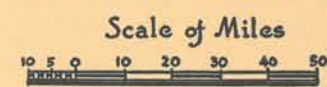


**NORTHWESTERN DISTRICT**  
**OREGON DIVISION**  
 CORRECTED TO AUGUST 1st. 1949



**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**

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

**L. A. COLLINS**  
General Manager

**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.

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

**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 listed 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 Wallawa.
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. Parkinson	Surgeon	Portland, Ore.	Portland.	T. J. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.
George D. McGeary	Surgeon	Portland, Ore.	Portland.	J. R. Higgins	Surgeon	Baker, Ore.	La Grande to Huntington.
Paul A. Wagner	Surgeon	Portland, Ore.	Portland.	Glenn G. Gordon	Oculist and Aurist.	Baker, Ore.	Telocaset to Huntington.
Paul E. Shiningier	Surgeon	Portland, Ore.	Portland.	John H. O'Shea	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
H. M. Bouvy	Oculist and Aurist.	Portland, Ore.	Portland.	H. V. Valentine	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
Alfred J. Kreft	Oculist and Aurist.	Portland, Ore.	Portland.	W. H. Tousey	Surgeon	Spokane, Wash.	Tekoa-Spokane-Marengo.
B. E. McConville	Surgeon	Seattle, Wash.	Tacoma to Seattle.	M. F. Kepl	Surgeon	Spokane, Wash.	Tekoa to Spokane.
L. Fred Lundy	Surgeon	Seattle, Wash.	Tacoma to Seattle.	Carroll Smith	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
F. H. Brown	Surgeon	Seattle, Wash.	Tacoma to Seattle.	Robert L. Pohl	Oculist and Aurist.	Spokane, Wash.	Spokane to Tekoa.
John M. Schiach	Oculist	Seattle, Wash.	Tacoma to Seattle.	Charles G. Smick	Surgeon	Sprague, Wash.	Croskey to Marengo.
J. L. Ash	Aurist	Seattle, Wash.	Tacoma to Seattle.	Albert J. Nelson	Surgeon	Tekoa, Wash.	Colfax to Spokane.
Ross D. Wright	Surgeon	Tacoma, Wash.	Tenino to Auburn.	C. B. Clizer	Surgeon	Tekoa, Wash.	Colfax to Spokane.
L. A. Hopkins	Surgeon	Tacoma, Wash.	Tenino to Auburn.	G. McCaffery	Surgeon	Kellogg, Ida.	Tekoa to Wallace.
J. E. Toothaker	Surgeon	Centralia, Wash.	Centralia to South Montesa, Winlock to Tenino.	Robert E. Staley	Surgeon	Kellogg, Ida.	Tekoa to Wallace.
George F. Parke	Surgeon	Centralia, Wash.	Centralia to South Montesa, Winlock to Tenino.	G. M. Whitesel	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.
A. E. Anderson	Surgeon	Aberdeen, Wash.	South Elma to Hoquiam.	R. W. Cordwell	Surgeon	Kellogg, Ida.	Tekoa to Kellogg.
John C. Korvall	Surgeon	Hoquiam, Wash.	Hoquiam to Centralia.	H. C. Mowery	Surgeon	Wallace, Ida.	Tekoa to Burke.
H. M. Wiswall	Surgeon	Vancouver, Wash.	Albina to Kalama.	Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Starbuck to Tekoa and Colfax to Moscow.
Stanley E. Wells	Surgeon	Hood River, Ore.	Portland to Hood River.	James L. Gilleland	Surgeon	Pullman, Wash.	Moscow to Colfax.
H. D. Lewis	Surgeon	Hood River, Ore.	Portland to Hood River.	C. O. Armstrong	Surgeon	Moscow, Ida.	Colfax to Moscow.
Griffith, Smith,				Bruce C. McIntyre	Surgeon	St. John, Wash.	Winona to Tekoa.
Vogt, Mills, Boals,				H. F. Craig	Surgeon	La Crosse, Wash.	Riparia to Endicott, and La Crosse to Connell.
Merriss, Stevenson	Surgeons	The Dalles, Ore.	Hood River to Umatilla.	J. E. Carssow	Surgeon	Lewiston, Ida.	Riparia to Lewiston.
J. C. Vandeventer	Surgeon	Bend, Ore.	Oregon Trunk Jct. to Bend.	J. W. Sherfey	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	Hepppner, Ore.	Hepppner Jct. to Hepppner.	J. C. Lyman	Surgeon	Walla Walla, Wash.	Pendleton to Walla Walla.
E. R. Huckleberry	Surgeon	Umatilla, Ore.	Messenger to Ordnance 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. Hogenson	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	19	61	11	105	457	17	25			12	458	106	20	18	26	402	62
Psg.	Psg.	Psg.	Psg.	Streamliner Passenger	Psg.	Psg.	Mail and Express			Psg.	Psg.	Streamliner Passenger	Psg.	Psg.	Mail and Express	Psg.	Psg.
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	GLENN'S 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						784.0	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	Daily

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 5 September 11, 1949	FIRST CLASS						
31	33	29	32			34	30					
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	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	12.55	22.7	POCATELLO	4.20	5.45	3.05				
		5.15	1.35	46.9	BLACKFOOT		4.10	1.52				
		6.08	2.20	73.3	IDAHO FALLS		3.25	1.05				
		7.20	3.10	124.3	ASHTON		1.20					
		9.00		169.9	VICTOR		11.35					
		A 10.40		180.4	WEST YELLOWSTONE							
				285.8	BUTTE			7.00				
			A 9.30			Daily	Daily	Daily				
	(0.35)	(6.30)	(9.10)									
	38.9	26.1	31.2									

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				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS				Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS							
	105	17	25	11			18	26	12	106				
	Streamliner Passenger	Passenger	Mail and Express	Passenger			Passenger	Mail and Express	Passenger	Streamliner Passenger				
STATIONS														
BKOPT WXYZ	11.45PM	5.25PM	9.05AM	6.10AM	DN-R HUNTINGTON HU	389.4	A 8.25AM	A10.25AM	A 6.35PM	As 2.05AM				
100 P	11.55PM	5.35	9.15	6.20	D LIME BY	384.5	8.14	f 10.03	6.25	1.51				
100 PW	12.05AM	5.45	9.23	6.29	WEATHERBY	377.5	8.01	9.52	6.13	1.41				
150 PXY	12.16	6.00 <sup>12</sup>	9.36 <sup>26</sup>	6.42	DURKEE	368.9	7.48	s 9.36 <sup>25</sup>	6.00 <sup>17</sup>	1.30				
100 P	12.27	6.13	9.53	6.52	OXMAN	361.7	7.35	9.24	5.46	1.19				
170 PW	12.39	6.29	10.08	7.06	PLEASANT VALLEY	355.4	7.21	s 9.10	5.32	1.08				
WB 91 PXY EB 109	12.45	6.34	10.14	7.16 <sup>18</sup>	ENCINA	351.9	7.16 <sup>11</sup>	9.03	5.27	1.04				
107 P	12.56 <sup>106</sup>	6.42	10.22	7.24	QUARTZ	347.3	7.08	8.55	5.19	12.56 <sup>105</sup>				
WB 109 BKOPW EB 111 XYZ	f 1.03	s 6.50	s 10.37	s 7.33	DN BAKER BC	342.0	s 7.00	s 8.45	s 5.13	f 12.50				
106 P	1.08	6.55	10.43	7.37	WING	337.6	6.53	8.36	5.05	12.42				
106 P	1.13	7.01	s 10.50	f 7.43	D HAINES KB	331.7	6.48	s 8.30	f 5.00	12.37				
106 PW	1.21	7.10	s 11.03	f 7.52	D NORTH POWDER HD	322.1	6.40	s 8.18	f 4.51	12.28				
107 P	1.31	7.22	11.06	8.04 <sup>26</sup>	SAGO	315.5	6.29	8.04 <sup>11</sup>	4.39	12.19				
147 PVWXY	1.34	7.26	f 11.21	8.08	TELOCASET	312.6	6.25	f 7.44	4.35	12.15				
105 P	1.40	7.32	11.28	8.14	CROOKS	308.9	6.19	7.37	4.29	12.09AM				
105 PVY	1.51	s 7.46	11.40	8.28	D UNION JCT. UN	302.2	6.07	s 7.28	4.17	11.57PM				
105 P	1.58	7.53	11.48AM	8.35	LONETREE	294.9	6.00	7.17	4.10	11.51				
BKOPTW XYZ	A 2.05AM	A 8.00PM	A 12.05PM	A 8.45AM	DN-R LA GRANDE RA	289.8	5.55AM	7.05AM	4.05PM	11.45PM				
(99.6)														
(2.20) Thru Time.....					(2.30) Thru Time.....									
42.7					39.8									
(2.35) Average speed per hour.....					(2.20) Average speed per hour.....									
38.5					42.7									

WESTWARD		JOSEPH 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
	305			304	
	Mixed			Mixed	
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	33.8	f 8.37	
32	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)					
(4.15) Thru Time.....			(4.15) Thru Time.....		
19.7			19.7		
(4.15) Average speed per hour.....			(4.15) Average speed per hour.....		
19.7			19.7		

WESTWARD		PILOT ROCK BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(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)						
<p>On Joseph and Pilot Rock Branches, eastward trains are superior to trains of the same class in the opposite direction.— See Rule S-72.</p> <p>No. 106 will reduce speed to 10 MPH at Baker to permit exchange of mail.</p> <p>For conditional stops to discharge or pick up revenue passengers, see page 31.</p> <p>For stations not shown on schedule pages, see page 22.</p>						

WESTWARD					SECOND SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 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		
STATIONS														
BKOPT WXYZ		8.10PM	12.15PM	8.55AM	2.10AM	DN-R LA GRANDE RA	289.8	A 5.45AM		A 6.55AM	A 3.55PM	A 11.40PM		
WB 75 PVWXY EB 73		8.27	12.33	9.12	2.24	HILGARD	282.1	5.28		6.36	3.36	11.24		
135 P		8.44	12.49	9.28	2.37	MOTANIC	275.6	5.13		6.20	3.20	11.11		
P		8.53	12.58	9.37	2.44	NORDEEN	272.1	5.05		6.11	3.12	11.03		
132 PVWXY		8.56	f 1.02	9.40	2.46	KAMELA	271.1	5.02		6.08	3.09	11.01		
P		9.03	1.09	9.47	2.51	ROSS	268.3	4.56		6.01	3.03	10.56		
WB 108 PWX EB 102		9.10	f 1.16	9.54	2.57	MEACHAM	265.5	4.50		5.55	2.57	10.50		
85 P		9.30	1.36	10.13	3.12	HURON	257.7	4.32		5.36	2.39	10.34		
90 PW		9.38	1.44	10.20	3.18	CAMP	254.1	4.25		5.28	2.32	10.28		
WB 74 PVWXY EB 74		9.47	f 1.53	10.28	3.25	DUNCAN	248.5	4.15		5.20	2.22	10.20		
106 P		10.09 <sup>106</sup>	2.09 <sup>12</sup>	10.40	3.35	BONIFER	239.5	4.03		5.08	2.09 <sup>25</sup>	10.09 <sup>17</sup>		
WB 78 PVWXY EB 106		10.16	f 2.15	10.45	3.39	GIBBON	236.9	3.58		5.03	2.04	10.05		
100 P		10.27	2.25	10.54	3.48 <sup>18</sup>	HOMLY	229.6	3.48 <sup>105</sup>		4.54	1.54	9.56		
73 P		10.36	2.31	11.00	3.56	MINTHORN	224.7	3.36		4.47	1.47	9.49		
99 P		10.45	2.38	11.07	4.10	MUNRA	218.9	3.30		4.40	1.40	9.42		
69 BJKPV WXYZ	11.40PM	10.55	2.45	11.15	4.20 <sup>26</sup>	DN PENDLETON FD	215.6	3.25	A 3.00AM	4.35 <sup>105</sup>	1.35	9.38		
BKOP TWX	A 11.50PM	A 12.01AM	A 3.10PM	A 11.35AM	A 4.35AM	DN-R RIETH RI	212.0	2.40AM	2.50AM	4.05AM	1.15PM	9.23PM		
(77.8)														
(0.10) Thru Time.....					(3.05) Thru Time.....									
21.6					25.2									
(3.51) Average speed per hour.....					(0.10) Average speed per hour.....									
20.2					21.6									
(2.55) Average speed per hour.....					(2.50) Average speed per hour.....									
26.7					27.5									
(2.40) Average speed per hour.....					(2.40) Average speed per hour.....									
29.1					29.1									
(2.25) Average speed per hour.....					(2.17) Average speed per hour.....									
32.2					34.1									

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							EASTWARD	
Car Capacity of Seating etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					STATIONS		
	257	151	299	62	25	11	105	19	17	Time-Table No. 5	
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	September 11, 1949	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
										DN-R RIETH RI	
										BARNHART	
										CAMPBELL	
										NOLIN	
										DN ECHO HI	
										STANFIELD ND	
										DN HINKLE UK	
										WESTLAND	
										ORDNANCE RN	
										MUNLEY	
										CLARKE	
										DN MESSNER FC	
										PETERS	
										CASTLE	
										BOULDER	
										N HEPPNER JCT. WI	
										WILLOWS	
										SILICA	
										DN ARLINGTON MX	
										GILMORE	
										BLALOCK	
										N QUINTON QN	
										HOOK	
										GOFF	
										DAY	
										RUFUS	
										GRANT	
										DN BIGGS BX	
										MILLER	
										CELILO	
										D OREGON TRUNK JCT. VO	
										DUNE	
										DN-R THE DALLES DK-WH	
										(126.2)	

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

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

WESTWARD			THIRD SUBDIVISION							EASTWARD	
Car Capacity of Seating etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					STATIONS		
	257	151	299	62	25	11	105	19	17	Time-Table No. 5	
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	September 11, 1949	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
										Mile Post	
										212.0	DN-R RIETH RI
										208.3	BARNHART
										203.5	CAMPBELL
										198.9	NOLIN
										192.6	DN ECHO HI
										188.4	STANFIELD ND
										184.1	DN HINKLE UK
										180.6	WESTLAND
										177.7	ORDNANCE RN
										175.8	MUNLEY
										170.0	CLARKE
										165.2	DN MESSNER FC
										162.2	PETERS
										158.3	CASTLE
										152.1	BOULDER
										148.2	N HEPPNER JCT. WI
										147.0	WILLOWS
										142.4	SILICA
										138.5	DN ARLINGTON MX
										134.0	GILMORE
										129.3	BLALOCK
										123.2	N QUINTON QN
										118.6	HOOK
										115.0	GOFF
										111.7	DAY
										109.4	RUFUS
										106.6	GRANT
										103.9	DN BIGGS BX
										100.5	MILLER
										96.8	CELILO
										95.2	D OREGON TRUNK JCT. VO
										91.9	DUNE
										85.8	DN-R THE DALLES DK-WH
										(126.2)	

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.  
 The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 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		FIFTH SUBDIVISION						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS						Time-Table No. 5 September 11, 1949	STATIONS	
	401	87	85	457	83	81			
	Passenger	CMSt. P & P Passenger	CMSt. P & P Streamliner Passenger	Passenger	CMSt. P & P Streamliner Passenger	CMSt. P & P Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
IJPVX							BLOCK SIGNALS		
							PORTLAND 6.8 DN NORTH PORTLAND JCT. KD		
							VANCOUVER 1.9		

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.

		FIFTH SUBDIVISION							
IJ JP							BLOCK SIGNALS	RESERVATION RN TACOMA JCT. JN	
	5-25AM								
	A 5-27AM					A 1-14PM			
							N. P. CROSSING 1.2		
							N. P. CROSSING 0.1		
							N. P. CROSSING 0.3		

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.

		FIFTH SUBDIVISION							
23 67 IPVX							BLOCK SIGNALS	BLACK RIVER BI C. M. St. P. & P. & P. C. CROSSING ARGO G SEATTLE OW	DOUBLE TRACK
	6-25AM					1-55PM			
	A 6-45AM	A 10-00PM	A 2-30PM	A 2-15PM	A 10-30AM	A 7-30AM			
BIJKOP TVWXYZ BKPXZ									
							(183.2)		

(7.15) (0.21) (0.18) (5.15) (0.17) (0.25) Thru Time  
25.3 8.9 14.3 34.9 10.7 7.4 Average speed per hour

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by 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.	FIRST CLASS						Time-Table No. 5 September 11, 1949	Mile Post	STATIONS
	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			
IJPVX								BLOCK SIGNALS	
							0.0	PORTLAND 6.8 DN NORTH PORTLAND JCT. KD	
							6.8	VANCOUVER 1.9	
							8.7		

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.

		FIFTH SUBDIVISION							
IJ JP							BLOCK SIGNALS	RESERVATION RN TACOMA JCT. JN	
	5-25AM								
	A 5-27AM					A 1-14PM			
							145.2	N. P. CROSSING 1.2	
							146.4	N. P. CROSSING 0.1	
							146.5	N. P. CROSSING 0.3	
							146.8	RESERVATION RN	
							147.5	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.

		FIFTH SUBDIVISION							
23 67 IPVX							BLOCK SIGNALS	BLACK RIVER BI C. M. St. P. & P. & P. C. CROSSING ARGO G SEATTLE OW	DOUBLE TRACK
	6-25AM					1-55PM			
	A 6-45AM	A 10-00PM	A 2-30PM	A 2-15PM	A 10-30AM	A 7-30AM			
BIJKOPTV WXYZ BKPXZ							173.8		
							173.8		
							180.1		
							183.2		

(0.09) (0.08) (0.08) (4.45) (0.10) (7.15)  
20.7 23.3 23.3 38.6 18.6 25.3 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				SIXTH SUBDIVISION					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 5 September 11, 1949	STATIONS
	151	391	363	99	19	61	97	63		
	Time Freight	Freight	Freight	CMS&P&P Passenger	Passenger	Passenger	CMS&P&P Streamliner Passenger	Passenger		
	Daily	Sunday Wednesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily		
BKPVX				9:40PM	9:30PM		1:55AM		DN-R SPOKANE DS AU	
BKOPTWXZ	7:50PM			9:49 <sup>98</sup>	9:34		2:01		WEST SPOKANE	
48 P	8:05			9:55	9:39 <sup>98</sup>		2:08		COWLES	
53 P	8:15			10:02	9:45		2:15		MARSHALL	
50 PW	8:30			10:15	9:56		2:27		N CHENEY CY	
51 P	8:39			10:22	10:03		2:36		GEIB	
52 P	8:48			10:28	10:08		2:42		MASON	
53 PW	9:05 <sup>98</sup>			10:37	10:16		2:51		N CROSKEY CK	
52 P	9:15			10:42	10:20		2:56		WELLS	
52 P	9:30			10:50	10:27		3:03		PALM LAKE	
44 P	9:40			10:56	10:33		3:09		ASHBY	
52 P	9:50			11:01	10:38		3:14		EMDEN	
75 JOPV WXY	10:46 <sup>19</sup>			11:10PM	10:46 <sup>151</sup>		3:25AM		DN-R MARENGO RA	
52 P	11:06				10:52				THAVIS	
63 P	11:18				10:57				MACK	
51 P	11:30				11:02				ANKENY	
38 JPWY	11:55PM	3:00PM			11:13				N-R HOOPER JCT. HR	
53 P	12:11AM	3:15			11:20				PARK	
51 P	12:30	3:30			11:29				JOSO	
73 P	12:54	3:45			11:38				CHEW	
BJKOPWXY	1:15	A 4:00PM			11:48		11:20PM		DN-R AYER JD	
96 P	1:40				11:57PM		11:28		RUXBY	
96 P	2:10				12:04AM		11:36		SCOTT	
46 PW	2:30				12:11		11:43		WALKER PIT	
96 P	2:50				12:15		11:46		SIMMONS	
96 PW	3:34 <sup>20</sup>				12:26		11:57PM		N PAGE MS	
95 P	4:19				12:35		12:06AM		ASH	
94 P	4:45				12:41		12:13		HUMORIST	
28 JPX	5:05		2:20AM		12:48		12:22	12:01AM	ATTALIA	
M									N. P. CROSSING	
M									N. P. CROSSING	
BJKOP VWXY	7:15 <sup>298</sup>	A 2:30AM <sup>62</sup>			12:55		12:30	A 12:10AM	DN-R WALLULA JN	
96 P	7:55				1:32		1:22		JUNIPER	
96 P	8:15				1:39 <sup>62</sup>		1:29 <sup>62</sup>		SAND	
95 P	8:35				1:50		1:38		RIVERVIEW	
BJKOP TWXY	A 9:00AM				A 2:05AM <sup>20</sup>		A 1:50AM		DN-R UMATILLA CS UY	
									(184.5)	

WESTWARD				SIXTH SUBDIVISION					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					Time-Table No. 5 September 11, 1949	STATIONS
	62	20	64	96	98	392	298	364		
	Passenger	Passenger	Passenger	CMS&P&P Passenger	CMS&P&P Streamliner Passenger	Freight	Freight	Freight		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BKPVX									DN-R SPOKANE DS AU	
BKOPTWXZ									WEST SPOKANE	
48 P									COWLES	
53 P									MARSHALL	
50 PW									N CHENEY CY	
51 P									GEIB	
52 P									MASON	
53 PW									N CROSKEY CK	
52 P									WELLS	
52 P									PALM LAKE	
44 P									ASHBY	
52 P									EMDEN	
75 JOPV WXY									DN-R MARENGO RA	
52 P									THAVIS	
63 P									MACK	
51 P									ANKENY	
38 JPWY									N-R HOOPER JCT. HR	
53 P									PARK	
51 P									JOSO	
73 P									CHEW	
BJKOPWXY									DN-R AYER JD	
96 P									RUXBY	
96 P									SCOTT	
46 PW									WALKER PIT	
96 P									SIMMONS	
96 PW									N PAGE MS	
95 P									ASH	
94 P									HUMORIST	
28 JPX									ATTALIA	
M									N. P. CROSSING	
M									N. P. CROSSING	
BJKOP VWXY									DN-R WALLULA JN	
96 P									JUNIPER	
96 P									SAND	
95 P									RIVERVIEW	
BJKOP TWXY									DN-R UMATILLA CS UY	
									(184.5)	

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.

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			Mile Post	SECOND CLASS	
	329 Freight	September 11, 1949				330 Freight	
	Monday Wednesday Friday	STATIONS					
39	PWXY	9.30AM	D-R	HEPPNER HR	45.2	A 8.45AM	
19	P	9.55		LEXINGTON	36.3	8.00	
7		10.10		JORDAN	31.0	7.40	
15	PW	10.30		IONE ON	28.3	7.25	
3		10.45		McNAB	25.2	7.10	
13		11.05		MORGAN	19.8	6.55	
8	W	11.30AM		CECIL	14.5	6.35	
19	JPX	A12.15PM	N-R	HEPPNER JCT. WI	0.0	6.00AM	
				(45.2)		Monday Wednesday Friday	
		(2.45)	Thru Time.....			(2.45)	
		16.4	Average Speed per Hour.....			16.4	

WESTWARD		BEND BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5			Mile Post	SECOND CLASS
	313 Mixed	September 11, 1949				314 Mixed
	Daily Except Monday	STATIONS				
BCOK WXYZ	5.00 AM	DN-R	BEND	D	150.0	A 2.30 PM

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

WESTWARD	STATIONS	EASTWARD
JPV	A 12.01 PM	D OREGON TRUNK JUNCTION VO
		(150.0)
		Daily Except Sunday
	(7.01)	Thru Time..... (7.00)
	21.4	Average Speed per Hour..... 21.4

**BEND BRANCH SHOWN FOR INFORMATION ONLY.**

WESTWARD		CONDON BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5			Mile Post	SECOND CLASS	
	327 Freight	September 11, 1949				328 Freight	
	Sunday Tuesday Thursday Saturday	STATIONS					
26	PVWXY	10.15AM	D-R	CONDON CD	44.5	A 9.00AM	
22		10.40		GWENDOLEN	36.3	8.25	
27		11.00		SPEECE	32.3	8.10	
26		11.10		CLEM	28.6	7.50	
29	PW	11.30		MIKKALO	24.4	7.30	
27		11.50AM		BARNETT	19.7	7.10	
11	PW	12.10PM		ROCK CREEK	16.0	6.55	
29		12.30		SHUTLER	7.3	6.25	
	WB 126 BJOP EB 113 TWX	A 1.15PM	DN-R	ARLINGTON MX	0.0	6.00AM	
				(44.5)		Sunday Tuesday Thursday Saturday	
		(3.00)	Thru Time.....			(3.00)	
		14.8	Average Speed per Hour.....			14.8	

WESTWARD		GRASS VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5			Mile Post	SECOND CLASS
	314 Mixed	September 11, 1949				314 Mixed
	Daily Except Monday	STATIONS				
14	Y			KENT	52.5	
10				EAKIN	42.5	
28	PW			D GRASS VALLEY VY	38.5	
25	K			MORO MR	27.0	
16				KLONDIKE	14.2	
32	PW			D WASCO WA	9.7	
6				THORNBERRY	5.2	
80	JPX			DN-R BIGGS BX	0.0	
				(52.5)		

WESTWARD		GRAYS HARBOR BRANCH					EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5					Mile Post	SECOND CLASS		
	309 Freight	September 11, 1949						308 Freight		
	Daily Except Sunday	STATIONS								
BJKOP TVWXYZ						1.15 AM	DN-R	CENTRALIA 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.**

WESTWARD	STATIONS	EASTWARD
JMPV		1.25AM
M		
M		
43	JPVX	2.43AM f 1.55
48	PWX	2.55 s 2.00
44	P	3.48 f 2.50
I		
53	PXY	4.30 f 3.40
X		
PVX		
53	PXY	4.30 f 3.40
32	PV	4.45 f 4.00
83	JPXY	5.00 f 4.15
82	BKPVXZ	A 5.15AM A 4.45AM

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

WESTWARD	STATIONS	EASTWARD
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)
		14.7
		Thru Time..... (3.00)
		Average speed per hour..... 15.3

WESTWARD		TONO BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 5			Mile Post	SECOND CLASS
	321 Freight	September 11, 1949				322 Freight
	Daily Except Sunday	STATIONS				
39	PWX	R	TONO	8.0		
27	JX		WABASH	2.2		

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

WESTWARD	STATIONS	EASTWARD
BJKOPT VWXYZ		DN-R CENTRALIA CN
		0.0
		(8.0)

**Eastward trains are superior to trains of the same class in 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 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		
	363 Freight	Daily	63 Passenger	Daily			64 Passenger	364 Freight			
									STATIONS		
BKOPTVWXYZ		9.30PM		8.30PM	DN-R YAKIMA NY 98.0		A 7.40AM		A11.55PM		
39 X		9.40		8.36	UNION GAP 94.6		7.30		11.15		
MP					N. P. CROSSING 91.3						
30 P		9.50		8.42	PARKER 90.8	f 7.23			11.00		
M					N. P. CROSSING 89.4						
32 P		10.00		f 8.49	DONALD 86.8	f 7.13			10.40		
18 PV		10.05		f 8.54	SAWYER 84.5	f 7.07			10.30		
40 PV		10.15 <sup>364</sup>		s 8.59	BUENA BA 81.6	s 7.00			10.15 <sup>363</sup>		
74 PVX		10.25		s 9.06	D-R ZILAH AH 78.5	s 6.53			9.55		
53 P		10.48		f 9.14 <sup>364</sup>	GRANGER 73.4	f 6.41			9.14 <sup>63</sup>		
52		11.05		f 9.23	EMERALD 67.2	f 6.28			8.50		
35 JPXY		11.15		9.55	R MIDVALE 63.6	6.20			8.36		
51 PVWX		11.35		s10.07	N GRANDVIEW GW 57.7	s 5.46			7.45		
44 P		11.55PM		f10.19	NORTH PROSSER 50.8	f 5.32			7.10		
53		12.20AM		f10.31	CHAFFEE 43.0	f 5.18			6.25		
42 PWX		12.40		s10.42	D BENTON CITY BC 36.5	s 5.06			5.50		
53		12.55		10.52	ACTON 31.3	4.57			5.20		
53		1.25		11.10	LESLIE 20.8	4.40			4.30		
55 PVWX		1.45		s11.30	N KENNEWICK KN 13.2	s 4.25			4.00		
12 P		1.55		f11.40	HEDGES 8.7	f 4.10			3.45		
M					N. P. CROSSING 7.3						
53		2.05		f11.45PM	VILLARD 6.7	f 4.05			3.35		
16 JPX		A 2.20AM		A12.01AM	ATTALIA 0.0	3.55AM			3.15PM		
					(98.0)	Daily			Daily		
	(4.50) 20.3		(3.31) 27.9	Thru Time	(3.45) 26.1		(8.40) 11.3				

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS		FIRST CLASS		Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
	63 Passenger	83 Passenger	64 Passenger	84 Passenger							
							STATIONS				
35 JPXY		9.30PM		5.55AM	R MIDVALE 0.0	A 6.20AM	A 9.55PM				
PVX		A 9.40PM		A 6.05AM	D-R SUNNYSIDE SI 2.8	6.10AM	9.45PM				
					(2.8)	Daily	Daily				
	(0.10) 16.8		(0.10) 16.8	Thru Time	(0.10) 16.8		(0.10) 16.8				

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 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			
	379 Freight	355 Freight	391 Freight	73 Passenger			61 Passenger	62 Passenger	74 Passenger	392 Freight	378 Freight	356 Freight
BJKOPT WXYZ			6.00AM		DN-R TEKOA K 116.1				A 3.00PM			
14 JPX			A 6.30AM		R SELTICE 110.4				2.40PM			
32 W					D FARMINGTON FM 104.5							
M					N. P. CROSSING 103.4							
38 VWX					D GARFIELD GR 95.1							
					ELBERTON 89.7							
32 BJKMOWXY	9.50PM			8.20PM	D-R COLFAX CA 77.4	A 7.37AM			A 2.45PM			
M					G. N. CROSSING 77.3							
14 East Spur X 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		A12.45PM	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	DN-R RIPARIA XS 17.5	s 5.52	A 6.10AM					
M					N. P. CROSSING 17.4							
10 JPXY		8.25PM		s10.19	R TUCANNON 12.6	s 5.42	s 5.58		A 8.35PM			
41 X		8.30		10.21	PATAHA 11.8	5.37			8.33			
54 X		8.50		f10.38	RIFTON 2.9	f 5.21	f 5.37		8.10			
BJKOPWXY		A 9.00PM		A10.45PM	DN-R AYER JD 0.0	5.15AM	5.30AM		8.00PM			
					(116.1)	Daily	Daily	Daily Except Monday	Daily Except Monday			
	(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	

WESTWARD				TUCANNON BRANCH				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	SECOND CLASS		SECOND CLASS		
	356 Freight	355 Freight	356 Freight	355 Freight							
							STATIONS				
JPXY				8.35PM	R TUCANNON 0.0	A 8.25PM					
JWXY				A 8.45PM	D STARBUCK SA 3.8	8.15PM					
19					RELIEF 9.3						
					(9.3)						
	(0.10) 22.8			Thru Time	(0.10) 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				WALLULA BRANCH				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		
	345 Freight	Daily	65 Passenger	Daily			66 Passenger	346 Freight	Daily	Daily	
											STATIONS
BKOPVWXY	12.01 PM		4.00 AM		DN-R WALLULA JN	0.0	A 11.35 PM	A 7.00 AM			
11	12.17		f 4.15		7.5 REESE	7.5	f 11.20	6.25			
29 PWX	12.35		s 4.30		D TOUCHET CH	15.0	s 11.05	6.10			
12	12.45		f 4.41		4.3 LOWDEN	19.3	f 10.55	6.00			
10	12.55		f 4.52		4.7 WHITMAN	24.0	f 10.45	5.50			
17 X	1.05		f 5.03		4.6 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					
BKOPTVWXYZ	A 1.30 PM		A 5.15 AM		DN-R 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.....						

(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 6(A), Page 31.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS		SECOND CLASS		
	365 Freight	Daily Except Sunday	361 Freight	Daily			362 Freight	366 Freight	Daily	Daily	
											STATIONS
27 X					ALTO	83.0					
23					7.5 MENOKEN	75.5					
28 JWXX	12.45 PM				4.2 BOLLES	71.3	A 8.40 AM				
26 X	1.00				D PRESCOTT SY	66.7	8.28				
21	1.40				13.1 VALLEY GROVE	53.6	7.52				
					6.4 N. P. CROSSING	47.2					
M					0.6 W. W. V. RY. CROSSING	46.6					
BKOPTVWXYZ	A 2.00 PM		3.00 AM		DN-R WALLA WALLA Z BU	46.1	A 10.30 AM	7.30 AM			
M					1.9 W. W. V. RY. CROSSING	44.2					
24			3.20		4.3 SPOFFORD	39.9	10.05				
M					3.6 W. W. V. RY. CROSSING	36.3					
29 VWX			4.00		D MILTON CO	36.2	9.50				
50			4.32		9.5 BLUE MOUNTAIN	26.7	9.05				
20			4.45		3.3 DOWNING	23.4	8.50				
20 WX			5.15		D ATHENA CN	17.2	8.30				
41			5.30		6.2 ADAMS	12.6	8.15				
15			5.40		2.6 BLAKELEY	10.0	8.05				
26			6.05		6.0 SAXE	4.0	7.45				
BKQVWXYZ	A 6.30 AM				DN-R PENDLETON FD	0.0	7.30 AM				
					(83.0)		Daily	Daily Except Sunday			
	(1.15) 20.1		(3.30) 13.4		..... Thru Time.....		(3.00) 15.4	(1.10) 21.6			
					..... Average Speed per Hour.....						

(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	Mile Post	FIRST CLASS		SECOND CLASS		
	387 Freight	Daily Except Saturday	67 Passenger	Daily			68 Passenger	388 Freight	Daily	Daily	
											STATIONS
BKOPTWXYZ	9.30 PM		9.55 AM		DN-R TEKOA K	0.0	A 4.20 PM	A 9.30 PM			
25	9.50		f 10.07		6.9 LOVELL	6.9	f 4.08	8.50			
17 VX	10.15		s 10.24		D PLUMMER MR	15.3	s 3.48	8.10			
22 TWX	10.50		s 10.39		7.5 CHATCOLET	22.8	f 3.28	7.45			
40 WX	11.20		s 10.55		7.7 HARRISON	30.5	s 3.12	7.20			
43	11.35 PM		s 11.00		D SPRINGSTON RC	34.0	s 3.05	7.10			
20	12.25 AM		s 11.18		11.3 LANE	45.3	s 2.44	6.42			
33	12.40		s 11.24		3.8 ROSE LAKE	49.1	s 2.37	6.32			
30	1.10		s 11.39 AM		8.6 CATALDO	57.7	f 2.24	6.10			
JWX			f		9.5 BRADLEY	67.2	f				
25 BKOX	A 2.20 AM		s 12.02 PM		D-R KELLOGG-WARDNER DN	69.2	s 2.05	5.40 PM			
31			s 12.15		2.0 OSBURN	75.8	f 1.52				
BKTVWXXZ			A 12.30 PM		D-R WALLACE WC	80.2	1.45 PM				
					0.2 N. P. CROSSING	80.4					
					0.2 N. P. CROSSING	80.6					
JX					0.1 WALLACE JCT.	80.7					
5 VWX					6.2 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.....						

(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		FIRST CLASS		Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS		SECOND CLASS		Time-Table No. 5 September 11, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	367 Freight	Tuesday and Friday	365 Freight	Daily Except Sunday			366 Freight	368 Freight	Daily	Daily						
													STATIONS			
29 T	1.15 PM				TURNER	24.8		A 1.15 PM		JWX			BRADLEY	0.0		
25	1.24				2.1 WHETSTONE	22.7		1.04		X			3.2 END OF TRACK	3.2		
26 VWXY	A 2.05 PM	12.01 PM			D DAYTON DA	13.1	A 9.15 AM	12.25 PM					(3.2)			
					0.09 N. P. CROSSING	13.0										
					0.01 N. P. CROSSING	13.0										
JX		12.03 PM			0.1 DAYTON JCT.	12.9	9.13 AM									

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

JX 12.30 PM R WAITSBURG JCT. 5.2 8.53 AM  
 28 X 12.34 D WAITSBURG BG 3.5 8.49  
 28 JWXX 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.....

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 No. 368 arriving at Turner will run as No. 367 Turner to Dayton.  
 For stations not shown on schedule pages, see page 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
<b>Second Subdivision</b>				<b>Tekoa-Ayer Branch</b>			
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	48 P	Both	Sutton.....	48.0	46	Both
Thorn Hollow.....	232.1	14 P	Both	Thera..... (7).....	64.8	15	Both
North Fork.....	251.4	16 P	West	Glenwood.....	83.5	13	Both
				Walters.....	98.6	10	Both
<b>Third Subdivision</b>				<b>Tucannon Branch</b>			
Seufert.....	87.7	13	West	Powers.....	2.7	4	Both
Dillon.....	93.5	14	West	<b>Spokane-Tekoa Branch</b>			
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
<b>Fourth Subdivision</b>				<b>Pleasant Valley Branch</b>			
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	<b>Pomeroy Branch</b>			
Viento.....	55.2	.....	None	Houser.....	19.1	1	Both
<b>Kenton Line</b>				<b>Moscow Branch</b>			
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.)	Both
Reynolds.....	20.0	40 P	West	Whitlow.....	20.5	1	Both
		{ 126	West	Holland.....	21.4	8	Both
<b>Sixth Subdivision</b>				<b>Connell Branch</b>			
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
<b>Joseph Branch</b>				<b>Pendleton Branch</b>			
Island City..... (3).....	2.6	12	Both	Havana.....	6.9	11	Both
Conley..... (3).....	5.9	6	Both	Weston.....	20.9	66	East
Rondowa.....	37.2	7	Both	Bade.....	30.2	13	Both
Vincent..... (3).....	40.6	2	East	Barrett.....	33.1	10	Both
Minam..... (4).....	47.1	12 W (M. P.)	Both	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
<b>Pilot Rock Branch</b>				<b>Wallace Branch</b>			
McBee.....	2.8	2	East	Langdon.....	43.6	12	Both
Lens.....	11.2	4	East	Russell.....	51.8	11	Both
<b>Grass Valley Branch</b>				<b>Hadley Branch</b>			
Sandon.....	15.6	8	Both	Hadley.....	56.5	19	Both
Hay Canyon.....	19.2	{ 12	East	Berryman.....	59.8	9	Both
De Moss.....	23.9	15	West	Ennis.....	60.9	10	Both
Erskine.....	31.3	12	Both	Robinson.....	67.6	2	Both
Bourbon.....	45.8	9	Both	McCall.....	69.4	2	Both
		8	Both	McKay.....	78.6	6	Both
<b>Grays Harbor Branch</b>				<b>Dayton Branch</b>			
Raisch.....	2.6	7	Both	Tilma.....	2.1	1 X	Both
Galvin..... (5).....	5.0	23 P	Both	Watt.....	12.1	18	Both
Baleh..... (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 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
<b>Yakima Branch</b>				<b>Smeltonville Branch</b>			
Grosscup.....	28.2	8	Both	Smeltonville..... (8).....	66.3	.....	None
Biggam..... (6).....	48.3	10	Both	Shont..... (8).....	72.8	3	Both
Flint.....	83.6	18	Both	Poloris.....	74.6	42	East
				Gem.....	84.1	5 X	Both
				Frisco.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both

(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 "Frnt."**—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 "Frnt." 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.	Frnt.		Str.	Psg.	Frnt.		Str.	Psg.	Frnt.
Maximum speed, except ATC territory.	75	75	45	Steam engines running backward.	20	20	20	Within yard limits:			
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	On main line and on branch between Spokane and Manito	50	40	25
Motor trains and inspection bus cars.		40	40	When caboose is handled in train consisting of passenger train equipment.		55		On other branch lines.	30	15	
3800 class engines.		60	45	MacArthur type engines with 63-inch drivers.		55	45	Through tunnels.	40	40	25
3900 class engines.		65	45	MacArthur type engines with 57-inch drivers.		35	35	When using cross-overs or turn-outs:			
5000 class engines.		50	45	3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35	9000 class engines;			
4000 and 9000 class engines.		45	40	0-6-0 and 0-8-0 type yard engines.		20	20	Forward movement.		10	10
When caboose is handled in train consisting of passenger train equipment.				C. M. St. P. & P. class N3-S engines.		50	40	Back-up movement.		6	6
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern).				C. M. St. P. & P. class L engines.		35	35	All other classes engines;		15	15
Backing up pulling train.				C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35	Forward movement.		15	15
Backing up light.				C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25	Back-up movement.		10	10
Diesel switch engines in road service.				C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35	When using No. 14 turn-outs at power operated switches (CTC Territory).		25	20
Trains handling company roadway machines on their own wheels.								When using No. 14 turn-outs at end of double track.		25	20
Jordan spreaders and other machines of spreader type, when in operation.								On tracks other than main tracks.		15	15
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.								Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.		20	20
Through truss bridges.								9000 class engines on wyes.			5
Trains handling scale test cars: On main line.								Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
On branch lines.								On main line.			25
								On branch line.			15
								(Slower speed must be observed where conditions require.)			

**FIRST SUBDIVISION**

<b>Huntington</b>				Between M.P. 382.0 and 381.3.	45	35	25	<b>Weatherby</b>			
Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 381.2 and 380.7.	60	50	40	Between M.P. 377.1 and 372.8.	35	30	20
Between M.P. 388.8 and 386.4.	35	30	20	Between M.P. 380.5 and 380.3.	45	35	25	Between M.P. 371.0 and 370.7.	70	60	45
Between M.P. 385.2 and 384.3.	30	25	20	Between M.P. 380.1 and 379.8.	55	45	35	<b>Durkee</b>			
				Between M.P. 379.5 and 379.3.	60	50	40	Between M.P. 366.5 and 366.3.	70	60	25
<b>Lime</b>				Between M.P. 379.0 and 378.6.	35	30	20	Descending grade, M. P. 365.0 to Durkee.			25
High line track and connection.			10	Between M.P. 378.3 and 378.1.	35	30	20	Between M.P. 364.5 and 364.1.	35	30	20
Between M.P. 383.9 and 383.8.	70	60	45					Between M.P. 363.6 and 362.1.	45	35	20
Between M.P. 383.2 and 383.0.	70	60	45					<b>Oxman</b>			
Between M.P. 382.6 and 382.3.	60	50	40					Between M.P. 360.2 and 355.9.	30	25	20
								Descending grade, Pleasant Valley to M.P. 365.0.	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.
<b>Pleasant Valley</b> Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 345.2 and 344.5.	70	60	45	<b>Telocaset</b> Descending grade, Telocaset to Union Jct.	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	<b>Baker</b> Over street crossings within city limits.	15	15	15	Between M.P. 310.4 and 309.7.	45	35	25
<b>Encina</b> Between M.P. 349.8 and 348.4.	30	25	20	Between M.P. 342.6 and 341.2.	20	20	20	<b>Crooks</b> Between M.P. 309.3 and 307.4.	55	45	25
<b>Quartz</b> 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	<b>La Grande</b>			

**SECOND SUBDIVISION**

<b>La Grande</b> Between M.P. 290.1 and 289.6.	20	20	20	<b>Duncan</b> Between M.P. 249.5 and 247.2.	35	30	20	<b>Gibbon</b> 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
<b>Hilgard</b> 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. 242.7 and 242.5.	60	50	40	<b>Minthorn</b> Between M.P. 223.8 and 222.8.	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. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 240.6 and 240.3.	70	60	45	Between M.P. 219.0 and 217.7.	60	50	40
<b>Huron</b> Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 240.2 and 240.0.	30	25	20	<b>Munra</b> Between M.P. 217.7 and 216.5.	45	35	25
				Between M.P. 240.0 and 238.3.	55	45	35	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12
				Between M.P. 251.9 and 251.4.	60	50	40	Over other street crossings within city limits.	20	20	20
Between M.P. 251.2 and 251.0.	35	30	20	<b>Bonifer</b> Between M.P. 238.3 and 236.6.	35	30	20	Over Umatilla River bridge.	20	20	20
Between M.P. 250.6 and 249.9.	70	60	45								

**THIRD SUBDIVISION**

<b>Rieth</b> Between M.P. 210.0 and 209.6.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40	<b>Echo</b> 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
<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60	50	40	<b>Nolin</b> 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. 197.3 and 196.7.	60	50	40
Between M.P. 206.2 and 205.8.	70	60	45	Between M.P. 195.6 and 195.4.	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	<b>Stanfield</b> Between M.P. 188.3 and 188.0.	60	50	40	Between M.P. 194.5 and 193.7.	45	35	25
Between M.P. 204.0 and 202.2.	60	50	40					Between M.P. 187.5 and 187.3.	70	60	45
Between M.P. 201.6 and 201.5.	70	60	45								

**THIRD SUBDIVISION (Continued)**

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

**FOURTH SUBDIVISION**

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

**FOURTH SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Oneonta</b> Between M.P. 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	<b>Fairview</b> Between M.P. 12.0 and 10.9.	60	50	40	Between Albina and Portland, backing up.	8		
<b>Bridal Veil</b> Between M.P. 25.9 and 25.5.	70	60	45	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25	Between Albina and East Portland, 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 Wilamette River Bridge.	8	8	8
Between M.P. 24.0 and 23.8.	55	45	35	<b>Graham</b>				Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6
<b>Rooster Rock</b> Between M.P. 22.4 and 21.3.	60	50	40	<b>Kenton Line</b> Between Troutdale and Kenton.	45	45	35				
Between M.P. 21.3 and 21.1.	40	40	25	Between M.P. 22.0 and 19.5.	45	40	25				
Between M.P. 21.1 and 20.1.	60	50	40	<b>Troutdale</b> 2-10-2 class engines using lead and other tracks in Alcoa plant.			6				
Between M.P. 18.5 and 18.2.	60	50	40								
Between M.P. 17.9 and 14.8.	70	60	45								

**FIFTH SUBDIVISION**

<b>Argo</b> Over slip 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	<b>Argo Yard</b> All Turnouts.			10
				<b>Seattle</b> Over Spokane St. Crossing.	10	10	10				

**SIXTH SUBDIVISION**

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

**SIXTH SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Cheney</b> 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	<b>Spokane</b> , through Union Station limits.	15	15	15
Between M.P. 354.0 and 363.8 on curves.	60	50	35	<b>West Spokane</b> , 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.

<b>Joseph Branch</b> 3-degree curves.			20	<b>Grays Harbor Branch</b> Maximum speed.	40	35	Between M.P. 117.8 and 117.9.	45	30
4- and 5-degree curves.			15	3-degree curves.	25	20	Between M.P. 118.1 and 118.3.	35	25
On curves of 6 degrees and over.			10	4- and 5-degree curves.	20	15	Between M.P. 118.5 and 119.7.	30	20
Between La Grande and M.P. 13.0.			25	On curves of 6 degrees and over.	15	10	Between M.P. 120.2 and 120.4.	35	25
Between M.P. 13.0 and 25.0.			30	Trains handling rock.		25	Between M.P. 120.7 and 121.4.	35	25
Between M.P. 25.0 and 55.0.			25	Preacher's Slough to M.P. 47.0.	10	10	Between M.P. 121.6 and 121.9.	30	20
Between M.P. 55.0 and 72.0.			30	Aberdeen, within city limits.	20	20	Between M.P. 122.1 and 122.5.	35	25
Between M.P. 72.0 and Joseph.			25	Aberdeen, over Boone St. Crossing.	5	5	Between M.P. 122.9 and 123.2.	50	30
<b>Pilot Rock Branch</b>			15	Aberdeen, over other street crossings.	10	10	<b>Latah</b> Between M.P. 123.4 and 124.5.	25	20
<b>Hepner Branch</b> Maximum speed.			25	Cosmopolis, within city limits.	20	15	Between M.P. 125.1 and 125.7.	35	25
3-degree curves.			20	Cosmopolis, with logs within city limits.		8	Between M.P. 127.5 and 128.4.	35	25
4- and 5-degree curves.			15	<b>Tono Branch</b> Maximum speed.		15	Between M.P. 129.6 and 130.6.	35	25
On curves of 6 degrees and over.			10	4- and 5-degree curves.		15	Between M.P. 130.8 and 131.0.	50	30
<b>Condon Branch</b> Maximum speed.			25	On curves of 6 degrees and over.		10	<b>Fairfield</b> Over street crossings.		25
3-degree curves.			20	<b>Olympia Branch</b> Maximum speed.		20	Between M.P. 132.6 and 132.8.	45	30
4- and 5-degree curves.			15	4- and 5-degree curves.		15	Between M.P. 133.3 and 134.6.	30	20
On curves of 6 degrees and over.			10	On curves of 6 degrees and over.		10	Between M.P. 135.3 and 136.3.	35	25
<b>Spokane-Tekoa Branch</b> East Spokane through Interlocking.			15	<b>Darknell</b> Between M.P. 136.6 and 139.2.		25	20		
Between Spokane and Manito.	70	60	35	<b>Rockford</b> Between M.P. 139.4 and 139.7.		45	30		
Between Manito and Tekoa.		50	30	Between M.P. 139.8 and 140.4.		45	30		
On 3-degree curves.		50	30	Between M.P. 141.0 and 141.2.		35	25		
On 4-degree curves.		45	30	Between M.P. 142.6 and 143.2.		30	20		
On 5- and 6-degree curves.		35	25	<b>Manito</b> Between M.P. 144.4 and 144.6.	60	50	35		
On 7- and 8-degree curves.		30	20	Between M.P. 145.5 and 146.0.	55	45	35		
On curves of 7 degrees and over with 2-10-2 type engines.		25	20	Between M.P. 146.2 and 146.4.	60	50	35		
On 9- and 10-degree curves.		25	20	Between M.P. 146.9 and 147.2.	60	50	35		
<b>Tekoa</b> Between M.P. 117.2 and 117.5.	25	20		<b>Freeman</b> Between M.P. 147.3 and 148.8.	45	35	25		
Between Thornberry and Biggs, on descending grades.		10		Between M.P. 149.1 and 149.2.	60	50	35		

BRANCHES (Continued)									
Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Str.	Psgr.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
<b>Mica</b> Between M.P. 150.5 and 151.9.	35	30	20	Between M.P. 27.1 and 27.2.	30	20	<b>Farmington</b> 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	<b>Pleasant Valley Branch</b> Maximum speed.		25
Between M.P. 153.2 and 153.9.	35	30	20	<b>Hay</b> 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	<b>Tucannon Branch</b> 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	<b>Jerita</b> 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	<b>Pendleton Branch</b> Maximum speed.	30	30
Spokane, through tunnel.	15	15	15	<b>Sutton</b> 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	<b>Thera</b> 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
<b>Tekoa-Ayer Branch</b> Maximum speed.		50	30	<b>Diamond</b> 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	<b>Mockonema</b> 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	<b>Colfax</b> Over street crossings.	12	12	<b>Pendleton</b> 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. 78.4 and 78.5.	30	20
On 7- and 8-degree curves.		30	20	Between M.P. 78.4 and 78.5.	30	20	Between M.P. 79.8 and 80.7.	30	20
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. 81.5 and 82.3.	25	20
On 9- and 10-degree curves.		25	20	Between M.P. 81.5 and 82.3.	25	20	Between M.P. 82.9 and 83.4.	25	20
<b>Ayer</b> Between M.P. 14.0 and 14.1.		35	25	Between M.P. 82.9 and 83.4.	25	20	<b>Athena</b> Over street crossings.	15	15
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 20.9 and 21.3.	30	25
Between M.P. 17.1 and 17.2.		15	15	<b>Glenwood</b> Between M.P. 83.7 and 84.5.	30	20	<b>Downing</b> Between M.P. 24.0 and 24.5.	25	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 83.7 and 84.5.	30	20	Between M.P. 25.4 and 26.2.	25	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 87.6 and 88.9.	30	20	<b>Blue Mountain</b> Between M.P. 29.0 and 29.4.	25	20
Between M.P. 19.7 and 19.9.		25	20	Between M.P. 87.6 and 88.9.	30	20	Between M.P. 29.8 and 30.1.	25	20
Between M.P. 23.6 and 23.7.		30	20	Between M.P. 89.1 and 89.4.	25	20	Between M.P. 30.3 and 30.4.	25	20
Between M.P. 24.5 and 25.0.		35	25	<b>Elberton</b> Over street crossings.	25	25	Between M.P. 31.2 and 31.7.	25	20
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 91.0 and 91.9.	25	20	Between M.P. 32.2 and 32.4.	25	20
				Between M.P. 92.4 and 92.9.	30	25	Between M.P. 32.7 and 32.9.	25	20
				Between M.P. 95.6 and 95.8.	30	25	<b>Milton</b> Over street crossings.	15	15
				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. 101.1 and 101.5.	30	25			
				Between M.P. 102.0 and 102.4.	30	25			
				<b>N. P. Crossing</b> Between M.P. 104.6 and 104.9.	30	20			

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

**BRANCHES (Continued)**

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

**Standard clocks are located as shown below:**

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

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.....	Portland or beyond,	
18	North Powder.....	Tuesdays only.	
18	Haines.....		
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	