



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
**TIME-TABLE
NO. 42**

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

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

D. F. WENGERT
General Manager

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

H. E. SHUMWAY
General Superintendent Transportation

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

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

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

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

Name	Title	Location	Name	Title	Location
Kenneth C. Brown	District Surgeon	Portland, Ore.	J. D. Freund	Surgeon	Kennewick, Wash.
H. V. Valentine	District Surgeon	Spokane, Wash.	H. F. Craig	Surgeon	La Crosse, Wash.
J. P. Craven	Surgeon	Portland, Ore.	R. A. Gingrich	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
M. H. Johnson	Oculist	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. E. Carssow	Surgeon	Lewiston, Ida.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
R. L. Olsen	Surgeon	Parkrose, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
George A. Peirson	Surgeon	Parkrose, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
U. W. Raglione	Surgeon	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
P. A. Snedecor	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
R. H. Tinker	Surgeon	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
D. F. Campbell	Surgeon	Baker, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
C. Palmer McKim	Surgeon	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	John M. Shiach	Oculist	Seattle, Wash.
P. W. Ford	Surgeon	Bend, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
D. S. Spence	Surgeon	Bend, Ore.	R. H. Humphreys	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	B. P. Jacobson	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Albert Will	Surgeon	Elgin, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
S. A. McCool	Surgeon	Elma, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Ross D. Wright	Surgeon	Tacoma, Wash.
W. H. Wolff	Surgeon	Heppner, Ore.	John J. Loring	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.
G. M. Whitesel	Surgeon	Kellogg, Ida.	R. P. Scheffter	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 42 September 25, 1960		FIRST CLASS				
105	19	457	17	11		STATIONS		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								
3.45			4.45		0.0	GRANGER				A 9.40		A10.55
7.25			9.55	12.45	213.9	POCATELLO		A 2.20		5.40		6.15
10.05			10.35			GLENNS FERRY				5.30		5.35
11.20			2.10	4.00	373.8	BOISE		10.55		2.50		2.20
1.20			3.55	5.55	448.4			9.15		1.35		12.35
12.21			6.50	9.30	550.1	M.T. HUNTINGTON M.T.		6.30		11.51		10.00
2.40			6.00	8.50		P.T. LA GRANDE P.T.		5.20		10.50		8.50
4.45			9.00	12.25	649.7	PENDELTON		2.40		8.30		6.05
			11.25	3.20	723.9	SPOKANE		12.25		6.16		3.20
	12.30				941.3	HINKLE	A10.00					
5.31	A 4.45		12.45	4.55	755.3	THE DAILES		5.40	11.40	5.41		2.20
7.05			3.10	7.00	855.4	PORTLAND			9.30	4.00		11.55
A 9.00		9.30	A 5.30	A 9.20	939.5	SEATTLE			7.10	2.15	A 9.15	9.45
		A 1.30			1122.7			Daily	Daily	Daily	Daily	Daily
(18.15)	(4.15)	(4.00)	(25.45)	(21.35)		Thru Time		(4.20)	(18.10)	(18.25)	(4.15)	(24.10)
51.5	43.1	45.8	36.5	33.6		Average speed per hour		42.9	39.9	51.0	45.4	38.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 42 September 25, 1960		FIRST CLASS				
				35		STATIONS		36				
				Passenger				Passenger				
				Daily								
				11.25	0.0	McCAMMON		A 3.30				
				11.55	22.7	POCATELLO		3.00				
				12.25		IDAHO FALLS		2.30				
				1.43	73.3	ASHTON		1.13				
					124.3	VICTOR						
					169.9	WEST YELLOWSTONE						
					180.4	BUTTE		7.30				
				A 7.30	285.8			Daily				
					(8.05)	Thru Time		(8.00)				
					35.4	Average speed per hour		35.7				

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

MILEAGE
Main Line 776.64
Branches 1165.69
Grand Total 1942.33

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 42 September 25, 1960	Mile Post	FIRST CLASS			SECOND CLASS		
	17	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	6.00PM	8.50AM	12.21AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.20PM	A 10.50PM	A 5.15AM		
100 P		s 9.01		D LIME BY	384.5						
100 P				WEATHERBY	377.5						
150 PWY		f 9.32		DURKEE	368.9		f 4.30				
100 P				OXMAN	361.7						
138 P		s 10.00		PLEASANT VALLEY	355.4						
WB 91 PY EB 109				ENCINA	351.9						
107 P				QUARTZ	347.3						
WB 109 BKOPW EB 111 XYZ	s 7.22	s 10.35	s 1.35	DN BAKER BC	342.0	s 7.25	s 3.50	s 9.30			
106 P				WING	337.6						
106 P		s 10.48		D HAINES KB	331.7		f 3.36				
106 P		s 11.00		D NORTH POWDER HD	322.1		f 3.25				
107 P				SAGO	315.5						
154 PWY		f 11.15AM		TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BJKOPTWXYZ	A 8.50PM	A 12.05PM	A 2.35AM	DN-R LA GRANDE RA	289.8	6.05AM	2.40PM	8.30PM	2.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
(2.50) 35.1				(3.15) 30.6				(2.14) 44.6			
..... Thru Time.....				(2.45) 36.2				(2.40) 37.4			
..... Average speed per hour.....				(2.20) 42.7				(2.45) 36.2			

No. 11 will stop at Durkee, daily except Sundays and holidays, to permit exchange of mail.

No. 12 will reduce speed to 35 MPH at North Powder and Haines to permit exchange of mail.

No. 18 will reduce speed to 35 MPH at North Powder, Haines and Durkee to permit exchange of mail.

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

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

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity
of Sidings, etc.
See Rule 6(A),
Page 31.

FIRST CLASS

17
Passenger

11
Mail and
Express

105
Streamliner
Passenger

Time-Table No. 42
September 25, 1960

Mile
Post

FIRST CLASS

18
Passenger

12
Mail and
Express

106
Streamliner
Passenger

126
Time
Freight

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

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

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.

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										
Car Capacity of Sleeping Cars, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS				Time-Table No. 42	
			391	361	151	363			19	97	September 25, 1960	
			Mixed	Freight	Freight	Mixed			Passenger	CM St. P. & P. Streamliner Passenger		
			Monday Wednesday Thursday Saturday	Daily Except Sunday	Daily	Daily			Daily	Daily	STATIONS	
BKPVX					10.15 PM				12.30 PM	12.01 AM	DN-R SPOKANE	DS AU
PX					10.35 ⁹⁸				12.34	12.05	WEST SPOKANE	
48 P					10.45				12.38	12.09	3.6 COWLES	
53 P					10.55				12.43	12.14	4.2 MARSHALL	
103 PX					11.10				12.52	12.23	7.3 CHENEY	CY
51 P					11.20				12.58	12.29	5.2 GEIB	
52 P					11.30				1.05	12.36	5.0 MASON	
53 PW					11.45				1.13	12.44	7.4 CROSKY	
109 P					11.55 PM				1.18	12.49	4.0 WELLS	
52 P					12.05 AM				1.25	12.56	6.6 PALM LAKE	
44 P					12.15				1.31	1.02	5.2 ASHBY	
52 P					12.23				1.36	1.07	4.2 EMDEN	
75 JPVWXY					12.33				1.45	1.16 AM	6.7 DN-R MARENGO	RA
52 P					12.41				1.51 ²⁹⁸		4.8 THAVIS	
63 P					12.48				1.56		4.4 MACK	
51 P					12.56				2.01		4.2 ANKENY	
38 JPY			1.30 PM		1.11				2.12		7.9 R HOOPER JCT.	
53 P			1.40		1.21				2.19		5.6 PARK	
146 P			1.52		1.33				2.28		6.2 JOBO	
73 P			2.10		1.48				2.36		5.8 CHEW	
BJKOPWXY			A 2.25 PM		2.15				2.47		3.8 DN-R AYER	JD
96 P					2.29				2.55		6.0 RUXBY	
96 P					2.40				3.04		7.8 SCOTT	
46 P					2.50				3.11		5.9 WALKER	
96 P					2.56				3.15		3.0 SIMMONS	
96 PW					3.11				3.26		7.8 PAGE	
95 P					3.26				3.35		7.3 ASH	
94 P					3.36				3.41		6.0 HUMORIST	
157 JPVWXY				7.25 AM	3.51	2.55 AM			3.50		7.0 DN-R WALLULA	JN
JPVXY				7.30	3.56	3.00			3.53		1.7 WALLULA JCT.	
157 P				7.47	4.16	3.20			4.05		10.3 JUNIPER	
159 P				8.05	4.31	3.40			4.16		9.8 COLD SPRINGS	
BJKOPWXYZ				A 8.30 AM	A 5.00 AM	A 4.00 AM			A 4.45 PM		9.2 DN-R HINKLE	UK
											(186.0)	

(0.55) 23.3 (1.05) 28.6 (6.45) 27.5 (1.06) 28.6 (4.15) 43.1 (1.15) 48.9 Thru Time..... 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.

		SIXTH SUBDIVISION								EASTWARD	
Time-Table No. 42	September 25, 1960	Mile Post	FIRST CLASS				SECOND CLASS				STATIONS
			20	98			362	392	298	364	
			Passenger	CM St. P. & P. Streamliner Passenger			Freight	Mixed	Freight	Mixed	
DN-R SPOKANE	1.7	367.3	A 10.00 AM	A 10.55 PM					A 4.10 PM		
WEST SPOKANE		365.6	9.52	10.35 ¹⁵¹					4.02		
3.6 COWLES		362.0	9.48	10.31					3.52		
4.2 MARSHALL		357.8	9.42	10.26					3.42		
N CHENEY	CY	350.5	9.33	10.17					3.27		
5.2 GEIB		345.3	9.26	10.11					3.17		
5.0 MASON		340.3	9.19	10.06					3.07		
7.4 CROSKY		332.9	9.10	9.58					2.52		
4.0 WELLS		328.9	9.05	9.54					2.42		
6.6 PALM LAKE		322.3	8.57	9.47					2.32		
5.2 ASHBY		317.1	8.50	9.42					2.23		
4.2 EMDEN		312.9	8.45	9.37					2.15		
6.7 DN-R MARENGO	RA	306.2	8.36	9.30 PM					2.05		
4.8 THAVIS		301.4	8.30						1.51 ¹⁹		
4.4 MACK		297.0	8.25						1.32		
4.2 ANKENY		292.8	8.19						1.24		
7.9 R HOOPER JCT.		284.9	8.10				A 6.00 AM		1.09		
5.6 PARK		279.3	8.03				5.40		12.59		
6.2 JOBO		273.1	7.54				5.25		12.47		
5.8 CHEW		267.3	7.45				5.10		12.32		
3.8 DN-R AYER	JD	263.5	7.40				5.00 AM		12.26		
6.0 RUXBY		257.5	7.11						12.17		
7.8 SCOTT		249.7	7.02						12.06 PM		
5.9 WALKER		243.8	6.54						11.56 AM		
3.0 SIMMONS		240.8	6.51						11.50		
7.8 PAGE		233.0	6.41						11.35		
7.3 ASH		225.7	6.32						11.20		
6.0 HUMORIST		219.7	6.25						11.10		
7.0 DN-R WALLULA	JN	215.2	6.15				A 2.45 AM		10.55	A 8.05 PM	
1.7 WALLULA JCT.		213.5	6.11				2.40		10.50	8.00	
10.3 JUNIPER		203.2	6.00				2.22		10.33	7.40	
9.8 COLD SPRINGS		193.4	5.50				2.05		10.18	7.20	
9.2 DN-R HINKLE	UK	184.2	5.40 AM				1.45 AM		10.00 AM	7.00 PM	
			Daily	Daily			Daily Except Sunday	Daily Except Sunday	Daily	Daily	
							(1.00)	(1.00)	(6.10)	(1.05)	
							31.0	21.5	30.2	28.6	

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

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Oregon Division.

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42		Mile Post	SECOND CLASS
	305	September 25, 1960			304
	Freight				Freight
	Daily Except Sunday	STATIONS			
28 WXY	7.00AM	D-R	JOSEPH J	83.8	A 1.35PM
22 X	7.30	D	ENTERPRISE RS	78.0	1.05
39	8.00		LOSTINE	67.8	12.25
27 WXY	8.30	D	WALLOWA WO	60.0	12.05PM
12	9.10		MINAM	47.1	11.25AM
40	9.45		LOOKING GLASS	33.8	10.50
32	10.20 ³⁰⁴		GULLING	25.1	10.20 ³⁰⁸
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
BKOPT WXYZ	A 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. 42		Mile Post	
		September 25, 1960			
		STATIONS			
155 JPX			RIETH	0.0	
22			5.7 SPARKS	6.7	
18 X		D	7.6 PILOT ROCK	RO 14.3	
			(14.3)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc., See Rule 6(A), Page 31.		Time-Table No. 42		Mile Post	
		September 25, 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. 42		Mile Post	
		September 25, 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. 42		Mile Post	
		September 25, 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 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 31.		Time-Table No. 42		Mile Post	
		September 25, 1960			
		STATIONS			
14	Y		KENT 10.0	52.5	
10			EAKIN 4.0	42.5	
28	PW	D	GRASS VALLEY VY 11.5	38.5	
25		D	MORO MR 12.3	27.0	
16			KLONDIKE 4.5	14.2	
32	P	D	WASCO WA 4.5	9.7	
6			THORNBERRY 5.2	5.2	
160	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. 42 September 25, 1960		Mile Post	SECOND CLASS
	313 Mixed				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 IN- STRUCTIONS OF OREGON TRUNK RAILWAY.					
JPVX	A 12.01 PM	OREGON TRUNK JUNCTION		O.O	7.30 AM
		(150.0)			Daily Except Sundays

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

JPVX	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
		(150.0)		Daily Except Sunday

(7.01) Thru Time (7.00)
21.4 Average speed per hour 21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD OLYMPIA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 42		Mile Post	
		September 25, 1960			
	STATIONS				
JPVXY		EAST OLYMPIA — 7.3		0.0	
X		N. P. CROSSING — 0.1		7.3	
BKPV WXYZ		D-R	OLYMPIA	OA	7.4
		(7.4)			

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.

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

WESTWARD
GRAYS HARBOR BRANCH
EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 42 September 25, 1960		Mile Post	SECOND CLASS	
	307	309				308	306
	Mixed	CMSt.P.&P Freight	CMSt.P.&P Freight	Mixed			
	Daily Except Sunday	Daily Except Sunday					
STATIONS							
BJKOPT VWXYZ	2.00 PM		DN-R	CENTRALIA 2.4	CN	0.0	A 8.45 PM

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPVX	2-10PM			BLAKESLEE JUNCTION 0.0	2.4		A 8.35PM
M				N. P. CROSSING 0.0	2.4		
M				C. M. St. P. & P. CROSSING 2.6	2.4		
23 P	f 2-20			GALVIN 7.2	5.0		8.25
43 JPVX	f 2-40	12-01 AM	BLOCK SIGNALS	{ HELSENG JUNCTION 1.5	12.2	A 7-40PM	f 8-10
48 PX	s 2-45	12-05		R INDEPENDENCE 8.5	13.7	7.20	s 7-50
53 P	f 3-05	12-30		CEDARVILLE 4.1	22.2	7.00	f 7-30
51	f 3-20	12-40		LANKNER 4.5	26.3	6.45	f 7-15
44 P	f 3-30	12-55		SAGINAW 1.7	30.8	6.35	f 7-05
8 P	f 3-35	1-00		SOUTH ELMA 9.9	32.5	6.30	f 7-00
53 PXY	f 4-05	1-35		SOUTH MONTESANO	42.4	6.05	f 6-35
X				SOUTH MONTESANO 1.5	42.4		
PVX				D MONTESANO MO	43.9		
53 PXY	f 4-05	1-35		SOUTH MONTESANO 1.4	42.4	6.05	f 6-35
27	f 4-10	1-43	MELBOURNE 2.9	43.8	5.55	f 6-25	
32 P	f 4-20	1-50	PREACHER'S SLOUGH 4.5	46.7	5.45	f 6-15	
53 PX	f 4-35	2-05	COSMOPOLIS 2.0	51.2	5.30	f 6-00	
JV			SOUTH ABERDEEN JCT. 0.1	53.2			
U			N. P. CROSSING 0.6	53.3			
53 PVXZ	A 4-45PM	A 2-35AM	DN-R ABERDEEN SA	53.9	5.15PM	s 5.45PM	

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	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	HELSING JUNCTION	12.2	A 7:40PM	8:10
48 PX	2:45	12:05	R INDEPENDENCE	13.7	7:20	7:50
83 P	3:05	12:30	CEDARVILLE	22.2	7:00	7:30
81	3:20	12:40	LANKNER	26.3	6:45	7:15
44 P	3:30	12:55	SAGINAW	30.8	6:35	7:05
8 P	3:35	1:00	SOUTH ELMA	32.5	6:30	7:00
83 PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05	6:35
X			SOUTH MONTESANO	42.4		
PVX			D MONTESANO MO	43.9		
83 PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05	6:35
27	4:10	1:43	MELBOURNE	43.8	5:55	6:25
32 P	4:20	1:50	PREACHER'S SLOUGH	46.7	5:45	6:15
83 PX	4:35	2:05	COSMOPOLIS	51.2	5:30	6:00
JV			SOUTH ABERDEEN JCT.	53.2		
U			N. P. CROSSING	53.3		
83 PVXZ	A 4:45PM	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 5:00 PM	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)	(3.04)			(2.40)	(3.15)
	19.2	14.8			17.0	17.6

WESTWARD				SPOKANE-TEKOA BRANCH										
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS		Time-Table No. 42					
				381	298	391	387		95	September 25, 1960				
				CMSt.P&P Freight	Freight	Mixed	Mixed		CMSt.P&P Streamliner Passenger					
				Daily	Daily	Daily Except Sunday	Daily		Daily					
											STATIONS			
BKPVX					4.10PM				11.05PM	BLOCK SIGNALS	DN-R	SPOKANE	DS AU	DOUBLE TRACK
IJPX					4.15				11.10		DN	N. P. CROSSING	CG	
BIJKOP TVWXZ				9.30PM	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				10.30PM		7.05	1.30AM		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						8.20AM					D-R	TEKOA	K	
											(49.3)			
											Thru Time.....			
											Average speed per hour.....			
											(1.00) (0.15) (3.20) (1.00) (0.46)			
											16.4 17.6 19.2 17.4 28.4			

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 42 September 25, 1960	Mile Post		
	391				
	Mixed				
	Daily Except Sunday				
		STATIONS			
14 JPX	8.50AM	SELTICE	48.0		
U		8.2 G. N. CROSSING	39.8		
U		0.03 N. P. CROSSING	39.7		
34 VWX	9.30	D OAKESDALE ON	39.1		
44	10.00	7.9 THORNTON	31.2		
M		0.5 G. N. CROSSING	30.7		
28 WX	10.45	D ST. JOHN SJ	18.3		
27	11.15	6.8 WILLADA	11.5		
53	11.45AM	7.1 GRAVEL PIT	4.4		
63 BJWXY	12.01PM	D-R WINONA WA	0.0		
		(48.0)			

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 42 September 25, 1960	Mile Post		
		STATIONS			
BJKOPVWXYZ		DN-R WALLA WALLA BU	30.9		
8 X		2.0 COLLEGE PLACE	28.9		
M		0.2 W. W. V. RY. CROSSING	28.7		
17 X		0.1 GARRETT	28.6		
10		4.6 WHITMAN	24.0		
13		4.7 LOWDEN	19.3		
120 PX		D TOUCHET CH	15.0		
11		7.5 REESE	7.5		
PV		3.7 ZANGAR JCT.	3.8		
BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
JPVXY		3.8 WALLULA JCT.	0.0		
		(30.9)			

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

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392, No. 382 and No. 388 on Spokane-Tekoa Branch.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Oregon Division.

No. 298 arriving at Spokane on Sixth Subdivision will run as No. 298 on Spokane-Tekoa Branch Spokane to East Spokane.

No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.

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

SPOKANE-TEKOA BRANCH										EASTWARD				
Time-Table No. 42 September 25, 1960		Mile Post	FIRST CLASS		SECOND CLASS									
			94		382	388	392	151						
			CM St. P. & P Streamliner Passenger		CM St. P. & P Freight	Mixed	Mixed	Freight						
STATIONS														
BLOCK SIGNALS	DN-R SPOKANE 1.9	DS AU	165.4	11.50 PM					10.15 PM					
	DN N. P. CROSSING 2.5	CG	163.5	11.40					10.09					
	EAST SPOKANE		161.0	11.35	A 5.15 AM	A 10.30 AM	A 1.25 PM	10.00 PM						
	DN DISHMAN 3.2	SP	158.9	11.32	5.05	10.10	1.10							
	CHESTER 6.0		155.7	11.27 ⁹⁵	4.55	10.00	12.55							
	D MICA 2.8	MA	149.7	11.16	4.33	9.42	12.36							
	FREEMAN 3.3		146.9	11.11	4.25	9.35	12.27							
	DN-R MANITO 5.2	MU	143.6	11.07 PM	4.15 AM	9.25 AM	12.15							
	ROCKFORD 3.3	RD	138.4				12.01 PM							
	DARKNELL 3.4		135.1				11.50 AM							
	FAIRFIELD 8.4	G	131.7				11.40							
	LATAH 7.2		123.3				11.20							
	D-R TEKOA 49.3	K	116.1				11.01 AM							
			Daily	Daily	Daily	Daily Except Sunday	Daily							
Thru Time		(0.43)	(1.00)	(1.05)	(2.24)	(0.15)								
Average speed per hour		30.4	16.4	16.0	18.7	17.6								

WESTWARD				TEKOA-AYER BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 42 September 25, 1960	Mile Post	SECOND CLASS					
				355 Freight			391 Mixed	392 Mixed	356 Freight			
				Daily Except Saturday			Daily Except Sunday					
	STATIONS											
BPXY				8.30AM	D-R TEKOA K	116.1	A 10.40AM					
14 JPX				A 8.45AM	R SELTICE	110.4	10.30					
32				VIA PLEASANT VALLEY BRANCH	D FARMINGTON FM	104.5	10.20					
M					N. P. CROSSING	103.4						
U					N. P. CROSSING	95.4						
38 VWX					D GARFIELD GR	95.1	10.00					
					ELBERTON	89.7	9.45					
32 JMWXY					BLOCK SIGNALS { D-R COLFAX CA	77.4	9.25					
M						G. N. CROSSING	77.3					
14 East Spur X 16 West Spur X						CREST	74.9	8.15				
34					MOCKONEMA	72.5	8.05					
29					DIAMOND	68.5	7.55					
27					D ENDICOTT DI	57.9	7.30					
63 BJWXY					D-R WINONA WA	52.1	7.15					
46					BUTTON	48.0	7.05					
26 JWXY					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					
64 X			8.00	RIFTON	2.9		3.10					
BJKOPWXY			A 8.10PM	DN-R AYER JD	0.0		3.00PM					
				(116.1)			Daily Except Saturday	Daily Except Saturday				

WESTWARD			POMEROY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 42 September 25, 1960		Mile Post	SECOND CLASS	
	355 Freight					356 Freight	
	Daily Except Saturday		STATIONS				
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)			Daily Except Saturday	
(1.40) 17.3		(1.30) 19.3					

WESTWARD				TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 42 September 25, 1960		Mile Post	SECOND CLASS	
	355 Freight	356 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	
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. 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. 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. 42 September 25, 1960			Mile Post	SECOND CLASS	
	365 Freight	Daily Except Sunday	STATIONS				366 Freight	
27 X			ALTO 7.5			83.0		
23			MENOKEN 4.2			75.5		
26 JX	11.45AM		BOLLES 4.6			71.3	A 9.40AM	
26 X	11.58AM	D	PRESCOTT SY 13.1			66.7	9.28	
21	12.35PM		VALLEY GROVE 6.4			53.6	8.52	
U			N. P. CROSSING 0.6			47.2		
U			W. W. V. RY. CROSSING 0.5			46.6		
BJKOPV WXYZ	A 12.55PM		DN-R WALLA WALLA BU 1.9			46.1	8.30AM	
M			W. W. V. RY. CROSSING 4.3			44.2		
24			SPOFFORD 3.6			39.9		
M			W. W. V. RY. CROSSING 0.1			36.3		
39 VX			D MILTON-FREEWATER CO 9.5			36.2		
50			BLUE MOUNTAIN 3.3			26.7		
20			DOWNING 2.5			23.4		
66 X			D WESTON WT 3.7			20.9		
20 X			D ATHENA CN 4.6			17.2		
41			ADAMS 2.6			12.6		
15			BLAKELEY 10.0			10.0		
BJKVWXYZ			DN-R PENDLETON FD			0.0		
			(83.0)					Daily Except Sunday
(1.10) 21.6		 Thru Time..... Average speed per hour....					(1.10) 21.6	

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 42 September 25, 1960				Mile Post	SECOND CLASS		Freight	
	365 Freight		STATIONS					366 Freight			
	Daily Except Sunday										
29			TURNER 2.1				24.8				
25			WHETSTONE 9.6				22.7				
26 VXY	11.01 AM	D	DAYTON DA				13.1	A 10.15 AM			
U			N. P. CROSSING 0.01				13.0				
U			N. P. CROSSING 0.1				13.0				
VX	A 11.03 AM		DAYTON JCT.				12.9	10.13 AM			
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.											
VX	11.25 AM	R	WAITSBURG JCT. 1.7				5.2	A 9.53 AM			
28 X	11.31	D	WAITSBURG BG 3.5				3.5	9.49			
28 JX	A 11.45 AM		BOLLES (24.8)				0.0	9.40 AM			
								Daily Except Sunday			
(0.44) Thru Time (0.38) 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.

WESTWARD

WALLACE BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 42 September 25, 1960	Mile Post	SECOND CLASS			
	387 Mixed				388 Mixed			
	Daily							
			STATIONS					

VX

1.30 AM

DN-R MANITO

MU

19.8

A 9.25 AM

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		2.10 AM	DN-R PLUMMER JCT.	WJ	16.2	A 8.45 AM
22 X		f 2.31	6.6 CHATCOLET		22.8	f 8.24
X		f 2.53	7.7 HARRISON		30.5	f 7.59
43		f 3.05	3.5 D SPRINGSTON RC		34.0	f 7.44
20		f 3.40	11.3 LANE		45.3	f 7.09
33		f 3.55	3.8 ROSE LAKE		49.1	f 6.59
30		f 4.20	8.6 CATALDO		57.7	f 6.24
6 Y		f 4.35	4.8 ENAVILLE		62.5	f 6.09
18		f 4.40	1.6 PINE CREEK		64.1	f 5.59
JX		f	3.1 BRADLEY		67.2	f
26 BKOWX		A 5.00 AM	2.0 D-R KELLOGG-WARDNER	DN	69.2	5.30 AM
31			6.6 OSBURN		75.8	
BVWXX			4.4 D-R WALLACE WC		80.2	
U			0.2 N. P. CROSSING		80.4	
U			0.2 N. P. CROSSING		80.6	
JX			0.1 WALLACE JCT.		80.7	
6 VX			6.2 D BURKE	B	86.9	
			(90.5)			Daily

(3.30)

..... Thru Time.....

(3.55)

..... Average speed per hour.....

17.7

WESTWARD			SIERRA NEVADA BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A). Page 31.			Time-Table No 42. September 25, 1960		Mile Post		
			STATIONS				
JX			BRADLEY 2.0		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	227.1	25 P	Both	Sunset	25.4	30	Both
North Fork	251.4	48 P	Both	Warner	45.3	11	Both
		16 P	West				
Third Subdivision				Moscow Branch			
Seufert	87.2	58 P	West	Risbeck	4.5	6	Both
Fourth Subdivision				Parvin	7.8	8	Both
Montavilla	5.9	8	Both	Armstrong	15.7	3 W {M.P. 16.2}	Both
Rockwood	11.8	60	Both				
Cascade Mfg. Co. Spur	12.0	13	West	Connell Branch			
Eri	14.2	4	Both	Pampa	4.6	15	Both
Corbett	20.3		None	Gordon	8.2	7	Both
Latourell	23.9		None	McAdam	29.3	3	Both
Multnomah Falls	29.6	 P	None	Wacota	34.1	4	Both
C. L. Lumber Co.	45.1	11 P	East	Estes	42.3	7	Both
Farley	47.0	102 P	Both	Sulphur	46.1	9	Both
Chatfield	71.8	20 P	West	Curry	51.1	12	Both
Via Kenton				Tekoa-Ayer Branch			
Champ	9.5	7 P	Both	Pierson	20.1	3	West
Fir	12.4	95 PX	Both	Schreck	31.9	14	Both
Ward	14.2	6	Both	Thera	64.8	15	Both
		37	Both	Glenwood	83.5	13	Both
Reynolds	20.0	40 P	West	Walters	98.6	10	Both
		126	West				
Sixth Subdivision				Pomeroy Branch			
Ice Harbor	223.5	23	West	Houser	19.1	1	Both
Sheffer	242.1	10	West				
Matthews	253.3	4	Both	Tucannon Branch			
Magallon	258.6	5	Both	Powers	2.7	4	Both
Teske	310.6	2	Both				
Joseph Branch				Pendleton Branch			
Island City	2.6	12	Both	Havana	6.9	11	Both
Conley	5.9	6	Both	Bade	30.2	13	Both
Vincent	40.6	2	East	Barrett	33.1	10	Both
Sevier	56.7	5	West	Prunedale	34.2	15	Both
Freels	75.2	2	West	State Line	41.7	10	Both
Marble	75.8	5	Both	Langdon	43.6	12	Both
		25	West	Russell	51.8	11	Both
				Hadley	56.5	19	Both
Pilot Rock Branch				Berryman	59.8	9	Both
McBee	2.8	2	East	Ennis	60.9	10	Both
Lens	11.2	4	East	Robinson	67.6	2	Both
				McCall	69.4	2	Both
Grass Valley Branch				McKay	78.6	6	Both
Sandon	15.6	8	Both	Wallace Branch			
Hay Canyon	19.2	12	East	O'Gara	26.3		None
De Moss	23.9	15	West	Black Lake	38.0		None
Erskine	31.3	12	Both	Dudley	52.0	12	Both
Bourbon	45.8	9	Both	Smelterville	66.3		None
		8	Both	Shont	72.8	3	Both
Grays Harbor Branch				Polaris	74.6	42	East
Raisch	2.6	7	Both	Gem	84.1	5 X	Both
Balch	18.3	18 P	Both	Frisco	84.4	7 X	Both
				Dorn	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup	28.2	8	Both	Taggard	4.3	1	West
Biggam	48.3	10	Both	Ronan	19.3	28	West
Boone	76.4	1	East				
Flint	83.6	18	Both				

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

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

- (7) Flag stop for Nos. 387-388.

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	70	70	50	Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
No. 126, maximum speed.		60	60				
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When caboose is handled in train consisting of passenger train equipment.		60					
When using No. 14 turn-outs.	25	25	20				
When using other cross-overs or turn-outs.	15	15	15	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.			30 20
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	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Within yard limits: Where protected by continuous block signal system. Where not protected by continuous block signal system: Main line; Branch lines.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499 or 26000 to 26499, loaded or empty.			45
Diesel road freight and road switch locomotives.	65	65		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	35	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	30	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
Multiple unit engine when controlled from other than leading unit.	30	30	30				
Freight trains handling tonnage in excess of 65 tons per operative brake.			30				

FIRST SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
La Grande Over street crossings within city limits.	20	20	20	Between Mile Posts— Quartz 348.4 and 349.8.	30	25	20	Between Mile Posts— Weatherby 378.1 and 382.6.	40	35	25
Between Mile Posts— Union Jct. 302.7 and 307.4.	35	30	20	351.1 and 353.9.	40	35	25	382.6 and 383.9.	60	50	40
307.4 and 311.8.	45	35	25	354.1 and 354.5.	60	50	25	Lime High line track and connection.			10
311.8 and 314.3.	55	45	25	Pleasant Valley Descending grade, between Quartz and Pleasant Valley.	60	50	25	Between Mile Posts— 384.3 and 385.2.	30	25	20
315.4 and 319.5.	30	25	20	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	386.3 and 388.8.	35	30	20
321.3 and 321.6.	70	60	50	Between Mile Posts— 355.9 and 360.5.	30	25	20	388.8 and 389.8.	20	20	20
North Powder				Oxman 362.1 and 363.6.	45	35	20	Huntington			
Wing 341.5 and 342.2.	20	20	20	364.1 and 364.5.	35	30	20	Exceptions: Between Mile Posts— Union Jct. 302.7 and 307.4 train No. 126.			25
Baker Over street crossings within city limits.	15	15	15	366.3 and 366.5.	70	60	50	307.4 and 311.8 train No. 126.			30
Between Mile Posts— 343.6 and 345.1.	45	35	25	Durkee 370.7 and 371.0.	70	60	50	Quartz 348.4 and 349.8 train No. 126.			25
346.9 and 347.1.	70	60	50	372.8 and 377.1.	35	30	20	349.8 and Pleasant Valley train No. 126.			30
SECOND SUBDIVISION											
Between Mile Posts— Hinkle 188.6 and 191.9.	60	50	40	Between Mile Posts— 216.3 and 217.6.	40	35	25	Between Mile Posts— 249.9 and 250.6.	70	60	50
Echo Over street crossings.	30	30	30	217.7 and 219.0.	60	50	40	251.0 and 251.2.	35	30	20
Between Mile Posts— 193.4 and 194.5.	45	35	25	220.1 and 220.5.	55	45	35	251.4 and 251.9.	60	50	40
195.4 and 195.6.	60	50	40	222.8 and 223.8.	35	30	20	252.2 and 257.2.	35	30	20
196.8 and 198.2.	55	45	35	Minthorn 226.0 and 226.1.	70	60	50	Huron 257.2 and 282.1, ascending and descending grade.	30	25	20
198.5 and 198.6.	45	35	25	227.2 and 231.7.	40	35	25	Between Mile Posts— Hilgard 282.1 and 283.3.	45	35	25
Nolin 200.6 and 200.9.	60	50	40	232.5 and 233.9.	55	45	35	283.4 and 288.8.	30	25	20
201.4 and 201.6.	70	60	50	236.6 and 237.9.	35	30	20	289.8 and 290.5.	20	20	20
202.2 and 204.5.	60	50	40	238.3 and 240.0.	55	45	35	La Grande			
205.9 and 206.3.	70	60	50	240.1 and 240.2.	30	25	20	Exceptions: Between Mile Posts— Huron 257.2 and 261.1 train No. 126.			25
206.7 and 206.9.	60	50	40	240.3 and 240.6.	70	60	45	261.2 and 262.8 train No. 126.			25
Barnhart 208.9 and 210.8.	55	45	35	241.1 and 242.0.	30	25	20	265.0 and 268.4 train No. 126.			25
Rieth				242.5 and 243.2.	60	50	40	268.8 and 271.8 train No. 126.			25
Pendleton Over S.W. Fourth, Main and S. E. Third Streets.	12	12	12	244.0 and 244.7.	40	35	25	272.0 and 276.8 train No. 126.			25
Over other street crossings within city limits.	20	20	20	245.6 and 246.1.	60	50	40	277.0 and 279.4 train No. 126.			25
				247.2 and 248.1.	35	30	20	280.0 and 282.1 train No. 126.			25
				248.4 and 248.6.	50	40	25				
				249.4 and 249.6.	35	30	20				

THIRD SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Page.	Fr.		Str.	Page.	Fr.		Str.	Page.	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	Ordinance 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 cross- ings and through interlock- ing 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 Trout- dale 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 58.6.	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.	Pggr.	Frt.		Str.	Pggr.	Frt.		Str.	Pggr.	Frt.
Maximum speed.	70	60	45	Black River Between Mile Posts— 178.25 and 178.50.	30	30	25	Between Mile Posts— 180.7 and 180.9.	35	35	25
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.		10	10	Argo Yard All turn-outs.			10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15	Through interlocking.	30	30	30	Seattle Over Spokane Street crossing.	20	20	20

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Between Mile Posts— Simmons 242.5 and 243.5.		40	25	Between Mile Posts— Ankeny 294.4 and 294.5.		40	25
Between Wallula and Marengo.		60	45	244.5 and 244.6.		50	40	295.4 and 297.0.		50	40
Between Marengo and Spokane.	70	60	45	246.1 and 246.3.		50	40				
Hinkle East and West legs of wye.		20	20	246.9 and 247.0.		45	35	Marengo 308.6 and 309.0.	60	50	40
Between Mile Posts— Cold Springs 200.7 and 201.0.		50	40	Scott 252.8 and 253.0.		45	35				
Juniper 209.2 and 211.7.		40	30	256.9 and 257.1.		45	35	Cheney Within city limits.	35	35	35
Wallula Jct. West leg of wye.		15	15	Ruxby 260.3 and 260.5.		50	40	Over street crossings.	15	15	15
Between Mile Posts— Wallula 214.6 and 215.5 over manual switches.		20	20	Chew 268.2 and 269.3.		30	30	Between Mile Posts— 352.8 and 353.5.	55	45	35
Between Mile Posts— 217.2 and 217.4.		45	35	271.5 and 272.5.		25	15	354.0 and 363.8 on curves.	60	50	35
219.1 and 219.5.		50	40	272.7 and 273.2.		45	35	364.2 and 364.4.	45	35	25
Humorist 224.2 and 224.5.		50	40	275.1 and 276.9.		40	25	364.7 and 364.9.	55	45	35
Ash 226.8 and 227.0.		50	40	277.9 and 279.4.		45	35	365.1 and 366.2.	25	25	15
228.1 and 229.9.		35	25	Park 280.0 and 281.0.		40	25	366.5 and 367.1.	45	35	25
230.8 and 232.3.		45	35	281.9 and 282.2.		50	40	Over Bridge 367.13.	10	10	10
Page 233.0 and 233.4.		50	40	Hooper Jct. 286.1 and 286.5.		50	40	Spokane Through Union Station limits.	15	15	15
234.0 and 235.6.		35	25	290.6 and 291.1.		50	40	Union Station over slip switches.	10	10	10
236.3 and 238.1.		35	25	291.9 and 292.3.		25	25				
239.0 and 239.8.		50	40								

BRANCHES

On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below, but in no case may permissible speed for such branch be exceeded.

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pggr.	Frt.		Str.	Pggr.	Frt.		Str.	Pggr.	Frt.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Between Mile Posts— Melbourne 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between Mile Posts— 53.5 and 53.7.		10	10
Between Mile Posts— 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thorn- berry.		20	20	Aberdeen Within city limits.		20	20
72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.		5	5
Pilot Rock Branch Maximum speed.		15	15	Olympia Branch Maximum speed.		20	20	Over other street crossings.		10	10
Umatilla Branch Maximum speed.		25	25	Olympia Within city limits.		10	10	Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	50
Between Mile Posts— Hinkle 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.		50	35
2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 70 and Yakima.		45	30
Hermiston Standard and Union Oil spurs.		6		Grays Harbor Branch Maximum speed.		30	30	With pile driver 0321.			15
On house track west of McNaught Warehouse.		6		Between Mile Posts— Centralia 1.0 and 1.3.		10	10	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	Blakeslee Jct. 4.3 and 4.7.		20	20	On 5- and 6-degree curves.		35	25
Umatilla On wye.		10	10	Galvin 5.1 and 5.7.		15	15	Between Mile Posts— Villard Jct. 7.1 and 7.4.		30	30
Heppner Branch Maximum speed.		25	25	6.5 and 6.8.		10	10	Bridge 7.44.		25	15
3-degree curves.		20	20	7.1 and 7.5.		20	20	Kennewick Over street crossings.		8	8
4- and 5-degree curves.		15	15	10.1 and 10.3.		20	20	Richland Jct. On Govt. track between Rich- land Jct. and North Richland. Within yard limits.		25	25
On curves of 6 degrees and over.		10	10	11.9 and 12.1.		15	15	Between Mile Posts— 35.6 and 35.9.		45	35
Condon Branch Maximum speed.		25	25	Independence 14.7 and 15.2.		10	10	Benton City Within city limits.		40	30
3-degree curves.		20	20	16.7 and 16.9.		20	20	Between Mile Posts— 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	18.5 and 19.8.		15	15	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	South Elma 32.8 and 33.5.		15	15	Granger Over street crossings.		30	30
On descending grades between Speece and Mikkalo.		15	15	34.4 and 34.6.		10	10	Zillah Over street crossings.		25	15
On descending grades between Barnett and Rock Creek.		15	15	35.0 and 35.4.		15	15	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
				36.1 and 36.3.		15	15	Over N. P. Crossing and between home signals governing cross- ing.		20	20
				37.5 and 38.2.		20	20				
				38.5 and 39.7.		15	15				
				41.5 and 42.3.		15	15				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Yakima Over Yakima Ave., and Walnut Street.		6	6	Between Mile Posts— 146.2 and 147.2.	60	50	35	Between Mile Posts— Touchet 18.5 and 18.6.		35	25
Over other street crossings.		10	10	147.3 and 148.8.	45	35	25	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Sunnyside Branch Maximum speed.		45	30	149.1 and 149.2.	60	50	35	College Place Within city limits.		30	30
Sunnyside Within city limits.		30	30	Mica 150.5 and 153.9.	35	30	20	Moscow Branch Maximum speed.		35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35	154.3 and 154.5.	60	50	25	On 7- and 8-degree curves.		25	20
Between Manito and Tekoa.		45	30	154.7 and 155.5.	45	35	25	On 9- and 10-degree curves.		20	20
Tekoa On west leg of wye.		10	10	Between Chester and Mica, on descending grade.			25	Colfax Within city limits.		12	12
Between Mile Posts— 117.2 and 117.5.		20	20	N. P. Crossing Through interlocking.	15	15	10	Between Mile Posts— 1.3 and 3.1.		25	20
118.1 and 118.3.		35	25	Spokane Over street crossings between N.P. Crossing and city limits.	20	20	20	5.6 and 7.5.		25	20
118.5 and 119.7.		25	20	Between N. P. Crossing and Mission Ave., on line through old yard.		12	12	8.4 and 8.8.		25	20
120.2 and 121.4.		35	25	Through tunnel.	15	15	15	Shawnee 9.9 and 10.0.		25	20
121.6 and 121.9.		25	20	Pleasant Valley Branch Maximum speed.		25	25	10.8 and 11.2.		25	20
122.1 and 122.5.		35	25	G. N. Crossing, M.P. 30.7.		20	20	12.2 and 12.5.		25	20
Latah Within city limits.		40	30	On curves of 7 degrees and over.		20	20	Albion 13.4 and 13.6.		25	20
Between Mile Posts— 123.4 and 124.5.		20	20	Wallula Branch Maximum speed.		35	30	14.3 and 14.9.		20	20
125.1 and 125.7.		35	25	On 5- and 6-degree curves.		35	25	17.5 and 17.7.		25	20
127.5 and 128.4.		35	25	On 7- and 8-degree curves.		25	20	17.9 and 18.0.		25	20
129.6 and 130.6.		35	25	On 9- and 10-degree curves.		20	20	Pullman Within city limits.		15	15
Fairfield Within city limits.		25	25	Wallula Jct. West leg of wye.		15	15	Over street crossings.		6	6
Between Mile Posts— 133.3 and 134.6.		25	20	Between Mile Posts— Zagar Jct. 5.1 and 6.4.		25	20	Between Mile Posts— N. P. Crossing 19.9 and 20.0.		25	20
Darknell 135.3 and 136.3.		35	25	6.7 and 6.8.		25	20	24.6 and 24.8.		25	20
136.6 and 139.2.		20	20	7.0 and 7.1.		20	20	25.2 and 25.4.		25	20
Rockford Within city limits.		20	20	Reese 7.7 and 8.0.		25	20	Moscow Within city limits.		20	20
Between Mile Posts— 141.0 and 141.2.		35	25	8.2 and 8.4.		35	25	Over street crossings.		12	12
142.6 and 143.2.		25	20	8.7 and 9.1.		25	20				
Manito 144.4 and 144.6.	60	50	35	9.5 and 9.7.		25	20				
145.5 and 146.0.	55	45	35	10.0 and 10.1.		35	25				
				10.7 and 10.9.		35	25				
				11.1 and 11.4.		35	25				
				12.1 and 12.3.		20	20				
				12.5 and 12.6.		35	25				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.		30	30	Between Mile Posts— 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
On 5- and 6-degree curves.		25	25	23.6 and 23.7.		30	20	Between Mile Posts— 90.7 and 91.9.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	24.5 and 25.0.		35	25	92.4 and 92.9.		25	25
Between Hooper Jct. and Connell.		20	20	25.4 and 26.0.		30	25	Garfield Within city limits.		25	25
Between Mile Posts— La Crosse 3.4 and 3.6.		25	25	27.1 and 27.2.		25	20	Between Mile Posts— 101.1 and 101.5.		25	25
6.6 and 6.8.		25	25	27.4 and 27.8.		20	20	102.0 and 102.4.		25	25
7.2 and 7.8.		20	20	28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
9.2 and 9.7.		20	20	Hay 30.4 and 31.1.		35	25	Between Mile Posts— 104.6 and 104.9.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	32.0 and 33.8.		25	20	105.5 and 105.8.		20	20
Through west leg of wye on 16- degree curve.		8	8	34.2 and 35.2.		20	20	112.2 and 113.1.		25	25
Tekoa-Ayer Branch Maximum speed.		45	30	Jerita 36.2 and 36.9.		25	20	115.6 and 116.0.		20	20
Between Ayer and Tucannon.		35	25	37.8 and 39.3.		25	20	Tekoa On west leg of wye.		10	10
Between Colfax and Tekoa, via Garfield.		30	30	Sutton 49.3 and 50.1.		30	20	Pomeroy Branch Maximum speed.		25	25
On 4-degree curves.		35	25	Endicott 64.9 and 65.2.		35	25	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		25	25	68.2 and 68.5.		35	25	Tucannon Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Diamond 68.8 and 69.0.		35	25	On curves of 7 degrees and over.		20	20
Between Mile Posts— Tucannon 14.0 and 14.1.		35	25	69.9 and 70.1.		35	25	Starbuck Within city limits.		15	15
14.3 and 16.1.		25	25	Mockonema 73.3 and 73.6.		20	20	Between Starbuck and Relief.		12	12
17.1 and 17.2.		15	15	Crest 74.9 and 77.2.		25	12	Pendleton Branch Maximum speed.		25	25
Over Snake River Bridge 17.23.		5	5	Colfax Within city limits.		12	12	On 7-, 8-, 9- and 10-degree curves.		20	20
Between Mile Posts— Riparia 17.7 and 18.1.		25	20	Between Mile Posts— 78.4 and 78.5.		20	20	Between Barrett and Downing, on descending grade.		15	15
18.6 and 18.8.		35	25	79.8 and 80.7.		20	20	Pendleton Over S. W. Fourth, Main and S. E. Third Streets.		12	12
19.7 and 19.9.		20	20	81.5 and 82.3.		20	20	Over other street crossings within city limits.		20	20
				82.9 and 83.4.		20	20	Between Mile Posts— 2.5 and 3.0.		20	20
				83.7 and 84.5.		20	20	9.5 and 9.8.		20	20
				86.5 and 87.0.		20	20	Athens Over street crossings.		15	15
				87.6 and 88.9.		20	20				
				89.1 and 89.4.		20	20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Between Mile Posts— Downing 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Between Mile Posts— Lane 47.8 and 48.3.		45	30
25.4 and 26.2.		20	20	Between Dayton Jet. and Turner.		15	15	48.6 and 49.0.		45	30
Blue Mountain 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Rose Lake 50.6 and 51.0.		35	25
29.8 and 30.1.		20	20	Between Mile Posts— Bolles 0.4 and 0.6.		20	20	Dudley 53.6 and 54.2.		35	25
30.3 and 30.4.		20	20	Dayton Over street crossings west of Touchet River.		15	15	54.5 and 54.9.		35	25
31.2 and 31.7.		20	20	Over all other street crossings.		10	10	Cataldo 58.7 and 59.1.		45	30
32.2 and 32.4.		20	20	Wallace Branch Maximum speed.		50	30	60.0 and 60.2.		20	20
32.7 and 32.9.		20	20	Between Plummer Jet. and Chatcolet.		35	20	62.4 and 63.2.		35	25
Milton-Freewater Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	63.4 and 64.0.		45	30
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	30	Kellogg-Wardner Over street crossings.		10	10
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	Between Mile Posts— 70.1 and 70.3.		35	25
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	70.7 and 70.9.		35	25
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	71.5 and 71.7.		45	30
On west leg of wye.		8	8	Between Mile Posts— Plummer Jct. 16.2 and 16.9.		20	20	72.4 and 72.6.		35	25
Between Mile Posts— 52.7 and 53.4.		20	20	17.9 and 18.2.		25	20	73.4 and 73.6.		45	30
Valley Grove 64.8 and 64.9.		20	20	18.5 and 20.3.		25	20	Osburn 77.1 and 77.2.		35	25
65.5 and 66.0.		20	20	20.7 and 21.5.		25	20	77.4 and 77.7.		35	25
66.1 and 66.3.		20	20	Chatcolet Bridge 23.45.		15	15	78.0 and 78.2.		35	25
Bolles 71.7 and 72.5.		20	20	Between Mile Posts— 24.1 and 28.4.		25	20	78.6 and 78.7.		25	20
72.8 and 73.2.		20	20	Springston 34.0 and 34.4.		10	10	Wallace Over street crossings.		6	6
74.3 and 76.1.		20	20	34.5 and 34.7.		45	30	Between Mile Posts— 81.4 and 87.3.		20	20
78.4 and 78.5.		20	20	34.9 and 35.2.		35	25	Burke to Wallace, eastward.		10	10
78.9 and 79.3.		20	20	38.3 and 38.6.		35	25	Sierra-Nevada Branch Maximum speed.			10
79.6 and 79.9.		20	20	39.6 and 39.8.		45	30				
80.8 and 81.2.		20	20								
Alto											

Standard clocks are located as shown below:

Albina.....Train Dispatcher's Office
 Albina.....Yard Telegraph Office
 Albina.....Crew Dispatcher's Board Room
 Albina.....Terminal No. 4 Yard Office
 Argo.....Yard Office
 Argo.....Enginemen's Register Room
 Arlington.....Telegraph Office
 Ayer.....Telegraph Office
 Baker.....Telegraph Office
 Bend (Joint).....O. T. Ry. Telegraph Office
 Centralia (Joint).....N. P. Ry. Telegraph Office
 East Spokane.....Trainmen's Register Room
 Hinkle.....Telegraph Office

Hinkle.....Enginemen's Register Room
 Hinkle.....Yard Office
 Hoquiam (Joint).....N. P. Ry. Telegraph Office
 Huntington.....Telegraph Office
 Kellogg-Wardner.....Telegraph Office
 Kennewick.....Telegraph Office
 Kenton.....Yard Office
 La Grande.....Crew Dispatcher's Office
 La Grande.....Train Dispatcher's Office
 La Grande.....Depot Telegraph Office
 Moscow.....Telegraph Office
 Olympia.....Telegraph Office

Pendleton.....Telegraph Office
 Portland (Joint)
N. P. T. Co. Telegraph Office
 Seattle (Joint)
Union Station Telegraph Office
 Spokane.....Train Dispatcher's Office
 Spokane.....Telegraph Office
 Tacoma.....Yard Office
 The Dalles.....Telegraph Office
 The Dalles.....Switchmen's Locker Room
 Walla Walla.....Telegraph Office
 Yakima.....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	Ordinance.....	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.