

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE

No. 5

Effective Sunday
September 11, 1949
At 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

L. A. COLLINS
General Manager

A. D. HANSON
General Superintendent Transportation

E. HICKS
General Superintendent

A. McALLISTER, Superintendent Portland, Ore.

J. G. Kimmell, Assistant Superintendent Portland, Ore.
C. H. Burnett, Assistant Superintendent La Grande, Ore.
H. B. Coburn, Assistant Superintendent Seattle, Wash.
H. A. Achenbach, Assistant Superintendent Spokane, Wash.
A. W. Kirkeby, Trainmaster La Grande, Ore.
R. V. Johnson, Trainmaster The Dalles, Ore.
D. E. Gardner, Trainmaster Walla Walla, Wash.
J. D. Killian, Master Mechanic Portland, Ore.
L. W. Shirley, Terminal Master Mechanic Portland, Ore.
R. L. Norris, Road Foreman of Engines La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines Portland, Ore.
J. C. Hayden, Road Foreman of Engines Portland, Ore.
R. R. Lowden, Road Foreman of Engines Walla Walla, Wash.
E. F. Kidder, Division Engineer Portland, Ore.
G. M. Pickering, General Roadmaster Portland, Ore.

First and Second Subdivision and Branches

B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher La Grande, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivision and Branches

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

Sixth Subdivision and Branches

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

Union Pacific Railroad Employees Hospital Association

Physicians and Surgeons are located as shown below:

Name	Title	Location	Territory	Name	Title	Location	Territory
D. L. Gamette	Medical Director	Los Angeles.		John B. Gregory	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
Ralph M. Dodson	District Surgeon	Portland, Ore.	Portland District.	James J. D. Haun	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
E. E. Ahlquist	District Surgeon	Spokane, Wash.	Spokane District.	David H. Stoddard	Surgeon	La Grande, Ore.	Umatilla to Baker, and La Grande to Elgin.
Kenneth C. Brown	Surgeon	Portland, Ore.	Portland.	Lee B. Bouvy	Oculist and Aurist.	La Grande, Ore.	Umatilla to Huntington.
William N. Murray	Surgeon	Portland, Ore.	Portland.	Robert L. Stuart	Oculist and Aurist.	La Grande, Ore.	Umatilla to La Grande.
Joseph M. Roberts	Surgeon	Portland, Ore.	Portland.	Warren F. Bolton	Surgeon	Elgin, Ore.	La Grande to Wallowa.
David G. Duncan	Surgeon	Portland, Ore.	Portland.	Stewart Merrill	Surgeon	Wallowa, Ore.	Wallowa and vicinity.
Warren W. Hale	Surgeon	Portland, Ore.	Portland.	Lyle C. Ham	Surgeon	Enterprise, Ore.	Enterprise and vicinity.
Edward C.				T. J. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.
Parkinson	Surgeon	Portland, Ore.	Portland.	J. R. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.
George D. McGeary	Surgeon	Portland, Ore.	Parkrose.	Glenn G. Gordon	Oculist and Aurist.	Baker, Ore.	Telocaset to Huntington.
Paul A. Wagner	Surgeon	Portland, Ore.	East Portland north of Sullivan's Gulch.	John H. O'Shea	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Paul E. Shiningier	Surgeon	Portland, Ore.	East Portland south of Sullivan's Gulch.	H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
H. M. Bouvy	Oculist and Aurist.	Portland, Ore.	Portland.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Alfred J. Kreff	Oculist and Aurist.	Portland, Ore.	Portland.	M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa to Spokane.
B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.	Carroll Smith	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.	Robert L. Pohl	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
F. H. Brown	Surgeon	Seattle, Wash.	Tacoma to Seattle.	Charles G. Smick	Surgeon	Spokane, Wash.	Croeky to Marengo.
John M. Schiach	Oculist	Seattle, Wash.	Tacoma to Seattle.	Albert J. Nelson	Surgeon	Sprague, Wash.	Colfax to Spokane.
J. L. Ash	Aurist	Seattle, Wash.	Tacoma to Seattle.	C. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
Ross D. Wright	Surgeon	Tacoma, Wash.	Tenino to Auburn.	G. McCaffery	Surgeon	Tekoa, Wash.	Tekoa to Wallace.
L. A. Hopkins	Surgeon	Tacoma, Wash.	Tenino to Auburn.	Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Wallace.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	G. M. Whitase	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.
George F. Parke	Surgeon	Centralia, Wash.	Centralia to South Montezano, Winlock to Tenino.	R. W. Cordwell	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.
A. E. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam.	H. C. Mowery	Surgeon	Wallace, Ida.	Tekoa to Burke.
John C. Korvell	Surgeon	Hoquiam, Wash.	Hoquiam to Centralia.	Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
H. M. Wiswall	Surgeon	Vancouver, Wash.	Albma to Kalama.	James L. Gilleland	Surgeon	Pullman, Wash.	Moscow to Colfax.
Stanley E. Walls	Surgeon	Hood River, Ore.	Portland to Hood River.	C. O. Armstrong	Surgeon	Moscow, Ida.	Colfax to Moscow.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
Griffith Smith				H. F. Craig	Surgeon	La Crosse, Wash.	Riparia to Endicott, and La Crosse to Connell.
Vogt, Mills, Boals, Morris, Stevenson	Surgeons	The Dalles, Ore.	Hood River to Umatilla.	J. E. Carasow	Surgeon	Lewiston, Ida.	Riparia to Lewiston.
J. C. Vandever	Surgeon	Bend, Ore.	Oregon Trunk Jct. to Bend.	J. W. Sherfy	Surgeon	Pomeroy, Wash.	Pomeroy to Starbuck.
J. V. Wilhelm	Surgeon	Arlington, Ore.	The Dalles to Umatilla, Arlington to Condon.	W. W. Day	Surgeon	Dayton, Wash.	Walla Walla to Dayton and Bolles to Starbuck.
G. G. Gaunt	Surgeon	Condon, Ore.	Arlington to Condon.	Wallace A. Pratt	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
A. D. McMurdo	Surgeon	Heppner, Ore.	Heppner Jct. to Heppner.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
E. R. Huokleberry	Surgeon	Umatilla, Ore.	Messner to Ordinance and Juniper.	W. F. Holmes	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
F. B. Belt	Surgeon	Hermiston, Ore.	Boardman to Stanfield.	G. A. Falkner	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
J. P. Brennan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	R. W. Stevens	Oculist and Aurist.	Walla Walla, Wash.	Pendleton to Riparia.
E. S. Morgan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	C. D. Hogsenson	Oculist and Aurist.	Walla Walla, Wash.	Walla Walla to Yakima.
G. W. McGowan	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	P. F. Shirey	Surgeon	Kennewick, Wash.	Grandview to Umatilla.
E. I. Silk	Surgeon	Pendleton, Ore.	Umatilla to Pendleton.	Marvin Munsell	Surgeon	Grandview, Wash.	Yakima to Kennewick.
				R. D. McClure	Surgeon	Yakima, Wash.	Yakima to Spokane.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS								Distance from Granger via Boise	Time-Table No. 5 Sept. 11, 1949	FIRST CLASS							
401 Pgr.	19 Pgr.	61 Pgr.	11 Pgr.	105 Streamliner Passenger	457 Pgr.	17 Pgr.	25 Mail and Express			12 Pgr.	458 Pgr.	106 Streamliner Passenger	20 Pgr.	18 Pgr.	26 Mail and Express	402 Pgr.	62 Pgr.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS									
			6.15	3.20		4.05		0.0	GRANGER	A 9.30		A 12.42		A 10.38			
			11.20	7.10		10.15	1.20	213.9	POCATELLO	4.25		8.55		5.35	A 9.15		
			2.35	9.40		1.45	4.55	373.8	GLENNS FERRY	12.30		6.10		1.55	5.05		
			4.20	10.55		3.30	7.00	448.4	BOISE	10.20		5.00		12.10	2.55		
			7.00	12.45		6.15	9.55	550.1	M.T. HUNTINGTON P.T.	7.45		3.05		9.35	11.35		
			6.10	11.45		5.25	9.05	649.7	M.T. HUNTINGTON P.T.	6.35		2.05		8.25	10.25		
			8.55	2.10		8.10	12.15	723.9	LA GRANDE	4.05		11.45		5.55	7.05		
			11.25	4.25		11.50	3.00	727.5	PENDLETON	1.35		9.38		3.25	4.35		
			11.35	4.35		12.01	3.10	848.3	RIETH	1.15		9.23		2.40	4.05		
	9.30	Moscow 7.15						844.4	SPOKANE			A 7.00			Moscow A 8.50		
	11.48	11.20						791.1	AYER			4.23			5.15		
	1.20	1.10						764.0	WALLULA			3.05			3.15		
	2.20	1.55						855.4	UMATILLA			2.05			12.55		
	4.35		2.00	6.40		3.40	6.25	939.5	THE DALLES	10.35		7.17	11.35	12.05	12.35		
11.30	A 7.00	A 3.00 Pendleton	A 4.15	A 8.30	9.00	A 6.15	A 9.00	1030.6	PORTLAND	8.30	A 9.15	5.30	9.30	10.00	10.10	A 6.45	11.40 Pendleton
3.10					11.39			1084.6	CENTRALIA		6.58					2.53	
5.20					1.07			1122.7	TACOMA		5.40					1.00	
A 6.45					A 2.15				SEATTLE		4.30					11.30	
										Daily	Daily	Daily	Daily	Daily	Daily	Daily	
(7.15) 25.3	(9.30) 38.9	(7.45) 29.3	(23.00) 40.8	(18.10) 51.7	(5.15) 34.9	(27.10) 34.6	(20.40) 35.1	 Thru Time	(24.00) 39.1	(4.45) 38.6	(18.12) 51.6	(9.30) 38.9	(23.38) 39.8	(22.05) 32.9	(7.15) 25.3	(9.10) 24.8
									Average speed per hour								

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 5 September 11, 1949	FIRST CLASS		
31 Passenger	33 Passenger	29 Passenger	32 Passenger			34 Passenger	30 Passenger	
Daily	Daily	Daily	STATIONS					
	10.10	4.10	12.20	0.0	McCAMMON	A 4.50	A 6.15	A 3.35
	A 10.45	4.45 5.15	12.55 1.35	22.7	POCATELLO	4.20	5.45 4.55	3.05 2.35
		6.08	2.20	46.9	BLACKFOOT		4.10	1.52
		7.20	3.10	73.3	IDAHO FALLS		3.25	1.05
		9.00		124.3	ASHTON		1.20	
		A 10.40		169.9	VICTOR		11.35	
				180.4	WEST YELLOWSTONE			
		A 9.30		285.8	BUTTE			7.00
						Daily	Daily	Daily
	(0.35) 38.9	(6.30) 26.1	(9.10) 31.2		..... Thru Time	(0.30) 45.4	(6.40) 25.5	(8.35) 33.3
					Average speed per hour			

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

MILEAGE

Main Line..... 802.73
Branches..... 1163.13
Grand Total..... 1965.86

WESTWARD

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

FIRST CLASS

105 Streamliner Passenger	17 Passenger	25 Mail and Express	11 Passenger
Daily	Daily	Daily	Daily

Time-Table No. 5
September 11, 1949

Mile
Post

18 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger
Daily	Daily	Daily	Daily

STATIONS

BKOPT WXYZ	11.45PM	5.25PM	9.05AM	6.10AM
100 P	11.55PM	5.35	9.15	6.20
100 PW	12.05AM	5.45	9.23	6.29
150 PXY	12.16	6.00 ¹²	9.36 ²⁶	6.42
100 P	12.27	6.13	9.53	6.52
170 PW	12.39	6.29	10.08	7.06
WB 91 PXY EB 109	12.45	6.34	10.14	7.16 ¹⁸
107 P	12.56 ¹⁰⁶	6.42	10.22	7.24
WB 109 BKOPW EB 111 XYZ	f 1.03	s 6.50	s 10.37	s 7.33
106 P	1.08	6.55	10.43	7.37
106 P	1.13	7.01	s 10.50	f 7.43
106 PW	1.21	7.10	s 11.03	f 7.52
107 P	1.31	7.22	11.06	8.04 ²⁶
147 PVWXY	1.34	7.26	f 11.21	8.08
105 P	1.40	7.32	11.28	8.14
105 PVY	1.51	s 7.46	11.40	8.28
105 P	1.58	7.53	11.48AM	8.35
BKOPTW XYZ	A 2.05AM	A 8.00PM	A 12.05PM	A 8.45AM

CENTRALIZED TRAFFIC CONTROL

DN-R HUNTINGTON HU	389.4	A 8.25AM	A 10.25AM	A 6.35PM	As 2.05AM
D LIME BY	384.5	8.14	f 10.03	6.25	1.51
WEATHERBY	377.5	8.01	9.52	6.13	1.41
DURKEE	368.9	7.48	s 9.36 ²⁵	6.00 ¹⁷	1.30
OXMAN	361.7	7.35	9.24	5.46	1.19
PLEASANT VALLEY	355.4	7.21	s 9.10	5.32	1.08
ENCINA	351.9	7.16 ¹¹	9.03	5.27	1.04
QUARTZ	347.3	7.08	8.55	5.19	12.56 ¹⁰⁵
DN BAKER BC	342.0	s 7.00	s 8.45	s 5.13	f 12.50
WING	337.6	6.53	8.36	5.05	12.42
D HAINES KB	331.7	6.48	s 8.30	f 5.00	12.37
D NORTH POWDER HD	322.1	6.40	s 8.18	f 4.51	12.28
SAGO	315.5	6.29	8.04 ¹¹	4.39	12.19
TELOCASET	312.6	6.25	f 7.44	4.35	12.15
CROOKS	308.9	6.19	7.37	4.29	12.09AM
D UNION JCT. UN	302.2	6.07	s 7.28	4.17	11.57PM
LONETREE	294.9	6.00	7.17	4.10	11.51
DN-R LA GRANDE RA	289.8	5.55AM	7.05AM	4.05PM	11.45PM
(99.6)		Daily	Daily	Daily	Daily

(2.20)	(2.35)	(3.00)	(2.35)	..... Thru Time.....	(2.30)	(3.20)	(2.30)	(2.20)
42.7	38.5	33.2	38.5	..... Average speed per hour.....	39.8	29.9	39.8	42.7

WESTWARD

JOSEPH BRANCH

EASTWARD

SECOND CLASS

Time-Table No. 5

SECOND CLASS

September 11, 1949

Mile
Post

304
Mixed

305
Mixed

Daily
Except
Sunday

STATIONS

28 WXY	12.45PM	D-R JOSEPH J	83.8	A 11.15AM
22 X	s 1.30	D ENTERPRISE RS	78.8	s 11.00
39	s 1.53	LOSTINE	67.8	s 10.07
27 WXY	s 2.10	D WALLOWA WO	60.0	s 9.50
40 W {M.P.} 32.6	f 3.15	LOOKING GLASS	38.8	f 8.37
33	f 3.37	GULLING	25.1	f 8.15
35 WXY	s 3.50	D ELGIN GN	20.9	s 8.05
18	s 4.15	D IMBLER BR	12.8	s 7.32
20	f 4.25	ALICEL	8.4	f 7.22
BKOPTW XYZ	A 5.00PM	DN-R LA GRANDE RA	0.0	7.00AM
		(83.8)		Daily Except Sunday

(4.15)	..... Thru Time.....	(4.15)
19.7	..... Average speed per hour.....	19.7

WESTWARD

PILOT ROCK BRANCH

EASTWARD

Car Capacity of
Sidings, etc.
See Rule 9(A),
Page 31.

Time-Table No. 5

September 11, 1949

Mile
Post

STATIONS

BKOP TWX	DN-R RIETH RI	0.0
22	SPARKS	6.7
18 WX	D PILOT ROCK RO	14.9
	(14.9)	

On Joseph and Pilot Rock Branches, eastward trains are superior to trains of the same class in the opposite direction.— See Rule S-72.

No. 106 will reduce speed to 10 MPH at Baker to permit exchange of mail.

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

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sitting, etc. See Table 6(A), Page 31.	FIRST CLASS					Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS				
	62	17	25	11	105			18	61	26	12	106
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger			Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily							
						STATIONS						
BJKOPT WXYZ		8-10PM	12-15PM	8-55AM	2-10AM	DN-R LA GRANDE RA 7.7	289.8	A 5-45AM		A 6-55AM	A 3-55PM	A11-40PM
WB 75 PWVXY EB 73		8-27	12-33	9-12	2-24	HILGARD 6.5	282.1	5-28		6-36	3-36	11-24
135 P		8-44	12-49	9-28	2-37	MOTANIC 3.5	275.6	5-13		6-20	3-20	11-11
P		8-53	12-58	9-37	2-44	NORDEEN 1.0	272.1	5-05		6-11	3-12	11-03
132 PWXY		8-56	1-02	9-40	2-46	KAMELA 2.8	271.1	5-02		6-08	3-09	11-01
P		9-03	1-09	9-47	2-51	ROSS 2.8	268.3	4-56		6-01	3-03	10-56
WB 108 PWX EB 102		9-10	1-16	9-54	2-57	MEACHAM 7.8	265.5	4-50		5-55	2-57	10-50
85 P		9-30	1-36	10-13	3-12	HURON 3.6	257.7	4-32		5-36	2-39	10-34
90 PW		9-38	1-44	10-20	3-18	CAMP 5.6	254.1	4-25		5-28	2-32	10-28
WB 74 PWXY EB 74		9-47	1-53	10-28	3-25	DUNCAN 9.0	248.5	4-15		5-20	2-22	10-20
106 P		10-09 ¹⁰⁶	2-09 ¹²	10-40	3-35	BONIFER 2.6	239.5	4-03		5-08	2-09 ²⁵	10-09 ¹⁷
WB 78 PWXY EB 106		10-16	2-15	10-45	3-39	GIBBON 7.3	236.9	3-58		5-03	2-04	10-05
100 P		10-27	2-25	10-54	3-48 ¹⁸	HOMLY 4.9	229.6	3-48 ¹⁰⁵		4-54	1-54	9-56
73 P		10-36	2-31	11-00	3-56	MINTHORN 5.8	224.7	3-36		4-47	1-47	9-49
99 P		10-45	2-38	11-07	4-10	MUNRA 3.3	218.9	3-30		4-40	1-40	9-42
69 BJKPV WXYZ	11-40PM	10-55 11-50PM	2-45 3-00	11-15 11-25	4-20 4-25 ²⁰	DN PENDLETON FD 3.6	215.6	3-25 2-50	A 3-00AM	4-35 ¹⁰⁵ 4-15	1-35 1-25	9-38 9-33
BJKOP TWX	A11-50PM	A12-01AM	A 3-10PM	A11-35AM	A 4-35AM	DN-R RIETH RI (77.8)	212.0	2-40AM	2-50AM	4-05AM	1-15PM	9-23PM
								Daily	Daily	Daily	Daily	Daily
	(0.10) 21.6	(3.51) 20.2	(2.55) 26.7	(2.40) 29.1	(2.25) 32.2	..... Thru Time		(3.05) 25.2	(0.10) 21.6	(2.50) 27.5	(2.40) 29.1	(2.17) 34.1
						..... Average speed per hour						

Train movements governed by Centralized Traffic Control system between La Grande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

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

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

WESTWARD

THIRD SUBDIVISION

Time-Table No. 5
September 11, 1949

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS						STATIONS
	257	151	299	62	25	11	105	19	17	
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	
BJKO PTWX	10.00PM		2.00AM	11.50 ²⁶⁴ PM	3.10PM	11.35AM	4.35AM		12.01AM	DN-R RIETH 3.7 RI
96 P	10.15		2.26 ¹⁸ 2.40 ⁶¹	11.59PM	3.15	11.40	4.39		12.12	BARNHART 4.8
95 P	10.25 ²⁶⁴		2.55	12.04AM	3.20	11.45	4.44		12.19	CAMPBELL 4.6
95 P	10.35		3.02	12.10	3.25	11.50	4.48		12.26	NOLIN 6.3
94 PW	10.50		3.27 ²⁶	12.19	s 3.35	11.57AM	4.54		12.35	DN ECHO 4.2 HI
94 P	10.56		3.36	f 12.25	s 3.41	12.02PM	4.58		12.42	STANFIELD 4.3 ND
JP	11.03		A 3.42AM	A 12.30AM		3.48	12.06	5.02	12.50	DN HINKLE 3.5 UK
99 P	11.10					3.53	12.09	5.05	12.56	WESTLAND 2.9
P	11.16					s 3.57	f 12.12	5.07	f 1.02	ORDNANCE 1.9 RN
96 PW	11.20				4.01	12.17 ¹²	5.09		1.07	MUNLEY 5.8
98 P	11.30				4.08	12.22	5.13		1.15	CLARKE 4.8
99 JPWY	11.38	10.45AM			4.14	12.26	5.17	2.45AM	1.22	DN MESSNER 3.0 FC
98 P	11.43	10.50			4.19	12.30	5.20	2.48	1.36 ¹⁸	PETERS 3.9
98 P	11.49	10.57			4.24	12.34	5.23	2.52	1.45	CASTLE 6.2
104 P	11.59PM	11.10			4.30	12.40	5.28	3.00 ¹⁹⁸	1.53	BOULDER 3.9
19 JP	12.05AM	11.18			4.35	12.44	5.32	3.05	1.58	N HEPPNER JCT. 1.2 WI
100 P	12.07	11.44 ¹²			4.38	12.45	5.33 ²⁶²	3.07	2.00	WELLOWS 4.6
98 P	12.24	11.53AM			4.43	12.50	5.37	3.12	2.06 ²⁶	SILICA 3.9
WB 126 EB 113 BJOPTWX	12.40 ²⁰ 1.09 ¹⁸	12.10PM			s 4.48	s 12.55	5.41	s 3.22	s 2.20 ¹⁹⁸	DN ARLINGTON 4.5 MX
100 P	1.36 ²⁶	12.25			5.01	1.03	5.46	3.28	2.30	GILMORE 4.7
99 P	1.45 ¹⁹⁸	12.35			s 5.07	1.07	5.50	3.33	2.38	BLALOCK 6.1
96 P	2.00	12.45			5.14	1.13	5.56	3.40	2.45	N QUINTON 4.6 QN
100 P	2.07	12.55			5.20	1.18	6.00	3.45	2.50	HOOK 3.6
99 P	2.12	1.01			5.25	1.22	6.03	3.49	2.54	GOFF 3.3
104 PW	2.17	1.25 ¹¹			5.29	1.25 ¹⁵¹	6.06	3.53 ²⁶²	2.58	DAY 2.3
100 P	2.21	1.35			s 5.33	1.28	6.09	3.56	3.02	RUFUS 2.8
100 P	2.25	1.40			5.37	1.31	6.12	3.59	3.06	GRANT 2.7
80 JP (MP)	2.29	1.45			5.41	1.34	6.15	4.02	3.09	DN BIGGS 3.4 BX
54 P (W 101.7)	2.34	1.52			5.45	1.38	6.18	4.06	3.13	MILLER 3.7
50 P	2.40	1.59			5.49	1.41	6.23	4.10	3.17	CELILO 1.6
JPV	2.43	2.03			5.52	1.43	6.25	4.12	3.19	D OREGON TRUNK JCT. 3.3 VO
74 P	2.48	2.10			5.59	1.46	6.28	4.16	3.23	DUNE 6.1
BKOPTWXZ	A 3.00AM	A 2.30PM			A 6.15PM	A 1.55PM	As 6.40AM	A 4.30AM	A 3.35AM	DN-R THE DALLES 6.1 DK-WH

BLOCK SIGNALS

DOUBLE TRACK

(126.2)

(5.00)	(3.45)	(1.42)	(0.40)	(3.05)	(2.20)	(2.05)	(1.45)	(3.34)	..... Thru Time.....
25.2	21.2	16.4	41.9	40.9	54.1	60.5	45.4	35.4	..... Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 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 31.
 For stations not shown on schedule pages, see page 22.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 5 September 11, 1949			Mile Post	FIRST CLASS						SECOND CLASS			
STATIONS				18 Passenger	61 Passenger	26 Mail and Express	12 Passenger	106 Streamliner Passenger	20 Passenger	198 Time Freight	262 Time Freight	258 Time Freight	264 Time Freight
DN-R	RIETH	RI	212.0	A 2:40AM	A 2:50AM	A 4:05AM	A 1:15PM	A 9:23PM					
	BARNHART		208.3	2:31 ²⁹⁹	2:40 ²⁹⁹	3:50	1:02	9:16		9:30	1:38	10:40	62
	CAMPBELL		203.5	2:25	2:34	3:42	12:55	9:11		9:00	1:25	10:25	257
	NOLIN		198.9	2:19	2:29	3:37	12:50	9:06		8:35	1:10	10:05	
DN	ECHO	HI	192.6	2:12	2:21	s 3:27 ²⁹⁹	12:42	8:59		8:00	12:53	9:50	
	STANFIELD	ND	188.4	2:07	2:16	s 3:18	12:36	8:54		7:35	12:45	9:40	
DN	HINKLE	UK	184.1	2:02	2:11AM	3:11	12:31	8:50		7:25	12:37PM	9:25	
	WESTLAND		180.6	1:58		3:05	12:26	8:47		7:10		9:15	
	ORDNANCE	RN	177.7	1:55		s 2:58	12:22	8:44		7:00		9:05	
	MUNLEY		175.8	1:53		2:54	12:17 ¹¹	8:42 ²⁶⁴		6:55		8:42	108
	CLARKE		170.0	1:46		2:47	12:08	8:37		6:25		8:05	
DN	MESSNER	FC	165.2	1:40		2:40	12:03PM	8:33	A 1:16AM	A 3:20AM	6:08	7:47	
	PETERS		162.2	1:36 ¹⁷		2:34	11:59AM	8:30	1:12	3:15	6:03	7:41	
	CASTLE		158.3	1:32		2:29	11:56	8:27	1:08	3:10	5:57	7:35	
	BOULDER		152.1	1:25		2:21	11:50	8:21	1:01	3:00 ¹⁹	5:47	7:26	
N	HEPPNER JCT.	WI	148.2	1:21		2:16	11:46	8:17	12:57	2:38	5:40	7:18	
	WILLOWS		147.0	1:19		2:13	11:44 ¹⁵¹	8:16	12:55	2:36	5:33 ¹⁰⁵	7:15	
	SILICA		142.4	1:14		2:06 ¹⁷	11:39	8:12	12:50	2:30	5:00	7:05	
DN	ARLINGTON	MX	138.5	s 1:09 ²⁵⁷		s 1:50	s 11:34	8:08	s 12:45 ²⁵⁷	2:20 ¹⁷	4:45	6:55	
	GILMORE		134.0	12:58		1:36 ²⁵⁷	11:27	8:04	12:32	1:52	4:33	6:45	
	BLALOCK		129.3	12:53		1:31	11:22	8:00	12:27	1:45 ²⁵⁷	4:26	6:37	
N	QUINTON	QN	123.2	12:46		1:24	11:16	7:55	12:21	1:36	4:17	6:25	
	HOOK		118.6	12:41		1:19	11:11	7:51	12:16	1:29	4:10	6:19	
	GOFF		115.0	12:37		1:15	11:07	7:48	12:12	1:24	4:05	6:13	
	DAY		111.7	12:34		1:11	11:04	7:45	12:08	1:19	3:53 ¹⁰	6:07	
	RUFUS		109.4	12:32		1:08	11:01	7:43	12:05	1:16	3:38	6:02	
	GRANT		106.6	12:29		1:04	10:58	7:40	12:02AM	1:12	3:34	5:56	
DN	BIGGS	BX	103.9	12:26		1:01	10:55	7:37	11:59PM	1:08	3:30	5:50	
	MILLER		100.5	12:23		12:57	10:51	7:34	11:55	1:03	3:23	5:40	
	CELILO		96.8	12:19		12:52	10:47	7:30	11:51	12:58	3:16	5:30	
D	OREGON TRUNK JCT.	VO	95.2	12:17		12:50	10:45	7:28	11:49	12:55	3:12	5:26	
	DUNE		91.9	12:14		12:45	10:42	7:25	11:45	12:50	3:05	5:20	
DN-R	THE DALLES	DK-WH	85.8	12:05AM		12:35AM	10:35AM	7:17PM	11:35PM	12:40AM	2:45AM	5:00PM	
	(126.2)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

..... Thru Time	(2.35)	(0.39)	(3.30)	(2.40)	(2.06)	(1.41)	(2.40)	(3.15)	(1.23)	(6.50)
..... Average speed per hour	48.9	42.9	36.1	47.3	60.1	47.2	29.8	15.3	20.1	18.5

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25, 26, 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 31.

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

WESTWARD

FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS								Time-Table No. 5 September 11, 1949	
	151	257	458	25	11	105	19	402	17	STATIONS		
	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	DN-R THE DALLES DK-WH		
BKOPT WXZ	4:00PM	4:00AM		6:25PM	2:00PM	6:40AM	4:35AM		3:40AM	4.1 CRATES		
P	4:10	4:15		6:30	2:06	6:45	4:42		3:48	5.2 ROWENA		
110 P	4:22	4:25		6:36	2:13	6:50	4:50		3:56	4.1 CHATFIELD		
63 P	4:31	4:32		6:41	2:18	6:54	4:55		4:01	3.3 MOSIER		
63 P	4:45	4:41		6:56 ¹⁰⁶	2:23	6:58	5:00		4:06	6.3 DN HOOD RIVER KI		
WB 72 EB 107 KPVWX	5:00	4:52		7:08	2:35	7:08	5:15		4:20	4.1 MENO		
80 P	5:15	5:00		7:13	2:42	7:13	5:23		4:28	5.7 LINDSEY		
98 P	5:35	5:15		7:22	2:50 ²⁰⁴	7:20	5:32		4:37	2.8 WYETH WE		
104 PW	5:45	5:37 ¹⁹		7:26	2:55	7:24	5:37 ²⁶⁷		4:42	3.2 FARLEY		
102 P	5:55	5:48		7:31	2:59	7:28	5:42		4:47	4.0 CASCADE LOCKS		
97 P	6:22 ¹⁰⁶	5:54		7:37	3:04	7:33	5:48		4:53	4.3 DN BONNEVILLE MU		
116 PW	7:00	6:00		7:43	3:09	7:38	5:54		5:00	4.8 DODSON		
99 P	7:49 ²⁵	6:08		7:49 ¹⁵¹	3:15	7:44	6:00		5:07	2.8 ONEONTA		
60 P	8:10	6:12		7:53	3:18	7:47	6:04		5:12	4.5 BRIDAL VEIL JU		
100 PZ	8:30	6:20		8:01	3:24	7:51	6:10		5:19	3.9 ROOSTER ROCK		
98 P	8:40	6:27		8:07	3:29	7:55	6:14		5:24	3.6 TAYLOR		
59 P	8:50	6:35		8:12	3:33	7:59	6:19		5:30	3.5 DN TROUTDALE SN		
157 IJPW	A 9:05PM	A 6:45AM		8:18	3:40	8:03	6:26		5:36	1.7 FAIRVIEW FA		
51 P				8:23	3:42	8:05	6:29		5:40	6.0 CLARNIE		
53 P				8:30	3:49	8:12	6:37		5:47	3.5 GRAHAM		
28 PX				8:35	3:54	8:17	6:42		5:52	2.5 BRUUN		
17 PX				8:40	3:58	8:20	6:46		5:56	1.4 EAST PORTLAND		
IJPVXY			9:09PM	8:44	4:02	8:22	6:49	6:37AM	5:59	0.5 DN-R PORTLAND P-VC		
BIKPV			A 9:15PM	A 9:00PM	A 4:15PM	A 8:30AM	A 7:00AM	A 6:45AM	A 6:15AM	(85.8)		
	(5.05) 13.8	(2.45) 25.5	(0.06) 5.0	(2.35) 33.2	(2.15) 38.1	(1.60) 46.8	(2.25) 35.5	(0.08) 3.6	(2.35) 33.2	.....Thru Time..... .....Average speed per hour.....	

BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL

DOUBLE TRACK

WESTWARD

UMATILLA LINE

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 September 11, 1949		Mile Post	FIRST CLASS		SECOND CLASS	
	151	299	19	62	20	61		198	258		
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger	Passenger		Time Freight	Time Freight		
JP		3:42		12:30AM			184.1		A 2:11AM		A 12:37PM
95 P		3:52		12:38			189.5		f 2:04		12:25
BJKOPTWXY	10:00AM	A 4:05AM	2:20AM	A 12:50AM			188.4	A 1:45AM	1:55AM	A 4:00AM	12:01PM
62 P	10:15		2:27				178.8	1:34		3:45	
63 P	10:23		f 2:31				175.6	f 1:29		3:38	
63 P	10:30		2:37				172.0	1:23		3:30	
99 JPWY	A 10:45AM		A 2:45AM				165.2	1:16AM		3:20AM	
	(0.45) 24.3	(0.23) 35.6	(0.25) 43.7	(0.20) 29.4	.....Thru Time..... .....Average speed per hour.....			(0.29) 37.7	(0.16) 36.8	(0.40) 27.3	(0.36) 16.3

BLOCK SIGNALS

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

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

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 31.

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

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. (See Rule 6(A), Page 31.)	Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS						SECOND CLASS		
			12	457	106	20	18	26	401	264	262
			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	Time Freight	Time Freight
	STATIONS										
BKOPT WXZ	DN-R THE DALLES DK-WH	85.8	A10.30AM		As 7.17PM	A11.30PM	A11.59PM	A12.25AM		A 4.00PM	A 1.45AM
P	4.1 CRATES	81.7	10.24		7.10	11.25	11.53	12.15		3.47	1.25
110 P	5.2 ROWENA	78.5	10.18		7.05	11.19	11.47	12.09		3.39	1.15
63 P	4.1 CHATFIELD	72.4	10.13		7.00	11.14	11.42	12.04AM		3.32	1.05
63 P	3.3 MOSIER	69.1	10.07		6.56 ²⁵	11.08	11.36	11.58PM		3.25	12.55
WB 72 EB 107 KPVWX	DN HOOD RIVER KI	62.8	s10.00		f 6.48	s11.00	s11.28	s11.50		3.13	12.40
80 P	4.1 MENO	58.7	9.52		6.40	10.50	11.18	11.40		3.05	12.30
98 P	5.7 LINDSEY	58.0	9.44		6.33	10.42	11.10	11.31		2.50 ¹¹	12.15
104 PW	2.8 WYETH WE	50.2	9.40		6.30	10.38	11.06	11.27		2.25	12.05AM
102 P	3.2 FARLEY	47.0	9.35		6.26	10.33	11.01	11.22		2.05	11.52PM
97 P	4.0 CASCADE LOCKS	43.0	9.30		6.22 ¹⁵¹	10.28	10.56	11.17		1.57	11.45
116 PW	4.3 DN BONNEVILLE MU	38.7	f 9.24		6.17	10.22	10.51	s11.12		1.50	11.37
99 P	4.8 DODSON	33.9	9.17		6.12	10.16	10.45	11.06		1.35	11.29
60 P	2.8 ONEONTA	31.1	9.13		6.09	10.13	10.42	11.02		1.28	11.24
100 PZ	4.5 D BRIDAL VEIL JU	26.6	9.08		6.04	10.07	10.36	10.56		1.17	11.16
98 P	3.9 ROOSTER ROCK	22.7	9.04		6.00	10.03	10.32	10.51		1.10	11.05
59 P	3.6 TAYLOR	19.1	9.00		5.56	9.59	10.28	10.47		1.02	10.58
157 LJPW	3.5 DN TROUTDALE SN	15.6	f 8.55		5.53	9.55	10.24	s10.43		12.55PM	10.50PM
51 P	1.7 FAIRVIEW FA	13.9	8.51		5.51	9.53	10.22	10.36			
53 P	6.0 CLARNE	7.9	8.44		5.46	9.46	10.15	10.28			
28 PX	3.5 GRAHAM	4.4	8.41		5.41	9.42	10.11	10.24			
17 PX	2.5 BRUN	1.9	8.36		5.36	9.36	10.06	10.19			
LJPVXY	1.4 EAST PORTLAND	0.6	8.33	A 9.04AM	5.33	9.33	10.03	10.15	A11.34PM		
BIKPV	0.5 DN-R PORTLAND P-VC	0.0	8.30 ¹⁰⁵ AM	9.00AM	5.30PM	9.30PM	10.00PM	10.10PM	11.30PM	Daily	Daily
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	..... Thru Time.....		(2.00)	(0.04)	(1.47)	(2.00)	(1.59)	(2.15)	(0.04)	(3.05)	(2.55)
	..... Average speed per hour.....		42.9	7.6	48.1	42.9	43.3	38.0	7.5	22.7	24.1

WESTWARD

KENTON LINE

EASTWARD

Car Capacity of Sidings, etc. (See Rule 6(A), Page 31.)	SECOND CLASS				FIRST CLASS		Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	151	257	458	402	457	401			264	262		
	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger			Time Freight	Time Freight		
157 LJPW	9.05PM	6.45AM				DN TROUTDALE SN	15.6			A12.55PM	A10.30PM	
51 P	9.15	6.55				5.0 HEMLOCK	17.0			12.44	10.14	
100 P	9.25	7.05				4.6 D FIR	12.4			12.35	10.05	
73 BKPX	9.55 ²⁶²	7.30				4.3 DN KENTON KN	8.1			12.25	9.55 ¹⁶¹	
LJVX			8.52PM	6.20AM		2.5 DN NORTH PORTLAND JCT. KD	6.8	A 9.21AM	A11.50PM			
LJPXY			8.56	6.24		1.2 PENINSULA JCT.	5.8	9.17	11.46			
LJPX	10.40	7.50	9.00	6.28		1.4 DN ST. JOHNS JCT.	4.2	9.13	11.42	12.10PM	9.40	
BKOPT WXZ	A11.00PM	A 8.30AM	9.05	6.33		2.6 DN-R ALBINA B X	1.8	9.08	11.38	11.59AM	9.30PM	
LJPVXY			A 9.09PM	A 6.37AM		1.1 DN EAST PORTLAND	0.6	9.04AM	11.34PM			
						(15.1)		Daily	Daily	Daily	Daily	
	(1.55)	(1.45)	(0.17)	(0.17)				(0.17)	(0.18)	(0.56)	(1.00)	
	7.3	8.0	22.2	22.2				22.2	23.6	15.0	14.0	
 Thru Time.....											
 Average speed per hour.....											

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 5-72.
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 25 and 26, and not less than fifteen minutes by second-class, extra trains and yard engines.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.
 No. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

Time-Table No. 5

September 11, 1949

Car Capacity
of Sidings, etc.
See Rule 6(A),
Page 31.

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

STATIONS

IJPVX						BLOCK SIGNALS	PORTLAND 6.3 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER

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

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

IJ						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

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

23 67 IPVX						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

(133.2)

(7.15) 25.3	(0.21) 8.9	(0.12) 14.3	(5.15) 34.9	(0.17) 10.7	(0.25) 7.4	..... Thru Time.....
						.....Average speed per hour.....

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

WESTWARD THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY. EASTWARD

		691	681		692	690		
		5-15PM	6-00AM	ALBINA	A 11-00AM	A 5-45AM		
		A 4-30AM	A 6-00PM	ARGO	2-00AM	6-00PM		

FIFTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 5 September 11, 1949		Mile Post	FIRST CLASS						
				80	82	84	458	86	402	
				CMSt.P&P Passenger	CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Passenger	Passenger	
	STATIONS									
LJPVX	BLOCK SIGNALS	PORTLAND	0.0				A 9.15 PM		A 6.45 AM	
		DN NORTH PORTLAND JCT. KD	6.8				8.52		6.20	
		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.

		N. P. CROSSING	145.2						
		N. P. CROSSING	146.4						
		N. P. CROSSING	146.5						
IF	BLOCK SIGNALS	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 87 IPVX	BLOCK SIGNALS	DN-R BLACK RIVER BI	173.8				A 4.45 PM		A 11.45 PM
		C. M. St. P. & P. & P. C. CROSSING	173.8						
BLJKOPTV 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 Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.
On Fifth Subdivision, Rule D-97 is in effect.

WESTWARD

SIXTH SUBDIVISION

Time-Table No. 5
September 11, 1949

Car Capacity of Sillings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				STATIONS	
	151	391	363	99	19	61	97		63
	Time Freight	Freight	Freight	CMStP&P Passenger	Passenger	Passenger	CMStP&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 ⁹⁸	9.34		2.01		
48 P	8.05			9.55	9.39 ⁹⁸		2.08		
53 P	8.15			10.02	9.45		2.15		
50 PW	8.30			10.15	9.56		2.27		
51 P	8.39			10.22	10.03		2.36		
52 P	8.48			10.28	10.08		2.42		
53 PW	9.05 ⁹⁸			10.37	10.16		2.51		
52 P	9.15			10.42	10.20		2.56		
52 P	9.30			10.50	10.27		3.03		
44 P	9.40			10.56	10.33		3.09		
52 P	9.50			11.01	10.38		3.14		
76 JOPV WXY	10.46 ¹⁹			11.10PM	10.46 ¹⁵¹		3.25AM		
52 P	11.06				10.52				
63 P	11.18				10.57				
51 P	11.30				11.02				
38 JPWY	11.55PM	3.00PM			11.13				
53 P	12.11AM	3.15			11.20				
51 P	12.30	3.30			11.29				
73 P	12.54	3.45			11.38				
BJKOPWXY	1.15	A 4.00PM			11.48	11.20PM			
96 P	1.40				11.57PM	11.28			
96 P	2.10				12.04AM	11.36			
46 PW	2.30				12.11	11.43			
96 P	2.50				12.15	11.46			
96 PW	3.34 ²⁰ 3.51 ⁶²				12.26	11.57PM			
95 P	4.19				12.35	12.06AM			
94 P	4.45				12.41	12.13			
28 JPX	5.05		2.20AM		12.48	12.22		12.01AM	
M									
M									
BJKOP VWXY	7.15 ²⁰⁸		A 2.30AM ⁶²		12.55 1.20	12.30 1.10		A 12.10AM	
96 P	7.55				1.32	1.22			
96 P	8.15				1.39 ⁶²	1.29 ⁶²			
95 P	8.35				1.50	1.38			
BJKOP TWXY	A 9.00AM				A 2.05AM ²⁰	A 1.50AM			

STATIONS		TIME
DN-R	SPokane	1.7
	WEST Spokane	3.6
	COWLES	4.2
	MARSHALL	7.3
N	CHENEY	5.2
	GEIB	5.0
	MASON	7.4
N	CROSKY	4.0
	WELLS	6.6
	PALM LAKE	5.2
	ASHBY	4.2
	EMDEN	6.7
DN-R	MARINGO	4.3
	THAVIS	4.4
	MACK	4.2
	ANKENY	7.9
N-R	HOOPER JCT.	5.6
	PARK	6.2
	JOSO	5.8
	CHEW	3.9
DN-R	AYER	6.2
	RUXBY	7.7
	SCOTT	6.1
	WALKER PIT	2.8
	SIMMONS	7.6
N	PAGE	7.5
	ASH	6.0
	HUMORIST	6.8
	ATTALIA	0.1
	N. P. CROSSING	0.6
	N. P. CROSSING	1.9
DN-R	WALLULA	7.8
	JUNIPER	5.3
	SAND	6.6
	RIVERVIEW	7.6
DN-R	UMATILLA	

BLOCK SIGNALS

(13.10)	(1.00)	(0.10)	(1.30)	(4.35)	(2.30)	(1.30)	(0.09)
13.9	21.6	15.6	40.7	40.0	32.0	40.7	17.3

..... Thru Time.....
..... Average speed per hour.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.
At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
Nos. 63 and 363 arriving at Attalia on Yakima Branch will run as Nos. 63 and 363 on Sixth Subdivision Attalia to Wallula.
No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

SIXTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 5 September 11, 1949		Mile Post	FIRST CLASS					SECOND CLASS				
				62	20	64	96	98	392	298	364		
	Passenger	Passenger		Passenger	CMStP&P Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight				
STATIONS													
BKPVX	DN-R	SPOKANE	DS AU	367.3			A 7.00AM		A 7.30AM	A 9.55PM			
BKOPTWXZ		WEST SPOKANE	1.7	365.6			6.54		7.22	9.49 ⁹⁹		A 6.30PM	
48 P		COWLES	3.6	362.0			6.48		7.14	9.39 ¹⁹		6.20	
53 P		MARSHALL	4.2	357.8			6.41		7.06	9.34		6.10	
50 PW	N	CHENEY	7.3	350.5			s 6.32		s 6.50	9.25		5.55	
51 P		GEIB	5.2	345.3			6.24		6.44	9.18		5.45	
52 P		MASON	5.0	340.3			6.18		6.38	9.13		5.35	
53 PW	N	CROSKEY	7.4	332.9			6.10		6.29	9.05 ¹⁵¹		5.20	
52 P		WELLS	4.0	328.9			6.05		6.24	9.01		5.10	
52 P		PALM LAKE	0.6	322.3			5.57		6.15	8.54		4.55	
44 P		ASHBY	5.2	317.1			5.51		6.09	8.49		4.45	
52 P		EMDEN	4.2	312.9			5.46		6.04	8.44		4.35	
75 JOPV WXY	DN-R	MARENGO	RA	306.2			s 5.37		5.55AM	8.32PM		4.20	
52 P		THAVIS	4.8	301.4			5.26					4.00	
63 P		MACK	4.4	297.0			5.20					3.40	
51 P		ANKENY	4.2	292.8			5.14					3.20	
38 JPWY	N-R	HOOPER JCT.	HR	284.9			5.03				A 6.30AM	2.50	
53 P		PARK	5.6	279.3			4.54				6.10	2.25	
51 P		JOSO	6.2	273.1			4.44				5.55	2.00	
73 P		CHEW	5.8	267.3			4.33				5.40	1.35	
HJKOPWXY	DN-R	AYER	JD	263.4			A 4.45AM	s 4.23			5.30AM	1.15PM	
96 P		RUXBY	6.2	267.2			4.27	4.12				11.15AM	
96 P		SCOTT	7.7	249.5			4.16	4.01				10.45	
46 PW		WALKER PIT	6.1	243.4			4.08	3.54				10.20	
96 P		SIMMONS	7.8	240.6			4.03	3.50				10.05	
96 PW	N	PAGE	MS	233.0			3.51 ¹⁵¹	3.39 ¹⁵¹				9.30	
95 P		ASH	7.5	225.5			3.41	3.29				8.55	
94 P		HUMORIST	6.0	219.5			3.33	3.22				8.30	
28 JPX		ATTALIA	6.8	212.7			3.23	3.12	A 3.55AM			8.00	A 3.15PM
M		N. P. CROSSING	0.1	212.6									
M		N. P. CROSSING	0.6	212.0									
BJKOP VWXY	DN-R	WALLULA	JN	210.1			3.15 ²⁰ 2.05 ³⁶³	3.05 ⁶² 2.45	3.45AM			7.15 ¹⁵¹	3.00PM
96 P		JUNIPER	7.8	202.3			1.50	2.33				5.25	
96 P		SAND	5.3	197.0			1.39 ¹⁹ 1.29 ⁶¹	2.25				5.15	
95 P		RIVERVIEW	6.6	190.4			1.10	2.15				4.55	
BJKOP TWXY	DN-R	UMATILLA	CS UY	182.8			12.55AM	2.05 ¹⁹ AM				4.30AM	
		(184.5)					Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily

.....Thru Time.....	(3.50)	(4.55)	(0.10)	(1.35)	(1.23)	(1.00)	(14.00)	(0.15)
.....Average speed per hour.....	21.0	87.3	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 31.

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

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS	
	329 Freight			330 Freight	
	Monday Wednesday Friday			STATIONS	
39	PWXY	9.30 AM	D-R HEPPNER HR	45.2	A 8.45 AM
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
8	W	11.30 AM	5.3 CECIL	14.6	6.35
19	JPX	A 12.15 PM	N-R HEPPNER JCT. WI	0.0	6.00 AM
			(45.2)		Monday Wednesday Friday
		(2.45)	..... Thru Time.....	(2.45)	
		16.4	..... Average Speed per Hour.....	16.4	

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS	
	327 Freight			328 Freight	
	Sunday Tuesday Thursday Saturday			STATIONS	
26	PVWXY	10.15 AM	D-R CONDON CD	44.5	A 9.00 AM
22		10.40	8.2 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 MIRKALO	24.4	7.30
27		11.50 AM	4.7 BARNETT	19.7	7.10
11	PW	12.10 PM	3.7 ROCK CREEK	16.0	6.55
29		12.30	8.7 SHUTLER	7.3	6.25
	WB 126 BJOP EB 113 TWX	A 1.15 PM	7.3 DN-FARLINGTON MX	0.0	6.00 AM
			(44.5)		Sunday Tuesday Thursday Saturday
		(3.00)	..... Thru Time.....	(3.00)	
		14.8	..... Average Speed per Hour.....	14.8	

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS	
	313 Mixed			314 Mixed	
	Daily Except Monday			STATIONS	
BOOK WXYZ	5.00 AM	DN-R BEND	D	150.0	A 2.30 PM
<p>BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.</p>					
JPV	A 12.01 PM	D OREGON TRUNK JUNCTION VO		0.0	7.30 AM
		(150.0)			Daily Except Sunday
		(7.01)	..... Thru Time.....	(7.00)	
		21.4	..... Average Speed per Hour.....	21.4	
<p>BEND BRANCH SHOWN FOR INFORMATION ONLY.</p>					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS	
				STATIONS	
14	Y		KENT	52.5	
10			10.0 EAKIN	42.5	
28	PW		4.0 D GRASS VALLEY VY	38.5	
25	K		11.5 D MORO MR	27.0	
16			12.8 KLONDIKE	14.2	
32	PW		4.5 D WASCO WA	9.7	
6			4.5 THORNBERRY	5.2	
80	JPX		5.2 DN-R BIGGS BX	0.0	
			(52.5)		

Eastward trains are superior to trains of same class in opposite direction.—See Rule 5-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		GRAYS HARBOR BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS				
			309 CMStP&P Freight	307 Mixed			308 CMStP&P Freight	306 Mixed			
			Daily Except Sunday	Daily Except Monday							
BJKOP TVWXYZ				1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0		A 11.15 PM	

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

JMPV				1.25 AM	BLAKESLEE JUNCTION	2.4		A 11.00 PM
M					0.0 N. P. CROSSING	2.4		
M					0.0 C. M. St. P. & P. CROSSING	2.4		
43 JPVX			2.43 AM	1.55	9.8 HELING JUNCTION	12.2	A 8.00 PM	10.20
48 PWX			2.55	2.00	1.5 N-R INDEPENDENCE ND	13.7	7.52	10.15
44 P			3.48	2.50	17.1 SAGINAW	30.8	7.10	9.20
I					0.7 SCHAFFER BROS. CROSSING	31.5		
53 PXY			4.30	3.40	10.8 SOUTH MONTESANO	42.3	6.30	8.50
X					SOUTH MONTESANO	42.3		
PVX					1.5 D MONTESANO MO	43.8		
53 PXY			4.30	3.40	SOUTH MONTESANO	42.3	6.30	8.50
32 PV			4.45	4.00	4.4 PREACHER'S SLOUGH	46.7	5.50	8.20
38 JPYX			5.00	4.15	4.5 COSMOPOLIS	51.2	5.35	8.05
					2.1 N. P. CROSSING	53.3		
32 BKPVXZ			A 5.15 AM	A 4.45 AM	0.6 DN-R ABERDEEN SA	53.9	5.20 PM	7.45 PM
					2.8			

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

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

(3.02) (4.00) Thru Time (3.00) (4.00)
14.7 14.3 Average speed per hour 15.3 14.3

WESTWARD		TONO BRANCH		EASTWARD		WESTWARD		OLYMPIA BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 5 September 11, 1949				Mile Post	SECOND CLASS 321 Freight	Time-Table No. 5 September 11, 1949				Mile Post	SECOND CLASS 322 Freight
	STATIONS						STATIONS					
	39 PWX	R	TONO 5.8	8.0			JPVXY	6.00 AM	R	EAST OLYMPIA 7.3			0.0	A 5.50 AM
27 JX		WABASH 2.2	2.2				N. P. CROSSING 0.1	7.3				
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						
							(7.4)			Daily Except Sunday		
							(0.30) 14.8				(0.30) 14.8	

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 22.

WESTWARD				YAKIMA BRANCH				EASTWARD			
Car Capacity of Seating, etc. See Rule 8(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 September 11, 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		A 11.55PM	
39 X		9.40		8.36		UNION GAP 3.4	94.6	7.30		11.15	
MP						N. P. CROSSING 3.3	91.3				
30 P		9.50		8.42		PARKER 0.5	90.8	f 7.23		11.00	
M						N. P. CROSSING 1.4	89.4				
32 P		10.00		f 8.49		DONALD 2.6	86.8	f 7.13		10.40	
18 PV		10.05		f 8.54		SAWYER 2.3	84.5	f 7.07		10.30	
40 PV		10.15 ³⁶⁴		s 8.59		BUENA BA 3.1	81.6	s 7.00		10.15 ³⁶³	
74 PVX		10.25		s 9.06	D-R	ZILLAH AH 5.1	78.5	s 6.53		9.55	
53 P		10.48		f 9.14 ³⁶⁴		GRANGER 6.2	73.4	f 6.41		9.14 ⁶³	
52		11.05		f 9.23		EMERALD 3.6	67.2	f 6.28		8.50	
35 JPXY		11.15		9.55	R	MIDVALE 5.9	63.6	6.20		8.36	
51 PVWX		11.35		s 10.07	N	GRANDVIEW GW 6.9	57.7	s 5.46		7.45	
44 P		11.55PM		f 10.19		NORTH PROSSER 7.8	50.8	f 5.32		7.10	
53		12.20AM		f 10.31		CHAFFEE 6.5	43.0	f 5.18		6.25	
42 PWX		12.40		s 10.42	D	BENTON CITY BC 5.2	36.5	s 5.06		5.50	
53		12.55		10.52		ACTON 10.5	31.3	4.57		5.20	
53		1.25		11.10		LESLIE 7.6	20.8	4.40		4.30	
55 PVWX		1.45		s 11.30	N	KENNEWICK KN 4.5	13.2	s 4.25		4.00	
12 P		1.55		f 11.40		HEDGES 1.4	8.7	f 4.10		3.45	
M						N. P. CROSSING 0.6	7.3				
53		2.05		f 11.45PM		VILLARD 6.7	6.7	f 4.05		3.35	
16 JPX		A 2.20AM		A 12.01AM		ATTALIA (98.0)	0.0	3.55AM		3.15PM	
								Daily		Daily	
		(4.50) 20.3		(3.31) 27.9		Thru Time.....		(3.45) 26.1		(8.40) 11.3	
						Average Speed per Hour.....					

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Seating, etc. See Rule 8(A), Page 31.	FIRST CLASS				Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS				
		63 Passenger	83 Passenger				64 Passenger	84 Passenger			
		Daily	Daily								
STATIONS											
35 JPXY		9.30PM		5.55AM	R	MIDVALE 2.8	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 22.

WESTWARD

TEKOA-AYER BRANCH

EASTWARD

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS		Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS				
	379 Freight	355 Freight	391 Freight	73 Passenger	61 Passenger	62 Passenger	74 Passenger			392 Freight	378 Freight	356 Freight				
	Daily Except Sunday	Monday Wednesday Friday	Daily Except Monday	Daily	Daily											
	STATIONS															
BJKOPT WXYZ			6:00AM			DN-R	TEKOA K	116.1			A	3:00PM				
14 JPX			A 6:30AM			R	SELTICE	110.4				2:40PM				
32 W			VIA PLEASANT VALLEY BRANCH			D	FARMINGTON FM	104.5			VIA PLEASANT VALLEY BRANCH					
M							N. P. CROSSING	103.4								
38 VWX							N. P. CROSSING	96.4								
							D	GARFIELD GR	96.1							
								ELBERTON	89.7							
32 BJKMOWXY	9:50PM					8:20PM	BLOCK SIGNALS	D-R COLFAX CA	77.4	A		7:37AM		A	2:45PM	
M								G. N. CROSSING	77.3							
14 East Spur 16 West Spur X	10:10					8:27		CREST	74.9			7:27			2:00	
34	10:30					f 8:32		MOCKONEMA	72.5	f		7:22			1:30	
29	10:50					f 8:39		DIAMOND	68.5	f		7:16			12:30PM	
27	11:30PM				s 8:59	D	ENDICOTT DI	57.9	s	7:00			11:45AM			
63 JWXY	12:01AM		11:45AM		s 9:10	D-R	WINONA WA	52.1	s	6:52		A	9:00AM	11:00		
26 BJKOWXY	A 1:00AM		A 12:45PM		s 9:27	D-R	LA CROSSE JA	41.5	s	6:37			8:10AM	10:00AM		
42					f 9:40		JERITA	35.8	f	6:23						
44					f 9:51		HAY	30.2	f	6:15						
60 JPVWXY					10:10PM	s	10:20	DN-R	RIPARIA XS	17.5	s	5:52	A	6:10AM		
M							N. P. CROSSING	17.4								
10 JPXY		8:25PM		s	10:19	s	10:31	R	TUCANNON	12.6	s	5:42	s	5:58	A	8:35PM
41 X		8:30			10:21		10:34		PATAHA	11.8		5:37				8:33
54 X		8:50		f	10:38	f	10:52		RIFTON	2.9	f	5:21	f	5:37		8:10
BJKOPWXY	A	9:00PM		A	10:45PM	A	11:00PM	DN-R	AYER JD	0.0		5:15AM	5:30AM			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	(0.35) 30.0	(2.40) 29.0	 Thru Time			(2.22) 32.7	(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 Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 5 September 11, 1949		Mile Post	SECOND CLASS			
			356 Freight					355 Freight			
			Sunday Tuesday Thursday								
	STATIONS										
JPXY			8:35PM	R	TUCANNON	0.0	A	8:25PM			
JWXY			A 8:45PM	D	STARBUCK	3.8		8:15PM			
19					RELIEF	5.5					
					(9.3)					Monday Wednesday Friday	

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

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.
 No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.
 No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to 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 22.

WESTWARD

SPOKANE-TEKOA BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS				Time-Table No. 5 September 11, 1949		
	381 CMStP&P Freight	387 Freight	383 CMStP&P Freight	69 Spokane Internat'l Passenger	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger			
	Daily	Daily Except Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily			
BKPVX	9.30PM	5.30PM	8.20AM		11.59PM	10.15PM	8.15AM	8.00AM	STATIONS DN-R SPOKANE DS AU TRACK E 1.0 N. P. CROSSING 0.9 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	5.35	8.25		A12.04AM	10.20	8.20	8.05		
83 X	9.51	5.48 ⁶⁸	8.30			10.23	8.23	8.08		
69 JKVX	10.10	6.05 ³⁸²	A 8.40AM			10.30	8.30	8.15		
35	10.20	6.20				10.34	8.34	8.19		
49	10.46 ⁹⁵	6.40				10.46 ³⁸¹	8.45	8.31		
38	11.17 ³⁸⁸	7.10				10.50	8.50	8.35		
JVX	A11.25PM	7.35				A10.55PM	8.56	A 8.40AM		
23		7.55					9.03			
40		8.05					9.20			
31 WX		8.25					9.26			
44		8.55					9.30			
BJKOPTWXYZ		A 9.30PM ³⁸⁸					A 9.50AM			
	(1.55) 11.4	(4.00) 12.3	(0.20) 19.5		(0.05) 22.8	(0.40) 32.7	(1.35) 31.1	(0.40) 32.7	 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 31.	WESTWARD PLEASANT VALLEY BRANCH			Mile Post	WESTWARD POMEROY BRANCH			Mile Post
	SECOND CLASS	Time-Table No. 5	SECOND CLASS		SECOND CLASS	Time-Table No. 5	SECOND CLASS	
	391 Freight	September 11, 1949	392 Freight		355 Freight	September 11, 1949	356 Freight	
	Daily Except Monday	STATIONS		Monday Wednesday Friday	STATIONS			
14 JPX	6.30AM	R SELTICE 8.2 G. N. CROSSING 0.03 N. P. CROSSING 0.55	48.0	A 2.40PM	35 TWX	6.00PM	D-R POMEROY PY 28.9	A10.45PM
			39.8		25	6.20	ZUMWALT 4.5	10.30
			39.7		7	6.50	DODGE 8.1	10.00
34 VWX	7.45	D OAKESDALE ON 8.4	39.1	1.30PM	18 W	6.57	CHARD 1.8	9.50
M		G. N. CROSSING 12.4	30.7		8	7.10	JACKSON 3.2	9.35
28 WX	10.20 ³⁹²	D ST. JOHN SJ 13.9	18.3	10.20AM ³⁹¹	18	7.25	DELANEY 3.4	9.20
53	11.25	GRAVEL PIT 4.4	4.4	9.20	JWXY	A 8.15PM	D-R STARBUCK SA 7.9	8.50PM
63 JWXY	A11.45AM	D-R WINONA WA	0.0	9.00AM			(28.9)	Sunday Tuesday Thursday
		(48.0)		Daily Except Monday				
	(5.15) 9.1	..... Thru Time..... Average Speed per Hour.....	(5.40) 8.5		(2.15) 12.8	..... Thru Time..... Average Speed per Hour.....	(1.55) 15.1	

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 22.

SPOKANE-TEKOA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 5		Mile Post	FIRST CLASS				SECOND CLASS				
	September 11, 1949			94	70	68	92	384	382	388		
				CMS&P&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMS&P&P Passenger	CMS&P&P Freight	CMS&P&P Freight	Freight		
STATIONS												
BKPVX	DN-R	SPOKANE	DS AU	165.4	A 1-45AM	A 12-15PM	A 6-00PM	A 9-15PM		A 4-00PM	A 7-00PM	A 12-30AM
IPX		N. P. CROSSING	1.9	163.5	1-36	12-08PM	5-51	9-08		3-45	6-50	12-20
83 X		EAST SPOKANE	0.9	162.6	1-34		5-48 ³⁸⁷	9-06		3-42	6-45	12-15
59 JKVX	DN	DISHMAN	3.7	168.9	1-27		5-41	8-59		3-30PM	6-05 ³⁸⁷	12-05AM
35		CHESTER	3.2	165.7	1-22		5-36	8-54			5-54	11-52PM
49	D	MICA	6.0	149.7	1-11		5-24	8-43			5-36	11-27
38		FREEMAN	2.8	146.9	1-06		5-19	8-38			5-30	11-17 ³⁸¹
JVX	DN-R	MANITO	3.3	143.6	1-01AM		5-13	8-33PM			5-20PM	11-02
23	D	ROCKFORD	5.2	138.4			5-05					10-46
40		DARKNELL	3.3	135.1			4-58					10-35
31 WX	D	FAIRFIELD	3.4	131.7			4-52					10-20
44		LATAH	8.4	123.3			4-37					9-55
BJKOPTWXYZ	DN-R	TEKOA	7.2	116.1			4-25PM					9-30PM ³⁸⁷
		(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)	(1.40)	(3.00)	
..... Average Speed per Hour.....				29.7	16.3	31.1	31.1		13.0	13.1	16.4	

WESTWARD

MOSCOW BRANCH

EASTWARD

WESTWARD CONNELL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 5		Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 5		Mile Post	SECOND CLASS	
	379		61		September 11 1949			62		378			391		September 11 1949			392	
	Freight		Passenger		Daily Except Sunday			Passenger		Freight			Freight		Sunday Wednesday Thursday Saturday			Freight	
STATIONS																			
BKTVWX	7-40PM	7-15PM	D-R	MOSCOW	MO	28.1	A 8-50AM	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	7-35	D	PULLMAN	XN	18.7	8-33	5-10	32 JPWXY	2-55PM	N-R	HOOPER JCT	HR	15.7	6-30AM				
18	8-30	7-48		ALBION		12.7	8-13	4-50	34		D	WASHTUCNA	FN	23.5					
19	8-40	7-55		SHAWNEE		9.7	8-05	4-38	21 V		D	KAHLOTUS	HO	37.4					
BJKMOWXY	A 9-30PM	A 8-15PM	DN-R	COLFAX	CA	0.0	7-42AM	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.....				(1.08)	(1.35)		(1.10)	..... Thru Time.....				(1.00)		
15.3		28.1	..... Average Speed per Hour.....				24.8	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. 382 and No. 388.—See Rule S-72.

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

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

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.

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

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

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

WESTWARD				WALLULA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 8(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 September 11, 1949		Mile Post	FIRST CLASS		SECOND CLASS	
	345 Freight		65 Passenger					66 Passenger		346 Freight	
	Daily		Daily		STATIONS			Daily		Daily	
BJKOPVWXY	12 01 PM	4 00 AM	DN-R	WALLULA	JN	0.0	A 11 35 PM	A 7 00 AM			
11	12 17	4 15		7.5 REESE		7.5	f 11 20	6 25			
29 PWX	12 35	4 30	D	7.5 TOUCHET	CH	15.0	s 11 05	6 10			
12	12 45	4 41		4.3 LOWDEN		19.8	f 10 55	6 00			
10	12 55	4 52		4.7 WHITMAN		24.0	f 10 45	5 50			
17 X	1 05	5 03		4.8 GARRETT		28.6	f 10 35	5 40			
M				0.1 W. W. V. RY. CROSSING		28.7					
5 X				0.2 COLLEGE PLACE		28.9					
BJKOPTVWXYZ	A 1 30 PM	A 5 15 AM	DN-R	2.0 WALLA WALLA	Z BU	30.9	10 30 PM	5 30 AM			
				(30.9)			Daily	Daily			
	(1.29) 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 8(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 September 11, 1949		Mile Post	SECOND CLASS			
	365 Freight		361 Freight					362 Freight		366 Freight	
	Daily Except Sunday		Daily		STATIONS			Daily		Daily Except Sunday	
27 X						33.0					
23					7.5 ALTO	75.5					
26 JW X	12 45 PM				4.2 MENOKEN	71.3		A 8 40 AM			
26 X	1 00		D	4.8 BOLLES	SY	66.7		8 28			
21	1 40			13.1 PRESCOTT		53.6		7 52			
				8.4 VALLEY GROVE		47.2					
M				0.6 N. P. CROSSING		46.6					
BJKOPTVWXYZ	A 2 00 PM	3 00 AM	DN-R	0.6 W. W. V. RY. CROSSING	Z BU	46.1	A 10 30 AM	7 30 AM			
M				1.9 WALLA WALLA		44.2					
24		3 20		4.3 W. W. V. RY. CROSSING		39.9	10 05				
M				3.6 SPOFFORD		36.3					
39 VWX		4 00	D	0.1 W. W. V. RY. CROSSING	CO	36.2	9 50				
50		4 32		9.5 MILTON		26.7	9 05				
20		4 45		3.3 BLUE MOUNTAIN		23.4	8 50				
20 WX		5 15	D	6.2 DOWNING	CN	17.2	8 30				
41		5 30		4.6 ATHENA		12.6	8 15				
15		5 40		2.6 ADAMS		10.0	8 05				
26		6 05		8.0 BLAKELEY		4.0	7 45				
BJKVWXYZ	A 6 30 AM		DN-R	4.0 SAXE	FD	0.0	7 30 AM				
				(83.0) PENDLETON			Daily	Daily Except Sunday			
	(1.15) 20.1	(3.30) 13.4		..... Thru Time.....			(3.00) 15.4	(1.10) 21.6		
				..... Average Speed per Hour						

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

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

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

WESTWARD				WALLACE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 September 11, 1949				FIRST CLASS		SECOND CLASS	
		387 Freight		67 Passenger						68 Passenger		388 Freight
		Daily Except Saturday		Daily	STATIONS							
BJKOPTWXYZ		9.30 ³⁸⁸ PM		9.55AM	DN-R	TEKOA	K	0.0	A 4.20PM		A 9.30 ³⁸⁷ PM	
25		9.50		10.07		LOVELL		6.9	f 4.08		8.50	
17	VX	10.15		10.24	D	PLUMMER	MR	15.3	s 3.48		8.10	
22	TWX	10.50		10.39		CHATCOLET		22.8	f 3.28		7.45	
40	WX	11.20		10.55		HARRISON		30.5	s 3.12		7.20	
43		11.35 ^{PM}		11.00	D	SPRINGSTON	RC	34.0	s 3.05		7.10	
20		12.25 ^{AM}		11.18		LANE		45.3	s 2.44		6.42	
33		12.40		11.24		ROSE LAKE		49.1	s 2.37		6.32	
30		1.10		11.39 ^{AM}		CATALDO		57.7	f 2.24		6.10	
JWX						BRADLEY		67.2	f			
25	BKOX	A 2.20 ^{AM}		12.02 ^{PM}	D-R	KELLOGG-WARDNER	DN	69.2	s 2.05		5.40 ^{PM}	
31				12.15		OSBURN		75.8	f 1.52			
	BKTVWXZ			A 12.30 ^{PM}	D-R	WALLACE	WC	80.2	1.45 ^{PM}			
						N. P. CROSSING		80.4				
						N. P. CROSSING		80.6				
	JX					WALLACE JCT.		80.7				
5	VWX				D	BURKE	B	86.9				
						(86.9)			Daily		Daily Except Sunday	
		(4.50) 20.5		(2.35) 31.0		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 31.	SECOND CLASS		Time-Table No. 5 September 11, 1949				SECOND CLASS		Time-Table No. 5 September 11, 1949				SECOND CLASS		SECOND CLASS	
		367 Freight		365 Freight				366 Freight		368 Freight						
		Tuesday and Friday		Daily Except Sunday												
29	T	1.15 ³⁶⁸ PM			TURNER	24.8			A 1.15 ³⁶⁷ PM			JWX		BRADLEY	0.0	
25		1.24			WHEATSTONE	22.7			1.04			X		END OF TRACK	3.2	
26	VWXY	A 2.05 ^{PM}	12.01 ^{PM}	D	DAYTON	13.1	A	9.15 ^{AM}	12.25 ^{PM}					(3.2)		
					N. P. CROSSING	13.0										
					N. P. CROSSING	13.0										
	JX		12.03 ^{PM}		DAYTON JCT.	12.9		9.13 ^{AM}								
<p>BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RAILWAY.</p>																
	JX		12.30 ^{PM}	R	WAITSBURG JCT.	5.2		8.53 ^{AM}								
28	X		12.34	D	WAITSBURG	3.5	BG	8.49								
28	JWX		A 12.45 ^{PM}		BOLLES	0.0		8.40 ^{AM}								
					(24.8)			Daily Except Sunday							Tuesday and Friday	
		(0.50) 14.0		(0.44) 17.9		Thru Time.....		(0.35) 22.6							(0.50) 14.0	
						Average Speed per Hour.....										

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 5-72.

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

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
Second Subdivision				Tekoa-Ayer Branch			
Pendair.....	213.5	80	Both	Canyon.....(7).....	22.1	42	Both
Mission.....	221.2	{ 18 P	Both	Schreck.....	31.9	14	Both
Cayuse.....(1).....	227.1	25 P	Both	Sutton.....	48.0	46	Both
Thorn Hollow.....	232.1	48 P	Both	Thera.....(7).....	64.8	15	Both
North Fork.....	251.4	14 P	Both	Glenwood.....	83.5	13	Both
		16 P	West	Walters.....	98.6	10	Both
Third Subdivision				Tucannon Branch			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	Spokane-Tekoa Branch			
Boardman.....(1)(2).....	163.8	14 P	Both	Rahm.....	125.9	4	Both
Yoakum.....	201.7	10	Both	Coey.....	141.7	17	Both
				Hill.....	161.2	51 X	Both
Fourth Subdivision				Pleasant Valley Branch			
Quarry Spur.....	6.5	13	West	Willada.....	11.5	27	Both
Eri.....	14.2	4	Both	Juno.....	20.8	10	Both
Corbett.....(1).....	20.3	.....	None	Huntley.....	22.6	2	Both
Latourell.....(1).....	23.9	.....	None	Thornton.....	31.2	44	Both
Multnomah Falls.....	29.6	.....	None	Fletcher.....	42.5	11	Both
Warrendale.....	35.9	.....	None	Warner.....	45.3	11	Both
C. L. Lumber Co.....	45.1	7	East	Pomeroy Branch			
Viento.....	55.2	.....	None	Houser.....	19.1	1	Both
Kenton Line				Moscow Branch			
Champ.....	9.5	7	Both	Risbeck.....(7).....	4.5	6	Both
Ward.....	14.2	6	Both	Parvin.....(7).....	7.8	8	Both
		37	Both	Armstrong.....(7).....	15.7	3 W {M.P. 16.2}	Both
Reynolds.....	20.0	{ 40 P	West	Whitlow.....	20.5	1	Both
		126	West	Holland.....	21.4	8	Both
Sixth Subdivision				CConnell Branch			
Sheffler.....	242.1	4	Both	Pampa.....	4.6	15	Both
Matthews.....	253.3	5	Both	Gordon.....	8.2	7	Both
Magallon.....	258.6	2	Both	McAdam.....	29.3	3	Both
Teske.....	310.6	2	Both	Wacota.....	34.1	4	Both
				Estes.....	42.3	7	Both
Joseph Branch				Sulphur Branch			
Island City.....(3).....	2.6	12	Both	Sulphur.....	46.1	9	Both
Conley.....(3).....	5.9	6	Both	Curry.....	51.1	12	Both
Rondowa.....	37.2	7	Both	Pendleton Branch			
Vincent.....(3).....	40.6	2	East	Havana.....	6.9	11	Both
Minam.....(4).....	47.1	12 W {M.P. 49.0}	Both	Weston.....	20.9	66	East
Sevier.....	56.7	5	West	Bade.....	30.2	13	Both
				Barrett.....	33.1	10	Both
Pilot Rock Branch				Prunedale Branch			
McBee.....	2.8	2	East	Prunedale.....	34.2	15	Both
Lens.....	11.2	4	East	State Line.....	41.7	10	Both
				Langdon.....	43.6	12	Both
Grass Valley Branch				Russell Branch			
Sandon.....	15.6	8	Both	Russell.....	51.8	11	Both
Hay Canyon.....	19.2	{ 12 East	East	Hadley.....	56.5	19	Both
De Moss.....	23.9	15 West	Both	Berryman.....	59.8	9	Both
Erskine.....	31.3	12 Both	Both	Ennis.....	60.9	10	Both
Bourbon.....	45.8	9 Both	Both	Robinson.....	67.6	2	Both
		8 Both	Both	McCall.....	69.4	2	Both
				McKay.....	78.6	6	Both
Grays Harbor Branch				Wallace Branch			
Raisch.....	2.6	7	Both	Tilma.....	2.1	1 X	Both
Galvin.....(5).....	5.0	23 P	Both	Watt.....	12.1	18	Both
Balch.....(5).....	18.3	18 P	Both	O'Gara.....(8).....	26.3	.....	None
Cedarville.....(5).....	22.2	52 P	Both	Black Lake.....(8).....	38.0	.....	None
Lankner.....(5).....	26.3	51 P	Both	Medimont.....(9).....	41.3	8	West
South Elma.....(5).....	32.5	5 P PW	West	Dudley.....(8).....	52.0	12	Both
Melbourne.....(5).....	43.8	27 P	Both	Enaville.....(9).....	62.5	6 Y	Both
Law.....	44.7	11	East	Pine Creek.....(8).....	64.1	18	Both
				Smeltonville.....(8).....	66.3	.....	None
Yakima Branch				Shont Branch			
Grosscup.....	28.2	8	Both	Shont.....(8).....	72.8	3	Both
Biggam.....(6).....	48.3	10	Both	Poloris.....	74.6	42	East
Flint.....	83.6	18	Both	Gem.....	84.1	5 X	Both
				Frisco.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both
				Dayton Branch			
				Loyd.....	4.1	3	East
				Ronan.....	19.3	28	West

(1) Regular stop for No. 25.
 (2) Regular stop for No. 26.
 (3) Flag stop for Nos. 304-305.

(4) Regular stop for Nos. 304-305.
 (5) Flag stop for Nos. 306-307.
 (6) Flag stop for Nos. 63-64.

(7) Flag stop for Nos. 61-62.
 (8) Flag stop for Nos. 67-68.
 (9) 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.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed, except ATC territory.	75	75	45	Steam engines running backward.	20	20	20	Within yard limits: On main line and on branch between Spokane and Manito On other branch lines.	50	40	25
In ATC territory between Portland and The Dalles.	90	75	45	Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Through tunnels.	40	40	25
Motor trains and inspection bus cars.		40	40					When using cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			
When caboose is handled in train consisting of passenger train equipment.		55		Diesel-electric locomotives in road or helper service: Backing up showing a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
3800 class engines.		60	45					When using No. 14 turn-outs at end of double track.	25	20	20
3900 class engines.		65	45	Diesel switch engines in road service.	35	35	35	On tracks other than main tracks.	15	15	15
5000 class engines.		50	45					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.			
4000 and 9000 class engines.		45	40	Trains handling company roadway machines on their own wheels.			25	9000 class engines on wyes.			5
MacArthur type engines with 63-inch drivers.		55	45					Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			
MacArthur type engines with 57-inch drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25
3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35					Trains handling scale test cars: On main line. On branch lines.			
0-6-0 and 0-8-0 type yard engines.		20	20					25			
C. M. St. P. & P. class N3-S engines.		50	40								
C. M. St. P. & P. class L engines.		35	35								
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35								
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25								
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35								

FIRST SUBDIVISION

Huntington	Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 382.0 and 381.3.	45	35	25	Weatherby Between M.P. 377.1 and 372.8. Between M.P. 371.0 and 370.7.	35	30	20
	Between M.P. 388.8 and 386.4.	35	30	20	Between M.P. 381.2 and 380.7.	60	50	40		70	60	45
	Between M.P. 385.2 and 384.3.	30	25	20	Between M.P. 380.5 and 380.3.	45	35	25		Durkee Between M.P. 366.5 and 366.3. Descending grade, M. P. 365.0 to Durkee. Between M.P. 364.5 and 364.1. Between M.P. 363.6 and 362.1.	70	60	25
Lime	High line track and connection.			10	Between M.P. 380.1 and 379.8.	55	45	35	35		30	20
	Between M.P. 383.9 and 383.8.	70	60	45	Between M.P. 379.5 and 379.3.	60	50	40	45		35	20
	Between M.P. 383.2 and 383.0.	70	60	45	Between M.P. 379.2 and 378.6.	35	30	20	Oxman Between M.P. 360.2 and 355.9. Descending grade, Pleasant Valley to M.P. 365.0.	30	25	20
Between M.P. 382.6 and 382.3.	60	50	40	Between M.P. 378.3 and 378.1.	35	30	20	50		40	20	

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Pleasant Valley Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 345.2 and 344.5.	70	60	45	Telocaset Descending grade, Telocaset to Union Jet.	55	45	25
Between M.P. 354.5 and 354.1.	60	50	25	Between M.P. 344.3 and 343.5.	55	45	35	Between M.P. 311.8 and 311.0.	45	35	25
Between M.P. 353.9 and 351.1.	45	35	25	Baker Over street crossings within city limits.	15	15	15	Between M.P. 310.4 and 309.7.	45	35	25
Encina Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20	Crooks Between M.P. 309.3 and 307.4.	55	45	25
Quartz Between M.P. 347.1 and 346.9.	70	60	45	Between M.P. 321.6 and 321.3.	70	60	45	Between M.P. 307.4 and 302.7.	35	30	20
				Between M.P. 319.5 and 318.7.	45	35	25	Between M.P. 289.8 and 290.1.	20	20	20
				Between M.P. 318.5 and 315.4.	30	25	20	La Grande			

SECOND SUBDIVISION

La Grande Between M.P. 290.1 and 289.6.	20	20	20	Duncan Between M.P. 249.5 and 247.2.	35	30	20	Gibbon Between M.P. 233.9 and 233.0.	55	45	35
Between M.P. 288.8 and 283.3.	30	25	20	Between M.P. 246.1 and 245.4.	60	50	40	Between M.P. 232.9 and 232.6.	70	60	45
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 244.7 and 244.0.	45	35	25	Between M.P. 231.7 and 227.3.	45	35	25
Hilgard MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 243.2 and 243.0.	70	60	45	Between M.P. 226.1 and 226.0.	70	60	45
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 242.7 and 242.5.	60	50	40	Minthorn Between M.P. 223.8 and 222.8.	35	30	20
Huron Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 242.0 and 241.1.	30	25	20	Between M.P. 220.5 and 220.1.	55	45	35
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 240.6 and 240.3.	70	60	45	Between M.P. 219.0 and 217.7.	60	50	40
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 240.2 and 240.0.	30	25	20	Munra Between M.P. 217.7 and 216.5.	45	35	25
Between M.P. 250.6 and 249.9.	70	60	45	Between M.P. 240.0 and 238.3.	55	45	35	Pendleton Over Third, Main and Fourth Streets.	12	12	12
				Bonifer Between M.P. 238.3 and 236.6.	35	30	20	Over other street crossings within city limits.	20	20	20
								Over Umatilla River bridge.	20	20	20

THIRD SUBDIVISION

Rieth Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40	Echo Over first road crossing east and west of depot.	30	30	30
Between M.P. 209.3 and 208.8.	60	50	40	Between M.P. 198.7 and 198.4.	45	35	25	Between M.P. 191.9 and 190.7.	60	50	40
Barnhart Between M.P. 206.9 and 206.7.	60	50	40	Nolin Between M.P. 198.2 and 197.8.	55	45	35	Between M.P. 190.4 and 190.0.	70	60	45
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. 189.0 and 188.8.	60	50	40
Between M.P. 204.5 and 204.0.	40	40	25	Between M.P. 195.6 and 195.4.	60	50	40	Stanfield Between M.P. 188.3 and 188.0.	60	50	40
Between M.P. 204.0 and 202.2.	60	50	40	Between M.P. 194.5 and 193.7.	45	35	25	Between M.P. 187.5 and 187.3.	70	60	45
Between M.P. 201.6 and 201.5.	70	60	45	Between M.P. 193.5 and 193.3.	70	60	45				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Hinkle Between M.P. 182.0 and 181.7.	60	50	40	Irrigon Between M.P. 175.5 and 175.4.	60	60	40	Between M.P. 130.5 and 130.4.	60	50	40
Westland				Between M.P. 172.9 and 172.8.	60	60	40	Blalock Between M.P. 130.0 and 129.2.	70	60	45
Umatilla Line Maximum speed.	60	60	40	Judson Between M.P. 171.0 and 170.9.	60	60	40	Between M.P. 124.8 and 124.0.	70	60	45
Hinkle Between M.P. 193.5 and 193.4.	15	15	15	Messner				Between M.P. 123.8 and 123.7.	55	45	35
Between M.P. 192.6 and 192.2.	60	50	40	Castle Between M.P. 154.5 and 151.7.	70	60	45	Quinton Between M.P. 120.8 and 120.6.	60	50	40
Between M.P. 191.2 and 189.8.	35	30	20	Between M.P. 150.9 and 150.6.	70	60	45	Hook Between M.P. 118.7 and 118.6.	70	60	45
Hermiston Standard and Union Oil spurs.			6	Between M.P. 150.2 and 150.0.	70	60	45	Between M.P. 116.4 and 116.2.	70	60	45
On house track west of McNaught warehouse.			6	Between M.P. 149.6 and 149.4.	70	60	45	Goff Between M.P. 114.9 and 114.7.	70	60	45
Over road crossing east end of depot.	15	15	15	Hepner Jct. Between M.P. 148.5 and 147.9.	55	45	35	Between M.P. 114.3 and 112.5.	60	50	40
Between M.P. 188.1 and 187.9.	60	50	40	Between M.P. 146.5 and 146.3.	70	60	45	Day Between M.P. 110.2 and 110.0.	70	60	45
Between M.P. 187.6 and 187.5.	55	45	35	Willows Between M.P. 144.0 and 143.8.	60	50	40	Rufus Between M.P. 100.1 and 99.0.	55	45	35
Between M.P. 186.9 and 186.8.	60	60	40	Silica Between M.P. 141.6 and 140.5.	70	60	45	Between M.P. 98.1 and 97.9.	70	60	45
Between M.P. 185.3 and 185.2.	60	60	40	Arlington Between M.P. 136.3 and 136.1.	70	60	45	Celilo Between M.P. 96.8 and 95.8.	55	45	35
Between M.P. 184.1 and 182.3.	45	35	25	Between M.P. 134.8 and 134.7.	70	60	45	Oregon Trunk Jct. Between M.P. 91.4 and 91.2.	70	60	45
Umatilla On wye.	10	10	10	Gilmore Between M.P. 132.8 and 132.7.	70	60	45	Between M.P. 88.5 and 87.4.	45	35	25
On Track No. 7.	25	25	15	Between M.P. 131.0 and 130.9.	70	60	45	The Dalles Over street crossings.	12	12	12
Between M.P. 178.4 and 178.3.	60	60	40								

FOURTH SUBDIVISION

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

FOURTH SUBDIVISION (Continued)

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

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

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

SIXTH SUBDIVISION (Continued)

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

Branch	Location	Str.	Psgr.	Fr.	Branch	Location	Str.	Psgr.	Fr.		
Joseph Branch	3-degree curves.			20	Grays Harbor Branch	Maximum speed.		40	35		
	4- and 5-degree curves.			15		3-degree curves.		25	20		
	On curves of 6 degrees and over.			10		4- and 5-degree curves.		20	15		
	Between La Grande and M.P. 13.0.			25		On curves of 6 degrees and over.		15	10		
	Between M.P. 13.0 and 25.0.			30		Trains handling rock.			25		
	Between M.P. 25.0 and 55.0.			25		Preacher's Slough to M.P. 47.0.		10	10		
	Between M.P. 55.0 and 72.0.			30		Aberdeen, within city limits.		20	20		
	Between M.P. 72.0 and Joseph.			25		Aberdeen, over Boone St. Crossing.		5	5		
	Pilot Rock Branch	Maximum speed.				15	Aberdeen, over other street crossings.		10	10	
		3-degree curves.				20	Cosmopolis, within city limits.		20	15	
Heppner Branch	Maximum speed.			25	Cosmopolis, with logs within city limits.			8			
	3-degree curves.			20	Tono Branch	Maximum speed.		15			
4- and 5-degree curves.			15	4- and 5-degree curves.			15	15			
On curves of 6 degrees and over.			10	On curves of 6 degrees and over.			10				
Condon Branch	Maximum speed.			25	Olympia Branch	Maximum speed.		20			
	3-degree curves.			20		4- and 5-degree curves.			15		
4- and 5-degree curves.			15	On curves of 6 degrees and over.			10				
On curves of 6 degrees and over.			10	Spokane-Tekoa Branch	East Spokane through Interlocking.		15	15			
On descending grades between Speece and Mikkalo.			15		Between Spokane and Manito.	70	60	35			
On descending grades between Barnett and Rock Creek.			15		Between Manito and Tekoa.		50	30			
Grass Valley Branch	Maximum speed.				25	On 3-degree curves.		50	30		
	3-degree curves.			20	On 4-degree curves.		45	30			
	4- and 5-degree curves.			15	On 5- and 6-degree curves.		35	25			
	On curves of 6 degrees and over.			10	On 7- and 8-degree curves.		30	20			
Between Kent and M.P. 39.0.			15	On curves of 7 degrees and over with 2-10-2 type engines.		25	20				
Between M.P. 33.0 and Thornberry, on descending grades.			20	On 9- and 10-degree curves.		25	20				
Between Thornberry and Biggs, on descending grades.			10	Tekoa	Between M.P. 117.2 and 117.5.		25	20			
Latah	Between M.P. 117.8 and 117.9.				45	30	Fairfield	Over street crossings.		25	
	Between M.P. 118.1 and 118.3.			35	25	Between M.P. 132.6 and 132.8.			45	30	
	Between M.P. 118.5 and 119.7.			30	20	Between M.P. 133.3 and 134.6.			30	20	
	Between M.P. 120.2 and 120.4.			35	25	Between M.P. 135.3 and 136.3.			35	25	
	Between M.P. 120.7 and 121.4.			35	25	Darknell		Between M.P. 136.6 and 139.2.		25	20
	Between M.P. 121.6 and 121.9.			30	20			Rockford	Between M.P. 139.4 and 139.7.		45	30
	Between M.P. 122.1 and 122.5.			35	25	Between M.P. 139.8 and 140.4.				45	30
	Between M.P. 122.9 and 123.2.			50	30	Between M.P. 141.0 and 141.2.				35	25
	Manito	Between M.P. 123.4 and 124.5.			25	20		Between M.P. 142.6 and 143.2.		30	20
		Between M.P. 125.1 and 125.7.			35	25		Freeman	Between M.P. 144.4 and 144.6.	60	50	35
Between M.P. 127.5 and 128.4.			35	25	Between M.P. 145.5 and 146.0.	55	45		35		
Between M.P. 129.6 and 130.6.			35	25	Between M.P. 146.2 and 146.4.	60	50		35		
Between M.P. 130.8 and 131.0.			50	30	Between M.P. 146.9 and 147.2.	60	50		35		

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Pagr.	Fr.		Pagr.	Fr.		Pagr.	Fr.
Mica Between M.P. 150.5 and 151.9.	35	30	20	Between M.P. 27.1 and 27.2.	30	20	Farmington Between M.P. 105.5 and 105.8.	30	20
Between M.P. 152.1 and 152.4.	35	30	20	Between M.P. 27.4 and 27.8.	25	20	Between M.P. 112.2 and 113.1.	30	25
Between M.P. 152.6 and 153.0.	45	35	25	Between M.P. 28.2 and 28.7.	25	20	Pleasant Valley Branch Maximum speed.		25
Between M.P. 153.2 and 153.9.	35	30	20	Hay Between M.P. 30.4 and 31.1.	35	25	G. N. Crossing, M.P. 30.7.		20
Between M.P. 154.5 and 154.3, westward.	60	50	35	Between M.P. 32.0 and 33.8.	30	20	Tucannon Branch Maximum speed.		25
Between M.P. 154.3 and 154.5, eastward.	60	50	25	Between M.P. 34.2 and 35.2.	25	20	On curves, 7 degrees and over.		20
Between M.P. 154.7 and 155.5.	40	35	25	Jerita Between M.P. 36.2 and 36.9.	30	20	Between Starbuck and Relief.		12
Between Chester and Mica, on descending grade.			25	Between M.P. 37.8 and 39.3.	25	20	Pendleton Branch Maximum speed.	30	30
Spokane, through tunnel.	15	15	15	Sutton Between M.P. 49.3 and 50.1.	30	20	Between Alto and Downing.	25	25
Spokane, over slip switches at N. P. Crossing.	15	15	10	Thera Between M.P. 64.9 and 65.2.	35	25	On 7- and 8-degree curves.	30	20
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	On 9- and 10-degree curves.	25	20
Spokane, over street crossings between N. P. Crossing and city limits.	20	20	20	Between M.P. 68.2 and 68.5.	35	25	Between Walla Walla and Pendle- ton, with MacArthur type engines.	25	25
Tekoa-Ayer Branch Maximum speed.		50	30	Diamond Between M.P. 68.8 and 69.0.	35	25	Between Barrett and Downing, on descending grade.	15	15
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 69.9 and 70.1.	35	25	Pendleton, over Thompson, Main and Aura Streets.	12	12
Between Tucannon and Ayer.		35	25	Mockonema Between M.P. 73.3 and 73.6.	25	20	Pendleton, over other street crossings within city limits.	20	20
On 4-degree curves.		45	30	Colfax Over street crossings.	12	12	Pendleton Between M.P. 1.2 and 1.4.	30	25
On 5- and 6-degree curves.		35	25	Between M.P. 74.9 and 77.2.	25	12	Between M.P. 9.5 and 9.8.	30	20
On 7- and 8-degree curves.		30	20	Between M.P. 78.4 and 78.5.	30	20	Athena Over street crossings.	15	15
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. 20.9 and 21.3.	30	25
On 9- and 10-degree curves.		25	20	Between M.P. 81.5 and 82.3.	25	20	Downing Between M.P. 24.0 and 24.5.	25	20
Ayer Between M.P. 14.0 and 14.1.		35	25	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 25.4 and 26.2.	25	20
Between M.P. 14.3 and 16.1.		25	25	Glenwood Between M.P. 83.7 and 84.5.	30	20	Blue Mountain Between M.P. 29.0 and 29.4.	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. 29.8 and 30.1.	25	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 87.6 and 88.9.	30	20	Between M.P. 30.3 and 30.4.	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. 31.2 and 31.7.	25	20
Between M.P. 19.7 and 19.9.		25	20	Elberton Over street crossings.	25	25	Between M.P. 32.2 and 32.4.	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. 32.7 and 32.9.	25	20
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.	30	25	Milton Over street crossings.	15	15
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 95.6 and 95.8.	30	25	W. W. V. Ry. Crossing M.P. 36.3.	15	15
				Between M.P. 101.1 and 101.5.	30	25	W. W. V. Ry. Crossing, M.P. 44.2.	20	20
				Between M.P. 102.0 and 102.4.	30	25			
				N. P. Crossing Between M.P. 104.6 and 104.9.	30	20			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Walla Walla Over street crossings.	12	12	On 9- and 10-degree curves.	25	20	Connell Branch Maximum speed. Between LaCrosse and Hooper Jct.		
Walla Walla, on west leg of wye.	8	8	Wallula					
W. W. V. Ry. Crossing, M.P. 46.6.	12	12	Between M.P. 0.8 and 1.1.	30	20	Between Hooper Jct. and Connell.		20
Between M.P. 52.7 and 53.4.	25	20	Between M.P. 1.6 and 2.0.	25	20	On 5- and 6-degree curves.		25
Between M.P. 64.8 and 64.9.		20	Between M.P. 2.6 and 2.7.	35	25	On 7- and 8-degree curves.		20
Between M.P. 65.5 and 66.0.		20	Between M.P. 2.9 and 3.1.	35	25	On 9- and 10-degree curves.		20
Between M.P. 66.1 and 66.3.		20	Between M.P. 3.5 and 3.6.	35	25	La Crosse Between M.P. 3.4 and 3.6.		25
Between M.P. 71.7 and 72.5.		20	Between M.P. 4.0 and 4.3.	35	25		Between M.P. 6.6 and 6.8.		25
Between M.P. 72.8 and 73.2.		20	Between M.P. 4.8 and 5.3.	30	20	Between M.P. 7.2 and 7.8.		20
Between M.P. 74.3 and 76.1.		20	Between M.P. 5.9 and 6.4.	35	25	Between M.P. 9.2 and 9.7.		20
Menoken Between M.P. 78.4 and 78.5.		20	Between M.P. 6.7 and 6.8.	30	20	Hooper Jct. on connection between Connell Branch and Sixth Subdivision.		
Between M.P. 78.9 and 79.3.		20	Between M.P. 7.0 and 7.1.	25	20				15
Between M.P. 79.6 and 79.9.		20	W. W. V. Ry. Crossing, M.P. 28.7.	12	12	Moscow Branch Maximum speed.		35
Between M.P. 80.8 and 81.2.		20	Reese Between M.P. 7.7 and 8.0.	30	20		On 7- and 8-degree curves.	30	20
Alto			Between M.P. 8.2 and 8.4.	35	25	On 9- and 10-degree curves.	25	20
Yakima Branch Maximum speed.	45	30	Between M.P. 8.7 and 9.1.	30	20	Colfax Over street crossings.		12
With pile driver 0321.		15	Between M.P. 9.5 and 9.7.	30	20		Between M.P. 2.3 and 3.5.	30	20
On 5- and 6-degree curves.	35	25	Between M.P. 10.0 and 10.1.	35	25	Between M.P. 5.6 and 6.7.	25	20
On 7- and 8-degree curves.	30	20	Between M.P. 10.7 and 10.9.	35	25	Between M.P. 6.8 and 7.5.	30	20
On 9- and 10-degree curves.	25	20	Between M.P. 11.1 and 11.4.	35	25	Between M.P. 8.4 and 8.8.	25	20
Attala			Between M.P. 12.1 and 12.3.	25	20	Shawnee Between M.P. 9.9 and 10.0.		30
Bridge 7.44.	25	15	Between M.P. 12.5 and 12.6.	35	25		Between M.P. 10.8 and 11.2.	25	20
Kennewick, over street crossings.	8	8	Between M.P. 18.5 and 18.6.	35	25	Between M.P. 12.2 and 12.5.	30	20
Between Grandview and Biggam.	30	25	Walla Walla			Albion Between M.P. 13.4 and 13.6.		30
Benton City Between M.P. 37.5 and 38.1.	25	20	Pomeroy Branch Maximum speed.		20		Between M.P. 14.3 and 14.9.	25	20
Granger, over street crossings.	30	30	Chard Between M.P. 14.5 and Pomeroy.		15	Between M.P. 17.5 and 17.7.	30	20
Zillah, over street crossings.	25	15	Dayton Branch Maximum speed.		25	Between M.P. 17.9 and 18.0.	30	20
Yakima River Bridge 89.35, through gauntlet track.	15	15	On curves of 7 degrees and over.		20	Pullman Over street crossings.		6
Yakima, over Yakima Ave., and Walnut Street.	6	6	Bolles Between M.P. 0.4 and 0.6.		20		Between M.P. 19.9 and 20.0.	30	20
Yakima, over other street crossings.	10	10	Dayton, over street crossings west of Touchet River.		15	Between M.P. 24.6 and 24.8.	30	20
Wallula Branch Maximum speed.	35	30	Dayton, over all other street crossings.		10	Between M.P. 25.2 and 25.4.	30	20
On 5- and 6-degree curves.	35	25				Moscow Over street crossings.		12
On 7- and 8-degree curves.	30	20	Between M.P. 12.9 and 24.8.		15			12

BRANCHES (Continued)

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

Standard clocks are located as shown below:

Huntington..... Yard Office
 Huntington..... Telegraph Office
 Baker..... Telegraph Office
 La Grande..... Train Dispatcher's Office
 La Grande..... Depot Telegraph Office
 La Grande..... Yard Office
 Pendleton..... Telegraph Office
 Rieth..... Telegraph Office
 Rieth..... Enginemen's Register Room
 Umatilla..... Telegraph Office
 Umatilla..... Enginemen's Register Room
 Arlington..... Telegraph Office
 Moro..... Telegraph Office
 Bend (Joint).... O. T. Ry. Telegraph Office
 The Dalles..... "DK" Telegraph Office
 The Dalles..... "WH" Telegraph Office
 Hood River..... Telegraph Office

Portland (Joint)
 N. P. T. Co. Telegraph Office
 Albina..... Dispatcher's Office
 Albina..... Yard Telegraph Office
 Albina..... Enginemen's Register Room
 Kenton..... Telegraph Office
 Centralia (Joint). N. P. Ry. Telegraph Office
 Tacoma..... Yard Office
 Argo..... Yard Office
 Argo..... Enginemen's Register Room
 Seattle (Joint)
 Union Station Telegraph Office
 Hoquiam (Joint). N. P. Ry. Telegraph Office
 Aberdeen..... Telegraph Office
 Olympia..... Telegraph Office
 Spokane..... Dispatcher's Office
 Spokane..... Telegraph Office

West Spokane. Enginemen's Register Room
 Ayer..... Telegraph Office
 Wallula..... Telegraph Office
 Tekoa..... Telegraph Office
 Tekoa..... Enginemen's Register Room
 Colfax..... Telegraph Office
 LaCrosse..... Telegraph Office
 Moscow..... Telegraph Office
 Walla Walla..... Passenger Depot
 Walla Walla... Enginemen's Register Room
 Yakima..... Telegraph Office
 Yakima..... Roundhouse
 Kellogg-Wardner..... Telegraph Office
 Wallace..... Telegraph Office
 Wallace..... Enginemen's Register Room

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

SYMBOLS AND ABBREVIATIONS

Rule 6.—The following letters, when placed before the figures of the schedule, indicate:

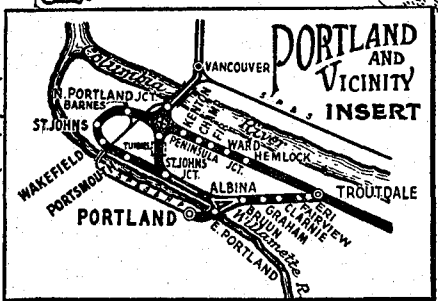
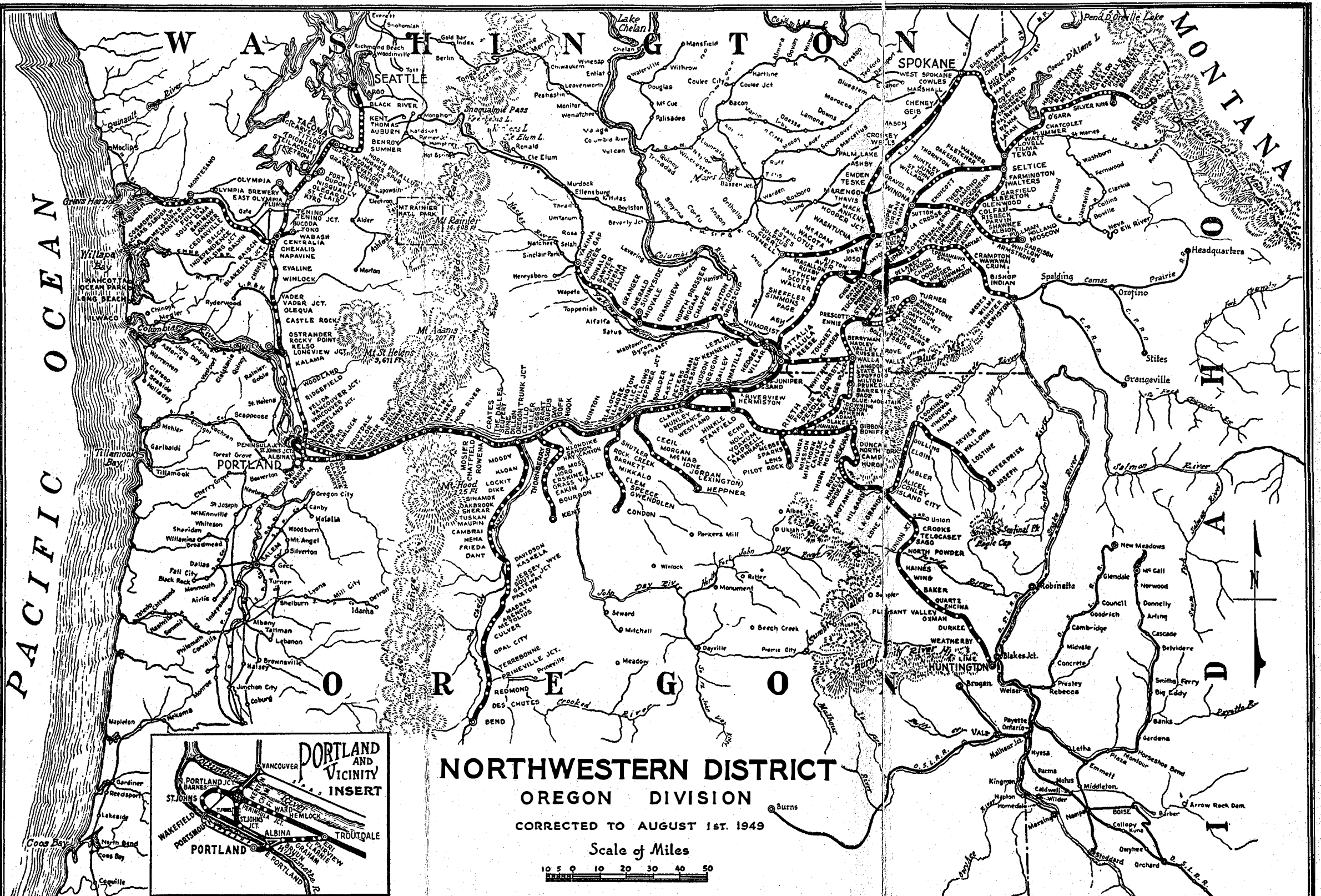
- L.—leave;
- A.—arrive;
- s.—regular stop;
- f.—flag stop to receive or discharge traffic.

Rule 6(A).—The following letters, when placed in the columns provided, indicate:

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Echo, Stanfield.....		Portland or beyond.
11	Any station.....	Pocatello or beyond.	
12	Echo, Stanfield.....	Portland or beyond.	
12	Any station.....		Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnance.....	Portland or beyond.	
18	{ Union Jct..... North Powder.... Haines.....	{ Portland or beyond, Tuesdays only.	
19	Any station.....	From Wallula or beyond.	
19	Hooper Jct.....		Umatilla or beyond.
20	Any station.....	West of Ayer.....	Umatilla or beyond.
62	Any station.....	Pendleton or beyond	



NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO AUGUST 1st. 1949

Scale of Miles

