



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 36

Effective Sunday
September 28, 1958
At 12:01 A.M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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

D. F. WENGERT
General Manager

H. E. SHUMWAY
General Superintendent Transportation

J. G. KIMMELL
General Superintendent

G. H. BAKER, Superintendent Portland, Ore.
J. Bowen, Assistant Superintendent..... Portland, Ore.
R. A. Roberts, Assistant Superintendent..... Seattle, Wash.
W. G. Johnson, Assistant Superintendent..... Spokane, Wash.
E. L. Chantry, Assistant Superintendent..... La Grande, Ore.
A. L. McDermott, Terminal Superintendent..... Portland, Ore.
J. F. Chapman, Asst. Terminal Superintendent..... Portland, Ore.
H. E. Sipes, Asst. Terminal Superintendent..... Portland, Ore.
R. B. Hardin, Trainmaster..... Portland, Ore.
G. L. Jensen, Trainmaster..... Spokane, Wash.
A. R. Brown, Trainmaster..... Hinkle, Ore.
J. E. Pickett, Master Mechanic..... Portland, Ore.
J. C. Ladd, Road Foreman of Engines..... La Grande, Ore.
P. D. Brinkman, Road Foreman of Engines..... Portland, Ore.
A. B. Ziegler, Road Foreman of Engines..... Portland, Ore.
G. W. Jones, Road Foreman of Engines..... Spokane, Wash.
R. M. Brown, 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.

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 Subdivision 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
Ralph M. Dodson	District Surgeon	Portland, Ore.	H. F. Craig	Surgeon	La Crosse, Wash.
H. V. Valentine	District Surgeon	Spokane, Wash.	John B. Gregory	Surgeon	La Grande, Ore.
Guy L. Boyden	Aurist	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
Kenneth C. Brown	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
Robt. M. Hansen	Aurist	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
R. L. Olsen	Surgeon	Parkrose, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
George A. Peterson	Surgeon	Parkrose, Ore.	R. J. Welland	Surgeon	Pomeroy, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	L. Fred Lundy	Surgeon	Seattle, Wash.
D. F. Campbell	Surgeon	Baker, Ore.	H. E. McConville	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
C. Palmer McKim	Surgeon	Baker, Ore.	R. H. Humphreys	Surgeon	Spokane, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
J. C. Vandeventer	Surgeon	Baker, Ore.	M. F. Kepl	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Bend, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Centralia, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Conrad Wetz, Jr.	Surgeon	Oolifax, Wash.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Bruce C. McIntyre	Surgeon	St. John, Wash.
Albert Will	Surgeon	Elgin, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
S. A. McCool	Surgeon	Elma, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Ross D. Wright	Surgeon	Tecoma, Wash.
Frank O. Spratt	Surgeon	Grandview, Wash.	E. J. Purdy	Surgeon	Tekoa, Wash.
W. H. Wolf	Surgeon	Heppler, Ore.	J. S. Reinschmidt	Surgeon	Tekoa, Wash.
F. B. Belt	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Bruce L. Till	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
O. I. Gibbon	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
G. M. Whitesel	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
J. D. Freund	Surgeon	Kennewick, Wash.	R. P. Schfefer	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. 36 September 28, 1958	FIRST CLASS				
19 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	11 Mail and Express			20 Passenger	12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS					
	2.05		4:20		0.0	GRANGER			A12.27	A11.30	
	5.45 5.55		9:30 10:20	12:50	213.0	POCATELLO		A 2:50	8:30 8:20	6:15 5:20	
	8.25		1.50	4:15	373.8	GLENN'S FERRY		11.35	5:45	2.00	
	9.40		3.35	6:10	448.4	BOISE		9.50	4:30	12.15	
	11.40		6.30	9:05	550.1	M.T. HUNTINGTON M.T.		7.10	2:35	9:40	
	10.40		5.40	8:15		P.T. HUNTINGTON P.T.		6.00	1:35	8:30	
	1:05		8.35	11:05	649.7	LA GRANDE		3.25	11.10	5:45	
	3:10		11.00	1.20	723.9	PENDLETON		1.05	9.08	3:05	
7.30					941.3	SPOKANE	A 6:30				
9.57					837.4	AYER	4:05				
11.00					786.3	WALLULA	2:55				
A11.45	3:55		12:40	2.25	755.3	HINKLE	2:20	12.20	8.30	2:10	
	5:30		3:10	4.35	855.4	THE DALLES		10:15	6.50	11.40	
	A 7:30	9:00	A 5:30	A 7.30	939.5	PORTLAND		8:00	A 9.15	5.00	
		A 1.00			1122.7	SEATTLE			5.00		
							Daily	Daily	Daily	Daily	
(4.15) 43.1	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9	(19.40) 36.9		Thru Time	(4.10)	(17.50)	(4.15)	(18.27)	
						Average speed per hour	44.6	40.7	45.4	50.9	
									(25.00)	37.6	

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 36 September 28, 1958	FIRST CLASS				
		35 Passenger	33 Passenger				34 Passenger	36 Passenger			
		Daily	Daily			STATIONS					
				0.0		McCAMMON	A 6:15	A 4:05			
				22.7		POCATELLO	5.45	3:30 3:00			
				73.3		IDAHO FALLS		1:15			
				124.3		ASHTON					
				169.9		VICTOR					
				180.4		WEST YELLOWSTONE					
				285.8		BUTTE		7.30			
							Daily	Daily			
						Thru Time	(0.30)	(8.35)			
						Average speed per hour	45.4	33.3			

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. 36 September 28, 1958	Mile Post	FIRST CLASS			SECOND CLASS		
	105	17	11			18	12	106	126		
	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTWXYZ	10:40PM	5:40PM	8:15AM	DN-R HUNTINGTON HU	389.4	A 8:30AM	A 6:00PM	As 1:35AM	A 5:15AM		
100 P			s 8:25	D LIME BY	384.5	8:05	5:40	1:20			
100 P				WEATHERBY	377.5						
150 PWY			s 8:47	DURKEE	368.9		f 5:15				
100 P				OXMAN	361.7						
138 P			s 9:14	PLEASANT VALLEY	355.4						
WB 91 PY EB 109				ENCINA	351.9						
107 P				QUARTZ	347.3						
WB 109 BKOPW EB 111 XYZ	s 11:53PM	7:02	s 9:39	DN BAKER BC	342.0	s 7:00	s 4:35	s 12:10AM			
106 P				WING	337.6						
106 P			s 9:51	D HAINES KB	331.7		f 4:21				
106 P			s 10:02	D NORTH POWDER HD	322.1		f 4:10				
107 P				SAGO	315.5						
154 PVWY			f 10:16	TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BJKOPTWXYZ	A 1:00AM	A 8:25PM	A 10:55AM	DN-R LA GRANDE RA	289.8	5:45AM	3:25PM	11:10PM	2:35AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.20) 42.7	(2.45) 36.2	(2.40) 37.4	..... Thru Time	(2.45) 36.2	(2.35) 38.6	(2.25) 41.2	(2.40) 37.4	..... Average speed per hour

No. 12 and No. 18 will reduce speed to 35 MPH at North Powder, Haines and Durkee to permit exchange of mail.

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

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

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 36 September 28, 1958	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Mail and Express	Streamliner Passenger			Passenger	Mail and Express	Streamliner Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BJKOPTWXYZ	8:35PM	11:05AM	1:05AM	DN-R LA GRANDE RA	289.8	A 5:35AM	A 3:15PM	A 1:05PM	A 2:25AM		
WB 71 PWY EB 72				HILGARD	282.1						
139 P				MOTANIC	275.6						
P				NORDEEN	272.1						
141 PWXY				KAMELA	271.1						
P				ROSS	268.3						
WB 105 PW EB 102		s 11:55AM		MEACHAM	265.5						
136 P				HURON	257.7						
120 P				CAMP	254.1						
WB 68 PWY EB 69		12:26PM		DUNCAN	248.5						
102 P				BONIFER	239.5						
106 PWY		f 12:43		GIBBON	236.9						
117 P				HOMLY	229.6						
116 P				MINTHORN	224.7						
115 P				MUNRA	218.9						
69 BJKPV WXYZ	s 11:00	s 1:20	s 3:10	DN PENDLETON FD	215.6	s 3:05	s 1:05	s 9:08			
155 JPX		s 1:26		RIETH	212.0						
135 P				BARNHART	208.3						
135 P				NOLIN	198.9						
135 P	f 11:34	s 1:52		D ECHO HI	192.6						
P	f 11:40	s 1:59	3:37	STANFIELD	188.4						
BJKOPWXYZ	A 1:59PM	A 2:15PM	A 3:50AM	DN-R HINKLE UK	184.2	2:10AM	12:20PM	8:30PM	11:15PM		
				(106.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
	(3.24) 31.4	(3.10) 33.3	(2.45) 38.4	..... Thru Time	(3.25) 30.9	(2.55) 36.2	(2.35) 40.9	(3.10) 33.3	..... Average speed per hour

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

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

WESTWARD			THIRD SUBDIVISION						EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 36 September 28, 1958	STATIONS	SECOND CLASS				
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger			17 Passenger		262 Time Freight	264 Time Freight	126 Time Freight
		Daily	Daily		Daily	Daily			Daily				
BJKOPWXYZ		9.30AM	1.45 ¹⁸ AM		2.25PM	3.55AM	12.40AM	DN-R HINKLE UK					
PW		9.40	1.55		s 2.32		f 12.47	D ORDNANCE RN					
131 P		9.43	1.58		2.35	4.02	12.49	MUNLEY					
131 P		9.51	2.06		2.41	4.07	12.54	CLARKE					
131 P		10.00	2.15		s 2.49	4.12 ²⁶²	f 1.00	DN BOARDMAN BD					
125 P		10.14	2.26		2.58	4.19	1.12 ¹⁸	CASTLE					
14 JP		10.26	2.37		3.05		1.21	N HEPPIER JCT. WI					
138 P		10.29	2.40		3.07	4.26	1.23	WILLOWS					
WB 137 EB 112 BJKPTWX		10.45	2.55 ²⁶²		s 3.18	4.34	s 1.32	DN ARLINGTON MX					
130 P		11.05 ¹²	3.02		3.26 ²⁶⁴	4.38	1.49 ²⁶²	GILMORE					
127 P		11.24	3.09		s 3.32	4.42	1.55	BLALOCK					
129 P		11.33	3.17		3.39	4.47	2.02	QUINTON					
132 P		11.48	3.30		3.47	4.54	2.11	GOFF					
125 P		11.57AM	3.39		3.53	4.59	2.18	RUFUS					
130 JPW		12.07PM	3.48		f 3.59	5.04	2.24	DN BIGGS BX					
55 P		12.13	3.54		4.04	5.07	2.29	MILLER					
JPV		12.24	4.05		4.11	5.13	2.36	OREGON TRUNK JCT.					
75 P		12.30	4.13		4.15	5.17	2.42	DUNE					
BKOPTWXZ		A 12.40PM	A 4.35AM		A 4.30PM	As 5.30AM	A 3.00AM	DN-R THE DALLES DK					
								(98.4)					
		(3.10) 31.1	(2.50) 34.7		(2.05) 47.2	(1.35) 62.1	(2.20) 42.2	..... Thru Time.....				
								..... Average speed per hour.....				

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

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

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

No. 17 will stop at Ordnance on Saturday and Sunday for passengers, and will reduce speed to 30 MPH daily at Boardman 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			THIRD SUBDIVISION						EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 36 September 28, 1958	STATIONS	SECOND CLASS				
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger			17 Passenger		262 Time Freight	264 Time Freight	126 Time Freight
		Daily	Daily		Daily	Daily			Daily				
BJKOPWXYZ		9.30AM	1.45 ¹⁸ AM		2.25PM	3.55AM	12.40AM	DN-R HINKLE UK					
PW		9.40	1.55		s 2.32		f 12.47	D ORDNANCE RN					
131 P		9.43	1.58		2.35	4.02	12.49	MUNLEY					
131 P		9.51	2.06		2.41	4.07	12.54	CLARKE					
131 P		10.00	2.15		s 2.49	4.12 ²⁶²	f 1.00	DN BOARDMAN BD					
125 P		10.14	2.26		2.58	4.19	1.12 ¹⁸	CASTLE					
14 JP		10.26	2.37		3.05		1.21	N HEPPIER JCT. WI					
138 P		10.29	2.40		3.07	4.26	1.23	WILLOWS					
WB 137 EB 112 BJKPTWX		10.45	2.55 ²⁶²		s 3.18	4.34	s 1.32	DN ARLINGTON MX					
130 P		11.05 ¹²	3.02		3.26 ²⁶⁴	4.38	1.49 ²⁶²	GILMORE					
127 P		11.24	3.09		s 3.32	4.42	1.55	BLALOCK					
129 P		11.33	3.17		3.39	4.47	2.02	QUINTON					
132 P		11.48	3.30		3.47	4.54	2.11	GOFF					
125 P		11.57AM	3.39		3.53	4.59	2.18	RUFUS					
130 JPW		12.07PM	3.48		f 3.59	5.04	2.24	DN BIGGS BX					
55 P		12.13	3.54		4.04	5.07	2.29	MILLER					
JPV		12.24	4.05		4.11	5.13	2.36	OREGON TRUNK JCT.					
75 P		12.30	4.13		4.15	5.17	2.42	DUNE					
BKOPTWXZ		A 12.40PM	A 4.35AM		A 4.30PM	As 5.30AM	A 3.00AM	DN-R THE DALLES DK					
								(98.4)					
		(3.10) 31.1	(2.50) 34.7		(2.05) 47.2	(1.35) 62.1	(2.20) 42.2	..... Thru Time.....				
								..... Average speed per hour.....				

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

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

No. 12 will reduce speed to 30 MPH at Blalock, daily except Saturday and Sunday, to permit exchange of mail.

No. 18 will reduce speed to 30 MPH at Boardman 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

FOURTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 36
September 28, 1958

151
Time Freight
Daily

257
Time Freight
Daily

458
Passenger
Daily

11
Mail and Express
Daily

105
Streamliner Passenger
Daily

17
Passenger
Daily

STATIONS

BKOPTWXZ		1:15PM	5:35AM			4:35PM	5:30AM	3:10AM
P		1:25	5:45			4:40	5:35	3:16
131 P		1:35	5:55			4:46	5:41	3:22
128 P		1:47	6:07			4:55	5:49	3:31
WB 67 EB 102 PVWX		2:00	6:20			5:07	6:01	3:47
126 P		2:07	6:27			5:13	6:07	3:53
127 P		2:25	6:44			5:24	6:18	4:05
134 P		2:39	6:57			5:34	6:27	4:15
117 P		2:47	7:05			5:46 ¹⁰⁶	6:32	4:22
126 P		2:56	7:14			5:58	6:38	4:28
126 PZ		3:10	7:27			6:09	6:47	4:38
126 P		3:18	7:35			6:17	6:52	4:43
51 102 LJP		3:32	7:50			6:31	7:00	4:54
46 P						6:38	7:03	4:59
48 P		VIA KENTON	VIA KENTON			6:48	7:09	5:06
23 PX						6:54	7:15	5:12
12 PX						7:01	7:19	5:17
LJPVXY						7:05 ¹²⁶	7:22	5:21
46 P		3:42	8:00					
95 PX		3:52	8:10					
68 BKPXZ		4:15	8:25					
LJVX						8:55PM	VIA GRAHAM	VIA GRAHAM
LJPXY						8:57	VIA GRAHAM	VIA GRAHAM
LJPX		4:30	8:40			8:59		
BKOPTWXZ		A 4:55PM	A 9:00AM					
LJPVXY						9:06	7:05 ¹²⁶	7:22
BIKPV						A 9:15PM	A 7:30AM	A 7:30AM
								A 5:30AM

DN-R THE DALLES DK	4.1	DOUBLE TRACK
CRATES	5.2	
ROWENA	6.3	
MOSIER	7.4	
DN HOOD RIVER KI	4.1	
MENO	8.5	
WYETH	7.2	
DN CASCADE LOCKS CJ	4.3	
BONNEVILLE	4.8	
DODSON	7.3	
D BRIDAL VEIL JU	3.9	
ROOSTER ROCK	7.1	
DN TROUTDALE SN	1.7	
D FAIRVIEW FA	6.0	
CLARNIE	3.5	
GRAHAM	2.5	
BRUUN	1.4	
EAST PORTLAND	0.5	
HEMLOCK	4.6	
D FIR FR	4.3	
KENTON	2.5	
DN NORTH PORTLAND JCT. KD	1.2	
PENINSULA JCT.	1.4	
DN ST. JOHNS JCT. JN	2.6	
DN-R ALBINA B	1.1	X
EAST PORTLAND	0.5	
DN-R PORTLAND P-VC	0.5	
VIA GRAHAM (85.8)		
VIA KENTON (92.2)		

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

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

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

Rules 261 to 264 inclusive apply between North Portland Jct. and Peninsula Jct.
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 36
September 28, 1958

FIRST CLASS

SECOND CLASS

12
Mail and Express

457
Passenger

106
Streamliner Passenger

18
Passenger

264
Time Freight

126
Time Freight

262
Time Freight

STATIONS

DN-R THE DALLES DK	85.8	A 10:10AM	A 6:50PM	A 1:30PM		A 12:45PM	A 8:55PM	A 10:15PM
CRATES	81.7	10:03	6:39	11:18		12:16	8:48	9:46
ROWENA	76.5	9:57	6:33	11:12		12:06PM	8:42	9:36
MOSIER	70.2	9:48	6:25	11:03		11:55AM	8:33	9:25
DN HOOD RIVER KI	62.8	9:39	6:16	10:54		11:43	8:25	9:13
MENO	58.7	9:29	6:10	10:43		11:36	8:19	9:06
WYETH	50.2	9:18	6:00	10:32		11:20	8:07	8:50
DN CASCADE LOCKS CJ	43.0	9:08	5:51	10:23		11:07	7:57	8:37
BONNEVILLE	38.7	9:02	5:46 ¹¹	10:18		10:59	7:52	8:29
DODSON	33.9	8:55	5:41	10:12		10:51	7:46	8:21
D BRIDAL VEIL JU	26.6	8:46	5:33	10:04		10:40	7:37	8:10
ROOSTER ROCK	22.7	8:37	5:29	10:00		10:33	7:33	8:03
DN TROUTDALE SN	15.6	8:27	5:22	9:53		10:20	7:25	7:50
D FAIRVIEW FA	13.9	8:24		9:51		10:15	7:23	7:45
CLARNIE	7.9	8:16	5:15	9:45		10:03	7:17	7:33
GRAHAM	4.4	8:11	5:10	9:40		9:55	7:12	7:25
BRUUN	1.9	8:07	5:06	9:36		9:49	7:08	7:19
EAST PORTLAND	0.5	8:04	5:03	9:33		9:45	7:05 ¹¹	7:15
HEMLOCK	17.0							
D FIR FR	12.4							
KENTON	8.1							
DN NORTH PORTLAND JCT. KD	6.8	VIA GRAHAM	A 9:16AM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM
PENINSULA JCT.	5.6		9:13					
DN ST. JOHNS JCT. JN	4.2		9:10					
DN-R ALBINA B	1.6					9:30AM		7:00PM
EAST PORTLAND	0.5							7:05 ¹¹
DN-R PORTLAND P-VC	0.0	8:00AM	9:00AM	5:00PM	9:30PM			6:55PM
VIA GRAHAM (85.8)								
VIA KENTON (92.2)								
Daily		Daily	Daily	Daily		Daily	Daily Except Saturday and Sunday	Daily

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

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

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

Rules 261 to 264 inclusive apply between Peninsula Jct. and North Portland Jct.
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
Trains and engines will be governed by N. P. T. Company's rules and special instructions while in its yard at Portland.
No. 18 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers, see page 31.
For stations not shown on schedule pages, see page 22.

WESTWARD		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 36		
	391	361	151	363	19	97	September 28, 1958		STATIONS		
	Mixed	Freight	Freight	Mixed	Passenger	CM St. P & P Streamliner Passenger					
	Monday Wednesday Thursday Saturday	Daily Except Sunday	Daily	Daily	Daily	Daily					
BKPVX			11.15PM			7.30PM	12.01AM	DN-R SPOKANE 1.7	DS AU	DOUBLE TRACK	
PX			11.20			7.34	12.06	WEST SPOKANE 3.6			
48 P			11.30			7.38	12.10	COWLES 4.2			
53 P			11.40			7.43	12.15	MARSHALL 7.3			
103 PX			11.55PM			7.52	12.25	N CHENEY 5.2	CY		
51 P			12.05AM			7.58	12.31	GEIB 5.0			
52 P			12.15			8.05	12.38	MASON 7.4			
53 PW			12.30			8.13	12.47	CROSKEY 4.0			
109 P			12.40			8.18	12.52	WELLS 6.6			
52 P			12.50			8.25	1.00	PALM LAKE 5.2			
44 P			1.06 ⁹⁷			8.31	1.06 ¹⁵¹	ASHBY 4.2			
52 P			1.15			8.36	1.11	EMDEN 6.7			
75 JPVWXY			1.25			8.45	A 1.21AM	DN-R MARENGO 4.8	RA		
52 P			1.33			8.51		THAVIS 4.4			
63 P			1.40			8.56		MACK 4.2			
51 P			1.48			9.01		ANKENY 7.9			
38 JPY	1.30PM		2.03			9.12		N-R HOOPER JCT. 5.6	HR		
53 P	1.40		2.13			9.19		PARK 6.2			
146 P	1.52		2.25			9.28		JOSO 5.8			
73 P	2.10		2.40			9.36		CHEW 3.8			
BJKOPWXY	A 2.25PM		3.30			9.57		DN-R AYER 6.0	JD		
96 P			3.51 ²⁰			10.05		RUXBY 7.8			
96 P			4.05			10.14		SCOTT 5.9			
46 P			4.15			10.21		WALKER 3.0			
96 P			4.21			10.25		SIMMONS 7.8			
96 PW			4.36			10.36		PAGE 7.3			
95 P			4.51			10.45		ASH 6.0			
94 P			4.59			10.51		HUMORIST 7.0			
157 JPVWXY		7.25AM	5.14	3.40AM		11.00		DN-R WALLULA 1.7	JN		
JPVXY		7.30	5.19	3.50		11.03		WALLULA JCT. 10.3			
157 P		7.47	5.35	4.10		11.15		JUNIPER 9.8			
159 P		8.05	5.48	4.30		11.26		COLD SPRINGS 9.2			
BJKOPWXYZ	A 8.30AM	A 6.05AM	A 4.50AM			A 11.45PM		DN-R HINKLE 186.0	UK		

(0.55) 23.3 (1.05) 28.6 (6.50) 27.2 (1.10) 26.6

(4.15) 43.1 (1.20) 45.8 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, Northwestern District.

No. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.

No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.

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

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

WESTWARD		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 36		
	362	392	298	364	20	98	September 28, 1958		STATIONS		
	Freight	Mixed	Freight	Mixed	Passenger	CM St. P & P Streamliner Passenger					
	Daily	Daily	Daily	Daily	Daily	Daily					
								DN-R SPOKANE 1.7	DS AU	DOUBLE TRACK	
								WEST SPOKANE 3.6			
								COWLES 4.2			
								MARSHALL 7.3			
								N CHENEY 5.2	CY		
								GEIB 5.0			
								MASON 7.4			
								CROSKEY 4.0			
								WELLS 6.6			
								PALM LAKE 5.2			
								ASHBY 4.2			
								EMDEN 6.7			
								DN-R MARENGO 4.8	RA		
								THAVIS 4.4			
								MACK 4.2			
								ANKENY 7.9			
								N-R HOOPER JCT. 5.6	HR		
								PARK 6.2			
								JOSO 5.8			
								CHEW 3.8			
								DN-R AYER 6.0	JD		
								RUXBY 7.8			
								SCOTT 5.9			
								WALKER 3.0			
								SIMMONS 7.8			
								PAGE 7.3			
								ASH 6.0			
								HUMORIST 7.0			
								DN-R WALLULA 1.7	JN		
								WALLULA JCT. 10.3			
								JUNIPER 9.8			
								COLD SPRINGS 9.2			
								DN-R HINKLE 184.2	UK		

(4.10) 44.6 (1.25) 43.1

(1.00) 31.0 (1.00) 21.5 (6.10) 30.2 (1.05) 28.6

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

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

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. 36		Mile Post	SECOND CLASS
	305	September 28, 1958			304
	Mixed				Mixed
	Daily Except Sunday	STATIONS			
28	WXY	6:30 AM	D-R JOSEPH J	83.8	A 12:05 PM
			5.8		
22	X	7:00	D ENTERPRISE RS	78.0	A 11:10 AM
			10.2		
39		7:30	LOSTINE	67.8	f 10:30
			7.8		
27	WXY	8:00	D WALLOWA WO	60.0	s 10:10
			12.9		
12		8:35	MINAM	47.1	f 9:35
			13.3		
40		9:05	LOOKING GLASS	33.8	f 9:05
			8.7		
32		9:45	GULLING	25.1	f 7:50
			4.2		
35	WXY	10:05	D ELGIN GN	20.9	s 7:40
			8.6		
18		10:30	D IMBLER BR	12.3	s 7:01
			3.9		
20		10:50	ALICEL	8.4	f 6:51
			8.4		
	BJKOPT WXYZ	A 1:15 AM	DN-R LA GRANDE Q RA	0.0	6:30 AM
			(83.8)		Daily Except Saturday
		(4.45)	..... Thru Time	(5.35)	
		17.6	..... Average speed per hour	15.0	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 36		Mile Post	
		September 28, 1958			
		STATIONS			
155	JPX		RIETH	0.0	
			6.7		
22			SPARKS	6.7	
			8.2		
18	X		D PILOT ROCK RO	14.9	
			(14.9)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 36		Mile Post	
		September 28, 1958			
		STATIONS			
	BJKOP WXYZ	DN-R	HINKLE UK	0.0	
			3.9		
95	P	D	HERMISTON MN	3.9	
			6.2		
	PXY	D	UMATILLA CS	10.1	
			7.8		
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. 36		Mile Post	
		September 28, 1958			
		STATIONS			
39	PXY	D-R	HEPPNER HR	45.2	
			8.9		
19	P		LEXINGTON	36.3	
			5.3		
7			JORDAN	31.0	
			2.7		
15	P	D	IONE ON	28.3	
			3.1		
3			McNAB	25.2	
			5.4		
13			MORGAN	19.8	
			5.3		
3			CECIL	14.5	
			14.5		
19	JPX	N-R	HEPPNER JCT. WI	0.0	
			(45.2)		

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 36		Mile Post	
		September 28, 1958			
		STATIONS			
26	PVXY	D-R	CONDON CD	44.5	
			8.2		
22			GWENDOLEN	36.3	
			4.0		
27			SPEECE	32.3	
			3.7		
26			CLEM	28.6	
			4.2		
29	P		MIKKALO	24.4	
			4.7		
27			BARNETT	19.7	
			3.7		
11	P		ROCK CREEK	16.0	
			8.7		
29			SHUTLER	7.3	
			7.3		
WB 126 BJK		DN-R	ARLINGTON MX	0.0	
EB 113 PTWX			(44.5)		

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 36		Mile Post	
		September 28, 1958			
		STATIONS			
14	Y		KENT	52.5	
			10.0		
10			EAKIN	42.5	
			4.0		
28	PW	D	GRASS VALLEY VY	38.5	
			11.5		
25		D	MORO MR	27.0	
			12.8		
16			KLONDIKE	14.2	
			4.5		
32	P	D	WASCO WA	9.7	
			4.5		
6			THORNBERRY	5.2	
			5.2		
150	JPWX	DN-R	BIGGS BX	0.0	
			(52.5)		

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

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 36		Mile Post	SECOND CLASS
	313	September 28, 1958			314
	Mixed				Mixed
	Daily Except Monday	STATIONS			
BKOP VWXYZ	5:00 PM	DN-R	BEND ND	150.0	A 2:30 PM

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

JPV	A 12:01 PM	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. 36		Mile Post	
		September 28, 1958			
		STATIONS			
JPVXY	R	EAST OLYMPIA	0.0		
		7.3			
		N. P. CROSSING	7.3		
		0.1			
BKPV WXYZ	D-R	OLYMPIA OA	7.4		
		(7.4)			

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 36		Mile Post	SECOND CLASS		
	307	309	September 28, 1958		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 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.

JMPV	2:10 PM	BLAKESLEE JUNCTION	2.4		A 8:35 PM			
		0.0						
M		N. P. CROSSING	2.4					
		0.0						
M		C. M. St. P. & P. CROSSING	2.4					
		2.6						
23	P	GALVIN	5.0		8:25			
		7.2						
43	JPVX	2:40	12:01 AM	12.2	A 7:40 PM	f 8:10		
				1.5				
48	PX	2:45	12:05	18.7	7:20	s 7:50		
				8.5				
52	P	3:05	12:30	22.2	7:00	f 7:30		
				4.1				
51		3:20	12:40	26.3	6:45	f 7:15		
				4.5				
44	P	3:30	12:55	30.8	6:35	f 7:05		
				1.7				
5	P	3:35	1:00	32.5	6:30	f 7:00		
				9.9				
53	PXY	4:05	1:35	42.4	6:05	f 6:35		
				1.5				
X				42.4				
				1.5				
PVX		D	MONTESANO MO	43.9				
53	PXY	4:05	1:35	42.4	6:05	f 6:35		
				1.4				
27		4:10	1:43	43.8	5:55	f 6:25		
				2.9				
32	P	4:20	1:50	46.7	5:45	f 6:15		
				4.5				
53	PXY	4:35	2:05	51.2	5:30	f 6:00		
				2.0				
JV				53.2				
				0.1				
M				53.3				
				0.6				
52	KPVXZ	A 4:45 PM	A 2:35 AM	DN-R	ABERDEEN SA	53.9	5:15 PM	s 5:45 PM
					3.6			

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)	..... Thru Time	(2.40)	(3.15)		
	19.2	14.8	..... Average speed per hour	17.0	17.6		

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308 and No. 306.—See Rule S-72.
For stations not shown on schedule pages, see page 22.

WESTWARD		YAKIMA BRANCH					Time-Table No. 36	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					September 28, 1958		
		907 N. P. Freight	373 N. P. Freight	361 Freight	909 N. P. Freight	363 Mixed	STATIONS	
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
BKOPTVWXYZ						9.30 PM	DN-R YAKIMA NY	
39 X						9.40	3.4 UNION GAP	
MP							3.3 N. P. CROSSING	
30 P						9.50	0.5 PARKER	
M							1.4 N. P. CROSSING	
32 P						10.00	2.6 DONALD	
18 PV						10.05	2.3 SAWYER	
40 PV						10.15	2.9 BUENA BA	
74 PVX						10.25	3.1 ZILLAH AH	
53 P						10.48	5.1 GRANGER	
52						11.05	6.2 EMERALD	
35 JPXY						11.30 PM	3.6 R MIDVALE	
51 PVX						12.01 AM	5.9 DN GRANDVIEW GW	
44 P						12.25	6.9 NORTH PROSSER	
53						12.50	7.8 CHAFFEE	
42 P						1.20	6.5 BENTON CITY	
53						1.40	5.2 ACTON	
51 JPX		7.40 AM	6.20 AM			2.10	12.3 R RICHLAND JCT.	
55 BKPVWX		A 8.00 AM	6.50			2.50	5.8 DN KENNEWICK KN	
12 P			7.00			3.10	4.5 HEDGES	
70 JPV		6.25 PM	7.10	6.35 AM	3.20		2.3 VILLARD JCT.	
70 JPWX		A 6.45 PM					6.4 ATTALIA	
157 JPVWXY			A 7.25 AM	A 6.50 AM	A 3.35 AM		0.6 DN-R WALLULA JN	
							(98.6)	
		(0.20) 19.2	(0.20) 17.4	(1.05) 18.1	(0.15) 28.0	(6.05) 16.1	..... Thru Time
							..... Average speed per hour

WESTWARD		SUNNYSIDE BRANCH			Time Table No. 36	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.				September 28, 1958		
						STATIONS
35 JPXY						R MIDVALE
PVX						D SUNNYSIDE SI
						(2.8)

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

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

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

YAKIMA BRANCH		EASTWARD					Time-Table No. 36		
		SECOND CLASS					September 28, 1958		
STATIONS	Mile Post	908	362	374	910	364			
		N. P. Freight	Freight	N. P. Freight	N. P. Freight	Mixed			
DN-R YAKIMA NY	98.0					A 2.15 AM			
3.4 UNION GAP	94.6					1.55			
3.3 N. P. CROSSING	91.3								
0.5 PARKER	90.8					1.45			
1.4 N. P. CROSSING	89.4								
2.6 DONALD	86.8					1.30			
2.3 SAWYER	84.5					1.20			
2.9 BUENA BA	81.6					1.10			
3.1 ZILLAH AH	78.5					12.55			
5.1 GRANGER	73.4					12.25			
6.2 EMERALD	67.2					12.05 AM			
3.6									
R MIDVALE	63.6					11.30 PM			
5.9 DN GRANDVIEW GW	57.7					11.10			
6.9 NORTH PROSSER	50.8					10.50			
7.8 CHAFFEE	43.0					10.30			
6.5 BENTON CITY	36.5					10.12			
5.2 ACTON	31.3					9.55			
12.3 R RICHLAND JCT.	19.0		A 5.20 AM	A 5.30 AM		9.25			
5.8 DN KENNEWICK KN	13.2		5.00	5.10 AM		8.52			
4.5 HEDGES	8.7		4.25			8.38			
2.3 VILLARD JCT.	7.0		A 2.35 AM		A 1.50 PM	8.30			
6.4 ATTALIA	0.6		2.15 AM						
0.6 DN-R WALLULA JN	0.0					4.00 AM	1.30 PM	8.15 PM	
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily			
		(0.20) 19.2	(1.20) 14.7	(0.20) 17.4	(0.20) 21.0	(6.00) 16.4			
						 Thru Time		
						 Average speed per hour		

SUNNYSIDE BRANCH		EASTWARD			Time-Table No. 36	
		September 28, 1958				
STATIONS	Mile Post					
R MIDVALE	0.0					
2.8 D SUNNYSIDE SI	2.8					

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

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

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

WESTWARD		SPOKANE-TEKOA BRANCH					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 36 September 28, 1958	STATIONS
	381	298	391	387	95			
	CMSt.P&P Freight	Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger			
	Daily	Daily	Daily Except Sunday	Daily	Daily			
BKPVX		4-10PM			11-05PM		DN-R SPOKANE DS AU	
IJPX		4-15			11-10 ¹⁵¹		DN N. P. CROSSING CG	
BIJKOP TVWXZ		9-30PM A 4-25PM	6-00AM	12-30AM	11-15		EAST SPOKANE	
59 IVX		9-40	6-15	12-40	11-18		DN DISHMAN SP	
35		9-50	6-25	12-50	11-27 ⁹⁴		CHESTER	
78		10-05	6-40	1-07	11-40		D MICA MA	
38		10-15	6-50	1-17	11-45		FREEMAN	
VX		A 10-30PM	7-05	A 1-30AM	A 11-51PM		DN-R MANITO MU	
23			7-21				D ROCKFORD RD	
40			7-32				DARKNELL	
31 VX			7-42				D FAIRFIELD G	
25			8-05				LATAH	
BPWXYZ			A 8-20AM				DN-R TEKOA K	
							(49.3)	
	(1.00)	(0.15)	(2.20)	(1.00)	(0.46)	..... Thru Time	
	16.4	17.6	19.2	17.4	28.4	..... Average speed per hour	

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 36 September 28, 1958	STATIONS	Mile Post	SECOND CLASS	
	391					
	Mixed					
	Daily Except Sunday					
14 JPX	8-50AM		SELTICE	48.0		
			G. N. CROSSING	39.8		
			N. P. CROSSING	39.7		
34 VWX	9-30	D	OAKESDALE ON	39.1		
44	10-00		THORNTON	31.2		
M			G. N. CROSSING	30.7		
28 -WX	10-45	D	ST. JOHN SJ	18.3		
27	11-15		WILLADA	11.5		
53	11-45AM		GRAVEL PIT	4.4		
63 BJWXY	A 12-01PM	D-R	WINONA WA	0.0		
			(48.0)			

WESTWARD		WALLULA BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 36 September 28, 1958	STATIONS	Mile Post	SECOND CLASS	SECOND CLASS		
BJKOPVWXYZ		DN-R WALLA WALLA BU	30.9				
5 X		COLLEGE PLACE	28.9				
M		W. W. V. RY. CROSSING	28.7				
17 X		GARRETT	28.6				
10		WHITMAN	24.0				
12		LOWDEN	19.3				
120 PX		D TOUCHET CH	15.0				
11		REESE	7.5				
PV		ZANGAR JCT.	3.8				
		(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, Northwestern District.

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

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

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

WESTWARD		SPOKANE-TEKOA BRANCH					EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 36 September 28, 1958	STATIONS
	94	382	388	392	151			
	CMSt.P&P Streamliner Passenger	CMSt.P&P Freight	Mixed	Mixed	Freight			
	Daily	Daily	Daily	Daily Except Sunday	Daily			
DN-R SPOKANE DS AU	165.4	A 11-50PM					A 1-15PM	
DN N. P. CROSSING CG	163.5	11-40					11-10 ⁹⁵	
EAST SPOKANE	161.0	11-35	A 5-15AM	A 10-30AM	A 1-25PM		11-00PM	
DN DISHMAN SP	158.9	11-32	5-05	10-10	1-10			
CHESTER	155.7	11-27 ⁹⁵	4-55	10-00	12-55			
D MICA MA	149.7	11-16	4-33	9-42	12-36			
FREEMAN	146.9	11-11	4-25	9-35	12-27			
DN-R MANITO MU	143.6	11-07PM	4-15AM	9-25AM	12-15			
D ROCKFORD RD	138.4				12-01PM			
DARKNELL	135.1				11-50AM			
D FAIRFIELD G	131.7				11-40			
LATAH	123.3				11-20			
DN-R TEKOA K	116.1				11-01AM			
	(49.3)							
	(0.43)		(1.00)	(1.05)	(2.24)	(0.15)		
	30.4		16.4	16.0	18.7	17.6		

WESTWARD		MOSCOW BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 36 September 28, 1958	STATIONS	Mile Post	SECOND CLASS
	379				378
	Mixed				Mixed
	Daily Except Sunday				
BKT VWX	8-00AM	D-R MOSCOW MO	28.1	A 2-00PM	
1	8-20	WHITLOW	20.6	1-10	
		N. P. CROSSING	19.3		
23 WX	8-30	D PULLMAN XN	18.7	1-00	
18	8-45	ALBION	12.7	12-25	
19	8-55	SHAWNEE	9.7	12-10PM	
JMWXY	A 9-20AM	D-R COLFAX CA	0.0	11-30AM	
		(28.1)			
	(1.20)	..... Thru Time		(2.30)	
	21.1	Average speed per hour		11.2	

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 36 September 28, 1958	STATIONS	Mile Post	SECOND CLASS
	391				392
	Mixed				Mixed
	Monday Wednesday Thursday Saturday				
JWXY	12-45PM	D-R LA CROSSE JA	0.0	A 6-40AM	
11 X		HOOPER	14.7		
32 JPXY	A 1-25PM	N-R HOOPER JCT. HR	15.7	6-00AM	
34		WASHTUCNA	23.5		
21 V		D KAHLOTUS HO	37.4		
18 XY		R CONNELL	52.9		
		(52.9)			
	(0.40)	..... Thru Time		(0.40)	
	23.6	Average speed per hour		23.6	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392, No. 382 and No. 388 on Spokane-Tekoa Branch, and except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule S-72.

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

No. 391 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 391 La Crosse to Hooper Jct.

No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.

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

WESTWARD				TEKOA-AYER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 36 September 28, 1958	Mile Post	SECOND CLASS					
	355 Freight	391 Mixed	Daily Except Saturday			392 Mixed	356 Freight	STATIONS	Mile Post		
										STATIONS	
BPWXYZ				8.30AM	DN-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					D	N. P. CROSSING		103.4			
38 VWX					D	GARFIELD	GR	95.1	10.00		
32 JMWXY					D	ELBERTON		89.7	9.45		
M					D-R	COLFAX	CA	77.4	9.25		
14 East Spur X 16 West Spur					D	G. N. CROSSING		77.3			
34					D	CREST		74.9	8.15		
29					D	MOCKONEMA		72.5	8.05		
27					D	DIAMOND		68.5	7.55		
63 BJWXY					D	ENDICOTT	DI	57.9	7.30		
46				D-R	WINONA	WA	52.1	7.15			
26 JWXY				D	BUTTON		48.0	7.05			
42				D-R	LA CROSSE	JA	41.5	6.50AM			
44					JERITA		35.8				
60 JPVXY					HAY		30.2				
M				DN-R	RIPARIA	XS	17.5				
10 JPXY					N. P. CROSSING		17.4				
41 X				R	TUCANNON		12.6	A 6.40PM			
54 X					PATAHA		11.8	6.35			
BJKOPWXY					RIFTON		2.9	6.10			
				DN-R	AYER	JD	0.0	6.00PM			
					(116.1)			Daily Except Sunday	Daily Except Saturday		
	(0.40)	(0.40)	..... Thru Time					(3.50)	(0.40)	
	18.9	25.0	..... Average speed per hour....					19.5	18.9	

WESTWARD				POMEROY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 36 September 28, 1958	Mile Post	SECOND CLASS					
	355 Freight	Daily Except Saturday	STATIONS			356 Freight	STATIONS	Mile Post			
									STATIONS		
35 X	8.30PM	D-R	POMEROY	PY	28.9	A 8.20PM					
25	8.50		ZUMWALT		24.4	8.00					
7	9.10		DODGE		16.3	7.40					
18	9.20		CHARD		14.5	7.30					
8	9.35		JACKSON		11.3	7.20					
18	9.50		DELANEY		7.9	7.10					
JXY	A 10.10PM	D	STARBUCK	SA	0.0	6.50PM					
			(28.9)			Daily Except Saturday					
	(1.40)		..... Thru Time					(1.30)		
	17.3		..... Average speed per hour....					19.3		

WESTWARD				TUCANNON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 36 September 28, 1958	Mile Post	SECOND CLASS					
	355 Freight	Daily Except Saturday	STATIONS			356 Freight	STATIONS	Mile Post			
									STATIONS		
19								9.3			
JXY	10.10PM	D	STARBUCK	SA	3.8	A 6.50PM					
JPXY	A 10.30PM	R	TUCANNON		0.0	6.40PM					
			(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 5-72.

No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.

No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.

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

WESTWARD				PENDLETON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 36 September 28, 1958	Mile Post	SECOND CLASS					
	365 Freight	Daily Except Sunday	STATIONS			366 Freight	STATIONS	Mile Post			
									STATIONS		
27 X								83.0			
23								75.5			
26 JX	11.45AM							71.3	A 9.40AM		
26 X	11.58AM	D	PRESCOTT	SY	66.7	9.28					
21	12.35PM							53.6	8.52		
M								47.2			
BJKOPV WXYZ	A 12.55PM	DN-R	WALLA WALLA	BU	46.1	8.30AM					
M								44.2			
24								39.9			
M								36.3			
39 VX								36.2			
50								26.7			
20								23.4			
66 X								20.9			
20 X								17.2			
41								12.6			
15								10.0			
BJKVWXYZ								0.0			
								(83.0)	Daily Except Sunday		
	(1.10)		..... Thru Time					(1.10)		
	21.6		..... Average speed per hour....					21.6		

WESTWARD				DAYTON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 36 September 28, 1958	Mile Post	SECOND CLASS					
	365 Freight	Daily Except Sunday	STATIONS			366 Freight	STATIONS	Mile Post			
									STATIONS		
29								24.8			
25								22.7			
26 VXY	11.01AM	D	DAYTON	DA	13.1	A 10.15AM					
M								13.0			
M								13.0			
VX	A 11.03AM							12.9	10.13AM		
								(24.8)	Daily Except Sunday		
	(0.44)		..... Thru Time					(0.35)		
	17.9		..... Average speed per hour....					22.5		

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

WESTWARD				WALLACE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 36 September 28, 1958	Mile Post	SECOND CLASS					
	387 Mixed	Daily	STATIONS			388 Mixed	STATIONS	Mile Post			
									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				2.10AM	DN-R	PLUMMER JCT.	WJ	16.2	A 8.45AM		
22 X				2.31		CHATCOLET		22.8	8.24		
X				2.53		HARRISON		30.5	7.59		
43				3.05	D	SPRINGSTON	RC	34.0	7.44		
20				3.40		LANE		45.3	7.09		
33				3.55		ROSE LAKE		49.1	6.59		
30				4.20		CATALDO		57.7	6.24		
6 Y				4.35		ENAVILLE		62.5	6.09		
18				4.40		PINE CREEK		64.1	5.59		
JX						BRADLEY		67.2			
25 BKOWX				A 5.00AM	D-R	KELLOGG-WARDNER	DN	69.2	5.30AM		
31						OSBURN		75.8			
BVWXZ					D-R	WALLACE	WC	80.2			
M						N. P. CROSSING		80.4			
M						N. P. CROSSING		80.6			
JX						WALLACE JCT.		80.7			
5 VX					D	BURKE	B	86.9			
						(90.5)		Daily			
	(3.30)		..... Thru Time					(3.55)		
	19.8		..... Average speed per hour....					17.7		

WESTWARD				SIERRA NEVADA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			Time-Table No. 36 September 28, 1958	Mile Post	SECOND CLASS					
	387 Mixed	Daily	STATIONS			388 Mixed	STATIONS	Mile Post			
									STATIONS		
JX								0.0			
X								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	West	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	18 P	Both	Huntley.....	22.6	2	Both
Cayuse.....(1).....	227.1	25 P	Both	Sunset.....	25.4	30	Both
Thorn Hollow.....	232.1	48 P	Both	Warner.....	45.3	11	Both
North Fork.....	251.4	14 P	Both				
		16 P	West	Moscow Branch			
Third Subdivision				Risbeck.....(6).....	4.5	6	Both
Seufert.....	87.2	58 P	West	Parvin.....(6).....	7.8	8	Both
Fourth Subdivision				Armstrong.....(6).....	15.7	3 W {M.P. 16.2}	Both
Montavilla.....	5.9	8	Both	Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett.....(1) (2).....	20.3		None	Wacota.....	34.1	4	Both
Latourell.....(1) (2).....	23.9		None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6	P	None	Sulphur.....	46.1	9	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both	Tekoa-Ayer Branch			
Chatfield.....	71.8	20 P	West	Pierson.....	20.1	3	West
Via Kenton				Schreck.....	31.9	14	Both
Champ.....	9.5	7 P	Both	Thera.....(7).....	64.8	15	Both
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
		37	Both	Walters.....	98.6	10	Both
Reynolds.....	20.0	40 P	West	Pomeroy Branch			
		126	West	Houser.....	19.1	1	Both
Sixth Subdivision				Tucannon Branch			
Ice Harbor.....	223.5	23	West	Powers.....	2.7	4	Both
Sheffler.....	242.1	10	West	Pendleton Branch			
Matthews.....	253.3	4	Both	Havana.....	6.9	11	Both
Magallon.....	258.6	5	Both	Bade.....	30.2	13	Both
Teske.....	310.6	2	Both	Barrett.....	33.1	10	Both
Joseph Branch				Prunedale.....	34.2	15	Both
Island City.....(3).....	2.6	12	Both	State Line.....	41.7	10	Both
Conley.....(3).....	5.9	6	Both	Langdon.....	43.6	12	Both
Vincent.....(3).....	40.6	2	East	Russell.....	51.8	11	Both
Sevier.....	56.7	5	West	Hadley.....	56.5	19	Both
Freels.....	75.2	2	West	Berryman.....	59.8	9	Both
Marble.....	75.8	5	Both	Ennis.....	60.9	10	Both
		25	West	Robinson.....	67.6	2	Both
Pilot Rock Branch				McCall.....	69.4	2	Both
McBee.....	2.8	2	East	McKay.....	78.6	6	Both
Lens.....	11.2	4	East	Wallace Branch			
Grass Valley Branch				O'Gara.....(8).....	26.3		None
Sandon.....	15.6	8	Both	Black Lake.....(8).....	38.0		None
Hay Canyon.....	19.2	12	East	Dudley.....(8).....	52.0	12	Both
De Moss.....	23.9	15	West	Smelterville.....(8).....	66.3		None
Erskine.....	31.3	12	Both	Shont.....	72.8	3	Both
Bourbon.....	45.8	9	Both	Polaris.....	74.6	42	East
Grays Harbor Branch				Gem.....	84.1	5 X	Both
Raisch.....	2.6	7	Both	Frisco.....	84.4	7 X	Both
Balch.....(4).....	18.3	18 P	Both	Dorn.....	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam.....(5).....	48.3	10	Both	Ronan.....	19.3	28	West
Boone.....	76.4	1	East				
Flint.....	83.6	18	Both				

(1) Regular stop for No. 11.
 (2) Regular stop for No. 12.
 (3) Flag stop for Nos. 304-305.

(4) Flag stop for Nos. 306-307.
 (5) Flag stop for Nos. 363-364.
 (6) Flag stop for Nos. 378-379.

(7) Flag stop for No. 392.
 (8) 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 steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	70	70	50	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
No. 126, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Motor trains and inspection bus cars.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
No. 126, within yard limits.		40	40	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	On tracks other than main tracks.	15	15	15
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
Diesel freight and road switch locomotives.	65	65	50				
1500 class Diesel road freight locomotives.	50	50	50				
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35				
1800 class Diesel yard locomotives in road service.	50	50	50				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
La Grande Over street crossings within city limits.	20	20	20	Between M.P. 343.6 and 345.1.	45	35	25	Between M.P. 366.3 and 366.5.	70	60	50
				Between M.P. 346.9 and 347.1.	70	60	50	Durkee Between M.P. 370.7 and 371.0.	70	60	50
Union Jct. Between M.P. 302.7 and 307.4.	35	30	20	Quartz Between M.P. 348.4 and 349.8.	30	25	20	Between M.P. 372.8 and 377.1.	35	30	20
Between M.P. 307.4 and 311.8.	45	35	25	Between M.P. 351.1 and 353.9.	40	35	25	Weatherby Between M.P. 378.1 and 382.6.	40	35	25
Between M.P. 311.8 and 314.3.	55	45	25	Between M.P. 354.1 and 354.5.	60	50	25	Between M.P. 382.6 and 383.9.	60	50	40
Between M.P. 315.4 and 319.5.	30	25	20	Pleasant Valley Descending grade, between Quartz and Pleasant Valley.	60	50	25	Lime High line track and connection.			10
Between M.P. 321.3 and 321.6.	70	60	50	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	Between M.P. 384.3 and 385.2.	30	25	20
North Powder				Between M.P. 355.9 and 360.5.	30	25	20	Between M.P. 386.3 and 388.8.	35	30	20
Wing Between M.P. 341.5 and 342.2.	20	20	20	Oxman Between M.P. 362.1 and 363.6.	45	35	20	Between M.P. 388.8 and 389.8.	20	20	20
Baker Over street crossings within city limits.	15	15	15	Between M.P. 364.1 and 364.5.	35	30	20	Huntington			

SECOND SUBDIVISION

Hinkle Between M.P. 188.6 and 191.9.	60	50	40	Pendleton Over Fourth, Main and Third Streets.	12	12	12	Between M.P. 244.0 and 244.7.	40	35	25
				Over other street crossings within city limits.	20	20	20	Between M.P. 245.6 and 246.1.	60	50	40
Echo Over street crossings.	30	30	30	Between M.P. 216.3 and 217.6.	40	35	25	Between M.P. 247.2 and 248.1.	35	30	20
Between M.P. 193.4 and 194.5.	45	35	25	Between M.P. 217.7 and 219.0.	60	50	40	Between M.P. 248.4 and 248.6.	50	40	25
Between M.P. 195.4 and 195.6.	60	50	40	Between M.P. 220.1 and 220.5.	55	45	35	Between M.P. 249.4 and 249.6.	35	30	20
Between M.P. 196.8 and 198.2.	55	45	35	Between M.P. 222.8 and 223.8.	35	30	20	Between M.P. 249.9 and 250.6.	70	60	50
Between M.P. 198.5 and 198.6.	45	35	25					Between M.P. 251.0 and 251.2.	35	30	20
								Between M.P. 251.4 and 251.9.	60	50	40
Nolin Between M.P. 200.6 and 200.9.	60	50	40	Minthorn Between M.P. 226.0 and 226.1.	70	60	50	Between M.P. 252.2 and 257.2.	35	30	20
Between M.P. 201.4 and 201.6.	70	60	50	Between M.P. 227.2 and 231.7.	40	35	25	Huron Between M.P. 257.2 and 282.1, ascending and descending grade.	30	25	20
Between M.P. 202.2 and 204.5.	60	50	40	Between M.P. 232.5 and 233.9.	55	45	35				
Between M.P. 205.9 and 206.3.	70	60	50	Between M.P. 236.0 and 237.9.	35	30	20	Hilgard Between M.P. 282.1 and 283.3.	45	35	25
Between M.P. 206.7 and 206.9.	60	50	40	Between M.P. 238.3 and 240.0.	55	45	35	Between M.P. 283.4 and 288.8.	30	25	20
				Between M.P. 240.1 and 240.2.	30	25	20	Between M.P. 289.8 and 290.5.	20	20	20
Barnhart Between M.P. 208.9 and 210.8.	55	45	35	Between M.P. 240.3 and 240.6.	70	60	45				
				Between M.P. 241.1 and 242.0.	30	25	20	La Grande			
Rieth				Between M.P. 242.5 and 243.2.	60	50	40				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
The Dalles Over street crossings.	12	12	12	Goff Between M.P. 116.2 and 116.4.	70	60	50	Arlington Between M.P. 140.5 and 141.6.	70	60	50
Between M.P. 86.5 and 88.5.	70	60	50	Between M.P. 118.6 and 118.8.	70	60	50	Between M.P. 143.9 and 144.0.	60	50	40
Dune Between M.P. 96.5 and 98.8.	70	60	50	Between M.P. 120.6 and 120.8.	60	50	40	Between M.P. 146.1 and 147.0.	70	60	50
Between M.P. 98.8 and 99.3.	60	50	40	Quinton Between M.P. 123.7 and 123.8.	55	45	35	Willows Between M.P. 147.9 and 148.5.	50	40	30
Miller				Between M.P. 124.0 and 124.8.	70	60	50	Heppner Jct. Between M.P. 149.4 and 154.5.	70	60	50
Biggs Between M.P. 104.7 and 105.2.	70	60	50	Between M.P. 129.2 and 130.0.	70	60	50	Castle			
				Between M.P. 130.4 and 131.0.	60	50	40	Ordnance Between M.P. 181.7 and 182.0.	60	50	40
Rufus Between M.P. 110.1 and 110.5.	70	60	50	Between M.P. 132.7 and 132.8.	70	60	50	Hinkle			
Between M.P. 112.5 and 114.5.	60	50	40	Gilmore Between M.P. 134.7 and 134.8.	70	60	50				
Between M.P. 114.7 and 114.9.	70	60	50	Between M.P. 136.1 and 136.2.	70	60	50				
				Between M.P. 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	Rooster Rock Between M.P. 23.8 and 24.0.	55	45	35	Meno Between M.P. 59.4 and 62.1.	55	45	35
				Between M.P. 24.8 and 25.9.	60	50	40	Hood River Between M.P. 63.1 and 63.2.	45	35	25
East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8	Bridal Veil Between M.P. 27.5 and 29.4.	60	50	40	Between M.P. 64.4 and 66.4.	60	50	40
Between Portland and Albina, over street crossings.	10	10	10	Between M.P. 30.3 and 31.4.	60	50	40	Between M.P. 66.4 and 66.7.	40	35	25
Over Columbia Boulevard, near Peninsula Jct.	25	25	25	Between M.P. 31.7 and 32.8.	70	60	50	Between M.P. 67.1 and 68.4.	60	50	40
Kenton Between Kenton and Troutdale via Fir.	35	35	35	Dodson Between M.P. 35.5 and 37.3.	55	45	35	Between M.P. 68.4 and 70.4.	40	35	25
Bruun Between M.P. 1.0 and 2.7.	35	30	20	Between M.P. 38.2 and 39.9.	60	50	40	Between M.P. 70.4 and 72.7.	55	45	35
Graham Between M.P. 2.7 and 7.6.	50	40	25	Between M.P. 41.4 and 42.4.	35	30	20	Between M.P. 73.7 and 75.1.	60	50	40
Clarnie Between M.P. 10.9 and 12.0.	50	50	40	Between M.P. 42.7 and 42.9.	70	60	50	Between M.P. 75.1 and 75.8.	55	45	35
Between M.P. 13.1 and 13.5.	45	40	30	Cascade Locks Between M.P. 43.3 and 48.7.	55	45	35	Between M.P. 76.3 and 77.0.	60	50	40
Fairview Between M.P. 14.8 and 17.9.	70	60	50	Between M.P. 48.7 and 49.4.	35	30	20	Between M.P. 77.5 and 78.2.	70	60	50
Between M.P. 18.2 and 18.5.	60	50	40	Between M.P. 49.6 and 49.9.	55	45	35	Between M.P. 78.9 and 79.3.	55	45	35
Between M.P. 20.1 and 22.4.	60	50	40	Wyoth Between M.P. 50.4 and 52.3.	60	50	40	Between M.P. 79.3 and 80.1.	70	60	50
				Between M.P. 52.3 and 52.8.	55	45	35	Between M.P. 80.1 and 81.2.	55	45	35
				Between M.P. 53.2 and 54.7.	60	50	40	Crates Between M.P. 81.8 and 82.1.	60	50	40
				Between M.P. 54.7 and 56.0.	35	30	20	Between M.P. 83.0 and 83.5.	45	35	25
				Between M.P. 56.0 and 58.5.	60	50	40	Between M.P. 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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.	
Maximum speed.	70	60	45	Argo Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				Argo Yard All turn-outs.			10	
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10			10	10		Seattle Over Spokane Street crossing.	20	20	20
Reservation On curves between Reservation Tower and Tacoma Jct.	20	20	15		Through interlocking.	30	30			30		
				Between M.P. 180.7 and 180.9.	35	35	25					

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Simmons Between M.P. 242.5 and 243.5.		40	25	Ankeny Between M.P. 294.4 and 294.5.		40	25
Between Wallula and Marengo.		60	45		Between M.P. 244.5 and 244.6.		50		40	Between M.P. 295.4 and 297.0.		50	40
Between Marengo and Spokane.	70	60	45	Between M.P. 246.1 and 246.3.		50	40	Marengo Between M.P. 308.6 and 309.0.	60	50	40
Hinkle East and West legs of wye.		20	20	Between M.P. 240.9 and 247.0.		45	35		Cheney Within city limits.	35	35	35
	Cold Springs Between M.P. 200.7 and 201.0.		50	40	Scott Between M.P. 252.8 and 253.0.		45	35		Over street crossings.	15
Juniper Between M.P. 209.2 and 211.7.		40	30	Between M.P. 250.9 and 257.1.		45	35	Between M.P. 352.8 and 353.5.	55	45	35
	Wallula Jct. West leg of wye.		15	15	Ruxby Between M.P. 260.3 and 260.5.		50	40	Between M.P. 354.0 and 363.8 on curves.	60	50	35
Wallula Between M.P. 214.6 and 215.5 over manual switches.		20	20	Chew Between M.P. 268.2 and 269.3.		30	30	Between M.P. 364.2 and 364.4.	45	35	25
	Between M.P. 217.2 and 217.4.		45		35	Between M.P. 271.5 and 272.5.		25	15	Between M.P. 364.7 and 364.9.	55	45	35
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.		45	35	Between M.P. 365.1 and 366.2.	25	25	15
Humorist Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.		40	25	Between M.P. 366.5 and 367.1.	45	35	25
	Ash Between M.P. 226.8 and 227.0.		50	40	Between M.P. 277.9 and 279.4.		45	35	Over Bridge 367.13.	10	10	10
Between M.P. 228.1 and 229.9.		35	25	Park Between M.P. 280.0 and 281.6.		40	25	Spokane Through Union Station limits.	15	15	15
Between M.P. 230.8 and 232.3.		45	35		Between M.P. 281.9 and 282.2.		50		40	Union Station over slip switches.	10
Page Between M.P. 233.0 and 233.4.		50	40	Hooper Jct. Between M.P. 280.1 and 286.5.		50	40				
	Between M.P. 234.0 and 235.6.		35		25	Between M.P. 290.6 and 291.1.		50	40		
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 291.9 and 292.3.		25	25				
Between M.P. 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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Melbourne Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20		3-degree curves.		20		20	Between M.P. 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 M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		20	20	Aberdeen Within city limits.		20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.		5	5
Pilot Rock Branch Maximum speed.		15	15	Olympia Branch Maximum speed.		20	20	Over other street crossings.		10	10
Umatilla Branch Maximum speed.		40	40	Olympia Within city limits.		10	10	Yakima Branch Maximum speed. Between Wallula and Villard Jct.		60	50
Hinkle Between M.P. 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 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	Centralia Between M.P. 1.0 and 1.3.		10	10	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	Blakeslee Jct. Between M.P. 4.3 and 4.7.		20	20	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	Galvin Between M.P. 5.1 and 5.7.		15	15	Villard Jct. Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	Between M.P. 6.5 and 6.8.		10	10	Bridge 7.44.		25	15
Umatilla On wye.		10	10	Between M.P. 7.1 and 7.5.		20	20	Kennewick Over street crossings.		8	8
Irrigon				Between M.P. 10.1 and 10.3.		20	20	Between M.P. 35.6 and 35.9.		45	35
Heppner Branch Maximum speed.		25	25	Between M.P. 11.9 and 12.1.		15	15	Benton City Within city limits.		40	30
3-degree curves.		20	20	Independence Between M.P. 14.7 and 15.2.		10	10	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 16.7 and 16.9.		20	20	Grandview Within city limits.		30	30
On curves of 6 degrees and over.		10	10	Between M.P. 18.5 and 19.8.		15	15	Granger Over street crossings.		30	30
Condon Branch Maximum speed.		25	25	South Elma Between M.P. 32.8 and 33.8.		15	15	Zillah Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 34.4 and 34.6.		10	10	Donald Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over N. P. Crossing and between home signals governing crossing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 36.1 and 36.3.		15	15	Yakima Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 37.5 and 38.2.		20	20	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

BRANCHES (Continued)

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

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.		30	30	Between M.P. 23.1 and 23.6.		35	25	Elberton Within city limits.		25	25
Between Hooper Jct. and Connell.		20	20	Between M.P. 23.6 and 23.7.		30	20	Between M.P. 90.7 and 91.9.		20	20
On 5- and 6-degree curves.		25	25	Between M.P. 24.5 and 25.0.		35	25	Between M.P. 92.4 and 92.9.		25	25
On 7- and 8-degree curves.		20	20	Between M.P. 25.4 and 26.9.		30	25	Garfield Within city limits.		25	25
On 9- and 10-degree curves.		20	20	Between M.P. 27.1 and 27.2.		25	20	Between M.P. 101.1 and 101.5.		25	25
La Crosse Between M.P. 3.4 and 3.6.		25	25	Between M.P. 27.4 and 27.8.		20	20	Between M.P. 102.0 and 102.4.		25	25
Between M.P. 6.6 and 6.8.		25	25	Between M.P. 28.2 and 28.7.		20	20	Farmington Within city limits.		20	20
Between M.P. 7.2 and 7.8.		20	20	Between M.P. 29.7 and 29.9.		45	30	Between M.P. 104.6 and 104.9.		20	20
Between M.P. 9.2 and 9.7.		20	20	Hay Between M.P. 30.4 and 31.1.		35	25	Between M.P. 105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivision.		15	15	Between M.P. 32.0 and 33.8.		25	20	Between M.P. 107.5 and 107.8.		20	20
Through west leg of wye on 16-degree curve.		8	8	Between M.P. 34.2 and 35.2.		20	20	Between M.P. 109.5 and 109.8.		20	20
Tekoa-Ayer Branch Maximum speed.		45	30	Jerita Between M.P. 36.2 and 36.9.		25	20	Between M.P. 111.5 and 111.8.		25	25
Between Tekoa and Colfax, via Garfield.		30	30	Between M.P. 37.8 and 39.3.		25	20	Between M.P. 113.5 and 113.8.		25	25
On 5- and 6-degree curves.		25	25	La Crosse Between M.P. 43.5 and 43.6.		45	30	Between M.P. 115.5 and 115.8.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	Sutton Between M.P. 49.3 and 50.1.		30	20	Tekoa On west leg of wye.		10	10
Between Tucannon and Ayer.		35	25	Endicott Between M.P. 64.9 and 65.2.		35	25	Pomeroy Branch Maximum speed.		25	25
On 4-degree curves.		45	30	Between M.P. 65.4 and 65.6.		45	30	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		35	25	Between M.P. 68.2 and 68.5.		35	25	Tucannon Branch Maximum speed.		25	25
On 7- and 8-degree curves.		25	20	Diamond Between M.P. 68.8 and 69.0.		35	25	On curves of 7 degrees and over.		20	20
On 9- and 10-degree curves.		20	20	Between M.P. 69.9 and 70.1.		35	25	Starbuck Within city limits.		15	15
Tucannon Between M.P. 14.0 and 14.1.		35	25	Mockonema Between M.P. 73.3 and 73.6.		20	20	Between Starbuck and Relief.		12	12
Between M.P. 14.3 and 16.1.		25	25	Between M.P. 74.1 and 74.2.		45	30	Pendleton Branch Maximum speed.		25	25
Between M.P. 17.1 and 17.2.		15	15	Creat Between M.P. 74.9 and 77.2.		25	12	On 7-, 8-, 9- and 10-degree curves.		20	20
Over Snake River Bridge 17.23.		5	5	Colfax Within city limits.		12	12	Between Barrett and Downing, on descending grade.		15	15
Riparia Between M.P. 17.7 and 18.1.		25	20	Between M.P. 78.4 and 78.5.		20	20	Pendleton Over Thompson, Main and Aura Streets.		12	12
Between M.P. 18.6 and 18.8.		35	25	Between M.P. 79.8 and 80.7.		20	20	Over other street crossings within city limits.		20	20
Between M.P. 19.7 and 19.9.		20	20	Between M.P. 81.5 and 82.3.		20	20	Between M.P. 2.5 and 3.0.		20	20
Between M.P. 20.9 and 21.5.		45	30	Between M.P. 82.9 and 83.4.		20	20	Between M.P. 9.5 and 9.8.		20	20
				Between M.P. 83.7 and 84.5.		20	20	Athena Over street crossings.		15	15
				Between M.P. 87.6 and 88.9.		20	20				
				Between M.P. 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.	
Downing Between M.P. 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.		25	25	Lane Between M.P. 47.8 and 48.3.		45	30	
Between M.P. 25.4 and 26.2.		20	20		Between Dayton Jct. and Turner.		15		15	Between M.P. 48.6 and 49.0.		45	30
Blue Mountain Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Rose Lake Between M.P. 50.6 and 51.0.		35	25	
Between M.P. 29.8 and 30.1.		20	20	Bolles Between M.P. 0.4 and 0.6.		20	20	Dudley Between M.P. 53.6 and 54.2.		35	25	
Between M.P. 30.3 and 30.4.		20	20		Dayton Over street crossings west of Touchet River.					Between M.P. 54.5 and 54.9.		35	25
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.			10	10	Cataldo Between M.P. 58.7 and 59.1.		45	30
Between M.P. 32.2 and 32.4.		20	20	Wallace Branch Maximum speed.						Between M.P. 60.0 and 60.2.		20
Between M.P. 32.7 and 32.9.		20	20		Between Plummer Jct. and Chatcolet.		35	20	Between M.P. 62.4 and 63.2.		35	25
Milton-Freewater Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	Kellogg-Wardner Over street crossings.		10	10	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	30	Between M.P. 70.1 and 70.3.		35	25	
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	Between M.P. 70.7 and 70.9.		35	25	
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 71.5 and 71.7.		45	30	
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 72.4 and 72.6.		35	25	
On west leg of wye.		8	8	Plummer Jct. Between M.P. 16.2 and 16.9.		20	20	Between M.P. 73.4 and 73.6.		45	30	
Between M.P. 52.7 and 53.4.		20	20		Between M.P. 17.0 and 18.2.		25	20	Osburn Between M.P. 77.1 and 77.2.		35	25
Valley Grove Between M.P. 64.8 and 64.9.		20	20	Between M.P. 18.5 and 20.3.		25	20	Between M.P. 77.4 and 77.7.		35	25	
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 78.0 and 78.2.		35	25	
Between M.P. 66.1 and 66.3.		20	20	Chatcolet Bridge 23.45.		15	15	Between M.P. 78.6 and 78.7.		25	20	
Bolles Between M.P. 71.7 and 72.5.		20	20	Between M.P. 24.1 and 28.4.		25	20	Wallace Over street crossings.		6	6	
Between M.P. 72.8 and 73.2.		20	20	Springston Between M.P. 34.0 and 34.4.		10	10	Between M.P. 81.4 and 87.3.		20	20	
Between M.P. 74.3 and 76.1.		20	20		Between M.P. 34.5 and 34.7.		45	30	Burke to Wallace, eastward.		10	10
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 34.9 and 35.2.		35	25	Sierra Nevada Branch Maximum speed.			10	
Between M.P. 78.9 and 79.3.		20	20	Between M.P. 38.3 and 38.6.		35	25		Between M.P. 30.6 and 39.8.		45	30
Between M.P. 79.6 and 79.9.		20	20									
Between M.P. 80.8 and 81.2.		20	20									
Alto												

Standard clocks are located as shown below:

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

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

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A))

Rule 6.—The following letters, when placed before the figures of the schedule, indicate:

- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

Rule 6(A).—The following letters, when placed in the columns provided, indicate:

- B—bulletins;
- C—coal;
- D—day operator;
- N—night operator;
- DN—day and night operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- 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 Jct. North Powder... Haines.....	Portland or beyond, Tuesdays only.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	Hinkle or beyond.