up movement.			
0-6-0 and 0-8-0 type yard engines.		20	20	Trains handling scale test cars: On main line.			30	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	On branch lines.			25	When using No. 14 turn-outs at end of double track.	25	20	20
C. M. St. P. & P. class L engines.		35	35					On tracks other than main tracks.	15	15	15
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35					Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25					9000 class engines on wyes.			5
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35					Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
								On branch line.			15
								(Slower speed must be observed where conditions require.)			

**FIRST SUBDIVISION**

<b>Rieth</b>				Between M.P. 200.9 and 200.6.	60	50	40	<b>Echo</b>			
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
<b>Barnhart</b>				<b>Nolin</b>				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	<b>Stanfield</b>			
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.
<b>Hinkle</b> Between M.P. 182.0 and 181.7.	60	50	40	<b>Irrigon</b> Between M.P. 175.5 and 175.4.	60	60	40	Between M.P. 130.5 and 130.4.	60	50	40
<b>Westland</b>				Between M.P. 172.9 and 172.8.	60	60	40	<b>Blalock</b> Between M.P. 130.0 and 129.2.	70	60	45
<b>Umatilla Line</b> Maximum speed.	60	60	40	<b>Judson</b> Between M.P. 171.0 and 170.9.	60	60	40	Between M.P. 124.8 and 124.0.	70	60	45
<b>Hinkle</b> Between M.P. 193.5 and 193.3.	15	15	15	<b>Messner</b>				Between M.P. 123.8 and 123.7.	55	45	35
Between M.P. 192.6 and 192.2.	60	50	40	<b>Castle</b> Between M.P. 154.5 and 151.7.	70	60	45	<b>Quinton</b> 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	<b>Hook</b> Between M.P. 118.7 and 118.6.	70	60	45
<b>Hermiston</b> 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	<b>Goff</b> Between M.P. 114.9 and 114.7.	70	60	45
Over road crossing east end of depot.	15	15	15	<b>Heppler Jct.</b> 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	<b>Day</b> Between M.P. 110.2 and 110.0.	70	60	45
Between M.P. 187.6 and 187.5.	55	45	35	<b>Willows</b> Between M.P. 144.0 and 143.8.	60	50	40	<b>Rufus</b> 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	<b>Silica</b> Between M.P. 141.6 and 140.5.	70	60	45	<b>Celilo</b> Between M.P. 96.8 and 95.8.	55	45	35
Between M.P. 184.1 and 182.3.	45	35	25	<b>Arlington</b> Between M.P. 136.3 and 136.1.	70	60	45	<b>Oregon Trunk Jct.</b> Between M.P. 91.4 and 91.2.	70	60	45
<b>Umatilla</b> 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	<b>Gilmore</b> Between M.P. 132.8 and 132.7.	70	60	45	<b>The Dalles</b> 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**

<b>The Dalles</b> Between M.P. 83.4 and 83.3.	45	35	25	<b>Chatfield</b> Between M.P. 71.9 and 71.4.	30	25	20	<b>Wyeth</b> 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
<b>Crates</b> 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	<b>Hood River</b> 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	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	45
Between M.P. 77.0 and 76.3.	60	50	40	<b>Meno</b> Between M.P. 58.3 and 56.5.	55	45	35	Between M.P. 42.4 and 41.4.	45	35	25
<b>Rowena</b> 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	<b>Bonneville</b> 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	<b>Dodson</b> 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.
<b>Oneonta</b>				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	<b>Fairview</b>							
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		
<b>Bridal Veil</b>				<b>Clarnie</b>				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 Wilamette 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				
Between M.P. 24.0 and 23.8.	55	45	35	<b>Graham</b>				Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
<b>Rooster Rock</b>				<b>Kenton Line</b>							
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	<b>Troutdale</b>							
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**

<b>Argo</b>				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		<b>Seattle</b>						
				Over Spokane St. Crossing.	10	10	10			

**FOURTH SUBDIVISION**

Maximum speed.	70	60	45	Between M.P. 210.0 and 210.3.		25	20	<b>Walker Pit</b>			
Trains handling Fuller snow plow 0330.			35	<b>Wallula</b>				Between M.P. 244.5 and 244.6.	50	40	
<b>Umatilla</b>				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		<b>Attalia</b>				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		<b>Scott</b>			
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		<b>Humorist</b>				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		<b>Ruxby</b>			
<b>Riverview</b>				<b>Ash</b>				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		<b>Ayer</b>			
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	
<b>Sand</b>				<b>Page</b>				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		<b>Park</b>			
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		<b>Hooper Jct.</b>			
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	
<b>Juniper</b>				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		<b>Simmons</b>				<b>Ankeny</b>			
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		<b>Marengo</b>			
								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.	Pagr.	Frnt.		Str.	Pagr.	Frnt.		Str.	Pagr.	Frnt.
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 18-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

**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.

<b>Heppner Branch</b> Maximum speed.			25	Cosmopolis, with logs within city limits.			8	Between M.P. 127.5 and 128.4.		35	25	
3-degree curves.			20	<b>Tono Branch</b> 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	<b>Fairfield, over street crossings.</b>			25	
<b>Condon Branch</b> Maximum speed.			25	<b>Olympia Branch</b> 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	<b>Spokane-Tekoa Branch</b> East Spokane through Interlocking.			15	15	<b>Darknell</b> 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	<b>Rockford</b> 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	
<b>Grass Valley Branch</b> 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	<b>Manito</b> 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	<b>Tekoa</b> Between M.P. 117.2 and 117.5.		25	20	<b>Freeman</b> Between M.P. 147.3 and 148.8.	45	35	25	
<b>Grays Harbor Branch</b> 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	<b>Mica</b> 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 Boone St. Crossing.	5	5		Between M.P. 122.9 and 123.2.		50	30	Between M.P. 154.7 and 155.5.	40	35	25	
Aberdeen, over other street crossings.	10	10		<b>Latah</b> 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	25					



**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Between Chester and Mica, on descending grade.			25	Between M.P. 37.8 and 39.3.	25	20	On curves, 7 degrees and over.		20
Spokane, through tunnel.	15	15	15	<b>Sutton</b> 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	<b>Thera</b> Between M.P. 64.9 and 65.2.	35	25	<b>Pendleton Branch</b> 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
<b>Tekoa-Ayer Branch</b> Maximum speed.		50	30	<b>Diamond</b> 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	<b>Mockonema</b> 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	<b>Colfax</b> 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	<b>Pendleton</b> 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	<b>Athena</b> Over street crossings.	15	15
<b>Ayer</b> 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	<b>Glenwood</b> Between M.P. 83.7 and 84.5.	30	20	<b>Downing</b> 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	<b>Blue Mountain</b> 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	<b>Elberton, over street crossings.</b>	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	<b>N. P. Crossing</b> Between M.P. 104.6 and 104.9.	30	20	W. W. V. Ry. Crossing, M.P. 44.2.	20	20
<b>Hay</b> Between M.P. 30.4 and 31.1.		35	25	<b>Farmington</b> 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	<b>Pleasant Valley Branch</b> Maximum speed.		25	W. W. V. Ry. Crossing, M.P. 46.6.	12	12
<b>Jerita</b> Between M.P. 36.2 and 36.9.		30	20	G. N. Crossing, M.P. 30.7.		20	<b>Tucannon Branch</b> Maximum speed.	25	20
							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.	Frt.		Psg.	Frt.		Psg.	Frt.
Between M.P. 64.8 and 64.9.		20	<b>Wallula</b>			<b>Connell Branch</b>		
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 Jct.		30
Between M.P. 71.7 and 72.5.		20	Between M.P. 2.6 and 2.7.	35	25	Between Hooper Jct. 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
			Between M.P. 4.0 and 4.3.	35	25	On 9- and 10-degree curves.		20
<b>Menoken</b>			Between M.P. 4.8 and 5.3.	30	20	<b>La Crosse</b>		
Between M.P. 78.4 and 78.5.		20	Between M.P. 5.9 and 6.4.	35	25	Between M.P. 3.4 and 3.6.		25
Between M.P. 78.9 and 79.3.		20	Between M.P. 6.7 and 6.8.	30	20	Between M.P. 6.6 and 6.8.		25
Between M.P. 79.6 and 79.9.		20	Between M.P. 7.0 and 7.1.	25	20	Between M.P. 7.2 and 7.8.		20
Between M.P. 80.8 and 81.2.		20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Between M.P. 9.2 and 9.7.		20
<b>Alto</b>			<b>Reese</b>			Hooper Jct. on connection between Connell Branch and Fourth Subdivision.		15
<b>Yakima Branch</b>			Between M.P. 7.7 and 8.0.	30	20	<b>Moscow Branch</b>		
Maximum speed.	45	30	Between M.P. 8.2 and 8.4.	35	25	Maximum speed.	35	25
With pile driver 0321.		15	Between M.P. 8.7 and 9.1.	30	20	On 7- and 8-degree curves.	30	20
On 5- and 6-degree curves.	35	25	Between M.P. 9.5 and 9.7.	30	20	On 9- and 10-degree curves.	25	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.0 and 10.1.	35	25	<b>Colfax, over street crossings.</b>	12	12
On 9- and 10-degree curves.	25	20	Between M.P. 10.7 and 10.9.	35	25	Between M.P. 2.3 and 3.5.	30	20
			Between M.P. 11.1 and 11.4.	35	25	Between M.P. 5.6 and 6.7.	25	20
<b>Attalia</b>			Between M.P. 12.1 and 12.3.	25	20	Between M.P. 6.8 and 7.5.	30	20
Bridge 7.44.	25	15	Between M.P. 12.5 and 12.6.	35	25	Between M.P. 8.4 and 8.8.	25	20
Kennewick, over street crossings.	8	8	Between M.P. 18.5 and 18.6.	35	25	<b>Shawnee</b>		
Between Grandview and Biggam.	30	25	<b>Walla Walla</b>			Between M.P. 9.9 and 10.0.	30	20
<b>Benton City</b>			<b>Pomeroy Branch</b>			Between M.P. 10.8 and 11.2.	25	20
Between M.P. 37.5 and 38.1.	25	20	Maximum speed.		20	Between M.P. 12.2 and 12.5.	30	20
Granger, over street crossings.	30	30	Between M.P. 15 and Pomeroy.		15	<b>Albion</b>		
Zillah, over street crossings.	25	15	<b>Dayton Branch</b>			Between M.P. 13.4 and 13.6.	30	20
Yakima River Bridge 89.35, through gauntlet track.	15	15	Maximum speed.		25	Between M.P. 14.3 and 14.9.	25	20
Yakima, over Yakima Ave., and Walnut Street.	6	6	On curves of 7 degrees and over.		20	Between M.P. 17.5 and 17.7.	30	20
Yakima, over other street crossings.	10	10	<b>Bolles</b>			Between M.P. 17.9 and 18.0.	30	20
			Between M.P. 0.4 and 0.6.		20	<b>Pullman, over street crossings.</b>	6	6
<b>Wallula Branch</b>			Dayton, over street crossings west of Touchet River.		15	Between M.P. 19.9 and 20.0.	30	20
Maximum speed.	35	30	Dayton, over all other street crossings.		10	Between M.P. 24.6 and 24.8.	30	20
On 5- and 6-degree curves.	35	25	Between M.P. 12.9 and 24.8.		15	Between M.P. 25.2 and 25.4.	30	20
On 7- and 8-degree curves.	30	20	<b>Moscow, over street crossings.</b>				12	12
On 9- and 10-degree curves.	25	20						

**BRANCHES (Continued)**

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

**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;                                       | 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	Ordnance .....	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	



# NORTHWESTERN DISTRICT OREGON DIVISION

CORRECTED TO APRIL 1, 1949

