

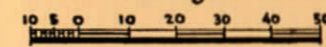


**NORTHWESTERN DISTRICT**

**OREGON DIVISION**

CORRECTED TO SEPTEMBER 25, 1960

Scale of Miles



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**OREGON DIVISION**  
**TIME-TABLE**  
**NO. 43**

**Effective Sunday**  
**April 30, 1961**  
**At 12:01 A.M. Pacific Time**

*Safety Always*  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

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

**D. F. WENGERT**  
General Manager

**G. H. BAKER, Superintendent** ..... Portland, Ore.

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

**H. E. SHUMWAY**  
General Superintendent Transportation

**First and Second Subdivisions and Branches**

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

**Third, Fourth and Fifth Subdivisions and Branches**

L. V. Neely, Chief Train Dispatcher ..... Albina, Ore.  
 G. J. Schatz, Jr., Assistant Chief Train Dispatcher ..... Albina, Ore.  
 R. V. Dygart, Assistant Chief Train Dispatcher ..... Albina, Ore.  
 R. M. Enfield, Assistant Chief Train Dispatcher ..... Albina, Ore.

**Sixth Subdivision and Branches**

M. H. Galloway, Chief Train Dispatcher ..... Spokane, Wash.  
 C. E. Wazemann, 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 Employes Hospital Association**  
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
Kenneth C. Brown	District Surgeon	Portland, Ore.	O. B. Scott	Surgeon	Kellogg, Ida.
H. V. Valentine	District Surgeon	Spokane, Wash.	Robert E. Staley	Surgeon	Kellogg, Ida.
J. P. Craven	Surgeon	Portland, Ore.	G. M. Whitesel	Surgeon	Kellogg, Ida.
David G. Duncan	Surgeon	Portland, Ore.	J. D. Freund	Surgeon	Kennewick, Wash.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	R. A. Gingrich	Surgeon	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
M. H. Johnson	Oculist	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
R. L. Olsen	Surgeon	Parkrose, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
George A. Peirson	Surgeon	Parkrose, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
U. W. Raglione	Surgeon	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	J. F. Bittner	Physician	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.
J. R. Higgins	Surgeon	Baker, Ore.	Wm. J. Kelly	Physician	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.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Robert L. Pohl	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. Wolff	Surgeon	Heppner, Ore.	John J. Lorang	Surgeon	Takoa, 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.	J. B. Adams	Surgeon	Walla Walla, Wash.
G. C. Carter	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	W. F. Holmes	Physician	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
C. I. Gibbon	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. 43					FIRST CLASS				
105	19	457	17	11		April 30, 1961					20	12	106	458	18
Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express							Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS									
3.45			5.05		0.0	GRANGER							A 7.55		A 10.55
7.25			10.10	12.45	213.9	POCATELLO						A 2.20	3.55		6.15
7.35			10.50										3.40		5.35
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			7.00	9.05	550.1	M.T.	HUNTINGTON					M.T.	6.30	10.06	10.00
12.16			6.10	8.15		P.T.						P.T.	5.20	9.05	8.50
2.40			9.05	11.45	649.7	LA GRANDE						2.40	6.45		6.05
4.45			11.30	2.25	723.9	PENDLETON						12.25	4.31		3.20
	11.10				941.3	SPOKANE					A 9.45				
5.31	A 3.15		12.45	4.25	755.3	HINKLE					5.40	11.40	3.56		2.20
7.05			3.10	6.35	855.4	THE DALLES						9.30	2.15		11.55
A 9.00		9.30	A 5.30	A 9.00	939.5	PORTLAND						7.10	12.30	A 9.15	9.45
		A 1.30			1122.7	SEATTLE								5.00	
											Daily	Daily	Daily	Daily	Daily
(18.15)	(4.05)	(4.00)	(25.25)	(21.15)		.....Thru Time.....					(4.05)	(18.10)	(18.25)	(4.15)	(24.10)
51.5	45.6	45.8	37.0	34.1		.....Average speed per hour.....					45.6	39.9	51.0	45.4	38.9

WESTWARD					CONDENSED TIME-TABLE					EASTWARD					
FIRST CLASS					Distance from McCammon	Time-Table No. 43					FIRST CLASS				
		35	47			April 30, 1961					36	48			
		Passenger	Passenger								Passenger	Passenger			
		Daily	Daily			STATIONS									
				0.0		McCAMMON					A 4.15				
				22.7		POCATELLO					3.45	A 2.05			
				73.3		IDAHO FALLS					1.13	12.10			
				124.3		ASHTON						10.20			
				169.9		VICTOR						8.15			
				285.8		BUTTE					7.30				
											Daily	Daily			
						.....Thru Time.....					(8.45)	(5.50)			
						.....Average speed per hour.....					32.7	25.2			

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 25.	FIRST CLASS			Time-Table No. 43 April 30, 1961	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							
BKOPTWXYZ	6.10PM	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		D LIME BY	384.5						
100 P				WEATHERBY	377.5						
150 PWY		f 9.00		DURKEE	368.9		f 4.30				
100 P				OXMAN	361.7						
138 P		s 9.25		PLEASANT VALLEY	355.4						
WB 91 PY EB 100				ENCINA	351.9						
107 P				QUARTZ	347.3						
WB 109 BKOPW EB 111 XYZ	s 7.32	s 10.00	s 1.30	DN BAKER BC	342.0	s 7.25	s 3.50	s 7.45			
106 P				WING	337.6						
106 P		s 10.12		D HAINES KB	331.7		f 3.36				
106 P		s 10.23		D NORTH POWDER HD	322.1		f 3.25				
107 P				SAGO	315.5						
154 PWY		f 10.37		TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BKOPTWXYZ	A 8.55PM	A 11.25AM	A 2.35AM	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		
	(2.45) 36.2	(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), Page 25.	FIRST CLASS			Time-Table No. 43 April 30, 1961	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		9.05PM	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 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 12.35PM		MEACHAM	265.5					
136 P					HURON	257.7					
120 P					CAMP	254.1					
WB 68 PWY EB 69					DUNCAN	248.5					
93 P					BONIFER	239.5					
106 PWY			f 1.30		GIBBON	236.9					
117 P					HOMLY	229.6					
116 P					MINTHORN	224.7					
115 P					MUNRA	218.9					
69 BJKPV WXYZ		s 11.30PM	s 2.25	s 4.45	DN PENDLETON FD	215.6	s 3.20	s 12.25PM	s 4.31		
155 JPX					RIETH	212.0					
135 P					BARNHART	208.3					
135 P					NOLIN	198.9					
135 P		f 12.04AM	s 3.00		D ECHO HI	192.6					
P		f 12.09	s 3.10	5.12	STANFIELD	188.4					
BJKOPWXYZ		A 12.25AM	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	
	(3.20) 31.7	(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), Page 26.	FIRST CLASS			Time-Table No. 43 April 30, 1961	Mile Post	FIRST CLASS			SECOND CLASS	
	11	105	17			12	106	18	126	Time Freight
	Mail and Express	Streamliner Passenger	Passenger			Mail and Express	Streamliner Passenger	Passenger	Time Freight	

STATIONS	11	105	17	Mile Post	12	106	18	126
	Daily	Daily	Daily		Mail and Express	Streamliner Passenger	Passenger	Time Freight
BKOPWXYZ	4.25PM	5.31AM	12.45AM	184.2	A 11.30AM	A 3.55PM	A 2.00AM	A 1.05PM
PW	f 4.33		f 12.52	177.7	f 11.10		1.41	10.58
130 P	4.35	5.38	12.54	175.8	11.07	3.37	1.39	10.56
130 P	4.41	5.43	12.59	170.0	11.02	3.32	1.34	10.50
130 P	s 4.48	5.48	s 1.04	163.8	s 10.54	3.27	s 1.26	10.43
125 P	4.58	5.55	1.18	155.7	10.46	3.20	1.18	10.34
14 JP	5.06		1.30	148.2		3.13		10.25
138 P	5.08	6.02	1.32	147.0	10.38	3.12	1.10	10.23
WB 137 EB 112 BKPTWX	s 5.30	6.10	s 1.42	138.5	s 10.30	3.05	s 1.02	10.12
130 P	5.36	6.14	1.50	134.0	10.20	3.01	12.44	10.04
127 P	5.41	6.18	1.55	129.3	10.16	2.57	12.40	9.58
129 P	5.47	6.23	2.02	123.2	10.10	2.52	12.34	9.51
132 P	5.55	6.30	2.10	115.0	10.02	2.45	12.27	9.42
125 P	6.01	6.35	2.16	109.0	9.56	2.40	12.21	9.34
130 JPW	f 6.06	6.40	2.22	103.1	9.51	2.35	12.16	9.28
55	6.09	6.43	2.25	100.4	9.47	2.31	12.12	9.24
JPV	6.14	6.48	2.30	95.1	9.41	2.26	12.06	9.17
75 P	6.17	6.51	2.33	91.9	9.38	2.23	12.03AM	9.13
BKOPTWXZ	A 6.25PM	As 7.05AM	A 3.00AM	85.8	9.30AM	2.15PM	11.55PM	9.05PM

(2.00) 49.2	(1.34) 62.8	(2.15) 43.8	.....Thru Time.....	(2.00) 49.2	(1.40) 59.0	(2.05) 47.2	(2.00) 49.2
.....Average speed per hour.....				.....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), Page 26.	FIRST CLASS			Time-Table No. 43 April 30, 1961	Mile Post	FIRST CLASS			SECOND CLASS	
	11	105	17			12	106	18	126	Time Freight
	Mail and Express	Streamliner Passenger	Passenger			Mail and Express	Streamliner Passenger	Passenger	Time Freight	

STATIONS	11	105	17	Mile Post	12	106	18	126
	Daily	Daily	Daily		Mail and Express	Streamliner Passenger	Passenger	Time Freight
BKOPTWXZ	6.35PM	7.05AM	3.10AM	85.8	A 9.25AM	As 2.15PM	A 11.45PM	A 9.00PM
P	6.40	7.10	3.16	81.7	9.17	2.06	11.33	8.46
131 P	6.46	7.16	3.22	76.5	9.11	2.00	11.27	8.40
128 P	s 6.55	7.24	3.31	70.2	s 9.02	1.52	11.18	8.31
WB 67 EB 102 PVWX	s 7.10	f 7.33	s 3.47	62.8	s 8.53	f 1.44	s 11.09	8.23
126 P	7.16	7.38	3.53	68.7	8.45	1.39	10.58	8.17
127 P	7.27	7.48	4.05	60.2	8.34	1.29	10.47	8.05
134 P	s 7.37	7.57	4.15	43.0	s 8.24	1.20	10.38	7.55
117 P	s 7.48	8.02	4.22	38.7	s 8.16	1.15	10.33	7.48
126 P	7.56	8.07	4.28	33.9	8.07	1.10	10.27	7.42
126 P	s 8.05	8.14	4.38	26.6	s 7.50	1.03	10.19	7.33
126 P	8.12	8.18	4.43	22.7	7.44	12.59	10.15	7.29
51 102 LJP	s 8.27	8.25	4.54	15.6	s 7.35	12.52	10.08	7.21
46 P	8.30		4.59	13.2	s 7.31		10.05	7.18
48 P	8.35	8.33	5.06	7.7	7.25	12.45	10.00	7.12
23 PX	8.40	8.38	5.12	4.4	7.20	12.40	9.55	7.07
12 PX	8.44	8.42	5.17	1.9	7.16	12.36	9.51	7.03
LJPVXY	8.47	8.45	5.21	0.5	7.13	12.33	9.48	7.00
46 P				17.0				
PX				12.4				
68 BKPPZ	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	8.1	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
LJPXY				5.6				
LJPX				4.2				
BKOPTWXZ				1.6				6.55PM
LJPVXY	8.47	8.45	5.21	0.5	7.13	12.33	9.48	
BIKPV	A 9.00PM	A 9.00AM	A 5.30AM	0.0	7.10AM	12.30PM	9.45PM	
					Daily	Daily	Daily	Daily Except Saturday and Sunday

(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.....				.....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 30 MPH at Troutdale 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 25.  
 For stations not shown on schedule pages, see page 16.

WESTWARD				FIFTH SUBDIVISION				EASTWARD			
FIRST CLASS				Time-Table No. 43 April 30, 1961	Mile Post	FIRST CLASS					
85	457	83	82			84	458				
CMSt. P & P Streamliner Passenger	Passenger	CMSt. P & P Streamliner Passenger	CMSt. P & P Streamliner Passenger			CMSt. P & P Streamliner Passenger	Passenger				
Daily	Daily	Daily	STATIONS								
		9.30 AM		BLOCK SIGNALS PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER	0.0			A 9.15 PM			
IJXX		9.46			6.8			8.55			
		A 9.51 AM			8.7			8.51 PM			
<p><b>NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND &amp; SEATTLE RY., VIA WILLBRIDGE AND WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND &amp; SEATTLE RY., BETWEEN PORTLAND AND NORTH PORTLAND JCT. TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER FOR INFORMATION ONLY.</b></p> <p><b>BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND &amp; SEATTLE RY.</b></p> <p><b>BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.</b></p>											
				BLOCK SIGNALS N. P. CROSSING 1.2 N. P. CROSSING 0.1 N. P. CROSSING 0.3 DN RESERVATION RN DN TACOMA JCT. JN	145.2						
LX		12.39 PM			146.4						
LJXX		A 12.41 PM			146.5						
				BLOCK SIGNALS DN RESERVATION RN DN TACOMA JCT. JN	146.8			A 5.52 PM			
					147.5			5.50 PM			
<p><b>BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL &amp; PACIFIC R. R. CO.</b></p>											
23 67 IPVX		1.12 PM		BLOCK SIGNALS DN-R BLACK RIVER BI C. M. St. P. & P. & P. C. CROSSING 6.3 DN-R ARGO G DN-R SEATTLE OW	173.8			A 5.15 PM			
BLJKOP TVWXYZ		3.03 PM	1.20		173.8						
BKPWXZ		A 3.15 PM	A 1.30 PM		180.1		A 8.08 AM	A 3.38 PM	5.07		
				BLOCK SIGNALS DN-R SEATTLE OW	183.2		8.00 AM	3.30 PM	5.00 PM		
							Daily	Daily	Daily		
		(0.12) 15.5	(4.00) 45.8	(0.19) 9.8	..... Thru Time.....	(0.08) 23.3	(0.08) 23.3	(4.15) 45.4			
<p><b>On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.</b></p> <p><b>Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.</b></p>											
WESTWARD				THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD			
		691	681		692	690					
		8.30 PM	3.00 PM	ALBINA	A 1.00 PM	A 5.30 AM					
		A 3.30 AM	A 8.00 PM	ARGO	4.00 AM	11.00 PM					

WESTWARD						SIXTH SUBDIVISION						EASTWARD					
SECOND CLASS						FIRST CLASS		Time-Table No. 43 April 30, 1961	Mile Post	FIRST CLASS			SECOND CLASS				
391	361	151	363	19	97	20	98			362	392	298	364				
Mixed	Freight	Freight	Mixed	Passenger	CMSt. P & P Streamliner Passenger	Passenger	CMSt. P & P Streamliner Passenger			Freight	Mixed	Freight	Mixed				
Monday Wednesday Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS									
BKP VX																	
			10.15 PM		11.10 AM	12.01 AM		DN-R SPOKANE AU	367.3	A 9.45 AM	A 10.55 PM		A 4.20 PM				
70 PX			10.35 <sup>98</sup>		11.14	12.05		1.7 WEST SPOKANE	366.6	9.37	10.35 <sup>151</sup>		4.12				
53 P			10.55		11.23	12.14		7.8 MARSHALL	367.8	9.27	10.26		3.52				
103 PX			11.10		11.32	12.23		7.3 D CHENEY GY	365.6	9.18	10.17		3.37				
52 P			11.30		11.45	12.36		10.2 MASON	340.3	9.04	10.06		3.17				
109 P			11.55 PM		11.58 AM	12.49		11.4 WELLS	328.0	8.50	9.54		2.52				
52 P			12.05 AM		12.05 PM	12.56		6.6 PALM LAKE	322.3	8.42	9.47		2.42				
52 P			12.23		12.16	1.07		9.4 EMDEN	312.0	8.30	9.37		2.25				
75 JPVW XY			12.33		12.25	A 1.16 AM		6.7 DN-R MARENGO RA	306.2	8.21	9.30 PM		2.15				
52 P			12.41		12.31			4.5 THAVIS	301.4	8.15			2.05				
63 P			12.48		12.36			4.4 MACK	297.0	8.10			1.58				
51 P			12.56		12.41			4.2 ANKENY	292.8	8.04			1.50				
38 JPY	1.40 PM		1.11		12.52			7.9 R HOOPER JCT.	284.9	7.55		A 6.00 AM	1.35				
53 P	1.50		1.21		12.59			5.6 PARK	279.3	7.48		5.40	1.25				
146 P	2.02		1.33		1.08 <sup>208</sup>			JOSO	273.1	7.39		5.25	1.08 <sup>10</sup>				
73 P	2.17		1.48		1.16			5.8 CHEW	267.3	7.30		5.10	12.32				
BJKOP WXY	A 2.25 PM		2.15		1.27			3.8 DN-R AYER JD	263.5	7.25		5.00 AM	12.26				
96 P			2.29		1.35			6.0 RUXBY	267.5	7.11			12.17				
96 P			2.40		1.44			7.5 SCOTT	240.7	7.02			12.06 PM				
46 P			2.50		1.51			5.9 WALKER	243.8	6.54			11.56 AM				
96 P			2.56		1.55			3.0 SIMMONS	240.8	6.51			11.50				
96 PW			3.11		2.06			7.5 PAGE	233.0	6.41			11.35				
95 P			3.26		2.15			7.3 ASH	226.7	6.32			11.20				
157 JPV WXY		7.25 AM	3.51		2.55 AM	2.30		13.0 DN-R WALLULA JN	215.2	6.15		A 2.45 AM	10.55	A 8.05 PM			
JPV XY		7.30	3.56		3.00	2.33		1.7 WALLULA JCT.	213.5	6.11		2.40	10.50	8.00			
157 P		7.47	4.16		3.20	2.45		10.3 JUNIPER	203.2	6.00		2.22	10.33	7.40			
159 P		8.05	4.31		3.40	2.56		9.5 COLD SPRINGS	193.4	5.50		2.05	10.18	7.20			
BJKOP WXYZ		A 8.30 AM	A 5.00 AM		A 4.00 AM	A 3.15 PM		9.2 DN-R HINKLE UK	184.2	5.40 AM		1.45 AM	10.00 AM	7.00 PM			
								(186.0)		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily		
		(0.45) 28.5	(1.05) 28.6	(6.45) 27.5	(1.05) 28.0	(4.05) 45.0	(1.15) 48.0	..... Thru Time.....	(4.05) 45.6	(1.25) 43.1	(1.00) 31.0	(1.00) 21.5	(6.20) 20.4	(1.05) 28.6			
<p><b>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.</b></p> <p><b>At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Oregon Division.</b></p> <p><b>No. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.</b></p> <p><b>No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.</b></p> <p><b>For conditional stops to discharge or pick up revenue passengers, see page 25.</b></p> <p><b>For stations not shown on schedule pages, see page 16.</b></p>																	

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43 April 30, 1961	Mile Post	SECOND CLASS	304 Freight
	305 Freight				
28 WXY	7:00AM	D-R JOSEPH J	83.8	A 1:35PM	
22 X	7:30	D ENTERPRISE RS	78.0	1:05	
39	8:00	LOSTINE	67.8	12:25	
27 WXY	8:30	D WALLOWA WO	60.0	12:05PM	
12	9:10	MINAM	47.1	11:25AM	
40	9:45	LOOKING GLASS	33.8	10:50	
32	10:20 <sup>304</sup>	GULLING	25.1	10:20 <sup>304</sup>	
35 WXY	11:05	D ELGIN GN	20.9	10:10	
18	11:31	D IMBLER BR	12.3	9:31	
20	11:45AM	ALICEL	8.4	9:21	
BJKOPT WXYZ	A 12:10PM	DN-R LA GRANDE Q (83.8)	0.0	9:00AM	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 25.	Time-Table No. 43 April 30, 1961	Mile Post	STATIONS	Mile Post	STATIONS
22		14.3	PILOT ROCK (14.3)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	Time-Table No. 43 April 30, 1961	Mile Post	STATIONS	Mile Post	STATIONS
95 P	D HERMISTON	3.9			
PXY	D UMATILLA	10.1			
P	IRRIGON	17.9			
			(17.9)		

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	Time-Table No. 43 April 30, 1961	Mile Post	STATIONS	Mile Post	STATIONS
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), Page 25.	Time-Table No. 43 April 30, 1961	Mile Post	STATIONS	Mile Post	STATIONS
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 EB 113 PTWX	DN-R ARLINGTON MX	0.0			
			(44.5)		

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	Time-Table No. 43 April 30, 1961	Mile Post	STATIONS	Mile Post	STATIONS
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 16.

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43 April 30, 1961	Mile Post	SECOND CLASS	314 Mixed
	313 Mixed				
BKOP VWXYZ	5:00 AM	DN-R BEND D	150.0	A 2:30 PM	
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.					
JPVX	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM	
		(150.0)		Daily Except Sunday	
(7.01) ..... Thru Time.....				(7.00)	
21.4 ..... Average speed per hour.....				21.4	

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	Time-Table No. 43 April 30, 1961	Mile Post	STATIONS	Mile Post	STATIONS
X	N. P. CROSSING	7.3		7.3	
BKPV WXYZ	D-R OLYMPIA OA	7.4			
			(7.4)		

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43 April 30, 1961	Mile Post	SECOND CLASS	308 CMSt. P & P Freight
	307 Freight				
BJKOPT VWXYZ	3:00 AM	DN-R CENTRALIA CN	2.4	O.O	A 8:45 PM
BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.					
JMPVX	3:10AM	BLAKESLEE JUNCTION	2.4		A 8:35PM
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
23 P	3:20	GALVIN	5.0		8:25
43 JPVX	3:40	12:01AM			
48 X	3:45	12:05			
52 P	4:05	12:30			
61	4:20	12:40			
44 P	4:30	12:55			
8 P	4:35	1:00			
63 PXY	5:05	1:35			
X					
PVX					
63 PXY	5:05	1:35			
27	5:10	1:43			
32 P	5:20	1:50			
83 PX	5:35	2:05			
JV					
U					
82 PVXZ	A 5:45AM	A 2:35AM	DN-R ABERDEEN SA	53.9	5:15PM 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.					
BKOPT WYZ	A 6:00 AM	A 3:05 AM	DN-R HOQUIAM HO	57.5	5:00 PM 5:30 PM
		(57.5)		Daily Except Sunday	Daily Except Sunday
(3.00) ..... Thru Time.....		(3.04) ..... Thru Time.....		(2.40) (3.15)	
19.2 ..... Average speed per hour.....		14.8 ..... Average speed per hour.....		17.0 17.6	

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.  
For stations not shown on schedule pages, see page 16.



WESTWARD		MOSCOW BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	379	April 30, 1961			378		
	Mixed			Mixed			
	Daily Except Sunday	STATIONS					
BKTVWX	8:00AM	D-R	MOSCOW MO	28.1	A 2:00PM		
1	8:20		7.6 WHITLOW	20.5	1:10		
U			1.2 N. P. CROSSING	19.3			
23 WX	8:30	D	0.6 PULLMAN XN	18.7	1:00		
18	8:45		6.0 ALBION	12.7	12:25		
19	8:55		3.0 SHAWNEE	9.7	12:10PM		
JMWXY	A 9:20AM	D-R	9.7 COLFAX CA	0.0	11:30AM		
			(28.1)		Daily Except Sunday		
	(1.20)	..... Thru Time.....		(2.30)			
	21.1	Average speed per hour		11.2			

WESTWARD		TEKOA-AYER BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	355	April 30, 1961			392		356
	Freight			Mixed	Freight		
	Daily Except Saturday	STATIONS					
BPXY	8:30AM	D-R	TEKOA K	116.1	A 10:40AM		
14 JPX	A 8:45AM	R	5.7 SELTICE	110.4	10:30		
32		D	5.9 FARMINGTON FM	104.5	10:20		
M			1.1 N. P. CROSSING	103.4			
U			8.0 N. P. CROSSING	95.4			
38 VWX		D	0.3 GARFIELD GR	95.1	10:00		
			5.4 ELBERTON	89.7	9:40		
32 JMWXY		D-R	12.3 COLFAX CA	77.4	9:20		
M			0.1 G. N. CROSSING	77.3			
10 West Spur X			2.4 CREST	74.9	8:10		
34			2.4 MOCKONEMA	72.5	8:00		
29			4.0 DIAMOND	68.5	7:50		
27 X		D	10.6 ENDICOTT DI	57.9	7:30		
63 BJWXY	12:15PM	D-R	5.8 WINONA WA	52.1	7:10		
46	12:25		4.1 SUTTON	48.0	7:00		
26 JWXY	A 12:40PM	D-R	6.5 LA CROSSE JA	41.5	6:50AM		
42			5.7 JERITA	35.8			
44			5.6 HAY	30.2			
60 JPVXY		D-R	12.7 RIPARIA XS	17.5			
M			0.1 N. P. CROSSING	17.4			
10 JPXY	7:30PM	R	4.8 TUCANNON	12.6	A 3:40PM		
41 X	7:35		0.8 PATAHA	11.8	3:35		
54 X	8:00		8.9 RIFTON	2.9	3:10		
BJKOPWXY	A 8:10PM	DN-R	2.9 AYER JD	0.0	3:00PM		
			(116.1)		Daily Except Sunday		
	(0.40)	..... Thru Time.....		(3.80)	(0.40)		
	18.9	Average speed per hour		19.8	18.9		

WESTWARD		TEKOA-AYER BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	355	April 30, 1961			392		356
	Freight			Mixed	Freight		
	Daily Except Saturday	STATIONS					
BPXY	8:30AM	D-R	TEKOA K	116.1	A 10:40AM		
14 JPX	A 8:45AM	R	5.7 SELTICE	110.4	10:30		
32		D	5.9 FARMINGTON FM	104.5	10:20		
M			1.1 N. P. CROSSING	103.4			
U			8.0 N. P. CROSSING	95.4			
38 VWX		D	0.3 GARFIELD GR	95.1	10:00		
			5.4 ELBERTON	89.7	9:40		
32 JMWXY		D-R	12.3 COLFAX CA	77.4	9:20		
M			0.1 G. N. CROSSING	77.3			
10 West Spur X			2.4 CREST	74.9	8:10		
34			2.4 MOCKONEMA	72.5	8:00		
29			4.0 DIAMOND	68.5	7:50		
27 X		D	10.6 ENDICOTT DI	57.9	7:30		
63 BJWXY	12:15PM	D-R	5.8 WINONA WA	52.1	7:10		
46	12:25		4.1 SUTTON	48.0	7:00		
26 JWXY	A 12:40PM	D-R	6.5 LA CROSSE JA	41.5	6:50AM		
42			5.7 JERITA	35.8			
44			5.6 HAY	30.2			
60 JPVXY		D-R	12.7 RIPARIA XS	17.5			
M			0.1 N. P. CROSSING	17.4			
10 JPXY	7:30PM	R	4.8 TUCANNON	12.6	A 3:40PM		
41 X	7:35		0.8 PATAHA	11.8	3:35		
54 X	8:00		8.9 RIFTON	2.9	3:10		
BJKOPWXY	A 8:10PM	DN-R	2.9 AYER JD	0.0	3:00PM		
			(116.1)		Daily Except Sunday		
	(0.40)	..... Thru Time.....		(3.80)	(0.40)		
	18.9	Average speed per hour		19.8	18.9		

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.

WESTWARD		CONNELL BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	391	April 30, 1961			392		
	Mixed			Mixed			
	Monday Wednesday Thursday Sunday	STATIONS					
JWXY	12:45PM	D-R	LA CROSSE JA	0.0	A 6:40AM		
11 X			14.7 HOOPER	14.7			
32 JPXY	A 1:25PM	R	1.0 HOOPER JCT.	15.7	6:00AM		
34			7.8 WASHTUCNA	23.5			
21 V		D	13.9 KAHLIOTUS HO	37.4	Daily Except Sunday		
18 XY		R	15.5 CONNELL	52.9			
			(52.9)				
	(0.40)	..... Thru Time.....		(0.40)			
	23.6	Average speed per hour		23.6			

WESTWARD		TUCANNON BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	355	April 30, 1961			356		
	Freight			Mixed	Freight		
	Daily Except Saturday	STATIONS					
19			RELIEF	9.3			
JXY	7:10PM	D	5.5 STARBUCK SA	3.8	A 3:50PM		
JPXY	A 7:30PM	R	3.8 TUCANNON	0.0	3:40PM		
			(9.3)		Daily Except Saturday		
	(0.20)	..... Thru Time.....		(0.10)			
	11.4	Average speed per hour.....		22.8			

WESTWARD		POMEROY BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	355	April 30, 1961			356		
	Freight			Mixed	Freight		
	Daily Except Saturday	STATIONS					
35 X	5:30PM	D-R	POMEROY PY	28.9	A 5:20PM		
25	5:50		4.5 ZUMWALT	24.4	5:00		
7	6:10		8.1 DODGE	16.3	4:40		
18	6:20		1.8 CHARD	14.5	4:30		
8	6:35		3.2 JACKSON	11.3	4:20		
18	6:50		3.4 DELANEY	7.9	4:10		
JXY	A 7:10PM	D	7.9 STARBUCK SA	0.0	3:50PM		
			(28.9)		Daily Except Saturday		
	(1.40)	..... Thru Time.....		(1.30)			
	17.3	Average speed per hour.....		19.3			

No. 391 arriving at Tekoa on Spokane-Tekoa Branch will run as No. 391 Tekoa to Seltice.  
 No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.  
 No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.  
 No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.  
 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 16.

WESTWARD		PENDLETON BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	365	April 30, 1961			366		
	Freight			Freight			
	Daily Except Sunday	STATIONS					
27 X			ALTO	83.0			
			7.5 MENOKEN	75.5			
23			4.2 BOLLES	71.3	A 9:40AM		
26 JX	11:45AM	D	4.6 PRESCOTT SY	66.7	9:28		
26 X	11:58AM		13.1 VALLEY GROVE	53.6	8:52		
21	12:35PM		6.4 N. P. CROSSING	47.2			
U			0.6 W. W. V. RY. CROSSING	46.6			
U			0.5				
BJKOPV WXYZ	A 12:55PM	DN-R	1.9 WALLA WALLA BU	46.1	8:30AM		
M			4.3 W. W. V. RY. CROSSING	44.2			
24			3.6 SPOFFORD	39.9			
M			0.1 W. W. V. RY. CROSSING	36.3			
39 VX		D	3.6 MILTON-FREEWATER	36.2			
50			2.5 BLUE MOUNTAIN	26.7			
20			3.3 DOWNING	23.4			
66 X		D	2.5 WESTON WT	20.9			
20 X		D	3.7 ATHENA CN	17.2			
41			4.6 ADAMS	12.6			
15			2.6 BLAKELEY	10.0			
BJKVWXYZ		DN-R	10.0 PENDLETON FD	0.0			
			(83.0)		Daily Except Sunday		
	(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 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	365	April 30, 1961			366		
	Freight			Freight			
	Daily Except Sunday	STATIONS					
29			TURNER	24.8			
25			2.1 WHETSTONE	22.7			
26 VXY	11:01AM	D	9.6 DAYTON DA	13.1	A 10:15AM		
U			0.09 N. P. CROSSING	13.0			
U			0.01 N. P. CROSSING	13.0			
VX	A 11:03AM		0.1 DAYTON JCT.	12.9	10:13AM		
			(24.8)		Daily Except Sunday		
	(0.44)	..... Thru Time.....		(0.35)			
	17.9	Average speed per hour.....		22.8			

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	1.7 WAITSBURG BG	3.6	9:49	
28 JX	A 11:45AM		3.5 BOLLES	0.0	9:40AM	
			(24.8)		Daily Except Sunday	
	(0.44)	..... Thru Time.....		(0.35)		
	17.9	Average speed per hour.....		22.8		

WESTWARD		WALLACE BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS	Time-Table No. 43		Mile Post	SECOND CLASS		
	387	April 30, 1961			388		
	Mixed			Mixed			
	Daily	STATIONS					
VX	1:30 AM	N-R	MANITO MU	19.8	A 9:25 AM		
<b>BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL &amp; PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.</b>							
VX	2:10AM	DN-R	6.6 PLUMMER JCT. WJ	16.2	A 8:45AM		
22 X	2:31		6.6 CHATCOLET	22.8	8:24		
X	2:53		7.7 HARRISON	30.5	7:59		
43	3:05	D	3.5 SPRINGSTON RC	34.0	7:44		
20	3:40		11.3 LANE	45.3	7:09		
33	3:55		3.8 ROSE LAKE	49.1	6:59		
30	4:20		8.6 CATALDO	57.7	6:24		
6 Y	4:35		4.8 ENAVILLE	62.5	6:09		
18	4:40		1.6 PINE CREEK	64.1	5:59		
JX			3.1 BRADLEY	67.2			
25 BKOWX	A 5:00AM	D-R	2.0 KELLOGG-WARDNER	69.			



STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 25.	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 25.	Switch Connection
<b>First Subdivision</b>				<b>Yakima Branch</b>			
Nelson.....	372.9	54 P	East	Grosscup.....	28.2	8	Both
<b>Second Subdivision</b>				Biggam.....(3).....	48.3	10	Both
Pendair.....	213.5	80 P	Both	Boone.....	76.4	1	East
Mission.....	221.2	18 P	Both	Flint.....	83.6	18	Both
Cayuse.....(1).....	227.1	25 P	Both	<b>Spokane-Tekoa Branch</b>			
North Fork.....	251.4	48 P	Both	Rahm.....	125.9	4	Both
<b>Third Subdivision</b>				Freeman.....	146.9	38	Both
Seufert.....	87.2	16 P	West	<b>Pleasant Valley Branch</b>			
<b>Fourth Subdivision</b>				Juno.....	20.8	10	Both
Montavilla.....	5.9	8	Both	Huntley.....	22.6	2	Both
Rockwood.....	11.8	60	Both	Sunset.....	25.4	30	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	Warner.....	45.3	11	Both
Eri.....	14.2	4	Both	<b>Moscow Branch</b>			
Corbett.....(1) (2).....	20.3	.....	None	Risbeck.....(4).....	4.5	6	Both
Latourell.....(1) (2).....	23.9	.....	None	Parvin.....(4).....	7.8	8	Both
Multnomah Falls.....	29.6	..... P	None	Armstrong.....(4).....	15.7	3	Both
C. L. Lumber Co.....	45.1	11 P	East	<b>Tekoa-Ayer Branch</b>			
Farley.....	47.0	102 P	Both	Pierson.....	20.1	3	West
Chatfield.....	71.8	20 P	West	Schreck.....	31.9	14	Both
<b>Via Kenton</b>				Thera.....(5).....	64.8	15	Both
Champ.....	9.5	7 P	Both	Glenwood.....	83.5	13	Both
Fir.....	12.4	95 PX	Both	Walters.....	98.6	10	Both
Ward.....	14.2	6	Both	<b>Connell Branch</b>			
Reynolds.....	20.0	37 P	Both	Pampa.....	4.6	15	Both
<b>Sixth Subdivision</b>				Gordon.....	8.2	7	Both
Humorist.....	219.7	94 P	Both	McAdam.....	29.3	3	Both
Ice Harbor.....	223.5	23 P	West	Wacota.....	34.1	4	Both
Sheffler.....	242.1	10	West	Estes.....	42.3	7	Both
Matthews.....	253.3	4	Both	Sulphur.....	46.1	9	Both
Magallon.....	258.6	5	Both	Curry.....	51.1	12	Both
Teske.....	310.6	2	Both	<b>Tucannon Branch</b>			
Ashby.....	317.1	44 P	Both	Powers.....	2.7	4	Both
Croskey.....	332.9	53 PW	Both	<b>Pomeroy Branch</b>			
Geib.....	345.3	51 P	Both	Houser.....	19.1	1	Both
Cowles.....	362.0	48 P	Both	<b>Pendleton Branch</b>			
<b>Joseph Branch</b>				Havana.....	6.9	11	Both
Island City.....	2.6	12	Both	Bade.....	30.2	13	Both
Conley.....	5.9	6	Both	Barrett.....	33.1	10	Both
Vincent.....	40.6	2	East	Prunedale.....	34.2	15	Both
Sevier.....	56.7	5	West	State Line.....	41.7	10	Both
Freels.....	75.2	2	West	Langdon.....	43.6	12	Both
Marble.....	75.8	5 P	Both	Russell.....	51.8	11	Both
<b>Pilot Rock Branch</b>				Hadley.....	56.5	19	Both
McBee.....	2.8	2	East	Berryman.....	59.8	9	Both
Lens.....	11.2	4	East	Ennis.....	60.9	10	Both
<b>Grass Valley Branch</b>				Robinson.....	67.6	2	Both
Sandon.....	15.6	8	Both	McCall.....	69.4	2	Both
Hay Canyon.....	19.2	12 P	East	McKay.....	78.6	6	Both
De Moss.....	23.9	15	West	<b>Dayton Branch</b>			
Erskine.....	31.3	12	Both	Taggard.....	4.3	1	West
Bourbon.....	45.8	9	Both	Ronan.....	19.3	28	West
<b>Grays Harbor Branch</b>				<b>Wallace Branch</b>			
Raisch.....	2.6	7	Both	O'Gara.....(6).....	26.3	.....	None
Baleh.....	18.3	18 P	Both	Black Lake.....(6).....	38.0	.....	None
				Dudley.....(6).....	52.0	12	Both
				Smeltonville.....(6).....	66.3	.....	None
				Shont.....	72.8	3	Both
				Polaris.....	74.6	42	East
				Gem.....	84.1	5 X	Both
				Frisco.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both

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

(3) Flag stop for Nos. 363-364.  
(4) Flag stop for Nos. 378-379.

(5) Flag stop for No. 392.  
(6) Flag stop for Nos. 387-388.

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.

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

Designation "Fr." —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 "Fr." 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.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	70	70	50	Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
No. 126, maximum speed.		60	60	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. 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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	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 caboose is handled in train consisting of passenger train equipment.		60		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 No. 14 turn-outs.	25	25	20	Jordan spreaders and other machines of spreader type, when in operation.			15
When using other cross-overs or turn-outs.	15	15	15	Trains handling U. P. ore cars Nos. 8000 to 8499 or 26000 to 26499, loaded or empty.			45
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch, except at end of double track Biggs.	20	20	20	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Within yard limits: Where protected by continuous block signal system.	60	50	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Where not protected by continuous block signal system: Main line; Branch lines.	50	40	25	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
No. 126, within yard limits.		40	40	Freight trains handling tonnage in excess of 65 tons per operative brake.		30	
Diesel road freight and road switch locomotives.	65	65					
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50				
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	30				
Multiple unit engine when controlled from other than leading unit.	30	30	30				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>La Grande</b> Over street crossings within city limits.	20	20	20	Between Mile Posts— <b>Quartz</b> 348.4 and 349.8.	30	25	20	Between Mile Posts— <b>Weatherby</b> 378.1 and 382.6.	40	35	25
Between Mile Posts— <b>Union Jct.</b> 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	<b>Lime</b> High line track and connection.			10
311.8 and 314.3.	55	45	25	<b>Pleasant Valley</b> 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. 306.0.	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
<b>North Powder</b>				<b>Oxman</b> 362.1 and 363.6.	45	35	20	<b>Huntington</b>			
<b>Wing</b> 341.5 and 342.2.	20	20	20	364.1 and 364.5.	35	30	20	<b>Exceptions:</b> Between Mile Posts— <b>Union Jct.</b> 302.7 and 307.4 train No. 126.			25
<b>Baker</b> 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	<b>Durkee</b> 370.7 and 371.0.	70	60	50	<b>Quartz</b> 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— <b>Hinkle</b> 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
<b>Echo</b> 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	<b>Minthorn</b> 226.0 and 226.1.	70	60	50	<b>Huron</b> 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— <b>Hilgard</b> 282.1 and 283.3.	45	35	25
<b>Nolin</b> 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	<b>La Grande</b>			
205.9 and 206.3.	70	60	50	240.1 and 240.2.	30	25	20	<b>Exceptions:</b> Between Mile Posts— <b>Huron</b> 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
<b>Barnhart</b> 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
<b>Rieth</b>				242.5 and 243.2.	60	50	40	268.8 and 271.8 train No. 126.			25
<b>Pendleton</b> Over S.W. Fourth, Main and S.E. Third Streets.	12	12	12	244.0 and 244.7.	40	35	25	272.0 and 276.8 train No. 126.			25
Over other street crossings within city limits.	20	20	20	245.6 and 246.1.	60	50	40	277.0 and 279.4 train No. 126.			25
				247.2 and 248.1.	35	30	20	280.0 and 282.1 train No. 126.			25
				248.4 and 248.6.	50	40	25				
				249.4 and 249.6.	35	30	20				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
<b>The Dalles</b> Over street crossings.	12	12	12	Between Mile Posts— <b>Goff</b> 116.2 and 116.4.	70	60	50	Between Mile Posts— <b>Arlington</b> 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
<b>Dune</b> 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	<b>Quinton</b> 123.7 and 123.8.	55	45	35	<b>Willows</b> 147.9 and 148.5.	50	40	30
<b>Miller</b>				124.0 and 124.8.	70	60	50	<b>Heppler Jct.</b> 149.4 and 154.5.	70	60	50
<b>Biggs</b> 104.7 and 105.2.	70	60	50	129.2 and 130.0.	70	60	50	<b>Castle</b>			
<b>Rufus</b> 110.1 and 110.5.	70	60	50	130.4 and 131.0.	60	50	40	<b>Ordnance</b> 181.7 and 182.0.	60	50	40
112.5 and 114.5.	60	50	40	132.7 and 132.8.	70	60	50	<b>Hinkle</b>			
114.7 and 114.9.	70	60	50	<b>Gilmore</b> 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

<b>Portland</b> Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	6	Between Mile Posts— <b>Rooster Rock</b> 23.8 and 24.0.	55	45	35	Between Mile Posts— <b>Meno</b> 59.4 and 62.1.	55	45	35
<b>East Portland</b> 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	<b>Hood River</b> 63.1 and 63.2.	45	35	25
Between Portland and Albina, over street crossings.	10	10	10	<b>Bridal Veil</b> 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
<b>Kenton</b> 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— <b>Bruun</b> 1.0 and 2.7.	35	30	20	<b>Dodson</b> 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
<b>Clarnie</b> 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	<b>Cascade Locks</b> 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
				<b>Wyeth</b> 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	<b>Crates</b> 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
				<b>The Dalles</b>							

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Between Mile Posts— <b>Page</b> 233.0 and 233.4.				Between Mile Posts— <b>Hooper Jct.</b> 286.1 and 286.5.			50	40
Between Wallula and Marengo.		60	45			35	25	290.6 and 291.1.			50	40
Between Marengo and Spokane.	70	60	45			35	25	291.9 and 292.3.			25	25
<b>Hinkle</b> East and West legs of wye.		20	20			50	40	<b>Ankeny</b> 294.4 and 294.5.			40	25
Between Mile Posts— <b>Cold Springs</b> 200.7 and 201.0.		50	40					295.4 and 297.0.			50	40
<b>Juniper</b> 209.2 and 211.7.		40	30	<b>Simmons</b> 242.5 and 243.5.		40	25					
				244.5 and 244.6.		50	40	<b>Marengo</b> 308.6 and 309.0.	60	50	40	
<b>Wallula Jct.</b> West leg of wye.		15	15	246.1 and 246.3.		50	40					
On 4-degree curve between M.P. 213.8 and M.P. 214.1 east of connection between Yakima Branch and Sixth Subdivision.		45	35	246.9 and 247.0.		45	35	<b>Cheney</b> Within city limits.	35	35	35	
				<b>Scott</b> 252.8 and 253.0.		45	35	Over street crossings.	15	15	15	
Between Mile Posts— <b>Wallula</b> 214.6 and 215.5 over manual switches.		20	20	256.9 and 257.1.		45	35	Between Mile Posts— 352.8 and 353.5.	55	45	35	
				<b>Ruxby</b> 260.3 and 260.5.		50	40	354.0 and 363.8 on curves.	60	50	35	
Between Mile Posts— 217.2 and 217.4.		45	35	<b>Chew</b> 268.2 and 269.3.		30	30	364.2 and 364.4.	45	35	25	
219.1 and 219.5.		50	40	271.5 and 272.5.		25	15	364.7 and 364.9.	55	45	35	
<b>Humorist</b> 224.2 and 224.5.		50	40	272.7 and 273.2.		45	35	365.1 and 366.2.	25	25	15	
				275.1 and 276.9.		40	25	366.5 and 367.1.	45	35	25	
<b>Ash</b> 226.8 and 227.0.		50	40	277.9 and 279.4.		45	35	Over Bridge 367.13.	10	10	10	
228.1 and 229.9.		35	25	<b>Park</b> 280.0 and 281.6.		40	25	<b>Spokane</b> Through Union Station limits.	15	15	15	
230.8 and 232.3.		45	35	281.9 and 282.2.		50	40	Union Station over slip switches.	10	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			
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.	
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.		25	25	Between Mile Posts— <b>Melbourne</b> 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	<b>Cosmopolis</b> 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 Thornberry.		20	20	<b>Aberdeen</b> Within city limits.			20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.			5	5
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Olympia Branch</b> Maximum speed.		20	20	Over other street crossings.			10	10
<b>Umatilla Branch</b> Maximum speed.		25	25	<b>Olympia</b> Within city limits.		10	10	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.			60	50
Between Mile Posts— <b>Hinkle</b> 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.0.			50	35
2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 70.0 and Yakima.			45	30
<b>Hermiston</b> Standard and Union Oil spurs.			6	<b>Grays Harbor Branch</b> Maximum speed.		30	30	With pile driver 0321.				15
On house track west of McNaught Warehouse.			6	Between Mile Posts— <b>Centralia</b> 1.0 and 1.3.		10	10	On 4-degree curves.			45	35
Over road crossing east end of depot.		15	15	<b>Blakeslee Jct.</b> 4.3 and 4.7.		20	20	On 5- and 6-degree curves.			35	25
<b>Umatilla</b> On wye.		10	10	<b>Galvin</b> 5.1 and 5.7.		15	15	Between Mile Posts— <b>Villard Jct.</b> 7.1 and 7.4.			30	30
<b>Heppner Branch</b> 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	<b>Kennewick</b> Over street crossings.			8	8
4- and 5-degree curves.		15	15	10.1 and 10.3.		20	20	<b>Richland Jct.</b> On Govt. track between Richland 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
<b>Condon Branch</b> Maximum speed.		25	25	<b>Independence</b> 14.7 and 15.2.		10	10	<b>Benton City</b> 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	<b>Grandview</b> Within city limits.			30	30
On curves of 6 degrees and over.		10	10	<b>South Elma</b> 32.8 and 33.8.		15	15	<b>Granger</b> Over street crossings.			30	30
On descending grades between Speece and Mikkalo.		15	15	34.4 and 34.6.		10	10	<b>Zillah</b> Over street crossings.			25	15
On descending grades between Barnett and Rock Creek.		15	15	35.0 and 35.4.		15	15	<b>Donald</b> Yakima River Bridge 89.35, through gantlet track.			15	15
				36.1 and 36.3.		15	15	Over N. P. Crossing and between home signals governing crossing.			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.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6	Between Mile Posts— 146.2 and 147.2.	60	50	35	<b>Touchet</b> 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
<b>Sunnyside Branch</b> Maximum speed.		45	30	<b>Mica</b> 150.5 and 153.9.	35	30	20	<b>College Place</b> Within city limits.		30	30
<b>Sunnyside</b> Within city limits.		30	30	154.3 and 154.5.	60	50	25	<b>Moscow Branch</b> Maximum speed.		35	25
<b>Spokane-Tekoa Branch</b> Maximum speed. Between Spokane and Manito.	70	60	35	154.7 and 155.5.	45	35	25	On 7- and 8-degree curves.		25	20
Between Manito and Tekoa.		45	30	Between Chester and Mica, on descending grade.			25	On 9- and 10-degree curves.		20	20
<b>Tekoa</b> On west leg of wye.		10	10	<b>N. P. Crossing</b> Through interlocking.	15	15	10	<b>Colfax</b> Within city limits.		12	12
Between Mile Posts— 117.2 and 117.5.		20	20	<b>Spokane</b> Over street crossings between N.P. Crossing and city limits.	20	20	20	Between Mile Posts— 1.3 and 3.1.		25	20
118.1 and 118.3.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	5.6 and 7.5.		25	20
118.5 and 119.7.		25	20	Through tunnel.	15	15	15	8.4 and 8.8.		25	20
120.2 and 121.4.		35	25	<b>Pleasant Valley Branch</b> Maximum speed.		25	25	<b>Shawnee</b> 9.9 and 10.0.		25	20
121.6 and 121.9.		25	20	G. N. Crossing, M.P. 30.7.		20	20	10.8 and 11.2.		25	20
122.1 and 122.5.		35	25	On curves of 7 degrees and over.		20	20	12.2 and 12.5.		25	20
<b>Latah</b> Within city limits.		40	30	<b>Wallula Branch</b> Maximum speed.		35	30	On 5- and 6-degree curves.		35	25
Between Mile Posts— 123.4 and 124.5.		20	20	On 7- and 8-degree curves.		25	20	On 9- and 10-degree curves.		20	20
125.1 and 125.7.		35	25	<b>Wallula Jct.</b> West leg of wye.		15	15	<b>Albion</b> 13.4 and 13.6.		25	20
127.5 and 128.4.		35	25	Between Mile Posts— <b>Zangar Jct.</b> 5.1 and 6.4.		25	20	14.3 and 14.9.		20	20
129.6 and 130.6.		35	25	6.7 and 6.8.		25	20	17.5 and 17.7.		25	20
<b>Fairfield</b> Within city limits.		25	25	7.0 and 7.1.		20	20	17.9 and 18.0.		25	20
Between Mile Posts— 133.3 and 134.6.		25	20	<b>Reese</b> 7.7 and 8.0.		25	20	<b>Pullman</b> Within city limits.		15	15
<b>Darknell</b> 135.3 and 136.3.		35	25	8.2 and 8.4.		35	25	Over street crossings.		6	6
136.6 and 139.2.		20	20	8.7 and 9.1.		25	20	Between Mile Posts— <b>N. P. Crossing</b> 19.9 and 20.0.		25	20
<b>Rockford</b> Within city limits.		20	20	9.5 and 9.7.		25	20	24.6 and 24.8.		25	20
Between Mile Posts— 141.0 and 141.2.		35	25	10.0 and 10.1.		35	25	25.2 and 25.4.		25	20
142.6 and 143.2.		25	20	10.7 and 10.9.		35	25	<b>Moscow</b> Within city limits.		20	20
<b>Manito</b> 144.4 and 144.6.	60	50	35	11.1 and 11.4.		35	25	Over street crossings.		12	12
145.5 and 146.0.	55	45	35	12.1 and 12.3.		20	20				
				12.5 and 12.6.		35	25				

## BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Tekoa-Ayer Branch</b> Maximum speed.		45	30	Between Mile Posts— <b>Diamond</b> 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	<b>Mockonema</b> 73.3 and 73.6.		20	20	Between Hooper Jct. and Connell.		20	20
On 4-degree curves.		35	25	<b>Crest</b> 74.9 and 77.2.		25	12	Between Mile Posts— <b>La Crosse</b> 3.4 and 3.6.		25	25
5- and 6-degree curves.		25	25	<b>Colfax</b> 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— <b>Tucannon</b> 14.0 and 14.1.		20	20	7.2 and 7.8.		20	20
Between Mile Posts— <b>Tucannon</b> 14.0 and 14.1.		35	25	14.3 and 16.1.		25	25	9.2 and 9.7.		20	20
14.3 and 16.1.		25	25	17.1 and 17.2.		15	15	<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivi- sion.		15	15
17.1 and 17.2.		15	15	Over Snake River Bridge 17.23.		5	5	Through west leg of wye on 16-degree curve.		8	8
Over Snake River Bridge 17.23.		5	5	Between Mile Posts— <b>Riparia</b> 17.7 and 18.1.		25	20	<b>Tucannon Branch</b> Maximum speed.		25	25
Between Mile Posts— <b>Riparia</b> 17.7 and 18.1.		25	20	18.6 and 18.8.		35	25	On curves of 7 degrees and over.		20	20
18.6 and 18.8.		35	25	19.7 and 19.9.		20	20	<b>Starbuck</b> Within city limits.		15	15
19.7 and 19.9.		20	20	23.1 and 23.6.		35	25	Between Starbuck and Relief.		12	12
23.1 and 23.6.		35	25	23.6 and 23.7.		30	20	<b>Pomeroy Branch</b> Maximum speed.		25	25
23.6 and 23.7.		30	20	24.5 and 25.0.		35	25	<b>Starbuck</b> Within city limits.		15	15
24.5 and 25.0.		35	25	25.4 and 26.9.		30	25	Between Mile Posts— 101.1 and 101.5.		25	25
25.4 and 26.9.		30	25	27.1 and 27.2.		25	20	92.4 and 92.9.		25	25
27.1 and 27.2.		25	20	27.4 and 27.8.		20	20	<b>Garfield</b> Within city limits.		25	25
27.4 and 27.8.		20	20	28.2 and 28.7.		20	20	Between Mile Posts— 104.6 and 104.9.		20	20
28.2 and 28.7.		20	20	<b>Hay</b> 30.4 and 31.1.		35	25	105.5 and 105.8.		20	20
<b>Hay</b> 30.4 and 31.1.		35	25	32.0 and 33.8.		25	20	112.2 and 113.1.		25	25
32.0 and 33.8.		25	20	34.2 and 35.2.		20	20	115.6 and 116.0.		20	20
34.2 and 35.2.		20	20	<b>Jerita</b> 36.2 and 36.9.		25	20	<b>Tekoa</b> On west leg of wye.		10	10
<b>Jerita</b> 36.2 and 36.9.		25	20	37.8 and 39.3.		25	20	<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.		30	30
37.8 and 39.3.		25	20	<b>Sutton</b> 49.3 and 50.1.		30	20	Between Mile Posts— 2.5 and 3.0.		20	20
<b>Sutton</b> 49.3 and 50.1.		30	20	<b>Winona</b> 57.2 and 59.0.		15	15	9.5 and 9.8.		20	20
<b>Winona</b> 57.2 and 59.0.		15	15	64.9 and 65.2.		35	25	<b>Athens</b> Over street crossings.		15	15
64.9 and 65.2.		35	25	68.2 and 68.5.		35	25				
68.2 and 68.5.		35	25								

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Between Mile Posts— <b>Downing</b> 24.0 and 24.5.		20	20	<b>Dayton Branch</b> Maximum speed.	25	25	Between Mile Posts— <b>Lane</b> 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
<b>Blue Mountain</b> 29.0 and 29.4.		20	20		On curves of 7 degrees and over.	20	20	<b>Rose Lake</b> 50.6 and 51.0.		35	25
29.8 and 30.1.		20	20		Between Mile Posts— <b>Bolles</b> 0.4 and 0.6.	20	20	<b>Dudley</b> 53.6 and 54.2.		35	25
30.3 and 30.4.		20	20	<b>Dayton</b> Over street crossings west of Touchet River.			54.5 and 54.9.		35	25	
31.2 and 31.7.		20	20		15	15	<b>Cataldo</b> 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		10	10	62.4 and 63.2.		35	25	
<b>Milton-Freewater</b> Over street crossings.		15	15	<b>Wallace Branch</b> Maximum speed.	50	30	63.4 and 64.0.		45	30	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15		35	20	<b>Kellogg-Wardner</b> Over street crossings.		10	10	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	Between Plummer Jet. and Chatcolet.			Between Mile Posts— 70.1 and 70.3.		35	25	
<b>Walla Walla</b> Over street crossings.		12	12	Between Chateolet and Harrison.	40	25	70.7 and 70.9.		35	25	
Within city limits.		20	20	On 4-degree curves.	45	30	71.5 and 71.7.		45	30	
On west leg of wye.		8	8	On 5- and 6-degree curves.	35	25	72.4 and 72.6.		35	25	
Between Mile Posts— 52.7 and 53.4.		20	20	On 7- and 8-degree curves.	25	20	73.4 and 73.6.		45	30	
<b>Valley Grove</b> 64.8 and 64.9.		20	20	On 9- and 10-degree curves.	20	20	<b>Osburn</b> 77.1 and 77.2.		35	25	
65.5 and 66.0.		20	20	Between Mile Posts— <b>Plummer Jct.</b> 16.2 and 16.9.	20	20	77.4 and 77.7.		35	25	
66.1 and 66.3.		20	20	17.9 and 18.2.	25	20	78.0 and 78.2.		35	25	
<b>Bolles</b> 71.7 and 72.5.		20	20	18.5 and 20.3.	25	20	78.6 and 78.7.		25	20	
72.8 and 73.2.		20	20	20.7 and 21.5.	25	20	<b>Wallace</b> Over street crossings.		6	6	
74.3 and 76.1.		20	20	<b>Chatcolet</b> 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	<b>Springston</b> 34.0 and 34.4.	10	10	<b>Sierra-Nevada Branch</b> Maximum speed.			10	
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					
<b>Alto</b>				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 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.	Hinkle or beyond.

Table with multiple columns and rows, containing various data points and headers. The text is mirrored from the reverse side of the page.

Table with multiple columns and rows, containing various data points and headers. The text is mirrored from the reverse side of the page.

