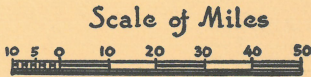


NORTHWESTERN DISTRICT
OREGON DIVISION
 CORRECTED TO AUGUST 1st. 1949



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.

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				
	Daily	Daily	Daily	Daily	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 ¹²	9.36 ²⁶	6.42	DURKEE	368.9	7.48	s 9.36 ²⁵	6.00 ¹⁷	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 ¹⁸	ENCINA	351.9	7.16 ¹¹	9.03	5.27	1.04				
107 P	12.56 ¹⁰⁶	6.42	10.22	7.24	QUARTZ	347.3	7.08	8.55	5.19	12.56 ¹⁰⁵				
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	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	DN 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 ²⁶	SAGO	315.5	6.29	8.04 ¹¹	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	DN 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				
	(2.20)	(2.35)	(3.00)	(2.35)			(2.30)	(3.20)	(2.30)	(2.20)				
	42.7	38.5	33.2	38.5	..... Thru Time		39.8	29.9	39.8	42.7				
					..... Average speed per hour									

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	
	Daily Except Sunday				
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)		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 6(A), Page 31.	Time-Table No. 5 September 11, 1949	Mile Post	STATIONS		
			STATIONS		
			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 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		
	Daily	Daily	Daily	Daily	Daily	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 PWXY		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 PWXY EB 74		9.47	f 1.53	10.28	3.25	DUNCAN	248.5	4.15		5.20	2.22	10.20		
106 P		10.09 ¹⁰⁶	2.09 ¹²	10.40	3.35	BONIFER	239.5	4.03		5.08	2.09 ²⁵	10.09 ¹⁷		
WB 78 PWXY 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 ¹⁸	HOMLY	229.6	3.48 ¹⁰⁵		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 ²⁶	DN PENDLETON FD	215.6	3.25	A 3.00AM	4.35 ¹⁰⁵	1.35	9.38		
BJKOP 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)	Daily	Daily	Daily	Daily	Daily	Daily		
	(0.10)	(3.51)	(2.55)	(2.40)	(2.25)	..... Thru Time		(3.05)	(0.10)	(2.50)	(2.40)	(2.17)	
	21.6	20.2	26.7	29.1	32.2	..... Average speed per hour		25.2	21.6	27.5	29.1	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 Sec. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS						Time-Table No. 5 September 11, 1949	STATIONS	
	257	151	299	62	25	11	105	19	17			
	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	BJKO PTWX	10.00PM		2.00AM	11.50PM	3.10PM	11.35AM	4.35AM		12.01AM	DN-R RIETH 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		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	3.35	11.57AM	4.54		12.35	DN ECHO HI	
94	P	10.56		3.36	12.25	3.41	12.02PM	4.58		12.42	STANFIELD ND	
	JP	11.03		A 3.42AM	12.30AM	3.48	12.06	5.02		12.50	DN HINKLE UK	
99	P	11.10				3.53	12.09	5.05		12.56	WESTLAND 2.9	
	P	11.16				s 3.57	12.12	5.07		f 1.02	ORDNANCE 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 FC	
98	P	11.43	10.50			4.19	12.30	5.20	2.48	1.36	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	3.00 ¹⁹⁶	1.53	BOULDER 3.9	
19	JP	12.05AM	11.18			4.35	12.44	5.32	3.05	1.58	N HEPPNER JCT. WI	
100	P	12.07	11.44 ¹²			4.38	12.45	5.33	3.07	2.00	WILLOWS 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 MX	
100	P	1.36	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 QN	
100	P	2.07	12.55			5.20	1.18	6.00	3.45	2.50	HOOK 4.6	
99	P	2.12	1.01			5.25	1.22	6.03	3.49	2.54	GOFF 3.6	
104	PW	2.17	1.25 ¹¹			5.29	1.25	6.06	3.53	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 BX	
54	P (W 101.7)	2.34	1.52			5.45	1.38	6.18	4.06	3.13	MILLER 3.4	
50	P	2.40	1.59			5.49	1.41	6.23	4.10	3.17	CELILO 3.7	
	JPV	2.43	2.03			5.52	1.43	6.25	4.12	3.19	D OREGON TRUNK JCT. VO	
74	P	2.48	2.10			5.59	1.46	6.28	4.16	3.23	DUNE 1.6	
	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 DK-WH	

(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.

WESTWARD			THIRD SUBDIVISION							EASTWARD			
Car Capacity of Seating Sec. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS						Time-Table No. 5 September 11, 1949	STATIONS		
	18	61	26	12	106	20	198	262	258			264	
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight			Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	DN-R RIETH RI	212.0	A 2.40AM	A 2.50AM	A 4.05AM	A 1.15PM	A 9.23PM				A 11.00AM	A 2.00PM	A 11.50PM ⁶²
	BARNHART 4.8	208.3	2.31 ²⁹⁹	2.40 ²⁹⁹	3.50	1.02	9.16				9.30	1.38	10.40
	CAMPBELL 4.6	203.5	2.25	2.34	3.42	12.55	9.11				9.00	1.25	10.25 ²⁵⁷
	NOLIN 6.3	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 2.9	180.6	1.58		3.05	12.26	8.47				7.10		9.15
	ORDNANCE RN	177.7	1.55		s 2.58	s 12.22	8.44				7.00		9.05
	MUNLEY 5.8	175.8	1.53		2.54	12.17 ¹¹	8.42 ²⁶⁴				6.55		8.42 ¹⁰⁶
	CLARKE 4.8	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 3.9	162.2	1.36 ¹⁷		2.34	11.59AM	8.30	1.12	3.15	6.03	6.03		7.41
	CASTLE 6.2	158.3	1.32		2.29	11.56	8.27	1.08	3.10	5.57	5.57		7.35
	BOULDER 3.9	152.1	1.25		2.21	11.50	8.21	1.01	3.00 ¹⁹	5.47	5.47		7.26
	N HEPPNER JCT. WI	148.2	1.21		2.16	11.46	8.17	12.57	2.38	5.40	5.40		7.18
	WILLOWS 4.6	147.0	1.19		2.13	11.44 ¹⁵¹	8.16	12.55	2.36	5.33 ¹⁰⁵	5.33		7.15
	SILICA 3.9	142.4	1.14		2.06 ¹⁷	11.39	8.12	12.50	2.30	5.00	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	4.45		6.55
	GILMORE 4.7	134.0	12.58		1.36 ²⁵⁷	11.27	8.04	12.32	1.52	4.33	4.33		6.45
	BLALOCK 6.1	129.3	12.53		1.31	11.22	8.00	12.27	1.45 ²⁵⁷	4.26	4.26		6.37
	N QUINTON QN	123.2	12.46		1.24	11.16	7.55	12.21	1.36	4.17	4.17		6.25
	HOOK 4.6	118.6	12.41		1.19	11.11	7.51	12.16	1.29	4.10	4.10		6.19
	GOFF 3.6	115.0	12.37		1.15	11.07	7.48	12.12	1.24	4.05	4.05		6.13
	DAY 2.3	111.7	12.34		1.11	11.04	7.45	12.08	1.19	3.53 ¹⁹	3.53		6.07
	RUFUS 2.8	109.4	12.32		1.08	11.01	7.43	12.05	1.16	3.38	3.38		6.02
	GRANT 2.7	106.6	12.29		1.04	10.58	7.40	12.02AM	1.12	3.34	3.34		5.56
	DN BIGGS BX	103.9	12.26		1.01	10.55	7.37	11.59PM	1.08	3.30	3.30		5.50
	MILLER 3.4	100.5	12.23		12.57	10.51	7.34	11.55	1.03	3.23	3.23		5.40
	CELILO 3.7	96.8	12.19		12.52	10.47	7.30	11.51	12.58	3.16	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	3.12		5.26
	DUNE 1.6	91.9	12.14		12.45	10.42	7.25	11.45	12.50	3.05	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	2.45AM		5.00PM

..... Thru Time.....	(2.35)	(0.39)	(3.30)	(2.40)	(2.06)	(1.41)	(2.40)	(8.15)	(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										EASTWARD									
SECOND CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS		SECOND CLASS					
151	257	458	25	11	105	19	402	17	151	257	458	25	11	105	19	402	17	151	257	458	25	11	105	19	402	17			
Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
BKOPT WXZ	4.00PM	4.00AM		6.25PM	2.00PM	6.40AM	4.35AM		3.40AM																				
P	4.10	4.15		6.30	2.06	6.45	4.42		3.48																				
110 P	4.22	4.25		6.36	2.13	6.50	4.50		3.56																				
63 P	4.31	4.32		6.41	2.18	6.54	4.55		4.01																				
63 P	4.45	4.41		6.56 ¹⁰⁶	2.23	6.58	5.00		4.06																				
WB 72 EB 107 KPVWX	5.00	4.52		7.08	2.35	7.08	5.15		4.20																				
80 P	5.15	5.00		7.13	2.42	7.13	5.23		4.28																				
98 P	5.35	5.15		7.22	2.50 ²⁶⁴	7.20	5.32		4.37																				
104 PW	5.45	5.37 ¹⁹		7.26	2.55	7.24	5.37 ²⁵⁷		4.42																				
102 P	5.55	5.48		7.31	2.59	7.28	5.42		4.47																				
97 P	6.22 ¹⁰⁶	5.54		7.37	3.04	7.33	5.48		4.53																				
116 PW	7.00	6.00		7.43	3.09	7.38	5.54		5.00																				
99 P	7.49 ²⁵	6.08		7.49 ¹⁵¹	3.15	7.44	6.00		5.07																				
60 P	8.10	6.12		7.53	3.18	7.47	6.04		5.12																				
100 PZ	8.30	6.20		8.01	3.24	7.51	6.10		5.19																				
98 P	8.40	6.27		8.07	3.29	7.55	6.14		5.24																				
59 P	8.50	6.35		8.12	3.33	7.59	6.19		5.30																				
157 JJPW	9.05PM	6.45AM		8.18	3.40	8.03	6.26		5.36																				
51 P				8.23	3.42	8.05	6.29		5.40																				
53 P				8.30	3.49	8.12	6.37		5.47																				
28 PX				8.35	3.54	8.17	6.42		5.52																				
17 PX				8.40	3.58	8.20	6.46		5.56																				
JJPVXY				9.09PM	8.44	4.02	8.22	6.49	6.37AM																				
BIKPV				9.15PM	9.00PM	4.15PM	8.30AM	7.00AM	6.45AM	6.15AM																			
	(5.05)	(2.45)	(0.06)	(2.35)	(2.15)	(1.50)	(2.25)	(0.08)	(2.35)																				
	13.8	25.5	5.0	33.2	38.1	46.8	35.5	3.6	33.2																				

WESTWARD				UMATILLA LINE				EASTWARD			
SECOND CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
151	299	19	62	20	61	198	258	20	61	198	258
Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Passenger	Passenger	Time Freight	Time Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
JP	3.42		12.30AM								
95 P	3.52		12.38								
BJKOPTWXY	10.00AM	4.05AM	2.20AM	12.50AM							
62 P	10.15		2.27								
63 P	10.23		2.31								
63 P	10.30		2.37								
99 JPWY	10.45AM		2.45AM								
	(0.45)	(0.23)	(0.25)	(0.20)				(0.29)	(0.16)	(0.40)	(0.36)
	24.3	25.6	43.7	29.4				37.7	36.8	27.3	16.3

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

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

WESTWARD										FOURTH SUBDIVISION										EASTWARD									
SECOND CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS		SECOND CLASS					
12	457	106	20	18	26	401	264	262	12	457	106	20	18	26	401	264	262	12	457	106	20	18	26	401	264	262			
Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	Time Freight	Time Freight			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
BKOPT WXZ	10.30AM		As 7.17PM	A11.30PM	A11.59PM	A12.25AM																							
P	10.24		7.10	11.25	11.53	12.15																							
110 P	10.18		7.05	11.19	11.47	12.09																							
63 P	10.13		7.00	11.14	11.42	12.04AM																							
63 P	10.07		6.56 ²⁵	11.08	11.36	11.58PM																							
WB 72 EB 107 KPVWX	10.00		6.48	11.00	11.28	11.50																							
80 P	9.52		6.40	10.50	11.18	11.40																							
98 P	9.44		6.33	10.42	11.10	11.31																							
104 PW	9.40		6.30	10.38	11.06	11.27																							
102 P	9.35		6.26	10.33	11.01	11.22																							
97 P	9.30		6.22 ¹⁵¹	10.28	10.56	11.17																							
116 PW	9.24		6.17	10.22	10.51	11.12																							
99 P	9.17		6.12	10.16	10.45	11.06																							
60 P	9.13		6.09	10.13	10.42	11.02																							
100 PZ	9.08		6.04	10.07	10.36	10.56																							
98 P	9.04		6.00	10.03	10.32	10.51																							
59 P	9.00		5.56	9.59	10.28	10.47																							
157 JJPW	8.55		5.53	9.55	10.24	10.43																							
51 P	8.51		5.51	9.53	10.22	10.36																							
53 P	8.44		5.46	9.46	10.15	10.28																							
28 PX	8.41		5.41	9.42	10.11	10.24																							
17 PX	8.36		5.36	9.36	10.06	10.19																							
JJPVXY	8.33		5.33	9.33	10.03	10.15																							
BIKPV	8.30AM		5.30PM	9.30PM	10.00PM	10.10PM																							
	(2.00)	(0.04)																											

WESTWARD										SIXTH SUBDIVISION					Time-Table No. 5
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					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	September 11, 1949						
BKPVX				9:40PM	9:30PM		1:55AM		DN-R SPOKANE DS AU						
BKOPTWXZ	7:50PM			9:49 ⁹⁸	9:34		2:01		WEST SPOKANE						
48 P	8:05			9:55	9:39 ⁹⁸		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 ⁹⁸			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 ¹⁹			11:10PM	10:46 ¹⁵¹		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 ²⁰				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	7:15 ²⁹⁸	A 2:30AM ⁶²			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 ⁶²		1:29 ⁶²		SAND						
95 P	8:35				1:50		1:38		RIVERVIEW						
BJKOP TWXY	A 9:00AM				2:05 ²⁰ AM		1:50AM		DN-R UMATILLA CS UY						
									(184.5)						

WESTWARD										SIXTH SUBDIVISION					Time-Table No. 5
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS					STATIONS						
	62	20	64	96	98	392	298	364							
	Passenger	Passenger	Passenger	CMStP&P Passenger	CMStP&P Streamliner Passenger	Freight	Freight	Freight							
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	September 11, 1949						
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				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		63 Passenger				64 Passenger		364 Freight		
	Daily		Daily								
STATIONS											
BKOPTVWXYZ		9.30PM		8.30PM	DN-R YAKIMA NY	98.0	A 7.40AM		A11.55PM		
39 X		9.40		8.36	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	88.8	f 7.13		10.40		
18 PV		10.05		f 8.54	SAWYER	84.5	f 7.07		10.30		
40 PV		10.15 ³⁶⁴		s 8.59	BUENA BA	81.6	s 7.00		10.15 ³⁶³		
74 PVX		10.25		s 9.06	ZILLAH AH	78.5	s 6.53		9.55		
53 P		10.48		f 9.14 ³⁶⁴	GRANGER	73.4	f 6.41		9.14 ⁶³		
52		11.05		f 9.23	EMERALD	67.2	f 6.28		8.50		
35 JPXY		11.15		9.55	MIDVALE	63.6	6.20		8.36		
51 PVWX		11.35		s10.07	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	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	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			
	Average Speed per Hour.....										

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		FIRST CLASS		
	63 Passenger		83 Passenger				64 Passenger		84 Passenger		
	Daily		Daily								
STATIONS											
35 JPXY		9.30PM		5.55AM	R MIDVALE	0.0	A 6.20AM	A 9.55PM			
PVX		A 9.40PM		A 6.05AM	D-R SUNNYSIDE SI	2.8	6.10AM	9.45PM			
					(2.8)		Daily	Daily			
	(0.10) 16.8	(0.10) 16.8	Thru Time.....				(0.10) 16.8	(0.10) 16.8			
	Average Speed per Hour.....										

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 83 is superior to No. 64 and No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.
 No. 64 arriving at Midvale will run as No. 83 Midvale to Sunnyside and as No. 64 Sunnyside to Midvale.
 For stations not shown on schedule pages, see page 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				73 Passenger		61 Passenger					
	Daily Except Sunday		Monday Wednesday Friday				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					D FARMINGTON FM	104.5								
M					N. P. CROSSING	103.4								
38 VWX					D GARFIELD GR	95.1								
32 BJKMOWXY		9.50PM			ELBERTON	89.7								
M					D-R COLFAX CA	77.4	A 7.37AM		A 2.45PM					
14 East Spur X 16 West Spur X		10.10			G. N. CROSSING	77.3								
34		10.30			CREST	74.9	7.27		2.00					
29		10.50			MOCKONEMA	72.5	f 7.22		1.30					
27		11.30PM			DIAMOND	68.5	f 7.16		12.30PM					
63 JWXY		12.01AM			D ENDICOTT DI	57.9	s 7.00		11.45AM					
26 BJKOWXY		A 1.00AM			D-R WINONA WA	52.1	s 6.52		A 9.00AM	11.00				
42					D-R LA CROSSE JA	41.5	s 6.37		8.10AM	10.00AM				
44					JERITA	35.8	f 6.23							
60 JPVWXY					HAY	30.2	f 6.15							
M					DN-R RIPARIA XS	17.5	s 5.52	A 6.10AM						
10 JPXY		8.25PM			N. P. CROSSING	17.4								
41 X		8.30			R TUCANNON	12.6	s 5.42	s 5.58		A 8.35PM				
54 X		8.50			PATAHA	11.8	5.37			8.33				
BJKOPWXY		A 9.00PM			RIFTON	2.9	f 5.21	f 5.37		8.10				
					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 Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		SECOND CLASS		Time-Table No. 5 September 11, 1949	Mile Post	SECOND CLASS		SECOND CLASS		
	356 Freight		355 Freight				355 Freight		355 Freight		
	Sunday Tuesday Thursday										
STATIONS											
JPXY				8.35PM	R TUCANNON	0.0	A 8.25PM				
JWXY				A 8.45PM	D STARBUCK SA	3.8	8.15PM				
19					RELIEF	9.3					
					(9.3)		Monday Wednesday Friday				
	(0.10) 22.8	Thru Time.....				(0.10) 22.8	Average speed per hour.....				

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 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		65 Passenger				66 Passenger		346 Freight		
	Daily		Daily								
STATIONS											
BJKOPVWXY	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				
BJKOPTVWXYZ	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		361 Freight				362 Freight		366 Freight		
	Daily Except Sunday		Daily								
STATIONS											
27 X					ALTO		83.0				
23					7.5 MENOKEN		75.5				
26 JWXX	12.45 PM				4.2 BOLLES		71.3	A 8.40 AM			
28 X	1.00			D	13.1 PRESCOTT	SY	66.7	8.28			
21	1.40				6.4 VALLEY GROVE		53.6	7.52			
M					0.6 N. P. CROSSING		47.2				
BJKOPTVWXYZ	A 2.00 PM		3.00 AM	DN-R	0.5 W. W. V. RY. CROSSING	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	0.1 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	6.2 ATHENA	CN	17.2	8.30			
41			5.30		4.6 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			
BJKVWXYZ	A 6.30 AM			DN-R	4.0 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.....					

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		67 Passenger				68 Passenger		388 Freight		
	Daily Except Saturday		Daily								
STATIONS											
BJKOPTWXYZ	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	8.4 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		30.6	s 3.12	7.20		
43	11.35 PM		s 11.00	D	3.5 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		67.7	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	2.0 KELLOGG-WARDNER	DN	69.2	s 2.05	5.40 PM		
31			s 12.15		6.6 OSBURN		75.8	f 1.52			
BKTVWXXZ			A 12.30 PM	D-R	4.4 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				D	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		365 Freight				366 Freight		368 Freight							
	Tuesday and Friday		Daily Except Sunday													
STATIONS																
29 T	1.15 PM				TURNER		24.8		A 1.15 PM							
25	1.24				2.1 WHEATSTONE		22.7		1.04							
26 VWXY	A 2.05 PM	12.01 PM		D	9.6 DAYTON	DA	18.1	A 9.15 AM	12.25 PM							
					0.09 N. P. CROSSING		13.0									
					0.01 N. P. CROSSING		13.0									
JX		12.03 PM			0.1 DAYTON JCT.		12.9	9.13 AM								

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND 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
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	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
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.)	Both
Reynolds.....	20.0	40 P	West	Whitlow.....	20.5	1	Both
		{ 126	West	Holland.....	21.4	8	Both
Sixth Subdivision				Connell 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
Joseph Branch				Pendleton Branch			
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
Pilot Rock Branch				Wallace Branch			
McBee.....	2.8	2	East	Langdon.....	43.6	12	Both
Lens.....	11.2	4	East	Russell.....	51.8	11	Both
Grass Valley Branch				Hadley Branch			
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
Grays Harbor Branch				Dayton Branch			
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
Yakima Branch				Smelton Branch			
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. (4) Regular stop for Nos. 304-305. (7) Flag stop for Nos. 61-62.
 (2) Regular stop for No. 26. (5) Flag stop for Nos. 306-307. (8) Flag stop for Nos. 67-68.
 (3) Flag stop for Nos. 304-305. (6) Flag stop for Nos. 63-64. (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:			
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	Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern).			40	On other branch lines.	30	15	
When caboose is handled in train consisting of passenger train equipment.		55		3800 class engines.		60	45	Through tunnels.	40	40	25
3800 class engines.		60	45	3900 class engines.		65	45	When using cross-overs or turn-outs:			
5000 class engines.		50	45	4000 and 9000 class engines.		45	40	9000 class engines;			
MacArthur type engines with 63-inch drivers.		55	45	MacArthur type engines with 57-inch drivers.		35	35	Forward movement.			
MacArthur type engines with 57-inch drivers.		35	35	3500 class Mallet, Consolidation and Ten Wheeler type engines.		35	35	Backing up movement.			
0-6-0 and 0-8-0 type yard engines.		20	20	0-6-0 and 0-8-0 type yard engines.		20	20	All other classes engines;			
C. M. St. P. & P. class N3-S engines.		50	40	C. M. St. P. & P. class L engines.		35	35	Forward movement.	15	15	15
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	Backing up movement.	10	10	10
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	When using No. 14 turn-outs at power operated switches (CTC Territory).	25	20	20
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 end of double track.	25	20	20
								On tracks other than main tracks.	15	15	15
								Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
								9000 class engines on wyes.			5
								Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
								On main line.			25
								On branch line.			15
								(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION

Huntington				Between M.P. 382.0 and 381.3.	45	35	25	Weatherby			
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	Durkee			
				Between M.P. 379.5 and 379.3.	60	50	40	Between M.P. 366.5 and 366.3.	70	60	25
Lime				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					Oxman			
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.
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 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	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. 242.7 and 242.5.	60	50	40	Minthorn Between M.P. 223.8 and 222.8.	35	30	20
Between M.P. 282.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 242.0 and 241.1.	30	25	20	Between M.P. 220.5 and 220.1.	55	45	35
Huron Between M.P. 257.2 and 252.2.	35	30	20	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. 240.2 and 240.0.	30	25	20	Munra Between M.P. 217.7 and 216.5.	45	35	25
Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 240.0 and 238.3.	55	45	35	Pendleton Over Third, Main and Fourth Streets.	12	12	12
Between M.P. 251.2 and 251.0.	35	30	20	Bonifer Between M.P. 238.3 and 236.6.	35	30	20	Over other street crossings within city limits.	20	20	20
Between M.P. 250.6 and 249.9.	70	60	45					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. 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. 201.6 and 201.5.	70	60	45	Between M.P. 193.5 and 193.3.	70	60	45	Between M.P. 187.5 and 187.3.	70	60	45

THIRD SUBDIVISION (Continued)

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

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 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	Graham				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	Kenton Line Between Troutdale and Kenton.	45	45	35				
Between M.P. 21.3 and 21.1.	40	40	25	Between M.P. 22.0 and 19.5.	45	40	25				
Between M.P. 21.1 and 20.1.	60	50	40	Troutdale 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

Argo 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	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 movement 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		Attalia 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		Scott Between M.P. 252.8 and 253.0.	45	35	
Between M.P. 187.6 and 187.7.	50	40		Humorist 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		Ash Between M.P. 226.9 and 227.1.	50	40		Ruxby 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		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. 228.8 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		Page 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		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. 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		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. 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		Ankeny Between M.P. 294.4 and 294.5.	40	25	
Juniper Between M.P. 204.3 and 204.6.	45	35		Simmons 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		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. 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.
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.

Joseph Branch 3-degree curves.			20	Grays Harbor Branch 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
Pilot Rock Branch			15	Aberdeen, over other street crossings.	10	10	Latah Between M.P. 123.4 and 124.5.	25	20
Hepner Branch 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	Tono Branch 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
Condon Branch Maximum speed.			25	On curves of 6 degrees and over.		10	Fairfield Over street crossings.		25
3-degree curves.			20	Olympia Branch 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
Spokane-Tekoa Branch East Spokane through Interlocking.			15	Darknell Between M.P. 136.6 and 139.2.		25	20		
Between Spokane and Manito.	70	60	35	Rockford 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	Manito 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		
Tekoa Between M.P. 117.2 and 117.5.	25	20		Freeman 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.	Psg.	Fr.		Psg.	Fr.		Psg.	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. 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
Ayer Between M.P. 14.0 and 14.1.		35	25	Between M.P. 82.9 and 83.4.	25	20	Athena 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	Between M.P. 82.9 and 83.4.	25	20	Downing Between M.P. 24.0 and 24.5.	25	20
Over Snake River Bridge 17.23.		5	5	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 25.4 and 26.2.	25	20
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 82.9 and 83.4.	25	20	Blue Mountain Between M.P. 29.0 and 29.4.	25	20
Between M.P. 19.7 and 19.9.		25	20	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 29.8 and 30.1.	25	20
Between M.P. 23.6 and 23.7.		30	20	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 30.3 and 30.4.	25	20
Between M.P. 24.5 and 25.0.		35	25	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 31.2 and 31.7.	25	20
Between M.P. 25.4 and 26.9.		30	25	Between M.P. 82.9 and 83.4.	25	20	Between M.P. 32.2 and 32.4.	25	20
				Between M.P. 82.9 and 83.4.	25	20	Between M.P. 32.7 and 32.9.	25	20
				Between M.P. 82.9 and 83.4.	25	20	Milton Over street crossings.	15	15
				Between M.P. 82.9 and 83.4.	25	20	W. W. V. Ry. Crossing M.P. 36.3.	15	15
				Between M.P. 82.9 and 83.4.	25	20	W. W. V. Ry. Crossing, M.P. 44.2.	20	20

BRANCHES (Continued)									
Location	Miles Per Hour			Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.	Fr.		Psg.	Fr.		Psg.	Fr.
Walla Walla Over street crossings.	12	12		On 9- and 10-degree curves.	25	20	Connell Branch Maximum speed. Between LaCrosse and Hooper Jct.		30
Walla Walla, on west leg of wye.	8	8		Wallula 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	La Crosse 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
Menoken Between M.P. 78.4 and 78.5.		20		Between M.P. 7.0 and 7.1.	25	20	Moscow Branch 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		Reese 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	Colfax Over street crossings.	12	12
Alto Maximum speed.	45	30		Between M.P. 8.7 and 9.1.	30	20	Between M.P. 2.3 and 3.5.	30	20
With pile driver 0321.		15		Between M.P. 9.5 and 9.7.	30	20	Between M.P. 5.6 and 6.7.	25	20
On 5- and 6-degree curves.	35	25		Between M.P. 10.0 and 10.1.	35	25	Between M.P. 6.8 and 7.5.	30	20
On 7- and 8-degree curves.	30	20		Between M.P. 10.7 and 10.9.	35	25	Between M.P. 8.4 and 8.8.	25	20
On 9- and 10-degree curves.	25	20		Between M.P. 11.1 and 11.4.	35	25	Shawnee Between M.P. 9.9 and 10.0.	30	20
Attalia Bridge 7.44.	25	15		Between M.P. 12.1 and 12.3.	25	20	Between M.P. 10.8 and 11.2.	25	20
Kennewick, over street crossings.	8	8		Between M.P. 12.5 and 12.6.	35	25	Between M.P. 12.2 and 12.5.	30	20
Between Grandview and Biggam.	30	25		Between M.P. 18.5 and 18.6.	35	25	Albion Between M.P. 13.4 and 13.6.	30	20
Benton City Between M.P. 37.5 and 38.1.	25	20		Walla Walla Maximum speed.		20	Between M.P. 14.3 and 14.9.	25	20
Granger, over street crossings.	30	30		Pomeroy Branch Maximum speed.		20	Between M.P. 17.5 and 17.7.	30	20
Zillah, over street crossings.	25	15		Chard Between M.P. 14.5 and Pomeroy.		15	Between M.P. 17.9 and 18.0.	30	20
Yakima River Bridge 89.35, through gauntlet track.	15	15		Dayton Branch Maximum speed.		25	Pullman Over street crossings.	6	6
Yakima, over Yakima Ave., and Walnut Street.	6	6		On curves of 7 degrees and over.		20	Between M.P. 19.9 and 20.0.	30	20
Yakima, over other street cross- ings.	10	10		Bolles Between M.P. 0.4 and 0.6.		20	Between M.P. 24.6 and 24.8.	30	20
Wallula Branch Maximum speed.	35	30		Dayton, over street crossings west of Touchet River.		15	Between M.P. 25.2 and 25.4.	30	20
On 5- and 6-degree curves.	35	25		Dayton, over all other street crossings.		10	Moscow Over street crossings.	12	12
On 7- and 8-degree curves.	30	20		Between M.P. 12.9 and 24.8.		15			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
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 Lovell and Chatcolet.	35	20	Between M.P. 59.3 and 59.7.	50	30
			Between Chatcolet and Harrison.	40	25	Between M.P. 60.0 and 60.2.	20	20
			Between Harrison and Wallace.	50	30	Between M.P. 60.2 and 61.2.	50	30
			On 4-degree curves.	45	25	Between M.P. 62.4 and 63.2.	35	25
			On 5- and 6-degree curves.	35	25	Between M.P. 63.4 and 64.0.	45	30
			On 7- and 8-degree curves.	30	20	Between M.P. 70.1 and 70.3.	35	25
			On 9- and 10-degree curves.	25	20	Between M.P. 70.7 and 70.9.	35	25
Tekoa Between M.P. 2.3 and 4.7.	30	20	Between M.P. 42.2 and 42.5.	50	30	Between M.P. 71.5 and 71.7.	45	30
			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
						Osburn Between M.P. 77.1 and 77.2.	35	25
Between M.P. 9.4 and 9.7.	35	20	Rose Lake Between M.P. 49.3 and 49.6.	50	30	Between M.P. 77.4 and 77.7.	35	25
Between M.P. 9.9 and 10.7.	30	20				Between M.P. 78.0 and 78.2.	35	25
Between M.P. 11.1 and 12.1.	30	20				Between M.P. 78.6 and 78.7.	35	25
Watt Between M.P. 12.3 and 13.0.	15	15	Between M.P. 50.6 and 51.0.	35	25	Wallace Over street crossings.	6	6
			Between M.P. 14.4 and 14.6.	30	20			
			Between M.P. 17.9 and 18.2.	30	20			
Between M.P. 18.5 and 20.3.	30	20	Between M.P. 51.5 and 52.0.	50	30	Between M.P. 81.4 and 87.3.	20	20
Between M.P. 20.7 and 21.5.	30	20	Dudley 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
			Between M.P. 55.6 and 55.8.	50	30	Sierra Nevada Branch		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	Ordnanee.....	Portland or beyond.	
18	Union Jct.....	Portland or beyond, Tuesdays only.	
	North Powder.... 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	