

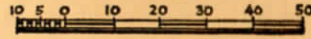


**NORTHWESTERN DISTRICT**

**OREGON DIVISION**

CORRECTED TO APRIL 26, 1959

Scale of Miles



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



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 38**

**Effective Sunday**  
**April 26, 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

**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. E. Haacke, Division Engineer ..... Portland, Ore.  
C. W. Lee, General Roadmaster ..... Portland, Ore.  
L. G. Malzahn, Supt. of Safety and Courtesy ..... Portland, Ore.  
R. L. Hanson, Asst. Supt. of Safety and Courtesy ..... Portland, Ore.

**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 C. 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.	T. B. Lumsden	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	J. E. Carssow	Surgeon	Lewiston, Ida.
M. H. Johnson	Oculist	Portland, Ore.	Wm. P. Marneau	Surgeon	Moscow, Ida.
Alfred J. Kroft	Oculist and Aurist	Portland, Ore.	F. J. Dierickx	Surgeon	Oregon City, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. P. Bittner	Physician	Pendleton, Ore.
R. L. Olsen	Surgeon	Parkrose, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
George A. Peterson	Surgeon	Parkrose, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pomeroy, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	R. J. Welland	Surgeon	Seattle, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
D. F. Campbell	Surgeon	Baker, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	L. Fred Lundy	Surgeon	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	H. E. McConville	Surgeon	Seattle, Wash.
C. Palmer McKim	Surgeon	Baker, Ore.	John M. Shiach	Oculist	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Spokane, Wash.
J. O. Vandeventer	Surgeon	Bend, Ore.	R. H. Humphreys	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	H. P. Jacobson	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Conrad Welts, Jr.	Surgeon	Colefax, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Albert Will	Surgeon	Elgin, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
H. A. McCool	Surgeon	Elma, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Ross D. Wright	Surgeon	Tacoma, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	E. J. Purdy	Surgeon	Tekoa, Wash.
F. B. Holt	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 Stenborg, 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.
C. I. Gibbon	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
O. H. 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. Whitson	Surgeon	Kellogg, Ida.	A. J. Hockett	Surgeon	Wallowa, Ore.
J. D. Freund	Surgeon	Kennewick, Wash.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Schefter	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. 38 April 26, 1969	FIRST CLASS				
19 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	11 Mail and Express			20 Passenger	12 Mail and Express	106 Streamliner Passenger	458 Passenger	18 Passenger
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>					
	<b>3.30</b>		<b>4.45</b>		0.0	GRANGER		A 7.55		A 11.05	
	<b>7.10</b> <del>7.15</del>		<b>9.55</b> <del>10.35</del>	<b>12.50</b>	213.0	POCATELLO		A 2.00	<b>4.05</b> <del>4.00</del>	<b>5.50</b> <del>5.10</del>	
	<b>9.45</b>		<b>2.10</b>	<b>4.15</b>	373.8	GLENN'S FERRY		<b>10.40</b>	<b>1.25</b>	<b>1.50</b>	
	<b>11.00</b>		<b>3.55</b>	<b>6.10</b>	448.4	BOISE		<b>9.05</b>	<b>12.10</b>	<b>12.10</b>	
	1.01		<b>6.50</b>	<b>9.30</b>	550.1	M.T. HUNTINGTON M.T.		<b>6.20</b>	<b>10.25</b>	9.35	
	12.01		<b>6.00</b>	<b>8.40</b>		P.T. HUNTINGTON P.T.		<b>5.10</b>	<b>9.25</b>	8.25	
	2.21		<b>8.55</b>	<b>11.35</b>	649.7	LA GRANDE		<b>2.35</b>	<b>7.06</b>	5.45	
	4.25		<b>11.20</b>	<b>1.55</b>	723.0	PENDLETON		<b>12.20</b>	<b>4.56</b>	3.05	
<b>7.30</b>					941.3	SPOKANE	A 6.30				
<b>9.57</b>					837.4	AYER	4.05				
<b>11.00</b>					786.3	WALLULA	2.55				
A 11.45	5.11		12.45	<b>3.05</b>	755.3	HINKLE	2.20	11.35	<b>4.21</b>	2.10	
	6.45		3.10	<b>5.40</b>	855.4	THE DALLES		9.30	<b>2.45</b>	<b>11.40</b>	
	A 8.30	9.00	A 5.30	<b>8.00</b>	939.6	PORTLAND		7.10	<b>1.00</b>	A 9.15	
		A 1.00			1122.7	SEATTLE				<b>5.00</b>	
						Daily	Daily	Daily	Daily	Daily	
(4.15) 43.1	(18.00) 52.2	(4.00) 45.8	(25.45) 36.5	(20.10) 36.0		..... Thru Time .....	(4.10) 44.5	(17.50) 40.7	(17.55) 52.4	(4.15) 45.4	(24.35) 38.2
						..... Average speed per hour .....					

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from McCammon	Time-Table No. 38 April 26, 1969	FIRST CLASS				
35 Passenger	33 Passenger	47 Passenger	31 Passenger	34 Passenger			36 Passenger	32 Passenger	48 Passenger		
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>					
	<b>11.20</b>	9.15			0.0	MCCAMMON	A 6.05	A 3.35			
	<b>11.50</b> <del>12.20</del>	A 9.45		<b>12.30</b>	22.7	POCATELLO	<b>5.35</b>	<b>3.00</b> <del>2.20</del>	A 1.50		
	1.40			<b>2.45</b>	73.3	IDAHO FALLS		1.03	<b>11.50</b>		
				<b>5.30</b>	124.3	ASHTON			<b>10.05</b>	A 9.55	
				A 7.15	169.0	VICTOR				<b>8.15</b>	
				A 7.30	180.4	WEST YELLOWSTONE			<b>7.30</b>		
A 7.30					285.0	BUTTE		<b>7.20</b>			
						Daily	Daily	Daily	Daily	Daily	
(8.10) 35.0	(0.30) 45.4	(1.45) 26.1	(7.00) 22.5			..... Thru Time .....	(0.30) 45.4	(8.15) 34.6	(6.20) 24.9	(1.40) 27.4	
						..... Average speed per hour .....					

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

**MILEAGE**

Main Line	776.64
Branches	1165.69
<b>Grand Total</b>	<b>1942.33</b>



WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 38 April 26, 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							
BKOPTWXYZ	6.00PM	8.40AM	12.01AM	DN-R HUNTINGTON HU	389.4	A 8.25AM	A 5.10PM	As 9.25PM	A 5.15AM		
100 P		s 8.50		D LIME BY	384.5						
100 P				WEATHERBY	377.5						
150 PWY		s 9.12		DURKEE	368.9		f 4.25				
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 100 BKOPW EB 111 XYZ	s 7.22	s 10.04	s 1.15	DN BAKER BC	342.0	s 7.00	s 3.45	s 8.05			
106 P				WING	337.6						
106 P		s 10.16		D HAINES KB	331.7		f 3.31				
106 P		s 10.27		D NORTH POWDER HD	322.1		f 3.20				
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						
BJKOPTWXYZ	A 8.45PM	A 11.25AM	A 2.20AM	DN-R LA GRANDE RA	289.8	5.45AM	2.35PM	7.06PM	2.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.45) 36.2	(2.45) 36.2	(2.19) 42.9	..... Thru Time .....	(2.40) 37.4	(2.35) 38.6	(2.19) 42.9	(2.45) 36.2	..... Average speed per hour .....		

No. 12 and No. 18 will reduce speed to 35 MPH at North Powder and Haines 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. 38 April 26, 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			8.55PM	11.35AM	2.21AM	DN-R LA GRANDE RA	289.8	A 5.35AM	A 2.25PM	A 7.05PM	A 2.20AM
WB 71 PWY EB 72						HILGARD	282.1				
139 P						MOTANIC	275.6				
P						NORDEEN	272.1				
141 PWXY						KAMELA	271.1				
P						ROSS	268.3				
WB 105 PW EB 102				s 12.25PM		MEACHAM	265.5				
136 P						HURON	257.7				
120 P						CAMP	254.1				
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 11.20	s 1.55	s 4.25	DN PENDLETON FD	215.6	s 3.05	s 12.20PM	s 4.56	
155 JPX				s 2.01		RIETH	212.0				
135 P						BARNHART	208.3				
135 P						NOLIN	198.9				
135 P			f 11.54	s 2.28		D ECHO HI	192.6				
P			f 11.59PM	s 2.35	4.52	STANFIELD	188.4				
BJKOPWXYZ			A 12.15AM	A 2.55PM	A 5.10AM	DN-R HINKLE UK	184.2	2.10AM	11.35AM	4.21PM	11.15PM
						(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday
	(3.20) 31.7	(3.20) 31.7	(2.40) 37.4	..... Thru Time .....	(3.25) 30.9	(2.50) 37.3	(2.44) 38.6	(3.05) 34.2	..... 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**

**Time-Table No. 38**  
April 26, 1959

**SECOND CLASS**

**FIRST CLASS**

**151**  
Time  
Freight

**257**  
Time  
Freight

**11**  
Mail and  
Express

**105**  
Streamliner  
Passenger

**17**  
Passenger

Daily

Daily

Daily

Daily

Daily

**STATIONS**

BJKOPWXYZ			9.20 <sup>AM</sup>	1.45 <sup>AM</sup>		3.05 <sup>PM</sup>	5.11 <sup>AM</sup>	12.45 <sup>AM</sup>
PW			9.30	1.55		3.12		12.53
131 P			9.33	1.58		3.15	5.18	12.55
131 P			9.41	2.06		3.21	5.23	1.00
131 P			9.50	2.15		3.29	5.28	1.14 <sup>18</sup>
125 P			10.01	2.26		3.51 <sup>106</sup>	5.35	1.24
14 JP			10.12	2.37		3.59		1.31
138 P			10.40 <sup>12</sup>	2.40		4.01	5.42	1.33
WB 137 EB 112 BJKPTWX			11.05	2.55 <sup>262</sup>		4.15 <sup>264</sup>	5.50	1.42
130 P			11.15	3.02		4.22	5.54	1.51 <sup>262</sup>
127 P			11.24	3.09		4.29	5.58	1.55
129 P			11.33	3.17		4.36	6.03	2.02
132 P			11.48	3.30		4.44	6.10	2.10
125 P			11.57 <sup>AM</sup>	3.39		4.50	6.15	2.16
130 JPW			12.07 <sup>PM</sup>	3.48		4.56	6.20	2.22
55			12.13	3.54		5.01	6.23	2.27
JPV			12.24	4.05		5.08	6.28	2.33
75 P			12.30	4.13		5.12	6.31	2.37
BKOPTWXZ			12.40 <sup>PM</sup>	4.35 <sup>AM</sup>		5.30 <sup>PM</sup>	6.45 <sup>AM</sup>	3.00 <sup>AM</sup>

DN-R	HINKLE	UK
D	ORDNANCE	RN
	MUNLEY	
	CLARKE	
DN	BOARDMAN	BD
	CASTLE	
N	HEPPNER JCT.	WI
	WILLOWS	
DN	ARLINGTON	MX
	GILMORE	
	BLALOCK	
	QUINTON	
	GOFF	
	RUFUS	
DN	BIGGS	BX
	MILLER	
	OREGON TRUNK JCT.	
	DUNE	
DN-R	THE DALLES	DK

BLOCK SIGNALS

DOUBLE TRACK

(98.4)

(3.20) (2.50) (2.25) (1.34) (2.15) Thru Time.....  
29.5 34.7 40.7 62.8 43.8 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.

- 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.

**THIRD SUBDIVISION**

**EASTWARD**

**Time-Table No. 38**  
April 26, 1959

**FIRST CLASS**

**SECOND CLASS**

**12**  
Mail and  
Express

**106**  
Streamliner  
Passenger

**18**  
Passenger

**262**  
Time  
Freight

**264**  
Time  
Freight

**126**  
Time  
Freight

Daily

Daily

Daily

Daily

Daily

**STATIONS**

DN-R	HINKLE	UK	184.2	A 1.25 <sup>AM</sup>	A 4.20 <sup>PM</sup>	A 1.45 <sup>AM</sup>		A 4.40 <sup>AM</sup>	A 5.45 <sup>PM</sup>	A 1.05 <sup>PM</sup>
D	ORDNANCE	RN	177.7	11.14		1.29		4.20	5.30	10.53
	MUNLEY		175.8	11.10	4.08	1.27		4.15	5.26	10.51
	CLARKE		170.0	11.05	4.03	1.21		4.03	5.15	10.45
DN	BOARDMAN	BD	163.8	10.57	3.58	1.14 <sup>17</sup>		3.50	5.03	10.38
	CASTLE		155.7	10.49	3.51 <sup>11</sup>	1.06		3.36	4.50	10.29
N	HEPPNER JCT.	WI	148.2	10.42	3.44	12.59		3.24	4.38	10.20
	WILLOWS		147.0	10.40 <sup>151</sup>	3.43	12.57		3.21	4.35	10.18
DN	ARLINGTON	MX	138.5	10.30	3.35	12.47		2.55 <sup>257</sup>	4.15 <sup>11</sup>	10.07
	GILMORE		134.0	10.20	3.31 <sup>264</sup>	12.29		1.51 <sup>17</sup>	3.31 <sup>106</sup>	9.59
	BLALOCK		129.3	10.16	3.27	12.25		1.24	2.55	9.53
	QUINTON		123.2	10.10	3.22	12.19		1.12	2.43	9.46
	GOFF		115.0	10.02	3.15	12.12		12.57	2.28	9.37
	RUFUS		109.0	9.56	3.10	12.06		12.46	2.17	9.29
DN	BIGGS	BX	103.1	9.51	3.05	12.01 <sup>AM</sup>		12.36	2.07	9.23
	MILLER		100.4	9.47	3.01	11.57 <sup>PM</sup>		12.30	2.01	9.19
	OREGON TRUNK JCT.		95.1	9.41	2.56	11.51		12.20	1.50	9.12
	DUNE		91.9	9.38	2.53	11.48		12.15	1.45	9.08
DN-R	THE DALLES	DK	85.8	9.30 <sup>AM</sup>	2.45 <sup>PM</sup>	11.40 <sup>PM</sup>		12.01 <sup>AM</sup>	1.30 <sup>PM</sup>	9.00 <sup>PM</sup>

BLOCK SIGNALS

DOUBLE TRACK

(98.4)

(1.55) (1.35) (2.05) (4.39) (4.15) (2.05)  
51.3 62.1 47.2 21.2 23.2 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 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						EASTWARD	
Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 38 April 26, 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	6.45AM	3.10AM	DN-R THE DALLES DK } DOUBLE TRACK CRATES } ROWENA } MOSIER } HOOD RIVER KI } MENO } WYETH } CASCADE LOCKS CJ } BONNEVILLE } DODSON } BRIDAL VEIL JU } ROOSTER ROCK } TROUTDALE SN } FAIRVIEW FA } CLARNIE } GRAHAM } BRUUN } EAST PORTLAND } HEMLOCK } FIR FR } KENTON } NORTH PORTLAND JCT. KD } PENINSULA JCT. } ST. JOHNS JCT. JN } ALBINA BX } EAST PORTLAND } PORTLAND P-VC } VIA GRAHAM (85.8) VIA KENTON (92.2)	
P		1.10	5.15		5.45	6.49	3.16		
131 P		1.20	5.25		5.51	6.55	3.22		
128 P		1.32	5.37		6.00	7.03	3.31		
WB 67 EB 102 PVWX		1.45	5.50		6.15	7.11	3.47		
126 P		2.09 <sup>106</sup>	5.57		6.22	7.16	3.53		
127 P		2.25	6.14		6.33	7.26	4.05		
134 P		2.39	6.27		6.43	7.35	4.15		
117 P		2.47	6.35		6.51	7.40	4.22		
126 P		2.56	6.44		6.58	7.45	4.28		
126 PZ		3.10	6.57		7.06	7.52	4.38		
126 P		3.18	7.05		7.12	7.56 <sup>12</sup>	4.43		
51 102 LJP		3.32	7.20		7.25 <sup>126</sup>	8.03	4.54		
46 P					7.28	8.05	4.59		
48 P		VIA KENTON	VIA KENTON		7.34	8.11	5.06		
23 PX					7.40	8.16	5.12		
12 PX					7.45	8.20	5.17		
LJPVXY					7.49	8.23	5.21		
46 P		3.42	7.30						
95 PX		3.52	7.40						
68 BKPXZ		4.15	7.55						
LJVX					VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
LJPXY									
LJPX		4.30	8.10						
BKOPTWXZ		A 4.55PM	A 8.30AM						
LJPVXY					7.49	8.23	5.21		
BIKPV					A 8.00PM	A 8.30AM	A 5.30AM		

..... 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 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.  
 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 9(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 38 April 26, 1959	STATIONS	
	12 Mail and Express	106 Streamliner Passenger	18 Passenger	264 Time Freight	126 Time Freight	262 Time Freight			
	Daily	Daily	Daily	Daily	Daily	Daily			
								DN-R THE DALLES DK } DOUBLE TRACK CRATES } ROWENA } MOSIER } HOOD RIVER KI } MENO } WYETH } CASCADE LOCKS CJ } BONNEVILLE } DODSON } BRIDAL VEIL JU } ROOSTER ROCK } TROUTDALE SN } FAIRVIEW FA } CLARNIE } GRAHAM } BRUUN } EAST PORTLAND } HEMLOCK } FIR FR } KENTON } NORTH PORTLAND JCT. KD } PENINSULA JCT. } ST. JOHNS JCT. JN } ALBINA BX } EAST PORTLAND } PORTLAND P-VC } 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 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.  
 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		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 38 April 26, 1959	Mile Post	STATIONS	SECOND CLASS
	305 Mixed				304 Mixed
	Daily Except Sunday				
28 WXY	6:30 AM	D-R	83.8	JOSEPH J	12:05 PM
22 X	7:00	D	78.0	ENTERPRISE RS	11:35 AM
39	7:30		67.8	LOSTINE	10:55
27 WXY	8:00	D	60.0	WALLOWA WO	10:35
12	8:40		47.1	MINAM	9:55
40	9:20		33.8	LOOKING GLASS	9:20
32	9:55		25.1	GULLING	7:50
35 WXY	10:35	D	20.9	ELGIN GN	7:40
18	11:01	D	12.3	IMBLER BR	7:01
20	11:15		8.4	ALICEL	6:51
BJKOPT WXYZ	1:40 AM	DN-R	0.0	LA GRANDE RA	6:30 AM
(5.10) Thru Time		(5.35)			
16.2 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. 38	Mile Post	STATIONS	Time-Table No. 38	Mile Post	
	April 26, 1959					April 26, 1959
155 JPX		0.0	RIETH			
22		6.7	SPARKS			
18 X	D	14.9	PILOT ROCK RO			
			(14.9)			

WESTWARD		UMATILLA BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 38	Mile Post	STATIONS	Time-Table No. 38	Mile Post	
	April 26, 1959					April 26, 1959
BJKOPT WXYZ	DN-R	0.0	HINKLE UK			
95 P	D	3.9	HERMISTON MN			
PXY	D	10.1	UMATILLA CS			
63 P		17.9	IRRIGON			
			(17.9)			

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		HEPPNER BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 38	Mile Post	STATIONS	Time-Table No. 38	Mile Post	
	April 26, 1959					April 26, 1959
39 PXY	D-R	45.2	HEPPNER HR			
19 P		36.3	LEXINGTON			
7		31.0	JORDAN			
15 P	D	28.3	IONE ON			
3		25.2	McNAB			
13		19.8	MORGAN			
3		14.5	CECIL			
19 JPX	N-R	0.0	HEPPNER JCT. WI			
			(45.2)			

WESTWARD		CONDON BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 38	Mile Post	STATIONS	Time-Table No. 38	Mile Post	
	April 26, 1959					April 26, 1959
26 PVXY	D-R	44.5	CONDON CD			
22		36.3	GWENDOLEN			
27		32.3	SPEECE			
26		28.6	CLEM			
29 P		24.4	MIKKALO			
27		19.7	BARNETT			
11 P		16.0	ROCK CREEK			
29		7.3	SHUTLER			
WB 126 BJK EB 113 PTWX	DN-R	0.0	ARLINGTON MX			
			(44.5)			

WESTWARD		GRASS VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 38	Mile Post	STATIONS	Time-Table No. 38	Mile Post	
	April 26, 1959					April 26, 1959
14 Y		52.5	KENT			
10		42.5	EAKIN			
28 PW	D	38.5	GRASS VALLEY VY			
25	D	27.0	MORO MR			
16		14.2	KLONDIKE			
32 P	D	9.7	WASCO WA			
6		5.2	THORNBERRY			
160 JPWX	DN-R	0.0	BIGGS BX			
			(52.5)			

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 38 April 26, 1959	Mile Post	STATIONS	SECOND CLASS
	313 Mixed				314 Mixed
	Daily Except Monday				
BKOP VWXYZ	5:00 AM	DN-R	150.0	BEND ND	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. 38	Mile Post	STATIONS	Time-Table No. 38	Mile Post	
	April 26, 1959					April 26, 1959
JPVXY	R	0.0	EAST OLYMPIA			
		7.3	N. P. CROSSING		7.3	
BKPV WXYZ	D-R	7.4	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. 38 April 26, 1959	Mile Post	STATIONS	SECOND CLASS		
	307 Mixed				309 CMSt.P&P Freight	308 CMSt.P&P Freight	306 Mixed
	Daily Except Sunday				Daily Except Sunday		
BJKOPT VWXYZ	2:00 PM	DN-R	0.0	CENTRALIA CN	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. 38	Mile Post	STATIONS	Time-Table No. 38	Mile Post	
	April 26, 1959					April 26, 1959
JMPVX	2:10 PM		BLAKESLEE JUNCTION	2.4	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	7:40 PM	
48 PX	2:45	12:05	N-R INDEPENDENCE ND	13.7	7:20	
52 P	3:05	12:30	CEDARVILLE	22.2	7:00	
51	3:20	12:40	LANKNER	26.3	6:45	
44 P	3:30	12:55	SAGINAW	30.8	6:35	
8 P	3:35	1:00	SOUTH ELMA	32.5	6:30	
53 PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05	
X			SOUTH MONTESANO	42.4		
PVX			D MONTESANO MO	43.9		
53 PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05	
27	4:10	1:43	MELBOURNE	43.8	5:55	
32 P	4:20	1:50	PREACHER'S SLOUGH	46.7	5:45	
53 PX	4:35	2:05	COSMOPOLIS	51.2	5:30	
JV			SOUTH ABERDEEN JCT.	53.2		
M			N. P. CROSSING	53.3		
52 KPVXZ	4:45 PM	2:35 AM	DN-R ABERDEEN SA	53.9	5:15 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.

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



WESTWARD		YAKIMA BRANCH					Time-Table No. 38	
Car Capacity of Sidings, etc. See Rule 6(A), Page 51.	SECOND CLASS					April 26, 1959		
		907 N. P. Freight Daily	373 N. P. Freight Daily Except Sunday	361 Freight Daily Except Sunday	909 N. P. Freight Daily Except Sunday	363 Mixed Daily	STATIONS	
	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	BUENA BA	
74 PVX						10.22	ZILLAH AH	
53 P						10.32	GRANGER	
52						10.45	EMERALD	
35 JPXY						10.53	MIDVALE	
51 PVX						11.10	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	RICHLAND JCT.	
55 BKPVWX			A 8.00 AM	6.50		1.20	KENNEWICK KN	
12 P				7.00		1.35	HEDGES	
70 JPV			6.35 PM	7.10	6.35 AM	1.45	VILLARD JCT.	
70 JPWX			A 6.45 PM				ATTALIA	
157 JPVVXY				A 7.25 AM	A 6.50 AM	A 2.05 AM	WALLULA JN	
							(98.6)	
		(0.30)	(0.20)	(1.05)	(0.15)	(4.35)	..... Thru Time .....	
		19.2	17.4	18.1	28.0	21.0	..... Average speed per hour .....	

WESTWARD		SUNNYSIDE BRANCH		Time Table No. 38		
Car Capacity of Sidings, etc. See Rule 6(A), Page 51.					April 26, 1959	
					STATIONS	
	35 JPXY					R
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. 38	
Car Capacity of Sidings, etc. See Rule 6(A), Page 51.	SECOND CLASS					April 26, 1959		
		908 N. P. Freight Daily	362 Freight Daily Except Sunday	374 N. P. Freight Daily Except Sunday	910 N. P. Freight Daily Except Sunday	364 Mixed Daily	STATIONS	
	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	
BUENA BA						81.6	1.10	
ZILLAH AH						78.5	12.55	
GRANGER						73.4	12.25	
EMERALD						67.2	12.05 AM	
MIDVALE						63.6	11.30 PM	
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	
RICHLAND JCT.			A 5.20 AM	A 6.30 AM		19.0	9.25	
KENNEWICK KN			5.00	6.10 AM		13.2	8.52	
HEDGES			4.25			8.7	8.38	
VILLARD JCT.			A 2.35 AM	4.15	A 1.50 PM	7.0	8.30	
ATTALIA			2.15 AM			0.6		
WALLULA JN				4.00 AM	1.30 PM	0.0	8.15 PM	
			Daily	Daily Except Sunday	Daily Except Sunday		Daily	
		(0.20)	(1.20)	(0.20)	(0.20)	(6.00)		
		19.2	14.7	17.4	21.0	10.4		

SUNNYSIDE BRANCH		EASTWARD		Time-Table No. 38		
Car Capacity of Sidings, etc. See Rule 6(A), Page 51.					April 26, 1959	
					STATIONS	
	R	MIDVALE	0.0			
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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS		Time-Table No. 38		
	381		298		95		April 26, 1959		
	CMSt.P&P Freight	Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger				
	Daily	Daily	Daily Except Sunday	Daily	STATIONS				
BKPVX			4:10 PM			11:05 PM	DN-R SPOKANE DS AU		
IJPX			4:15			11:10	DN N. P. CROSSING CG		
BLJKOP TVWXZ			9:30 PM	4:25 PM	6:00 AM	12:30 AM	EAST SPOKANE		
59 IVX			9:40		6:15	12:40	DN DISHMAN SP		
35			9:50		6:25	12:50	CHESTER		
78			10:05		6:40	1:07	D MICA MA		
38			10:15		6:50	1:17	FREEMAN		
VX			A 10:30 PM		7:05	A 1:30 AM	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 8:20 AM		DN-R TEKOA K		
							(49.3)		
			(1.00)	(0.15)	(3.30)	(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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 38		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 38		Mile Post	
	391		April 26, 1959					April 26, 1959			
	Mixed	Daily Except Sunday	STATIONS					STATIONS			
14 JPX	8:50 AM		SELTICE	48.0	DN-R	WALLA WALLA BU	30.9				
			G. N. CROSSING	39.8		COLLEGE PLACE	28.9				
			N. P. CROSSING	39.7		W. W. V. RY. CROSSING	28.7				
34 VWX	9:30	D	OAKESDALE ON	39.1		GARRETT	28.6				
44	10:00		THORNTON	31.2		WHITMAN	24.0				
M			G. N. CROSSING	30.7		LOWDEN	19.3				
28 WX	10:45	D	ST. JOHN SJ	18.3		TOUCHET CH	15.0				
27	11:15		WILLADA	11.5		REESE	7.5				
53	11:45 AM		GRAVEL PIT	4.4		ZANGAR JCT.	3.8				
63 BJWXY	A 12:01 PM	D-R	WINONA WA	0.0							
			(48.0)								
			(3.11)	Thru Time							
			15.9	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. 38		
	94		382		388		151		
	CMSt.P&P Streamliner Passenger	Freight	Mixed	Mixed	Mixed	Freight			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN-R SPOKANE DS AU	165.4	A 11:50 PM							A 10:15 PM
DN N. P. CROSSING CG	163.5	11:40							10:09
EAST SPOKANE	161.0	11:35	A 5:15 AM	A 10:30 AM	A 1:25 PM	10:00 PM			
DN DISHMAN SP	158.9	11:32	5:05	10:10	1:10				
CHESTER	155.7	11:27	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	11:07 PM	4:15 AM	9:25 AM	12:15				
D ROCKFORD RD	138.4				12:01 PM				
DARKNELL	135.1				11:50 AM				
D FAIRFIELD G	131.7				11:40				
LATAH	123.3				11:30				
DN-R TEKOA K	116.1				11:01 AM				
(49.3)		Daily	Daily	Daily	Daily Except Sunday	Daily			
		(0.43)	(1.00)	(1.05)	(2.24)	(0.15)			
		30.4	16.4	16.0	18.7	17.6			

WESTWARD		MOSCOW BRANCH		EASTWARD		WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 38		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 38	
	379		April 26, 1959					391		April 26, 1959	
	Mixed	Daily Except Sunday	STATIONS					Monday Wednesday Thursday Saturday		STATIONS	
BKTVWX	8:00 AM	D-R	MOSCOW MO	28.1	A 2:00 PM		JWXY	12:45 PM	D-R	LA CROSSE JA	0.0
1	8:20		WHITLOW	20.5	1:10		11 X			HOOPER	14.7
			N. P. CROSSING	19.3			32 JPXY	A 1:25 PM	N-R	HOOPER JCT. HR	15.7
23 WX	8:30	D	PULLMAN XN	18.7	1:00		34			WASHTUCNA	23.5
18	8:45		ALBION	12.7	12:25		31 V		D	KAHLTUS HO	37.4
19	8:55		SHAWNEE	9.7	12:10 PM		18 XY		R	CONNELL	52.9
JMWXY	A 9:20 AM	D-R	COLFAX CA	0.0	11:30 AM					(52.9)	
			(28.1)		Daily Except Sunday						Daily Except Sunday
			(1.20)	Thru Time							(0.40)
			21.1	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. 38		SECOND CLASS		
	355 Freight	391 Mixed	April 26, 1959		392 Mixed	356 Freight	
	Daily Except Saturday	Daily Except Sunday	STATIONS		Mile Post		
BPWXYZ			8:30 AM	DN-R TEKOA K	116.1	A 10:40 AM	
14 JPX			A 8:45 AM	R BELTICE	110.4	10:30	
32			VIA PLEASANT VALLEY BRANCH	D FARMINGTON FM	104.5	10:20	
M				N. P. CROSSING	103.4		
38 VWX				D GARFIELD GR	95.1	10:00	
				ELBERTON	89.7	9:45	
32 JMWXY				D-R COLFAX CA	77.4	9:25	
M				G. N. CROSSING	77.3		
14 East Spur X 10 West Spur X				CREST	74.9	8:15	
34				MOCKONEMA	72.5	8:05	
29				DIAMOND	68.5	7:55	
27				D ENDICOTT DI	57.9	7:30	
63 BJWXY			D-R WINONA WA	52.1	7:15		
46			HUTTON	48.0	7:05		
26 JWXY			D-R LA CROSSE JA	41.5	6:50 AM		
42			JERITA	35.8			
44			HAY	30.2			
60 JPVXY			D-R HIPARIA XS	17.5			
M			N. P. CROSSING	17.4			
10 JPYX			R TUCANNON	12.6	A 3:40 PM		
41 X			PATAHA	11.8	3:35		
54 X			RIFTON	2.9	3:10		
BJKOPWXY			DN-R AYER JD	0.0	3:00 PM		
			(116.1)				
	(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. 38		SECOND CLASS	
	355 Freight	Daily Except Saturday	April 26, 1959		356 Freight	Daily Except Saturday
	STATIONS		STATIONS		Mile Post	
35 X	5:30 PM	D-R POMEROY PY	28.9	A 5:20 PM		
25	5:50	ZUMWALT	24.4	5:00		
7	6:10	DODGE	16.3	4:40		
18	6:20	CHARD	14.5	4:30		
8	6:35	JACKSON	11.3	4:20		
18	6:50	DELANEY	7.9	4:10		
JXY	A 7:10 PM	D STARBUCK SA	0.0	3:50 PM		
		(28.9)				
	(1.40)	..... Thru Time .....		(1.80)		
	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. 38		SECOND CLASS	
	355 Freight	Daily Except Saturday	April 26, 1959		356 Freight	Daily Except Saturday
	STATIONS		STATIONS		Mile Post	
19			RELIEF	9.3		
JXY	7:10 PM	D STARBUCK SA	3.8	A 3:50 PM		
JPXY	A 7:30 PM	R TUCANNON	0.0	3:40 PM		
		(9.3)				
	(0.20)	..... Thru Time .....		(0.10)		
	11.4	..... Average speed per hour .....		22.8		
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.						
No. 391 arriving at 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. 38		SECOND CLASS	
	365 Freight	Daily Except Sunday	April 26, 1959		366 Freight	Daily Except Sunday
	STATIONS		STATIONS		Mile Post	
27 X			ALTO	83.0		
23			MENOKEN	75.5		
26 JX			BOLLES	71.3	A 9:40 AM	
26 X			PRESCOTT SY	66.7	9:38	
21			VALLEY GROVE	53.6	8:52	
			N. P. CROSSING	47.2		
M			W. W. V. RY. CROSSING	46.6		
BJKOPV WXYZ			DN-R WALLA WALLA BU	46.1	8:30 AM	
M			W. W. V. RY. CROSSING	44.2		
24			SPOFFORD	39.9		
M			W. W. V. RY. CROSSING	36.3		
39 VX			DN-R 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		
			(83.0)			
	(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. 38		SECOND CLASS	
	365 Freight	Daily Except Sunday	April 26, 1959		366 Freight	Daily Except Sunday
	STATIONS		STATIONS		Mile Post	
29			TURNER	24.0		
25			WHETSTONE	22.7		
26 VXY			DAYTON DA	13.1	A 10:15 AM	
M			N. P. CROSSING	13.0		
M			N. P. CROSSING	13.0		
VX			DAYTON JCT.	12.9	10:13 AM	
			(24.8)			
	(0.44)	..... Thru Time .....		(0.35)		
	17.9	..... Average speed per hour .....		22.5		

WESTWARD		WALLACE BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 38		SECOND CLASS	
	387 Mixed	Daily	April 26, 1959		388 Mixed	Daily
	STATIONS		STATIONS		Mile Post	
VX			1:30 AM	DN-R MANITO MU	19.8	A 9:25 AM
BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.						
VX			2:10 AM	DN-R PLUMMER JCT. WJ	16.2	A 8:45 AM
22 X			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 5:00 AM	DN-R KELLOGG-WARDNER	69.2	5:30 AM
31				OSBURN	75.8	
BVWXYZ				D-R WALLACE WC	80.2	
M				N. P. CROSSING	80.4	
M				N. P. CROSSING	80.6	
JX				WALLACE JCT.	80.7	
6 VX				D BURKE B	86.9	
			(90.5)			
	(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. 38		SECOND CLASS	
	387 Mixed	Daily	April 26, 1959		388 Mixed	Daily
	STATIONS		STATIONS		Mile Post	
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 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
<b>First Subdivision</b>				<b>Spokane-Tekoa Branch</b>			
Nelson.....	372.9	54 P	East	Rahm.....	125.9	4	Both
<b>Second Subdivision</b>				<b>Pleasant Valley Branch</b>			
Pendair.....	213.5	80 P	Both	Junco.....	20.8	10	Both
Mission.....	221.2	18 P	Both	Huntley.....	22.6	2	Both
Cayuse.....(1).....	227.1	48 P	Both	Sunset.....	25.4	30	Both
Thorn Hollow.....	232.1	14 P	Both	Warner.....	45.3	11	Both
North Fork.....	251.4	16 P	West				
<b>Third Subdivision</b>				<b>Moscow Branch</b>			
Seufert.....	87.2	58 P	West	Risbeck.....(6).....	4.5	6	Both
<b>Fourth Subdivision</b>				Parvin.....(6).....	7.8	8	Both
Montavilla.....	5.9	8	Both	Armstrong.....(6).....	15.7	3 W <sup>(M. P.)</sup> <sub>16.2</sub>	Both
Quarry Spur.....	6.5	13	West				
Rockwood.....	11.8	60	Both	<b>Connell Branch</b>			
Cascade Mfg. Co. Spur.....	12.0	13	West	Pampa.....	4.6	15	Both
Eri.....	14.2	4	Both	Gordon.....	8.2	7	Both
Corbett.....(1) (2).....	20.3		None	McAdam.....	29.3	3	Both
Latourell.....(1) (2).....	23.9		None	Wacota.....	34.1	4	Both
Multnomah Falls.....	29.6		None	Estes.....	42.3	7	Both
C. L. Lumber Co.....	45.1	11 P	East	Sulphur.....	46.1	9	Both
Farley.....	47.0	102 P	Both	Curry.....	51.1	12	Both
Chatfield.....	71.8	20 P	West				
<b>Via Kenton</b>				<b>Tekoa-Ayer Branch</b>			
Champ.....	9.5	7 P	Both	Pierson.....	20.1	3	West
Ward.....	14.2	6	Both	Schreck.....	31.9	14	Both
		37	Both	Thera.....(7).....	64.8	15	Both
Reynolds.....	20.0	40 P	West	Glenwood.....	83.5	13	Both
		126	West	Walters.....	98.6	10	Both
<b>Sixth Subdivision</b>				<b>Pomeroy Branch</b>			
Ice Harbor.....	223.5	23	West	Houser.....	19.1	1	Both
Sheffer.....	242.1	10	West	<b>Tucannon Branch</b>			
Matthews.....	253.3	4	Both	Powers.....	2.7	4	Both
Magallon.....	258.6	5	Both	<b>Pendleton Branch</b>			
Teske.....	310.6	2	Both	Havana.....	6.9	11	Both
		2	Both	Bade.....	30.2	13	Both
<b>Joseph Branch</b>				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
Rondowa.....	36.7	10	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
<b>Pilot Rock Branch</b>				McCall.....	69.4	2	Both
McBee.....	2.8	2	East	McKay.....	78.6	6	Both
Lens.....	11.2	4	East				
<b>Grass Valley Branch</b>				<b>Wallace Branch</b>			
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
<b>Grays Harbor Branch</b>				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
<b>Yakima Branch</b>				<b>Dayton Branch</b>			
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.	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. With side rods and main rods in place.			15 25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Trains handling scale test cars: On main line. On branch lines.			30 25
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
No. 126, within yard limits.		40	40	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 running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using No. 14 turn-outs.	25	20	20
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 other cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	On tracks other than main tracks.	15	15	15
Diesel freight and road switch locomotives.	65	65	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				



**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
<b>La Grande</b> Over street crossings within city limits.	20	20	20	<b>Between Mile Posts—Quartz</b> 348.4 and 349.8.	30	25	20	<b>Weatherby</b> 378.1 and 382.6.	40	35	25
<b>Between Mile Posts—Union Jct.</b> 302.7 and 307.4.	35	30	20	351.1 and 353.9.	40	35	25	382.6 and 383.9.	60	50	40
307.4 and 311.8.	45	35	25	354.1 and 354.5.	60	50	25	<b>Lime</b> High line track and connection.			10
311.8 and 314.3.	55	45	25	<b>Pleasant Valley</b> Descending grade, between Quartz and Pleasant Valley.	60	50	25	<b>Between Mile Posts—</b> 384.3 and 385.2.	30	25	20
315.4 and 319.5.	30	25	20	Descending grade, Pleasant Valley to M.P. 365.0.	50	40	20	386.3 and 388.8.	35	30	20
321.3 and 321.6.	70	60	50	<b>Between Mile Posts—</b> 355.9 and 360.5.	30	25	20	388.8 and 389.8.	20	20	20
<b>North Powder</b>				<b>Oxman</b> 362.1 and 363.6.	45	35	20	<b>Huntington</b>			
<b>Wing</b> 341.5 and 342.2.	20	20	20	364.1 and 364.5.	35	30	20	<b>Exceptions:</b> Between Mile Posts— <b>Union Jct.</b> 302.7 and 307.4 train No. 126.			25
<b>Baker</b> Over street crossings within city limits.	15	15	15	366.3 and 366.5.	70	60	50	307.4 and 311.8 train No. 126.			30
<b>Between Mile Posts—</b> 343.6 and 345.1.	45	35	25	<b>Durkee</b> 370.7 and 371.0.	70	60	50	<b>Quartz</b> 348.4 and 349.8 train No. 126.			25
346.9 and 347.1.	70	60	50	372.8 and 377.1.	35	30	20	349.8 and Pleasant Valley train No. 126.			30

**SECOND SUBDIVISION**

<b>Between Mile Posts—Hinkle</b> 188.6 and 191.9.	60	50	40	<b>Between Mile Posts—</b> 216.3 and 217.6.	40	35	25	<b>Between Mile Posts—</b> 249.9 and 250.6.	70	60	50
<b>Echo</b> Over street crossings.	30	30	30	217.7 and 219.0.	60	50	40	251.0 and 251.2.	35	30	20
<b>Between Mile Posts—</b> 193.4 and 194.5.	45	35	25	220.1 and 220.5.	55	45	35	251.4 and 251.9.	60	50	40
195.4 and 195.6.	60	50	40	222.8 and 223.8.	35	30	20	252.2 and 257.2.	35	30	20
196.8 and 198.2.	55	45	35	<b>Minthorn</b> 226.0 and 226.1.	70	60	50	<b>Huron</b> 257.2 and 282.1, ascending and descending grade.	30	25	20
198.5 and 198.6.	45	35	25	227.2 and 231.7.	40	35	25	<b>Between Mile Posts—</b> <b>Hilgard</b> 282.1 and 283.3.	45	35	25
<b>Nolin</b> 200.6 and 200.9.	60	50	40	232.5 and 233.9.	55	45	35	283.4 and 288.8.	30	25	20
201.4 and 201.6.	70	60	50	236.6 and 237.9.	35	30	20	289.8 and 290.5.	20	20	20
202.2 and 204.5.	60	50	40	238.3 and 240.0.	55	45	35	<b>La Grande</b>			
205.9 and 206.3.	70	60	50	240.1 and 240.2.	30	25	20	<b>Exceptions:</b> Between Mile Posts— <b>Huron</b> 257.2 and 261.1 train No. 126.			25
206.7 and 206.9.	60	50	40	240.3 and 240.6.	70	60	45	261.2 and 262.8 train No. 126.			25
<b>Barnhart</b> 208.9 and 210.8.	55	45	35	241.1 and 242.0.	30	25	20	265.0 and 268.4 train No. 126.			25
<b>Rieth</b>				242.5 and 243.2.	60	50	40	268.8 and 271.8 train No. 126.			25
<b>Pendleton</b> Over Fourth, Main and Third Streets.	12	12	12	244.0 and 244.7.	40	35	25	272.0 and 276.8 train No. 126.			25
Over other street crossings within city limits.	20	20	20	245.6 and 246.1.	60	50	40	277.0 and 279.4 train No. 126.			25
				247.2 and 248.1.	35	30	20	280.0 and 282.1 train No. 126.			25
				248.4 and 248.6.	50	40	25				
				249.4 and 249.6.	35	30	20				

**THIRD SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
<b>The Dalles</b> Over street crossings.	12	12	12	<b>Between Mile Posts—</b> <b>Goff</b> 116.2 and 116.4.	70	60	50	<b>Between Mile Posts—</b> <b>Arlington</b> 140.5 and 141.6.	70	60	50
<b>Between Mile Posts—</b> 86.5 and 88.5.	70	60	50	118.6 and 118.8.	70	60	50	143.9 and 144.0.	60	50	40
<b>Dune</b> 96.5 and 98.8.	70	60	50	120.6 and 120.8.	60	50	40	146.1 and 147.0.	70	60	50
98.8 and 99.3.	60	50	40	<b>Quinton</b> 123.7 and 123.8.	55	45	35	<b>Willows</b> 147.9 and 148.5.	50	40	30
<b>Miller</b>				124.0 and 124.8.	70	60	50	<b>Heppner Jct.</b> 149.4 and 154.5.	70	60	50
<b>Biggs</b> 104.7 and 105.2.	70	60	50	129.2 and 130.0.	70	60	50	<b>Castle</b>			
<b>Rufus</b> 110.1 and 110.5.	70	60	50	130.4 and 131.0.	60	50	40	<b>Ordnance</b> 181.7 and 182.0.	60	50	40
112.5 and 114.5.	60	50	40	132.7 and 132.8.	70	60	50	<b>Hinkle</b>			
114.7 and 114.9.	70	60	50	<b>Gilmore</b> 134.7 and 134.8.	70	60	50				
				136.1 and 136.2.	70	60	50				
				137.8 and 138.0.	35	35	25				

**FOURTH SUBDIVISION**

<b>Portland</b> Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	6	<b>Between Mile Posts—</b> <b>Rooster Rock</b> 23.8 and 24.0.	55	45	35	<b>Between Mile Posts—</b> <b>Meno</b> 59.4 and 62.1.	55	45	35
<b>East Portland</b> Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8	24.8 and 25.9.	60	50	40	<b>Hood River</b> 63.1 and 63.2.	45	35	25
<b>Between Portland and Albina,</b> over street crossings.	10	10	10	<b>Bridal Veil</b> 27.5 and 29.4.	60	50	40	64.4 and 66.4.	60	50	40
Over Columbia Boulevard, near Peninsula Jct.	25	25	25	30.3 and 31.4.	60	50	40	66.4 and 66.7.	40	35	25
<b>Kenton</b> Between Kenton and Troutdale via Fir.	35	35	35	31.7 and 32.8.	70	60	50	67.1 and 68.4.	60	50	40
<b>Between Mile Posts—</b> <b>Bruun</b> 1.0 and 2.7.	35	30	20	<b>Dodson</b> 35.5 and 37.3.	55	45	35	68.4 and 70.4.	40	35	25
<b>Graham</b> 2.7 and 7.6.	50	40	25	38.2 and 39.9.	60	50	40	70.4 and 72.7.	55	45	35
<b>Clarnie</b> 10.9 and 12.0.	50	50	40	41.4 and 42.4.	35	30	20	73.7 and 75.1.	60	50	40
13.1 and 13.5.	45	40	30	42.7 and 42.9.	70	60	50	75.1 and 75.8.	55	45	35
<b>Fairview</b> 14.8 and 17.9.	70	60	50	<b>Cascade Locks</b> 43.3 and 48.7.	55	45	35	76.3 and 77.0.	60	50	40
18.2 and 18.5.	60	50	40	48.7 and 49.4.	35	30	20	77.5 and 78.2.	70	60	50
20.1 and 22.4.	60	50	40	49.6 and 49.9.	55	45	35	78.9 and 79.3.	55	45	35
				<b>Wyeth</b> 50.4 and 52.3.	60	50	40	79.3 and 80.1.	70	60	50
				52.3 and 52.8.	55	45	35	80.1 and 81.2.	55	45	35
				53.2 and 54.7.	60	50	40	<b>Crates</b> 81.8 and 82.1.	60	50	40
				54.7 and 56.0.	35	30	20	83.0 and 83.5.	45	35	25
				56.0 and 58.5.	60	50	40	84.4 and 85.1.	20	20	20
								<b>The Dalles</b>			



**FIFTH SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Maximum speed.	70	60	45	<b>Argo</b> Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				<b>Argo Yard</b> All turn-outs.			10
<b>Tacoma</b> On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10			10	10		<b>Seattle</b> Over Spokane Street crossing.	20	20
<b>Reservation</b> 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— <b>Simmons</b> 242.5 and 243.5.				Between Mile Posts— <b>Ankeny</b> 294.4 and 294.5.			40	25
Between Wallula and Marengo.		60	45	244.5 and 244.6.			50	40				
Between Marengo and Spokane.	70	60	45	246.1 and 246.3.			50	40				
<b>Hinkle</b> East and West legs of wye.		20	20	246.9 and 247.0.			45	35				
Between Mile Posts— <b>Cold Springs</b> 200.7 and 201.0.			50	40	<b>Scott</b> 252.8 and 253.0.			45	35			
<b>Juniper</b> 209.2 and 211.7.		40	30		256.9 and 257.1.			45	35			
<b>Wallula Jct.</b> West leg of wye.		15	15	<b>Ruxby</b> 260.3 and 260.5.			50	40				
Between Mile Posts— <b>Wallula</b> 214.6 and 215.5 over manual switches.			20	20	<b>Chew</b> 268.2 and 269.3.			30	30			
Between Mile Posts— 217.2 and 217.4.			45	35	271.5 and 272.5.			25	15			
219.1 and 219.5.			50	40	272.7 and 273.2.			45	35			
<b>Humorist</b> 224.2 and 224.5.			50	40	275.1 and 276.9.			40	25			
<b>Ash</b> 226.8 and 227.0.			50	40	277.9 and 279.4.			45	35			
228.1 and 229.9.			35	25	<b>Park</b> 280.0 and 281.6.			40	25			
230.8 and 232.3.			45	35	281.9 and 282.2.			50	40			
<b>Page</b> 233.0 and 233.4.			50	40	<b>Hooper Jct.</b> 286.1 and 286.5.			50	40			
234.0 and 235.6.			35	25	290.6 and 291.1.			50	40			
236.3 and 238.1.			35	25	291.9 and 292.3.			25	25			
239.0 and 239.8.			50	40						<b>Spokane</b> Through Union Station limits.	15	15
										Union Station over slip switches.	10	10

**BRANCHES**

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.	
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.		25	25	Between Mile Posts— <b>Melbourne</b> 44.3 and 45.5.			15	15
3-degree curves.		20	20	3-degree curves.		20	20	46.3 and 46.8.			20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	<b>Cosmopolis</b> Within city limits.			15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits				8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		25	25	Between Mile Posts—53.5 and 53.7.			10	10
Between Mile Posts—25.0 and 55.0.		25	25	Between M.P. 33.0 and Thornberry.		20	20	<b>Aberdeen</b> Within city limits.			20	20
72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.			5	5
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Olympia Branch</b> Maximum speed.		20	20	Over other street crossings.			10	10
<b>Umatilla Branch</b> Maximum speed.		40	40	<b>Olympia</b> Within city limits.		10	10	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.			60	50
Between Mile Posts— <b>Hinkle</b> 0.0 and 0.1.		15	15	4- and 5-degree curves.		15	15	Between Villard Jct. and M.P. 70.			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
<b>Hermiston</b> Standard and Union Oil spurs.			6	<b>Grays Harbor Branch</b> Maximum speed.		30	30	With pile driver 0321.				15
On house track west of McNaught Warehouse.			6	Between Mile Posts— <b>Centralia</b> 1.0 and 1.3.		10	10	On 4-degree curves.			45	35
Over road crossing east end of depot.			15	15	<b>Blakeslee Jct.</b> 4.3 and 4.7.		20	20	On 5- and 6-degree curves.		35	25
Between Mile Posts—5.9 and 6.0.		35	35	<b>Galvin</b> 5.1 and 5.7.		15	15	Between Mile Posts— <b>Villard Jct.</b> 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
<b>Umatilla</b> On wye.		10	10	7.1 and 7.5.		20	20	<b>Kennewick</b> Over street crossings.			8	8
<b>Hepner Branch</b> 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	<b>Benton City</b> Within city limits.			40	30
4- and 5-degree curves.		15	15	<b>Independence</b> 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	<b>Grandview</b> Within city limits.			30	30
<b>Condon Branch</b> Maximum speed.		25	25	18.5 and 19.8.		15	15	<b>Granger</b> Over street crossings.			30	30
3-degree curves.		20	20	<b>South Elma</b> 32.8 and 33.8.		15	15	<b>Zillah</b> Over street crossings.			25	15
4- and 5-degree curves.		15	15	34.4 and 34.6.		10	10	<b>Donald</b> 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 crossing.			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.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6	Between Mile Posts— 146.2 and 147.2.	60	50	35	Between Mile Posts— <b>Touchet</b> 18.5 and 18.6.		35	25
Over other street crossings.		10	10	147.3 and 148.8.	45	35	25	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
<b>Sunnyside Branch</b> Maximum speed.		45	30	149.1 and 149.2.	60	50	35	<b>College Place</b> Within city limits.		30	30
<b>Sunnyside</b> Within city limits.		30	30	<b>Mica</b> 150.5 and 153.9.	35	30	20	<b>Moscow Branch</b> Maximum speed.		35	25
<b>Spokane-Tekoa Branch</b> Maximum speed. Between Spokane and Manito.	70	60	35	154.3 and 154.5.	60	50	25	On 7- and 8-degree curves.		25	20
Between Manito and Tekoa.		45	30	154.7 and 155.5.	45	35	25	On 9- and 10-degree curves.		20	20
<b>Tekoa</b> On west leg of wye.		10	10	Between Chester and Mica, on descending grade.			25	<b>Colfax</b> Within city limits.		12	12
Between Mile Posts— 117.2 and 117.5.		20	20	<b>N. P. Crossing</b> Through interlocking.	15	15	10	Between Mile Posts— 1.3 and 3.1.		25	20
118.1 and 118.3.		35	25	<b>Spokane</b> Over street crossings between N.P. Crossing and city limits.	20	20	20	5.6 and 7.5.		25	20
118.5 and 119.7.		25	20	Between N. P. Crossing and Mission Ave., on line through old yard.			12	8.4 and 8.8.		25	20
120.2 and 121.4.		35	25	Through tunnel.	15	15	15	<b>Shawnee</b> 9.9 and 10.0.		25	20
121.6 and 121.9.		25	20	<b>Pleasant Valley Branch</b> Maximum speed.			25	10.8 and 11.2.		25	20
122.1 and 122.5.		35	25	G. N. Crossing, M.P. 30.7.			20	12.2 and 12.5.		25	20
<b>Latah</b> Within city limits.		40	30	On curves of 7 degrees and over.			20	<b>Albion</b> 13.4 and 13.6.		25	20
Between Mile Posts— 123.4 and 124.5.		20	20	<b>Wallula Branch</b> Maximum speed.			35	14.3 and 14.9.		20	20
125.1 and 125.7.		35	25	On 5- and 6-degree curves.			35	17.5 and 17.7.		25	20
127.5 and 128.4.		35	25	On 7- and 8-degree curves.			25	17.9 and 18.0.		25	20
129.6 and 130.6.		35	25	On 9- and 10-degree curves.			20	<b>Pullman</b> Within city limits.		15	15
<b>Fairfield</b> Within city limits.		25	25	<b>Wallula Jct.</b> West leg of wye.			15	Over street crossings.		6	6
Between Mile Posts— 133.3 and 134.6.		25	20	Between Mile Posts— <b>Zangar Jct.</b> 5.1 and 6.4.			25	Between Mile Posts— <b>N. P. Crossing</b> 19.9 and 20.0.		25	20
<b>Darknell</b> 135.3 and 136.3.		35	25	6.7 and 6.8.			25	24.6 and 24.8.		25	20
136.6 and 139.2.		20	20	7.0 and 7.1.			20	25.2 and 25.4.		25	20
<b>Rockford</b> Within city limits.		20	20	<b>Reese</b> 7.7 and 8.0.			25	<b>Moscow</b> Within city limits.		20	20
Between Mile Posts— 141.0 and 141.2.		35	25	8.2 and 8.4.			35	Over street crossings.		12	12
142.6 and 143.2.		25	20	8.7 and 9.1.			25				
<b>Manito</b> 144.4 and 144.6.	60	50	35	9.5 and 9.7.			25				
145.5 and 146.0.	55	45	35	10.0 and 10.1.			35				
				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.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.	
<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.		30	30	Between Mile Posts— 23.1 and 23.6.			35	25	<b>Elberton</b> 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	<b>Garfield</b> Within city limits.		25	25
Between Mile Posts— <b>La Crosse</b> 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	<b>Farmington</b> Within city limits.		20	20
9.2 and 9.7.		20	20	<b>Hay</b> 30.4 and 31.1.			35	25	Between Mile Posts— 104.6 and 104.9.		20	20
<b>Hooper Jct.</b> 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
<b>Tekoa-Ayer Branch</b> Maximum speed.		45	30	<b>Jerita</b> 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	<b>Tekoa</b> On west leg of wye.		10	10
Between Colfax and Tekoa, via Garfield.		30	30	<b>Sutton</b> 49.3 and 50.1.			30	20	<b>Pomeroy Branch</b> Maximum speed.		25	25
On 4-degree curves.		35	25	<b>Endicott</b> 64.9 and 65.2.			35	25	<b>Starbuck</b> Within city limits.		15	15
On 5- and 6-degree curves.		25	25	68.2 and 68.5.			35	25	<b>Tucannon Branch</b> Maximum speed.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	<b>Diamond</b> 68.8 and 69.0.			35	25	On curves of 7 degrees and over.		20	20
Between Mile Posts— <b>Tucannon</b> 14.0 and 14.1.		35	25	69.9 and 70.1.			35	25	<b>Starbuck</b> Within city limits.		15	15
14.3 and 16.1.		25	25	<b>Mockonema</b> 73.3 and 73.6.			20	20	Between Starbuck and Relief.		12	12
17.1 and 17.2.		15	15	<b>Crest</b> 74.9 and 77.2.			25	12	<b>Pendleton Branch</b> Maximum speed.		25	25
Over Snake River Bridge 17.23.		5	5	<b>Colfax</b> Within city limits.			12	12	On 7-, 8-, 9- and 10-degree curves.		20	20
Between Mile Posts— <b>Riparia</b> 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	<b>Pendleton</b> 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	<b>Athena</b> 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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Between Mile Posts— <b>Downing</b> 24.0 and 24.5.		20	20	<b>Dayton Branch</b> Maximum speed.	25	25	Between Mile Posts— <b>Lane</b> 47.8 and 48.3.		45	30	
25.4 and 26.2.		20	20		Between Dayton Jct. and Turner.	15	15	48.6 and 49.0.		45	30
<b>Blue Mountain</b> 29.0 and 29.4.		20	20		On curves of 7 degrees and over.	20	20	<b>Rose Lake</b> 50.6 and 51.0.		35	25
29.8 and 30.1.		20	20		Between Mile Posts— <b>Bolles</b> 0.4 and 0.6.	20	20	<b>Dudley</b> 53.6 and 54.2.		35	25
30.3 and 30.4.		20	20		<b>Dayton</b> Over street crossings west of Touchet River.			54.5 and 54.9.		35	25
31.2 and 31.7.		20	20			15	15	<b>Cataldo</b> 58.7 and 59.1.		45	30
32.2 and 32.4.		20	20			10	10		60.0 and 60.2.		20
32.7 and 32.9.		20	20	Over all other street crossings.				62.4 and 63.2.		35	25
<b>Milton-Freewater</b> Over street crossings.		15	15	<b>Wallace Branch</b> Maximum speed.	50	30	63.4 and 64.0.		45	30	
W. W. V. Ry. Crossing, M.P. 36.3.		15	15		Between Plummer Jct. and Chatcolet.	35	20	<b>Kellogg-Wardner</b> Over street crossings.		10	10
W. W. V. Ry. Crossing, M.P. 44.2.		20	20		Between Chatcolet and Harrison.	40	25		Between Mile Posts— 70.1 and 70.3.		35
<b>Walla Walla</b> Over street crossings.		12	12	On 4-degree curves.	45	30	70.7 and 70.9.		35	25	
Within city limits.		20	20	On 5- and 6-degree curves.	35	25	71.5 and 71.7.		45	30	
On west leg of wye.		8	8	On 7- and 8-degree curves.	25	20	72.4 and 72.6.		35	25	
Between Mile Posts— 52.7 and 53.4.		20	20	On 9- and 10-degree curves.	20	20	73.4 and 73.6.		45	30	
<b>Valley Grove</b> 64.8 and 64.9.		20	20	Between Mile Posts— <b>Plummer Jct.</b> 16.2 and 16.9.	20	20	<b>Osburn</b> 77.1 and 77.2.		35	25	
65.5 and 66.0.		20	20	17.9 and 18.2.	25	20	77.4 and 77.7.		35	25	
66.1 and 66.3.		20	20	18.5 and 20.3.	25	20	78.0 and 78.2.		35	25	
<b>Bolles</b> 71.7 and 72.5.		20	20	20.7 and 21.5.	25	20	78.6 and 78.7.		25	20	
72.8 and 73.2.		20	20	<b>Chatcolet</b> Bridge 23.45.	15	15	<b>Wallace</b> Over street crossings.		6	6	
74.3 and 76.1.		20	20	Between Mile Posts— 24.1 and 28.4.	25	20	Between Mile Posts— 81.4 and 87.3.		20	20	
78.4 and 78.5.		20	20	<b>Springston</b> 34.0 and 34.4.	10	10	Burke to Wallace, eastward.		10	10	
78.9 and 79.3.		20	20	34.5 and 34.7.	45	30	<b>Sierra-Nevada Branch</b> Maximum speed.		10		
79.6 and 79.9.		20	20	34.9 and 35.2.	35	25					
80.8 and 81.2.		20	20	38.3 and 38.6.	35	25					
<b>Alto</b> 39.6 and 39.8.		45	30		45	30					

**Standard clocks are located as shown below:**

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