

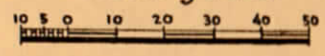


NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO SEPTEMBER 25, 1960

Scale of Miles



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
NO. 42

Effective Sunday
September 25, 1960
At 12:01 A.M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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

D. F. WENGERT
General Manager

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.
R. B. Hardin, Terminal Superintendent.....Portland, Ore.
A. L. McDermott, Asst. Terminal Superintendent.....Portland, Ore.
J. F. Chapman, Asst. Terminal Superintendent.....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.
A. B. Ziegler, Road Foreman of Engines.....Portland, Ore.
H. H. Donaldson, 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.	J. D. Freund	Surgeon	Kennewick, Wash.
H. V. Valentine	District Surgeon	Spokane, Wash.	H. F. Craig	Surgeon	La Crosse, Wash.
J. P. Craven	Surgeon	Portland, Ore.	R. A. Gingrich	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
M. H. Johnson	Oculist	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
R. L. Olsen	Surgeon	Parkrose, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
U. W. Raglione	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
P. A. Snedecor	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
R. H. Tinker	Surgeon	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
D. F. Campbell	Surgeon	Baker, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
C. Palmer McKim	Surgeon	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	John M. Shiach	Oculist	Seattle, Wash.
P. W. Ford	Surgeon	Bend, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
D. S. Spence	Surgeon	Bend, Ore.	R. H. Humphreys	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Albert Will	Surgeon	Elgin, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
S. A. McCool	Surgeon	Elma, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Ross D. Wright	Surgeon	Tacoma, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	John J. Loring	Surgeon	Takoa, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Dean M. Macy	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
G. C. Carter	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
H. D. Lewis	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
C. I. Gibbon	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
Robert E. Staley	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. P. Scheffter	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. 42 September 25, 1960	FIRST CLASS				
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
Daily	Daily	Daily	Daily	Daily		STATIONS					
3.45			4.45		0.0	GRANGER		A 9.40		A10.55	
7.25			9.55	12.45	213.9	POCATELLO		A 2.20	5.40	6.15	
10.05			10.35	4.00	373.8	GLENNS FERRY		10.55	5.30	5.35	
11.20			2.10	4.00	448.4	BOISE		10.55	2.50	2.20	
1.20			3.55	5.55	550.1	M.T. HUNTINGTON M.T.		9.15	1.35	12.35	
12.21			6.50	9.30	649.7	P.T. LA GRANDE P.T.		6.30	11.51	10.00	
2.40			6.00	8.50	723.9	LA GRANDE		5.20	10.50	8.50	
4.45			9.00	12.25	755.3	PENDELTON		2.40	8.30	6.05	
			11.25	3.20	855.4	SPOKANE	A10.00	12.25	6.16	3.20	
	12.30				941.3	HINKLE		5.40	11.40	2.20	
5.31	A 4.45		12.45	4.55	855.4	THE DALLES		9.30	4.00	11.55	
7.05			3.10	7.00	939.5	PORTLAND		7.10	2.15	A 9.15	
A 9.00		9.30	A 5.30	A 9.20	1122.7	SEATTLE				5.00	
		A 1.30					Daily	Daily	Daily	Daily	
(18.15)	(4.15)	(4.00)	(25.45)	(21.35)		..... Thru Time	(4.20)	(18.10)	(18.25)	(4.15)
51.5	43.1	45.8	36.5	33.6		..... Average speed per hour	42.9	39.9	51.0	38.9

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 42 September 25, 1960	FIRST CLASS				
				35 Passenger			36 Passenger				
				Daily		STATIONS					
					0.0	McCAMMON		A 3.30			
					22.7	POCATELLO		3.00			
					73.3	IDAHO FALLS		2.30			
					124.3	ASHTON		1.13			
					169.9	VICTOR					
					180.4	WEST YELLOWSTONE					
					285.8	BUTTE		7.30			
							Daily				
					(8.05)	..... Thru Time	(8.00)			
					35.4	..... Average speed per hour	35.7			

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. 42 September 25, 1960	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	6.00PM	8.50AM	12.21AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.20PM	A 10.50PM	A 5.15AM		
100 P		s 9.01		D LIME BY	384.5						
100 P				WEATHERBY	377.5						
150 PWY		f 9.32		DURKEE	368.9		f 4.30				
100 P				OXMAN	361.7						
138 P		s 10.00		PLEASANT VALLEY	355.4						
WB 91 PY EB 109				ENCINA	351.9						
107 P				QUARTZ	347.3						
WB 109 BKOPW EB 111 XYZ	s 7.22	s 10.35	s 1.35	DN BAKER BC	342.0	s 7.25	s 3.50	s 9.30			
106 P				WING	337.6						
106 P		s 10.48		D HAINES KB	331.7		f 3.36				
106 P		s 11.00		D NORTH POWDER HD	322.1		f 3.25				
107 P				SAGO	315.5						
154 PWY		f 11.15AM		TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BJKOPTWXYZ	A 8.50PM	A 12.05PM	A 2.35AM	DN-R LA GRANDE RA	289.8	6.05AM	2.40PM	8.30PM	2.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.50) 35.1	(3.15) 30.6	(2.14) 44.6	..... Thru Time	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2		

No. 11 will stop at Durkee, daily except Sundays and holidays, to permit exchange of mail.
 No. 12 will reduce speed to 35 MPH at North Powder and Haines to permit exchange of mail.
 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. 42 September 25, 1960	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					
BJKOPTWXYZ		9.00PM	12.25PM	2.40AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.30PM	A 8.25PM	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 1.25		MEACHAM	265.5					
136 P					HURON	257.7					
120 P					CAMP	254.1					
WB 68 PWY EB 69					DUNCAN	248.5					
93 P					BONIFER	239.5					
106 PWY			f 2.25		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 3.20	s 4.45	DN PENDLETON FD	215.6	s 3.20	s 12.25PM	s 6.16		
155 JPX			s 3.27		RIETH	212.0					
135 P					BARNHART	208.3					
135 P					NOLIN	198.9					
135 P		f 11.59PM	s 3.55		D ECHO III	192.6					
P		f 12.04AM	s 4.03	5.12	STANFIELD	188.4					
BJKOPWXYZ		A 12.25AM	A 4.25PM	A 5.30AM	DN-R HINKLE UK	184.2	2.20AM	11.40AM	5.41PM	11.15PM	
					(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday	
	(3.25) 30.9	(4.00) 26.4	(2.50) 37.3	..... Thru Time	(3.35) 29.5	(2.50) 37.3	(2.44) 38.5	(3.05) 34.2		

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						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 42 September 25, 1960	STATIONS	
	151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	17 Passenger			
	Daily	Daily		Daily	Daily	Daily			
BKOPWXYZ		9:20AM	1:00AM		4:55PM	5:31AM	12:45AM	DN-R HINKLE UK	
PW		9:30	1:10		5:02		12:52	D ORDNANCE RN	
131 P		9:33	1:39 ¹⁸		5:04	5:38	12:54	MUNLEY 5.8	
131 P		9:41	2:01		5:17 ¹⁰⁰	5:43	12:59	CLARKE 8.2	
131 P		9:50	2:10		5:25	5:48	1:04	D BOARDMAN BD	
125 P		10:01	2:21		5:34	5:55	1:18 ¹⁸	CASTLE 7.5	
14 JP		10:12	2:32		5:41		1:30	HEPPNER JCT. 1.2	
138 P		10:38 ¹²	2:35		5:43	6:02	1:32	WILLOWS 8.5	
WB 137 EB 112 BJKPTWX		11:05	2:55 ²⁶²		5:54	6:10	1:42	DN ARLINGTON MX	
130 P		11:15	3:02		6:00	6:14	1:50 ²⁶²	GILMORE 4.7	
127 P		11:24	3:09		6:05	6:18	1:55	BLALOCK 6.1	
129 P		11:33	3:17		6:11	6:23	2:02	QUINTON 8.2	
132 P		11:48	3:30		6:19	6:30	2:10	GOFF 8.0	
125 P		11:57AM	3:39		6:25	6:35	2:16	RUFUS 5.9	
130 JPW		12:07PM	3:48		6:30	6:40	2:22	DN BIGGS BX	
55		12:13	3:54		6:33	6:43	2:27	MILLER 5.3	
JPV		12:24	4:05		6:39	6:48	2:33	OREGON TRUNK JCT. 3.2	
75 P		12:30	4:13		6:43	6:51	2:37	DUNE 6.1	
BKOPTWXZ		12:40PM	4:35AM		6:50PM	7:05AM	3:00AM	DN-R THE DALLES DK	
								(98.4)	

(3.20) (3.35) (1.55) (1.34) (2.15) Thru Time.....
 29.5 27.5 51.3 62.8 43.8 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.

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 Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 42 September 25, 1960	STATIONS	
	12 Mail and Express	106 Streamliner Passenger	18 Passenger		262 Time Freight	126 Time Freight			
	Daily	Daily	Daily		Daily	Daily			
BKOPWXYZ		9:20AM	1:00AM		4:55PM	5:31AM	12:45AM	DN-R HINKLE UK	
PW		9:30	1:10		5:02		12:52	D ORDNANCE RN	
131 P		9:33	1:39 ¹⁸		5:04	5:38	12:54	MUNLEY 5.8	
131 P		9:41	2:01		5:17 ¹⁰⁰	5:43	12:59	CLARKE 8.2	
131 P		9:50	2:10		5:25	5:48	1:04	D BOARDMAN BD	
125 P		10:01	2:21		5:34	5:55	1:18 ¹⁸	CASTLE 7.5	
14 JP		10:12	2:32		5:41		1:30	HEPPNER JCT. 1.2	
138 P		10:38 ¹²	2:35		5:43	6:02	1:32	WILLOWS 8.5	
WB 137 EB 112 BJKPTWX		11:05	2:55 ²⁶²		5:54	6:10	1:42	DN ARLINGTON MX	
130 P		11:15	3:02		6:00	6:14	1:50 ²⁶²	GILMORE 4.7	
127 P		11:24	3:09		6:05	6:18	1:55	BLALOCK 6.1	
129 P		11:33	3:17		6:11	6:23	2:02	QUINTON 8.2	
132 P		11:48	3:30		6:19	6:30	2:10	GOFF 8.0	
125 P		11:57AM	3:39		6:25	6:35	2:16	RUFUS 5.9	
130 JPW		12:07PM	3:48		6:30	6:40	2:22	DN BIGGS BX	
55		12:13	3:54		6:33	6:43	2:27	MILLER 5.3	
JPV		12:24	4:05		6:39	6:48	2:33	OREGON TRUNK JCT. 3.2	
75 P		12:30	4:13		6:43	6:51	2:37	DUNE 6.1	
BKOPTWXZ		12:40PM	4:35AM		6:50PM	7:05AM	3:00AM	DN-R THE DALLES DK	
								(98.4)	

(3.20) (3.35) (1.55) (1.34) (2.15) Thru Time.....
 29.5 27.5 51.3 62.8 43.8 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.

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 Bldgs, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 42 September 25, 1960	STATIONS	SECOND CLASS					
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger			17 Passenger	126 Time Freight	262 Time Freight			
		Daily	Daily		Daily	Daily			Daily					
BKOPTWXZ		1.00PM	5.05AM		7.00PM	7.05AM	3.10AM	DN-R THE DALLES DK						
P		1.10	5.15		7.05	7.10	3.16	CRATES						
131 P		1.20	5.25		7.11	7.16	3.22	ROWENA						
128 P		1.32	5.37		7.20	7.24	3.31	MOSIER						
WB 67 EB 102 PVWX		1.45	5.50		7.35	7.33	3.47	DN HOOD RIVER KI						
126 P		1.53	5.58		7.41	7.38	3.53	MENO						
127 P		2.09	6.14		7.52	7.48	4.05	WYETH						
134 P		2.22	6.27		8.02	7.57	4.15	D CASCADE LOCKS CJ						
117 P		2.30	6.35		8.11	8.02	4.22	BONNEVILLE						
126 P		2.55	6.44		8.18	8.07	4.28	DODSON						
126 PZ		3.17	6.57		8.27	8.14	4.38	D BRIDAL VEIL JU						
126 P		3.25	7.05		8.34	8.18	4.43	ROOSTER ROCK						
51 102 IJP		3.39	7.20		8.49	8.25	4.54	DN TROUTDALE SN						
46 P					8.52		4.59	D FAIRVIEW FA						
48 P		VIA KENTON	VIA KENTON		8.57	8.33	5.06	CLARNIE						
23 PX					9.02	8.38	5.12	GRAHAM						
12 PX					9.06	8.42	5.17	BRUUN						
IJPVXY					9.09	8.45	5.21	EAST PORTLAND						
46 P		3.49	7.30					HEMLOCK						
PX		3.59	7.40					D FIR FR						
68 BKPXZ		4.15	7.55					KENTON						
IJPXY					VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	PENINSULA JCT.						
IJPX		4.30	8.10					DN ST. JOHNS JCT. JN						
BKOPTWXZ		A 4.55PM	A 8.30AM					DN-R ALBINA B X						
IJPVXY					9.09	8.45	5.21	EAST PORTLAND						
BIKPV					A 9.20PM	A 9.00AM	A 5.30AM	DN-R PORTLAND P-VC						
					VIA GRAHAM (85.8)	VIA KENTON (92.2)								
		(3.55) 23.5	(3.25) 26.1		(2.20) 36.8	(1.55) 44.7	(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.

No. 17 will reduce speed to 35 MPH at Troutdale if arrives Troutdale after 6.00 AM to permit exchange of mail.
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 Bldgs, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 42 September 25, 1960	STATIONS	SECOND CLASS					
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger			17 Passenger	126 Time Freight	262 Time Freight			
		Daily	Daily		Daily	Daily			Daily					
BKOPTWXZ		1.00PM	5.05AM		7.00PM	7.05AM	3.10AM	DN-R THE DALLES DK						
P		1.10	5.15		7.05	7.10	3.16	CRATES						
131 P		1.20	5.25		7.11	7.16	3.22	ROWENA						
128 P		1.32	5.37		7.20	7.24	3.31	MOSIER						
WB 67 EB 102 PVWX		1.45	5.50		7.35	7.33	3.47	DN HOOD RIVER KI						
126 P		1.53	5.58		7.41	7.38	3.53	MENO						
127 P		2.09	6.14		7.52	7.48	4.05	WYETH						
134 P		2.22	6.27		8.02	7.57	4.15	D CASCADE LOCKS CJ						
117 P		2.30	6.35		8.11	8.02	4.22	BONNEVILLE						
126 P		2.55	6.44		8.18	8.07	4.28	DODSON						
126 PZ		3.17	6.57		8.27	8.14	4.38	D BRIDAL VEIL JU						
126 P		3.25	7.05		8.34	8.18	4.43	ROOSTER ROCK						
51 102 IJP		3.39	7.20		8.49	8.25	4.54	DN TROUTDALE SN						
46 P					8.52		4.59	D FAIRVIEW FA						
48 P		VIA KENTON	VIA KENTON		8.57	8.33	5.06	CLARNIE						
23 PX					9.02	8.38	5.12	GRAHAM						
12 PX					9.06	8.42	5.17	BRUUN						
IJPVXY					9.09	8.45	5.21	EAST PORTLAND						
46 P		3.49	7.30					HEMLOCK						
PX		3.59	7.40					D FIR FR						
68 BKPXZ		4.15	7.55					KENTON						
IJPXY					VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	PENINSULA JCT.						
IJPX		4.30	8.10					DN ST. JOHNS JCT. JN						
BKOPTWXZ		A 4.55PM	A 8.30AM					DN-R ALBINA B X						
IJPVXY					9.09	8.45	5.21	EAST PORTLAND						
BIKPV					A 9.20PM	A 9.00AM	A 5.30AM	DN-R PORTLAND P-VC						
					VIA GRAHAM (85.8)	VIA KENTON (92.2)								
		(3.55) 23.5	(3.25) 26.1		(2.20) 36.8	(1.55) 44.7	(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		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Bins, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 42		
	391	361	151	363	19	97	September 25, 1960		STATIONS		
	Mixed	Freight	Freight	Mixed	Passenger	CM St. P & P Streamliner Passenger					
	Monday Wednesday Thursday Saturday	Daily Except Sunday	Daily	Daily	Daily	Daily					
BKPVX			10.15 ^{PM}		12.30 ^{PM}	12.01 ^{AM}	DN-R SPOKANE DS AU } DOUBLE TRACK				
PX			10.35 ⁹⁸		12.34	12.05	WEST SPOKANE				
48 P			10.45		12.38	12.09	3.6 COWLES				
53 P			10.55		12.43	12.14	4.2 MARSHALL				
103 PX			11.10		12.52	12.23	7.3 CHENEY N CY				
51 P			11.20		12.58	12.29	5.2 GEIB				
52 P			11.30		1.05	12.36	5.0 MASON				
53 PW			11.45		1.13	12.44	7.4 CROSKEY				
109 P			11.55 ^{PM}		1.18	12.49	4.0 WELLS				
52 P			12.05 ^{AM}		1.25	12.56	6.6 PALM LAKE				
44 P			12.15		1.31	1.02	5.2 ASHBY				
52 P			12.23		1.36	1.07	4.2 EMDEN				
75 JPVWXY			12.33		1.45	1.16 ^{AM}	6.7 DN-R MARENGO RA				
52 P			12.41		1.51 ²⁹⁸		4.8 THAVIS				
63 P			12.48		1.56		4.4 MACK				
51 P			12.56		2.01		4.2 ANKENY				
38 JPY		1.30 ^{PM}	1.11		2.12		7.9 R HOOPER JCT.				
53 P		1.40	1.21		2.19		5.6 PARK				
146 P		1.52	1.33		2.28		6.2 JOBO				
73 P		2.10	1.48		2.36		5.8 CHEW				
BJKOPWXY		A 2.25 ^{PM}	2.15		2.47		3.8 DN-R AYER JD				
96 P			2.29		2.55		6.0 RUXBY				
96 P			2.40		3.04		7.8 SCOTT				
46 P			2.50		3.11		5.9 WALKER				
96 P			2.56		3.15		3.0 SIMMONS				
96 PW			3.11		3.26		7.8 PAGE				
95 P			3.26		3.35		7.3 ASH				
94 P			3.36		3.41		6.0 HUMORIST				
157 JPVWXY		7.25 ^{AM}	3.51	2.55 ^{AM}	3.50		1.7 DN-R WALLULA JN				
JPVXY		7.30	3.56	3.00	3.53		1.7 WALLULA JCT.				
157 P		7.47	4.16	3.20	4.05		10.3 JUNIPER				
159 P		8.05	4.31	3.40	4.16		9.8 COLD SPRINGS				
BJKOPWXYZ		A 8.30 ^{AM}	A 5.00 ^{AM}	A 4.00 ^{AM}	A 4.45 ^{PM}		9.2 DN-R HINKLE UK				
					(186.0)						

(0.55) (1.05) (6.45) (1.00) (4.15) (1.15) Thru Time
 23.3 28.6 27.5 28.6 43.1 48.9 Average speed per hour

Except on double track and in Centralized Traffic Control territory, 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, Oregon Division.

No. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.

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.

WESTWARD		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Bins, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 42		
	362	392	298	364	20	98	September 25, 1960		STATIONS		
	Freight	Mixed	Freight	Mixed	Passenger	CM St. P & P Streamliner Passenger					
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily					
			4.10 ^{PM}		367.3	A 10.00 ^{AM}	A 10.55 ^{PM}	DN-R SPOKANE DS AU } DOUBLE TRACK			
			4.02		365.6	9.52	10.35 ¹⁵¹	WEST SPOKANE			
			3.52		362.0	9.48	10.31	3.6 COWLES			
			3.42		357.8	9.42	10.26	4.2 MARSHALL			
			3.27		350.5	9.33	10.17	7.3 CHENEY N CY			
			3.17		345.3	9.26	10.11	5.2 GEIB			
			3.07		340.3	9.19	10.06	5.0 MASON			
			2.52		332.9	9.10	9.58	7.4 CROSKEY			
			2.42		328.9	9.05	9.54	4.0 WELLS			
			2.32		322.3	8.57	9.47	6.6 PALM LAKE			
			2.23		317.1	8.50	9.42	5.2 ASHBY			
			2.15		312.9	8.45	9.37	4.2 EMDEN			
			2.05		306.2	8.36	9.30 ^{PM}	6.7 DN-R MARENGO RA			
			1.51 ¹⁹		301.4	8.30		4.8 THAVIS			
			1.32		297.0	8.25		4.4 MACK			
			1.24		292.8	8.19		4.2 ANKENY			
			1.09		284.9	8.10		7.9 R HOOPER JCT.			
		A 6.00 ^{AM}	5.40	12.59	279.3	8.03		5.6 PARK			
			5.25	12.47	273.1	7.54		6.2 JOBO			
			5.10	12.32	267.3	7.45		5.8 CHEW			
			5.00 ^{AM}	12.26	263.5	7.40		3.8 DN-R AYER JD			
			12.17		257.5	7.11		6.0 RUXBY			
			12.06 ^{PM}		249.7	7.02		7.8 SCOTT			
			11.56 ^{AM}		243.8	6.54		5.9 WALKER			
			11.50		240.8	6.51		3.0 SIMMONS			
			11.35		233.0	6.41		7.8 PAGE			
			11.20		225.7	6.32		7.3 ASH			
			11.10		219.7	6.25		6.0 HUMORIST			
			10.55	A 8.05 ^{PM}	215.2	6.15		1.7 DN-R WALLULA JN			
		A 2.45 ^{AM}	10.50	8.00	213.5	6.11		1.7 WALLULA JCT.			
			10.33	7.40	203.2	6.00		10.3 JUNIPER			
			10.18	7.20	193.4	5.50		9.8 COLD SPRINGS			
			10.00 ^{AM}	7.00 ^{PM}	184.2	5.40 ^{AM}		9.2 DN-R HINKLE UK			
			Daily	Daily	(186.0)						

(4.20) (1.25) (1.00) (1.00) (6.10) (1.05) Thru Time
 42.9 43.1 31.0 21.5 30.2 28.6 Average speed per hour

Except on double track and in Centralized Traffic Control territory, 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, Oregon Division.

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42 September 25, 1960	Mile Post	SECOND CLASS	Freight
	305					304
	Daily Except Sunday				
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	33.8	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	A 12:10PM	DN-R LA GRANDE	RA 0.0	9:00AM	Daily Except Saturday
(5.10) Thru Time.....		(4.35)		(18.3)	
16.2 Average speed per hour.....					

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Sunday
155 JPX		0.0	RIETH		
22		6.7	SPARKS		
18 X		14.3	PILOT ROCK		
			(14.3)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Sunday
BJKOP WXYZ		0.0	DN-R HINKLE	UK	
95 P		3.9	D HERMISTON	MN	
PXY		10.1	D UMATILLA	CS	
63 P		17.9	IRRIGON		
			(17.9)		

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Monday
39 PXY		45.2	D-R HEPPNER	HR	
19 P		36.3	LEXINGTON		
7		31.0	JORDAN		
15 P		28.3	D IONE	ON	
3		25.2	McNAB		
13		19.8	MORGAN		
3		14.5	CECIL		
19 JPX		0.0	HEPPNER JCT.		
			(45.2)		

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Sunday
26 PVXY		44.5	D-R CONDON	CD	
22		36.3	GWENDOLEN		
27		32.3	SPEECE		
26		28.6	CLEM		
29 P		24.4	MIKKALO		
27		19.7	BARNETT		
11 P		16.0	ROCK CREEK		
29		7.3	SHUTLER		
WB 126 BJK		0.0	DN-R ARLINGTON	MX	
EB 113 PTWX			(44.5)		

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Sunday
14 Y		52.5	KENT		
10		42.5	EAKIN		
28 PW		38.5	D GRASS VALLEY	VY	
25		27.0	D MORO	MR	
16		14.2	KLONDIKE		
32 P		9.7	D WASCO	WA	
6		5.2	THORNBERRY		
160 JPWX		0.0	DN-R BIGGS	BX	
			(62.5)		

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. 42 September 25, 1960	Mile Post	SECOND CLASS	Freight
	313					314
	Mixed				
	Daily Except Monday				
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.

JPVX	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. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Sunday
JPVXY		0.0	EAST OLYMPIA		
X		7.3	N. P. CROSSING		
BKPV WXYZ		7.4	D-R OLYMPIA	OA	
			(7.4)		

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		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42 September 25, 1960	Mile Post	SECOND CLASS	Freight
	307					308
	Mixed				
	Daily Except Sunday				
STATIONS					
BJKOPT VWXYZ	2:00 PM	DN-R CENTRALIA	CN 2.4	O.O	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		BLAKESLEE JUNCTION		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Sunday
JMPVX	2:10PM	2.4	BLAKESLEE JUNCTION		A 8:35PM
M		2.4	N. P. CROSSING		
M		2.4	C. M. St. P. & P. CROSSING		
23 P	2:20	5.0	GALVIN		8:25
43 JPVX	2:40	12:01AM	HELSING JUNCTION		A 7:40PM
48 PX	2:45	12:05	R INDEPENDENCE		7:50
82 P	3:05	12:30	CEDARVILLE		7:30
81	3:20	12:40	LANKNER		7:15
44 P	3:30	12:55	SAGINAW		7:05
8 P	3:35	1:00	SOUTH ELMA		7:00
83 PXY	4:05	1:35	SOUTH MONTESANO		6:35
X		42.4	SOUTH MONTESANO		
PVX		43.9	D MONTESANO	MO	
83 PXY	4:05	1:35	SOUTH MONTESANO		6:05
27	4:10	1:43	MELBOURNE		6:25
32 P	4:20	1:50	PREACHER'S SLOUGH		6:15
83 PX	4:35	2:05	COSMOPOLIS		6:00
JV		53.2	SOUTH ABERDEEN JCT.		
U		53.3	N. P. CROSSING		
83 PVXZ	A 4:45PM	A 2:35AM	DN-R ABERDEEN	SA 3.6	5:15PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

WESTWARD		HOQUIAM		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 42 September 25, 1960	Mile Post	STATIONS	Freight	Daily Except Sunday
BKOPT WYZ	A 5:00 PM	A 3:05 AM	DN-R HOQUIAM	HO 57.5	5:00 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

WESTWARD		YAKIMA BRANCH							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						Time-Table No. 42		
							September 25, 1960		
							STATIONS		
					373 N. P. Freight	361 Freight	363 Mixed		
					Daily Except Sunday	Daily Except Sunday	Daily		
BKOPTVWXYZ							9.30PM	D-R YAKIMA NY	
30 X							9.40	UNION GAP	
MP								N. P. CROSSING	
30 P							9.50	PARKER	
M								N. P. CROSSING	
32 P							10.00	DONALD	
18 PV							10.05	SAWYER	
40 PV							10.15	BUENA BA	
74 PVX							10.22	ZILLAH AH	
53 P							10.32	GRANGER	
52							10.45	EMERALD	
35 JPXY							10.53	MIDVALE	
51 PVX							11.10 ³⁶⁴	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					7.10	1.45		VILLARD JCT.	
70 JPWX								ATTALIA	
157 JPVWXY					A 7.25AM	A 2.05AM		DN-R WALLULA JN	
								(98.6)	
				(0.20)	(1.05)	(4.35)		Thru Time	
				17.4	18.1	21.0		Average speed per hour	

WESTWARD		SUNNYSIDE BRANCH							
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.							Time Table No. 42		
							September 25, 1960		
							STATIONS		
35 JPXY							R	MIDVALE	
PVX							D	SUNNYSIDE SI	
								(2.8)	

BETWEEN VILLARD JCT., AND WALLULA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.
 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. 42		SECOND CLASS							
September 25, 1960									
STATIONS									
D-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						11.10 ³⁶³	
	NORTH PROSSER	50.8						10.50	
	CHAFFEE	48.0						10.30	
	BENTON CITY	36.5						10.12	
	ACTON	31.3						9.55	
R	RICHLAND JCT.	19.0	A 5.20AM	A 5.30AM				9.25	
DN	KENNEWICK KN	13.2	5.00	5.10AM				8.52	
	HEDGES	8.7	4.25					8.38	
Block Signals	VILLARD JCT.	7.0	4.15					8.30	
Block Signals	ATTALIA	0.6							
Block Signals	DN-R WALLULA JN	0.0	4.00AM					8.15PM	
	(98.6)		Daily Except Sunday	Daily Except Sunday				Daily	
	Thru Time		(1.20)	(0.20)	(6.00)				
	Average speed per hour		14.7	17.4	16.4				

		SUNNYSIDE BRANCH						EASTWARD	
Time-Table No. 42									
September 25, 1960									
STATIONS									
R	MIDVALE	0.0							
D	SUNNYSIDE SI	2.8							
	(2.8)								

BETWEEN VILLARD JCT., AND WALLULA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.
 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					FIRST CLASS		Time-Table No. 42	
		SECOND CLASS					95		September 25, 1960	
		381	298	391	387					
		CMSt.P&P Freight	Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger				
		Daily	Daily	Daily Except Sunday	Daily	Daily				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.										
BKPVX			4-10PM				11-05PM	DN-R SPOKANE	DS AU	DOUBLE TRACK
IJPX			4-15				11-10	DN N. P. CROSSING	CG	
BIJKOP TVWXZ			9-30PM	A 4-25PM	6-00AM	12-30AM	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	D FREEMAN	MA	
VX			A10-30PM		7-05	A1-30AM	A11-51PM	DN-R MANITO	MU	
23					7-21			D ROCKFORD	RD	
40					7-32			D DARKNELL	MA	
31 VX					7-42			D FAIRFIELD	G	
25					8-05			D LATAH	G	
BPXY			A 8-20AM		8-20AM			D-R TEKOA	K	
								(49.3)		
		(1.00)	(0.15)	(3.20)	(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	
		SECOND CLASS	Time-Table No. 42		
		391	September 25, 1960	Mile Post	
		Mixed			
		Daily Except Sunday			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS			
14 JPX		8-50AM	SELTICE	48.0	
U			G. N. CROSSING	39.8	
U			N. P. CROSSING	39.7	
34 VWX		9-30	OAKESDALE ON	39.1	
44		10-00	THORNTON	31.2	
M			G. N. CROSSING	30.7	
28 WX		10-45	ST. JOHN SJ	18.3	
27		11-15	WILLADA	11.5	
53		11-45AM	GRAVEL PIT	4.4	
63 BJWXY		A12-01PM	WINONA WA	0.0	
			(48.0)		

WESTWARD		WALLULA BRANCH		EASTWARD	
		Time-Table No. 42			Mile Post
		September 25, 1960			
		STATIONS			
BJROPVWXYZ		DN-R WALLA WALLA	BU	30.9	
8 X		COLLEGE PLACE		28.9	
M		W. W. V. RY. CROSSING		28.7	
17 X		GARRETT		28.6	
10		WHITMAN		24.0	
13		LOWDEN		19.3	
120 PX		TOUCHET CH		15.0	
11		REESE		7.5	
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	
		(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, Oregon Division.

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.

SPOKANE-TEKOA BRANCH		SECOND CLASS					EASTWARD					
Time-Table No. 42		FIRST CLASS		382		388		392		151		
September 25, 1960		94		CMSt.P&P Freight		Mixed		Mixed		Freight		
		CMSt.P&P Streamliner Passenger										
		Daily		Daily		Daily		Daily Except Sunday		Daily		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.												
DN-R SPOKANE	DS AU	DOUBLE TRACK	165.4	A11-50PM						A10-15PM		
DN N. P. CROSSING	CG		163.5	11-40						10-09		
EAST SPOKANE			161.0	11-35	A 6-15AM	A10-30AM	A 1-25PM	10-00PM				
DN DISHMAN	SP		158.9	11-32	6-05	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	11-07PM	4-15AM	9-25AM	12-15					
D ROCKFORD	RD		138.4				12-01PM					
DARKNELL			135.1				11-50AM					
D FAIRFIELD	G		131.7				11-40					
LATAH			123.3				11-20					
D-R TEKOA	K		116.1				11-01AM					
		(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	
		SECOND CLASS	Time-Table No. 42		
		379	September 25, 1960	Mile Post	
		Mixed			
		Daily Except Sunday			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS			
BKTVWX		8-00AM	D-R MOSCOW MO	28.1	A 2-00PM
1		8-20	WHITLOW	20.6	1-10
U			N. P. CROSSING	19.3	
23 WX		8-30	PULLMAN XN	18.7	1-00
18		8-45	ALBION	12.7	12-25
19		8-55	SHAWNEE	9.7	12-10PM
JMWXY		A 9-20AM	D-R COLFAX CA	0.0	11-30AM
			(28.1)		
		(1.20)	Thru Time	(2.30)	Thru Time
		21.1	Average speed per hour	11.2	23.6

WESTWARD		CONNELL BRANCH		EASTWARD	
		SECOND CLASS	Time-Table No. 42		
		391	September 25, 1960	Mile Post	
		Mixed			
		Monday Wednesday Thursday Saturday			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		STATIONS			
JWXY		12-45PM	D-R LA CROSSE JA	0.0	A 6-40AM
11 X			HOOPER	14.7	
32 JPXY		A 1-25PM	HOOPER JCT.	15.7	6-00AM
34			WASHTUCNA	23.5	
21 V			KAHLOTUS HO	37.4	
18 XY			CONNELL	52.9	
			(52.9)		
		(0.40)	Thru Time	(0.40)	Thru Time
		23.6	Average speed per hour	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, Oregon Division.

No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.
No. 63 arriving at Manito from CMStP&P R. R. Co. will run as No. 382 on Spokane-Tekoa Branch Manito to East Spokane.
No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.
No. 392 arriving at Tekoa on Tekoa-Ayer Branch will run as No. 392 Tekoa to East Spokane.
No. 388 arriving at Plummer Jct. on Wallace Branch will run as No. 388 on Spokane-Tekoa Branch Manito to East Spokane.
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		Time-Table No. 42		Mile Post	SECOND CLASS			
	355 Freight	391 Mixed	September 25, 1960			392 Mixed	356 Freight		
	Daily Except Saturday	Daily Except Sunday	STATIONS						
			8.30 AM	D-R	TEKOA	K	116.1	A 10.40 AM	
14	JPX		A 8.45 AM	R	SELTICE		110.4	10.30	
32				D	FARMINGTON	FM	104.5	10.20	
	M				N. P. CROSSING		108.4		
	U				N. P. CROSSING		95.4		
38	VWX			D	GARFIELD	GR	95.1	10.00	
					ELBERTON		89.7	9.45	
32	JMWXY			D-R	COLFAX	CA	77.4	9.25	
	M				G. N. CROSSING		77.3		
14 East Spur 18 West Spur	X				CREST		74.9	8.15	
34					MOCKONEMA		72.5	8.05	
29					DIAMOND		68.5	7.55	
27				D	ENDICOTT	DI	57.9	7.30	
63	BJWXY		12.15 PM	D-R	WINONA	WA	52.1	7.15	
46			12.25		BUTTON		48.0	7.05	
26	JWXY		A 12.40 PM	D-R	LA CROSSE	JA	41.5	6.50 AM	
42					JERITA		35.8		
44					HAY		30.2		
60	JPVXY			D-R	HIPARIA	XS	17.5		
	M				N. P. CROSSING		17.4		
10	JPXY		7.30 PM	R	TUCANNON		12.6	A 3.40 PM	
41	X		7.35		PATAHA		11.8	3.35	
64	X		8.00		RIFTON		2.9	3.10	
	BJKOPWXY		A 8.10 PM	DN-R	AYER	JD	0.0	3.00 PM	
					(116.1)				
			(0.40) Thru Time.....				(3.50) Thru Time.....		
			18.9 Average speed per hour....				19.5 Average speed per hour....		

WESTWARD		POMEROY BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS		
	355 Freight	September 25, 1960			356 Freight		
	Daily Except Saturday	STATIONS					
35	X	5.30 PM	D-R	POMEROY	PY	28.9	A 5.20 PM
25		5.50		ZUMWALT		24.4	5.00
7		6.10		DODGE		16.3	4.40
18		6.20		CHARD		14.5	4.30
8		6.35		JACKSON		11.3	4.20
18		6.50		DELANEY		7.9	4.10
	JXY	A 7.10 PM	D	STARBUCK	SA	0.0	3.50 PM
				(28.9)			Daily Except Saturday
		(1.40) Thru Time.....				(1.30) Thru Time.....	
		17.3 Average speed per hour....				19.3 Average speed per hour....	

WESTWARD		TUCANNON BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS		
	355 Freight	September 25, 1960			356 Freight		
	Daily Except Saturday	STATIONS					
19				RELIEF		9.3	
	JXY	7.10 PM	D	STARBUCK	SA	3.8	A 3.50 PM
	JPXY	A 7.30 PM	R	TUCANNON		0.0	3.40 PM
				(9.3)			Daily Except Saturday
		(0.20) Thru Time.....				(0.10) Thru Time.....	
		11.4 Average speed per hour....				22.8 Average speed per hour....	
<p>Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.</p> <p>No. 391 arriving at Tekoa on Spokane-Tekoa Branch will run as No. 391 Tekoa to Seltice.</p> <p>No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.</p> <p>No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.</p> <p>For stations not shown on schedule pages, see page 22.</p>							

WESTWARD		PENDLETON BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS		
	365 Freight	September 25, 1960			366 Freight		
	Daily Except Sunday	STATIONS					
27	X			ALTO		83.0	
				MENOKEN		75.5	
26	JX	11.45 AM		BOLLES		71.3	A 9.40 AM
26	X	11.58 AM	D	PRESCOTT	SY	66.7	9.28
21		12.35 PM		VALLEY GROVE		53.6	8.52
	U			N. P. CROSSING		47.2	
	U			W. W. V. RY. CROSSING		46.6	
BJKOPV WXYZ		A 12.55 PM	DN-R	WALLA WALLA	BU	46.1	8.30 AM
	M			W. W. V. RY. CROSSING		44.2	
24				SPOFFORD		39.9	
	M			W. W. V. RY. CROSSING		36.3	
39	VX			MILTON-FREEWATER	CO	36.2	
50				BLUE MOUNTAIN		26.7	
20				DOWNING		23.4	
66	X			WESTON	WT	20.9	
20	X			ATHENA	CN	17.2	
41				ADAMS		12.6	
15				BLAKELEY		10.0	
BJKVWXYZ				DN-R	PENDLETON	FD	0.0
				(83.0)			Daily Except Sunday
		(1.10) Thru Time.....				(1.10) Thru Time.....	
		21.6 Average speed per hour....				21.6 Average speed per hour....	

WESTWARD		DAYTON BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS		
	365 Freight	September 25, 1960			366 Freight		
	Daily Except Sunday	STATIONS					
29				TURNER		24.8	
25				WHETSTONE		22.7	
26	VXY	11.01 AM	D	DAYTON	DA	13.1	A 10.15 AM
	U			N. P. CROSSING		13.0	
	U			N. P. CROSSING		13.0	
	VX	A 1.03 AM		DAYTON JCT.		12.9	10.13 AM
<p>BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</p>							
	VX	11.25 AM	R	WAITSBURG JCT.		5.2	A 9.53 AM
28	X	11.31	D	WAITSBURG	BG	3.5	9.49
28	JX	A 1.45 AM		BOLLES		0.0	9.40 AM
				(24.8)			Daily Except Sunday
		(0.44) Thru Time.....				(0.38) Thru Time.....	
		17.9 Average speed per hour....				22.8 Average speed per hour....	

WESTWARD		WALLACE BRANCH		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS			
	387 Mixed	September 25, 1960			388 Mixed			
	Daily	STATIONS						
	VX	1.30 AM	DN-R	MANITO	MU	19.8	A 9.25 AM	
<p>BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.</p>								
	VX	2.10 AM	DN-R	PLUMMER JCT.	WJ	16.2	A 8.45 AM	
22	X	2.31		CHATCOLET		22.8	8.24	
	X	2.53		HARRISON		30.5	7.59	
43		3.05	D	SPRINGSTON	RC	34.0	7.44	
20		3.40		LANE		45.3	7.09	
33		3.55		ROSE LAKE		49.1	6.59	
30		4.20		CATALDO		57.7	6.24	
6	Y	4.35		ENAVILLE		62.5	6.09	
18		4.40		PINE CREEK		64.1	5.59	
	JX			BRADLEY		67.2		
25	BKOWX	A 5.00 AM	D-R	KELLOGG-WARDNER	DN	69.2	5.30 AM	
31				OSBURN		75.8		
	BVWYZ			D-R	WALLACE	WC	80.2	
	U			N. P. CROSSING		80.4		
	U			N. P. CROSSING		80.6		
	JX			WALLACE JCT.		80.7		
6	VX		D	BURKE	B	86.9		
				(90.5)			Daily	
		(3.30) Thru Time.....				(3.55) Thru Time.....		
		19.8 Average speed per hour....				17.7 Average speed per hour....		

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS		
	365 Freight	September 25, 1960			366 Freight		
	Daily Except Saturday	STATIONS					
	JX			BRADLEY		0.0	
	X			END OF TRACK		2.0	
				(2.0)			
<p>This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.</p>							
<p>Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.—See Rule S-72.</p> <p>For stations not shown on schedule pages, see page 22.</p>							

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	227.1	25 P	Both	Sunset	25.4	30	Both
North Fork	251.4	48 P	West	Warner	45.3	11	Both
		16 P					
Third Subdivision				Moscow Branch			
Seufert	87.2	58 P	West	Risbeck	4.5	6	Both
Fourth Subdivision				Parvin	7.8	8	Both
Montavilla	5.9	8	Both	Armstrong	15.7	3 W (M.P. 16.2)	Both
Rockwood	11.8	60	Both				
Cascade Mfg. Co. Spur	12.0	13	West	Connell Branch			
Eri	14.2	4	Both	Pampa	4.6	15	Both
Corbett	20.3		None	Gordon	8.2	7	Both
Latourell	23.9		None	McAdam	29.3	3	Both
Multnomah Falls	29.6		None	Wacota	34.1	4	Both
C. L. Lumber Co.	45.1	11 P	East	Estes	42.3	7	Both
Farley	47.0	102 P	Both	Sulphur	46.1	9	Both
Chatfield	71.8	20 P	West	Curry	51.1	12	Both
Via Kenton				Tekoa-Ayer Branch			
Champ	9.5	7 P	Both	Pierson	20.1	3	West
Fir	12.4	95 PX	Both	Schreck	31.9	14	Both
Ward	14.2	6	Both	Thera	64.8	15	Both
				Glenwood	83.5	13	Both
Reynolds	20.0	37 P	West	Walters	98.6	10	Both
		40 P	West				
		126	West	Pomeroy Branch			
Sixth Subdivision				Houser	19.1	1	Both
Ice Harbor	223.5	23	West	Tucannon Branch			
Sheffler	242.1	10	Both	Powers	2.7	4	Both
Matthews	253.3	4	Both				
Magallon	258.6	5	Both	Pendleton Branch			
Teske	310.6	2	Both	Havana	6.9	11	Both
		2		Bade	30.2	13	Both
Joseph Branch				Barrett	33.1	10	Both
Island City	2.6	12	Both	Prunedale	34.2	15	Both
Conley	5.9	6	Both	State Line	41.7	10	Both
Vincent	40.6	2	East	Langdon	43.6	12	Both
Sevier	56.7	5	West	Russell	51.8	11	Both
Freels	75.2	2	West	Hadley	56.5	19	Both
Marble	75.8	5	Both	Berryman	59.8	9	Both
		25	West	Ennis	60.9	10	Both
Pilot Rock Branch				Robinson	67.6	2	Both
McBee	2.8	2	East	McCall	69.4	2	Both
Lens	11.2	4	East	McKay	78.6	6	Both
Grass Valley Branch							
Sandon	15.6	8	Both	Wallace Branch			
Hay Canyon	19.2	12	East	O'Gara	26.3		None
De Moss	23.9	15	West	Black Lake	38.0		None
Erskine	31.3	12	Both	Dudley	52.0	12	Both
Bourbon	45.8	9	Both	Smelterville	66.3		None
		8	Both	Shont	72.8	3	Both
Grays Harbor Branch				Polaris	74.6	42	East
Raisch	2.6	7	Both	Gem	84.1	5 X	Both
Balch	18.3	18 P	Both	Frisco	84.4	7 X	Both
				Dorn	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup	28.2	8	Both	Taggard	4.3	1	West
Biggam	48.3	10	Both	Ronan	19.3	28	West
Boone	76.4	1	East				
Flint	83.6	18	Both				

(1) Regular stop for No. 11.
 (2) Regular stop for No. 12.
 (3) Flag stop for Nos. 306-307.

(4) Flag stop for Nos. 363-364.
 (5) Flag stop for Nos. 378-379.
 (6) Flag stop for No. 392.

(7) 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 Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frnt." —Train with freight cars; train with caboose only; locomotive without cars.

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	70	70	50	Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
No. 126, maximum speed.		60	60	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks.			40 35
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	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.)			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.			30 20
When using No. 14 turn-outs.	25	25	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
When using other cross-overs or turn-outs.	15	15	15	Jordan spreaders and other machines of spreader type, when in operation.			15
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, except at end of double track Biggs.	20	20	20	Trains handling U. P. ore cars Nos. 8000 to 8499 or 26000 to 26499, loaded or empty.			45
Within yard limits: Where protected by continuous block signal system. Where not protected by continuous block signal system: Main line; Branch lines.	60	50	25	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
No. 126, within yard limits.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Diesel road freight and road switch locomotives.	65	65		Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	35				
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	30				
Multiple unit engine when controlled from other than leading unit.	30	30	30				
Freight trains handling tonnage in excess of 65 tons per operative brake.			30				

FIRST SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
La Grande Over street crossings within city limits.	20	20	20	Between Mile Posts— Quartz 348.4 and 349.8.	30	25	20	Between Mile Posts— 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. 365.0.	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	268.8 and 271.8 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	272.0 and 276.8 train No. 126.			25
Over other street crossings within city limits.	20	20	20	245.6 and 246.1.	60	50	40	277.0 and 279.4 train No. 126.			25
				247.2 and 248.1.	35	30	20	280.0 and 282.1 train No. 126.			25
				248.4 and 248.6.	50	40	25				
				249.4 and 249.6.	35	30	20				

THIRD SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
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	Heppler 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 58.8.	60	50	40	84.4 and 85.1.	20	20	20
				The Dalles							

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Maximum speed.	70	60	45	Black River Between Mile Posts— 178.25 and 178.50.	30	30	25	Between Mile Posts— 180.7 and 180.9.	35	35	25
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.			10	Argo Yard All turn-outs.			10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15	Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	20	20	20

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Between Mile Posts— Simmons 242.5 and 243.5.			40	25	Between Mile Posts— Ankeny 294.4 and 294.5.			40	25
Between Wallula and Marengo.		60	45	244.5 and 244.6.			50	40	295.4 and 297.0.			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.		30	30	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	354.0 and 363.8 on curves.	60	50	35	
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 281.0.			40	25	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.			50	40	Spokane Through Union Station limits.	15	15	15	
234.0 and 235.6.		35	25	290.6 and 291.1.			50	40	Union Station over slip switches.	10	10	10	
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.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.	
Joseph Branch Maximum speed.	30	30		Grass Valley Branch Maximum speed.	25	25		Between Mile Posts— Melbourne 44.3 and 45.5.			15	15
3-degree curves.	20	20		3-degree curves.	20	20		46.3 and 46.8.			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		Aberdeen Within city limits.			20	20
72.0 and Joseph.	25	25		Between Thornberry and Biggs, on descending grades.	10	10		Over Boone St. Crossing.			5	5
Pilot Rock Branch Maximum speed.	15	15		Olympia Branch Maximum speed.	20	20		Over other street crossings.			10	10
Umatilla Branch Maximum speed.	25	25		Olympia Within city limits.	10	10		Yakima Branch Maximum speed. Between Wallula and Villard Jct.			60	50
Between Mile Posts— Hinkle 0.0 and 0.1.	15	15		4- and 5-degree curves.	15	15		Between Villard Jct. and M.P. 70.			50	35
2.3 and 3.7.	20	20		On curves of 6 degrees and over.	10	10		Between M.P. 70 and Yakima.			45	30
Hermiston Standard and Union Oil spurs.	6			Grays Harbor Branch Maximum speed.	30	30		With pile driver 0321.				15
On house track west of McNaught Warehouse.	6			Between Mile Posts— Centralia 1.0 and 1.3.	10	10		On 4-degree curves.			45	35
Over road crossing east end of depot.	15	15		Blakeslee Jct. 4.3 and 4.7.	20	20		On 5- and 6-degree curves.			35	25
Umatilla On wye.	10	10		Galvin 5.1 and 5.7.	15	15		Between Mile Posts— Villard Jct. 7.1 and 7.4.			30	30
Heppner Branch Maximum speed.	25	25		6.5 and 6.8.	10	10		Bridge 7.44.			25	15
3-degree curves.	20	20		7.1 and 7.5.	20	20		Kennewick Over street crossings.			8	8
4- and 5-degree curves.	15	15		10.1 and 10.3.	20	20		Richland Jct. On Govt. track between Rich- land Jct. and North Richland. Within yard limits.			25	25
On curves of 6 degrees and over.	10	10		11.9 and 12.1.	15	15		Between Mile Posts— 35.6 and 35.9.			45	35
Condon Branch Maximum speed.	25	25		Independence 14.7 and 15.2.	10	10		Benton City Within city limits.			40	30
3-degree curves.	20	20		16.7 and 16.9.	20	20		Between Mile Posts— 37.5 and 38.5.			20	15
4- and 5-degree curves.	15	15		18.5 and 19.8.	15	15		Grandview Within city limits.			30	30
On curves of 6 degrees and over.	10	10		South Elma 32.8 and 33.5.	15	15		Granger Over street crossings.			30	30
On descending grades between Speece and Mikkalo.	15	15		34.4 and 34.6.	10	10		Zillah Over street crossings.			25	15
On descending grades between Barnett and Rock Creek.	15	15		35.0 and 35.4.	15	15		Donald Yakima River Bridge 89.35, through gauntlet track.			15	15
				36.1 and 36.3.	15	15		Over N. P. Crossing and between home signals governing cross- ing.			20	20
				37.5 and 38.2.	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	Between Mile Posts— 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	149.1 and 149.2.	60	50	35	College Place Within city limits.		30	30
Sunnyside Within city limits.	30		30	Mica 150.5 and 153.9.	35	30	20	Moscow Branch Maximum speed.		35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35	154.3 and 154.5.	60	50	25	On 7- and 8-degree curves.		25	20
Between Manito and Tekoa.	45		30	154.7 and 155.5.	45	35	25	On 9- and 10-degree curves.		20	20
Tekoa On west leg of wye.	10		10	Between Chester and Mica, on descending grade.			25	Colfax Within city limits.		12	12
Between Mile Posts— 117.2 and 117.5.	20		20	N. P. Crossing Through interlocking.	15	15	10	Between Mile Posts— 1.3 and 3.1.		25	20
118.1 and 118.3.	35		25	Spokane Over street crossings between N.P. Crossing and city limits.	20	20	20	5.6 and 7.5.		25	20
118.5 and 119.7.	25		20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	8.4 and 8.8.		25	20
120.2 and 121.4.	35		25	Through tunnel.	15	15	15	Shawnee 9.9 and 10.0.		25	20
121.6 and 121.9.	25		20	Pleasant Valley Branch Maximum speed.		25	25	10.8 and 11.2.		25	20
122.1 and 122.5.	35		25	G. N. Crossing, M.P. 30.7.		20	20	12.2 and 12.5.		25	20
Latah Within city limits.	40		30	On curves of 7 degrees and over.		20	20	Albion 13.4 and 13.6.		25	20
Between Mile Posts— 123.4 and 124.5.	20		20	Wallula Branch Maximum speed.		35	30	14.3 and 14.9.		20	20
125.1 and 125.7.	35		25	On 5- and 6-degree curves.		35	25	17.5 and 17.7.		25	20
127.5 and 128.4.	35		25	On 7- and 8-degree curves.		25	20	17.9 and 18.0.		25	20
129.6 and 130.6.	35		25	On 9- and 10-degree curves.		20	20	Pullman Within city limits.		15	15
Fairfield Within city limits.	25		25	Wallula Jct. West leg of wye.	15	15		Over street crossings.		6	6
Between Mile Posts— 133.3 and 134.6.	25		20	Between Mile Posts— Zangar Jct. 5.1 and 6.4.		25	20	Between Mile Posts— N. P. Crossing 19.9 and 20.0.		25	20
Darknell 135.3 and 136.3.	35		25	6.7 and 6.8.		25	20	24.6 and 24.8.		25	20
136.6 and 139.2.	20		20	7.0 and 7.1.		20	20	25.2 and 25.4.		25	20
Rockford Within city limits.	20		20	Reese 7.7 and 8.0.		25	20	Moscow Within city limits.		20	20
Between Mile Posts— 141.0 and 141.2.	35		25	8.2 and 8.4.		35	25	Over street crossings.		12	12
142.6 and 143.2.	25		20	8.7 and 9.1.		25	20				
Manito 144.4 and 144.6.	60	50	35	9.5 and 9.7.		25	20				
145.5 and 146.0.	55	45	35	10.0 and 10.1.		35	25				
				10.7 and 10.9.		35	25				
				11.1 and 11.4.		35	25				
				12.1 and 12.3.		20	20				
				12.5 and 12.6.		35	25				

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	25	Elberton Within city limits.		25	25
On 5- and 6-degree curves.		25	25	23.6 and 23.7.		30	20	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	25	92.4 and 92.9.		25	25
Between Hooper Jct. and Connell.		20	20	25.4 and 26.0.		30	25	Garfield Within city limits.		25	25
Between Mile Posts— La Crosse 3.4 and 3.6.		25	25	27.1 and 27.2.		25	20	Between Mile Posts— 101.1 and 101.5.		25	25
6.6 and 6.8.		25	25	27.4 and 27.8.		20	20	102.0 and 102.4.		25	25
7.2 and 7.8.		20	20	28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
9.2 and 9.7.		20	20	Hay 30.4 and 31.1.		35	25	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	20	105.5 and 105.8.		20	20
Through west leg of wye on 16- degree curve.		8	8	34.2 and 35.2.		20	20	112.2 and 113.1.		25	25
Tekoa-Ayer Branch Maximum speed.		45	30	Jerita 36.2 and 36.9.		25	20	115.6 and 116.0.		20	20
Between Ayer and Tucannon.		35	25	37.8 and 39.3.		25	20	Tekoa On west leg of wye.		10	10
Between Colfax and Tekoa, via Garfield.		30	30	Sutton 49.3 and 50.1.		30	20	Pomeroy Branch Maximum speed.		25	25
On 4-degree curves.		35	25	Endicott 64.9 and 65.2.		35	25	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		25	25	68.2 and 68.5.		35	25	Tucannon Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Diamond 68.8 and 69.0.		35	25	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	25	Starbuck Within city limits.		15	15
14.3 and 16.1.		25	25	Mockonema 73.3 and 73.6.		20	20	Between Starbuck and Relief.		12	12
17.1 and 17.2.		15	15	Crest 74.9 and 77.2.		25	12	Pendleton Branch Maximum speed.		25	25
Over Snake River Bridge 17.23.		5	5	Colfax Within city limits.		12	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	20	Between Barrett and Downing, on descending grade.		15	15
18.6 and 18.8.		35	25	79.8 and 80.7.		20	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	20	Over other street crossings within city limits.		20	20
				82.9 and 83.4.		20	20	Between Mile Posts— 2.5 and 3.0.		20	20
				83.7 and 84.5.		20	20	9.5 and 9.8.		20	20
				86.5 and 87.0.		20	20	Athens Over street crossings.		15	15
				87.6 and 88.9.		20	20				
				89.1 and 89.4.		20	20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
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.			54.5 and 54.9.		35	25	
31.2 and 31.7.		20	20		Over all other street crossings.	10	10	Cataldo 58.7 and 59.1.		45	30
32.2 and 32.4.		20	20		Wallace Branch Maximum speed.			60.0 and 60.2.		20	20
32.7 and 32.9.		20	20	Between Plummer Jct. and Chatcolet.		35	20	62.4 and 63.2.		35	25
Milton-Freewater Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	63.4 and 64.0.		45	30
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	30	Kellogg-Wardner Over street crossings.		10	10
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.	35	25	Between Mile Posts— 70.1 and 70.3.		35	25	
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.	25	20	70.7 and 70.9.		35	25	
Within city limits.		20	20	On 9- and 10-degree curves.	20	20	71.5 and 71.7.		45	30	
On west leg of wye.		8	8	Between Mile Posts— Plummer Jct. 16.2 and 16.9.	20	20	72.4 and 72.6.		35	25	
Between Mile Posts— 52.7 and 53.4.		20	20	17.9 and 18.2.	25	20	73.4 and 73.6.		45	30	
Valley Grove 64.8 and 64.9.		20	20	18.5 and 20.3.	25	20	Osburn 77.1 and 77.2.		35	25	
65.5 and 66.0.		20	20	20.7 and 21.5.	25	20	77.4 and 77.7.		35	25	
66.1 and 66.3.		20	20	Chatcolet Bridge 23.45.	15	15	78.0 and 78.2.		35	25	
Bolles 71.7 and 72.5.		20	20	Between Mile Posts— 24.1 and 28.4.	25	20	78.6 and 78.7.		25	20	
72.8 and 73.2.		20	20	Springston 34.0 and 34.4.	10	10	Wallace Over street crossings.		6	6	
74.3 and 76.1.		20	20	34.5 and 34.7.	45	30	Between Mile Posts— 81.4 and 87.3.		20	20	
78.4 and 78.5.		20	20	34.9 and 35.2.	35	25	Burke to Wallace, eastward.		10	10	
78.9 and 79.3.		20	20	38.3 and 38.6.	35	25	Sierra-Nevada Branch Maximum speed.			10	
79.6 and 79.9.		20	20	39.6 and 39.8.	45	30					
80.8 and 81.2.		20	20								
Alto											

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"	76.6	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

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;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- N—night operator;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- U—railroad crossing not protected by signals or gates;
- 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.