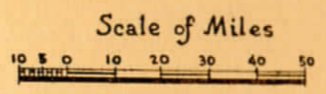




NORTHWESTERN DISTRICT
OREGON DIVISION
 CORRECTED TO



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
NO. 44

Effective Sunday
April 28, 1963
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

H. E. SHUMWAY
General Superintendent Transportation

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.
 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.
 L. B. Maskill, Asst. Supt. of Safety and Courtesy Portland, Ore.

First and Second Subdivisions and Branches

L. V. Thomas, 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.
 D. C. Tannehill, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

L. V. Neely, Chief Train Dispatcher Albina, Ore.
 R. V. Dygart, Assistant Chief Train Dispatcher Albina, Ore.
 J. A. Fehr, Assistant Chief Train Dispatcher Albina, Ore.
 J. F. Fehrenbacher, 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.	R. A. Gingrich	Surgeon	La Grande, Ore.
H. V. Valentine	District Surgeon	Spokane, Wash.	James J. D. Haun	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	J. E. Carssow	Surgeon	Lewiston, Ida.
M. H. Johnson	Oculist	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
J. D. Kavanaugh	Surgeon	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
R. L. Olsen	Surgeon	Parkrose, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	B. E. McConville	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	John M. Shiach	Oculist	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
C. Palmer McKim	Surgeon	Baker, Ore.	H. E. Eggers	Urologist	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	R. H. Humphreys	Surgeon	Spokane, Wash.
P. W. Ford	Surgeon	Bend, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
D. S. Spence	Surgeon	Bend, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
Albert Will	Surgeon	Elgin, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Galen H. Hoover	Physician	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. Lorang	Surgeon	Tekoa, Wash.
F. W. Ford	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
M. J. Johnson	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Dean M. Macy	Surgeon	Hermiston, Ore.	A. M. Peterson	Surgeon	Wallace, Ida.
G. C. Carter	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
H. D. Lewis	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.
O. B. Scott	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
G. M. Whitesel	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
Glen V. Axford	Surgeon	Kennewick, 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. 44 April 28, 1963	FIRST CLASS								
105 Passenger	19 Passenger	457 Passenger	17 Passenger	11 Passenger			20 Passenger	12 Passenger	106 Passenger	458 Passenger	18 Passenger				
Daily	Daily	Daily	Daily	Daily		STATIONS									
3.45			5.05		0.0	GRANGER					A 7.55	A 10.55			
7.35			10.10 10.50	12.45	213.9	POCATELLO					A 2.20	3.55 6.15			
10.05			2.25	4.00	373.8	GLENN'S FERRY					10.55	1.05 2.15			
11.20			4.05	5.55	448.4	BOISE					9.10	11.50 12.35			
1.15			6.50	9.05	550.1	M.T.	HUNTINGTON					M.T.	6.30 10.06 10.00		
12.16			6.00	8.15		P.T.	LA GRANDE					P.T.	5.20 9.05 8.50		
2.40			8.40	11.45	649.7	PENDLETON					2.40	6.45 6.05			
4.45			11.00	2.25	723.9	SPOKANE					12.25	4.31 3.20			
	11.10				941.3	HINKLE					A 9.45				
5.31	A 3.15		12.15	4.25	755.3	THE DALLES					5.40	11.40 3.56 2.20			
7.05			2.40	6.35	855.4	PORTLAND					9.30	2.15 11.55			
A 9.00		9.30	A 5.00	A 9.00	939.5	SEATTLE					7.10	12.30 A 9.15 9.45			
		A 1.30			1122.7						Daily	Daily Daily Daily Daily			
(18.15) 51.5	(4.05) 45.6	(4.00) 45.8	(24.55) 37.7	(21.15) 34.1	 Thru Time					(4.05) 45.6	(18.10) 39.9	(18.25) 51.0	(4.15) 45.4	(24.10) 38.9
..... Average speed per hour															

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 44 April 28, 1963	FIRST CLASS					
		35 Passenger	47 Passenger				36 Passenger	48 Passenger				
		Daily	Daily			STATIONS						
				11.25	0.0	McCAMMON					A 4.15	
				11.55 12.25	22.7	POCATELLO					3.45 2.30	A 2.05
				1.43	73.3	IDAHO FALLS					1.13	12.10
					124.3	ASHTON						10.20
					169.9	VICTOR						8.15
				A 7.30	285.8	BUTTE					7.30	
											Daily	Daily
				(8.05) 35.4	(6.35) 22.4	..... Thru Time					(8.45) 32.7	(5.50) 25.2
..... 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).	FIRST CLASS			Time-Table No. 44 April 28, 1963	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXYZ	6.00PM	8.15AM	12.16AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.20PM	A 9.05PM	A 5.15AM		
100 P		s 8.30		4.9 LIME	384.5						
100 P				7.0 WEATHERBY	377.5						
150 PY		f 9.00		8.6 DURKEE	368.9		f 4.30				
100 P				7.2 OXMAN	361.7						
125 P		f 9.25		6.3 PLEASANT VALLEY	355.4						
WB 91 PY EB 109				3.5 ENCINA	351.9						
107 P				4.6 QUARTZ	347.3						
WB 100 BKOP EB 111 XYZ	s 7.22	s 10.00	s 1.30	5.3 DN BAKER BC	342.0	s 7.25	s 3.50	s 7.45			
100 P				4.4 WING	337.6						
100 P		s 10.12		5.9 HAINES	331.7		f 3.36				
100 P		s 10.23		9.6 D NORTH POWDER HD	322.1		f 3.25				
107 P				6.6 SAGO	315.5						
136 PY		f 10.37		2.9 TELOCASET	312.6						
105 P				3.7 CROOKS	308.9						
100 PVY				6.7 D UNION JCT. UN	302.2						
100 P				7.3 LONETREE	294.9						
BJKOPTXYZ	A 8.30PM	A 11.25AM	A 2.35AM	5.1 DN-R LA GRANDE RA	289.8	6.05AM	2.40PM	6.45PM	2.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.30) 39.8	(3.10) 31.5	(2.19) 43.0	..... Thru Time.....	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2	..... Average speed per hour.....

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 25.
 For stations not shown on schedule pages, see page 16.

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 44 April 28, 1963	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BJKOPTXYZ	8.40PM	11.45AM	2.40AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.30PM	A 6.40PM	A 2.20AM		
WB 71 PY EB 72				7.7 HILGARD	282.1						
139 P				6.5 MOTANIC	275.6						
P				3.5 NORDEEN	272.1						
141 PXY				1.0 KAMELA	271.1						
P				2.8 ROSS	268.3						
WB 102 P EB 100		s 12.35PM		7.8 MEACHAM	265.5						
136 P				3.0 HURON	257.7						
120 P				5.0 CAMP	254.1						
WB 68 PY EB 69				9.0 DUNCAN	248.5						
87 P				2.6 BONIFER	239.5						
96 PY		f 1.30		7.3 GIBBON	236.9						
117 P				4.9 HOMLY	229.6						
116 P				5.8 MINTHORN	224.7						
115 P				3.3 MUNRA	218.9						
69 BJKPV XYZ	s 11.00	s 2.25	s 4.45	DN PENDLETON FD	215.6	s 3.20	s 12.25PM	s 4.31			
155 JP				3.6 RIETH	212.0						
135 P				3.7 BARNHART	208.3						
135 P				9.4 NOLIN	198.9						
135 P	f 11.34	s 3.00		6.3 ECHO	192.6						
P	f 11.39	s 3.10	5.12	4.2 STANFIELD	188.4						
BJKOPXYZ	A 1.55PM	A 3.35PM	A 5.30AM	DN-R HINKLE UK	184.2	2.20AM	11.40AM	3.56PM	11.15PM		
				(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
	(3.15) 32.5	(3.50) 27.5	(2.50) 37.3	..... Thru Time.....	(3.35) 29.5	(2.50) 37.3	(2.44) 38.5	(3.05) 34.2	..... Average speed per hour.....

For conditional stops to discharge or pick up passengers, see page 25.
 For stations not shown on schedule pages, see page 16.

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 44 April 28, 1963	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			12	106	18	126	Time Freight	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
Daily	Daily	Daily	STATIONS								
BKOPXYZ	4.25PM	5.31AM	12.15AM	DN-R HINKLE UK	184.2	A 11.30AM	A 3.55PM	A 2.00AM	A 11.05PM		
P	f 4.33		f 12.22	D ORDNANCE RN	177.7	f 11.09		1.41	10.58		
130 P	4.35	5.38	12.24	MUNLEY	175.8	11.07	3.37	1.39	10.56		
130 P	4.41	5.43	12.29	CLARKE	170.0	11.02	3.32	1.34	10.50		
130 P	s 4.48	5.48	s 12.34	D BOARDMAN BD	163.8	s 10.54	3.27	s 1.26	10.43		
125 P	4.58	5.55	12.42	CATTLE	155.7	10.46	3.20	1.18	10.34		
14 JP	5.06		12.50	HEPPNER JCT.	148.2		3.13		10.25		
138 P	5.08	6.02	12.52	WILLOWS	147.0	10.38	3.12	1.10	10.23		
WB 137 EB 112 BJKPTX	s 5.30	6.10	s 1.02	DN ARLINGTON MX	138.5	s 10.30	3.05	s 1.02	10.12		
130 P	5.36	6.14	1.20	GILMORE	134.0	10.20	3.01	12.44	10.04		
127 P	5.41	6.18	1.25	BLA LOCK	129.3	10.16	2.57	12.40	9.58		
129 P	5.47	6.23	1.32	QUINTON	123.2	10.10	2.52	12.34	9.51		
132 P	5.55	6.30	1.40	GOFF	115.0	10.02	2.45	12.27	9.42		
125 P	6.01	6.35	1.46	RUFUS	109.0	9.56	2.40	12.21	9.34		
130 JP	f 6.06	6.40	1.52	DN BIGGS BX	103.1	9.51	2.35	12.16	9.28		
55	6.09	6.43	1.55	MILLER	100.4	9.47	2.31	12.12	9.24		
JPV	6.14	6.48	2.00	OREGON TRUNK JCT.	95.1	9.41	2.26	12.06	9.17		
75 P	6.17	6.51	2.03	DUNE	91.9	9.38	2.23	12.03AM	9.13		
BKOPTXZ	A 6.25PM	As 7.05AM	A 2.30AM	DN-R THE DALLES DK	85.8	9.30AM	2.15PM	11.55PM	9.05PM		
	(2.00) 49.2	(1.34) 62.8	(2.15) 43.7	.....Thru Time.....	(2.00) 49.2	(1.40) 59.0	(2.05) 47.2	(2.00) 49.2	.....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 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 25.
For stations not shown on schedule pages, see page 16.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 44 April 28, 1963	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			12	106	18	126	Time Freight	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
Daily	Daily	Daily	STATIONS								
BKOPTXZ	6.35PM	7.05AM	2.40AM	DN-R THE DALLES DK	85.8	A 9.25AM	As 2.15PM	A 11.45PM	A 9.00PM		
P	6.40	7.10	2.46	CRATES	81.7	9.17	2.06	11.33	8.46		
131 P	6.46	7.16	2.52	ROWENA	76.5	9.11	2.00	11.27	8.40		
128 P	s 6.55	7.24	3.01	MOSIER	70.2	s 9.02	1.52	11.18	8.31		
WB 67 EB 102 PVX	s 7.10	f 7.33	s 3.17	DN HOOD RIVER KI	62.8	s 8.53	f 1.44	s 11.09	8.23		
126 P	7.16	7.38	3.23	MENO	58.7	8.45	1.39	10.58	8.17		
127 P	7.27	7.48	3.35	WYETH	50.2	8.34	1.29	10.47	8.05		
134 P	s 7.37	7.57	3.45	D CASCADE LOCKS CJ	43.0	s 8.24	1.20	10.38	7.55		
117 P	s 7.48	8.02	3.52	BONNEVILLE	38.7	s 8.16	1.15	10.33	7.48		
126 P	7.56	8.07	3.58	DODSON	33.9	8.07	1.10	10.27	7.42		
126 P	s 8.05	8.14	4.08	BRIDAL VEIL	26.6	s 7.50	1.03	10.19	7.33		
126 P	8.12	8.18	4.13	ROOSTER ROCK	22.7	7.44	12.59	10.15	7.29		
51 102 LJP	s 8.27	8.25	4.24	DN TROUTDALE BN	15.6	s 7.35	12.52	10.08	7.21		
P	8.30		4.29	D FAIRVIEW FA	13.2	s 7.31		10.05	7.18		
48 P	8.35	8.33	4.36	CLARNIE	7.7	7.25	12.45	10.00	7.12		
23 PX	8.40	8.38	4.42	GRAHAM	4.4	7.20	12.40	9.55	7.07		
LJPVXY	8.47	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	9.48	7.00		
46 P				HEMLOCK	17.0						
PX				FIR	12.4						
BKPTXZ	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	KENTON	8.1	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
JPXY				PENINSULA JCT.	5.6						
JPX				DN ST. JOHNS JCT. JN	4.2						
BKOPTXZ				ALBINA	1.6				6.55PM		
LJPVXY	8.47	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	9.48			
BIKPV	A 9.00PM	A 9.00AM	A 5.00AM	DN-R PORTLAND P-V	0.0	7.10AM	12.30PM	9.45PM			
				VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
				VIA KENTON (92.2)							
	(2.25) 35.5	(1.55) 44.7	(2.20) 36.8	.....Thru Time.....	(2.15) 38.1	(1.45) 49.0	(2.00) 42.9	(2.05) 41.5	.....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 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.
No. 18 will reduce speed to 35 MPH at Troutdale to permit exchange of mail.
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
At Portland, trains and engines are governed by Operating Rules and special instructions of N. P. T. Company while using N. P. T. Company tracks.
For conditional stops to discharge or pick up revenue passengers, see page 25.
For stations not shown on schedule pages, see page 16.

WESTWARD				FIFTH SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 44 April 28, 1963	Mile Post	FIRST CLASS						
			457 Passenger			458 Passenger						
			Daily									
STATIONS												
			9.30 AM	BLOCK SIGNALS { DN NORTH PORTLAND JCT. KD VANCOUVER	0.0	A 9.15 PM						
IJXX			9.46		6.8	8.55						
			A 9.51 AM		8.7	8.51 PM						

NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND AND SEATTLE RY., VIA WILLBRIDGE, AND ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. BETWEEN PORTLAND AND NORTH PORTLAND JCT.

TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER IS FOR INFORMATION ONLY.

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

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

				N. P. CROSSING							
				1.2				145.2			
				0.1				146.4			
				0.3				146.5			
				0.7				146.8			
				0.7				147.5			
IJXX			12.39 PM	DN	RESERVATION	RN	146.8	A 5.52 PM			
IJPVX			A 12.41 PM	DN	TACOMA JCT.	JN	147.5	5.50 PM			

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

				DN-R BLACK RIVER BI				A 5.15 PM			
				0.0				173.8			
				0.3				173.8			
				3.1				180.1			
				3.1				183.2			
23 67 IPVX			1.12 PM	DN-R	BLACK RIVER	BI	173.8	A 5.15 PM			
P				C. M. St. P. & P. & P. C. CROSSING				173.8			
BIJKOP TVXYZ			1.20	DN-R	ARGO	G	180.1	5.07			
BKPXZ			A 1.30 PM	D-R	SEATTLE	OW	183.2	5.00 PM			
				(183.2)					Daily		

(4.00) Thru Time (4.15)
45.8 Average speed per hour 43.1

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

WESTWARD				THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD			
				691 681				692 690			
			8.30 PM				3.00 PM				
			A 3.30 AM				A 8.00 PM				
				ALBINA				A 1.00 PM	A 5.30 AM		
				ARGO				4.00 AM	11.00 PM		

WESTWARD					SIXTH SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				FIRST CLASS	Time-Table No. 44 April 28, 1963	Mile Post	FIRST CLASS	SECOND CLASS					
	391	361	151	363	19			20	362	392	298	364		
	Mixed	Freight	Freight	Mixed	Passenger			Passenger	Freight	Mixed	Freight	Mixed		
STATIONS														
BKP VX			10.15 PM		11.10 AM	DN-R SPOKANE 1.7	DN AU 367.3	A 9.45 AM			A 4.20 PM			
70 PX			10.20		11.14	WEST SPOKANE 7.8	365.6	9.37			4.12			
53 P			10.35		11.23	MARSHALL 7.3	367.8	9.27			3.52			
103 P			10.50		11.32	CHENEY 10.2	350.5	9.18			3.37			
52 P			11.05		11.45	MASON 11.4	340.3	9.04			3.17			
109 P			11.22		11.58 AM	WELLS 6.6	328.9	8.50			2.52			
52 P			11.32		12.05 PM	PALM LAKE 9.4	322.3	8.42			2.42			
52 P			11.46 PM		12.16	EMDEN 6.7	312.9	8.30			2.25			
75 JPV XY			12.01 AM		12.25	DN-R MARENGO 4.8	RA 306.2	s 8.21			2.15			
52 P			12.08		12.31	THAVIS 8.6	301.4	8.15			2.05			
51 P			12.21		12.41	ANKENY 7.9	292.8	8.04			1.50			
38 JPY	1.40 PM		12.33		12.52	R HOOPER JCT. 11.8	284.9	7.55	A 6.00 AM		1.35			
146 P	2.02		12.52		1.08	JOSO 5.8	273.1	7.39		5.25	1.08			
73 P	2.17		1.05		1.16	CHEW 3.8	267.3	7.30		5.10	12.32			
BJKOP XY	A 2.25 PM		1.30		1.27	DN-R AYER 6.0	JD 263.5	s 7.25		5.00 AM	12.26			
96 P			1.42		1.35	RUXBY 10.8	257.5	7.11			12.17 PM			
196 P			2.07		1.51	WALKER 9.8	246.7	6.54			11.56 AM			
196 P			2.25		2.03	PAGE 8.7	236.9	6.41			11.35			
95 P			2.39		2.15	ASH 13.0	228.2	6.32			11.20			
157 JPV XY		7.25 AM	3.05	2.55 AM	s 2.30	DN-R WALLULA 1.7	JN 215.2	s 6.15	A 2.45 AM		10.55			
JPV XY		7.30	3.10	3.00	2.33	WALLULA JCT. 10.3	213.5	6.11	2.40		10.50			
157 P		7.47	3.30	3.20	2.45	JUNIPER 9.8	203.2	6.00	2.22		10.33			
159 P		8.05	3.45	3.40	2.56	COLD SPRINGS 9.2	193.4	5.50	2.05		10.18			
BJKOP XYZ		A 8.30 AM	A 4.05 AM	A 4.00 AM	A 3.15 PM	DN-R HINKLE 9.2	UK 184.2	5.40 AM	1.45 AM		10.00 AM			
						(183.1)		Daily	Daily	Daily Except Sunday	Daily			

(0.45) (1.05) (5.50) (1.05) (4.05) Thru Time (4.05) (1.00) (1.00) (6.20) (1.05)
28.5 28.6 31.4 28.6 44.8 Average speed per hour 44.8 31.0 21.4 28.9 28.6

Except 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 are governed by operating 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 25.
For stations not shown on schedule pages, see page 16.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 44 April 28, 1963	Mile Post	SECOND CLASS	304 Freight
	305 Freight					304 Freight
STATIONS					
28	PXY	7.00AM	D-R JOSEPH J	83.8	A 1.35PM
22	PX	7.30	D ENTERPRISE RS	78.0	1.05
30		8.00	LOSTINE	67.8	12.25
27	PXY	8.30	D WALLOWA WO	60.0	12.05PM
12	P	9.10	MINAM	47.1	11.25AM
77		9.30	KIMMELL	39.5	11.05
40		9.45	LOOKING GLASS	33.8	10.50
32		10.20	GULLING	25.1	10.20
35	PXY	11.05	D ELGIN GN	20.9	10.10
18	P	11.31	D IMBLER BR	12.3	9.31
20		11.45AM	ALICEL	8.4	9.21
BJKOPT XYZ		A 12.10PM	DN-R LA GRANDE RA	0.0	9.00AM
(83.8)					
(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).	Time-Table No. 44 April 28, 1963		Mile Post	SECOND CLASS	304 Freight
	STATIONS				
155	JPX		RIETH	0.0	
22			SPARKS	6.7	
18	X		D PILOT ROCK	14.3	
(14.3)					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 44 April 28, 1963		Mile Post	SECOND CLASS	304 Freight
	STATIONS				
BJKOP XYZ		DN-R	HINKLE UK	0.0	
95	P	D	HERMISTON	3.9	
	XY		UMATILLA	10.1	
			IRRIGON	17.9	
(17.9)					

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 16.

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 44 April 28, 1963		Mile Post	SECOND CLASS	304 Freight
	STATIONS				
39	PXY	D-R	HEPPNER	45.2	
19	P		LEXINGTON	36.3	
7			JORDAN	31.0	
15	P	D	IONE	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).	Time-Table No. 44 April 28, 1963		Mile Post	SECOND CLASS	304 Freight
	STATIONS				
26	VXY	D-R	CONDON	44.5	
22			GWENDOLEN	36.3	
27			SPEECE	32.3	
26			CLEM	28.6	
29			MIKKALO	24.4	
27			BARNETT	19.7	
11			ROCK CREEK	16.0	
29			SHUTLER	7.3	
WB 137 BJK		DN-R	ARLINGTON MX	0.0	
EB 112 PTX					
(44.5)					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 44 April 28, 1963		Mile Post	SECOND CLASS	304 Freight
	STATIONS				
14	Y		KENT	52.5	
10			EAKIN	42.5	
28	P	D	GRASS VALLEY VY	38.5	
25	P	D	MORO MR	27.0	
16			KLONDIKE	14.2	
32	P	D	WASCO WA	9.7	
6			THORNBERRY	5.2	
130	JPX	DN-R	BIGGS BX	0.0	
(52.5)					

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 44 April 28, 1963	Mile Post	SECOND CLASS	314 Freight
	313 Freight					314 Freight
STATIONS					
BKOP VXYZ		5.00 AM	DN-R BEND D	150.0	A 2.30 PM

BETWEEN OREGON TRUNK JUNCTION AND BEND, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

JPVX	A 12.01PM	OREGON TRUNK JUNCTION	O.O	7.30 AM
(150.0)				
(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).	Time-Table No. 44 April 28, 1963		Mile Post	SECOND CLASS	304 Freight
	STATIONS				
JPVXY			EAST OLYMPIA	0.0	
PX			TUMWATER	4.9	
X			N. P. CROSSING	7.3	
BKPV XYZ		D-R	OLYMPIA OA	7.4	
(7.4)					

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT XYZ	A 5.00 AM	A 3.05 AM	DN-R HOQUIAM HO	57.5	5.00 PM	4.30 PM
(57.5)						
(3.00)		(3.04)		..... Thru Time.....		(2.40)
19.2		14.8		..... Average speed per hour.....		17.0

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 16.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 44 April 28, 1963	Mile Post	SECOND CLASS
	307 Freight	309 CMSL P&P Freight				308 CMSL P&P Freight	306 Freight
STATIONS					
BJKOPT VXYZ		2.00 AM	DN-R CENTRALIA CN	0.0	A 7.45 PM

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPVX	2.10AM		BLAKESLEE JUNCTION	2.4		A 7.35PM
M			N. P. CROSSING	2.4		
M			C. M. St. P. & F. CROSSING	2.4		
23	P	2.20	GALVIN	5.0		7.25
43	JPV	2.40	12.01AM			
			R HELSING JUNCTION	12.2	A 7.40PM	7.10
			INDEPENDENCE	13.7	7.20	6.50
48		2.45	CEDARVILLE	22.2	7.00	6.30
62	P	3.05	LANKNER	26.3	6.45	6.15
61		3.20	SAGINAW	30.8	6.35	6.05
44		3.30	SOUTH ELMA	32.5	6.30	6.00
5	P	3.35	SOUTH MONTESANO	42.4	6.05	5.35
63	PXY	4.05	1.35			
X			SOUTH MONTESANO	42.4		
PVX			D MONTESANO MO	43.9		
63	PXY	4.05	1.35			
83	PX	4.35	2.05			
			SOUTH MONTESANO	42.4	6.05	5.35
			COSMOPOLIS	51.2	5.30	5.00
			SOUTH ABERDEEN JCT.	53.2		
			N. P. CROSSING	53.3		
82	PVXZ	A 4.45AM	A 2.35AM	DN-R ABERDEEN SA	53.9	5.15PM
						4.45PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT XYZ	A 5.00 AM	A 3.05 AM	DN-R HOQUIAM HO	57.5	5.00 PM	4.30 PM
(57.5)						
(3.00)		(3.04)		..... Thru Time.....		(2.40)
19.2		14.8		..... Average speed per hour.....		17.0

WESTWARD		YAKIMA BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					Time-Table No. 44 April 28, 1963	Mile Post	SECOND CLASS			STATIONS
		373 N. P. Freight	361 Freight	363 Mixed				362 Freight	374 N. P. Freight	364 Mixed	
		Daily Except Sunday	Daily Except Sunday	Daily							
BKOPTVXYZ				9-30PM	D-R	YAKIMA NY	98.0			A 2-15AM	
39 X				9-40		UNION GAP	94.6			1-55	
MP					11	N. P. CROSSING	91.3				
30 P				9-50		PARKER	90.8			1-45	
M					11	N. P. CROSSING	89.4				
32 P				10-00		DONALD	86.8			1-30	
18 PV				10-05		SAWYER	84.5			1-20	
40 PV				10-15	D	BUENA BA	81.6			1-10	
74 PVX				10-22	D	ZILLAH AH	78.5			12-55	
53 P				10-32		GRANGER	78.4			12-25	
52				10-45		EMERALD	67.2			12-05AM	
35 JPY				10-53	R	MIDVALE	63.6			11-30PM	
51 PVX				11-10	DN	GRANDVIEW GW	57.7			11-10	
44 P				11-29		NORTH PROSSER	50.8			10-50	
53				11-45PM		CHAFFEE	48.0			10-30	
42 P				12-01AM		BENTON CITY	36.5			10-12	
53				12-15		ACTON	31.3			9-55	
51 JPX		7-40AM	6-20AM	12-40	R	RICHLAND JCT.	19.0	A 5-20AM	A 5-30AM	9-25	
55 BKPVX		A 8-00AM	A 6-50AM	1-20	DN	KENNEWICK KN	13.2	5-00AM	5-10AM	8-52	
12 P				1-35		HEDGES	8.7			8-38	
70 JPV				1-45		VILLARD JCT.	7.0			8-30	
70 JPX						ATTALIA	0.6				
157 JPVXY				A 2-05AM	D-R	WALLULA JN	0.0			8-15PM	
						(98.4)		Daily Except Sunday	Daily Except Sunday	Daily	
		(0.20) 17.4	(0.30) 11.6	(4.35) 21.5		..... Thru Time.....	(0.20) 17.4	(0.20) 17.4	(6.00) 16.3	..... Average speed per hour.....	

WESTWARD		SUNNYSIDE BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					Time-Table No. 44 April 28, 1963	Mile Post	SECOND CLASS			STATIONS
35 JPY					R	MIDVALE	0.0				
PVX					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 Kennewick.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 16.

WESTWARD		SPOKANE-TEKOA BRANCH							EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS							Time-Table No. 44 April 28, 1963	Mile Post	SECOND CLASS		
		298 Freight	391 Mixed	387 Mixed						388 Mixed	392 Mixed	151 Freight
		Daily	Daily Except Saturday	Daily								
BKPVX				4-20PM				DN-R SPOKANE AU	165.4		A 10-15PM	
JPX				4-25				DN N.P. CROSSING CG	163.5		10-09	
BLJKOP TVXZ				A 4-35PM	6-00AM	12-30AM		EAST SPOKANE	161.0	A 10-30AM	A 1-25PM	
59 IVX					6-15	12-40		DN DISHMAN SP	158.9	10-10	1-10	
35 P					6-25	12-50		CHESTER	155.7	10-00	12-55	
78 P					6-40	1-07		D MICA MA	149.7	9-42	12-36	
P VX					7-05	A 1-30AM		D-R MANITO MU	143.6	9-25AM	12-15	
23					7-21			D ROCKFORD RD	138.4		12-01PM	
40					7-32			D DARKNELL	135.1		11-50AM	
31 VX					7-42			D FAIRFIELD G	131.7		11-40	
25					8-05			D LATAH	123.3		11-20	
BPKY					A 8-20AM			D-R TEKOA K	116.1		11-01AM	
								(49.3)				
		(0.15) 17.6	(2.20) 19.2	(1.00) 17.4			..... Thru Time.....	(1.05) 16.0	(2.24) 18.7	(0.15) 17.6	..... Average speed per hour.....

WESTWARD PLEASANT VALLEY BRANCH		EASTWARD		WESTWARD WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 44 April 28, 1963	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	
	391 Mixed						
	Daily Except Saturday						
14 JPX	8-50AM	SELTICE	48.0		BJKOPVXYZ	DN-R WALLA WALLA BU	30.9
U		G. N. CROSSING	39.8		5 X	COLLEGE PLACE	28.9
U		N. P. CROSSING	39.7		M	W. W. V. RY. CROSSING	28.7
34 VX	9-30	D OAKESDALE ON	39.1		17 X	GARRETT	28.6
44	10-00	THORNTON	31.2		10	WHITMAN	24.0
M		G. N. CROSSING	30.7		12	LOWDEN	19.3
28 X	10-45	D ST. JOHN SJ	18.3		130 PX	D TOUCHET CH	15.0
27	11-15	WILLADA	11.5		11	REESE	7.5
53	11-45AM	GRAVEL PIT	4.4		PV	ZANGAR JCT.	3.8
63 BJXY	A 12-01PM	D-R WINONA WA	0.0				
		(48.0)					
	(3.11) 15.0	..... Thru Time.....				(30.9)	

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 and No. 388 on Spokane-Tekoa Branch.—See Rule S-72.

At Spokane Union Station, trains and engines are governed by operating 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.
 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 16.

WESTWARD MOSCOW BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Moscow, Whitlow, N. P. Crossing, Pullman, Albion, Shawnee, Colfax.

WESTWARD CONNELL BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include La Crosse, Hooper, Hooper Jct., Washucna, Kahlotus, Connell.

WESTWARD PENDLETON BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Alto, Menoken, Bolles, Prescott, Valley Grove, N. P. Crossing, W. W. V. R. Y. Crossing, Walla Walla, Blue Mountain, Downning, West, Athena, Adams, Blakeley, Pendleton.

WESTWARD WALLACE BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Manito, Plummer Jct., Chatcolet, Harrison, Springston, Lane, Rose Lake, Cataldo, Enaville, Pine Creek, Bradley, Kellogg-Wardner, Osburn, Wallace Jct., Burke.

BETWEEN MANITO AND PLUMMER JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.

WESTWARD TEKOA-AYER BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Tekoa, Seltice, Farmington, N. P. Crossing, Garfield, Elberton, Colfax, G. N. Crossing, Mockonema, Diamond, Endicott, Winona, Sutton, La Crosse, Jerita, Hay, Riparia, N. P. Crossing, Tucannon, Pataha, Rifton, Ayer.

WESTWARD TUCANNON BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Relief, Starbuck, Tucannon.

WESTWARD POMEROY BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Pomero, Zumwalt, Dodge, Chard, Jackson, Delaney, Starbuck.

WESTWARD SIERRA NEVADA BRANCH EASTWARD. Table with columns for Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Bradley, End of Track.

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

WESTWARD DAYTON BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Turner, Whetstone, Dayton, N. P. Crossing, Dayton Jct.

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

WESTWARD VALLEY BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Farmington, N. P. Crossing, Garfield, Elberton, Colfax, G. N. Crossing, Mockonema, Diamond, Endicott, Winona, Sutton, La Crosse, Jerita, Hay, Riparia, N. P. Crossing, Tucannon, Pataha, Rifton, Ayer.

WESTWARD POMEROY BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Pomero, Zumwalt, Dodge, Chard, Jackson, Delaney, Starbuck.

WESTWARD DAYTON BRANCH EASTWARD. Table with columns for Second Class, Time-Table No. 44, April 28, 1963, Mile Post, and Second Class. Stations include Waitsburg Jct., Waitsburg, Bolles.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule S-72.

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.

For stations not shown on schedule pages, see page 16.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection	Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection
First Subdivision				Grays Harbor Branch			
Nelson.....	372.9	54 P	East	Raisch.....	2.6	7	Both
Second Subdivision				Balch.....	18.3	18 P	Both
Pendair.....	213.5	80 P	Both	Melbourne.....	43.8	..	None
Mission.....	221.2	18 P	Both	Preachers Slough.....	46.7	..	None
Cayuse.....(1)	227.1	25 P	Both	Yakima Branch			
North Fork.....	251.4	48 P	Both	Grosscup.....	28.2	8	Both
Third Subdivision				Biggam.....	48.3	10	Both
Seufert.....	87.2	16 P	West	Boone.....	76.4	1	East
Fourth Subdivision				Spokane-Tekoa Branch			
Bruun.....	1.9	58 P	West	Rahm.....	125.9	4	Both
Montavilla.....	5.9	12 PX	Both	Freeman.....	146.9	38	Both
Rockwood.....	11.8	8	Both	Pleasant Valley Branch			
Cascade Mfg. Co. Spur.....	12.0	20.8	Both	Juno.....	20.8	10	Both
Eri.....	14.2	22.6	Both	Huntley.....	22.6	2	Both
Corbett.....(1)(2)	20.3	25.4	Both	Sunset.....	25.4	30	Both
Latourell.....(1)(2)	23.9	45.3	Both	Warner.....	45.3	11	Both
Multnomah Falls.....	29.6	4	Both	Moscow Branch			
C. L. Lumber Co.....	45.1	..	None	Risbeck.....(3)	4.5	6	Both
Farley.....	47.0	..	None	Parvin.....(3)	7.8	8	Both
Chatfield.....	71.8	..	None	Armstrong.....(3)	15.7	3	Both
Via Kenton				Tekoa-Ayer Branch			
Champ.....	9.5	20.1	West	Pierson.....	20.1	3	West
Ward.....	14.2	31.9	Both	Schreck.....	31.9	14	Both
Reynolds.....	20.0	64.8	Both	Thera.....(4)	64.8	15	Both
Sixth Subdivision				Crest.....	74.9	..	None
Humorist.....	222.6	37 P	Both	Glenwood.....	83.5	13	Both
Ice Harbor.....	226.0	40 P	Both	Walters.....	98.6	10	Both
Sheffler.....	244.8	126 P	West	Connell Branch			
Scott.....	252.1	4.6	East	Pampa.....	4.6	15	Both
Matthews.....	253.3	8.2	West	Gordon.....	8.2	7	Both
Magallon.....	258.6	29.3	Both	McAdam.....	29.3	3	Both
Park.....	279.3	34.1	Both	Wacota.....	34.1	4	Both
Mack.....	297.0	42.3	Both	Estes.....	42.3	7	Both
Teske.....	310.6	46.1	Both	Sulphur.....	46.1	9	Both
Ashby.....	317.1	51.1	Both	Curry.....	51.1	12	Both
Croskey.....	332.9	2.7	Both	Tucannon Branch			
Geib.....	345.3	4	Both	Powers.....	2.7	4	Both
Cowles.....	362.0	19.1	Both	Pomeroy Branch			
Joseph Branch				Houser.....	19.1	1	Both
Island City.....	2.6	6.9	Both	Pendleton Branch			
Conley.....	5.9	30.2	Both	Havana.....	6.9	11	Both
Vincent.....	40.6	33.1	Both	Bade.....	30.2	13	Both
Harris.....	48.0	33.1	Both	Barrett.....	33.1	10	Both
Sevier.....	56.7	34.2	Both	Prunedale.....	34.2	15	Both
Freels.....	75.2	41.7	Both	State Line.....	41.7	10	Both
Marble.....	75.8	43.6	Both	Langdon.....	43.6	12	Both
Pilot Rock Branch				Russell.....	51.8	11	Both
McBee.....	2.8	56.5	Both	Hadley.....	56.5	19	Both
Lens.....	11.2	59.8	Both	Berryman.....	59.8	9	Both
Grass Valley Branch				Ennis.....	60.9	10	Both
Sandon.....	15.6	67.6	Both	Robinson.....	67.6	2	Both
Hay Canyon.....	19.2	69.4	Both	McCall.....	69.4	2	Both
De Moss.....	23.9	78.6	Both	McKay.....	78.6	6	Both
Erskine.....	31.3	4.3	West	Dayton Branch			
Bourbon.....	45.8	19.3	West	Taggard.....	4.3	1	West
				Ronan.....	19.3	28	West
				Wallace Branch			
				Shont.....	72.8	3	Both
				Polaris.....	74.6	42	East
				Gem.....	84.1	5 X	Both
				Frisco.....	84.4	7 X	Both

(1) Regular stop for No. 11.
(2) Regular stop for No. 12.

(3) Flag stop for Nos. 378-379.
(4) Flag stop for No. 392.

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

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

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

Where two or three speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.

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	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	70	60	Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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
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	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	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	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Within yard limits: Where protected by continuous block signal system. Where not protected by continuous block signal system: Main line; Branch lines.	60 50 30	35 25 15	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Diesel road freight and road switch locomotives.	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 50	35 50			
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			
Freight trains handling tonnage in excess of 65 tons per operative brake.		30			
Freight trains handling grain.		45			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
La Grande Over street crossings within city limits.	20	20	Between Mile Posts— Quartz 348.7 and 350.0.	30	20	Between Mile Posts— Weatherby 378.2 and 381.9.	40	25
Between Mile Posts— Union Jct. 302.6 and 307.4.	35	20	351.1 and 353.8.	40	25	382.5 and 384.0.	60	45
307.4 and 311.8.	45	25	354.2 and 354.6.	60	30	Lime High line track and connection.		10
311.8 and 314.5.	55	25	Pleasant Valley Descending grade, between Quartz and Pleasant Valley.	60	25	Between Mile Posts— 384.4 and 385.0.	30	20
315.4 and 319.5.	30	20	Descending grade, Pleasant Valley to M.P. 306.0.	50	20	385.1 and 389.0.	35	20
321.5 and 321.8.	70	55	Between Mile Posts— 356.0 and 360.5.	30	20	389.0 and 389.8.	20	20
North Powder			Oxman 362.1 and 363.7.	45	25	Huntington		
Wing 341.5 and 342.2.	20	20	363.8 and 364.3.	35	20	Exceptions: Between Mile Posts— Union Jct. 302.6 and 307.4 train No. 126.		25
Baker Over street crossings within city limits.	15	15	366.4 and 366.7.	70	55	307.4 and 311.8 train No. 126.		30
Between Mile Posts— 343.6 and 345.1.	45	30	Durkee 370.9 and 371.2.	70	55	Quartz 348.7 and 350.0 train No. 126.		25
347.0 and 347.2.	70	55	372.8 and 377.2	35	20	350.0 and Pleasant Valley train No. 126.		30

SECOND SUBDIVISION

Between Mile Posts— Hinkle 188.8 and 191.8.	60	45	Between Mile Posts— 216.3 and 217.7.	40	25	Between Mile Posts— 249.8 and 250.6.	70	55
Echo Over street crossings.	30	30	217.7 and 219.0.	60	45	251.0 and 251.2.	35	20
Between Mile Posts— 193.4 and 194.5.	45	30	220.1 and 220.6.	55	40	251.4 and 251.9.	60	45
195.4 and 195.6.	60	45	222.8 and 223.9.	35	20	252.3 and 257.3.	35	20
196.8 and 198.2.	55	40	Minthorn 225.9 and 226.1.	70	55	Huron 257.3 and 282.1, ascending and descending grade.	30	20
198.5 and 198.6.	45	30	227.2 and 231.7.	40	25	Between Mile Posts— Hilgard 282.7 and 283.3.	45	30
Nolin 200.7 and 200.8.	60	45	232.7 and 234.0.	55	40	283.6 and 289.1.	30	20
201.4 and 201.6.	70	55	236.7 and 238.0.	35	20	289.8 and 290.5.	20	20
202.2 and 204.5.	60	45	238.4 and 240.0.	55	40	La Grande		
205.9 and 206.2.	70	55	240.0 and 240.2.	30	20	Exceptions: Between Mile Posts— Huron 257.3 and 262.8 train No. 126.		25
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	265.0 and 268.4 train No. 126.		25
Barnhart 208.9 and 210.9.	55	40	241.0 and 242.0.	30	20	268.8 and 271.8 train No. 126.		25
Rieth			242.5 and 243.3.	60	45	272.0 and 276.8 train No. 126.		25
Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12	12	244.0 and 244.8.	40	25	277.0 and 279.4 train No. 126.		25
Over other street crossings within city limits.	20	20	245.6 and 246.2.	60	45	280.0 and 282.1 train No. 126.		25
			247.2 and 248.2.	35	20			
			248.4 and 248.6.	50	30			
			249.4 and 249.6.	35	20			

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
The Dalles Over street crossings.	12	12	Between Mile Posts— Goff 116.2 and 116.4.	70	55	Between Mile Posts— 138.1 and 139.0.	50	35
Between Mile Posts— 87.4 and 88.4.	70	55	118.5 and 118.7.	70	55	Arlington 140.5 and 141.6.	70	55
Dune 96.5 and 98.8.	70	55	Quinton 123.7 and 123.8.	55	40	143.9 and 144.0.	60	45
98.8 and 99.3.	60	45	124.0 and 124.8.	70	55	146.1 and 146.7.	70	55
Miller			129.2 and 130.0.	70	55	Willows 148.0 and 148.4.	50	35
Biggs 104.6 and 105.2.	70	55	130.4 and 131.0.	60	45	Heppner Jct. 149.4 and 154.4.	70	55
Rufus 109.2 and 110.5.	70	55	132.7 and 132.8.	70	55	Castle		
113.5 and 114.5.	60	45	Gilmore 134.7 and 134.8.	70	55	Ordnance 181.8 and 182.0.	60	45
114.7 and 115.0.	70	55	136.1 and 136.2.	70	55	Hinkle		
			137.5 and 138.0.	35	35			

FOURTH SUBDIVISION

Portland Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	Between Mile Posts— Rooster Rock 23.9 and 24.0.	55	40	Between Mile Posts— Meno 59.4 and 62.1.	50	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	24.8 and 25.9.	60	45	Hood River 63.1 and 64.3.	45	30
Between Portland and Albina, over street crossings.	10	10	Bridal Veil 27.5 and 29.4.	60	45	64.4 and 66.4.	60	45
Over Columbia Boulevard, near Peninsula Jct.	25	25	30.3 and 31.4.	60	45	66.4 and 66.7.	40	25
Kenton Between Kenton and Troutdale via Fir.	35	35	31.7 and 32.9.	70	55	67.1 and 68.3.	60	45
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	Dodson 35.5 and 37.3.	55	40	68.5 and 70.3.	40	25
Bruun 3.2 and 7.6.	50	35	38.2 and 39.9.	60	45	70.5 and 72.7.	55	40
Clarnie 10.9 and 12.0.	50	40	41.5 and 42.5.	35	20	73.7 and 75.0.	60	45
13.2 and 13.5.	45	30	42.8 and 43.0.	70	55	75.1 and 75.9.	55	40
14.8 and 18.0.	70	55	Cascade Locks 43.3 and 46.8.	50	35	76.3 and 77.0.	60	45
18.2 and 18.5.	60	45	46.8 and 47.0.	25	25	77.5 and 78.3.	70	55
20.1 and 22.3.	60	45	47.0 and 48.7.	50	35	79.0 and 79.4.	55	40
			48.7 and 49.4.	35	20	79.4 and 80.1.	70	55
			49.7 and 50.0.	55	40	80.1 and 81.1.	55	40
			Wyeth 50.4 and 52.1.	60	45	Crates 81.8 and 82.1.	60	45
			52.2 and 52.8.	55	40	83.0 and 83.4.	45	30
			53.3 and 54.4.	60	45	84.5 and 85.0.	20	20
			54.6 and 56.0.	35	20			
			56.0 and 58.5.	60	45	The Dalles		

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour			
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.		
Maximum speed.	70	45	Black River Over slip switches within interlocking, all engines, eastward and westward trains until entire train through slip switches.	15	15	Argo On Eastward track at end of double track MP 180.1.	15	15		
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10				Between Mile Posts— 180.7 and 180.9.	35	25		
Reservation On curves between Reservation Tower and Tacoma Jct.	20	15				Between Mile Posts— 178.25 and 178.50.	30	25	Argo Yard All turn-outs.	10
						Argo Through interlocking.	30	30	Seattle Over Spokane Street crossing.	20	20

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Walker.	70	50	Between Mile Posts— Page 238.4 and 239.0.	45	35	Between Mile Posts— Hooper Jct. 286.1 and 286.5.	50	40
Between Walker and Chew.	60	45							239.7 and 240.1.	50	40	290.6 and 291.1.	50	40
Between Chew and Spokane.	70	50	240.6 and 244.8.	60	50	291.9 and 292.3.	25	25
Hinkle East and West legs of wye.	20	20	245.1 and 245.7.	45	35	Ankeny 294.4 and 294.5.	40	25
			246.5 and 247.0.	60	50				295.4 and 297.0.	50	40
Between Mile Posts— Cold Springs 200.7 and 201.0.	50	40	Walker 248.3 and 249.3.	60	50	Marengo 308.6 and 309.0.	60	40
Juniper 209.2 and 212.7.	40	30	Scott 252.8 and 253.0.	45	35				256.9 and 257.1.	45	35
Between Mile Posts— Wallula Jct. 214.6 and 215.5 over manual switches.	20	20	Ruxby 260.3 and 260.5.	50	40	Cheney Within city limits.	35	35
Wallula 216.3 and 216.6.	45	35	Chew 268.2 and 269.3.	30	30	Between Mile Posts— 352.8 and 353.5.	55	35
219.7 and 220.0.	45	35				354.0 and 363.8 on curves.	60	35
221.6 and 222.0.	50	40				364.2 and 364.4.	45	25
Humorist 226.7 and 227.0.	50	40				271.5 and 272.5.	25	15	364.7 and 364.9.	55	35
Ash 228.9 and 229.3.	50	40	272.7 and 273.2.	45	35	365.1 and 366.2.	25	15
			230.6 and 232.3.	35	25	275.1 and 276.9.	40	25	366.5 and 367.1.	45	25
232.3 and 234.1.	60	50	277.9 and 279.4.	45	35	Over Bridge 367.13.	10	10
234.2 and 234.6.	50	40	Park 280.0 and 281.6.	40	25	Spokane Through Union Station limits.	15	15
235.4 and 236.0.	45	35							281.9 and 282.2.	50	40	Union Station over slip switches.	10	10

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	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Joseph Branch Maximum speed.	30	30	4- and 5-degree curves.	15	15	Cosmopolis Within city limits.	15	15
3-degree curves.	20	20	On curves of 6 degrees and over.	10	10	Handling logs within city limits.	8	
4- and 5-degree curves.	15	15	Between Kent and M.P. 39.0.	25	25	Between Mile Posts— 53.5 and 53.7.	10	10
On curves of 6 degrees and over.	10	10	Between M.P. 33.0 and Thornberry.	20	20	Aberdeen Within city limits.	20	20
Between La Grande and M.P. 13.0.	25	25	Between Thornberry and Biggs, on descending grades.	10	10	Over Boon St. Crossing.	5	5
Between Mile Posts— 25.0 and 55.0.	25	25	Olympia Branch Maximum speed.	20	20	Over other street crossings.	10	10
Between M.P. 72.0 and Joseph.	25	25	Olympia Within city limits.	10	10	Yakima Branch Maximum speed. Between Wallula and Villard Jct.	60	50
Pilot Rock Branch Maximum speed.	15	15	4- and 5-degree curves.	15	15		Between Villard Jct. and M.P. 70.0.	50	35
Umatilla Branch Maximum speed.	25	25	On curves of 6 degrees and over.	10	10	Between M.P. 70.0 and Yakima.	45	30
Between Mile Posts— Hinkle 0.0 and 0.1.	15	15	Grays Harbor Branch Maximum speed.	30	30	With pile driver 0321.	15	
2.3 and 3.7.	20	20	Between Mile Posts— Centralia 1.0 and 1.3.	10	10	On 4-degree curves.	45	35
Hermiston Standard and Union Oil spurs.	6	6	Blakeslee Jct. 4.3 and 4.7.	20	20	On 5- and 6-degree curves.	35	25
On house track west of McNaught Warehouse.	6	6	Galvin 5.1 and 5.7.	15	15	Between Mile Posts— Villard Jct. 7.1 and 7.4.	30	30
Over road crossing east end of depot.	15	15	6.5 and 6.8.	10	10	Bridge 7.44.	25	15
Umatilla On wye.	10	10	7.1 and 7.5.	20	20	Kennewick Over street crossings.	8	8
Heppner Branch Maximum speed.	25	25	10.1 and 10.3.	20	20	Richland Jct. On Govt. track between Richland Jct. and North Richland. Within yard limits.	25	25
3-degree curves.	20	20	11.9 and 12.1.	15	15	Between Mile Posts— 35.6 and 35.9.	45	35
4- and 5-degree curves.	15	15	Independence 14.7 and 15.2.	10	10	Benton City Within city limits.	40	30
On curves of 6 degrees and over.	10	10	16.7 and 16.9.	20	20	Between Mile Posts— 37.5 and 38.5.	20	15
Condon Branch Maximum speed.	25	25	18.5 and 19.8.	15	15	Grandview Within city limits.	30	30
3-degree curves.	20	20	South Elma 32.8 and 33.8.	15	15	Granger Over street crossings.	30	30
4- and 5-degree curves.	15	15	34.4 and 34.6.	10	10	Zillah Over street crossings.	25	15
On curves of 6 degrees and over.	10	10	35.0 and 35.4.	15	15	Donald Yakima River Bridge 89.35, through gantlet track.	15	15
On descending grades between Speece and Mikkalo.	15	15	36.1 and 36.3.	15	15	Over N. P. Crossing and between home signals governing crossing.	20	20
On descending grades between Barnett and Rock Creek.	15	15	37.5 and 38.2.	20	20			
Grass Valley Branch Maximum speed.	25	25	38.5 and 39.7.	15	15			
3-degree curves.	20	20	41.5 and 42.3.	15	15			
			Between Mile Posts— Melbourne 44.3 and 45.5.	15	15			
			46.3 and 46.8.	20	20			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Yakima Over Yakima Ave., and Walnut Street.	6	6	Between Mile Posts— 146.2 and 147.2.	50	35	Between Mile Posts— Touchet 18.5 and 18.6.	35	25
Over other street crossings.	10	10	147.3 and 148.4.	35	25	W. W. V. Ry. Crossing, M.P. 28.7.	12	12
Sunnyside Branch Maximum speed.	45	30	149.1 and 149.2.	50	35	College Place Within city limits.	30	30
Sunnyside Within city limits.	30	30	Mica 150.5 and 153.9.	30	20	Moscow Branch Maximum speed.	35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	60	35	154.3 and 154.5.	50	25	On 7- and 8-degree curves.	25	20
Between Manito and Tekoa.	40	30	154.7 and 155.5.	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	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	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	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
Between Mile Posts— Latah 123.4 and 124.5.	20	20	On curves of 7 degrees and over.	20	20	Albion 13.4 and 13.6.	25	20
125.1 and 125.7.	35	25	Wallula Branch Maximum speed.	35	30	14.3 and 14.9.	20	20
127.5 and 128.4.	35	25	On 5- and 6-degree curves.	35	25	17.5 and 17.7.	25	20
129.6 and 130.6.	35	25	On 7- and 8-degree curves.	25	20	17.9 and 18.0.	25	20
Fairfield Within city limits.	25	25	On 9- and 10-degree curves.	20	20	Pullman Within city limits.	15	15
Between Mile Posts— 133.3 and 134.6.	25	20	Between Mile Posts— Zangar Jct. 5.1 and 6.4.	25	20	Over street crossings.	6	6
Darknell 135.3 and 136.3.	35	25	6.7 and 6.8.	25	20	Between Mile Posts— N. P. Crossing 19.9 and 20.0.	25	20
136.6 and 139.2.	20	20	7.0 and 7.1.	20	20	24.6 and 24.8.	25	20
Rockford Within city limits.	20	20	Reese 7.7 and 8.0.	25	20	25.2 and 25.4.	25	20
Between Mile Posts— 141.0 and 141.2.	35	25	8.2 and 8.4.	35	25	Moscow Within city limits.	20	20
142.6 and 143.2.	25	20	8.7 and 9.1.	25	20	Over street crossings.	12	12
Manito 144.4 and 144.6.	50	35	8.7 and 9.1.	25	20			
145.5 and 146.0.	45	35	9.5 and 9.7.	25	20			
			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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Tekoa-Ayer Branch Maximum speed.	40	30	Between Mile Posts— Diamond 68.8 and 69.0.	35	25	On 5- and 6-degree curves.	25	25
Between Ayer and Tucannon.	35	25	69.9 and 70.1.	35	25	On 7-, 8-, 9- and 10-degree curves.	20	20
Between Colfax and Tekoa, via Garfield.	30	30	Mockonema 73.3 and 73.6.	20	20	Between Hooper Jct. and Connell.	20	20
On 4-degree curves.	35	25	Crest 74.9 and 77.2.	25	12	Between Mile Posts— La Crosse 3.4 and 3.6.	25	25
5- and 6-degree curves.	25	25	Colfax Within city limits.	12	12	6.6 and 6.8.	25	25
On 7-, 8-, 9- and 10-degree curves.	20	20	Between Mile Posts— 78.4 and 78.5.	20	20	7.2 and 7.8.	20	20
Between Mile Posts— Tucannon 14.0 and 14.1.	35	25	79.8 and 80.7.	20	20	9.2 and 9.7.	20	20
14.3 and 16.1.	25	25	81.5 and 82.3.	20	20	Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.	15	15
17.1 and 17.2.	15	15	82.9 and 83.4.	20	20	Through west leg of wye on 16-degree curve.	8	8
Over Snake River Bridge 17.23.	5	5	83.7 and 84.5.	20	20	Tucannon Branch Maximum speed.	25	25
Between Mile Posts— Riparia 17.7 and 18.1.	25	20	86.5 and 87.0.	20	20	On curves of 7 degrees and over.	20	20
18.6 and 18.8.	35	25	87.6 and 88.0.	20	20	Starbuck Within city limits.	15	15
19.7 and 19.9.	20	20	89.1 and 89.4.	20	20	Between Starbuck and Relief.	12	12
23.1 and 23.6.	35	25	Elberton Within city limits.	25	25	Pomeroy Branch Maximum speed.	25	25
23.6 and 23.7.	30	20	Between Mile Posts— 90.7 and 91.9.	20	20	Starbuck Within city limits.	15	15
24.5 and 25.0.	35	25	92.4 and 92.9.	25	25	Pendleton Branch Maximum speed.	25	25
25.4 and 26.9.	30	25	Garfield Within city limits.	25	25	On 7-, 8-, 9- and 10-degree curves.	20	20
27.1 and 27.2.	25	20	Between Mile Posts— 101.1 and 101.5.	25	25	Between Barrett and Downing, on descending grade.	15	15
27.4 and 27.8.	20	20	102.0 and 102.4.	25	25	Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12	12
28.2 and 28.7.	20	20	Farmington Within city limits.	20	20	Over other street crossings within city limits.	20	20
Hay 30.4 and 31.1.	35	25	Between Mile Posts— 104.6 and 104.9.	20	20	Between Mile Posts— 2.5 and 3.0.	20	20
32.0 and 33.8.	25	20	105.5 and 105.8.	20	20	9.5 and 9.8.	20	20
34.2 and 35.2.	20	20	112.2 and 113.1.	25	25	Athena Over street crossings.	15	15
Jerita 36.2 and 36.9.	25	20	115.6 and 116.0.	20	20			
37.8 and 39.3.	25	20	Tekoa On west leg of wye.	10	10			
Sutton 49.3 and 50.1.	30	20	Connell Branch Maximum speed. Between La Crosse and Hooper Jct.	30	30			
Winona 57.2 and 59.0.	15	15						
64.9 and 65.2.	35	25						
68.2 and 68.5.	35	25						

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.	
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 Jet. 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	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.	50	30	60.0 and 60.2.	20	20
32.7 and 32.9.	20	20	Between Plummer Jet. and Chatcolet.	35	20	62.4 and 63.2.	35	25	
Milton-Freewater Over street crossings.	15	15				63.4 and 64.0.	45	30	Kellog-Wardner Over street crossings.	10	10
W. W. V. Ry. Crossing, M.P. 36.3.	15	15	Between Chatcolet and Harrison.	40	25	Between Mile Posts— 70.1 and 70.3.	35	25	
W. W. V. Ry. Crossing, M.P. 44.2.	20	20				On 4-degree curves.	45	30	70.7 and 70.9.	35	25
Walla Walla Over street crossings.	12	12	On 5- and 6-degree curves.	35	25	71.5 and 71.7.	45	30	
Within city limits.	20	20	On 7- and 8-degree curves.	25	20	72.4 and 72.6.	35	25	
On west leg of wye.	8	8	On 9- and 10-degree curves.	20	20	73.4 and 73.6.	45	30	
Between Mile Posts— 52.7 and 53.4.	20	20	Between Mile Posts— Plummer Jet. 16.2 and 16.9.	20	20	Osburn 77.1 and 77.2.	35	25	
Valley Grove 64.8 and 64.9.	20	20	17.9 and 18.2.	25	20	77.4 and 77.7.	35	25	
65.5 and 66.0.	20	20	18.5 and 20.3.	25	20	78.0 and 78.2.	35	25	
66.1 and 66.3.	20	20	20.7 and 21.5.	25	20	78.6 and 78.7.	25	20	
Bolles 71.7 and 72.5.	20	20	Chatcolet Bridge 23.45.	15	15	Wallace Over street crossings.	6	6	
72.8 and 73.2.	20	20	Between Mile Posts— 24.1 and 28.4.	25	20	Between Mile Posts— 81.4 and 87.3.	20	20	
74.3 and 76.1.	20	20	Springston 34.0 and 34.4.	10	10	Burke to Wallace, eastward.	10	10	
78.4 and 78.5.	20	20	34.5 and 34.7.	45	30	Sierra-Nevada Branch Maximum speed.	10		
78.9 and 79.3.	20	20	34.9 and 35.2.	35	25				
79.6 and 79.9.	20	20	38.3 and 38.6.	35	25				
80.8 and 81.2.	20	20	39.6 and 39.8.	45	30				
Alto									

Standard clocks are located as shown below:

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

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

SYMBOLS AND ABBREVIATIONS
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;
- 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;
- 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 Jet..... North Powder..... Haines.....	Portland or beyond, Tuesdays only.	
18	Any station west of Hinkle.....		Wallula or beyond.
19	Hooper Jet.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	

Handwritten notes at the top of the left page, including a date and some illegible text.

A table with multiple columns and rows, containing handwritten data. The content is mostly illegible due to fading.

Handwritten text at the bottom of the left page, possibly a signature or a concluding note.

Handwritten notes at the top of the right page, including a date and some illegible text.

A table with multiple columns and rows, containing handwritten data. The content is mostly illegible due to fading.

Handwritten text at the bottom of the right page, possibly a signature or a concluding note.

