



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
NO. 40

Effective Sunday
October 4, 1959
At 12:01 A.M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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

D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

G. H. BAKER, Superintendent. Portland, Ore.
J. Bowen, Assistant Superintendent. Portland, Ore.
E. L. Chantry, Assistant Superintendent. Seattle, Wash.
W. G. Johnson, Assistant Superintendent. Spokane, Wash.
A. L. McDermott, Terminal Superintendent. Portland, Ore.
J. F. Chapman, Asst. Terminal Superintendent. Portland, Ore.
H. E. Sipes, Asst. Terminal Superintendent. Portland, Ore.
R. B. Hardin, Trainmaster. Portland, Ore.
G. L. Jensen, Trainmaster. Spokane, Wash.
A. R. Brown, Trainmaster. Hinkle, Ore.
O. D. Christopherson, Trainmaster. La Grande, Ore.
J. E. Pickett, Master Mechanic. Portland, Ore.
J. C. Ladd, Road Foreman of Engines. La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines. Portland, Ore.
A. B. Ziegler, Road Foreman of Engines. Portland, Ore.
G. W. Jones, Road Foreman of Engines. Spokane, Wash.
R. E. Haacke, Division Engineer. Portland, Ore.
C. W. Lee, General Roadmaster. Portland, Ore.
L. G. Malzahn, Supt. of Safety and Courtesy. Portland, Ore.
R. L. Hanson, Asst. Supt. of Safety and Courtesy. Portland, Ore.

H. E. SHUMWAY
General Superintendent Transportation

First and Second Subdivisions and Branches
J. B. McLaughlin, Chief Train Dispatcher. La Grande, Ore.
L. V. Thomas, Assistant Chief Train Dispatcher. La Grande, Ore.
F. H. Cavallo, Assistant Chief Train Dispatcher. La Grande, Ore.
J. R. Gerry, Assistant Chief Train Dispatcher. La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches
L. V. Neely, Chief Train Dispatcher. Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher. Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher. Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher. Albina, Ore.

Sixth Subdivision and Branches
M. H. Galloway, Chief Train Dispatcher. Spokane, Wash.
C. E. Wizemann, Assistant Chief Train Dispatcher. Spokane, Wash.
R. S. Larabee, Assistant Chief Train Dispatcher. Spokane, Wash.
D. E. Widner, Assistant Chief Train Dispatcher. Spokane, Wash.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
Kenneth C. Brown	District Surgeon	Portland, Ore.	H. F. Craig	Surgeon	La Crosse, Wash.
H. V. Valentine	District Surgeon	Spokane, Wash.	John B. Gregory	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Alfred J. Krefz	Oculist and Aurist	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
Edward O. Parkinson	Surgeon	Portland-St. Johns, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
R. L. Olson	Surgeon	Parkrose, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
George A. Pearson	Surgeon	Parkrose, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
U. W. Raglone	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
E. L. Oshoun	Surgeon	Aberdeen, Wash.	H. R. Gahler	Surgeon	St. John, Wash.
D. F. Campbell	Surgeon	Baker, Ore.	J. L. Ash	Aurist	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
O. Palmer McKim	Surgeon	Baker, Ore.	LaRoy F. Lundy	Surgeon	Seattle, Wash.
Manzie McKim, Jr.	Surgeon	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
J. O. Vandevort	Surgeon	Bend, Ore.	John M. Shlach	Oculist	Seattle, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
George F. Parke	Surgeon	Centralia, Wash.	R. H. Humphreys	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
Conrad Welts, Jr.	Surgeon	Colefax, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Albert Will	Surgeon	Elgin, Ore.	Carrroll Smith	Oculist and Aurist	Spokane, Wash.
S. A. McCool	Surgeon	Elma, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Lyle O. Ham	Surgeon	Enterprise, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
Frank O. Spratt	Surgeon	Grandview, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	Ross D. Wright	Surgeon	Tacoma, Wash.
Dean M. Macy	Surgeon	Hermiston, Ore.	John J. Lorang	Surgeon	Tecoa, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Stanley E. Walls	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
R. W. Cordwell	Surgeon	Kellogg, Ida.	J. B. Adams	Surgeon	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	O. A. Falkner	Surgeon	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Robert H. Staley	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
J. D. Freund	Surgeon	Kennewick, Wash.	A. J. Hockett	Surgeon	Wallowa, Ore.
			H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS						Distance from Granger via Boise	Time-Table No. 40 October 4, 1959	FIRST CLASS					
401 Passenger	105 Streamliner Passenger	19 Passenger	457 Passenger	17 Passenger	11 Mail and Express			20 Passenger	12 Mail and Express	106 Streamliner Passenger	458 Passenger	18 Passenger	402 Passenger
Daily	Daily	Daily	Daily	Daily	Daily		STATIONS						
	3.20			4.45		0.0	GRANGER			A 7.25		A 11.05	
	7.00 7.10			9.55 10.35	12.45	213.0	POCATELLO		A 2.20	3.35 3.30		6.25 5.45	
	9.40			2.10	4.00	373.8	GLENNS FERRY		10.55	12.55		2.20	
	10.55			3.55	5.50	448.4	BOISE		9.15	11.40		12.35	
	12.55			6.50	9.05	550.1	M.T. HUNTINGTON P.T.	M.T. P.T.	6.30	9.55		10.00	
	11.55			6.00	8.15	640.7	LA GRANDE		5.20	8.55		8.50	
	2.15			9.00	11.25	723.0	PENDLETON		2.40	6.35		6.05	
	4.20			11.25	1.55	723.0	PENDLETON		12.25	4.26		3.20	
		11.00				941.3	SPOKANE	A 9.15					
	5.06	A 3.10		12.45	3.15	765.3	HINKLE	5.15	11.40	3.51		2.20	
	6.40			3.10	5.40	855.4	THE DALLES		9.30	2.15		11.55	
11.45	A 8.30		9.00	A 5.30	A 8.00	930.5	PORTLAND		7.10	12.30	A 9.15	9.45	A 6.05
A 6.30			A 1.00			1122.7	SEATTLE			5.00		11.45	
								Daily	Daily	Daily	Daily	Daily	
(6.45) 27.1	(18.10) 51.7	(4.10) 44.5	(4.00) 45.8	(25.45) 36.5	(20.15) 35.8	 Thru Time	(4.00) 46.5	(18.10) 39.9	(17.55) 52.4	(4.15) 45.4	(24.20) 38.6	(6.20) 28.9
Average speed per hour													

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS						Distance from McCammon	Time-Table No. 40 October 4, 1959	FIRST CLASS					
					35 Passenger			36 Passenger					
					Daily		STATIONS						
						0.0	McCAMMON	A 3.30					
						22.7	POCATELLO	3.00 2.30					
						73.3	IDAHO FALLS	1.13					
						124.3	ASHTON						
						169.9	VICTOR						
						180.4	W. YELLOWSTONE						
						265.8	BUTTE	7.30					
								Daily					
						(8.05) 35.4	..... Thru Time	(8.00) 35.7				
Average speed per hour													

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

MILEAGE

Main Line	776.64
Branches	1165.69
Grand Total	1942.33

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 40 October 4, 1959	Mile Post	FIRST CLASS			SECOND CLASS		
	105 Streamliner Passenger	17 Passenger	11 Mail and Express			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight		
	Daily	Daily	Daily			STATIONS					
BKOPTWXYZ	11.55PM	6.00PM	8.15AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.20PM	As 8.55PM	A 5.15AM		
100 P			s 8.25	D LIME BY	384.5						
100 P				WEATHERBY	377.5						
150 PWY			s 8.55	DURKEE	368.9		f 4.30				
100 P				OXMAN	361.7						
138 P			s 9.22	PLEASANT VALLEY	355.4						
WB 91 PY EB 109				ENCINA	351.9						
107 P				QUARTZ	347.3						
WB 109 BKOPW EB 111 XYZ	s 1.10AM	s 7.22	s 9.50	DN BAKER BC	342.0	s 7.25	s 3.50	s 7.35			
106 P				WING	337.6						
106 P			s 10.02	D HAINES KB	331.7		f 3.36				
106 P			s 10.13	D NORTH POWDER HD	322.1		f 3.25				
107 P				SAGO	315.5						
154 PVWY			f 10.27	TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BKOPTWXYZ	A 2.10AM	A 8.50PM	A 11.15AM	DN-R LA GRANDE RA	289.8	6.05AM	2.40PM	6.35PM	2.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.15) 44.3	(2.50) 35.1	(3.00) 33.2	..... Thru Time	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2	..... Average speed per hour

No. 12 and No. 18 will reduce speed to 35 MPH at North Powder, Haines and Durkee 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. 40 October 4, 1959	Mile Post	FIRST CLASS			SECOND CLASS		
	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight		
	Daily	Daily	Daily			STATIONS					
BKOPTWXYZ			9.00PM	11.25AM	2.15AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.30PM	A 6.30PM	A 2.20AM
WB 71 PWY EB 72						HILGARD	282.1				
139 P						MOTANIC	275.6				
P						NORDEEN	272.1				
141 PWXY						KAMELA	271.1				
P						ROSS	268.3				
WB 105 PW EB 102				s 12.20PM		MEACHAM	265.5				
136 P						HURON	267.7				
120 P						CAMP	264.1				
WB 68 PWY EB 69						DUNCAN	248.5				
102 P						BONIFER	239.5				
106 PWY				f 1.11		GIBBON	236.9				
117 P						HOMLY	229.6				
116 P						MINTHORN	224.7				
115 P						MUNRA	218.9				
69 BJKPV WXYZ			s 11.25	s 1.55	s 4.20	DN PENDLETON FD	215.6	s 3.20	s 12.25PM	s 4.26	
155 JPX				s 2.01		RIETH	212.0				
135 P						BARNHART	208.3				
135 P						NOLIN	198.9				
135 P			f 11.59PM	s 2.28		D ECHO HI	192.6				
P			f 12.04AM	s 2.35	4.47	STANFIELD	188.4				
BKOPWXYZ			A 12.25AM	A 2.55PM	A 5.05AM	DN-R HINKLE UK	184.2	2.20AM	11.40AM	3.51PM	11.15PM
						(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday
	(3.25) 30.9	(3.30) 30.2	(2.60) 37.3	..... Thru Time	(3.35) 29.5	(2.50) 37.3	(2.39) 39.8	(3.05) 34.2	..... Average speed per hour		

For conditional stops to discharge or pick up passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD		THIRD SUBDIVISION								
Car Capacity of Seating, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 40 October 4, 1959	STATIONS	
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	17 Passenger			
		Daily	Daily		Daily	Daily	Daily			
BJKOPWXYZ		9:20AM	1:00AM		3:15PM	5:06AM	12:45AM	DN-R HINKLE UK		
PW		9:30	1:10		3:22		12:53	D ORDNANCE RN		
131 P		9:33	1:42 ¹⁸		3:38 ¹⁰⁶	5:13	12:55	MUNLEY		
131 P		9:41	2:01		3:46	5:18	1:00	CLARKE		
131 P		9:50	2:10		3:54	5:23	1:06	DN BOARDMAN BD		
125 P		10:01	2:21		4:03	5:30	1:21 ¹⁸	CASTLE		
14 JP		10:12	2:32		4:10		1:31	HEPPNER JCT.		
138 P		10:40 ¹²	2:35		4:12 ²⁶⁴	5:37	1:33	WILLOWS		
WB 137 EB 112 BJKPTWX		11:05	2:55 ²⁶²		4:25	5:45	1:42	DN ARLINGTON MX		
130 P		11:15	3:02		4:32	5:49	1:51 ²⁶²	GILMORE		
127 P		11:24	3:09		4:39	5:53	1:55	BLALOCK		
129 P		11:33	3:17		4:45	5:58	2:02	QUINTON		
132 P		11:48	3:30		4:53	6:05	2:10	GOFF		
125 P		11:57AM	3:39		4:59	6:10	2:16	RUFUS		
130 JPW		12:07PM	3:48		5:05	6:15	2:22	DN BIGGS BX		
55		12:13	3:54		5:09	6:18	2:27	MILLER		
JPV		12:24	4:05		5:15	6:23	2:33	OREGON TRUNK JCT.		
75 P		12:30	4:13		5:19	6:26	2:37	DUNE		
BKOPTWXX		12:40PM	4:35AM		5:30PM	6:40AM	3:00AM	DN-R THE DALLES DK		
								(98.4)		

.....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 No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.
No. 11 will stop at Biggs, daily except Sundays and holidays, to permit exchange of mail.
No. 17 will stop at Ordinance on Saturday and Sunday for passengers, and will reduce speed to 30 MPH daily at Boardman to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

		THIRD SUBDIVISION							EASTWARD	
Time-Table No. 40 October 4, 1959		Mile Post	FIRST CLASS			SECOND CLASS			STATIONS	
			12 Mail and Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight		
BLOCK SIGNALS	DN-R HINKLE UK	184.2	A 11:30AM	A 3:50PM	A 2:00AM			A 4:40AM	A 5:45PM	A 11:05PM
	D ORDNANCE RN	177.7	11:14		1:44			4:20	5:12	10:53
	MUNLEY	175.8	11:10	3:38 ¹¹	1:42 ²⁵⁷			4:15	5:08	10:51
	CLARKE	170.0	11:05	3:33	1:36			4:03	4:57	10:45
	DN BOARDMAN BD	168.8	10:57	3:28	1:29			3:50	4:45	10:38
	CASTLE	155.7	10:49	3:21	1:21 ¹⁷			3:36	4:32	10:29
	HEPPNER JCT.	148.2	10:42	3:14	1:14			3:24	4:20	10:20
	WILLOWS	147.0	10:40 ¹⁵¹	3:13	1:12			3:21	4:12 ¹¹	10:18
	DN ARLINGTON MX	138.5	10:30	3:05	1:02			2:55 ²⁵⁷	3:40	10:07
	GILMORE	134.0	10:20	3:01	12:44			1:51 ¹⁷	3:27	9:59
	BLALOCK	129.3	10:16	2:57	12:40			1:24	3:17	9:53
	QUINTON	123.2	10:10	2:52	12:34			1:12	3:05	9:46
	GOFF	115.0	10:02	2:45 ²⁶⁴	12:27			12:57	2:45 ¹⁰⁶	9:37
	RUFUS	109.0	9:56	2:40	12:21			12:46	2:17	9:29
	DN BIGGS BX	103.1	9:51	2:35	12:16			12:36	2:07	9:23
MILLER	100.4	9:47	2:31	12:12			12:30	2:01	9:19	
OREGON TRUNK JCT.	95.1	9:41	2:26	12:06			12:20	1:50	9:12	
DUNE	91.9	9:38	2:23	12:03AM			12:15	1:45	9:08	
DN-R THE DALLES DK	85.8	9:30AM	2:15PM	11:55PM			12:01AM	1:30PM	9:00PM	
	(98.4)	Daily	Daily	Daily			Daily	Daily	Daily Except Saturday and Sunday	

.....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 No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.
No. 12 will reduce speed to 30 MPH at Blalock, daily except Saturday and Sunday, to permit exchange of mail.
No. 18 will reduce speed to 30 MPH at Boardman 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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 40 October 4, 1959	STATIONS	
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	17 Passenger			
		Daily	Daily		Daily	Daily	Daily			
BKOPTWZZ		1:00PM	5:05AM		5:40PM	6:40AM	3:10AM	DN-R THE DALLES DK 4.1 CRATES 5.2 ROWENA 6.3 MOSIER 7.4 DN HOOD RIVER KI 4.1 MENO 8.5 WYETH 7.2 DN CASCADE LOCKS CJ 4.3 BONNEVILLE 4.8 DODSON 7.3 D BRIDAL VEIL JU 3.9 ROOSTER ROCK 7.1 DN TROUTDALE SN 2.4 D FAIRVIEW FA 5.5 CLARNIE 3.3 GRAHAM 2.5 BRUUN 1.4 EAST PORTLAND 0.5 5.0 HEMLOCK 4.6 D FIR FR 4.3 KENTON 2.5 DN NORTH PORTLAND JCT. KD 1.2 PENINSULA JCT. 1.4 DN ST. JOHNS JCT. JN 2.6 DN-R ALBINA B 1.1 EAST PORTLAND X 0.5 DN-R PORTLAND P-VC 0.0 VIA GRAHAM (85.8) VIA KENTON (92.2)		
P		1:10	5:15		5:45	6:45	3:16			
131 P		1:20	5:25		5:51	6:51	3:22			
128 P		1:52 ¹⁰⁶	5:37		6:00	6:59	3:31			
WB 67 EB 102 PVWX		2:09	5:50		6:15	7:08	3:47			
126 P		2:17	5:58		6:22	7:13	3:53			
127 P		2:33	6:14		6:33	7:23	4:05			
134 P		2:46	6:27		6:43	7:32	4:15			
117 P		2:54	6:35		6:51	7:37	4:22			
126 P		3:03	6:44		6:58	7:42	4:28			
126 PZ		3:17	6:57		7:06	7:49	4:38			
126 P		3:25	7:05		7:12	7:53 ¹²	4:43			
51 102 LJP		3:39	7:20		7:25 ¹²⁶	8:00	4:54			
46 P					7:28		4:59			
48 P		VIA KENTON	VIA KENTON		7:34	8:08	5:06			
23 PX					7:40	8:13	5:12			
12 PX					7:45	8:17	5:17			
LJPVXY					7:49	8:20	5:21			
46 P		3:49	7:30							
95 PX		3:59	7:40							
68 BKPXZ		4:15	7:55							
LJUX					VIA GRAHAM	VIA GRAHAM	VIA GRAHAM			
LJPXY										
LJPX		4:30	8:10							
BKOPTWZZ		A 4:55PM	A 8:30AM							
LJPVXY					7:49	8:20	5:21			
BIKPV					A 8:00PM	A 8:30AM	A 5:30AM			
		(3.55) 23.5	(3.25) 26.1		(2.20) 36.8	(1.50) 46.8	(2.20) 36.8 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 No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by N. P. T. 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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 40 October 4, 1959	STATIONS	
		12 Mail and Express	106 Streamliner Passenger	18 Passenger		264 Time Freight	126 Time Freight			262 Time Freight
		Daily	Daily	Daily		Daily	Daily			Daily
BKOPTWZZ		1:00PM	5:05AM		5:40PM	6:40AM	3:10AM	DN-R THE DALLES DK 4.1 CRATES 5.2 ROWENA 6.3 MOSIER 7.4 DN HOOD RIVER KI 4.1 MENO 8.5 WYETH 7.2 DN CASCADE LOCKS CJ 4.3 BONNEVILLE 4.8 DODSON 7.3 D BRIDAL VEIL JU 3.9 ROOSTER ROCK 7.1 DN TROUTDALE SN 2.4 D FAIRVIEW FA 5.5 CLARNIE 3.3 GRAHAM 2.5 BRUUN 1.4 EAST PORTLAND 0.5 5.0 HEMLOCK 4.6 D FIR FR 4.3 KENTON 2.5 DN NORTH PORTLAND JCT. KD 1.2 PENINSULA JCT. 1.4 DN ST. JOHNS JCT. JN 2.6 DN-R ALBINA B 1.1 EAST PORTLAND X 0.5 DN-R PORTLAND P-VC 0.0 VIA GRAHAM (85.8) VIA KENTON (92.2)		
P		1:10	5:15		5:45	6:45	3:16			
131 P		1:20	5:25		5:51	6:51	3:22			
128 P		1:52 ¹⁰⁶	5:37		6:00	6:59	3:31			
WB 67 EB 102 PVWX		2:09	5:50		6:15	7:08	3:47			
126 P		2:17	5:58		6:22	7:13	3:53			
127 P		2:33	6:14		6:33	7:23	4:05			
134 P		2:46	6:27		6:43	7:32	4:15			
117 P		2:54	6:35		6:51	7:37	4:22			
126 P		3:03	6:44		6:58	7:42	4:28			
126 PZ		3:17	6:57		7:06	7:49	4:38			
126 P		3:25	7:05		7:12	7:53 ¹²	4:43			
51 102 LJP		3:39	7:20		7:25 ¹²⁶	8:00	4:54			
46 P					7:28		4:59			
48 P		VIA KENTON	VIA KENTON		7:34	8:08	5:06			
23 PX					7:40	8:13	5:12			
12 PX					7:45	8:17	5:17			
LJPVXY					7:49	8:20	5:21			
46 P		3:49	7:30							
95 PX		3:59	7:40							
68 BKPXZ		4:15	7:55							
LJUX					VIA GRAHAM	VIA GRAHAM	VIA GRAHAM			
LJPXY										
LJPX		4:30	8:10							
BKOPTWZZ		A 4:55PM	A 8:30AM							
LJPVXY					7:49	8:20	5:21			
BIKPV					A 8:00PM	A 8:30AM	A 5:30AM			
		(3.55) 23.5	(3.25) 26.1		(2.20) 36.8	(1.50) 46.8	(2.20) 36.8 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 No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.
 Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
 Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.
 No. 18 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD

FIFTH SUBDIVISION

FIRST CLASS

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

Time-Table No. 40
October 4, 1959

STATIONS

11.45 PM	9.00 AM
12.01 AM	9.16
A 12.06 AM	A 9.21 AM

BLOCK SIGNALS	PORTLAND	
	DN NORTH PORTLAND JCT.	KD
	1.9	
	VANCOUVER	

NO. 401, NO. 402, NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND & SEATTLE RY., VIA WILLBRIDGE AND WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY., BETWEEN PORTLAND AND NORTH PORTLAND JCT. TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER FOR INFORMATION ONLY.

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

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

LJX	5.09 AM	12.09 PM
LJX	A 5.11 AM	A 12.11 PM

BLOCK SIGNALS	N. P. CROSSING	
	1.2	
	N. P. CROSSING	
	0.1	
	N. P. CROSSING	
	0.3	
DN RESERVATION	RN	
DN TACOMA JCT.	JN	

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

23 67 IPVX	6.00 AM	12.42 PM
BIJKOP TVWXYZ	6.10	3.03 PM 12.50
BKPWZZ	A 6.30 AM	A 3.15 PM A 1.00 PM A 7.45 AM

BLOCK SIGNALS	DN-R BLACK RIVER	BI
	0.0	
	C. M. St. P. & P. C. CROSSING	
	6.3	
	DN-R ARGO	G
DN-R SEATTLE	OW	

(0.45)	(0.12)	(4.00)	(0.19)	..... Thru Time
27.1	15.5	45.8	9.8	..... 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.
On Fifth Subdivision, Rule D-97 is in effect.
Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.

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

WESTWARD

EASTWARD

691	681
5.15 PM	9.00 AM
A 3.30 AM	A 8.00 PM

690	692
A 4.00 AM	A 5.30 AM
7.30 PM	10.00 PM

ALBINA
ARGO

FIFTH SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 40
October 4, 1959

Mile Post

82 CMSt.P.&P Streamliner Passenger	84 CMSt.P.&P Streamliner Passenger	458 Passenger	402 Passenger
--	--	-------------------------	-------------------------

STATIONS

BLOCK SIGNALS	PORTLAND	0.0			
	DN NORTH PORTLAND JCT.	6.8		A 9.15 PM	A 6.05 AM
	1.9			8.55	5.45
	VANCOUVER	8.7		8.51 PM	5.40 AM

NO. 401, NO. 402, NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND & SEATTLE RY., VIA WILLBRIDGE AND WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY., BETWEEN PORTLAND AND NORTH PORTLAND JCT. TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER FOR INFORMATION ONLY.

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

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

BLOCK SIGNALS	N. P. CROSSING	145.2			
	1.2				
	N. P. CROSSING	146.4			
	0.1				
	N. P. CROSSING	146.5			
	0.3				
DN RESERVATION	RN	146.8		A 5.52 PM	A 12.45 AM
DN TACOMA JCT.	JN	147.5		5.50 PM	12.43 AM

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

BLOCK SIGNALS	DN-R BLACK RIVER	BI	173.8			A 5.15 PM	A 1.59 PM
	0.0						
	C. M. St. P. & P. C. CROSSING		173.8				
	6.3						
	DN-R ARGO	G	180.1		A 8.08 AM	A 3.38 PM	5.07	11.52
DN-R SEATTLE	OW	183.2		8.00 AM	3.30 PM	5.00 PM	11.45 PM

(183.2)							
	Daily	Daily	Daily	Daily			
..... Thru Time	(0.08)	(0.08)	(4.15)	(0.20)			
..... Average speed per hour	23.3	23.3	45.4	28.9			

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On Fifth Subdivision, Rule D-97 is in effect.
Rules 261 to 264 inclusive apply between Tacoma Jct. and Reservation.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40		Mile Post	SECOND CLASS
	305	October 4, 1959			304
	Mixed				Mixed
STATIONS					
28 WXY	7:00AM	D-R	JOSEPH J	83.8	A 1:35PM
22 X	7:30	D	ENTERPRISE RS	78.0	1:05
39	8:00		LOSTINE	67.8	12:25
27 WXY	8:30	D	WALLOWA WO	60.0	12:05PM
12	9:10		MINAM	47.1	11:25AM
40	9:45		LOOKING GLASS	38.8	10:50
32	10:20		GULLING	25.1	10:20
35 WXY	11:05	D	ELGIN GN	20.9	10:10
18	11:31	D	IMBLER BR	12.3	9:31
20	11:45AM		ALICEL	8.4	9:21
BJKOPT WXYZ	12:10PM	DN-R	LA GRANDE RA	0.0	9:00AM
(83.8)					
Daily Except Saturday					
(5.10) Thru Time (4.35)					
16.2 Average speed per hour 18.3					

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 40		Mile Post		
	October 4, 1959				
	STATIONS				
155 JPX			RIETH	0.0	
22			SPARKS	6.7	
18 X		D	PILOT ROCK RO	14.9	
(14.9)					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 40		Mile Post		
	October 4, 1959				
	STATIONS				
BJKOP WXYZ		DN-R	HINKLE UK	0.0	
95 P		D	HERMISTON MN	3.9	
PXY		D	UMATILLA CS	10.1	
63 P			IRRIGON	17.9	
(17.9)					

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 40		Mile Post		
	October 4, 1959				
	STATIONS				
39 PXY		D-R	HEPPNER HR	45.2	
19 P			LEXINGTON	36.3	
7			JORDAN	31.0	
15 P		D	IONE ON	28.3	
3			McNAB	25.2	
13			MORGAN	19.8	
3			CECIL	14.5	
19 JPX			HEPPNER JCT.	0.0	
(45.2)					

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 40		Mile Post		
	October 4, 1959				
	STATIONS				
26 PVXY		D-R	CONDON CD	44.5	
22			GWENDOLEN	36.3	
27			SPEECE	32.3	
26			CLEM	28.6	
29 P			MIKKALO	24.4	
27			BARNETT	19.7	
11 P			ROCK CREEK	16.0	
29			SHUTLER	7.3	
WB 126 BJK		DN-R	ARLINGTON MX	0.0	
EB 113 PTWX					
(44.5)					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 40		Mile Post		
	October 4, 1959				
	STATIONS				
14 Y			KENT	52.5	
10			EAKIN	42.5	
28 PW		D	GRASS VALLEY VY	38.5	
25		D	MORO MR	27.0	
16			KLONDIKE	14.2	
32 P		D	WASCO WA	9.7	
6			THORNBERRY	5.2	
150 JPWX		DN-R	BIGGS BX	0.0	
(52.5)					

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

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40		Mile Post	SECOND CLASS
	313	October 4, 1959			314
	Mixed				Mixed
STATIONS					
BKOP VWXYZ	5:00 AM	DN-R	BEND ND	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.

JPV	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
(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		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 40		Mile Post		
	October 4, 1959				
	STATIONS				
JPVXY		R	EAST OLYMPIA	0.0	
			N. P. CROSSING	7.3	
BKPV WXYZ		D-R	OLYMPIA OA	7.4	
(7.4)					

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40		Mile Post	SECOND CLASS	
	307	October 4, 1959			308	306
	Mixed				CMSt.P&P Freight	Mixed
STATIONS						
BJKOPT VWXYZ	2:00 PM	DN-R	CENTRALIA CN	0.0	A 8:45 PM	

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40		Mile Post	SECOND CLASS	
	307	October 4, 1959			308	306
	Mixed				CMSt.P&P Freight	Mixed
STATIONS						
BJKOPT VWXYZ	2:00 PM	DN-R	CENTRALIA CN	0.0	A 8:45 PM	

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

BKOPT WYZ	A 5:00 PM	A 3:05 AM	DN-R	HOQUIAM HO	57.5	5:00 PM	5:30 PM
(57.5)							
Daily Except Sunday							

(3.00) (3.04) Thru Time (2.40) (3.15)
19.2 14.8 Average speed per hour 17.0 17.6

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		YAKIMA BRANCH					Time-Table No. 40		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		SECOND CLASS					October 4, 1959		
		907 N. P. Freight Daily	373 N. P. Freight Daily Except Sunday	361 Freight Daily Except Sunday	909 N. P. Freight Daily Except Sunday	363 Mixed Daily			STATIONS
BKOPTVWXYZ						9.30PM	DN-R	YAKIMA NY	
39 X						9.40		UNION GAP	
MP							Block Signals	N. P. CROSSING	
30 P						9.50		PARKER	
M							Block Signals	N. P. CROSSING	
32 P						10.00		DONALD	
18 PV						10.05		SAWYER	
40 PV						10.15	D	BUENA BA	
74 PVX						10.22	D	ZILLAH AH	
53 P						10.32		GRANGER	
52						10.45		EMERALD	
35 JPXY						10.53	R	MIDVALE	
51 PVX						11.10	DN	GRANDVIEW GW	
44 P						11.29		NORTH PROSSER	
53						11.45PM		CHAFFEE	
42 P						12.01AM		BENTON CITY	
53						12.15		ACTON	
51 JPX		7.40AM	6.20AM			12.40	R	RICHLAND JCT.	
55 BKPVWX		A 8.00AM	6.50			1.20	DN	KENNEWICK KN	
12 P			7.00			1.35		HEDGES	
70 JPV		6.35PM		7.10	6.35AM	1.45		VILLARD JCT.	
70 JPWX		A 6.45PM						ATTALIA	
157 JPVWXY				A 7.25AM	A 6.50AM	A 2.05AM	DN-R	WALLULA JN	
								(98.6)	
		(0.30) 19.2	(0.20) 17.4	(1.05) 18.1	(0.15) 28.0	(4.35) 21.0	..... Thru Time	
	 Average speed per hour							

WESTWARD		SUNNYSIDE BRANCH		Time Table No. 40	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.				October 4, 1959	
				STATIONS	
35 JPXY				R	MIDVALE
PVX				D	SUNNYSIDE SI
					(2.8)

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 22.

YAKIMA BRANCH		EASTWARD					Time-Table No. 40		
October 4, 1959		SECOND CLASS					Mile Post		
		908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Mixed			STATIONS
DN-R	YAKIMA NY					98.0		A 2.15AM	
	UNION GAP					94.6		1.55	
Block Signals	N. P. CROSSING					91.3			
	PARKER					90.8		1.45	
Block Signals	N. P. CROSSING					89.4			
	DONALD					86.8		1.30	
	SAWYER					84.5		1.20	
D	BUENA BA					81.6		1.10	
D	ZILLAH AH					78.5		12.55	
	GRANGER					73.4		12.25	
	EMERALD					67.2		12.05AM	
R	MIDVALE					63.6		11.30PM	
DN	GRANDVIEW GW					57.7		11.10 ³⁶⁴	
	NORTH PROSSER					50.8		10.50	
	CHAFFEE					43.0		10.30	
	BENTON CITY					36.5		10.12	
	ACTON					31.3		9.55	
R	RICHLAND JCT.		A 5.20AM	A 6.30AM		19.0		9.25	
DN	KENNEWICK KN		5.00	6.10AM		13.2		8.52	
	HEDGES		4.25			8.7		8.38	
G.T.C.	VILLARD JCT.		A 2.35AM		A 1.50PM	7.0		8.30	
	ATTALIA		2.15AM			0.6			
G.T.C.	DN-R WALLULA JN					0.0		4.00AM	
								1.30PM	
								8.15PM	
								Daily	
			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			Daily	
		(0.20) 19.2	(1.20) 14.7	(0.20) 17.4	(0.20) 21.0	(0.00) 16.4	..... Thru Time	
	 Average speed per hour							

SUNNYSIDE BRANCH		EASTWARD		Time-Table No. 40	
October 4, 1959				Mile Post	
				STATIONS	
R	MIDVALE	0.0			
D	SUNNYSIDE SI	2.8			
					(2.8)

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 22.

WESTWARD		SPOKANE-TEKOA BRANCH					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 40 October 4, 1959	STATIONS
	381	298	391	387	95			
	CMSt.P&P Freight	Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger			
	Daily	Daily	Daily Except Sunday	Daily	Daily			
BKPVX		4:10 PM				11:05 PM	DN-R SPOKANE DS AU	DOUBLE TRACK
JPX		4:15				11:10	DN N. P. CROSSING CG	
BJKOP TVWXZ		9:30 PM	4:25 PM	6:00 AM	12:30 AM	11:15	EAST SPOKANE	
59 IVX		9:40		6:15	12:40	11:18	DN DISHMAN SP	
35		9:50		6:25	12:50	11:27	CHESTER	
78		10:05		6:40	1:07	11:40	D MICA MA	
38		10:15		6:50	1:17	11:45	FREEMAN	
VX		10:30 PM		7:05	1:30 AM	11:51 PM	DN-R MANITO MU	
23				7:21			D ROCKFORD RD	
40				7:32			DARKNELL	
31 VX				7:42			D FAIRFIELD G	
25				8:05			LATAH	
BPXY				8:20 AM			DN-R TEKOA K	
							(49.3)	
		(1.00)	(0.15)	(3.30)	(1.00)	(0.46)	Thru Time	
		16.4	17.6	19.2	17.4	28.4	Average speed per hour	

WESTWARD	PLEASANT VALLEY BRANCH		EASTWARD
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40	Mile Post
	391	October 4, 1959	
	Mixed		
	Daily Except Sunday		
STATIONS			
14 JPX	8:50 AM	SELTICE	48.0
		8.2	
		G. N. CROSSING	39.8
		0.03	
		N. P. CROSSING	39.7
		0.55	
34 VWX	9:30	D OAKESDALE ON	39.1
		7.9	
44	10:00	THORNTON	31.2
		0.5	
M		G. N. CROSSING	30.7
		12.4	
28 WX	10:45	D ST. JOHN SJ	18.3
		6.8	
27	11:15	WILLADA	11.5
		7.1	
53	11:45 AM	GRAVEL PIT	4.4
		4.4	
63 BJWXY	12:01 PM	D-R WINONA WA	0.0
		(48.0)	

WESTWARD	WALLULA BRANCH		EASTWARD
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40	Mile Post
	379	October 4, 1959	
	Mixed		
	Daily Except Sunday		
STATIONS			
BJKOPVWXYZ	DN-R	WALLA WALLA BU	30.9
		2.0	
5 X		COLLEGE PLACE	28.9
		0.2	
M		W. W. V. RY. CROSSING	28.7
		0.1	
17 X		GARRETT	28.6
		4.6	
10		WHITMAN	24.0
		4.7	
12		LOWDEN	19.3
		4.3	
120 PX	D	TOUCHET CH	15.0
		7.5	
11		REESE	7.5
		3.7	
PV		ZANGAR JCT.	3.8
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.			
JPVXY		WALLULA JCT.	0.0
		3.8	
		(30.9)	

(3.11) Thru Time
15.0 Average speed per hour....

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392, No. 382 and No. 388 on Spokane-Tekoa Branch.—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.
No. 298 arriving at Spokane on Sixth Subdivision will run as No. 298 on Spokane-Tekoa Branch Spokane to East Spokane.
No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.
For stations not shown on schedule pages, see page 22.

WESTWARD		SPOKANE-TEKOA BRANCH					EASTWARD	
Time-Table No. 40 October 4, 1959	Mile Post	FIRST CLASS		SECOND CLASS			STATIONS	Mile Post
		94	382	388	392	151		
		CMSt.P&P Streamliner Passenger	CMSt.P&P Freight	Mixed	Mixed	Freight		
		Daily	Daily	Daily	Daily Except Sunday	Daily		
DN-R SPOKANE DS AU	165.4	A 11:50 PM					A 10:15 PM	
DN N. P. CROSSING CG	163.5	11:40					10:09	
EAST SPOKANE	161.0	11:35	A 5:15 AM	A 10:30 AM	A 1:25 PM		10:00 PM	
DN DISHMAN SP	158.9	11:32	5:05	10:10	1:10			
CHESTER	155.7	11:27	4:55	10:00	12:55			
D MICA MA	149.7	11:16	4:33	9:42	12:36			
FREEMAN	146.9	11:11	4:25	9:35	12:27			
DN-R MANITO MU	143.6	11:07 PM	4:15 AM	9:25 AM	12:15			
D ROCKFORD RD	138.4				12:01 PM			
DARKNELL	135.1				11:50 AM			
D FAIRFIELD G	131.7				11:40			
LATAH	123.3				11:20			
DN-R TEKOA K	116.1				11:01 AM			
(49.3)		Daily	Daily	Daily	Daily Except Sunday	Daily		
		(0.43)	(1.00)	(1.05)	(2.24)	(0.15)	Thru Time	
		30.4	16.4	16.0	18.7	17.6	Average speed per hour	

WESTWARD	MOSCOW BRANCH		EASTWARD
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40	Mile Post
	379	October 4, 1959	
	Mixed		
	Daily Except Sunday		
STATIONS			
BKTVWX	8:00 AM	D-R MOSCOW MO	28.1
		7.6	
1	8:20	WHITLOW	20.6
		1.2	
		N. P. CROSSING	19.3
		0.6	
23 WX	8:30	D PULLMAN XN	18.7
		6.0	
18	8:45	ALBION	12.7
		3.0	
19	8:55	SHAWNEE	9.7
		9.7	
JMWXY	A 9:20 AM	D-R COLFAX CA	0.0
		(28.1)	
		(1.20)	(2.30)
		21.1	11.2

WESTWARD	CONNELL BRANCH		EASTWARD
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 40	Mile Post
	391	October 4, 1959	
	Mixed		
	Monday Wednesday Thursday Saturday		
STATIONS			
JWXY	12:45 PM	D-R LA CROSSE JA	0.0
		14.7	
11 X		HOOPER	14.7
		1.0	
32 JPXY	A 1:25 PM	N-R HOOPER JCT. HR	15.7
		7.8	
34		WASHUCNA	23.5
		13.9	
31 V		D KAHLOTUS HO	37.4
		15.5	
18 XY		R CONNELL	52.9
		(52.9)	
		(0.40)	(0.40)
		23.6	23.6

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392, No. 382 and No. 388 on Spokane-Tekoa Branch, and except that No. 379 is superior to No. 378 on Moscow Branch.—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.

No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.
No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.
For stations not shown on schedule pages, see page 22.

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
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	East	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	18 P	Both	Huntley.....	22.6	2	Both
Cayuse.....(1).....	227.1	25 P	Both	Sunset.....	25.4	30	Both
Thorn Hollow.....	232.1	48 P	Both	Warner.....	45.3	11	Both
North Fork.....	251.4	14 P	Both				
		16 P	West	Moscow Branch			
Third Subdivision				Risbeck.....(6).....	4.5	6	Both
Seufert.....	87.2	58 P	West	Parvin.....(6).....	7.8	8	Both
Fourth Subdivision				Armstrong.....(6).....	15.7	3 W (M.P. 16.2)	Both
Montavilla.....	5.9	8	Both	Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Rockwood.....	11.8	60	Both	Gordon.....	8.2	7	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	McAdam.....	29.3	3	Both
Eri.....	14.2	4	Both	Wacota.....	34.1	4	Both
Corbett.....(1) (2).....	20.3		None	Estes.....	42.3	7	Both
Latourell.....(1) (2).....	23.9		None	Sulphur.....	46.1	9	Both
Multnomah Falls.....	29.6		P	Curry.....	51.1	12	Both
C. L. Lumber Co.....	45.1		11 P				
Farley.....	47.0		102 P	Tekoa-Ayer Branch			
Chatfield.....	71.8		20 P	Pierson.....	20.1	3	West
Via Kenton				Schreck.....	31.9	14	Both
Champ.....	9.5		7 P	Thera.....(7).....	64.8	15	Both
Ward.....	14.2		6	Glenwood.....	83.5	13	Both
			37	Walters.....	98.6	10	Both
Reynolds.....	20.0		40 P				
			126	Pomeroy Branch			
Sixth Subdivision				Houser.....	19.1	1	Both
Ice Harbor.....	223.5		23	Tucannon Branch			
Sheffler.....	242.1		10	Powers.....	2.7	4	Both
Matthews.....	253.3		4	Pendleton Branch			
Magallon.....	258.6		5	Havana.....	6.9	11	Both
Teske.....	310.6		2	Bade.....	30.2	13	Both
Joseph Branch				Barrett.....	33.1	10	Both
Island City.....(3).....	2.6		12	Prunedale.....	34.2	15	Both
Conley.....(3).....	5.9		6	State Line.....	41.7	10	Both
Rondowa.....	36.7		10	Langdon.....	43.6	12	Both
Vincent.....(3).....	40.6		2	Russell.....	51.8	11	Both
Sevier.....	56.7		5	Hadley.....	56.5	19	Both
Freels.....	75.2		2	Berryman.....	59.8	9	Both
Marble.....	75.8		5	Ennis.....	60.9	10	Both
			25	Robinson.....	67.6	2	Both
Pilot Rock Branch				McCall.....	69.4	2	Both
McBee.....	2.8		2	McKay.....	78.6	6	Both
Lens.....	11.2		4	Wallace Branch			
Grass Valley Branch				O'Gara.....(8).....	26.3		None
Sandon.....	15.6		8	Black Lake.....(8).....	38.0		None
Hay Canyon.....	19.2		12	Dudley.....(8).....	52.0	12	Both
De Moss.....	23.9		15	Smeltonville.....(8).....	66.3		None
Erskine.....	31.3		12	Shont.....	72.8	3	Both
Bourbon.....	45.8		9	Polaris.....	74.6	42	East
			8	Gem.....	84.1	5	Both
Grays Harbor Branch				Frisco.....	84.4	7	Both
Raisch.....	2.6		7	Dorn.....	85.1	13	Both
Balch.....(4).....	18.3		18 P	Dayton Branch			
Yakima Branch				Taggard.....	4.3	1	West
Grosscup.....	28.2		8	Ronan.....	19.3	28	West
Biggam.....(5).....	48.3		10				
Boone.....	76.4		1				
Flint.....	83.6		18				

(1) Regular stop for No. 11.
 (2) Regular stop for No. 12.
 (3) Flag stop for Nos. 304-305.

(4) Flag stop for Nos. 306-307.
 (5) Flag stop for Nos. 363-364.
 (6) Flag stop for Nos. 378-379.

(7) Flag stop for No. 392.
 (8) Flag stop for Nos. 387-388.

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel 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 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		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	70	70	50	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
No. 126, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Trains handling scale test cars: On main line. On branch lines.			30 25
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
No. 126, within yard limits.		40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Freight trains handling tonnage in excess of 65 tons per operative brake.			30	When using No. 14 turn-outs.	25	20	20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using other cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40 40	On tracks other than main tracks.	15	15	15
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Diesel freight and road switch locomotives.	65	65	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35				
1800 class Diesel yard locomotives in road service.	50	50	50				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
La Grande Over street crossings within city limits.	20	20	20	Between Mile Posts— Quartz 348.4 and 349.8.	30	25	20	Weatherby 378.1 and 382.6.	40	35	25
Between Mile Posts— Union Jct. 302.7 and 307.4.	35	30	20	351.1 and 353.9.	40	35	25	382.6 and 383.9.	60	50	40
307.4 and 311.8.	45	35	25	354.1 and 354.5.	60	50	25	Lime High line track and connection.			10
311.8 and 314.3.	55	45	25	Pleasant Valley Descending grade, between Quartz and Pleasant Valley.	60	50	25	Between Mile Posts— 384.3 and 385.2.	30	25	20
315.4 and 319.5.	30	25	20	Descending grade, Pleasant Valley to M.P. 366.0.	50	40	20	386.3 and 388.8.	35	30	20
321.3 and 321.6.	70	60	50	Between Mile Posts— 355.9 and 360.5.	30	25	20	388.8 and 389.8.	20	20	20
North Powder				Oxman 362.1 and 363.6.	45	35	20	Huntington			
Wing 341.5 and 342.2.	20	20	20	364.1 and 364.5.	35	30	20	Exceptions: Between Mile Posts— Union Jct. 302.7 and 307.4 train No. 126.			25
Baker Over street crossings within city limits.	15	15	15	366.3 and 366.5.	70	60	50	307.4 and 311.8 train No. 126.			30
Between Mile Posts— 343.6 and 345.1.	45	35	25	Durkee 370.7 and 371.0.	70	60	50	Quartz 348.4 and 349.8 train No. 126.			25
346.9 and 347.1.	70	60	50	372.8 and 377.1.	35	30	20	349.8 and Pleasant Valley train No. 126.			30

SECOND SUBDIVISION

Between Mile Posts— Hinkle 188.6 and 191.9.	60	50	40	Between Mile Posts— 216.3 and 217.6.	40	35	25	Between Mile Posts— 249.9 and 250.6.	70	60	50
Echo Over street crossings.	30	30	30	217.7 and 219.0.	60	50	40	251.0 and 251.2.	35	30	20
Between Mile Posts— 193.4 and 194.5.	45	35	25	220.1 and 220.5.	55	45	35	251.4 and 251.9.	60	50	40
195.4 and 195.6.	60	50	40	222.8 and 223.8.	35	30	20	252.2 and 257.2.	35	30	20
196.8 and 198.2.	55	45	35	Minthorn 226.0 and 226.1.	70	60	50	Huron 257.2 and 282.1, ascending and descending grade.	30	25	20
198.5 and 198.6.	45	35	25	227.2 and 231.7.	40	35	25	Between Mile Posts— Hilgard 282.1 and 283.3.	45	35	25
Nolin 200.6 and 200.9.	60	50	40	232.5 and 233.9.	55	45	35	283.4 and 288.8.	30	25	20
201.4 and 201.6.	70	60	50	236.6 and 237.9.	35	30	20	289.8 and 290.5.	20	20	20
202.2 and 204.5.	60	50	40	238.3 and 240.0.	55	45	35	La Grande			
205.9 and 206.3.	70	60	50	240.1 and 240.2.	30	25	20	Exceptions: Between Mile Posts— Huron 257.2 and 261.1 train No. 126.			25
206.7 and 206.9.	60	50	40	240.3 and 240.6.	70	60	45	261.2 and 262.8 train No. 126.			25
Barnhart 208.9 and 210.8.	55	45	35	241.1 and 242.0.	30	25	20	265.0 and 268.4 train No. 126.			25
Rieth				242.5 and 243.2.	60	50	40	272.0 and 276.8 train No. 126.			25
Pendleton Over S.W. Fourth, Main and S. E. Third Streets.	12	12	12	244.0 and 244.7.	40	35	25	277.0 and 279.4 train No. 126.			25
Over other street crossings within city limits.	20	20	20	245.6 and 246.1.	60	50	40	280.0 and 282.1 train No. 126.			25

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
The Dalles Over street crossings.	12	12	12	Between Mile Posts— Goff 116.2 and 116.4.	70	60	50	Between Mile Posts— Arlington 140.5 and 141.6.	70	60	50
Between Mile Posts— 86.5 and 88.5.	70	60	50	118.6 and 118.8.	70	60	50	143.9 and 144.0.	60	50	40
Dune 96.5 and 98.8.	70	60	50	120.6 and 120.8.	60	50	40	146.1 and 147.0.	70	60	50
98.8 and 99.3.	60	50	40	Quinton 123.7 and 123.8.	55	45	35	Willows 147.9 and 148.5.	50	40	30
Miller				124.0 and 124.8.	70	60	50	Heppner Jct. 149.4 and 154.5.	70	60	50
Biggs 104.7 and 105.2.	70	60	50	129.2 and 130.0.	70	60	50	Castle			
Rufus 110.1 and 110.5.	70	60	50	130.4 and 131.0.	60	50	40	Ordnance 181.7 and 182.0.	60	50	40
112.5 and 114.5.	60	50	40	132.7 and 132.8.	70	60	50	Hinkle			
114.7 and 114.9.	70	60	50	Gilmore 134.7 and 134.8.	70	60	50				
				136.1 and 136.2.	70	60	50				
				137.8 and 138.0.	35	35	25				

FOURTH SUBDIVISION

Portland Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	6	Between Mile Posts— Rooster Rock 23.8 and 24.0.	55	45	35	Between Mile Posts— Meno 59.4 and 62.1.	55	45	35
East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8	24.8 and 25.9.	60	50	40	Hood River 63.1 and 63.2.	45	35	25
Between Portland and Albina, over street crossings.	10	10	10	Bridal Veil 27.5 and 29.4.	60	50	40	64.4 and 66.4.	60	50	40
Over Columbia Boulevard, near Peninsula Jct.	25	25	25	30.3 and 31.4.	60	50	40	66.4 and 66.7.	40	35	25
Kenton Between Kenton and Troutdale via Fir.	35	35	35	31.7 and 32.8.	70	60	50	67.1 and 68.4.	60	50	40
Between Mile Posts— Bruun 1.0 and 2.7.	35	30	20	Dodson 35.5 and 37.3.	55	45	35	68.4 and 70.4.	40	35	25
2.7 and 7.6.	50	40	25	38.2 and 39.9.	60	50	40	70.4 and 72.7.	55	45	35
Clarnie 10.9 and 12.0.	50	50	40	41.4 and 42.4.	35	30	20	73.7 and 75.1.	60	50	40
13.1 and 13.5.	45	40	30	42.7 and 42.9.	70	60	50	75.1 and 75.8.	55	45	35
14.8 and 17.9.	70	60	50	Cascade Locks 43.3 and 48.7.	55	45	35	76.3 and 77.0.	60	50	40
18.2 and 18.5.	60	50	40	48.7 and 49.4.	35	30	20	77.5 and 78.2.	70	60	50
20.1 and 22.4.	60	50	40	49.6 and 49.9.	55	45	35	78.9 and 79.3.	55	45	35
				Wyeth 50.4 and 52.3.	60	50	40	79.3 and 80.1.	70	60	50
				52.3 and 52.8.	55	45	35	80.1 and 81.2.	55	45	35
				53.2 and 54.7.	60	50	40	Crates 81.8 and 82.1.	60	50	40
				54.7 and 56.0.	35	30	20	83.0 and 83.5.	45	35	25
				56.0 and 58.5.	60	50	40	84.4 and 85.1.	20	20	20

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour										
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.								
Maximum speed.	70	60	45	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				Argo Yard All turn-outs.			10								
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10									Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	20	20	20
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15										Between Mile Posts— 180.7 and 180.9.	35	35		25		

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Between Mile Posts— Simmons 242.5 and 243.5.				Between Mile Posts— Ankeny 294.4 and 294.5.			40	25									
Between Wallula and Marengo.		60	45										244.5 and 244.6.			50	40				
Between Marengo and Spokane.	70	60	45										246.1 and 246.3.			50	40				
Hinkle East and West legs of wye.		20	20	246.9 and 247.0.			45	35	Marengo 308.6 and 309.0.	60	50	40									
Between Mile Posts— Cold Springs 200.7 and 201.0.		50	40	Scott 252.8 and 253.0.			45	35													
Juniper 209.2 and 211.7.		40	30	256.9 and 257.1.			45	35	Cheney Within city limits.	35	35	35									
Wallula Jct. West leg of wye.		15	15	Ruxby 260.3 and 260.5.			50	40					Over street crossings.	15	15	15					
Between Mile Posts— Wallula 214.6 and 215.5 over manual switches.		20	20	Chew 268.2 and 269.3.				Between Mile Posts— 352.8 and 353.5.	55	45	35										
Between Mile Posts— 217.2 and 217.4.		45	35										271.5 and 272.5.			25	15				
219.1 and 219.5.		50	40	272.7 and 273.2.			45	35	364.2 and 364.4.	45	35	25									
Humorist 224.2 and 224.5.		50	40	275.1 and 276.9.			40	25	364.7 and 364.9.	55	45	35									
Ash 226.8 and 227.0.		50	40	277.9 and 279.4.			45	35	365.1 and 366.2.	25	25	15									
228.1 and 229.9.		35	25	Park 280.0 and 281.6.				366.5 and 367.1.	45	35	25										
230.8 and 232.3.		45	35										281.9 and 282.2.			50	40	Over Bridge 367.13.	10	10	10
Page 233.0 and 233.4.		50	40	Hooper Jct. 286.1 and 286.5.				Between Mile Posts— 367.1 and 367.2.	55	45	35										
234.0 and 235.6.		35	25										289.0 and 291.1.			50	40	Spokane Through Union Station limits.	15	15	15
236.3 and 238.1.		35	25										291.9 and 292.3.			25	25				
239.0 and 239.8.		50	40																		

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.

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.	
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.				Between Mile Posts— Melbourne 44.3 and 45.5.			15	15
3-degree curves.		20	20									
4- and 5-degree curves.		15	15	4- and 5-degree curves.			15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.			10	10					Handling logs within city limits		8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.			25	25	Between Mile Posts— 53.5 and 53.7.		10	10
Between Mile Posts— 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thorn- berry.			20	20				
72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.			10	10	Aberdeen Within city limits.		20	20
Pilot Rock Branch Maximum speed.		15	15	Olympia Branch Maximum speed.			20	20	Over Boone St. Crossing.		5	5
Umatilla Branch Maximum speed.		25	25	Olympia Within city limits.			10	10	Over other street crossings.		10	10
Between Mile Posts— Hinkle 0.0 and 0.1.		15	15	4- and 5-degree curves.			15	15	Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	50
2.3 and 3.7.		20	20	On curves of 6 degrees and over.			10	10					Between Villard Jct. and M.P. 70.		50	35
Hermiston Standard and Union Oil spurs.		6		Grays Harbor Branch Maximum speed.			30	30	Between M.P. 70 and Yakima.		45	30
On house track west of McNaught Warehouse.		6		Between Mile Posts— Centralia 1.0 and 1.3.			10	10	With pile driver 0321.			15
Over road crossing east end of depot.		15	15	Blakeslee Jct. 4.3 and 4.7.			20	20	On 4-degree curves.		45	35
Umatilla On wye.		10	10	Galvin 5.1 and 5.7.			15	15	On 5- and 6-degree curves.		35	25
Heppner Branch Maximum speed.		25	25	6.5 and 6.8.			10	10	Between Mile Posts— Villard Jct. 7.1 and 7.4.		30	30
3-degree curves.		20	20	7.1 and 7.5.			20	20	Bridge 7.44.		25	15
4- and 5-degree curves.		15	15	10.1 and 10.3.			20	20	Kennewick Over street crossings.		8	8
On curves of 6 degrees and over.		10	10	11.9 and 12.1.			15	15	Richland Jct. On Govt. track between Rich- land Jct. and North Richland. Within yard limits.		25	25
Condon Branch Maximum speed.		25	25	Independence 14.7 and 15.2.			10	10	Between Mile Posts— 35.6 and 35.9.		45	35
3-degree curves.		20	20	16.7 and 16.9.			20	20	Benton City Within city limits.		40	30
4- and 5-degree curves.		15	15	18.5 and 19.8.			15	15	Between Mile Posts— 37.5 and 38.5.		20	15
On curves of 6 degrees and over.		10	10	South Elma 32.8 and 33.8.			15	15	Grandview Within city limits.		30	30
On descending grades between Speece and Mikkalo.		15	15	34.4 and 34.6.			10	10	Granger Over street crossings.		30	30
On descending grades between Barnett and Rock Creek.		15	15	35.0 and 35.4.			15	15	Zillah Over street crossings.		25	15
				36.1 and 36.3.			15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
				37.5 and 38.2.			20	20	Over N. P. Crossing and between home signals governing cross- ing.		20	20
				38.5 and 39.7.			15	15				
				41.5 and 42.3.			15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Yakima Over Yakima Ave., and Walnut Street.		6	6	Between Mile Posts— 146.2 and 147.2.	60	50	35	Touchet 18.5 and 18.6.		35	25
Over other street crossings.		10	10	147.3 and 148.8.	45	35	25	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Sunnyside Branch Maximum speed.		45	30	Mica 150.5 and 153.9.	35	30	20	College Place Within city limits.		30	30
Sunnyside Within city limits.		30	30	154.3 and 154.5.	60	50	25	Moscow Branch Maximum speed.		35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35	154.7 and 155.5.	45	35	25	On 7- and 8-degree curves.		25	20
Between Manito and Tekoa.		45	30	Between Chester and Mica, on descending grade.			25	On 9- and 10-degree curves.		20	20
Tekoa On west leg of wye.		10	10	N. P. Crossing Through interlocking.	15	15	10	Colfax Within city limits.		12	12
Between Mile Posts— 117.2 and 117.5.		20	20	Spokane Over street crossings between N.P. Crossing and city limits.	20	20	20	Between Mile Posts— 1.3 and 3.1.		25	20
118.1 and 118.3.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.			12	5.6 and 7.5.		25	20
118.5 and 119.7.		25	20	Through tunnel.	15	15	15	8.4 and 8.8.		25	20
120.2 and 121.4.		35	25	Pleasant Valley Branch Maximum speed.			25	Shawnee 9.9 and 10.0.		25	20
121.6 and 121.9.		25	20	G. N. Crossing, M.P. 30.7.			20	10.8 and 11.2.		25	20
122.1 and 122.5.		35	25	On curves of 7 degrees and over.			20	12.2 and 12.5.		25	20
Latah Within city limits.		40	30	Wallula Branch Maximum speed.			35	Albion 13.4 and 13.6.		25	20
Between Mile Posts— 123.4 and 124.5.		20	20	On 5- and 6-degree curves.			35	14.3 and 14.9.		20	20
125.1 and 125.7.		35	25	On 7- and 8-degree curves.			25	17.5 and 17.7.		25	20
127.5 and 128.4.		35	25	On 9- and 10-degree curves.			20	17.9 and 18.0.		25	20
129.6 and 130.6.		35	25	Wallula Jct. West leg of wye.			15	Pullman Within city limits.		15	15
Fairfield Within city limits.		25	25	Between Mile Posts— Zangar Jct. 5.1 and 6.4.			25	Over street crossings.		6	6
Between Mile Posts— 133.3 and 134.6.		25	20	6.7 and 6.8.			25	Between Mile Posts— N. P. Crossing 19.9 and 20.0.		25	20
Darknell 135.3 and 136.3.		35	25	7.0 and 7.1.			20	24.6 and 24.8.		25	20
136.6 and 139.2.		20	20	Reese 7.7 and 8.0.			25	25.2 and 25.4.		25	20
Rockford Within city limits.		20	20	8.2 and 8.4.			35	Moscow Within city limits.		20	20
Between Mile Posts— 141.0 and 141.2.		35	25	8.7 and 9.1.			25	Over street crossings.		12	12
142.6 and 143.2.		25	20	9.5 and 9.7.			25				
Manito 144.4 and 144.6.	60	50	35	10.0 and 10.1.			35				
145.5 and 146.0.	55	45	35	10.7 and 10.9.			35				
				11.1 and 11.4.			35				
				12.1 and 12.3.			20				
				12.5 and 12.6.			35				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.		30	30	Between Mile Posts— 23.1 and 23.6.			35	Elberton Within city limits.		25	25
On 5- and 6-degree curves.		25	25	23.6 and 23.7.			30	Between Mile Posts— 90.7 and 91.9.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	24.5 and 25.0.			35	92.4 and 92.9.		25	25
Between Hooper Jct. and Connell.		20	20	25.4 and 26.9.			30	Garfield Within city limits.		25	25
Between Mile Posts— La Crosse 3.4 and 3.6.		25	25	27.1 and 27.2.			25	Between Mile Posts— 101.1 and 101.5.		25	25
6.6 and 6.8.		25	25	27.4 and 27.8.			20	102.0 and 102.4.		25	25
7.2 and 7.8.		20	20	28.2 and 28.7.			20	Farmington Within city limits.		20	20
9.2 and 9.7.		20	20	Hay 30.4 and 31.1.			35	Between Mile Posts— 104.6 and 104.9.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	32.0 and 33.8.			25	105.5 and 105.8.		20	20
Through west leg of wye on 16- degree curve.		8	8	34.2 and 35.2.			20	112.2 and 113.1.		25	25
Tekoa-Ayer Branch Maximum speed.		45	30	36.2 and 36.9.			25	115.6 and 116.0.		20	20
Between Ayer and Tucannon.		35	25	37.8 and 39.3.			25	Tekoa On west leg of wye.		10	10
Between Colfax and Tekoa, via Garfield.		30	30	Sutton 49.3 and 50.1.			30	Pomeroy Branch Maximum speed.		25	25
On 4-degree curves.		35	25	Endicott 64.9 and 65.2.			35	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		25	25	68.2 and 68.5.			35	Tucannon Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Diamond 68.8 and 69.0.			35	On curves of 7 degrees and over.		20	20
Between Mile Posts— Tucannon 14.0 and 14.1.		35	25	69.9 and 70.1.			35	Starbuck Within city limits.		15	15
14.3 and 16.1.		25	25	Mockonema 73.3 and 73.6.			20	Between Starbuck and Relief.		12	12
17.1 and 17.2.		15	15	Crest 74.9 and 77.2.			25	Pendleton Branch Maximum speed.		25	25
Over Snake River Bridge 17.23.		5	5	Colfax Within city limits.			12	On 7-, 8-, 9- and 10-degree curves.		20	20
Between Mile Posts— Riparia 17.7 and 18.1.		25	20	Between Mile Posts— 78.4 and 78.5.			20	Between Barrett and Downing, on descending grade.		15	15
18.6 and 18.8.		35	25	79.8 and 80.7.			20	Pendleton Over S. W. Fourth, Main and S. E. Third Streets.		12	12
19.7 and 19.9.		20	20	81.5 and 82.3.			20	Over other street crossings within city limits.		20	20
				82.9 and 83.4.			20	Between Mile Posts— 2.5 and 3.0.		20	20
				83.7 and 84.5.			20	9.5 and 9.8.		20	20
				86.5 and 87.0.			20	Athens Over street crossings.		15	15
				87.6 and 88.9.			20				
				89.1 and 89.4.			20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour				
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.		
Between Mile Posts— Downing 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.	25	25	Between Mile Posts— Lane 47.8 and 48.3.		45	30			
25.4 and 26.2.		20	20		Between Dayton Jct. and Turner.	15	15	48.6 and 49.0.		45	30		
Blue Mountain 29.0 and 29.4.		20	20		On curves of 7 degrees and over.	20	20	Rose Lake 50.6 and 51.0.		35	25		
29.8 and 30.1.		20	20		Between Mile Posts— Bolles 0.4 and 0.6.	20	20	Dudley 53.6 and 54.2.		35	25		
30.3 and 30.4.		20	20		Dayton Over street crossings west of Touchet River.	15	15	54.5 and 54.9.		35	25		
31.2 and 31.7.		20	20					Cataldo 58.7 and 59.1.		45	30		
32.2 and 32.4.		20	20	60.0 and 60.2.					20	20			
32.7 and 32.9.		20	20	Over all other street crossings.	10	10	62.4 and 63.2.		35	25			
Milton-Freewater Over street crossings.		15	15	Wallace Branch Maximum speed.	50	30	63.4 and 64.0.		45	30			
W. W. V. Ry. Crossing, M.P. 36.3.		15	15				Between Plummer Jct. and Chatcolet.	35	20	Kellogg-Wardner Over street crossings.	10	10	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Chatcolet and Harrison.	40	25	Between Mile Posts— 70.1 and 70.3.		35				25
Walla Walla Over street crossings.		12	12	On 4-degree curves.	45	30	70.7 and 70.9.		35				25
Within city limits.		20	20	On 5- and 6-degree curves.	35	25	71.5 and 71.7.		45	30			
On west leg of wye.		8	8	On 7- and 8-degree curves.	25	20	72.4 and 72.6.		35	25			
Between Mile Posts— 52.7 and 53.4.		20	20	On 9- and 10-degree curves.	20	20	73.4 and 73.6.		45	30			
Valley Grove 64.8 and 64.9.		20	20	Between Mile Posts— Plummer Jct. 16.2 and 16.9.	20	20	Osburn 77.1 and 77.2.		35	25			
65.5 and 66.0.		20	20	17.9 and 18.2.	25	20	77.4 and 77.7.		35	25			
66.1 and 66.3.		20	20	18.5 and 20.3.	25	20	78.0 and 78.2.		35	25			
Bolles 71.7 and 72.5.		20	20	Chatcolet Bridge 23.45.	15	15	78.6 and 78.7.		25	20			
72.8 and 73.2.		20	20				Between Mile Posts— 24.1 and 28.4.	25	20	Wallace Over street crossings.		6	6
74.3 and 76.1.		20	20	Springston 34.0 and 34.4.	10	10	Between Mile Posts— 81.4 and 87.3.		20	20			
78.4 and 78.5.		20	20				Burke to Wallace, eastward.	10	10	Sierra-Nevada Branch Maximum speed.	10		
78.9 and 79.3.		20	20				34.5 and 34.7.	45	30				
79.6 and 79.9.		20	20	34.9 and 35.2.	35	25							
80.8 and 81.2.		20	20	38.3 and 38.6.	35	25							
Alto				39.6 and 39.8.	45	30							

Standard clocks are located as shown below:

Albina Train Dispatcher's Office	Hinkle Enginemen's Register Room	Pendleton Telegraph Office
Albina Yard Telegraph Office	Hinkle Yard Office	Portland (Joint)
Albina Crew Dispatcher's Board Room	Hoquiam (Joint).N. P. Ry. Telegraph Office	.....N. P. T. Co. Telegraph Office
Albina Terminal No. 4 Yard Office	Huntington Telegraph Office	Seattle (Joint)
Argo Yard Office	Kellogg-Wardner Telegraph Office	..... Union Station Telegraph Office
Argo Enginemen's Register Room	Kennewick Telegraph Office	Spokane Train Dispatcher's Office
Arlington Telegraph Office	Kenton Yard Office	Spokane Telegraph Office
Ayer Telegraph Office	La Grande Crew Dispatcher's Office	Tacoma Yard Office
Baker Telegraph Office	La Grande Train Dispatcher's Office	The Dalles Telegraph Office
Bend (Joint)....O. T. Ry. Telegraph Office	La Grande Depot Telegraph Office	The Dalles Switchmen's Locker Room
Centralia (Joint).N. P. Ry. Telegraph Office	Moscow Telegraph Office	Walla Walla Telegraph Office
East Spokane... Trainmen's Register Room	Olympia Telegraph Office	Yakima Telegraph Office
Hinkle Telegraph Office		Yakima Roundhouse

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"	76.0	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"	70.0	1' 2"	58.	1' 15"	48.	2' 30"	24.		

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A))

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
17	Any station.....	Pocatello or beyond.	
18	Any station.....	.....	Pocatello or beyond.
18	Ordnance.....	Portland or beyond.	
18	{ Union Jct. North Powder ... Haines.	{ Portland or beyond, Tuesdays only.	
18	Any station west of Hinkle.....	.....	Walla Walla or beyond.
19	Hooper Jct.....	.....	Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	Hinkle or beyond.