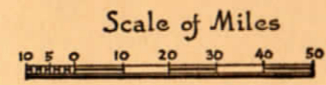




NORTHWESTERN DISTRICT
OREGON DIVISION
 CORRECTED TO JUNE 21, 1960



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
NO. 41

Effective Tuesday
June 21, 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.
 A. L. McDermott, Terminal Superintendent Portland, Ore.
 J. F. Chapman, Asst. Terminal Superintendent Portland, Ore.
 H. E. Sipes, Asst. Terminal Superintendent Portland, Ore.
 R. B. Hardin, Trainmaster Portland, Ore.
 G. L. Jensen, Trainmaster Spokane, Wash.
 A. R. Brown, Trainmaster Hinkle, Ore.
 O. D. Christopherson, Trainmaster La Grande, Ore.
 J. E. Pickett, Master Mechanic Portland, Ore.
 J. C. Ladd, Road Foreman of Engines La Grande, Ore.
 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.	G. M. Whitesel	Surgeon	Kellogg, Ida.
H. V. Valentine	District Surgeon	Spokane, Wash.	J. D. Freund	Surgeon	Kennewick, Wash.
J. P. Craven	Surgeon	Portland, Ore.	H. F. Craig	Surgeon	La Crosse, Wash.
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. Shlach	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. Lorang	Surgeon	Tekoa, 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.
			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. 41 June 21, 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					
3.20			4.45		0.0	GRANGER		A 7.25		A1 1.05	
7.00 7.10			9.55 10.35	12.45	213.0	POCATELLO		A 2.20 3.35		6.15 8.35	
9.40			2.10	4.00	373.8	GLENNS FERRY		10.55	12.55	2.20	
10.55			3.55	5.50	448.4	BOISE		9.15	11.40	12.35	
12.55			6.50	9.05	550.1	M.T. HUNTINGTON M.T.		6.30	9.55	10.00	
11.55			6.00	8.15		P.T. HUNTINGTON P.T.		5.20	8.55	8.50	
2.15			9.00	11.25	649.7	LA GRANDE		2.40	6.35	6.05	
4.20			11.25	1.55	723.9	PENDLETON		12.25	4.26	3.20	
	11.00				941.3	SPOKANE	A 9.15				
5.06	A 3.10		12.45	3.15	755.3	HINKLE	5.15	11.40	3.51	2.20	
6.40			3.10	5.35	855.4	THE DALLES		9.30	2.15	11.55	
A 8.30		9.00	A 5.30	A 8.00	939.5	PORTLAND		7.10	12.30	A 9.15 9.45	
		A 1.15			1122.7	SEATTLE				5.00	
						Daily	Daily	Daily	Daily	Daily	
(18.10) 51.7	(4.10) 44.5	(4.15) 45.4	(25.45) 36.5	(20.15) 35.8		Thru Time	(4.00) 46.5	(18.10) 39.9	(17.55) 52.4	(4.15) 45.4	(24.20) 38.6
						Average speed per hour					

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 41 June 21, 1960	FIRST CLASS				
	35 Passenger	47 Passenger	31 Passenger				32 Passenger	36 Passenger	48 Passenger		
	Daily	Daily	Daily			STATIONS					
				0.0		McCAMMON		A 3.30			
	11.25			22.7		POCATELLO	A 1.50	3.00 2.30			
	11.55 12.25		12.55	73.3		IDAHO FALLS	11.55	1.13			
	1.43		2.45	124.3		ASHTON	10.05		A 9.55		
		5.20	5.10	169.9		VICTOR			8.15		
		A 7.15		180.4		WEST YELLOWSTONE	7.30				
	A 7.30		A 7.30	285.8		BUTTE		7.30			
						Daily	Daily	Daily	Daily	Daily	
		(8.05) 35.4	(1.55) 23.8	(6.35) 24.0		Thru Time	(6.20) 24.9	(8.00) 35.7	(1.40) 27.4		
						Average speed per hour					

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

MILEAGE

Main Line	776.64
Branches	1165.69
Grand Total	1942.33

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 41 June 21, 1960	Mile Post	FIRST CLASS			SECOND CLASS		
	105	17	11			18	12	106	126		
	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTWXYZ	11.55PM	6.00PM	8.15AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.20PM	A 8.55PM	A 5.15AM		
100 P			s 8.25	D LIME BY	384.5						
100 P				WEATHERBY	377.5						
150 PWY			f 8.55	DURKEE	368.9		f 4.30				
100 P				OXMAN	361.7						
138 P			s 9.22	PLEASANT VALLEY	355.4						
WB 91 PY EB 109				ENCINA	351.9						
107 P				QUARTZ	347.3						
WB 109 BKOPW EB 111 XYZ	s 1.10AM	s 7.22	s 9.50	DN BAKER BC	342.0	s 7.25	s 3.50	s 7.35			
106 P				WING	337.6						
106 P			s 10.02	D HAINES KB	331.7		f 3.36				
106 P			s 10.13	D NORTH POWDER HD	322.1		f 3.25				
107 P				SAGO	315.5						
154 PWY			f 10.27	TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BKOPTWXYZ	A 2.10AM	A 8.50PM	A 1.15AM	DN-R LA GRANDE RA	289.8	6.05AM	2.40PM	6.35PM	2.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.15) 44.3	(2.50) 35.1	(3.00) 33.2	..... Thru Time	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2	..... Average speed per hour

No. 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. 41 June 21, 1960	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Mail and Express	Streamliner Passenger			Passenger	Mail and Express	Streamliner Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BJKOPTWXYZ			9.00PM	11.25AM	2.15AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.30PM	A 6.30PM	A 2.20AM
WB 71 PWY EB 72						HILGARD	282.1				
139 P						MOTANIC	275.6				
P						NORDEEN	272.1				
141 PWXY						KAMELA	271.1				
P						ROSS	268.3				
WB 105 PW EB 102				s 12.15PM		MEACHAM	265.5				
136 P						HURON	257.7				
120 P						CAMP	254.1				
WB 88 PWY EB 89						DUNCAN	248.5				
93 P						BONIFER	239.5				
106 PWY				f 1.11		GIBBON	236.9				
117 P						HOMLY	229.6				
116 P						MINTHORN	224.7				
115 P						MUNRA	218.9				
69 BJKPV WXYZ			s 11.25	s 1.55	s 4.20	DN PENDLETON FD	215.6	s 3.20	s 12.25PM	s 4.26	
155 JPX				s 2.01		RIETH	212.0				
135 P						BARNHART	208.3				
135 P						NOLIN	198.9				
135 P			f 11.59PM	s 2.28		D ECHO HI	192.6				
P			f 12.04AM	s 2.35	4.47	STANFIELD	188.4				
BJKOPWXYZ			A 12.25AM	A 2.55PM	A 5.05AM	DN-R HINKLE UK	184.2	2.20AM	11.40AM	3.51PM	11.15PM
						(106.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday
	(3.25) 30.9	(3.30) 30.2	(2.50) 37.3	..... Thru Time	(3.35) 29.5	(2.50) 37.3	(2.30) 39.8	(3.05) 34.2	..... Average speed per hour		

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

WESTWARD		THIRD SUBDIVISION						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 41 June 21, 1960		
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	17 Passenger	STATIONS	
		Daily	Daily		Daily	Daily	Daily		
BJKOPWXYZ		9:20AM	1:00AM		3:15PM	5:06AM	12:45AM	DN-R HINKLE UK	
PW		9:30	1:10		3:22		12:52	D ORDNANCE RN	
131 P		9:33	1:39 ¹⁸		3:37 ¹⁰⁰	5:13	12:54	MUNLEY	
131 P		9:41	2:01		3:46	5:18	12:59	CLARKE	
131 P		9:50	2:10		3:54	5:23	1:04	D BOARDMAN BD	
125 P		10:01	2:21		4:03	5:30	1:18 ¹⁸	CASTLE	
14 JP		10:12	2:32		4:10		1:30	HEPPNER JCT.	
138 P		10:38 ¹²	2:35		4:12	5:37	1:32	WILLOWS	
WB 137 EB 112 BJKPTWX		11:05	2:55 ²⁵²		4:25	5:45	1:42	DN ARLINGTON MX	
130 P		11:15	3:02		4:32	5:49	1:50 ²⁶²	GILMORE	
127 P		11:24	3:09		4:37	5:53	1:55	BLALOCK	
129 P		11:33	3:17		4:43	5:58	2:02	QUINTON	
132 P		11:48	3:30		4:51	6:05	2:10	GOFF	
125 P		11:57AM	3:39		4:57	6:10	2:16	RUFUS	
130 JPW		12:07PM	3:48		5:03	6:15	2:22	DN BIGGS BX	
55		12:13	3:54		5:06	6:18	2:27	MILLER	
JPV		12:24	4:05		5:12	6:23	2:33	OREGON TRUNK JCT.	
75 P		12:30	4:13		5:16	6:26	2:37	DUNE	
BKOPTWXZ		A 12:40PM	A 4:35AM		A 5:25PM	A 6:40AM	A 3:00AM	DN-R THE DALLES DK	
								(98.4)	

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

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

The time of No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

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	
Time-Table No. 41 June 21, 1960		FIRST CLASS			SECOND CLASS			STATIONS	
	Mile Post	12 Mail and Express	106 Streamliner Passenger	18 Passenger		262 Time Freight	126 Time Freight		
DN-R HINKLE UK	184.2	A 1:30AM	A 3:50PM	A 2:00AM		A 4:40AM	A 1:05PM		
D ORDNANCE RN	177.7	11:10		1:41		4:20	10:53		
MUNLEY	175.8	11:07	3:37 ¹¹	1:39 ²⁵⁷		4:15	10:51		
CLARKE	170.0	11:02	3:32	1:34		4:03	10:45		
D BOARDMAN BD	163.8	10:54	3:27	1:26		3:50	10:38		
CASTLE	155.7	10:46	3:20	1:18 ¹⁷		3:36	10:29		
HEPPNER JCT.	148.2		3:13			3:24	10:20		
WILLOWS	147.0	10:38 ¹⁵¹	3:12	1:10		3:21	10:18		
DN ARLINGTON MX	138.5	10:30	3:05	1:02		2:55 ²⁵⁷	10:07		
GILMORE	134.0	10:20	3:01	12:44		1:50 ¹⁷	9:59		
BLALOCK	129.3	10:16	2:57	12:40		1:24	9:53		
QUINTON	123.2	10:10	2:52	12:34		1:12	9:46		
GOFF	115.0	10:02	2:45	12:27		12:57	9:37		
RUFUS	109.0	9:56	2:40	12:21		12:46	9:29		
DN BIGGS BX	103.1	9:51	2:35	12:16		12:36	9:23		
MILLER	100.4	9:47	2:31	12:12		12:30	9:19		
OREGON TRUNK JCT.	95.1	9:41	2:26	12:06		12:20	9:12		
DUNE	91.9	9:38	2:23	12:03AM		12:15	9:08		
DN-R THE DALLES DK	85.8	9:30AM	2:15PM	11:55PM		12:01AM	9:00PM		
	(98.4)	Daily	Daily	Daily		Daily	Daily Except Saturday and Sunday		

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

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

The time of No. 126 must be cleared by second-class and extra trains in the same direction, in the manner provided by Operating Rule 86.

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

SECOND CLASS

FIRST CLASS

Time-Table No. 41

June 21, 1960

STATIONS

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		FIRST CLASS			STATIONS
	151 Time Freight Daily	257 Time Freight Daily	11 Mail and Express Daily	105 Streamliner Passenger Daily	17 Passenger Daily	
BKOPTWXZ	1:00PM	5:05AM	5:35PM	6:40AM	3:10AM	DN-R THE DALLES DK
P	1:10	5:15	5:40	6:45	3:16	CRATES
131 P	1:20	5:25	5:46	6:51	3:22	ROWENA
128 P	1:52 ¹⁰⁶	5:37	5:55	6:59	3:31	MOSIER
WB 67 EB 102 PVWX	2:09	5:50	6:10	7:08	3:47	HOOD RIVER KI
126 P	2:17	5:58	6:17	7:13	3:53	MENO
127 P	2:33	6:14	6:28	7:23	4:05	WYETH
134 P	2:46	6:27	6:38	7:32	4:15	CASCADE LOCKS CJ
117 P	2:54	6:35	6:47	7:37	4:22	BONNEVILLE
126 P	3:03	6:44	6:54	7:42	4:28	DODSON
126 PZ	3:17	6:57	7:03	7:49	4:38	BRIDAL VEIL JU
126 P	3:25	7:05	7:10	7:53 ¹²	4:43	ROOSTER ROCK
51 102 LJP	3:39	7:20	7:25 ¹²⁶	8:00	4:54	TROUTDALE SN
46 P			7:28		4:59	FAIRVIEW FA
48 P	VIA KENTON	VIA KENTON	7:34	8:08	5:06	CLARNIE
23 PX			7:40	8:13	5:12	GRAHAM
12 PX			7:45	8:17	5:17	BRUN
LJPVXY			7:49	8:20	5:21	EAST PORTLAND
46 P	3:49	7:30				HEMLOCK
PX	3:59	7:40				FIR FR
68 BKPXZ	4:15	7:55				KENTON
LJVX			VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	NORTH PORTLAND JCT. KD
LJPXY						PENINSULA JCT.
LJPX	4:30	8:10				ST. JOHNS JCT. JN
BKOPTWXZ	A 4:55PM	A 8:30AM				ALBINA B
LJPVXY			7:49	8:20	5:21	EAST PORTLAND X
BIKPV			A 8:00PM	A 8:30AM	A 5:30AM	PORTLAND P-VC

(3.55) (3.25) (2.25) (1.50) (2.20) Thru Time
23.5 26.1 35.5 46.8 36.8 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.

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.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 41

June 21, 1960

Mile Post

STATIONS

STATIONS	Mile Post	FIRST CLASS			SECOND CLASS		
		12 Mail and Express	106 Streamliner Passenger	18 Passenger	126 Time Freight	262 Time Freight	
DN-R THE DALLES DK	85.8	A 9:25AM	A 2:15PM	A 11:45PM	A 8:55PM	A 11:10PM	
CRATES	81.7	9:19	2:06	11:33	8:48	10:46	
ROWENA	78.5	9:13	2:00	11:27	8:42	10:36	
MOSIER	70.2	9:04	1:52 ¹⁵¹	11:18	8:33	10:25	
HOOD RIVER KI	62.8	8:55	1:44	11:09	8:25	10:13	
MENO	58.7	8:47	1:39	10:58	8:19	10:06	
WYETH	50.2	8:36	1:29	10:47	8:07	9:50	
CASCADE LOCKS CJ	43.0	8:27	1:20	10:38	7:57	9:37	
BONNEVILLE	38.7	8:19	1:15	10:33	7:52	9:29	
DODSON	33.9	8:11	1:10	10:27	7:46	9:21	
BRIDAL VEIL JU	28.6	8:02	1:03	10:19	7:37	9:10	
ROOSTER ROCK	22.7	7:53 ¹⁰⁵	12:59	10:15	7:33	9:03	
TROUTDALE SN	15.6	7:35	12:52	10:08	7:25 ¹¹	8:50	
FAIRVIEW FA	13.2	7:32		10:05	7:16	8:45	
CLARNIE	7.7	7:25	12:45	10:00	7:10	8:33	
GRAHAM	4.4	7:20	12:40	9:55	7:05	8:25	
BRUN	1.9	7:16	12:36	9:51	7:01	8:19	
EAST PORTLAND	0.5	7:13	12:33	9:48	6:58	8:15	
HEMLOCK	17.0						
FIR FR	12.4						
KENTON	8.1						
NORTH PORTLAND JCT. KD	6.8	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	
PENINSULA JCT.	5.6						
ST. JOHNS JCT. JN	4.2						
ALBINA B	1.6				6:55PM	8:00PM	
EAST PORTLAND X	0.5	7:13	12:33	9:48			
PORTLAND P-VC	0.0	7:10AM	12:30PM	9:45PM			
VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily	
VIA KENTON (92.2)							

(2.15) (1.45) (2.00) (2.00) (3.10)
38.1 49.0 42.9 43.2 27.3

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

The time of 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 Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 41		
	391	361	151	363	19	97	June 21, 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}			11-00 ^{AM}	12-01 ^{AM}	DN-R	SPOKANE	DS AU	DOUBLE TRACK
PX			10-35 ^{PM}			11-04	12-05		WEST SPOKANE		
48 P			10-45			11-08	12-09		COWLES		
53 P			10-55			11-13	12-14		MARSHALL		
103 PX			11-10			11-22	12-23	N	CHENEY	CY	
51 P			11-20			11-28	12-29		GEIB		
52 P			11-30			11-35	12-36		MASON		
53 PW			11-45			11-43	12-44		CROSKEY		
109 P			11-55 ^{PM}			11-48	12-49		WELLS		
52 P			12-05 ^{AM}			11-55 ^{AM}	12-56		PALM LAKE		
44 P			12-15			12-01 ^{PM}	1-02		ASHBY		
52 P			12-23			12-06	1-07		EMDEN		
75 JPVWXY			12-33			12-15	A 1-16 ^{AM}	DN-R	MARENGO	RA	
52 P			12-41			12-21			THAVIS		
63 P			12-48			12-26			MACK		
51 P			12-56			12-31			ANKENY		
38 JPY		1-30 ^{PM}	1-11			12-42		R	HOOPER JCT.		
53 P		1-40	1-21			12-49			PARK		
146 P		1-52	1-33			12-58 ^{PM}			JOSO		
73 P		2-10	1-48			1-06			CHEW		
BJKOPWXY		A 2-25 ^{PM}	2-15			1-17		DN-R	AYER	JD	
98 P			2-29			1-25			RUXBY		
98 P			2-40			1-34			SCOTT		
46 P			2-50			1-41			WALKER		
96 P			2-56			1-45			SIMMONS		
96 PW			3-11			1-56			PAGE		
95 P			3-26			2-05			ASH		
94 P			3-36			2-11			HUMORIST		
157 JPVWXY			7-25 ^{AM}	3-51	2-55 ^{AM}	2-20		DN-R	WALLULA	JN	
JPVXY			7-30	3-56	3-00	2-23			WALLULA JCT.		
157 P			7-47	4-16	3-20	2-35			JUNIPER		
159 P			8-05	4-31	3-40	2-46			COLD SPRINGS		
BJKOPWXYZ		A 8-30 ^{AM}	A 5-00 ^{AM}	A 4-00 ^{AM}		A 3-10 ^{PM}		DN-R	HINKLE	UK	
									(186.0)		

(0.55) (1.05) (6.45) (1.06) (4.10) (1.15) Thru Time
 23.3 28.6 27.5 28.6 44.5 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 Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 41		
	362	392	298	364	20	98	June 21, 1960		STATIONS		
	Freight	Mixed	Freight	Mixed	Passenger	CM St. P & P Streamliner Passenger					
	Daily	Daily	Daily	Daily	Daily	Daily					
								DN-R	SPOKANE	DS AU	DOUBLE TRACK
									WEST SPOKANE		
									COWLES		
									MARSHALL		
								N	CHENEY	CY	
									GEIB		
									MASON		
									CROSKEY		
									WELLS		
									PALM LAKE		
									ASHBY		
									EMDEN		
								DN-R	MARENGO	RA	
									THAVIS		
									MACK		
									ANKENY		
								R	HOOPER JCT.		
									PARK		
									JOSO		
									CHEW		
								DN-R	AYER	JD	
									RUXBY		
									SCOTT		
									WALKER		
									SIMMONS		
									PAGE		
									ASH		
									HUMORIST		
								DN-R	WALLULA	JN	
									WALLULA JCT.		
									JUNIPER		
									COLD SPRINGS		
								DN-R	HINKLE	UK	
									(186.0)		

(4.00) (1.25) (1.00) (1.00) (6.10) (1.05)
 46.5 43.1 31.0 21.5 30.2 28.6

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. 41		Mile Post	SECOND CLASS
	305 Mixed	June 21, 1960			304 Mixed
	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	38.8	10:50
32	10:20		GULLING	25.1	10:20
35 WXY	11:05	D	ELGIN GN	20.9	10:10
18	11:31	D	IMBLER BR	12.3	9:31
20	11:45AM		ALICEL	8.4	9:21
BJKOPT WXYZ	12:10PM	DN-R	LA GRANDE RA	0.0	9:00AM
		(83.8)		Daily Except Saturday	
(5.10) Thru Time.....		(4.35)			
16.2 Average speed per hour.....		18.3			

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
155 JPX			RIETH	0.0	
22			SPARKS	6.7	
18 X		D	PILOT ROCK RO	14.9	
		(14.9)			

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
BJKOP WXYZ		DN-R	HINKLE UK	0.0	
95 P		D	HERMISTON MN	3.9	
PXY		D	UMATILLA CS	10.1	
63 P			IRRIGON	17.9	
		(17.9)			

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
39 PXY		D-R	HEPPNER HR	45.2	
19 P			LEXINGTON	36.3	
7			JORDAN	31.0	
15 P		D	IONE ON	28.3	
3			McNAB	25.2	
13			MORGAN	19.8	
3			CECIL	14.5	
19 JPX			HEPPNER JCT.	0.0	
		(45.2)			

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
26 PVXY		D-R	CONDON CD	44.5	
22			GWENDOLEN	36.3	
27			SPEECE	32.3	
26			CLEM	28.6	
29 P			MIKKALO	24.4	
27			BARNETT	19.7	
11 P			ROCK CREEK	16.0	
29			SHUTLER	7.3	
WB 126 BJK		DN-R	ARLINGTON MX	0.0	
EB 113 PTWX					
		(44.5)			

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
14 Y			KENT	52.5	
10			EAKIN	42.5	
28 PW		D	GRASS VALLEY VY	38.5	
25		D	MORO MR	27.0	
16			KLONDIKE	14.2	
32 P		D	WASCO WA	9.7	
6			THORNBERRY	5.2	
150 JPWX		DN-R	BIGGS BX	0.0	
		(52.5)			

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

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 41		Mile Post	SECOND CLASS
	313 Mixed	June 21, 1960			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	

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
JPVXY			EAST OLYMPIA	0.0	
X			N. P. CROSSING	7.3	
BKPV WXYZ		D-R	OLYMPIA OA	7.4	
		(7.4)			

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
14 Y			KENT	52.5	
10			EAKIN	42.5	
28 PW		D	GRASS VALLEY VY	38.5	
25		D	MORO MR	27.0	
16			KLONDIKE	14.2	
32 P		D	WASCO WA	9.7	
6			THORNBERRY	5.2	
150 JPWX		DN-R	BIGGS BX	0.0	
		(52.5)			

Eastward trains are superior to trains of the same class in the opposite direction, 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. 41		Mile Post	SECOND CLASS	
	307 Mixed	309 CMSt. P & P Freight	June 21, 1960		308 CMSt. P & P Freight	
	Daily Except Sunday	Daily Except Sunday	STATIONS		306 Mixed	
BJKOPT VWXYZ	2:00 PM	DN-R	CENTRALIA CN	0.0	A 8:45 PM	
		2.4				

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. 41		Mile Post		
	June 21, 1960				
	STATIONS				
JMPVX	2:10PM		BLAKESLEE JUNCTION	2.4	A 8:35PM
M			N. P. CROSSING	2.4	
M			C. M. St. P. & P. CROSSING	2.4	
23 P	2:20		GALVIN	5.0	8:25
43 JPVX	2:40	12:01AM	HELING JUNCTION	12.2	A 7:40PM
48 PX	2:45	12:05	R INDEPENDENCE	13.7	7:20
52 P	3:05	12:30	CEDARVILLE	22.2	7:00
51	3:20	12:40	LANKNER	26.3	6:45
44 P	3:30	12:55	SAGINAW	30.8	6:35
8 P	3:35	1:00	SOUTH ELMA	32.5	6:30
53 PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05
X			SOUTH MONTESANO	42.4	
PVX			MONTESANO MO	43.9	
53 PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05
27	4:10	1:43	MELBOURNE	43.8	5:55
32 P	4:20	1:50	PREACHER'S SLOUGH	46.7	5:45
83 PX	4:35	2:05	COSMOPOLIS	51.2	5:30
JV			SOUTH ABERDEEN JCT.	53.2	
U			N. P. CROSSING	53.3	
82 PVXZ	A 4:45PM	A 2:35AM	DN-R ABERDEEN SA	53.9	5:15PM
		3.6		5:45PM	

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 BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post		
	June 21, 1960				
	STATIONS				
BKOPT WYZ	A 5:00 PM	A 3:05 AM	DN-R HOQUIAM HO	57.5	5:00 PM
		(57.5)		5:30 PM	
				Daily Except Sunday	
				Daily Except Sunday	
(3.00) Thru Time.....		(3.04)		(2.40)	
19.2 Average speed per hour.....		14.8		17.0	
				(3.15)	
				17.6	

WESTWARD

YAKIMA BRANCH

SECOND CLASS

Time-Table No. 41

June 21, 1960

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS					STATIONS
	907	373	361	909	363	
	N. P. Freight Daily	N. P. Freight Daily Except Sunday	Freight Daily Except Sunday	N. P. Freight Daily Except Sunday	Mixed Daily	
BKOPTVWXYZ						9:30 PM DN-R YAKIMA NY
39 X						9:40 UNION GAP
MP						Block Signals N. P. CROSSING
30 P						9:50 PARKER
M						Block Signals N. P. CROSSING
32 P						10:00 DONALD
18 PV						10:05 SAWYER
40 PV						10:15 D BUENA BA
74 PVX						10:22 D ZILLAH AH
53 P						10:32 GRANGER
52						10:45 EMERALD
35 JPXY						10:53 R MIDVALE
51 PVX						11:10 ³⁶⁴ DN GRANDVIEW GW
44 P						11:29 NORTH PROSSER
53						11:45 PM CHAFFEE
42 P						12:01 AM BENTON CITY
53						12:15 ACTON
51 JPX		7:40 AM	6:20 AM			12:40 R RICHLAND JCT.
55 BKPVWX		A 8:00 AM	6:50			1:20 DN KENNEWICK KN
12 P			7:00			1:35 HEDGES
70 JPV		6:25 PM	7:10	6:35 AM	1:45	VILLARD JCT.
70 JPWX		A 6:45 PM				ATTALIA
157 JPVWXY			A 7:25 AM	A 6:50 AM	A 2:05 AM	DN-R WALLULA JN

(0.20) (0.20) (1.05) (0.15) (4.35) Thru Time
 19.2 17.4 18.1 28.0 21.0 Average speed per hour.....

WESTWARD SUNNYSIDE BRANCH

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SUNNYSIDE BRANCH				STATIONS
	Time Table No. 41				
	June 21, 1960				
35 JPXY					R MIDVALE
PVX					D SUNNYSIDE SI

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

SECOND CLASS

Time-Table No. 41

June 21, 1960

Time-Table No. 41	Mile Post	SECOND CLASS				
		908	362	374	910	364
		N. P. Freight	Freight	N. P. Freight	N. P. Freight	Mixed
DN-R YAKIMA NY	98.0					A 2:15 AM
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					12:05 AM
R MIDVALE	63.6					11:30 PM
DN GRANDVIEW GW	57.7					11:10 ³⁶³
NORTH PROSSER	50.8					10:50
CHAFFEE	43.0					10:30
BENTON CITY	36.5					10:12
ACTON	31.3					9:55
R RICHLAND JCT.	19.0	A 5:20 AM	A 5:30 AM			9:25
DN KENNEWICK KN	13.2	5:00	5:10 AM			8:52
HEDGES	8.7	4:25				8:38
VILLARD JCT.	7.0	A 2:35 AM	4:15		A 1:50 PM	8:30
ATTALIA	0.6	2:15 AM				
DN-R WALLULA JN	0.0		4:00 AM		1:30 PM	8:15 PM

(0.20) (1.20) (0.20) (0.20) (0.00) Thru Time
 19.2 14.7 17.4 21.0 16.4 Average speed per hour.....

SUNNYSIDE BRANCH EASTWARD

Time-Table No. 41	Mile Post	SUNNYSIDE BRANCH	
		EASTWARD	
		June 21, 1960	
R MIDVALE	0.0		
D SUNNYSIDE SI	2.8		

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

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

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

WESTWARD		SPOKANE-TEKOA BRANCH						EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 41			
	381		298	391	387	95		June 21, 1960		
	CMSt.P&P Freight		Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger		STATIONS		
		Daily	Daily	Daily Except Sunday	Daily	Daily				
BKPVX			4-10PM			11-05PM	DN-R SPOKANE DS AU			
IJPX			4-15			11-10	DN N. P. CROSSING CG			
BLJKOP 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 ⁹⁴	CHESTER			
78		10-05		6-40	1-07	11-40	D MICA MA			
38		10-15		6-50	1-17	11-45	FREEMAN			
VX		A 10-30PM		7-05	A 1-30AM	A 11-51PM	DN-R MANITO MU			
23				7-21			D ROCKFORD RD			
40				7-32			DARKNELL			
31 VX				7-42			D FAIRFIELD G			
25				8-05			LATAH			
BPXY				A 8-20AM			D-R TEKOA K			
							(49.3)			
		(1.00)	(0.15)	(2.20)	(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		WESTWARD		WALLULA BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 41		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post	Time-Table No. 41		
	391		June 21, 1960				June 21, 1960			June 21, 1960		
	Mixed											
	Daily Except Sunday											
14 JPX	8-50AM	SELTICE		48.0	DN-R WALLA WALLA BU	30.9	COLLEGE PLACE		28.9	W. W. V. RY. CROSSING		
U		G. N. CROSSING		39.8	GARRETT		28.6	WHITMAN		24.0	LOWDEN	
U		N. P. CROSSING		39.7	TOUCHET CH		15.0	REESE		7.5	ZANGAR JCT.	
34 VWX	9-30	D	OAKESDALE ON	39.1	ZANGAR JCT.		3.8					
44	10-00	THORNTON		31.2	WALLULA JCT.		0.0					
M		G. N. CROSSING		30.7								
28 WX	10-45	D	ST. JOHN SJ	18.3								
27	11-15	WILLADA		11.5								
53	11-45AM	GRAVEL PIT		4.4								
63 BJWXY	A 12-01PM	D-R	WINONA WA	0.0								
			(48.0)									
		(3.11)										
		15.0										

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.

WESTWARD		SPOKANE-TEKOA BRANCH						EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 41			
	382		388	392	151	94		June 21, 1960		
	CMSt.P&P Freight		Mixed	Mixed	Freight	CMSt.P&P Streamliner Passenger		STATIONS		
		Daily	Daily	Daily Except Sunday	Daily	Daily				
DN-R SPOKANE DS AU	166.4	A 11-50PM					A 10-15PM			
DN N. P. CROSSING CG	163.5	11-40					10-09			
EAST SPOKANE		161.0	11-35	A 5-15AM	A 10-30AM	A 1-25PM	10-00PM			
DN DISHMAN SP	158.9	11-32	5-05	10-10	1-10					
CHESTER		155.7	11-27 ⁹⁵	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		WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 41		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 41		Mile Post	Time-Table No. 41	
	379		June 21, 1960				June 21, 1960			June 21, 1960	
	Mixed										
	Daily Except Sunday										
BKTVWX	8-00AM	D-R MOSCOW MO	28.1	A 2-00PM	JWXY	12-45PM	D-R LA CROSSE JA	0.0	A 6-40AM		
1	8-20	WHITLOW	20.5	1-10	11 X		HOOPER	14.7			
U		N. P. CROSSING	19.3		32 JPXY	A 1-25PM	R HOOPER JCT.	15.7	6-00AM		
23 WX	8-30	D PULLMAN XN	18.7	1-00	34		WASHUCNA	23.5			
18	8-45	ALBION	12.7	12-25	21 V		D KAHLOTUS HO	37.4			
19	8-55	SHAWNEE	9.7	12-10PM	18 XY		R CONNELL	52.9			
JMWXY	A 9-20AM	D-R COLFAX CA	0.0	11-30AM			(52.9)				Daily Except Sunday
		(28.1)									
		(1.20)		(2.30)		(0.40)			(0.40)		
		21.1		11.2		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. 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. 41 June 21, 1960	Mile Post	SECOND CLASS					
	355 Freight	391 Mixed	STATIONS			392 Mixed	356 Freight	STATIONS			
									Daily Except Saturday	Daily Except Sunday	Daily Except Sunday
BPXY			8:30AM	D-R	TEKOA	K	116.1	A 10:40AM			
14 JPX			A 8:45AM	R	BELTICE		110.4	10:30			
32			VIA PLEASANT VALLEY BRANCH	D	FARMINGTON	FM	104.5	10:20			
M				D	N. P. CROSSING		103.4				
U				D	N. P. CROSSING		95.4				
38 VWX				D	GARFIELD	GR	95.1	10:00			
					ELBERTON		89.7	9:45			
32 JMWXY					COLFAX	CA	77.4	9:25			
M					G. N. CROSSING		77.3				
14 East Spur X 16 West Spur					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			12:15PM	D-R	WINONA	WA	52.1	7:15			
46			12:25		HUTTON		48.0	7:05			
26 JWXY			A 12:40PM	D-R	LA CROSSE	JA	41.5	6:50AM			
42					JERITA		35.8				
44					HAY		30.2				
60 JPVXY				D-R	HIPARIA	XS	17.5				
M					N. P. CROSSING		17.4				
10 JPXY			7:30PM	R	TUCANNON		12.6	A 3:40PM			
41 X			7:35		PATAHA		11.8	3:35			
54 X			8:00		RIFTON		2.9	3:10			
BJKOPWXY			A 8:10PM	DN-R	AYER	JD	0.0	3:00PM			
							(116.1)				
	(0.40)	(0.40)	..... Thru Time				(3.50)	(0.40)		
	18.9	25.0	..... Average speed per hour				19.5	18.9		

WESTWARD				POMEROY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 41 June 21, 1960	Mile Post	SECOND CLASS					
	355 Freight	STATIONS	STATIONS			356 Freight	STATIONS				
								Daily Except Saturday	Daily Except Saturday	Daily Except Saturday	
35 X			5:30PM	D-R	POMEROY	PY	28.9	A 5:20PM			
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 7:10PM	D	STARBUCK	SA	0.0	3:50PM			
							(28.9)				
	(1.40)		..... Thru Time				(1.30)			
	17.3		..... Average speed per hour				19.3			

WESTWARD				TUCANNON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 41 June 21, 1960	Mile Post	SECOND CLASS					
	355 Freight	STATIONS	STATIONS			356 Freight	STATIONS				
								Daily Except Saturday	Daily Except Saturday	Daily Except Saturday	
19					RELIEF		9.3				
JXY			7:10PM	D	STARBUCK	SA	3.8	A 3:50PM			
JPXY			A 7:30PM	R	TUCANNON		0.0	3:40PM			
							(9.3)				
	(0.20)		..... Thru Time				(0.10)			
	11.4		..... Average speed per hour				22.8			

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.
No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.
For stations not shown on schedule pages, see page 22.

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 41 June 21, 1960	Mile Post	SECOND CLASS					
	365 Freight	STATIONS	STATIONS			366 Freight	STATIONS				
								Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
27 X					ALTO		83.0				
23					MENOKEN		75.5				
26 JX			11:45AM		BOLLES		71.3	A 9:40AM			
26 X			11:58AM	D	PRESCOTT	SY	66.7	9:28			
21			12:35PM		VALLEY GROVE		53.6	8:52			
U					N. P. CROSSING		47.2				
U					W. W. V. RY. CROSSING		46.6				
BJKOPV WXYZ			A 12:55PM	DN-R	WALLA WALLA	BU	46.1	8:30AM			
M					W. W. V. RY. CROSSING		44.2				
24					SPOFFORD		39.9				
M					W. W. V. RY. CROSSING		36.3				
39 VX				D	MILTON-FREEWATER	CO	36.2				
50					BLUE MOUNTAIN		26.7				
20					DOWNING		23.4				
66 X				D	WESTON	WT	20.9				
20 X				D	ATHENA	CN	17.2				
41					ADAMS		12.6				
15					BLAKELEY		10.0				
BJKVWXYZ				DN-R	PENDLETON	FD	0.0				
							(83.0)				
	(1.10)		..... Thru Time				(1.10)			
	21.6		..... Average speed per hour				21.6			

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 41 June 21, 1960	Mile Post	SECOND CLASS					
	365 Freight	STATIONS	STATIONS			366 Freight	STATIONS				
								Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
29					TURNER		24.8				
25					WHETSTONE		22.7				
26 VXY			11:01AM	D	DAYTON	DA	13.1	A 10:15AM			
U					N. P. CROSSING		13.0				
U					N. P. CROSSING		13.0				
VX			A 11:03AM		DAYTON JCT.		12.9	10:13AM			
							(24.8)				
	(0.44)		..... Thru Time				(0.35)			
	17.9		..... Average speed per hour				22.5			

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

VX			11:25AM	R	WAITSBURG JCT.		5.2	A 9:53AM		
28 X			11:31	D	WAITSBURG	BG	3.5	9:49		
28 JX			A 11:45AM		BOLLES		0.0	9:40AM		
							(24.8)			
	(0.44)		..... Thru Time				(0.35)			
	17.9		..... Average speed per hour				22.5			

WESTWARD				WALLACE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 41 June 21, 1960	Mile Post	SECOND CLASS					
	387 Mixed	STATIONS	STATIONS			388 Mixed	STATIONS				
								Daily	Daily	Daily	
VX			1:30AM	DN-R	MANITO	MU	19.8			A 9:25AM	
							(19.8)				
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.											
VX			2:10AM	DN-R	PLUMMER JCT.	WJ	16.2			A 8:45AM	
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 5:00AM	D-R	KELLOGG-WARDNER	DN	69.2			5:30AM	
31					OSBURN		75.8				
BVWXYZ				D-R	WALLACE	WC	80.2				
U					N. P. CROSSING		80.4				
U					N. P. CROSSING		80.6				
JX					WALLACE JCT.		80.7				
5 VX				D	BURKE	B	86.9				
							(90.5)			Daily	
	(3.30)		..... Thru Time				(3.55)			
	19.8		..... Average speed per hour				17.7			

WESTWARD				SIERRA NEVADA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 41 June 21, 1960	Mile Post	SECOND CLASS					
	387 Mixed	STATIONS	STATIONS			388 Mixed	STATIONS				
								Daily	Daily	Daily	
JX					BRADLEY		0.0				
X					END OF TRACK		2.0				
							(2.0)				
This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.											
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 22.											

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	East	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	{18 P	Both	Huntley.....	22.6	2	Both
Cayuse.....(1)	227.1	48 P	Both	Sunset.....	25.4	30	Both
North Fork.....	251.4	16 P	West	Warner.....	45.3	11	Both
Third Subdivision				Moscow Branch			
Seufert.....	87.2	58 P	West	Risbeck.....(6)	4.5	6	Both
Fourth Subdivision				Parvin.....(6)	7.8	8	Both
Montavilla.....	5.9	8	Both	Armstrong.....(6)	15.7	3 W(M.P.)	Both
Quarry Spur.....	6.5	13	West				
Rockwood.....	11.8	60	Both	Connell Branch			
Cascade Mfg. Co. Spur.....	12.0	13	West	Pampa.....	4.6	15	Both
Eri.....	14.2	4	Both	Gordon.....	8.2	7	Both
Corbett.....(1) (2)	20.3	.....	None	McAdam.....	29.3	3	Both
Latourell.....(1) (2)	23.9	.....	None	Wacota.....	34.1	4	Both
Multnomah Falls.....	29.6	..... P	None	Estes.....	42.3	7	Both
C. L. Lumber Co.....	45.1	11 P	East	Sulphur.....	46.1	9	Both
Farley.....	47.0	102 P	Both	Curry.....	51.1	12	Both
Chatfield.....	71.8	20 P	West	Tekoa-Ayer Branch			
Via Kenton				Pierson.....	20.1	3	West
Champ.....	9.5	7 P	Both	Schreck.....	31.9	14	Both
Fir.....	12.4	95 PX	Both	Thera.....(7)	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
		{37	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	40 P	West	Pomeroy Branch			
		126	West	Houser.....	19.1	1	Both
Sixth Subdivision				Tucannon Branch			
Ice Harbor.....	223.5	{23	West	Powers.....	2.7	4	Both
Sheffer.....	242.1	4	West	Pendleton Branch			
Matthews.....	253.3	5	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	2	Both	Bade.....	30.2	13	Both
Teske.....	310.6	2	Both	Barrett.....	33.1	10	Both
Joseph Branch				Prunedale.....	34.2	15	Both
Island City.....(3)	2.6	12	Both	State Line.....	41.7	10	Both
Conley.....(3)	5.9	6	Both	Langdon.....	43.6	12	Both
Vincent.....(3)	40.6	2	East	Russell.....	51.8	11	Both
Sevier.....	56.7	5	West	Hadley.....	56.5	19	Both
Freels.....	75.2	2	West	Berryman.....	59.8	9	Both
Marble.....	75.8	{5	Both	Ennis.....	60.9	10	Both
		25	West	Robinson.....	67.6	2	Both
Pilot Rock Branch				McCall.....	69.4	2	Both
McBee.....	2.8	2	East	McKay.....	78.6	6	Both
Lens.....	11.2	4	East	Wallace Branch			
Grass Valley Branch				O'Gara.....(8)	26.3	.....	None
Sandon.....	15.6	8	Both	Black Lake.....(8)	38.0	.....	None
Hay Canyon.....	19.2	{12	East	Dudley.....(8)	52.0	12	Both
De Moss.....	23.9	15	West	Smelterville.....(8)	66.3	.....	None
Erskine.....	31.3	12	Both	Shont.....	72.8	3	Both
Bourbon.....	45.8	9	Both	Polaris.....	74.6	42	East
Grays Harbor Branch				Gem.....	84.1	5 X	Both
Raisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Balch.....(4)	18.3	18 P	Both	Dorn.....	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam.....(5)	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. (4) Flag stop for Nos. 306-307. (7) Flag stop for No. 392.
 (2) Regular stop for No. 12. (5) Flag stop for Nos. 363-364. (8) Flag stop for Nos. 387-388.
 (3) Flag stop for Nos. 304-305. (6) Flag stop for Nos. 378-379.

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
No. 126, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Trains handling scale test cars: On main line. On branch lines.			30 25
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
No. 126, within yard limits.		40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Freight trains handling tonnage in excess of 65 tons per operative brake.			30	When using No. 14 turn-outs.	25	20	20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using other cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40 40	On tracks other than main tracks.	15	15	15
G.P. 9 type Diesel locomotives: Backing up pulling a train. Backing up light.	65	65	50 50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Diesel freight and road switch locomotives.	65	65	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
1800 class Diesel yard locomotives in road service.	50	50	50				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
La Grande Over street crossings within city limits.	20	20	20	Between Mile Posts— Quartz 348.4 and 349.8.	30	25	20	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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
The Dalles Over street crossings.	12	12	12	Between Mile Posts— Goff 116.2 and 116.4.	70	60	50	Between Mile Posts— Arlington 140.5 and 141.6.	70	60	50
Between Mile Posts— 86.5 and 88.5.	70	60	50	118.6 and 118.8.	70	60	50	143.9 and 144.0.	60	50	40
Dune 96.5 and 98.8.	70	60	50	120.6 and 120.8.	60	50	40	146.1 and 147.0.	70	60	50
98.8 and 99.3.	60	50	40	Quinton 123.7 and 123.8.	55	45	35	Willows 147.9 and 148.5.	50	40	30
Miller				124.0 and 124.8.	70	60	50	Heppner Jct. 149.4 and 154.5.	70	60	50
Biggs 104.7 and 105.2.	70	60	50	129.2 and 130.0.	70	60	50	Castle			
Rufus 110.1 and 110.5.	70	60	50	130.4 and 131.0.	60	50	40	Ordnance 181.7 and 182.0.	60	50	40
112.5 and 114.5.	60	50	40	132.7 and 132.8.	70	60	50	Hinkle			
114.7 and 114.9.	70	60	50	Gilmore 134.7 and 134.8.	70	60	50				
				136.1 and 136.2.	70	60	50				
				137.8 and 138.0.	35	35	25				

FOURTH SUBDIVISION

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

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
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.				Argo Yard All turn-outs.			10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15					Seattle Over Spokane Street crossing.	20	20	20
				Through interlocking.	30	30	30				

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Between Mile Posts— Simmons 242.5 and 243.5.				Between Mile Posts— Ankeny 294.4 and 294.5.			40	25	
Between Wallula and Marengo.		60	45	244.5 and 244.6.				295.4 and 297.0.			50	40	
Between Marengo and Spokane.	70	60	45	246.1 and 246.3.				Marengo 308.6 and 309.0.			60	50	40
Hinkle East and West legs of wye.		20	20	246.9 and 247.0.					Cheney Within city limits.			35	35	35
Between Mile Posts— Cold Springs 200.7 and 201.0.			50	252.8 and 253.0.				Over street crossings.			15	15	15
Juniper 209.2 and 211.7.		40	30	256.9 and 257.1.				Between Mile Posts— 352.8 and 353.5.			55	45	35
Wallula Jct. West leg of wye.		15	15	Ruxby 260.3 and 260.5.				354.0 and 363.8 on curves.			60	50	35
Between Mile Posts— Wallula 214.6 and 215.5 over manual switches.			20	268.2 and 269.3.				364.2 and 364.4.			45	35	25
Between Mile Posts— 217.2 and 217.4.		45	35	271.5 and 272.5.				364.7 and 364.9.			55	45	35
219.1 and 219.5.		50	40	272.7 and 273.2.				365.1 and 366.2.			25	25	15
Humorist 224.2 and 224.5.		50	40	275.1 and 276.9.				366.5 and 367.1.			45	35	25
Ash 226.8 and 227.0.		50	40	277.9 and 279.4.				Over Bridge 367.13.			10	10	10
228.1 and 229.9.		35	25	Park 280.0 and 281.6.				Spokane Through Union Station limits.			15	15	15
230.8 and 232.3.		45	35	281.9 and 282.2.					Union Station over slip switches.			10	10
Page 233.0 and 233.4.		50	40	Hooper Jct. 286.1 and 286.5.									
234.0 and 235.6.		35	25	290.6 and 291.1.									
236.3 and 238.1.		35	25	291.9 and 292.3.									
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.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.	
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 33.8.		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.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Yakima Over Yakima Ave., and Walnut Street.		6	6	Between Mile Posts— 146.2 and 147.2.	60	50	35	Touchet 18.5 and 18.6.		35	25
Over other street crossings.		10	10	147.3 and 148.8.	45	35	25	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Sunnyside Branch Maximum speed.		45	30	Mica 150.5 and 153.9.	35	30	20	College Place Within city limits.		30	30
Sunnyside Within city limits.		30	30	154.3 and 154.5.	60	50	25	Moscow Branch Maximum speed.		35	25
Spokane-Tekoa Branch Maximum speed.		70	60	154.7 and 155.5.	45	35	25	On 7- and 8-degree curves.		25	20
Between Spokane and Manito.		45	30	Between Chester and Mica, on descending grade.			25	On 9- and 10-degree curves.		20	20
Between Manito and Tekoa.		45	30	N. P. Crossing Through interlocking.	15	15	10	Colfax Within city limits.		12	12
Tekoa On west leg of wye.		10	10	Spokane Over street crossings between N.P. Crossing and city limits.	20	20	20	Between Mile Posts— 1.3 and 3.1.		25	20
Between Mile Posts— 117.2 and 117.5.		20	20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	5.6 and 7.5.		25	20
118.1 and 118.3.		35	25	Through tunnel.	15	15	15	8.4 and 8.8.		25	20
118.5 and 119.7.		25	20	Pleasant Valley Branch Maximum speed.		25	25	Shawnee 9.9 and 10.0.		25	20
120.2 and 121.4.		35	25	G. N. Crossing, M.P. 30.7.		20	20	10.8 and 11.2.		25	20
121.6 and 121.9.		25	20	On curves of 7 degrees and over.		20	20	12.2 and 12.5.		25	20
122.1 and 122.5.		35	25	Wallula Branch Maximum speed.		35	30	On 5- and 6-degree curves.		35	25
Latah Within city limits.		40	30	On 7- and 8-degree curves.		25	20	On 9- and 10-degree curves.		20	20
Between Mile Posts— 123.4 and 124.5.		20	20	Wallula Jct. West leg of wye.		15	15	Albion 13.4 and 13.6.		25	20
125.1 and 125.7.		35	25	Between Mile Posts— Zangar Jct. 5.1 and 6.4.		25	20	14.3 and 14.9.		20	20
127.5 and 128.4.		35	25	6.7 and 6.8.		25	20	17.5 and 17.7.		25	20
129.6 and 130.6.		35	25	7.0 and 7.1.		20	20	17.9 and 18.0.		25	20
Fairfield Within city limits.		25	25	Reese 7.7 and 8.0.		25	20	Pullman Within city limits.		15	15
Between Mile Posts— 133.3 and 134.6.		25	20	8.2 and 8.4.		35	25	Over street crossings.		6	6
Darknell 135.3 and 136.3.		35	25	8.7 and 9.1.		25	20	Between Mile Posts— N. P. Crossing 19.9 and 20.0.		25	20
136.6 and 139.2.		20	20	9.5 and 9.7.		25	20	24.6 and 24.8.		25	20
Rockford Within city limits.		20	20	10.0 and 10.1.		35	25	25.2 and 25.4.		25	20
Between Mile Posts— 141.0 and 141.2.		35	25	10.7 and 10.9.		35	25	Moscow Within city limits.		20	20
142.6 and 143.2.		25	20	11.1 and 11.4.		35	25	Over street crossings.		12	12
Manito 144.4 and 144.6.		60	50	12.1 and 12.3.		20	20				
145.5 and 146.0.		55	45	12.5 and 12.6.		35	25				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Connell Branch Maximum speed.		30	30	Between Mile Posts— 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between La Crosse and Hooper Jct.		25	25	23.6 and 23.7.		30	20	Between Mile Posts— 90.7 and 91.9.		20	20
On 5- and 6-degree curves.		25	25	24.5 and 25.0.		35	25	92.4 and 92.9.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	25.4 and 26.9.		30	25	Garfield Within city limits.		25	25
Between Hooper Jct. and Connell.		20	20	27.1 and 27.2.		25	20	Between Mile Posts— 101.1 and 101.5.		25	25
Between Mile Posts— La Crosse 3.4 and 3.6.		25	25	27.4 and 27.8.		20	20	102.0 and 102.4.		25	25
6.6 and 6.8.		25	25	28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
7.2 and 7.8.		20	20	Hay 30.4 and 31.1.		35	25	Between Mile Posts— 104.6 and 104.9.		20	20
9.2 and 9.7.		20	20	32.0 and 33.8.		25	20	105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	34.2 and 35.2.		20	20	112.2 and 113.1.		25	25
Through west leg of wye on 16- degree curve.		8	8	Jerita 36.2 and 36.9.		25	20	115.6 and 116.0.		20	20
Tekoa-Ayer Branch Maximum speed.		45	30	37.8 and 39.3.		25	20	Tekoa On west leg of wye.		10	10
Between Ayer and Tucannon.		35	25	Sutton 49.3 and 50.1.		30	20	Pomeroy Branch Maximum speed.		25	25
Between Colfax and Tekoa, via Garfield.		30	30	Endicott 64.9 and 65.2.		35	25	Starbuck Within city limits.		15	15
On 4-degree curves.		35	25	68.2 and 68.5.		35	25	Tucannon Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	Diamond 68.8 and 69.0.		35	25	On curves of 7 degrees and over.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	69.9 and 70.1.		35	25	Starbuck Within city limits.		15	15
Between Mile Posts— Tucannon 14.0 and 14.1.		35	25	Mockonema 73.3 and 73.6.		20	20	Between Starbuck and Relief.		12	12
14.3 and 16.1.		25	25	Crest 74.9 and 77.2.		25	12	Pendleton Branch Maximum speed.		25	25
17.1 and 17.2.		15	15	Colfax Within city limits.		12	12	On 7-, 8-, 9- and 10-degree curves.		20	20
Over Snake River Bridge 17.23.		5	5	Between Mile Posts— 78.4 and 78.5.		20	20	Between Barrett and Downing, on descending grade.		15	15
Between Mile Posts— Riparia 17.7 and 18.1.		25	20	79.8 and 80.7.		20	20	Pendleton Over S. W. Fourth, Main and S. E. Third Streets.		12	12
18.6 and 18.8.		35	25	81.5 and 82.3.		20	20	Over other street crossings within city limits.		20	20
19.7 and 19.9.		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			15	15	Cataldo 58.7 and 59.1.		45	30
32.2 and 32.4.		20	20			10	10	60.0 and 60.2.		20	20
32.7 and 32.9.		20	20		Over all other street crossings.			62.4 and 63.2.		35	25
Milton-Freewater Over street crossings.		15	15		Wallace Branch Maximum speed.	50	30	63.4 and 64.0.		45	30
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	35		20	Kellogg-Wardner Over street crossings.		10	10	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Plummer Jct. and Chatcolet.			Between Mile Posts— 70.1 and 70.3.		35	25	
Walla Walla Over street crossings.		12	12	Between Chatcolet and Harrison.	40	25	70.7 and 70.9.		35	25	
	Within city limits.		20	20	45	30	71.5 and 71.7.		45	30	
	On west leg of wye.		8	8	35	25	72.4 and 72.6.		35	25	
Between Mile Posts— 52.7 and 53.4.		20	20	On 4-degree curves.			73.4 and 73.6.		45	30	
Valley Grove 64.8 and 64.9.		20	20	On 5- and 6-degree curves.			Osburn 77.1 and 77.2.		35	25	
	65.5 and 66.0.		20	20	25	20	77.4 and 77.7.		35	25	
	66.1 and 66.3.		20	20	25	20	78.0 and 78.2.		35	25	
Bolles 71.7 and 72.5.		20	20	Between Mile Posts— Plummer Jct. 16.2 and 16.9.	20	20	78.6 and 78.7.		25	20	
	72.8 and 73.2.		20	20	17.9 and 18.2.	25	20	Wallace Over street crossings.	6	6	
74.3 and 76.1.		20	20	Chatcolet Bridge 23.45.	15	15	Between Mile Posts— 81.4 and 87.3.		20	20	
78.4 and 78.5.		20	20	Between Mile Posts— 24.1 and 28.4.	25	20	Burke to Wallace, eastward.		10	10	
78.9 and 79.3.		20	20	Springston 34.0 and 34.4.	10	10	Sierra-Nevada Branch Maximum speed.				
79.6 and 79.9.		20	20	34.5 and 34.7.	45	30					
80.8 and 81.2.		20	20	34.9 and 35.2.	35	25					
Alto		20	20	38.3 and 38.6.	35	25					
				39.6 and 39.8.	45	30					

Standard clocks are located as shown below:

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	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.