

L. A. COLLINS
General Manager

H. E. SHUMWAY
General Superintendent Transportation

G. J. MULICK
Assistant General Manager

P. T. McCARTHY, Superintendent Portland, Ore.
A. McAllister, Assistant Superintendent Portland, Ore.
H. B. Coburn, Assistant Superintendent Seattle, Wash.
J. G. Kimmell, Assistant Superintendent La Grande, Ore.
C. H. Burnett, Trainmaster La Grande, Ore.
J. J. Winter, Trainmaster Portland, Ore.
R. L. Rickard, Terminal Trainmaster Portland, Ore.
J. D. Killian, Master Mechanic Portland, Ore.
R. L. Norris, Road Foreman of Engines La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines Portland, Ore.
L. W. Althof, Division Engineer Portland, Ore.
E. J. Pratt, General Roadmaster Portland, Ore.

First and Second Subdivisions and Branches

B. B. Johnson, Chief Train Dispatcher La Grande, Ore.
J. B. McLaughlin, Assistant Chief Train Dispatcher La Grande, Ore.
C. F. Roberts, Assistant Chief Train Dispatcher La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches

L. L. Rudd, Chief Train Dispatcher Albina, Ore.
M. A. Stearns, Assistant Chief Train Dispatcher Albina, Ore.
G. J. Schatz, Assistant Chief Train Dispatcher Albina, Ore.

Time Inspectors are located as shown below:

Baker Bacon Jewelry Store
La Grande J. H. Peare and Son
Pendleton E. A. McElvain
Hermiston A. W. Behrman
The Dalles Ernest H. Newhouse
Portland N. L. Nielson
Portland Roy & Molin
Centralia C. R. Ahern
Tacoma Mierow's
Seattle Benn Tipp
Argo E. Le May
Heppner J. O. Peterson
Hoquiam Kneipps Jewelry Co.
Aberdeen Wiitamaki Jewelry Co.
Olympia Talcott Bros., Inc.

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE
No. 37

Effective Saturday,
February 15, 1947
At 12:01 A.M. Pacific Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

FIRST CLASS

										Distance from Huntington	Time-Table No. 37 February 15, 1947	
											STATIONS	
401	105	19	65	17	41	457	11					
Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
	10.40 PM			6.00 PM	4.15 PM		6.30 AM			0.0		
	1.25 AM			9.10 PM	7.45 PM		9.25 AM			99.6		
	3.45 AM			12.25 AM	11.00 PM		12.05 PM			173.8		
	3.55 AM			12.35 AM	11.10 PM		12.15 PM			177.4		
		9.30 PM	7.40 PM							400.4		
		11.48 PM	10.00 PM							296.5		
		1.20 AM	11.30 PM							243.3		
		2.20 AM	12.20 AM							215.9		
	6.00 AM	5.00 AM		4.00 AM	3.00 AM		3.18 PM			303.6		
11.30 PM	A 8.00 AM	A 7.30 AM	A 1.30 AM Pendleton	A 6.30 AM	A 6.00 AM	8.30 AM	A 5.30 PM			389.4		
3.10 AM						11.05 AM				480.5		
5.20 AM						12.50 PM				534.5		
6.30 AM						2.05 PM				569.5		
A 6.45 AM						A 2.15 PM				572.6		

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

(7.15)	(9.20)	(10.00)	(5.50)	(12.30)	(13.45)	(5.45)	(11.00)	
25.3	41.7	36.7	38.9	31.2	28.3	31.8	35.4	

Standard clocks are located as shown below:

Huntington..... Yard Office	The Dalles..... "DK" Telegraph Office
Huntington..... Depot Telegraph Office	The Dalles..... "WH" Telegraph Office
Huntington..... Enginemen's Register Room	Hood River..... Telegraph Office
Baker..... Telegraph Office	Portland (Joint)..... N. P. T. Co. Telegraph Office
La Grande..... Dispatcher's Office	Albina..... Dispatcher's Office
La Grande..... Depot Telegraph Office	Albina..... Yard Telegraph Office
La Grande..... Yard Office	Albina..... Enginemen's Register Room
Pendleton..... Telegraph Office	Centralia (Joint)..... N. P. Ry. Telegraph Office
Rieth..... Telegraph Office	Tacoma..... Yard Office
Rieth..... Enginemen's Register Room	Argo..... Yard Office
Umatilla..... Telegraph Office	Argo..... Enginemen's Register Room
Umatilla..... Enginemen's Register Room	Seattle (Joint)..... Union Station Telegraph Office
Heppner..... Telegraph Office	Hoquiam (Joint)..... N. P. Ry. Telegraph Office
Condon..... Telegraph Office	Aberdeen..... Telegraph Office
Grass Valley..... Telegraph Office	Olympia..... Telegraph Office
Bend (Joint)..... O. T. Ry. Telegraph Office	

MILEAGE

OREGON DIVISION	
Main Line.....	619.09
Branches.....	493.46
Total.....	1112.55

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.		

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

										Distance from Portland	Time-Table No. 37 February 15, 1947	
											STATIONS	
66	12	458	106	18	20	42	402					
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
	A 7.10 PM		A 2.50 AM	A 7.55 AM		A 11.30 AM						
	4.10 PM		12.05 AM	5.00 AM		8.00 AM						
	1.30 PM		9.35 PM	2.15 AM		5.00 AM						
	1.10 PM		9.23 PM	1.45 AM		4.20 AM						
	A 7.50 AM				A 7.00 AM							
	5.15 AM				4.23 AM							
	3.55 AM				3.05 AM							
	2.50 AM				2.05 AM							
		10.20 AM		7.20 PM	11.15 PM	11.25 PM	12.30 AM					
	L 12.45 AM Pendleton	8.10 AM	A 8.50 PM	5.30 PM	9.10 PM	9.20 PM	9.45 PM	A 6.45 AM				
			6.26 PM						2.53 AM			
			5.05 PM						1.00 AM			
			3.58 PM						11.40 PM			
			3.50 PM						11.30 PM			

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

(7.05)	(11.00)	(5.00)	(9.20)	(10.45)	(9.40)	(13.45)	(7.15)
32.0	35.4	36.6	41.7	36.2	38.0	28.3	25.8

Railroad Surgeons are located as shown below:

Name	Title	Location	Territory	Name	Title	Location	Territory
Ralph M. Dodson..	Medical Director.	Portland, Ore....	Portland.	G. G. Gaunt.....	Surgeon.....	Condon, Ore.....	Arlington to Condon.
Kenneth C. Brown..	Assistant Surgeon.	Portland, Ore.....	Portland.	J. C. Vandeventer..	Surgeon.....	Bend, Ore.....	Oregon Trunk Jct. to Bend.
Paul E. Spangler....	Assistant Surgeon.	Portland, Ore.....	Portland.	Thompson, Vogt,			
Ivor M. Campbell....	Assistant Surgeon.	Portland, Ore.....	East Portland north of Sullivan's Gulch.	Griffith, Smith,			
				Armstrong, Mills			
				and Boals.....	Surgeons.....	The Dalles, Ore...	Hood River to Umatilla.
A. H. Johnston.....	Assistant Surgeon.	Portland, Ore.....	Portland.	I. J. Scovis.....	Specialist.....	The Dalles, Ore...	Hood River to Umatilla.
Joseph M. Roberts..	Assistant Surgeon.	Portland, Ore.....	Portland.	Stanley E. Wells....	Surgeon.....	Hood River, Ore..	Portland to Hood River.
Paul E. Shininger...	Assistant Surgeon.	Portland, Ore.....	East Portland south of Sullivan's Gulch.	J. B. Blair.....	Surgeon.....	Vancouver, Wash..	Albina to Kalama.
				George M. Lovelace..	Surgeon.....	Centralia, Wash...	Centralia to South Monte-
							sano, Winlock to Tenino.
Harry M. Bouvy....	Specialist.....	Portland, Ore.....	Portland.	J. E. Toothaker....	Surgeon.....	Centralia, Wash...	Centralia to South Monte-
J. R. Higgins.....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.				sano, Winlock to Tenino.
T. J. Higgins.....	Surgeon.....	Baker, Ore.....	La Grande to Huntington.	George F. Parke....	Surgeon.....	Centralia, Wash...	Centralia to South Monte-
Glenn G. Gordon....	Specialist.....	Baker, Ore.....	Telocaset to Huntington.				sano, Winlock to Tenino.
Ivan E. Bennett.....	Surgeon.....	Elgin, Ore.....	La Grande to Wallowa.	A. E. Anderson.....	Surgeon.....	Aberdeen, Wash...	South Elma to Hoquiam.
J. B. Gregory.....	Surgeon.....	La Grande, Ore....	Pendleton to Baker.	J. F. Macdonald....	Surgeon.....	Hoquiam, Wash...	Centralia to Hoquiam.
			La Grande to Elgin.	Ross D. Wright....	Surgeon.....	Tacoma, Wash....	Tenino to Auburn.
J. D. Haun.....	Surgeon.....	La Grande, Ore...	Pendleton to Baker.	L. A. Hopkins.....	Surgeon.....	Tacoma, Wash....	Tenino to Auburn.
			La Grande to Elgin.	B. E. McConville...	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
Lee B. Bouvy.....	Specialist.....	La Grande, Ore....	Umatilla to Huntington.	L. Fred Lundy.....	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
J. P. Brennan.....	Surgeon.....	Pendleton, Ore....	Umatilla to Pendleton.	F. H. Brown.....	Surgeon.....	Seattle, Wash....	Tacoma to Seattle.
E. S. Morgan.....	Surgeon.....	Pendleton, Ore....	Umatilla to Pendleton.	E. G. Dorland.....	Specialist.....	Seattle, Wash....	Portland to Seattle.
E. I. Silk.....	Surgeon.....	Pendleton, Ore....	Umatilla to Pendleton.	John M. Shiach.....	Specialist.....	Seattle, Wash....	Portland to Seattle.
F. B. Belt.....	Surgeon.....	Hermiston, Ore....	Boardman to Stanfield.				
A. D. McMurdo.....	Surgeon.....	Heppner, Ore.....	Heppner Jct. to Heppner.				
J. V. Wilhelm.....	Surgeon.....	Arlington, Ore.....	The Dalles to Umatilla, Arlington to Condon.				

WESTWARD

FIRST SUBDIVISION

Car Capacity of Seating etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS			
	677 Time Freight	699 Time Freight	655 Time Freight	105 Streamliner Passenger	17 Passenger	41 Mail and Express	11 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
BCKO PTWXYZ	6.30PM	12.01PM	8.05AM	10.40PM	6.00PM ¹⁵⁶	4.15PM	6.30AM
74 P	6.55 ¹²	12.25	8.25	10.50	6.10	4.25	6.40
74 P	7.12	12.40	8.38	10.56	6.16	4.32	6.46
100 PW	7.30	1.01 ¹⁶⁰	8.50	11.02	6.23	4.38	6.52
71 P	7.47	1.18	9.05	11.10	6.30 ¹²	4.46	7.00
WB 75 EB 74 PWXY	8.05	1.35	9.30	11.15	6.38	4.53 ¹⁵⁶	7.06
73 P	8.15	1.45	9.38	11.20	6.43	5.01	7.12 ¹⁸
74 P	8.30	2.00	9.48	11.26	6.50	5.07	7.20
73 P	8.43	2.15	10.01	11.32	6.56	5.16	7.26
WB 75 EB 82 PWY	9.08	2.30	10.22 ⁴²	11.39	7.03	5.25	7.33
WB 91 EB 109 PXY	9.20	2.45	10.50 ¹⁶⁰	11.45	7.10	5.33	7.39
83 P	9.35	2.59 ¹⁵⁶	11.10	11.52PM	7.18	5.43 ¹²	7.45
WB 69 EB 93 BKOPW XYZ	10.01	3.20	11.45AM	12.05AM	7.35	6.05	7.55
74 P	10.12	3.35	12.05PM	12.11	7.43	6.13	8.01
68 P	10.27	3.50	12.20	12.17	7.51	6.21	8.08
72 P	10.40	4.01	12.35	12.23 ¹⁵⁸	7.57	6.27	8.14
WB 81 EB 74 PW	10.53	4.13	12.50 ¹⁵⁶	12.28	8.03	6.34	8.19 ¹⁶⁰
73 P	11.00	4.20	1.00	12.31	8.07	6.38	8.22
75 P	11.08	4.30	1.12	12.36	8.14	6.44	8.29
WB 73 EB 73 PVWXY	11.25 ¹⁵⁸	4.46 ¹²	1.30	12.42	8.20	6.50	8.35
79 P	11.35	5.01	1.42	12.50	8.27	6.58	8.42 ⁴²
73 P	11.45	5.10	1.53	12.57	8.34	7.05	8.49
105 PVWXY	11.53PM	5.25	2.10	1.05	8.40	7.12	8.55
74 P	12.01AM	5.36	2.25	1.09	8.44	7.17	8.59
71 P	12.11 ¹⁰⁶	5.45	2.35	1.14	8.49	7.22	9.04
BJKOP TWXYZ	12.30AM	6.00PM	3.00PM	1.22AM	8.55PM	7.30PM	9.10AM

**Time-Table No. 37
February 15, 1947**

STATIONS		
DN-R	HUNTINGTON	HU
DN	LIME	BY
	JETT	
	WEATHERBY	
	NELSON	
DN	DURKEE	DU
	LEONARD	
	OXMAN	
	HINDMAN	
	PLEASANT VALLEY	
DN	ENCINA	NA
	QUARTZ	
DN	BAKER	BC
	WING	
DN	HAINES	KB
	HUTCHINSON	
DN	NORTH POWDER	HD
	LUN	
	SAGO	
DN	TELOCASET	WK
	CROOKS	
	PYLE	
DN	UNION JCT.	UN
	HOT LAKE	
	LONETREE	
DN-R	LA GRANDE	Dispr Q RA

BLOCK SIGNALS

BLOCK SIGNAL

Thru Time Average speed per hour

(6.00)	(5.59)	(6.55)	(2.42)	(2.55)	(3.15)	(2.40)
16.6	16.6	14.4	36.9	34.1	30.6	37.3

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 41 and 42, and not less than fifteen minutes by second class, extra trains and yard engines.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Any station.....	Pocatello or beyond.	
17	Any station.....	Pocatello or beyond.	

FIRST SUBDIVISION

EASTWARD

Car Capacity of Seating etc. See Rule 6(A).	Time-Table No. 37 February 15, 1947	Mile Post	FIRST CLASS				SECOND CLASS		
			106 Streamliner Passenger	18 Passenger	42 Mail and Express	12 Passenger	160 Time Freight	156 Time Freight	158 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily
BCKO PTWXYZ	DN-R HUNTINGTON HU	389.4	A 2.50AM	A 7.55AM	A 11.30AM	A 7.10PM	A 2.00PM	A 6.00PM ¹⁷	A 5.00AM
74 P	DN LIME BY	384.5	2.35	7.41	11.15	6.55 ⁶⁷⁷	1.27	5.30	4.30
74 P	JETT	380.9	2.27	7.34	11.08	6.47	1.14	5.21	4.17
100 PW	WEATHERBY	377.5	2.20	7.28	11.02	6.40	1.01 ⁶⁹⁹	5.12	4.05
71 P	NELSON	372.4	2.12	7.21	10.54	6.30 ¹⁷	12.40	5.01	3.50
WB 75 EB 74 PWXY	DN DURKEE DU	368.9	2.06	7.16	10.48	6.24	12.25	4.53 ⁴¹	3.40
73 P	LEONARD	365.4	2.01	7.12 ¹¹	10.42	6.18	12.01PM	4.30	3.30 ¹⁷
74 P	OXMAN	361.7	1.55	7.04	10.35	6.11	11.40AM	4.05	3.10
73 P	HINDMAN	358.8	1.50	6.57	10.29	6.05	11.27	3.50	3.01
WB 75 EB 82 PWY	PLEASANT VALLEY	355.4	1.44	6.50	10.22 ⁶⁵⁵	5.58	11.05	3.28	2.40
WB 91 EB 109 PXY	DN ENCINA NA	351.9	1.38	6.44	10.15	5.52	10.50 ⁶⁵⁵	3.20	2.30
83 P	QUARTZ	347.3	1.30	6.36	10.02	5.43 ⁴¹	10.15	2.59 ⁶⁹⁹	2.00
WB 69 EB 93 BKOPW XYZ	DN BAKER BC	342.0	f 1.20 ¹⁵⁸	s 6.26	s 9.50 ¹⁶⁰	s 5.33	9.50 ⁴²	2.30	1.20 ¹⁰⁶
74 P	WING	337.6	1.13	6.12	9.35	5.20	9.05	1.40	12.50
68 P	DN HAINES KB	331.7	1.07	6.05	9.27	5.13	8.50	1.20	12.38
72 P	HUTCHINSON	326.7	1.01	5.59	9.18	5.07	8.35	1.05	12.23AM ¹⁰⁵
WB 81 EB 74 PW	DN NORTH POWDER HD	322.1	12.56	5.53	9.10	5.01	8.19 ¹¹	12.50 ⁶⁵⁵	11.55PM
73 P	LUN	319.4	12.53	5.50	9.05	4.58	8.00	12.42	11.48
75 P	SAGO	315.5	12.47	5.44	8.58	4.51	7.45	12.32	11.40
WB 73 EB 73 PVWXY	DN TELOCASET WK	312.6	12.42 ¹⁰⁵	5.38	8.52	4.46 ⁶⁹⁹	7.25	12.20PM	11.25 ⁶⁷⁷
79 P	CROOKS	308.9	12.33	5.30	8.42 ¹¹	4.38	6.55	11.45AM	10.40
73 P	PYLE	305.4	12.26	5.22	8.30	4.31	6.35	11.30	10.20
105 PVWXY	DN UNION JCT. UN	302.2	12.20	5.16	8.20	4.25	6.10	11.10	10.05
74 P	HOT LAKE	299.0	12.16	5.12	8.14	4.21	5.55	10.58	9.53
71 P	LONETREE	294.9	12.11 ⁶⁷⁷	5.07	8.08	4.17	5.45	10.45	9.45
BJKOP TWXYZ	DN-R LA GRANDE Dispr Q RA	289.8	s 12.05AM	5.00AM	8.00AM	4.10PM	5.30AM	10.30AM	9.30PM

Thru Time Average speed per hour

(2.45)	(2.55)	(3.30)	(3.00)	(8.30)	(7.30)	(7.30)
36.2	34.1	28.5	33.2	11.7	13.3	13.3

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

The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 41 and 42, and not less than fifteen minutes by second class, extra trains and yard engines.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
12	Any station.....		Pocatello or beyond.
18	Any station.....		Pocatello or beyond.
18	Union Jct., North Powder, Haines.....	Portland and beyond, Tues- days only.	

WESTWARD

SECOND SUBDIVISION

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS					STATIONS
	17	41	11	105	66	
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	
BJKOP TWXYZ	9.10PM	7.45PM	9.25AM	1.25AM		DN-R LA GRANDE Dispr Q RA
82 P	9.19	7.55	9.33	1.33		4.0 PERRY 3.7
WB 75 EB 73 PVWXY	9.26	8.03	9.40	1.39		HILGARD 3.5
73 P	9.35	8.13	9.48	1.46		GLOVER 3.0
135 PW	9.44	8.22	9.54	1.52		MOTANIC 3.5
P	9.52	8.31	10.02	2.00		NORDEEN 1.0
C 132 PWXY	9.58	8.38	10.06	2.03		D KAMELA 2.8 S
P	10.05	8.45	10.13	2.09		ROSS 2.8
WB 108 EB 102 PWX	10.13	8.53	10.20	2.14		MEACHAM 4.7
74 P	10.21	9.01	10.29	2.21		PORTER 3.1
85 P	10.29	9.08	10.36	2.27		HURON 3.6
90 PW	10.38 ¹⁰⁶	9.13	10.42	2.32		CAMP 2.7
Spur P	10.44	9.18	10.47	2.37		NORTH FORK 2.9
WB 74 EB 74 PWXY	10.50	9.24	10.52	2.42		DUNCAN 3.1
74 P	10.56	9.30	10.58	2.48		SLOAN 5.9
106 P	11.05	9.40	11.07	2.56 ¹⁸		BONIFER 2.6
WB 78 EB 106 PWXY	11.10	9.44	11.11	3.02		GIBBON 2.3
90 P	11.14	9.49	11.15	3.05		TUMIA 2.5
14 P	11.18	9.53	11.18	3.08		THORN HOLLOW 2.5
100 P	11.22	9.58 ¹⁰⁶	11.22	3.11		HOMLY 2.5
48 PW	11.26	10.03	11.26	3.15		CAYUSE 2.4
73 P	11.30	10.08	11.30	3.20		MINTHORN 3.5
72 P	11.36	10.14	11.36	3.26		MISSION 2.3
90 P	11.42	10.18	11.39	3.31		MUNRA 3.3
69 BJKPVW XYZ	11.55PM	10.30	11.45AM	3.43	12.45AM	DN PENDLETON FD 3.6
BJKO PTWX	12.35AM	11.10PM	12.05PM	3.45		DN-R RIETH RI (77.8)

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

Thru Time (3.25) (3.25) (2.50) (2.30) (0.10)
Average speed per hour 22.8 22.8 27.5 31.1 21.6

Train movements governed by Centralized Traffic Control system between LaGrande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Any station.....	Pocatello or beyond.	
17	Any station.....	Pocatello or beyond.	

SECOND SUBDIVISION

EASTWARD

Car Capacity of Siding, etc. See Rule 6(A).	FIRST CLASS					STATIONS
	65	18	42	12	106	
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	
BJKOP TWXYZ					12.01AM	DN-R LA GRANDE Dispr Q RA
82 P		4.34	7.25	3.42	11.50PM	4.0 PERRY 3.7
WB 75 EB 73 PVWXY		4.28	7.18	3.35	11.43	HILGARD 3.5
73 P		4.21	7.10	3.27	11.36	GLOVER 3.0
135 PW		4.15	7.03	3.20	11.30	MOTANIC 3.5
P		4.08	6.56	3.13	11.23	NORDEEN 1.0
C 132 PWXY		4.05	6.52	3.10	11.20	D KAMELA 2.8 S
P		3.53	6.42	3.00	11.10	ROSS 2.8
WB 108 EB 102 PWX		3.47	6.35	2.54	11.05	MEACHAM 4.7
74 P		3.35	6.22	2.44	10.51	PORTER 3.1
85 P		3.27	6.17	2.37	10.43	HURON 3.6
90 PW		3.21	6.11	2.32	10.38 ¹⁷	CAMP 2.7
Spur P		3.16	6.06	2.28	10.33	NORTH FORK 2.9
WB 74 EB 74 PWXY		3.10	6.00	2.23	10.28	DUNCAN 3.1
74 P		3.02	5.53	2.18	10.22	SLOAN 5.9
106 P		2.56 ¹⁰⁵	5.45	2.09	10.14	BONIFER 2.6
WB 78 EB 106 PWXY		2.50	5.40	2.04	10.10	GIBBON 2.3
90 P		2.46	5.34	2.00	10.06	TUMIA 2.5
14 P		2.42	5.30	1.57	10.02	THORN HOLLOW 2.5
100 P		2.38	5.26	1.53	9.58 ⁴¹	HOMLY 2.5
48 PW		2.34	5.22	1.49	9.54	CAYUSE 2.4
73 P		2.30	5.16	1.45	9.50	MINTHORN 3.5
72 P		2.24	5.10	1.39	9.44	MISSION 2.3
90 P		2.20	5.06	1.35	9.40	MUNRA 3.3
69 BJKPVW XYZ	A 1.30AM	2.15	5.00	1.30	9.35	DN PENDLETON FD 3.6
BJKO PTWX	1.20AM	1.45AM	4.20AM	1.10PM	9.23PM	DN-R RIETH RI (77.8)

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

Thru Time (0.10) (3.00) (3.20) (2.45) (2.38)
Average speed per hour 21.6 25.9 23.3 28.8 29.5

Train movements governed by Centralized Traffic Control system between LaGrande and Pendleton and governed by automatic block signals between Pendleton and Rieth. Interlocking in service over Umatilla River Bridge.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
12	Any station.....		Pocatello or beyond.
18	Any station.....		Pocatello or beyond.

WESTWARD

THIRD SUBDIVISION

THIRD SUBDIVISION

EASTWARD

Table for Time-Table No. 37, February 15, 1947, Westward. Columns include Car Capacity, Class (151, 299, 699, 655, 41, 11, 105, 19, 66, 17), Time Freight, and Stations (RIETH, BARNHART, CAMPBELL, NOLIN, ECHO, STANFIELD, HINKLE, HERMISTON, UMATILLA, BAILEY, IRRIGON, JUDSON, WESTLAND, ORDNANCE, MUNLEY, CLARKE, MESSNER, BOARDMAN, PETERS, CASTLE, BOULDER, HEPPNER JCT., WILLOWS, SILICA, ARLINGTON, GILMORE, BLALOCK, RAMSAY, QUINTON, HOOK, GOFF, DAY, RUFUS, GRANT, BIGGS, MILLER, CELILO, OREGON TRUNK JCT., DUNE, THE DALLES).

Table for Time-Table No. 37, February 15, 1947, Eastward. Columns include Mile Post, Class (65, 42, 12, 106, 18, 20, 198, 158, 258, 156), Time Freight, and Stations (RIETH, BARNHART, CAMPBELL, NOLIN, ECHO, STANFIELD, HINKLE, HERMISTON, UMATILLA, BAILEY, IRRIGON, JUDSON, WESTLAND, ORDNANCE, MUNLEY, CLARKE, MESSNER, BOARDMAN, PETERS, CASTLE, BOULDER, HEPPNER JCT., WILLOWS, SILICA, ARLINGTON, GILMORE, BLALOCK, RAMSAY, QUINTON, HOOK, GOFF, DAY, RUFUS, GRANT, BIGGS, MILLER, CELILO, OREGON TRUNK JCT., DUNE, THE DALLES).

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 5-72.

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 5-72.

Table with 4 columns: Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Rows include stations 19, 11, 11, 17.

Table with 4 columns: Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Rows include stations 20, 12, 12, 18, 18.

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Time-Table No. 37
February 15, 1947

Car Capacity of Stages, etc. See Rule 6(A).	SECOND CLASS			458 Passenger Daily	11 Passenger Daily	105 Streamliner Passenger Daily	402 Passenger Daily	19 Passenger Daily	17 Passenger Daily	41 Mail and Express Daily
	151 Time Freight Daily	699 Time Freight Daily	655 Time Freight Daily							
	Time Freight	Time Freight	Time Freight							
BKOPT WXX	4:00PM	10:00AM	7:40AM		3:18PM	6:00AM		5:00AM	4:00AM	3:00AM
P	4:10	10:10	7:55		3:23	6:07		5:07	4:08	3:08
110 P	4:22	10:20	8:10		3:29	6:13		5:15	4:16	3:15
63 P	4:31	10:35	8:20		3:34	6:18		5:20	4:21	3:22
63 P	4:45	10:48	8:32		3:38	6:22		5:25	4:26	3:29
WB 72 EB 107 BPVWX	5:00	11:05	9:05 ¹⁵⁶		3:52	6:30		5:40	4:40	3:45
80 P	5:15	11:20	9:30 ¹²		3:58	6:36		5:48	4:48	3:54
98 P	5:35	11:35	10:00		4:05	6:44		5:57	4:57	4:03
104 PW	5:50	11:50AM	10:30		4:08	6:48		6:02	5:02	4:08
102 P	6:05	12:05PM	10:59		4:12	6:52		6:07	5:07	4:14
97 P	6:25 ¹⁰⁶	12:20	11:25		4:17	6:57		6:13	5:13	4:21
116 PW	7:00	12:40	11:50AM		4:22	7:02		6:20	5:20	4:31
99 P	7:20	12:55	12:05PM		4:28	7:08		6:27	5:27	4:38
80 P	7:40	1:05	12:15		4:32	7:12		6:32	5:32	4:44
100 PZ	8:05	1:20	12:25		4:38	7:18		6:39	5:39	4:53
98 P	8:30	1:30	12:35		4:43	7:23 ¹⁵⁶		6:44	5:44	4:59
59 P	8:40	1:45	12:45		4:48	7:28		6:50	5:50	5:06
157 JJPW	9:05	2:00	1:00		4:53	7:32		6:56	5:56	5:13
51 P	VIA KENTON	VIA KENTON	VIA KENTON		4:55	7:34		7:00	6:00	5:20
53 P	VIA KENTON	VIA KENTON	VIA KENTON		5:03	7:41		7:08	6:08	5:30
28 PX	VIA KENTON	VIA KENTON	VIA KENTON		5:09	7:46		7:13	6:13	5:37
17 PX	VIA KENTON	VIA KENTON	VIA KENTON		5:14	7:51		7:17	6:17	5:42
51 P	9:30	2:15	1:25		VIA GRAHAM			VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
100 P	9:45	2:27	1:42		VIA GRAHAM			VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
73 PX	9:55 ¹⁵⁸	2:40	1:55		VIA GRAHAM			VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
JJPVX							6:20AM			
JJPXY							6:24			
JJPX	10:40	3:10	2:20				6:29			
BKOPT WXX	11:00PM	3:30PM	2:45PM							
JJPVXY										
BIKPV										

STATIONS

DN-R THE DALLES DK-WH
4.1
CRATES
5.2
ROWENA
4.1
CHATFIELD
3.3
MOSIER
6.3
DN HOOD RIVER KI
4.1
MENO
5.7
LINDSEY
2.8
DN WYETH WE
3.2
FARLEY
4.0
CASCADE LOCKS
4.3
DN BONNEVILLE MU
4.8
DODSON
2.8
ONEONTA
1.4
MULTNOMAH FALLS
3.1
D BRIDAL VEIL JU
3.9
ROOSTER ROCK
2.2
CORBETT
1.4
TAYLOR
3.5
DN TROUTDALE SN
1.7
FAIRVIEW FA
6.0
CLARNIE
3.5
GRAHAM
2.5
BRUUN
1.4
HEMLOCK
5.0
D FIR FR
4.6
DN KENTON Yard KO
2.5
Agent KN
DN NORTH PORTLAND JCT. KD
1.2
PENINSULA JCT.
1.4
ST. JOHNS JCT.
2.6
DN-R ALBINA B
Dispr. X
1.1
EAST PORTLAND
0.5
DN-R PORTLAND P-VC
(85.8)

BLOCK SIGNALS—AUTOMATIC TRAIN CONTROL

BLOCK SIGNALS

BLOCK SIGNALS

Thru Time..... (7.00) (5.30) (7.05) (0.23) (2.12) (2.00) (0.25) (2.30) (2.30) (3.00) Thru Time
Average speed per hour..... 13.0 16.5 12.8 17.7 39.0 42.0 18.3 34.3 34.3 28.6

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.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 41 and 42, and not less than fifteen minutes by second class, extra trains and yard engines.
Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
19	Any station.....	Washington Division.	
11	Any station.....	Pocatello or beyond.	
17	Any station.....	Pocatello or beyond.	

FOURTH SUBDIVISION EASTWARD

Car Capacity of Stages, etc. See Rule 6(A).	Mile Post	FIRST CLASS							SECOND CLASS	
		12 Passenger	457 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	42 Mail and Express	401 Passenger	156 Time Freight	158 Time Freight
		STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS
BKOPT WXX	85.8	A10.15AM		FA 7.20PM	A11.10PM	A11.20PM	A12.15AM		A10.00AM	A 1.00AM
P	81.7	10.05		7.12	11.02	11.12	12.04AM		9.48	12.50
110 P	78.5	9.58		7.06	10.55	11.05	11.56PM		9.35	12.39
63 P	72.4	9.53		7.02	10.50	11.00	11.50		9.28	12.31
63 P	69.1	9.48		6.58	10.46	10.56	11.45		9.20	12.23
WB 72 EB 107 BPVWX	62.8	9.40		6.50	10.38	10.48	11.35		9.05 ⁶⁵⁵	12.08AM
80 P	58.7	9.30 ⁶⁵⁵		6.44	10.28	10.38	11.17		8.43	11.55PM
98 P	58.0	9.23		6.37	10.21	10.31	11.09		8.31	11.41
104 PW	50.2	9.19		6.34	10.17	10.27	11.05		8.28	11.35
102 P	47.0	9.14		6.30	10.13	10.23	10.59		8.20	11.28
97 P	43.0	9.09		6.25 ¹⁵¹	10.08	10.18	10.53		8.10	11.21
116 PW	38.7	9.04		6.19	10.02	10.12	10.47		8.00	11.14
99 P	33.9	8.58		6.13	9.56	10.06	10.41		7.48	11.04
60 P	31.1	8.55		6.10	9.52	10.02	10.37		7.42	10.57
100 PZ	29.7									
98 P	26.6	8.49		6.04	9.46	9.56	10.30		7.32	10.47
59 P	22.7	8.45		6.00	9.42	9.52	10.25		7.23 ¹⁰⁵	10.40
157 JJPW	20.5									
51 P	19.1	8.41		5.56	9.38	9.48	10.19		7.08	10.32
53 P	15.6	8.36		5.52	9.34	9.44	10.13		7.01	10.25
28 PX	13.9	8.34		5.50	9.32	9.42	10.09		VIA KENTON	VIA KENTON
17 PX	7.9	8.28		5.44	9.25	9.35	10.01		VIA KENTON	VIA KENTON
51 P	4.4	8.22		5.39	9.20	9.30	9.56			
100 P	1.9	8.17		5.35	9.16	9.26	9.52			
73 PX	17.0									
JJPVX	12.4									
JJPXY	8.1									
JJPX	6.8									
BKOPT WXX	5.6									
JJPVXY	4.2									
BIKPV	1.6									
	0.5									
	0.0									

Thru Time..... (2.05) (0.23) (1.50) (2.00) (2.00) (2.30) (0.23) (4.00) (3.30)
Average speed per hour..... 41.2 17.7 46.8 42.9 42.9 34.3 17.7 22.7 24.5

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.

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
The time of Nos. 105 and 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 19, 20, 41 and 42, and not less than fifteen minutes by second class, extra trains and yard engines.
Trains and engines will be governed by Northern Pacific Terminal Company's rules and regulations while in its yard at Portland.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
20	Any station.....		Washington Division.
12	Any station.....		Pocatello or beyond.
18	Any station.....		Pocatello or beyond.

WESTWARD					FIFTH SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 37 February 15, 1947	Mile Post	FIRST CLASS							
	401	99	457	97			96	458	98	402				
	Passenger	CMSt. P&P Passenger (16)	Passenger	CMSt. P&P Passenger (15)			CMSt. P&P Passenger (15)	Passenger	CMSt. P&P Passenger (16)	Passenger				
	Daily	Daily	Daily	Daily										
	11.30PM		8.30AM			0.0		A 8.50PM		A 6.45AM				
X					BLOCK SIGNALS	0.5								
X						1.1								
IJPX					DN-R ALBINA	1.6								
IJPXY					ST. JOHNS JCT.	4.1								
IJPVX	11.53PM		8.53AM		BLOCK SIGNALS	5.6								
	12.05 AM		8.58 AM		DN NORTH PORTLAND JCT. KD	6.8		8.27PM		6.20AM				
					VANCOUVER	8.7		8.22 PM		6.15 AM				

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 37 February 15, 1947	Mile Post	FIRST CLASS							
	401	99	457	97			96	458	98	402				
	Passenger	CMSt. P&P Passenger (16)	Passenger	CMSt. P&P Passenger (15)			CMSt. P&P Passenger (15)	Passenger	CMSt. P&P Passenger (16)	Passenger				
IJ	5.25AM		12.55PM		BLOCK SIGNALS	146.5								
JP	5.29AM		12.59PM		DN RESERVATION RN	146.8		4.49PM		12.34AM				
					DN TACOMA JCT. JN	147.5		4.45PM		12.30AM				

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.

Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 37 February 15, 1947	Mile Post	FIRST CLASS							
	401	99	457	97			96	458	98	402				
	Passenger	CMSt. P&P Passenger (16)	Passenger	CMSt. P&P Passenger (15)			CMSt. P&P Passenger (15)	Passenger	CMSt. P&P Passenger (16)	Passenger				
IPVX	6.20AM		1.56PM		BLOCK SIGNALS	173.8		4.07PM		11.50PM				
BIJKOP TVWXYZ	6.30	8.45PM	2.05	7.35AM	DN-R BLACK RIVER BI	173.8								
BKPXZ	A 6.45AM	A 9.15PM	A 2.15PM	A 8.00AM	C. M. St. P. & P. & P. C. CROSSING	180.1	A 8.29AM	3.58	A 9.55PM	11.40				
					DN-R ARGO G	183.2	8.20AM	3.50PM	9.45PM	11.30PM				
					DN-R SEATTLE OW									
					(183.2)		Daily	Daily	Daily	Daily				

(7.15)	(0.30)	(5.45)	(0.25)	..... Thru Time	(0.09)	(5.00)	(0.10)	(7.15)
25.3	6.2	31.8	7.4	..... Average speed per hour	20.7	36.6	18.6	25.3

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision time-table between Portland and North Portland Jct.

WESTWARD					THROUGH FREIGHT SERVICE FOR INFORMATION ONLY.					EASTWARD				
		691	681	693			694	690	692					
		7.00PM	11.00AM	2.00AM			A 5.00PM	A 3.45AM	A 8.00AM					
		A 4.30AM	A 11.00PM	A 12.30PM			6.30AM	6.00PM	11.00PM					

WESTWARD					JOSEPH BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 37 February 15, 1947	Mile Post	SECOND CLASS							
							305 Mixed							
							Daily Except Sunday							
28 WXY						83.8	D-R	JOSEPH	J					
22 X						78.8	D	ENTERPRISE	RS					
39						67.8		LOSTINE						
27 WXY						60.0	D	WALLOWA	WO					
Spur						56.7		SEVIER						
12 {W.M.P. 49.0}						47.1		MINAM						
Spur						40.6		VINCENT						
7						37.2		RONDOWA						
40 W {M.P. 32.6}						33.8		LOOKING GLASS						
32						26.1		GULLING						
35 WXY						20.9	D	ELGIN	GN					
18						12.8	D	IMBLER	BR					
20						8.4		ALICEL						
6						5.9		CONLEY						
12						2.6		ISLAND CITY						
BJKOP TWXYZ						0.0	DN-R	LA GRANDE	Dispr RA					
								(83.8)						

(4.15)	..... Thru Time	(4.15)
19.7	..... Average speed per hour	19.7

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD					BEND BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 37 February 15, 1947	Mile Post	SECOND CLASS							
							315 Mixed							
							Saturday							
BCOK WXYZ						150.0	DN-R	BEND	ND					

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

WESTWARD					THROUGH FREIGHT SERVICE FOR INFORMATION ONLY.					EASTWARD				

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD

HEPPNER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 37 February 15, 1947	Mile Post	SECOND CLASS			
				329 Mixed Monday, Wednesday and Friday			330 Mixed	326 Mixed		
39 BKOP WXY				7:00AM	D-R HEPPNER HR	45.2	A 2:15PM	A 8:15PM		
19 P				7:20	8.9 LEXINGTON	36.3	1:35	7:35		
7				7:35	5.3 JORDAN	31.0	1:10	7:10		
15 PW				7:55	2.7 IONE ON	28.3	12:55	6:55		
				8:10	3.1 McNAB	25.2	12:35	6:35		
13				8:30	5.4 MORGAN	19.8	12:20	6:20		
3 W				8:55	5.3 CECIL	14.5	12:01PM	6:01		
19 JPX				A 9:45AM	D-R HEPPNER JCT. WI	0.0	11:20AM	5:20PM		
					(45.2)		Tuesday and Thursday	Saturday		

(2.45) Thru Time (2.55) (2.55)
16.4 Average speed per hour 15.5 15.5

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD

CONDON BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 37 February 15, 1947	Mile Post	SECOND CLASS			
				325 Mixed Saturday			327 Mixed Tuesday and Thursday	328 Mixed		
26 BKPV WXY				1:00PM	7:00AM	D-R CONDON CD	44.5	A 2:15PM		
22				1:25	7:25	8.2 GWENDOLEN	36.3	1:30		
27				1:45	7:45	4.0 SPEECE	32.3	1:10		
26				2:00	7:59	3.7 CLEM	28.6	12:50		
29 PW				2:20	8:20	4.2 MIKKALO	24.4	12:30		
27				2:40	8:40	4.7 BARNETT	19.7	12:10PM		
11 PW				3:00	9:00	3.7 ROCK CREEK	16.0	11:55AM		
29				3:30	9:30	8.7 SHUTLER	7.3	11:25		
WB 126 JOPTWX EB 113				A 4:00PM	A 10:00AM	DN-R ARLINGTON MX	0.0	11:00AM		
						(44.5)		Monday, Wednesday and Friday		

(3.00) (3.00) Thru Time (3.15)
14.8 14.8 Average speed per hour 13.7

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD

GRASS VALLEY BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).		Time-Table No. 37 February 15, 1947	Mile Post	STATIONS	
14 Y		KENT	52.5		
8		6.7 BOURBON	45.8		
10		3.3 EAKIN	42.5		
28 PW		4.0 D GRASS VALLEY VY	38.5		
Spur		7.2 ERSKINE	31.3		
25		4.3 D MORO MR	27.0		
12		3.1 DE MOSS	23.9		
Spur		3.9 NISH	20.0		
Spur		0.8 HAY CANYON	19.2		
Spur		3.6 SANDON	15.6		
16		1.4 KLONDIKE	14.2		
22 PW		4.5 D WASCO WA	9.7		
6		4.5 THORNBERRY	5.2		
80 JPX		5.2 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.

WESTWARD

TONO BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).		Time-Table No. 37 February 15, 1947	Mile Post	STATIONS	
39 PWXZ		R TONO	8.0		
27 JX		5.8 WABASH	2.2		
		2.2			
		BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.			
BKOPT VWXYZ		DN-R CENTRALIA CN	0.0		
		(8.0)			

WESTWARD

OLYMPIA BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 37 February 15, 1947	Mile Post	SECOND CLASS
	Daily	STATIONS		
JPVXY	6:00AM	R EAST OLYMPIA	0.0	A 5:50AM
		7.3 N. P. CROSSING	7.3	
BKPV WXYZ	A 6:30AM	D-R OLYMPIA OA	7.4	5:20AM
		(7.4)		Daily
	(0.30)	..... Thru Time (0.30)		
	14.8	..... Average speed per hour 14.8		

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD

GRAYS HARBOR BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 37 February 15, 1947	Mile Post	SECOND CLASS			
			309	307			308	306		
			CMSt. P & P Freight	Mixed			CMSt. P & P Freight	Mixed		
		Daily Except Sunday	Daily Except Monday							
BJKOP TVWXYZ			1.15 AM	DN-R	CENTRALIA 2.4	CN	0.0	A 11.15 PM		

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

JMPV				1.25 AM	BLAKESLEE JUNCTION	2.4		11.00 PM	
M					0.0 N. P. CROSSING	2.4			
M					0.0 C. M. St. P. & P. CROSSING	2.4			
					0.2 RAISCH	2.6			
23 P				f 1.35	2.8 GALVIN	5.0		f 10.43	
43 JPVX				2.43 AM f 1.55	7.2 HELSING JUNCTION	12.2	A 8.00 PM	f 10.20	
48 PWX				2.55 s 2.00	1.5 N-R INDEPENDENCE ND	13.7	7.52	s 10.15	
18 P				3.10 f 2.10	4.1 BALCH	18.3	7.40	f 10.00	
52 P				3.25 f 2.25	3.9 CEDARVILLE	22.2	7.30	f 9.45	
51 P				3.35 f 2.35	2.6 LANKNER	26.3	7.20	f 9.35	
10				3.42 f 2.43	2.6 RONY	28.9	7.15	f 9.25	
44 P				3.48 f 2.50	1.9 SAGINAW	30.8	7.10	f 9.20	
I					0.7 SCHAFFER BROS. CROSSING	31.5			
Spur PWX				3.55 f 3.00	1.0 SOUTH ELMA	32.5	7.05	f 9.15	
31 P				4.05 f 3.10	3.5 FULLER	36.0	6.50	f 9.05	
58 PXY				4.30 f 3.40	8.3 SOUTH MONTESANO	42.3	6.30	f 8.50	
X					4.1 SOUTH MONTESANO	42.3			
PVX					1.5 D MONTESANO MO	43.8			
53 PXY				4.30 f 3.40	4.1 SOUTH MONTESANO	42.3	6.30	f 8.50	
27 P				4.36 f 3.52	1.5 MELBOURNE	43.8	6.14	f 8.30	
32 PV				4.45 f 4.00	2.9 PREACHER'S SLOUGH	46.7	5.50	f 8.20	
83 JPWXY				5.00 s 4.15	4.5 COSMOPOLIS	51.2	5.35	s 8.05	
					2.1 N. P. CROSSING	53.3			
82 BKPVXZ				5.15 AM s 4.45 AM	0.6 DN-R ABERDEEN SA	53.9	5.20 PM	s 7.45 PM	

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

BKOPT WYZ			A 5.45 AM	A 5.15 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	7.15 PM
						(57.5)			Daily Except Sunday	Daily Except Sunday

(3.02) (4.00) Thru Time (3.00) (4.00)
14.9 14.3 Average speed per hour 15.1 14.3

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time shown at Hoquiam and Centralia is for information only. At Hoquiam and Centralia trains will be governed by time-table, rules and regulations of Northern Pacific Ry.

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

- Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "DE-Psgr." —Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Psgr." —Train with steam locomotive and all passenger train equipment.
- Designation "Fr." —Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Maximum speed.	90	70	70	45	Trains handling gravel loaded in Rodger or Hart ballast cars.				25
Motor trains and inspection bus cars.			40	40	Jordan spreaders and other machines of spreader type, when in operation.				15
When caboose is handled in train consisting of passenger train equipment.		50	50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.				20 6
3800 and 3900 class engines.			60	45	Trains handling scale test cars: On main line. On branch lines.				30 25
5000 class engines.			50	45	Within yard limits: On main line. On branch lines.	50	50	40 30	25 15
4000 and 9000 class engines.			45	40	Through tunnels.	40	40	40	25
MacArthur type engines with 63-inch drivers.			50	45	When using cross-overs or turnouts.	15	15	15	15
MacArthur type engines with 57-inch drivers.			35	35	On tracks other than main tracks.	15	15	15	15
3500 class Mallet, Consolidation and Ten Wheeler type engines.			35	35	Through interlocking.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	Over railroad crossings at grade.	15	15	15	15
C. M. St. P. & P. class L engines.			35	35	Over spring switches, when using turnouts.	15	15	15	15
C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.			35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	20
C. M. St. P. & P. class K1 engines, equipped with rigid trucks.			25	25	Through cross-overs, turnouts and on wyes, with 9000 class engines.				5
C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.			35	35					
Light engines.				35					
Engines running backward.	20	20	20	20					
Trains handling company roadway machines on their own wheels.				25					

FIRST SUBDIVISION

La Grande					Telocaset				
Union Jct. Between M.P. 302.7 and 307.4.	40	30	30	20	Sago Between M.P. 315.4 and 318.5.	35	25	25	20
Between M.P. 307.4 and 309.3.	55	45	45	25	Lun Between M.P. 318.7 and 319.5.	45	35	35	25
Crooks Between M.P. 309.7 and 310.4.	45	35	35	25	Between M.P. 321.3 and 321.6.	70	60	60	45
Between M.P. 311.0 and 311.8.	55	45	45	25					
Descending grade, Telocaset to Union Jct.	55	45	45	25					

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Baker Over street crossings within city limits.	15	15	15	15	Durkee Between M.P. 370.7 and 371.0.	70	60	60	45
Between M.P. 343.5 and 344.3.	55	45	45	35	Nelson Between M.P. 372.8 and 377.1.	40	30	30	20
Between M.P. 344.5 and 345.2.	70	60	60	45	Weatherby Between M.P. 378.1 and 378.3.	40	30	30	20
Between M.P. 346.9 and 347.1.	70	60	60	45	Between M.P. 378.6 and 379.0.	40	30	30	20
Quartz Between M.P. 348.4 and 349.8.	35	25	25	20	Between M.P. 379.3 and 379.5.	60	50	50	40
Encina Between M.P. 351.1 and 353.9.	45	35	35	25	Between M.P. 379.8 and 380.1.	55	45	45	35
Between M.P. 354.1 and 354.5.	60	50	50	25	Between M.P. 380.3 and 380.5.	45	35	35	25
Descending grade; between Pleasant Valley and Quartz.	60	50	50	25	Jett Between M.P. 380.7 and 381.2.	60	50	50	40
Pleasant Valley Descending grade, Pleasant Valley to Leonard.	50	40	40	20	Between M.P. 381.3 and 382.0.	45	35	35	25
Between M.P. 355.9 and 360.2.	35	25	25	20	Between M.P. 382.3 and 382.6.	60	50	50	40
Oxman Between M.P. 362.1 and 363.6.	45	35	35	20	Between M.P. 383.0 and 383.2.	70	60	60	45
Between M.P. 364.1 and 364.5.	40	30	30	20	Between M.P. 383.8 and 383.9.	70	60	60	45
Leonard Descending grade, Leonard to Durkee.				25	Lime High line track and connection.				10
Between M.P. 366.3 and 366.5.	70	60	60	25	Between M.P. 384.3 and 385.2.	35	25	25	20
					Between M.P. 386.4 and 390.0.	40	30	30	20
					Huntington				

SECOND SUBDIVISION

Rieth					Bonifer Between M.P. 238.3 and 240.0.	55	45	45	35
Pendleton Over Third, Main and Fourth Streets.	12	12	12	12	Between M.P. 240.0 and 240.2.	35	25	25	20
Over other street crossings within city limits.	20	20	20	20	Between M.P. 240.3 and 240.6.	70	60	60	45
Between M.P. 216.5 and 217.7.	45	35	35	25	Between M.P. 241.1 and 242.0.	35	25	25	20
Munra Between M.P. 217.7 and 219.0.	60	50	50	40	Conway Between M.P. 242.5 and 242.7.	60	50	50	40
Between M.P. 220.1 and 220.5.	55	45	45	35	Between M.P. 243.0 and 243.2.	70	60	60	45
Mission Between M.P. 222.8 and 223.8.	40	30	30	20	Between M.P. 244.0 and 244.7.	45	35	35	25
Minthorn Between M.P. 226.0 and 226.1.	70	60	60	45	Sloan Between M.P. 245.4 and 246.1.	60	50	50	40
Cayuse Between M.P. 227.3 and 231.7.	45	35	35	25	Between M.P. 247.2 and 249.5.	40	30	30	20
Thorn Hollow Between M.P. 232.6 and 232.9.	70	60	60	45	Duncan On wye.				8
Between M.P. 233.0 and 233.9.	55	45	45	35	Between M.P. 249.9 and 250.6.	70	60	60	45
Gibbon Between M.P. 236.6 and 238.3.	40	30	30	20	Between M.P. 251.0 and 251.2.	40	30	30	20
					Between M.P. 251.4 and 251.9.	60	50	50	40
					Between M.P. 252.2 and 257.2.	40	30	30	20

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frts.		Str.	DE-Psgr.	Psgr.	Frts.
Huron Between M.P. 257.2 and 282.1.	35	25	25	20	Hilgard Between M.P. 282.1 and 283.3.	45	35	35	25
Between Hilgard and Huron, ascending and descending grade.	35	25	25	20	Between M.P. 283.3 and 288.8.	35	25	25	20
					La Grande				

THIRD SUBDIVISION

Between Messner and Hinkle via Umatilla.	60	60	60	40	Silica Between M.P. 142.6 and 142.8.	60	50	50	40
The Dalles Over street crossings.	12	12	12	12	Between M.P. 143.8 and 144.0.	60	50	50	40
Seufert Between M.P. 87.4 and 88.5.	45	35	35	25	Willows Between M.P. 146.3 and 147.0.	70	60	60	45
Between M.P. 91.2 and 91.4.	70	60	60	45	Between M.P. 147.9 and 148.5.	55	45	45	35
Oregon Trunk Jct. Between M.P. 95.8 and 96.8.	55	45	45	35	Heppner Jct. Between M.P. 149.4 and 149.6.	70	60	60	45
Celilo Between M.P. 97.9 and 98.1.	70	60	60	45	Between M.P. 150.0 and 150.2.	70	60	60	45
Between M.P. 99.0 and 100.1.	55	45	45	35	Between M.P. 151.0 and 151.3.	70	60	60	45
Rufus Between M.P. 110.0 and 110.2.	70	60	60	45	Between M.P. 151.7 and 154.5.	70	60	60	45
Day Between M.P. 112.5 and 114.3.	60	50	50	40	Castle				
Between M.P. 114.7 and 114.9.	70	60	60	45	Umatilla Line				
Goff Between M.P. 116.2 and 116.4.	70	60	60	45	Messner Between M.P. 170.9 and 171.0.	60	60	60	40
Between M.P. 118.6 and 118.7.	70	60	60	45	Judson Between M.P. 172.8 and 172.9.	60	60	60	40
Hook Between M.P. 120.6 and 120.8.	60	50	50	40	Between M.P. 175.4 and 175.5.	60	60	60	40
Quinton Between M.P. 123.7 and 123.8.	55	45	45	35	Irrigon Between M.P. 178.3 and 178.4.	60	60	60	40
Between M.P. 124.0 and 124.8.	70	60	60	45	Umatilla On track No. 7.	25	25	25	15
Ramsay Between M.P. 129.2 and 130.0.	70	60	60	45	On wye.	10	10	10	10
Blalock Between M.P. 130.4 and 130.5.	60	50	50	40	Between M.P. 182.3 and 184.1.	45	35	35	25
Between M.P. 130.9 and 131.0.	70	60	60	45	Between M.P. 185.2 and 185.3.	60	60	60	40
Between M.P. 132.7 and 132.8.	70	60	60	45	Between M.P. 186.8 and 186.9.	60	60	60	40
Gilmore Between M.P. 134.7 and 134.8.	70	60	60	45	Between M.P. 187.5 and 187.6.	55	45	45	35
Between M.P. 136.1 and 136.3.	70	60	60	45	Between M.P. 187.9 and 188.1.	60	50	50	40
Arlington Between M.P. 140.5 and 141.6.	70	60	60	45	Hermiston Over road crossing east end of depot.	15	15	15	15
					On house track west of McNaught warehouse.				6
					Standard and Union Oil spurs.				6
					Between M.P. 189.8 and 191.2.	40	30	30	20
					Between M.P. 192.2 and 192.6.	60	50	50	40

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Between M.P. 193.3 and 193.5. Hinkle	15	15	15	15	Between M.P. 195.4 and 195.6.	60	50	50	40
Line Via Munley					Between M.P. 196.7 and 197.3.	60	50	50	40
Westland Between M.P. 181.7 and 182.0. Hinkle	60	50	50	40	Between M.P. 197.8 and 198.2.	55	45	45	35
Line East of Hinkle					Nolin Between M.P. 198.4 and 198.7.	45	35	35	25
Between M.P. 187.3 and 187.5.	70	60	60	45	Yoakum Between M.P. 200.6 and 200.9.	60	50	50	40
Between M.P. 188.0 and 188.3.	60	50	50	40	Between M.P. 201.5 and 201.6.	70	60	60	45
Stanfield Between M.P. 188.8 and 189.0.	60	50	50	40	Between M.P. 202.2 and 204.0.	60	50	50	40
Between M.P. 190.0 and 190.4.	70	60	60	45	Between M.P. 204.0 and 204.5.	40	40	40	25
Between M.P. 190.7 and 191.9.	60	50	50	40	Between M.P. 205.8 and 206.2.	70	60	60	45
Echo Mill spur and wool warehouse.				6	Between M.P. 206.7 and 206.9.	60	50	50	40
Over first road crossing east and west of depot.	30	30	30	30	Barnhart Between M.P. 208.8 and 209.3.	60	50	50	40
Between M.P. 193.3 and 193.5.	70	60	60	45	Between M.P. 209.6 and 210.0.	55	45	45	35
Between M.P. 193.7 and 194.5.	45	35	35	25	Rieth				

FOURTH SUBDIVISION

East Portland, over frogs and railroad crossings and through interlocking, east end of Willamette River Bridge.	8	8	8	8	Rooster Rock Between M.P. 23.8 and 24.0.	55	45	45	35
Between East Portland and Albina, curve at Globe Mill.	8	8	8	8	Latourell Between M.P. 24.8 and 25.2.	60	50	50	40
Between Portland and Albina, backing up.	8	8			Between M.P. 25.5 and 25.9.	70	60	60	45
Between Portland and Albina, over street crossings.	10	10	10	10	Bridal Veil Between M.P. 27.5 and 29.4.	60	50	50	40
Through interlocking and on all tracks N. P. T. Yard, Union Station, Portland.	6	6	6	6	Multnomah Falls Between M.P. 30.7 and 31.4.	60	50	50	40
Troutdale, Nos. 16 and 20, to permit exchange of mail.		30	30		Oneonta Between M.P. 31.8 and 32.8.	70	60	60	45
Between Kenton and Troutdale.	45	45	45	35	Dodson Between M.P. 35.5 and 37.3.	55	45	45	35
Graham Between M.P. 1.0 and 6.1.	40	30	30	20	Bonneville Between M.P. 38.2 and 39.2.	60	50	50	40
Between M.P. 6.1 and 7.6.	60	50	50	40	Between M.P. 39.7 and 39.9.	40	40	40	25
Clarnie Between M.P. 10.9 and 12.0.	60	50	50	40	Between M.P. 41.4 and 42.4.	45	35	35	25
Fairview Between M.P. 13.2 and 13.5.	55	45	45	35	Between M.P. 42.7 and 42.9.	70	60	60	45
Troutdale Between M.P. 14.8 and 17.9.	70	60	60	45	Cascade Locks Between M.P. 43.3 and 43.5.	60	50	50	40
Between M.P. 19.5 and 22.0 (Kenton Line).	45	40	40	25	Between M.P. 43.8 and 44.1.	55	45	45	35
Between M.P. 18.2 and 18.5.	60	50	50	40	Between M.P. 44.3 and 44.9.	60	50	50	40
Corbett Between M.P. 20.1 and 21.1.	60	50	50	40	Between M.P. 45.4 and 48.7.	55	45	45	35
Between M.P. 21.1 and 21.3.	40	40	40	25	Between M.P. 48.7 and 49.4.	40	30	30	20
Between M.P. 21.3 and 22.4.	60	50	50	40					

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Wyeth Between M.P. 49.7 and 51.6.	55	45	45	35	Chatfield Between M.P. 71.9 and 72.7.	55	45	45	35
Between M.P. 51.6 and 54.7.	45	35	35	25	Between M.P. 73.7 and 74.1.	60	50	50	40
Between M.P. 54.7 and 54.8.	40	30	30	20	Between M.P. 74.1 and 74.2.	40	40	40	25
Between M.P. 54.8 and 56.2.	45	35	35	25	Between M.P. 74.2 and 75.1.	60	50	50	40
Between M.P. 56.5 and 58.3.	55	45	45	35	Between M.P. 75.1 and 75.8.	55	45	45	35
Meno Between M.P. 59.4 and 61.8.	55	45	45	35	Rowena Between M.P. 76.3 and 77.0.	60	50	50	40
Hood River 2-10-2 class engines using crossover at freight house.				6	Between M.P. 77.5 and 78.2.	70	60	60	45
Between M.P. 63.1 and 63.2.	45	35	35	25	Between M.P. 78.9 and 79.3.	55	45	45	35
Between M.P. 64.4 and 66.1.	60	50	50	40	Between M.P. 79.3 and 80.1.	70	60	60	45
Between M.P. 66.4 and 71.4.	45	35	35	25	Between M.P. 80.1 and 81.2.	55	45	45	35
Between M.P. 71.4 and 71.9.	35	25	25	20	Crates Between M.P. 81.8 and 82.1.	60	50	50	40
					Between M.P. 83.3 and 83.4.	45	35	35	25
					The Dalles				

FIFTH SUBDIVISION

Argo, over slip switch, Lucile Street, with 7000 and 7800 class engines.			10	10	Seattle, over Spokane St. Crossing.	10	10	10	10
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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.

General.						
3-degree curves.			25	20	Grass Valley Branch. Maximum speed.	30 25
4- and 5-degree curves.			20	15	Between Kent and M.P. 39.	25 15
On curves of 6 degrees and over.			15	10	Between M.P. 33 and Thornberry, on descending grades.	30 20
Joseph Branch. Between La Grande and M.P. 13. Between M.P. 13 and 25.			25 25 35 30		Between Thornberry and Biggs, on descending grades.	20 10
Between M.P. 25 and 55.			30 25		Grays Harbor Branch. Maximum speed.	40 35
Between M.P. 55 and 72.			35 30		Trains handling rock.	25
Between M.P. 72 and Joseph.			30 25		Preacher's Slough to M.P. 47.	10 10
Pilot Rock Branch.			15 15		Aberdeen, within city limits.	20 20
Heppner Branch.			30 25		Aberdeen, over street crossings.	10 10
Condon Branch. Maximum speed.			30 25		Cosmopolis, within city limits.	20 15
On descending grades between Speece and Mikkalo.			25 15		Cosmopolis, with logs within city limits.	8
On descending grades between Barnett and Rock Creek.			25 15		Blue Slough, on rollways.	6
					Tono Branch.	30 15
					Olympia Branch. 700 class engines.	20 20 10 10

No.	Stationary Engine			Location	No.	Stationary Engine			Location
	Year	HP	Volts			Year	HP	Volts	
1	1905	10	110	Station 1	1	1905	10	110	Station 1
2	1906	15	120	Station 2	2	1906	15	120	Station 2
3	1907	20	130	Station 3	3	1907	20	130	Station 3
4	1908	25	140	Station 4	4	1908	25	140	Station 4
5	1909	30	150	Station 5	5	1909	30	150	Station 5
6	1910	35	160	Station 6	6	1910	35	160	Station 6
7	1911	40	170	Station 7	7	1911	40	170	Station 7
8	1912	45	180	Station 8	8	1912	45	180	Station 8
9	1913	50	190	Station 9	9	1913	50	190	Station 9
10	1914	55	200	Station 10	10	1914	55	200	Station 10
11	1915	60	210	Station 11	11	1915	60	210	Station 11
12	1916	65	220	Station 12	12	1916	65	220	Station 12
13	1917	70	230	Station 13	13	1917	70	230	Station 13
14	1918	75	240	Station 14	14	1918	75	240	Station 14
15	1919	80	250	Station 15	15	1919	80	250	Station 15
16	1920	85	260	Station 16	16	1920	85	260	Station 16
17	1921	90	270	Station 17	17	1921	90	270	Station 17
18	1922	95	280	Station 18	18	1922	95	280	Station 18
19	1923	100	290	Station 19	19	1923	100	290	Station 19
20	1924	105	300	Station 20	20	1924	105	300	Station 20
21	1925	110	310	Station 21	21	1925	110	310	Station 21
22	1926	115	320	Station 22	22	1926	115	320	Station 22
23	1927	120	330	Station 23	23	1927	120	330	Station 23
24	1928	125	340	Station 24	24	1928	125	340	Station 24
25	1929	130	350	Station 25	25	1929	130	350	Station 25
26	1930	135	360	Station 26	26	1930	135	360	Station 26
27	1931	140	370	Station 27	27	1931	140	370	Station 27
28	1932	145	380	Station 28	28	1932	145	380	Station 28
29	1933	150	390	Station 29	29	1933	150	390	Station 29
30	1934	155	400	Station 30	30	1934	155	400	Station 30
31	1935	160	410	Station 31	31	1935	160	410	Station 31
32	1936	165	420	Station 32	32	1936	165	420	Station 32
33	1937	170	430	Station 33	33	1937	170	430	Station 33
34	1938	175	440	Station 34	34	1938	175	440	Station 34
35	1939	180	450	Station 35	35	1939	180	450	Station 35
36	1940	185	460	Station 36	36	1940	185	460	Station 36
37	1941	190	470	Station 37	37	1941	190	470	Station 37
38	1942	195	480	Station 38	38	1942	195	480	Station 38
39	1943	200	490	Station 39	39	1943	200	490	Station 39
40	1944	205	500	Station 40	40	1944	205	500	Station 40
41	1945	210	510	Station 41	41	1945	210	510	Station 41
42	1946	215	520	Station 42	42	1946	215	520	Station 42
43	1947	220	530	Station 43	43	1947	220	530	Station 43
44	1948	225	540	Station 44	44	1948	225	540	Station 44
45	1949	230	550	Station 45	45	1949	230	550	Station 45
46	1950	235	560	Station 46	46	1950	235	560	Station 46
47	1951	240	570	Station 47	47	1951	240	570	Station 47
48	1952	245	580	Station 48	48	1952	245	580	Station 48
49	1953	250	590	Station 49	49	1953	250	590	Station 49
50	1954	255	600	Station 50	50	1954	255	600	Station 50