



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 37

Effective Sunday
January 11, 1959
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

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.

H. E. SHUMWAY
General Superintendent Transportation

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth 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 Employes 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.
Kenneth O. Brown	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Robt. M. Hansen	Aurist	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
M. H. Johnson	Oculist	Portland, Ore.	W. J. Dierickx	Surgeon	Oregon City, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. P. Bittner	Physician	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. W. Brennan	Surgeon	Pendleton, Ore.
R. L. Olson	Surgeon	Parkrose, Ore.	W. McGowan	Surgeon	Pendleton, Ore.
George A. Pearson	Surgeon	Parkrose, Ore.	E. S. Morgan	Surgeon	Pomeroy, Wash.
Joseph M. Roberts	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	Wm. J. Kelly	Physician	Seattle, Wash.
D. F. Campbell	Surgeon	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	H. E. McConville	Surgeon	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
O. Palmer McKim	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	R. H. Humphreys	Surgeon	Spokane, Wash.
J. O. Vandevort	Surgeon	Bend, Ore.	H. P. Jacobson	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
Conrad Welts, Jr.	Surgeon	Colfax, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
Albert Will	Surgeon	Elgin, Ore.	Bruce C. McIntyre	Surgeon	St. John, Wash.
S. A. McCool	Surgeon	Elma, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Frank O. Spratt	Surgeon	Grandview, Wash.	Ross D. Wright	Surgeon	Tacoma, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	E. J. Purdy	Surgeon	Tekoa, Wash.
F. B. Bell	Surgeon	Hermiston, Ore.	J. S. Reinschmidt	Surgeon	Tekoa, Wash.
Bruce L. Till	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
H. D. Lewis	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Oscar Stenberg, Jr.	Surgeon	Hood River, Ore.	H. C. Mowery	Surgeon	Wallace, Ida.
Stanley E. Wells	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	G. A. Falkner	Surgeon	Walla Walla, Wash.
O. I. Gibbon	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Walla Walla, Wash.
J. D. Freund	Surgeon	Kennewick, Wash.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD					CONDENSED TIME-TABLE					EASTWARD					
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 37					FIRST CLASS				
19	105	457	17	11		January 11, 1969					20	12	106	458	18
Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily											
	3.15		4.20		0.0	GRANGER			A 7.55					A 11.30	
	6.55		9.30	12.50	213.0	POCATELLO			A 2.30	4.05				6.15	
	7.00		10.15							4.00				8.20	
	9.30		1.50	4.15	373.8	GLENN'S FERRY			11.10	1.35				2.00	
	10.45		3.35	6.10	448.4	BOISE			9.20	12.20				12.15	
	12.45		6.30	9.30	550.1	M.T. HUNTINGTON	M.T.		6.45	10.25				9.40	
	11.45		5.40	8.40	649.7	P.T. HUNTINGTON	P.T.		5.35	9.25				8.30	
	2.06		8.35	11.35	723.9	LA GRANDE			3.00	7.06				5.45	
	4.10		11.00	1.55	841.3	PENDLETON			12.40	4.56				3.05	
	7.30				941.3	SPOKANE		A 6.30							
	9.57				837.4	AYER		4.05							
	11.00				786.3	WALLULA		2.55							
A 11.45	4.56		12.40	3.05	755.3	HINKLE		2.20	11.55	4.21				2.10	
	6.30		3.10	5.40	855.4	THE DALLES			9.50	2.45				11.40	
	A 8.15	9.00	A 5.30	A 8.00	939.5	PORTLAND			7.30	1.00	A 9.15			9.30	
		A 1.00			1122.7	SEATTLE					5.00				
								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
(4.15)	(18.00)	(4.00)	(26.10)	(20.10)				Thru Time	(4.10)	(18.00)	(17.55)	(4.15)	(25.00)		
43.1	52.2	45.8	35.9	36.0				Average speed per hour	44.5	40.3	52.4	45.4	37.6		

WESTWARD					CONDENSED TIME-TABLE					EASTWARD					
FIRST CLASS					Distance from McCammon	Time-Table No. 37					FIRST CLASS				
January 11, 1969						34	36								
						Passenger	Passenger								
					Daily	Daily									
					0.0	McCAMMON	A 6.15	A 3.50							
					22.7	POCATELLO	5.45	3.15							
					73.3	IDAHO FALLS		2.40							
					124.3	ASHTON		1.13							
					160.0	VICTOR									
					180.4	WEST YELLOWSTONE									
					206.0	BUTTE		7.20							
							Daily	Daily							
					(8.10)			(0.30)							
					35.0			45.4							
								33.6							

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. 37 January 11, 1959	Mile Post	FIRST CLASS			SECOND CLASS		
	105	17	11			18	12	106	126		
	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTWXYZ	11.45PM	5.40PM	8.40AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 5.35PM	As 9.25PM	A 5.15AM		
100 P			s 8.50	D LIME BY	384.5	8.05	5.15	9.10			
100 P				WEATHERBY	377.5						
150 PWY			s 9.12	DURKEE	368.9		f 4.50				
100 P				OXMAN	361.7						
138 P			s 9.39	PLEASANT VALLEY	355.4						
WB 91 PY EB 109				ENCINA	351.9						
107 P				QUARTZ	347.3						
WB 109 BKOPW EB 111 XYZ	s 1.00AM	s 7.02	s 10.04	DN BAKER BC	342.0	s 7.00	s 4.10	s 8.05			
106 P				WING	337.6						
106 P			s 10.16	D HAINES KB	331.7		f 3.56				
106 P			s 10.27	D NORTH POWDER HD	322.1		f 3.45				
107 P				SAGO	315.5						
154 PVWY			f 10.41	TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BKOPTWXYZ	A 2.05AM	A 8.25PM	A 11.25AM	DN-R LA GRANDE RA	289.8	5.45AM	3.00PM	7.06PM	2.35AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.20) 42.7	(2.45) 36.2	(2.45) 36.2	..... Thru Time	(2.45) 36.2	(2.35) 38.6	(2.19) 42.9	(2.40) 37.4		

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. 37 January 11, 1959	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	11.35AM	2.06AM	DN-R LA GRANDE RA	289.8	A 5.35AM	A 2.50PM	A 7.05PM	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 12.25PM		MEACHAM	265.5						
136 P				HURON	267.7						
120 P				CAMP	264.1						
WB 68 PWY EB 69		12.58		DUNCAN	248.5						
102 P				BONIFER	239.5						
106 PWY		f 1.16		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 1.55	s 4.10	DN PENDLETON FD	215.6	s 3.05	s 12.40PM	s 4.56			
155 JPX		s 2.01		RIETH	212.0						
135 P				BARNHART	208.3						
135 P				NOLIN	198.9						
135 P	f 11.34	s 2.28		D ECHO HI	192.6						
P	f 11.40	s 2.35	4.37	STANFIELD	188.4						
BJKOPWXYZ	A 1.59PM	A 2.55PM	A 4.55AM	DN-R HINKLE UR	184.2	2.10AM	11.55AM	4.21PM	11.15PM		
				(106.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
	(3.24) 31.4	(3.20) 31.7	(2.49) 37.4	..... Thru Time	(3.25) 30.9	(2.55) 36.2	(2.44) 38.6	(3.10) 33.3		

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 9 (A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 37 January 11, 1959		
		151 Time Freight	257 Time Freight		11 Mail and Express	105 Streamliner Passenger	17 Passenger	STATIONS	
		Daily	Daily		Daily	Daily	Daily		
BJKOPWXYZ		9.30 ^{AM}	1.45 ^{AM}		3.05 ^{PM}	4.56 ^{AM}	12.40 ^{AM}	DN-R HINKLE UK	
PW		9.40	1.55		s 3.12		f 12.48	D ORDNANCE RN	
131 P		9.43	1.58		3.15	5.03	12.50	MUNLEY	
131 P		9.51	2.06		3.21	5.08	12.56	CLARKE	
131 P		10.00	2.15		s 3.29	5.13	f 1.14 ¹⁸	DN BOARDMAN BD	
125 P		10.11	2.26		3.51 ¹⁰⁶	5.20	1.24	CASTLE	
14 JP		10.22	2.37		3.59		1.31	N HEPPNER JCT. WI	
138 P		10.25	2.40		4.01	5.27	1.33	WILLOWS	
WB 137 EB 112 BJKPTWX		10.50 ¹²	2.55 ²⁶²		s 4.15 ²⁶⁴	5.35	s 1.42	DN ARLINGTON MX	
130 P		11.15	3.02		4.22	5.39	1.51 ²⁶²	GILMORE	
127 P		11.24	3.09		s 4.29	5.43	1.55	BLALOCK	
129 P		11.33	3.17		4.36	5.48	2.02	QUINTON	
132 P		11.48	3.30		4.44	5.55	2.11	GOFF	
125 P		11.57 ^{AM}	3.39		4.50	6.00	2.18	RUFUS	
130 JPW		12.07 ^{PM}	3.48		f 4.56	6.05	2.24	DN BIGGS BX	
55 P		12.13	3.54		5.01	6.08	2.29	MILLER	
JPV		12.24	4.05		5.08	6.13	2.36	OREGON TRUNK JCT.	
75 P		12.30	4.13		5.12	6.16	2.42	DUNE	
BKOPTWXZ		A 12.40 ^{PM}	A 4.35 ^{AM}		A 5.30 ^{PM}	As 6.30 ^{AM}	A 3.00 ^{AM}	DN-R THE DALLES DK	
		(3.10) 31.1	(2.50) 34.7		(2.25) 40.7	(1.34) 62.8	(2.20) 42.2	(98.4)	

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.

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	
Time-Table No. 37 January 11, 1959		Mile Post	FIRST CLASS			SECOND CLASS			
STATIONS			12 Mail and Express	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Time Freight	
DN-R HINKLE UK	184.2	A 1.45 ^{AM}	A 4.20 ^{PM}	A 1.45 ^{AM}	A 4.40 ^{AM}	A 5.45 ^{PM}	A 1.05 ^{PM}		
D ORDNANCE RN	177.7	s 11.34	4.10	1.29	4.20	5.30	10.53		
MUNLEY	175.8	11.30	4.08	1.27	4.15	5.26	10.51		
CLARKE	170.0	11.25	4.03	1.21	4.03	5.15	10.45		
DN BOARDMAN BD	163.8	s 11.17	3.58	1.14 ¹⁷	3.50	5.03	10.38		
CASTLE	155.7	11.09	3.51 ¹¹	1.06	3.36	4.50	10.29		
N HEPPNER JCT. WI	148.2	11.02	3.44	12.59	3.24	4.38	10.20		
WILLOWS	147.0	11.00	3.43	12.57	3.21	4.35	10.18		
DN ARLINGTON MX	138.5	s 10.50 ¹⁵¹	3.35	12.47	2.55 ²⁵⁷	4.15 ¹¹	10.07		
GILMORE	134.0	10.40	3.31 ²⁰⁴	12.29	1.51 ¹⁷	3.31 ¹⁰⁶	9.59		
BLALOCK	129.3	10.36	3.27	12.25	1.24	2.55	9.53		
QUINTON	123.2	10.30	3.22	12.19	1.12	2.43	9.46		
GOFF	115.0	10.22	3.15	12.12	12.57	2.28	9.37		
RUFUS	109.0	10.16	3.10	12.06	12.46	2.17	9.29		
DN BIGGS BX	103.1	10.11	3.05	12.01 ^{AM}	12.36	2.07	9.23		
MILLER	100.4	10.07	3.01	11.57 ^{PM}	12.30	2.01	9.19		
OREGON TRUNK JCT.	95.1	10.01	2.56	11.51	12.20	1.50	9.12		
DUNE	91.9	9.58	2.53	11.48	12.15	1.45	9.08		
DN-R THE DALLES DK	85.8	9.50 ^{AM}	2.45 ^{PM}	11.40 ^{PM}	12.01 ^{AM}	1.30 ^{PM}	9.00 ^{PM}		
	(98.4)	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday		
		(1.55) 51.3	(1.55) 62.1	(2.05) 47.2	(4.39) 21.2	(4.15) 23.2	(2.05) 47.2		

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.

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						EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 37 January 11, 1959	STATIONS				
		151 Time Freight	257 Time Freight	11 Mail and Express	105 Streamliner Passenger	17 Passenger						
		Daily	Daily	Daily	Daily	Daily						
BKOPTWXZ		1.00PM	5.05AM		5.40PM	6.30AM	3.10AM	DN-R THE DALLES DK } DOUBLE TRACK 4.1 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 5.0 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 BX 1.1 EAST PORTLAND } 0.5 DN-R PORTLAND P-VC VIA GRAHAM (85.8) VIA KENTON (92.2)				
P		1.10	5.15		5.45	6.34	3.16					
131 P		1.20	5.25		5.51	6.40	3.22					
128 P		1.32	5.37		6.00	6.48	3.31					
WB 67 EB 102 PVWX		1.45	5.50		6.15	6.56	3.47					
126 P		2.09 ¹⁰⁶	5.57		6.22	7.01	3.53					
127 P		2.25	6.14		6.33	7.11	4.05					
134 P		2.39	6.27		6.43	7.20	4.15					
117 P		2.47	6.35		6.51	7.25	4.22					
126 P		2.56	6.44		6.58	7.30	4.28					
126 PZ		3.10	6.57		7.06	7.37	4.38					
126 P		3.18	7.05		7.12	7.41	4.43					
51 102 LJP		3.32	7.20		7.25 ¹²⁶	7.48	4.54					
46 P					7.28	7.50	4.59					
48 P		VIA KENTON	VIA KENTON		7.34	7.56 ¹²	5.06					
23 PX					7.40	8.01	5.12					
12 PX					7.45	8.05	5.17					
LJPVXY					7.49	8.08	5.21					
46 P		3.42	7.30									
95 PX		3.52	7.40									
68 BKPXZ		4.15	7.55									
IJVX					VIA GRAHAM	VIA GRAHAM	VIA GRAHAM					
IJPXY												
IJPX		4.30	8.10									
BKOPTWXZ		A 4.55PM	A 8.30AM									
IJPVXY					7.49	8.08	5.21					
BIKPV					A 8.00PM	A 8.15AM	A 5.30AM					

(3.55) (3.25) (2.20) (1.45) (2.20) Thru Time
 23.5 26.1 36.8 49.0 36.8 Average speed per hour

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

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

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.

WESTWARD			FOURTH SUBDIVISION						EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 37 January 11, 1959	STATIONS				
		12 Mail and Express	106 Streamliner Passenger	18 Passenger								
BKOPTWXZ		1.00PM	5.05AM		5.40PM	6.30AM	3.10AM	DN-R THE DALLES DK } DOUBLE TRACK 4.1 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 5.0 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 BX 1.1 EAST PORTLAND } 0.5 DN-R PORTLAND P-VC VIA GRAHAM (85.8) VIA KENTON (92.2)				
P		1.10	5.15		5.45	6.34	3.16					
131 P		1.20	5.25		5.51	6.40	3.22					
128 P		1.32	5.37		6.00	6.48	3.31					
WB 67 EB 102 PVWX		1.45	5.50		6.15	6.56	3.47					
126 P		2.09 ¹⁰⁶	5.57		6.22	7.01	3.53					
127 P		2.25	6.14		6.33	7.11	4.05					
134 P		2.39	6.27		6.43	7.20	4.15					
117 P		2.47	6.35		6.51	7.25	4.22					
126 P		2.56	6.44		6.58	7.30	4.28					
126 PZ		3.10	6.57		7.06	7.37	4.38					
126 P		3.18	7.05		7.12	7.41	4.43					
51 102 LJP		3.32	7.20		7.25 ¹²⁶	7.48	4.54					
46 P					7.28	7.50	4.59					
48 P		VIA KENTON	VIA KENTON		7.34	7.56 ¹²	5.06					
23 PX					7.40	8.01	5.12					
12 PX					7.45	8.05	5.17					
LJPVXY					7.49	8.08	5.21					
46 P		3.42	7.30									
95 PX		3.52	7.40									
68 BKPXZ		4.15	7.55									
IJVX					VIA GRAHAM	VIA GRAHAM	VIA GRAHAM					
IJPXY												
IJPX		4.30	8.10									
BKOPTWXZ		A 4.55PM	A 8.30AM									
IJPVXY					7.49	8.08	5.21					
BIKPV					A 8.00PM	A 8.15AM	A 5.30AM					

(2.15) (1.45) (2.00) (3.15) (2.00) (3.10)
 38.1 49.0 42.9 26.6 42.9 27.3
 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.

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 FIFTH SUBDIVISION

Car Capacity of 81 chairs, etc. See Rule 6 (A), Page 31.	FIRST CLASS						Time-Table No. 37 January 11, 1959	STATIONS
	85 CMSt.P&P Streamliner Passenger		457 Passenger		83 CMSt.P&P Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily		
							PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER	
						9.00 AM		
						9.16		
						A 9.21 AM		

BETWEEN PORTLAND AND NORTH PORTLAND JCT., TRAINS EXCEPT NO. 457 AND NO. 458 WILL BE GOVERNED BY FOURTH SUBDIVISION TIME-TABLE.

NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND & SEATTLE RY., VIA WILLBRIDGE AND WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY., BETWEEN PORTLAND AND NORTH PORTLAND JCT.

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

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

							N. P. CROSSING		
							1.2		
							N. P. CROSSING		
							0.1		
							N. P. CROSSING		
							0.3		
IJX						12.09 PM	DN RESERVATION	RN	
IJPX						A 12.11 PM	DN TACOMA JCT.	JN	

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

							N. P. CROSSING				
							1.2				
							N. P. CROSSING				
							0.1				
							N. P. CROSSING				
							0.3				
23 67 IPVX						12.42 PM	DN-R BLACK RIVER	BI			
							0.0				
							C. M. St. P. & P. & P. C. CROSSING				
							0.3				
BIJKOP TVWXYZ						3.03 PM	DN-R ARGO	G			
						12.50	3.1				
BKPWXZ						A 3.15 PM	DN-R SEATTLE	OW			
						A 1.00 PM					
						A 8.15 AM					
							(0.12)	(4.00)	(0.19) Thru Time	
							15.5	45.8	9.8 Average speed per hour	

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On Fifth Subdivision, Rule D-97 is in effect.
Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.

WESTWARD		THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD	
		691	681			690	692
		5.15 PM	6.00 AM			A 4.00 AM	A 5.30 AM
		A 3.30 AM	A 8.00 PM	ALBINA		7.30 PM	10.00 PM
				ARGO			

FIFTH SUBDIVISION EASTWARD

Time-Table No. 37 January 11, 1959	Mile Post	FIRST CLASS					
		82 CMSt.P&P Streamliner Passenger		84 CMSt.P&P Streamliner Passenger		458 Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily
PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.9 VANCOUVER	0.0						A 9.15 PM
	6.8						8.55
	8.7						8.51 PM

BETWEEN PORTLAND AND NORTH PORTLAND JCT., TRAINS EXCEPT NO. 457 AND NO. 458 WILL BE GOVERNED BY FOURTH SUBDIVISION TIME-TABLE.

NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND & SEATTLE RY., VIA WILLBRIDGE AND WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY., BETWEEN PORTLAND AND NORTH PORTLAND JCT.

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

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

							N. P. CROSSING		
							1.2		
							N. P. CROSSING		
							0.1		
							N. P. CROSSING		
							0.3		
							DN RESERVATION	RN	
							0.7		
							DN TACOMA JCT.	JN	
							145.2		
							146.4		
							146.5		
							146.8		A 5.52 PM
							147.5		5.50 PM

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

							N. P. CROSSING				
							1.2				
							N. P. CROSSING				
							0.1				
							N. P. CROSSING				
							0.3				
							DN-R BLACK RIVER	BI			
							0.0				
							C. M. St. P. & P. & P. C. CROSSING				
							0.3				
							DN-R ARGO	G			
							3.1				
							DN-R SEATTLE	OW			
							173.8			A 5.15 PM	
							173.8				
							180.1	A 8.38 AM	A 3.38 PM	5.07	
							183.2	8.30 AM	3.30 PM	5.00 PM	
							(183.2)	Daily	Daily	Daily	
							(0.08)	(0.08)	(4.18) Thru Time	
							23.3	23.3	45.4 Average speed per hour	

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On Fifth Subdivision, Rule D-97 is in effect.
Rules 261 to 264 inclusive apply between Tacoma Jct. and Reservation.

WESTWARD		SIXTH SUBDIVISION				FIRST CLASS		Time-Table No. 37 January 11, 1959		STATIONS	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS						
	391	361	151	363	19	97					
	Mixed	Freight	Freight	Mixed	Passenger	CM St. P & P Streamliner Passenger					
	Monday Wednesday Thursday Saturday	Daily Except Sunday	Daily	Daily	Daily	Daily					
BKPVX			10.15 ^{PM}			7.30 ^{PM}	12.01 ^{AM}	DN-R	SPOKANE	DS AU	DOUBLE TRACK
PX			10.35 ⁹⁸			7.34	12.06		WEST SPOKANE		
48 P			10.45			7.38	12.10		COWLES		
53 P			10.55			7.43	12.15		MARSHALL		
103 PX			11.10			7.52	12.25	N	CHENEY	CY	
51 P			11.20			7.58	12.31		GEIB		
52 P			11.30			8.05	12.38		MASON		
53 PW			11.45			8.13	12.47		CROSKEY		
109 P			11.55 ^{PM}			8.18	12.52		WELLS		
52 P			12.05 ^{AM}			8.25	1.00		PALM LAKE		
44 P			12.15			8.31	1.06		ASHBY		
52 P			12.23			8.36	1.11		EMDEN		
75 JPVWXY			12.33			8.45	1.21 ^{AM}	DN-R	MARENGO	RA	
52 P			12.41			8.51			THAVIS		
63 P			12.48			8.56			MACK		
51 P			12.56			9.01			ANKENY		
38 JPY		1.30 ^{PM}	1.11			9.12		N-R	HOOPER JCT.	HR	
53 P		1.40	1.21			9.19			PARK		
146 P		1.52	1.33			9.28			JOSO		
73 P		2.10	1.48			9.36			CHEW		
BJKOPWXY		A 2.25 ^{PM}	2.15			9.57		DN-R	AYER	JD	
96 P			2.29			10.05			RUXBY		
96 P			2.40			10.14			SCOTT		
46 P			2.50			10.21			WALKER		
96 P			2.56			10.25			SIMMONS		
96 PW			3.21 ²⁰			10.36			PAGE		
95 P			3.40			10.45			ASH		
94 P			3.50			10.51			HUMORIST		
157 JPVWXY			7.25 ^{AM}	4.05	2.55 ⁹⁰	11.00		DN-R	WALLULA	JN	
JPVXY			7.30	4.10	3.00	11.03			WALLULA JCT.		
157 P			7.47	4.26	3.20	11.15			JUNIPER		
159 P			8.05	4.39	3.40	11.26			COLD SPRINGS		
BJKOPWXYZ		A 8.30 ^{AM}	A 5.00 ^{AM}	A 4.00 ^{AM}		A 1.45 ^{PM}		DN-R	HINKLE	UK	
									(186.0)		

..... Thru Time (0.55) (1.05) (6.45) (1.06) (4.15) (1.20)
 Average speed per hour 23.3 28.6 27.5 28.6 43.1 45.8

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				FIRST CLASS		Time-Table No. 37 January 11, 1959		STATIONS	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS						
	362	392	298	364	20	98					
	Freight	Mixed	Freight	Mixed	Passenger	CM St. P & P Streamliner Passenger					
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily					
							367.3	A 6.30 ^{AM}	A 10.55 ^{PM}		
							365.6	6.23	10.35 ¹⁵¹		
							362.0	6.17	10.31		
							357.8	6.11	10.26		
							350.5	6.02	10.17		
							345.3	5.55	10.11		
							340.3	5.48	10.06		
							332.9	5.39	9.58		
							328.9	5.34	9.54		
							322.3	5.26	9.47		
							317.1	5.19	9.42		
							312.9	5.14	9.37		
							308.2	5.05	9.30 ^{PM}		
							301.4	4.55			
							297.0	4.50			
							292.8	4.44			
							284.9	4.35	A 6.00 ^{AM}	1.22	
							279.3	4.28	5.40	1.12	
							273.1	4.19	5.25	1.00	
							267.3	4.10	5.10	12.45	
							263.5	4.05	5.00 ^{AM}	12.35	
							257.5	3.51		12.22	
							249.7	3.42		12.11	
							243.8	3.34		12.01 ^{PM}	
							240.8	3.31		11.55 ^{AM}	
							233.0	3.21 ¹⁵¹		11.40	
							225.7	3.12		11.25	
							219.7	3.05		11.15	
							215.2	2.55 ³⁶³	A 2.45 ^{AM}	11.00	A 8.05 ^{PM}
							213.5	2.51	2.40	10.55	8.00
							203.2	2.40	2.22	10.35	7.40
							193.4	2.30	2.05	10.20	7.20
							184.2	2.20 ^{AM}	1.45 ^{AM}	10.00 ^{AM}	7.00 ^{PM}
								Daily	Daily	Daily	Daily

..... Thru Time (4.10) (1.20) (6.10) (1.05)
 Average speed per hour 44.5 45.1 31.0 21.5 30.2 28.6

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

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, 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. 37 January 11, 1959	Mile Post	SECOND CLASS	Mile Post	
	305					304
	Mixed					Mixed
STATIONS						
28	WXY	6:30 AM	D-R	JOSEPH J	83.8	
22	X	7:00	D	ENTERPRISE RS	78.0	
39		7:30		LOSTINE	67.8	
27	WXY	8:00	D	WALLOWA WO	60.0	
12		8:35		MINAM	47.1	
40		9:05		LOOKING GLASS	33.8	
32		9:45		GULLING	25.1	
35	WXY	10:05	D	ELGIN GN	20.9	
18		10:30	D	IMBLER BR	12.3	
20		10:50		ALICEL	8.4	
BJKOPT WXYZ AI 1:15 AM DN-R LA GRANDE RA 0.0 6:30 AM						
(4.45) Thru Time (5.38)						
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. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37		
	January 11, 1959					January 11, 1959	January 11, 1959
	STATIONS						
155	JPX	0.0	RIETH	0.0			
22		6.7	SPARKS	6.7			
18	X	14.9	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. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37		
	January 11, 1959					January 11, 1959	January 11, 1959
	STATIONS						
BJKOP WXYZ DN-R HINKLE UK 0.0							
95	P	3.9	HERMISTON MN	3.9			
	PXY	10.1	UMATILLA CS	10.1			
63	P	17.9	IRRIGON	17.9			
(17.9)							

WESTWARD		HEPPNER BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37		
	January 11, 1959					January 11, 1959	January 11, 1959
	STATIONS						
39	PXY	45.2	D-R HEPPNER HR	45.2			
19	P	36.3	LEXINGTON	36.3			
7		31.0	JORDAN	31.0			
15	P	28.3	D IONE ON	28.3			
3		25.2	McNAB	25.2			
13		19.8	MORGAN	19.8			
3		14.5	CECIL	14.5			
19	JPX	0.0	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. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37		
	January 11, 1959					January 11, 1959	January 11, 1959
	STATIONS						
26	PVXY	44.5	D-R CONDON CD	44.5			
22		36.3	GWENDOLEN	36.3			
27		32.3	SPEECE	32.3			
26		28.6	CLEM	28.6			
29	P	24.4	MIKKALO	24.4			
27		19.7	BARNETT	19.7			
11	P	16.0	ROCK CREEK	16.0			
29		7.3	SHUTLER	7.3			
WB 126 BJK DN-R ARLINGTON MX 0.0							
EB 113 PTWX (44.5)							

WESTWARD		GRASS VALLEY BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37		
	January 11, 1959					January 11, 1959	January 11, 1959
	STATIONS						
14	Y	52.5	KENT	52.5			
10		42.5	EAKIN	42.5			
28	PW	38.5	D GRASS VALLEY VY	38.5			
25		27.0	MORO MR	27.0			
16		14.2	KLONDIKE	14.2			
32	P	9.7	D WASCO WA	9.7			
6		5.2	THORNBERRY	5.2			
160	JPWX	0.0	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. 37 January 11, 1959	Mile Post	SECOND CLASS	Mile Post	
	313					314
	Mixed					Mixed
STATIONS						
BKOP VWXYZ 5:00 AM DN-R BEND ND 150.0 A 2:30 PM						

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

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. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37		
	January 11, 1959					January 11, 1959	January 11, 1959
	STATIONS						
JPVXY R EAST OLYMPIA 0.0							
N. P. CROSSING 7.3							
BKPV WXYZ D-R OLYMPIA OA 7.4							
(7.4)							

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

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37 January 11, 1959	Mile Post	SECOND CLASS	Mile Post		
	307					308	306
	Mixed					CMSt. P & P Freight	Mixed
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.

WESTWARD		BLAKESLEE JUNCTION		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37		
	January 11, 1959					January 11, 1959	January 11, 1959
	STATIONS						
JMPVX 2:10 PM BLAKESLEE JUNCTION 2.4 A 8:35 PM							
M N. P. CROSSING 2.4							
M C. M. St. P. & P. CROSSING 2.4							
23 P 2:20 GALVIN 5.0 8:25							
43 JPVX 2:40 12:01 AM HELSING JUNCTION 12.2 A 7:40 PM 8:10							
48 PX 2:45 12:05 N-R INDEPENDENCE ND 13.7 7:20 7:50							
52 P 3:05 12:30 CEDARVILLE 22.2 7:00 7:30							
51 3:20 12:40 LANKNER 26.3 6:45 7:15							
44 P 3:30 12:55 SAGINAW 30.8 6:35 7:05							
5 P 3:35 1:00 SOUTH ELMA 32.5 6:30 7:00							
53 PXY 4:05 1:35 SOUTH MONTESANO 42.4 6:05 6:35							
X SOUTH MONTESANO 42.4							
PVX D MONTESANO MO 43.9							
53 PXY 4:05 1:35 SOUTH MONTESANO 42.4 6:05 6:35							
27 4:10 1:43 MELBOURNE 43.8 5:55 6:25							
32 P 4:20 1:50 PREACHER'S SLOUGH 46.7 5:45 6:15							
53 PXY 4:35 2:05 COSMOPOLIS 51.2 5:30 6:00							
JV SOUTH ABERDEEN JCT. 53.2							
M N. P. CROSSING 53.3							
52 KPVXZ A 4:45 PM A 2:35 AM DN-R ABERDEEN SA 53.9 5:15 PM 5:45 PM							

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							
(3.00) (3.04) Thru Time (2.40) (3.15)							
19.2 14.8 Average speed per hour 17.0 17.6							

WESTWARD		YAKIMA BRANCH					Time-Table No. 37	
		SECOND CLASS					January 11, 1959	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.						907	363	STATIONS
						N. P. Freight	Mixed	
						Daily	Daily	
	BKOPTVWXYZ						9.30 PM	DN-R YAKIMA NY
39	X						9.40	UNION GAP
	MP							N. P. CROSSING
30	P						9.50	PARKER
	M							N. P. CROSSING
32	P						10.00	DONALD
18	PV						10.05	SAWYER
40	PV						10.15	D BUENA BA
74	PVX						10.22	D ZILLAH AH
53	P						10.32	GRANGER
52							10.45	EMERALD
35	JPXY						10.53	R MIDVALE
51	PVX						11.10	DN GRANDVIEW GW
44	P						11.29	NORTH PROSSER
53							11.45 PM	CHAFFEE
42	P						12.01 AM	BENTON CITY
53							12.15	ACTON
51	JPX		7.40 AM	6.20 AM			12.40	R RICHLAND JCT.
55	BKPVWX		A 8.00 AM	6.50			1.20	DN KENNEWICK KN
12	P			7.00			1.35	HEDGES
70	JPV		6.15 PM	7.10	6.35 AM		1.45	VILLARD JCT.
70	JPWX		A 6.45 PM					ATTALIA
157	JPVWXY			A 7.25 AM	A 6.50 AM	A 2.05 AM		DN-R WALLULA JN
								(98.6)
			(0.20)	(0.05)	(0.15)	(4.35)		Thru Time
			19.2	18.1	28.0	21.0		Average speed per hour

WESTWARD		SUNNYSIDE BRANCH		Time Table No. 37	
				January 11, 1959	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.					STATIONS
	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. 37				
		SECOND CLASS					January 11, 1959				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.						908	362	374	910	364	STATIONS
						N. P. Freight	Freight	N. P. Freight	N. P. Freight	Mixed	
						Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	
	DN-R YAKIMA NY					98.0				A 2.15 AM	
	UNION GAP					94.6				1.55	
	N. P. CROSSING					91.3					
	PARKER					90.8				1.45	
	N. P. CROSSING					89.4					
	DONALD					86.8				1.30	
	SAWYER					84.5				1.20	
D	BUENA BA					81.6				1.10	
D	ZILLAH AH					78.5				12.55	
	GRANGER					73.4				12.25	
	EMERALD					67.2				12.05 AM	
R	MIDVALE					63.6				11.30 PM	
DN	GRANDVIEW GW					57.7				11.10	
	NORTH PROSSER					50.8				10.50	
	CHAFFEE					43.0				10.30	
	BENTON CITY					36.5				10.12	
	ACTON					31.3				9.55	
R	RICHLAND JCT.					19.0	A 5.20 AM	A 5.30 AM		9.25	
DN	KENNEWICK KN					13.2	5.00	5.10 AM		8.52	
	HEDGES					8.7		4.25		8.38	
	VILLARD JCT.					7.0	A 2.35 AM		A 1.50 PM	8.30	
	ATTALIA					0.6	2.15 AM				
	DN-R WALLULA JN					0.0		4.00 AM		1.30 PM	8.15 PM
							Daily	Daily Except Sunday	Daily Except Sunday	Daily	
			(0.20)	(1.20)	(0.20)	(0.20)	(0.00)				
			19.2	14.7	17.4	21.0	10.4				

SUNNYSIDE BRANCH		EASTWARD		Time-Table No. 37	
				January 11, 1959	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.				Mile Post	STATIONS
D	SUNNYSIDE SI			2.8	
					(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		
		SECOND CLASS			FIRST CLASS		Time-Table No. 37 January 11, 1959			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.				381 CMSt.P&P Freight	298 Freight	391 Mixed	387 Mixed	95 CMSt.P&P Streamliner Passenger		
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	STATIONS		
BKPVX			4.10PM					11.05PM	DN-R SPOKANE DS AU 1.9	DOUBLE TRACK
LJPK			4.15					11.10	DN N. P. CROSSING CG 2.5	DOUBLE TRACK
BLJKOP TVWXZ		9.30PM	A 4.25PM	6.00AM	12.30AM			11.15	EAST SPOKANE 2.1	
59 IVX		9.40		6.15	12.40			11.18	DN DISHMAN SP 3.2	
35		9.50		6.25	12.50			11.27 ⁹⁴	CHESTER 6.0	
78		10.05		6.40	1.07			11.40	D MICA MA 2.8	
38		10.15		6.50	1.17			11.45	FREEMAN 3.3	
VX		A 10.30PM		7.05	A 1.30AM			A 1.51PM	DN-R MANITO MU 5.2	
23				7.21					D ROCKFORD RD 3.3	
40				7.32					D DARKNELL G 3.4	
31 VX				7.42					D FAIRFIELD G 8.4	
25				8.05					LATAH 7.2	
BPWXYZ				A 8.20AM					DN-R TEKOA K (49.3)	
		(1.00)	(0.15)	(0.20)	(1.00)	(0.46)	Thru Time.....			
		16.4	17.6	19.2	17.4	28.4	Average speed per hour.....			

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD		WESTWARD		WALLULA BRANCH		EASTWARD	
		SECOND CLASS	Time-Table No. 37				Time-Table No. 37				Mile Post
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		391 Mixed	January 11, 1959				January 11, 1959				Mile Post
		Daily Except Sunday	STATIONS				STATIONS				
14 JPX		8.50AM	SELTICE		48.0	BJKOPVWXYZ	DN-R WALLA WALLA BU 2.0		30.9		
			G. N. CROSSING 8.2		39.8		COLLEGE PLACE 0.2		28.9		
			N. P. CROSSING 0.03		39.7		W. W. V. RY. CROSSING 0.1		28.7		
34 VWX		9.30	D OAKESDALE ON 0.55		39.1		GARRETT 4.6		28.6		
44		10.00	THORNTON 7.9		31.2		WHITMAN 4.7		24.0		
M			G. N. CROSSING 0.5		30.7		LOWDEN 4.3		19.3		
28 WX		10.45	D ST. JOHN SJ 12.4		18.3	120 PX	D TOUCHET CH 7.5		15.0		
27		11.15	WILLADA 6.8		11.5	11	REESE 3.7		7.5		
53		11.45AM	GRAVEL PIT 7.1		4.4	PV	ZANGAR JCT. 3.8		3.8		
63 BJWXY		A 12.01PM	D-R WINONA WA 4.4		0.0	BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.					
		(48.0)				JPVXY	WALLULA JCT. 3.8		0.0		
		(3.11)	Thru Time.....			(30.9)					
		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.

		SPOKANE-TEKOA BRANCH						EASTWARD	
Time-Table No. 37 January 11, 1959		FIRST CLASS		SECOND CLASS					
		94 CMSt.P&P Streamliner Passenger		382 CMSt.P&P Freight	388 Mixed	392 Mixed	151 Freight		
STATIONS		Mile Post							
DN-R SPOKANE DS AU 1.9		165.4	A 11.50PM					A 10.15PM	
DN N. P. CROSSING CG 2.5		163.5	11.40					10.09	
EAST SPOKANE 2.1		161.0	11.35	A 5.15AM	A 10.30AM	A 1.25PM		10.00PM	
DN DISHMAN SP 3.2		158.9	11.32	5.05	10.10	1.10			
CHESTER 6.0		155.7	11.27 ⁹⁵	4.55	10.00	12.55			
D MICA MA 2.8		149.7	11.16	4.33	9.42	12.36			
FREEMAN 3.3		146.9	11.11	4.25	9.35	12.27			
DN-R MANITO MU 5.2		143.6	11.07PM	4.15AM	9.25AM	12.16			
D ROCKFORD RD 3.3		138.4				12.01PM			
DARKNELL G 3.4		135.1				11.50AM			
D FAIRFIELD G 8.4		131.7				11.40			
LATAH 7.2		123.3				11.30			
DN-R TEKOA K (49.3)		116.1				11.01AM			
			Daily	Daily	Daily	Daily Except Sunday	Daily		
		(0.43)	Thru Time.....		(1.00)	(1.05)	(0.94)	(0.15)	
		30.4	Average speed per hour.....		16.4	16.0	18.7	17.6	

WESTWARD		MOSCOW BRANCH		EASTWARD		WESTWARD		CONNELL BRANCH		EASTWARD		
		SECOND CLASS	Time-Table No. 37				SECOND CLASS		Time-Table No. 37		SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		379 Mixed	January 11, 1959				378 Mixed		391 Mixed		392 Mixed	
		Daily Except Sunday	STATIONS				STATIONS		STATIONS		STATIONS	
BKTVWX		8.00AM	D-R MOSCOW MO 7.6		28.1	A 9.00PM	JWXY	12.45PM	D-R LA CROSSE JA 14.7		0.0	A 6.40AM
1		8.20	WHITLOW 1.2		20.6	1.10	11 X		HOOPER 1.0		14.7	
			N. P. CROSSING 0.6		19.3		32 JPXY	A 1.25PM	N-R HOOPER JCT. HR 7.8		15.7	6.00AM
23 WX		8.30	D PULLMAN XN 6.0		18.7	1.00	34		WASHTUCNA 13.9		23.5	
18		8.45	ALBION 3.0		12.7	12.25	31 V		D KAHLOTUS HO 15.5		37.4	
19		8.55	SHAWNEE 9.7		9.7	12.10PM	18 XY		R CONNELL 15.5		52.9	
JMWXY		A 9.20AM	D-R COLFAX CA (28.1)		0.0	11.30AM			(52.9)			Daily Except Sunday
		(1.20)	Thru Time.....		(0.30)	Thru Time.....		(0.40)	Thru Time.....		(0.40)	
		21.1	Average speed per hour.....		11.2	Average speed per hour.....		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. 37		SECOND CLASS				
	355 Freight		January 11, 1959		392 Mixed		356 Freight		
	Daily Except Saturday		STATIONS		Mile Post				
BPWXYZ			8.30AM	DN-R	TEKOA	K	116.1	A 10.40AM	
14 JPX			A 8.45AM	R	SELTICE		110.4	10.30	
32 M			VIA PLEASANT VALLEY BRANCH	D	FAIRMINGTON	FM	104.5	10.20	
38 VWX				D	N. P. CROSSING		103.4		
32 JMWXY				D	N. P. CROSSING		95.4		
14 East Spur X				D	GARFIELD	GR	95.1	10.00	
16 West Spur X				D	ELBERTON		89.7	9.45	
34				D-R	COLFAX	CA	77.4	9.25	
29				D	G. N. CROSSING		77.3		
27				D	CREST		74.9	8.15	
63 BJWXY				D-R	WINONA	WA	52.1	7.15	
46				D	BUTTON		48.0	7.05	
26 JWXY			A 12.40PM	D-R	LA CROSSE	JA	41.5	6.50AM	
42				D	JERITA		35.8		
44				D	HAY		30.2		
60 JPVXY				D-R	HIPARIA	XS	17.5		
M				D	N. P. CROSSING		17.4		
10 JPXY			10.30PM	R	TUCANNON		12.6	A 6.40PM	
41 X			10.35	D	PATAHA		11.8	6.35	
54 X			11.00	D	HIFTON		2.9	6.10	
BJKOPWXY			A 11.10PM	DN-R	AYER	JD	0.0	6.00PM	
		(0.40)	(0.40)	..... Thru Time		(3.50)	(0.40)	..... Average speed per hour	
		18.9	25.0			19.5	18.9		

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37	Mile Post	SECOND CLASS	
	355 Freight	January 11, 1959		356 Freight	
	Daily Except Saturday	STATIONS		Daily Except Saturday	
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	
		(1.40)		(1.30)	
		17.3	..... Thru Time	19.3	..... Average speed per hour

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37	Mile Post	SECOND CLASS	
	355 Freight	January 11, 1959		356 Freight	
	Daily Except Saturday	STATIONS		Daily Except Saturday	
19		RELIEF	9.3		
JXY	10.10PM	D STARBUCK SA	3.8	A 6.50PM	
JPXY	A 10.30PM	R TUCANNON	0.0	6.40PM	
		(0.20)		(0.10)	
		11.4	..... Thru Time	22.8	..... Average speed per hour
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. 37	Mile Post	SECOND CLASS			
	365 Freight	January 11, 1959		366 Freight			
	Daily Except Sunday	STATIONS		Daily Except Sunday			
27 X		ALTO	83.0				
23		MENOKEN	75.5				
26 JX	11.45AM	BOLLES	71.3	A 9.40AM			
26 X	11.58AM	D PRESCOTT SY	66.7	9.28			
21	12.35PM	VALLEY GROVE	53.6	8.52			
M		N. P. CROSSING	47.2				
BJKOPV WXYZ	A 12.55PM	D-R WALLA WALLA BU	46.1	8.30AM			
M		W. W. V. RY. CROSSING	44.2				
24		SPOFFORD	39.9				
M		W. W. V. RY. CROSSING	36.3				
39 VX		D MILTON-FREEWATER	36.2				
50		BLUE MOUNTAIN	26.7				
20		DOWNING	23.4				
66 X		D WESTON WT	20.9				
20 X		D ATHENA CN	17.2				
41		ADAMS	12.6				
15		BLAKELEY	10.0				
BJKVWXYZ		DN-R PENDLETON FD	0.0				
		(1.10)	..... Thru Time	(1.10)	..... Average speed per hour
		21.6		21.6			

WESTWARD		DAYTON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37	Mile Post	SECOND CLASS	
	365 Freight	January 11, 1959		366 Freight	
	Daily Except Sunday	STATIONS		Daily Except Sunday	
29		TURNER	24.8		
25		WHETSTONE	22.7		
26 VXY	11.01AM	D DAYTON DA	13.1	A 10.15AM	
M		N. P. CROSSING	13.0		
M		N. P. CROSSING	13.0		
VX	A 11.03AM	DAYTON JCT.	12.9	10.13AM	
		(0.44)		(0.35)	
		17.9	..... Thru Time	22.5	..... Average speed per hour

WESTWARD		WALLACE BRANCH				EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37	Mile Post	SECOND CLASS			
	387 Mixed	January 11, 1959		388 Mixed			
	Daily	STATIONS		Daily			
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				
BVWZZ		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				
		(3.30)	..... Thru Time	(3.55)	..... Average speed per hour
		19.8		17.7			

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37	Mile Post	SECOND CLASS	
	387 Mixed	January 11, 1959		388 Mixed	
	Daily	STATIONS		Daily	
JX		BRADLEY	0.0		
X		END OF TRACK	2.0		
		(2.0)			
This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.					
Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.—See Rule 5-72.					
For stations not shown on schedule pages, see page 22.					

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	East	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	18 P	Both	Huntley.....	22.6	2	Both
Cayuse.....(1).....	227.1	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				
Chatfield.....	71.8	20 P	West	Tekoa-Ayer Branch			
Via Kenton				Pierson.....	20.1	3	West
Champ.....	9.5	7 P	Both	Schreck.....	31.9	14	Both
Ward.....	14.2	6	Both	Thera.....(7).....	64.8	15	Both
		37	Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0	40 P	West	Walters.....	98.6	10	Both
		126	West	Pomeroy Branch			
Sixth Subdivision				Houser.....	19.1	1	Both
Ice Harbor.....	223.5	23	West	Tucannon Branch			
Sheffler.....	242.1	10	West	Powers.....	2.7	4	Both
Matthews.....	253.3	4	Both	Pendleton Branch			
Magallon.....	258.6	5	Both	Havana.....	6.9	11	Both
Teske.....	310.6	2	Both	Bade.....	30.2	13	Both
Joseph Branch				Barrett.....	33.1	10	Both
Island City.....(3).....	2.6	12	Both	Prunedale.....	34.2	15	Both
Conley.....(3).....	5.9	6	Both	State Line.....	41.7	10	Both
Vincent.....(3).....	40.6	2	East	Langdon.....	43.6	12	Both
Sevier.....	56.7	5	West	Russell.....	51.8	11	Both
Freels.....	75.2	2	West	Hadley.....	56.5	19	Both
Marble.....	75.8	5	Both	Berryman.....	59.8	9	Both
		25	West	Ennis.....	60.9	10	Both
Pilot Rock Branch				Robinson.....	67.6	2	Both
McBee.....	2.8	2	East	McCall.....	69.4	2	Both
Lens.....	11.2	4	East	McKay.....	78.6	6	Both
Grass Valley Branch				Wallace Branch			
Sandon.....	15.6	8	Both	O'Gara.....(8).....	26.3	.....	None
Hay Canyon.....	19.2	12	East	Black Lake.....(8).....	38.0	.....	None
De Moss.....	23.9	15	West	Dudley.....(8).....	52.0	12	Both
Erskine.....	31.3	12	Both	Smelterville.....(8).....	66.3	.....	None
Bourbon.....	45.8	9	Both	Shont.....	72.8	3	Both
		8	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 "Frnt." —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 "Frnt." 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.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
No. 126, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	With side rods and main rods in place.			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.		60		Trains handling scale test cars: On main line. On branch lines.			30 25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
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	When using No. 14 turn-outs.	25	20	20
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50	When using other cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel freight and road switch locomotives.	65	65	50	On tracks other than main tracks.	15	15	15
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
1800 class Diesel yard locomotives in road service.	50	50	50				
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				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Maximum speed.	70	60	45	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 Mile Posts— 180.7 and 180.9.	35	35	25				

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Wallula.	70	70	50	Between Mile Posts— Simmons 242.5 and 243.5.			40	25	Between Mile Posts— Ankeny 294.4 and 294.5.			40	25
Between Wallula and Marengo.		60	45	244.5 and 244.6.		50	40		295.4 and 297.0.			50	40
Between Marengo and Spokane.	70	60	45	246.1 and 246.3.		50	40						
Hinkle East and West legs of wye.		20	20	246.9 and 247.0.		45	35		Marengo 308.6 and 309.0.	60	50	40	
Between Mile Posts— Cold Springs 200.7 and 201.0.		50	40	Scott 252.8 and 253.0.		45	35		Cheney Within city limits.	35	35	35	
Juniper 209.2 and 211.7.		40	30	256.9 and 257.1.		45	35		Over street crossings.	15	15	15	
Wallula Jct. West leg of wye.		15	15	Ruxby 260.3 and 260.5.		50	40		Between Mile Posts— 352.8 and 353.5.	55	45	35	
Between Mile Posts— Wallula 214.6 and 215.5 over manual switches.		20	20	Chew 268.2 and 269.3.		30	30		354.0 and 363.8 on curves.	60	50	35	
Between Mile Posts— 217.2 and 217.4.		45	35	271.5 and 272.5.		25	15		364.2 and 364.4.	45	35	25	
219.1 and 219.5.		50	40	272.7 and 273.2.		45	35		364.7 and 364.9.	55	45	35	
Humorist 224.2 and 224.5.		50	40	275.1 and 276.9.		40	25		365.1 and 366.2.	25	25	15	
Ash 226.8 and 227.0.		50	40	277.9 and 279.4.		45	35		366.5 and 367.1.	45	35	25	
228.1 and 229.9.		35	25	Park 280.0 and 281.6.		40	25		Over Bridge 367.13.	10	10	10	
230.8 and 232.3.		45	35	281.9 and 282.2.		50	40						
Page 233.0 and 233.4.		50	40	Hooper Jct. 286.1 and 286.5.		50	40		Spokane Through Union Station limits.	15	15	15	
234.0 and 235.6.		35	25	290.6 and 291.1.		50	40		Union Station over slip switches.	10	10	10	
236.3 and 238.1.		35	25	291.9 and 292.3.		25	25						
239.0 and 239.8.		50	40										

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.	
Joseph Branch Maximum speed.		30	30	Grass Valley Branch Maximum speed.		25	25	Between Mile Posts— Melbourne 44.3 and 45.5.			15	15
3-degree curves.		20	20	3-degree curves.		20	20	46.3 and 46.8.			20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	Cosmopolis Within city limits.			15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits				8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between Mile Posts— 53.5 and 53.7.			10	10
Between Mile Posts— 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thorn- berry.		20	20	Aberdeen Within city limits.			20	20
72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.			5	5
Pilot Rock Branch Maximum speed.		15	15	Olympia Branch Maximum speed.		20	20	Over other street crossings.			10	10
Umatilla Branch Maximum speed.		40	40	Olympia Within city limits.		10	10	Yakima Branch Maximum speed. Between Wallula and Villard Jct.			60	50
Between Mile Posts— Hinkle 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.			50	35
2.3 and 3.7.		20	20	On curves of 6 degrees and over.		10	10	Between M.P. 70 and Yakima.			45	30
Hermiston Standard and Union Oil spurs.			6	Grays Harbor Branch Maximum speed.		30	30	With pile driver 0321.				15
On house track west of McNaught Warehouse.			6	Between Mile Posts— Centralia 1.0 and 1.3.		10	10	On 4-degree curves.			45	35
Over road crossing east end of depot.		15	15	Blakeslee Jct. 4.3 and 4.7.		20	20	On 5- and 6-degree curves.			35	25
Between Mile Posts— 5.9 and 6.0.		35	35	Galvin 5.1 and 5.7.		15	15	Between Mile Posts— Villard Jct. 7.1 and 7.4.			30	30
9.4 and 11.2.		25	25	6.5 and 6.8.		10	10	Bridge 7.44.			25	15
Umatilla On wye.		10	10	7.1 and 7.5.		20	20	Kennewick Over street crossings.			8	8
Heppner Branch Maximum speed.		25	25	10.1 and 10.3.		20	20	Between Mile Posts— 35.6 and 35.9.			45	35
3-degree curves.		20	20	11.9 and 12.1.		15	15	Benton City Within city limits.			40	30
4- and 5-degree curves.		15	15	Independence 14.7 and 15.2.		10	10	Between Mile Posts— 37.5 and 38.5.			20	15
On curves of 6 degrees and over.		10	10	16.7 and 16.9.		20	20	Grandview Within city limits.			30	30
Condon Branch Maximum speed.		25	25	18.5 and 19.8.		15	15	Granger Over street crossings.			30	30
3-degree curves.		20	20	South Elma 32.8 and 33.8.		15	15	Zillah Over street crossings.			25	15
4- and 5-degree curves.		15	15	34.4 and 34.6.		10	10	Donald Yakima River Bridge 89.35, through gauntlet track.			15	15
On curves of 6 degrees and over.		10	10	35.0 and 35.4.		15	15	Over N. P. Crossing and between home signals governing cross- ing.			20	20
On descending grades between Speece and Mikkalo.		15	15	36.1 and 36.3.		15	15					
On descending grades between Barnett and Rock Creek.		15	15	37.5 and 38.2.		20	20					
				38.5 and 39.7.		15	15					
				41.5 and 42.3.		15	15					

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Yakima Over Yakima Ave., and Walnut Street.		6	6	Between Mile Posts— 146.2 and 147.2.	60	50	35	Touchet 18.5 and 18.6.		35	25
Over other street crossings.		10	10	147.3 and 148.8.	45	35	25	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
Sunnyside Branch Maximum speed.		45	30	Mica 150.5 and 153.9.	35	30	20	College Place Within city limits.		30	30
Sunnyside Within city limits.		30	30	154.3 and 154.5.	60	50	25	Moscow Branch Maximum speed.		35	25
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.	70	60	35	154.7 and 155.5.	45	35	25	On 7- and 8-degree curves.		25	20
Between Manito and Tekoa.		45	30	Between Chester and Mica, on descending grade.			25	On 9- and 10-degree curves.		20	20
Tekoa On west leg of wye.		10	10	N. P. Crossing Through interlocking.	15	15	10	Colfax Within city limits.		12	12
Between Mile Posts— 117.2 and 117.5.		20	20	Spokane Over street crossings between N. P. Crossing and city limits.	20	20	20	Between Mile Posts— 1.3 and 3.1.		25	20
118.1 and 118.3.		35	25	Between N. P. Crossing and Mission Ave., on line through old yard.			12	5.6 and 7.5.		25	20
118.5 and 119.7.		25	20	Through tunnel.	15	15	15	8.4 and 8.8.		25	20
120.2 and 121.4.		35	25	Pleasant Valley Branch Maximum speed.			25	Shawnee 9.9 and 10.0.		25	20
121.6 and 121.9.		25	20	G. N. Crossing, M.P. 30.7.			20	10.8 and 11.2.		25	20
122.1 and 122.5.		35	25	On curves of 7 degrees and over.			20	12.2 and 12.5.		25	20
Latah Within city limits.		40	30	Wallula Branch Maximum speed.			35	Albion 13.4 and 13.6.		25	20
Between Mile Posts— 123.4 and 124.5.		20	20	On 5- and 6-degree curves.			35	14.3 and 14.9.		20	20
125.1 and 125.7.		35	25	On 7- and 8-degree curves.			25	17.5 and 17.7.		25	20
127.5 and 128.4.		35	25	On 9- and 10-degree curves.			20	17.9 and 18.0.		25	20
129.6 and 130.6.		35	25	Wallula Jct. West leg of wye.			15	Pullman Within city limits.		15	15
Fairfield Within city limits.		25	25	Between Mile Posts— Zangar Jct. 5.1 and 6.4.			25	Over street crossings.		6	6
Between Mile Posts— 139.3 and 134.6.		25	20	6.7 and 6.8.			25	Between Mile Posts— N. P. Crossing 19.9 and 20.0.		25	20
Darknell 135.3 and 136.3.		35	25	7.0 and 7.1.			20	24.6 and 24.8.		25	20
136.6 and 139.2.		20	20	Reese 7.7 and 8.0.			25	25.2 and 25.4.		25	20
Rockford Within city limits.		20	20	8.2 and 8.4.			35	Moscow Within city limits.		20	20
Between Mile Posts— 141.0 and 141.2.		35	25	8.7 and 9.1.			25	Over street crossings.		12	12
142.6 and 143.2.		25	20	9.5 and 9.7.			25				
Manito 144.4 and 144.6.	60	50	35	10.0 and 10.1.			35				
145.5 and 146.0.		55	45	10.7 and 10.9.			35				
				11.1 and 11.4.			35				
				12.1 and 12.3.			20				
				12.5 and 12.6.			35				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.	
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.		30	30	Between Mile Posts— 23.1 and 23.6.			35	25	Elberton Within city limits.		25	25
On 5- and 6-degree curves.		25	25	23.6 and 23.7.			30	20	Between Mile Posts— 90.7 and 91.9.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	24.5 and 25.0.			35	25	92.4 and 92.9.		25	25
Between Hooper Jct. and Connell.		20	20	25.4 and 26.9.			30	25	Garfield Within city limits.		25	25
Between Mile Posts— La Crosse 3.4 and 3.6.		25	25	27.1 and 27.2.			25	20	Between Mile Posts— 101.1 and 101.5.		25	25
6.6 and 6.8.		25	25	27.4 and 27.8.			20	20	102.0 and 102.4.		25	25
7.2 and 7.8.		20	20	28.2 and 28.7.			20	20	Farmington Within city limits.		20	20
9.2 and 9.7.		20	20	Hay 30.4 and 31.1.			35	25	Between Mile Posts— 104.6 and 104.9.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	32.0 and 33.8.			25	20	105.5 and 105.8.		20	20
Through west leg of wye on 16- degree curve.		8	8	34.2 and 35.2.			20	20	112.2 and 113.1.		25	25
Tekoa-Ayer Branch Maximum speed.		45	30	Jerita 36.2 and 36.9.			25	20	115.6 and 116.0.		20	20
Between Ayer and Tucannon.		35	25	37.8 and 39.3.			25	20	Tekoa On west leg of wye.		10	10
Between Colfax and Tekoa, via Garfield.		30	30	Sutton 49.3 and 50.1.			30	20	Pomeroy Branch Maximum speed.		25	25
On 4-degree curves.		35	25	Endicott 64.9 and 65.2.			35	25	Starbuck Within city limits.		15	15
On 5- and 6-degree curves.		25	25	68.2 and 68.5.			35	25	Tucannon Branch Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	Diamond 68.8 and 69.0.			35	25	On curves of 7 degrees and over.		20	20
Between Mile Posts— Tucannon 14.0 and 14.1.		35	25	69.9 and 70.1.			35	25	Starbuck Within city limits.		15	15
14.3 and 16.1.		25	25	Mockonema 73.3 and 73.6.			20	20	Between Starbuck and Relief.		12	12
17.1 and 17.2.		15	15	Crest 74.9 and 77.2.			25	12	Pendleton Branch Maximum speed.		25	25
Over Snake River Bridge 17.23.		5	5	Colfax Within city limits.			12	12	On 7-, 8-, 9- and 10-degree curves.		20	20
Between Mile Posts— Riparia 17.7 and 18.1.		25	20	Between Mile Posts— 78.4 and 78.5.			20	20	Between Barrett and Downing, on descending grade.		15	15
18.6 and 18.8.		35	25	79.8 and 80.7.			20	20	Pendleton Over Thompson, Main and Aura Streets.		12	12
19.7 and 19.9.		20	20	81.5 and 82.3.			20	20	Over other street crossings within city limits.		20	20
				82.9 and 83.4.			20	20	Between Mile Posts— 2.5 and 3.0.		20	20
				83.7 and 84.5.			20	20	9.5 and 9.8.		20	20
				86.5 and 87.0.			20	20	Athena Over street crossings.		15	15
				87.6 and 88.9.			20	20				
				89.1 and 89.4.			20	20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Between Mile Posts— Downing 24.0 and 24.5.		20	20	Dayton Branch Maximum speed.	25	25	Between Mile Posts— Lane 47.8 and 48.3.		45	30	
25.4 and 26.2.		20	20		Between Dayton Jct. and Turner.	15	15	48.6 and 49.0.		45	30
Blue Mountain 29.0 and 29.4.		20	20		On curves of 7 degrees and over.	20	20	Rose Lake 50.6 and 51.0.		35	25
29.8 and 30.1.		20	20	Between Mile Posts— Bolles 0.4 and 0.6.	20	20	Dudley 53.6 and 54.2.		35	25	
30.3 and 30.4.		20	20		Dayton Over street crossings west of Touchet River.	15	15	54.5 and 54.9.		35	25
31.2 and 31.7.		20	20			Over all other street crossings.	10	10	Cataldo 58.7 and 59.1.		45	30
32.2 and 32.4.		20	20	Wallace Branch Maximum speed.	50	30	60.0 and 60.2.		20	20	
32.7 and 32.9.		20	20		Between Plummer Jct. and Chatcolet.	35	20	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 Mile Posts— 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	70.7 and 70.9.		35	25	
Walla Walla Over street crossings.		12	12	On 7- and 8-degree curves.	25	20	71.5 and 71.7.		45	30	
Within city limits.		20	20	On 9- and 10-degree curves.	20	20	72.4 and 72.6.		35	25	
On west leg of wye.		8	8	Between Mile Posts— Plummer Jct. 16.2 and 16.9.	20	20	73.4 and 73.6.		45	30	
Between Mile Posts— 52.7 and 53.4.		20	20	17.9 and 18.2.	25	20	Osburn 77.1 and 77.2.		35	25	
Valley Grove 64.8 and 64.9.		20	20	18.5 and 20.3.	25	20	77.4 and 77.7.		35	25	
65.5 and 66.0.		20	20	20.7 and 21.5.	25	20	78.0 and 78.2.		35	25	
66.1 and 66.3.		20	20	Chatcolet Bridge 23.45.	15	15	78.6 and 78.7.		25	20	
Bolles 71.7 and 72.5.		20	20	Between Mile Posts— 24.1 and 28.4.	25	20	Wallace Over street crossings.		6	6	
72.8 and 73.2.		20	20	74.3 and 76.1.	20	20	Between Mile Posts— 81.4 and 87.3.		20	20	
74.3 and 76.1.		20	20	Springston 34.0 and 34.4.	10	10	Burke to Wallace, eastward.		10	10	
78.4 and 78.5.		20	20	34.5 and 34.7.	45	30	Sierra-Nevada Branch Maximum speed.		10		
78.9 and 79.3.		20	20	34.9 and 35.2.	35	25					
79.6 and 79.9.		20	20	38.3 and 38.6.	35	25					
80.8 and 81.2.		20	20	39.6 and 39.8.	45	30					
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	Huntington.....	Telegraph Office	.....	Union Station Telegraph Office
Argo.....	Yard Office	Kellogg-Wardner.....	Telegraph Office	Spokane.....	Train Dispatcher's Office
Argo.....	Enginemen's Register Room	Kennebec.....	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.	
18	Any station west of Hinkle.....		Walla Walla or beyond.
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	Hinkle or beyond.