



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 39

Effective Sunday
June 7, 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

H. E. SHUMWAY
General Superintendent Transportation

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. Carsow	Surgeon	Lewiston, Ida.
M. H. Johnson	Oculist	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
Alfred J. Kraft	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.
H. L. Olsen	Surgeon	Parkrose, Ore.	J. P. Brennan	Surgeon	Pendleton, Ore.
George A. Paterson	Surgeon	Parkrose, Ore.	G. W. McGowan	Surgeon	Pendleton, Ore.
Joseph M. Roberts	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Paul A. Wagner	Surgeon	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
E. L. Calhoun	Surgeon	Aberdeen, Wash.	J. L. Ash	Aurist	Seattle, Wash.
D. P. 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.
O. Palmer McKim	Surgeon	Baker, Ore.	John M. Shlach	Oculist	Seattle, Wash.
Mensie McKim, Jr.	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. O. Vandeventer	Surgeon	Bend, Ore.	H. H. Humphreys	Surgeon	Spokane, Wash.
H. 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 Weits, Jr.	Surgeon	Colfax, Wash.	Carroll Smith	Oculist and Aurist	Spokane, Wash.
W. W. Day	Surgeon	Dayton, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Albert Will	Surgeon	Elgin, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
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. 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. Walls	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
H. 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. H. Scott	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	H. 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.
			H. P. Scheffer	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD						CONDENSED TIME-TABLE						EASTWARD					
FIRST CLASS						Time-Table No. 39 June 7, 1959	FIRST CLASS										
401	19	105	457	17	11		20	12	106	458	18	402					
Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS											
		3.30		4.45		GRANGER			A 7.55		A 11.05						
		7.10 7.15		9.55 10.35	12.50	POCATELLO		A 2.00	4.05 4.00		5.50 5.10						
		9.45		2.10	4.15	GLENN'S FERRY		10.40	1.25		1.50						
		11.00		3.55	6.10	BOISE		9.05	12.10		12.10						
		1.01		6.50	9.30	M.T. HUNTINGTON P.T.		6.20	10.25		9.35						
		12.01		6.00	8.40	LA GRANDE		5.10	9.25		8.25						
		2.21		8.55	11.35	PENDLETON		2.35	7.06		5.45						
		4.25		11.20	1.55	SPOKANE	A 6.30	12.20	4.56		3.05						
		7.30				AYER		4.05									
		9.57				WALLULA		2.55									
		11.00				HINKLE		2.20	11.35	4.21		2.10					
		A 11.45	5.11	12.45	3.05	THE DALLES		9.30	2.45		11.40						
		6.45		3.10	5.40	PORTLAND		7.10	1.00	A 9.15	9.30	A 6.05					
11.45		A 8.30	9.00	A 5.30	A 8.00	SEATTLE				5.00		11.45					
A 6.30			A 1.00				Daily	Daily	Daily	Daily	Daily	Daily					
(6.45) 27.1	(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	(6.20) 28.9				
						Average speed per hour											

WESTWARD						CONDENSED TIME-TABLE						EASTWARD					
FIRST CLASS						Time-Table No. 39 June 7, 1959	FIRST CLASS										
35	33	47	31		34		36	32	48								
Passenger	Passenger	Passenger	Passenger		Passenger		Passenger	Passenger	Passenger								
Daily	Daily	Daily	Daily		STATIONS												
		11.20	9.15			McCAMMON	A 6.05	A 3.35									
		11.50 12.20	A 9.45			POCATELLO	5.35	3.00 2.20	A 1.50								
		1.40				IDAHO FALLS		1.03		11.50							
				2.45		ASHTON				10.05							
				5.30	5.10	VICTOR				8.15							
				A 7.15		W. YELLOWSTONE				7.30							
				A 7.30		BUTTE		7.20									
							Daily	Daily	Daily	Daily							
		(8.10) 35.0	(0.30) 45.4	(1.45) 26.1	(7.00) 22.5	..... Thru Time	(0.30) 46.4	(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
Grand Total	1942.33

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 39 June 7, 1959	Mile Post	FIRST CLASS			SECOND CLASS		
	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 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		8.50		D LIME BY	384.5						
100 P				WEATHERBY	377.5						
150 PWY		9.12		DURKEE	368.9		f 4.25				
100 P				OXMAN	361.7						
138 P		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	7.22	10.04	1.15	DN BAKER BC	342.0	s 7.00	s 3.45	s 8.05			
106 P				WING	337.8						
106 P		10.16		D HAINES KB	331.7		f 3.31				
106 P		10.27		D NORTH POWDER HD	322.1		f 3.20				
107 P				SAGO	315.5						
154 PVWY		10.41		TELOCASET	312.6						
105 P				CROOKS	308.9						
105 PVY				D UNION JCT. UN	302.2						
105 P				LONETREE	294.9						
BKOPTWXYZ	8.45PM	11.25AM	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		
				CENTRALIZED TRAFFIC CONTROL							
				Thru Time.....							
				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. 39 June 7, 1959	Mile Post	FIRST CLASS			SECOND CLASS		
	17 Passenger	11 Mail and Express	105 Streamliner Passenger			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight		
	Daily	Daily	Daily			STATIONS					
BKOPTWXYZ	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		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		1.16		GIBBON	236.9						
117 P				HOMLY	229.6						
116 P				MINTHORN	224.7						
115 P				MUNRA	218.9						
69 BJKPV WXYZ	11.20	1.55	4.25	DN PENDLETON FD	215.6	s 3.05	s 12.20PM	s 4.56			
155 JPX		2.01		RIETH	212.0						
135 P				BARNHART	208.3						
135 P				NOLIN	198.9						
135 P	11.54	2.28		D ECHO III	192.6						
P	11.59PM	2.35	4.52	STANFIELD	188.4						
BKOPWXYZ	12.15AM	2.55PM	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		
				CENTRALIZED TRAFFIC CONTROL							
				Thru Time.....							
				Average speed per hour.....							

For conditional stops to discharge or pick up passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD		THIRD SUBDIVISION						EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 39		
		151	257		11	105	17	June 7, 1959	
		Time Freight	Time Freight		Mail and Express	Streamliner Passenger	Passenger		
		Daily	Daily		Daily	Daily	Daily	STATIONS	
BJKOPWXYZ		9-20 ^{AM}	1.45 ^{AM}		3-05 ^{PM}	5-11 ^{AM}	12-45 ^{AM}	DN-R HINKLE UK	
PW		9-30	1-55		s 3-12		f 12-53	D ORDNANCE RN	
131 P		9-33	1-58		3-15	5-18	12-55	MUNLEY	
131 P		9-41	2-06		3-21	5-23	1-00	CLARKE	
131 P		9-50	2-15		s 3-29	5-28	f 1.14 ¹⁸	DN BOARDMAN BD	
125 P		10-01	2-26		3.51 ¹⁰⁶	5-35	1-24	CASTLE	
14 JP		10-12	2-37		3-59		1-31	N HEPPNER JCT. WI	
138 P		10.40 ¹²	2-40		4-01	5-42	1-33	WILLOWS	
WB 137 EB 112 BJKPTWX		11-05	2.55 ²⁶³		s 4.15 ²⁶⁴	5-50	s 1-42	DN ARLINGTON MX	
130 P		11-15	3-02		4-22	5-54	1.51 ²⁶²	GILMORE	
127 P		11-24	3-09		s 4-29	5-58	1-55	BLALOCK	
129 P		11-33	3-17		4-36	6-03	2-02	QUINTON	
132 P		11-48	3-30		4-44	6-10	2-10	GOFF	
125 P		11-57 ^{AM}	3-39		4-50	6-15	2-16	RUFUS	
130 JPW		12-07 ^{PM}	3-48		f 4-56	6-20	2-22	DN BIGGS BX	
55		12-13	3-54		5-01	6-23	2-27	MILLER	
JPV		12-24	4-05		5-08	6-28	2-33	OREGON TRUNK JCT.	
75 P		12-30	4-13		5-12	6-31	2-37	DUNE	
BKOPTWZX		A 12-40 ^{PM}	A 4-35 ^{AM}		A 5-30 ^{PM}	As 6-45 ^{AM}	A 3-00 ^{AM}	DN-R THE DALLES DK	
		(3.20) 29.5	(2.50) 34.7		(2.25) 40.7	(1.34) 62.8	(2.15) 43.8	(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 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. 39		FIRST CLASS			SECOND CLASS		
June 7, 1959		12	106	18	262	264	126
STATIONS		Mail and Express	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight
DN-R HINKLE UK	184.2	A 11-25 ^{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 11-14		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	s 10-57	3-58	1.14 ¹⁷	3-50	5-03	10-38
CASTLE	155.7	10-49	3.51 ¹¹	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	10.40 ¹⁵¹	3-43	12-57	3-21	4-35	10-18
DN ARLINGTON MX	138.5	s 10-30	3-35	s 12-47	2.55 ²⁵⁷	4.15 ¹¹	10-07
GILMORE	134.0	10-20	3.31 ²⁶⁴	12-29	1.51 ¹⁷	3.31 ¹⁰⁶	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 ^{AM}	12-36	2-07	9-23
MILLER	100.4	9-47	3-01	11-57 ^{PM}	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 ^{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
.....Thru Time.....		(1.55)	(1.35)	(2.05)	(4.39)	(4.15)	(2.05)
.....Average speed per hour.....		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 6(A), Page 31.	SECOND CLASS			FIRST CLASS			Time-Table No. 39 June 7, 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		2.09 ¹⁰⁶	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 ¹²	4.43		
51 102 IJP		3.32	7.20		7.25 ¹²⁶	8.03	4.54		
46 P					7.28		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		
IJPVXY					7.49	8.23	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	8.23	5.21		
BIKPV					A 8.00PM	A 8.30AM	A 5.30AM		

..... Thru Time
 (3.55) (3.25) (2.20) (1.45) (2.20)
 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. 39 June 7, 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	85.8	A 9.25AM	As 2.45PM	Al 1.30PM		Al 2.45PM	A 8.55PM	Al 1.10PM		
CRATES	81.7	9.18	2.36	11.18		12.16	8.48	10.46		
ROWENA	76.5	9.12	2.30	11.12		12.06PM	8.42	10.36		
MOSIER	70.2	s 9.03	2.22	11.03		11.55AM	8.33	10.25		
HOOD RIVER KI	62.8	s 8.54	f 2.14	10.54		11.43	8.25	10.13		
MENO	58.7	8.46	2.09 ¹⁵¹	10.43		11.36	8.19	10.06		
WYETH	50.2	8.35	1.59	10.32		11.20	8.07	9.50		
CASCADE LOCKS CJ	43.0	s 8.26	1.50	10.23		11.07	7.57	9.37		
BONNEVILLE	38.7	s 8.20	1.45	10.18		10.59	7.52	9.29		
DODSON	33.9	8.14	1.40	10.12		10.51	7.46	9.21		
BRIDAL VEIL JU	26.6	s 8.05	1.33	10.04		10.40	7.37	9.10		
ROOSTER ROCK	22.7	7.56 ¹⁰⁵	1.29	10.00		10.33	7.33	9.03		
TROUTDALE SN	15.6	s 7.35	1.22	9.53		10.20	7.25 ¹¹	8.50		
FAIRVIEW FA	13.2	s 7.32		9.50		10.15	7.16	8.45		
CLARNIE	7.7	7.25	1.15	9.45		10.03	7.10	8.33		
GRAHAM	4.4	7.20	1.10	9.40		9.55	7.05	8.25		
BRUUN	1.9	7.16	1.06	9.36		9.49	7.01	8.19		
EAST PORTLAND	0.5	7.13	1.03	9.33		9.45	6.58	8.15		
HEMLOCK	17.0									
FIR FR	12.4									
KENTON	8.1									
NORTH PORTLAND JCT. KD	6.8	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
PENINSULA JCT.	5.6									
ST. JOHNS JCT. JN	4.2									
ALBINA BX	1.6					9.30AM		8.00PM		
EAST PORTLAND	0.5	7.13	1.03	9.33			6.58			
PORTLAND P-VC	0.0	7.10AM	1.00PM	9.30PM			6.55PM			
VIA GRAHAM (85.8)		Daily	Daily	Daily		Daily	Daily Except Saturday and Sunday	Daily		
VIA KENTON (92.2)										

..... Thru Time
 (2.15) (1.45) (2.00)
 38.1 49.0 42.9 Average speed per hour.....
 (3.15) (2.00) (3.10)
 26.6 42.9 27.3

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
 The time of 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 Seating, etc. See Rule 6(A), Page 31.	FIRST CLASS							Time-Table No. 39 June 7, 1959	
				401	85	457	83	STATIONS	
				Passenger	CMSt.P&P Streamliner Passenger	Passenger	CMSt.P&P Streamliner Passenger		
	Daily	Daily	Daily	Daily	BLOCK SIGNALS				
				11.45 PM				PORTLAND 6.8	
				12.01 AM		9.00 AM		DN NORTH PORTLAND JCT. KD	
				A 12.00 AM		9.16		1.9	
						A 9.21 AM		VANCOUVER	

BETWEEN PORTLAND AND NORTH PORTLAND JCT., TRAINS EXCEPT NO. 401, NO. 402, NO. 457 AND NO. 458 WILL BE GOVERNED BY FOURTH SUBDIVISION TIME-TABLE.

NO. 401, NO. 402, 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				5.09 AM		12.09 PM	DN	RESERVATION	RN
IJPX				A 5.11 AM		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.

²³ 67 IPVX								6.00 AM		12.42 PM					
BLJKOP TVWXYZ								6.10	3.03 PM	12.50		7.26 AM			
BKPWXZ								A 6.30 AM	A 3.15 PM	A 1.00 PM		A 7.45 AM			

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	9.00 AM		A 4.00 AM	A 5.30 AM
	A 3.30 AM	A 8.00 PM		7.30 PM	10.00 PM
			ALBINA		
			ARGO		

FIFTH SUBDIVISION EASTWARD

Time-Table No. 39 June 7, 1959			FIRST CLASS				
STATIONS	Mile Post		82	84	458	402	
			CMSt.P&P Streamliner Passenger	CMSt.P&P Streamliner Passenger	Passenger	Passenger	
PORTLAND	0.0				A 9.15 PM	A 6.05 AM	
DN NORTH PORTLAND JCT. KD	6.8				8.55	5.45	
VANCOUVER	8.7				8.51 PM	5.40 AM	

BETWEEN PORTLAND AND NORTH PORTLAND JCT., TRAINS EXCEPT NO. 401, NO. 402, NO. 457 AND NO. 458 WILL BE GOVERNED BY FOURTH SUBDIVISION TIME-TABLE.

NO. 401, NO. 402, 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	
								RESERVATION	RN
								0.7	
								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.

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	THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.				EASTWARD
	691	681		690	692
	5.15 PM	9.00 AM		A 4.00 AM	A 5.30 AM
	A 3.30 AM	A 8.00 PM		7.30 PM	10.00 PM
			ALBINA		
			ARGO		

WESTWARD		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 39 June 7, 1959	STATIONS	
	391	361	151	363	19	97					
	Mixed	Freight	Freight	Mixed	Passenger	CMSt. 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	12.05		WEST SPOKANE		
48 P			10.45			7.38	12.09		COWLES		
53 P			10.55			7.43	12.14		MARSHALL		
103 PX			11.10			7.52	12.23		N CHENEY CY		
51 P			11.20			7.58	12.29		GEIB		
52 P			11.30			8.05	12.36		MASON		
53 PW			11.45			8.13	12.44		CROSKEY		
109 P			11.55 ^{PM}			8.18	12.49		WELLS		
52 P			12.05 ^{AM}			8.25	12.56		PALM LAKE		
44 P			12.15			8.31	1.02		ASHBY		
52 P			12.23			8.36	1.07		EMDEN		
75 JPVWXY			12.33			8.45	A 1.16 ^{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 ³⁰	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		

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

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.
 No. 151 arriving at Spokane on Spokane-Tekoa Branch will run as No. 151 on Sixth Subdivision Spokane to Hinkle.
 No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 on Sixth Subdivision Hooper Jct. to Ayer.
 For conditional stops to discharge or pick up revenue passengers, see page 31.
 For stations not shown on schedule pages, see page 22.

WESTWARD		SIXTH SUBDIVISION								EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 39 June 7, 1959	STATIONS	
	362	392	298	364	20	98					
	Freight	Mixed	Freight	Mixed	Passenger	CMSt. P.&P Streamliner Passenger					
	Daily Except Sunday	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	12.05		WEST SPOKANE		
48 P			10.45			7.38	12.09		COWLES		
53 P			10.55			7.43	12.14		MARSHALL		
103 PX			11.10			7.52	12.23		N CHENEY CY		
51 P			11.20			7.58	12.29		GEIB		
52 P			11.30			8.05	12.36		MASON		
53 PW			11.45			8.13	12.44		CROSKEY		
109 P			11.55 ^{PM}			8.18	12.49		WELLS		
52 P			12.05 ^{AM}			8.25	12.56		PALM LAKE		
44 P			12.15			8.31	1.02		ASHBY		
52 P			12.23			8.36	1.07		EMDEN		
75 JPVWXY			12.33			8.45	A 1.16 ^{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 ³⁰	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		

..... Thru Time (4.10) (1.25) (6.10) (1.05) Thru Time (4.10) (1.25)
 Average speed per hour 44.5 43.1 Average speed per hour 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. 39 June 7, 1959	Mile Post	SECOND CLASS	304 Mixed	
	305 Mixed					
	Daily Except Sunday					
28 WXY	6.30 AM	D-R JOSEPH J	83.8	A 12.05 PM		
22 X	7.00	D ENTERPRISE RS	78.0	11.35 AM		
39	7.30	LOSTINE	67.8	10.55		
27 WXY	8.00	D WALLOWA WO	60.0	10.35		
12	8.40	MINAM	47.1	9.55		
40	9.20	LOOKING GLASS	33.8	9.20		
32	9.55	GULLING	25.1	7.50		
35 WXY	10.35	D ELGIN GN	20.9	7.40		
18	11.01	D IMBLER BR	12.3	7.01		
20	11.15	ALICEL	8.4	6.51		
BJKOPT WXYZ	1.40 AM	DN-R LA GRANDE RA	0.0	6.30 AM		
		(83.8)		Daily Except Saturday		
(5.10) Thru Time				(5.38)		
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. 39 June 7, 1959	Mile Post	STATIONS	Time-Table No. 39 June 7, 1959	Mile Post				
	155 JPX						RIETH	0.0	
	22						SPARKS	6.7	
18 X		D PILOT ROCK RO	14.9						
		(14.9)							

WESTWARD		UMATILLA BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 39 June 7, 1959	Mile Post	STATIONS	Time-Table No. 39 June 7, 1959	Mile Post				
	BJKOP WXYZ						DN-R HINKLE UK	0.0	
	95 P						D HERMISTON MN	3.9	
PXY		D UMATILLA CS	10.1						
63 P		IRRIGON	17.9						
		(17.9)							

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

WESTWARD		GRASS VALLEY BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 39 June 7, 1959	Mile Post	STATIONS	Time-Table No. 39 June 7, 1959	Mile Post				
	14 Y						KENT	52.5	
	10						EAKIN	42.5	
28 PW		D GRASS VALLEY VY	38.5						
25		D MORO MR	27.0						
16		KLONDIKE	14.2						
32 P		D WASCO WA	9.7						
6		THORNBERRY	5.2						
150 JPWX		DN-R BIGGS BX	0.0						
		(52.5)							

WESTWARD		BEND BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 39 June 7, 1959	Mile Post	SECOND CLASS	314 Mixed	
	313 Mixed					
	Daily Except Monday					
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. 39 June 7, 1959	Mile Post	STATIONS	Time-Table No. 39 June 7, 1959	Mile Post				
	JPVXY						R EAST OLYMPIA	0.0	
	BKPV WXYZ						N. P. CROSSING	7.3	
		D-R OLYMPIA OA	7.4						
		(7.4)							

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 39 June 7, 1959	Mile Post	SECOND CLASS	308 306	
	307 Mixed					
	Daily Except Sunday					
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.

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			
48 PX	2.45	12.05			
52 P	3.05	12.30			
51	3.20	12.40			
44 P	3.30	12.55			
5 P	3.35	1.00			
53 PXY	4.05	1.35			
X					
PVX					
53 PXY	4.05	1.35			
27	4.10	1.43			
32 P	4.20	1.50			
83 PX	4.35	2.05			
JV					
M					
82 KPVXZ	A 4.45 PM	A 2.35 AM	DN-R ABERDEEN SA	53.9	5.15 PM s 5.45 PM

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 39 June 7, 1959	Mile Post	SECOND CLASS	308 306	
	307 Mixed					
	Daily Except Sunday					
BJKOPT VWXYZ	2.00 PM	DN-R CENTRALIA CN	0.0		A 8.45 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	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

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

WESTWARD

YAKIMA BRANCH

SECOND CLASS

Time-Table No. 39

June 7, 1959

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					STATIONS
	907	373	361	909	363	
	N. P. Freight	N. P. Freight	Freight	N. P. Freight	Mixed	
	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	
BKOPTVWXYZ					9.30PM	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					11.45PM	CHAFFEE
42 P					12.01AM	BENTON CITY
53					12.15	ACTON
51 JPX		7.40AM	6.20AM		12.40	RICHLAND JCT.
55 BKPVWX		A 8.00AM	6.50		1.20	DN KENNEWICK KN
12 P			7.00		1.35	HEDGES
70 JPV			7.10	6.35AM	1.45	VILLARD JCT.
70 JPWX		A 6.45PM				ATTALIA
157 JPVWXY			A 7.25AM	A 6.50AM	A 2.05AM	DN-R WALLULA JN

(0.30) (0.20) (1.05) (0.15) (4.35) Thru Time
 19.3 17.4 18.1 28.0 21.0 Average speed per hour.....

WESTWARD SUNNYSIDE BRANCH

Time Table No. 39

June 7, 1959

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SUNNYSIDE BRANCH					STATIONS
35 JPXY						R MIDVALE
PVX						D SUNNYSIDE SI

(2.8)

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

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

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

YAKIMA BRANCH

EASTWARD

SECOND CLASS

Time-Table No. 39

June 7, 1959

Time-Table No. 39	Mile Post	SECOND CLASS				
		908	362	374	910	364
		N. P. Freight	Freight	N. P. Freight	N. P. Freight	Mixed
STATIONS						
DN-R YAKIMA NY	98.0					A 2.15AM
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					12.05AM
MIDVALE	63.6					11.30PM
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.	19.0	A 5.20AM	A 5.30AM			9.25
DN KENNEWICK KN	13.2	5.00	5.10AM			8.52
HEDGES	8.7		4.25			8.38
VILLARD JCT.	7.0	A 2.35AM	4.15		A 1.50PM	8.30
ATTALIA	0.6	2.15AM				
DN-R WALLULA JN	0.0		4.00AM		1.30PM	8.15PM

(0.20) (1.20) (0.30) (0.20) (6.00) Thru Time
 19.2 14.7 17.4 21.0 16.4 Average speed per hour.....

SUNNYSIDE BRANCH

EASTWARD

Time-Table No. 39

June 7, 1959

Time-Table No. 39	Mile Post	SUNNYSIDE BRANCH				
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					FIRST CLASS		Time-Table No. 39	
		SECOND CLASS					95		June 7, 1959	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		381	298	391	387					
		CMSt.P&P Freight	Freight	Mixed	Mixed	CMSt.P&P Streamliner Passenger				
		Daily	Daily	Daily Except Sunday	Daily	Daily				
BKPVX			4:10 PM				11:05 PM	DN-R SPOKANE DS AU	1.9	DOUBLE TRACK
JPX			4:15				11:10	DN N. P. CROSSING CG	2.5	DOUBLE TRACK
BIJKOP TVWXZ		9:30 PM	A 4:25 PM	6:00 AM	12:30 AM		11:15	EAST SPOKANE		2.1
59 IVX		9:40		6:15	12:40		11:18	DN DISHMAN SP	3.2	BLOCK SIGNALS
35		9:50		6:25	12:50		11:27	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 10:30 PM		7:05	A 1:30 AM		A 11:51 PM	DN-R MANITO MU	5.2	
23				7:21				D ROCKFORD RD	3.3	
40				7:32				DARKNELL	3.4	
31 VX				7:42				D FAIRFIELD G	8.4	
25				8:05				LATAH	7.2	
BPWXYZ				A 8:20 AM				DN-R TEKOA K	(49.3)	
		(1.00)	(0.15)	(9.30)	(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	
		SECOND CLASS	Time-Table No. 39				Time-Table No. 39				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		391	June 7, 1959		Mile Post		June 7, 1959		Mile Post		
		Mixed									
		Daily Except Sunday	STATIONS				STATIONS				
14 JPX		8:50 AM	SELTICE	48.0	BJKOPVWXYZ	DN-R WALLA WALLA BU	30.9	COLLEGE PLACE	28.9		
			G. N. CROSSING	39.8			0.2	W. W. V. RY. CROSSING	28.7		
			N. P. CROSSING	39.7	17 X		0.1	GARRETT	28.6		
34 VWX		9:30	OAKESDALE ON	39.1	10		4.6	WHITMAN	24.0		
44		10:00	THORNTON	31.2	12		4.7	LOWDEN	19.3		
M			G. N. CROSSING	30.7	120 PX	D TOUCHET CH	15.0	TOUCHET	7.5		
28 WX		10:45	ST. JOHN SJ	18.3	11		3.7	REESE	7.5		
27		11:15	WILLADA	11.5	PV			ZANGAR JCT.	3.8		
53		11:45 AM	GRAVEL PIT	4.4	BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.						
63 BJWXY		A 12:01 PM	D-R WINONA WA	0.0	JPVXY		3.8	WALLULA JCT.	0.0		
		(48.0)					(30.9)				
		(3.11)	Thru Time				(0.40)	Thru Time		(0.40)	
		15.0	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.—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. 39		FIRST CLASS			SECOND CLASS							
June 7, 1959		94			382		388		392		151	
		CMSt.P&P Streamliner Passenger			CMSt.P&P Freight		Mixed		Mixed		Freight	
STATIONS		Mile Post										
DN-R SPOKANE DS AU	1.9	165.4	A 11:50 PM							A 10:15 PM		
DN N. P. CROSSING CG	2.5	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	3.2	158.9	11:32		5:05	10:10	1:10					
CHESTER		155.7	11:27		4:55	10:00	12:55					
D MICA MA	2.8	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	5.2	143.6	11:07 PM		4:15 AM	9:25 AM	12:15					
D ROCKFORD RD	3.3	138.4					12:01 PM					
DARKNELL		135.1					11:50 AM					
D FAIRFIELD G	8.4	131.7					11:40					
LATAH		123.3					11:20					
DN-R TEKOA K	7.2	118.1					11:01 AM					
(49.3)												
		Daily		Daily		Daily Except Sunday		Daily				
		(0.43)		(1.00)		(1.05)		(2.34)		(0.15)		
		30.4		16.4		16.0		18.7		17.6		

WESTWARD		MOSCOW BRANCH		EASTWARD		WESTWARD		CONNELL BRANCH		EASTWARD		
		SECOND CLASS	Time-Table No. 39				SECOND CLASS		Time-Table No. 39		SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		379	June 7, 1959		Mile Post		378		June 7, 1959		Mile Post	
		Mixed					Mixed				Mixed	
		Daily Except Sunday	STATIONS				STATIONS				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	A 6:40 AM		
1		8:20	WHITLOW	20.6	1:10	11 X	14.7	HOOPER	14.7			
			N. P. CROSSING	19.9		32 JPXY	A 1:25 PM	N-R HOOPER JCT. HR	15.7	6:00 AM		
23 WX		8:30	D PULLMAN XN	18.7	1:00	34		WASHUCNA	23.5			
18		8:45	ALBION	19.7	12:25	21 V		D KAHLOTUS 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)				Daily Except Sunday
		(1.20)	Thru Time		(2.30)			(0.40)	Thru Time		(0.40)	
		21.1	Average speed per hour		11.2			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.

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	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				
Third Subdivision				Moscow Branch			
Seufert.....	87.2	58 P	West	Risbeck.....(6)	4.5	6	Both
Fourth Subdivision				Parvin.....(6)	7.8	8	Both
Montavilla.....	5.9	8	Both	Armstrong.....(6)	15.7	3 W ^(M.P.) _{16.2}	Both
Quarry Spur.....	6.5	13	West				
Rockwood.....	11.8	60	Both	Connell Branch			
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	None	McAdam.....	29.3	3	Both
Latourell.....(1) (2)	23.9	None	None	Wacota.....	34.1	4	Both
Multnomah Falls.....	29.6	None	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				
Via Kenton				Tekoa-Ayer Branch			
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
Sixth Subdivision				Pomeroy Branch			
Ice Harbor.....	223.5	23	West	Houser.....	19.1	1	Both
Sheffer.....	242.1	10	West	Tucannon Branch			
Matthews.....	253.3	4	Both	Powers.....	2.7	4	Both
Magallon.....	258.6	5	Both	Pendleton Branch			
Teske.....	310.6	2	Both	Havana.....	6.9	11	Both
		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
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
Pilot Rock Branch				McCall.....	69.4	2	Both
McBee.....	2.8	2	East	McKay.....	78.6	6	Both
Lens.....	11.2	4	East	Wallace Branch			
Grass Valley Branch				O'Gara.....(8)	26.3	None	None
Sandon.....	15.6	8	Both	Black Lake.....(8)	38.0	None	None
Hay Canyon.....	19.2	12	East	Dudley.....(8)	52.0	12	Both
De Moss.....	23.9	15	West	Smelterville.....(8)	66.3	None	None
Erskine.....	31.3	12	Both	Shont.....	72.8	3	Both
Bourbon.....	45.8	9	Both	Polaris.....	74.6	42	East
		8	Both	Gem.....	84.1	5 X	Both
Grays Harbor Branch				Frisco.....	84.4	7 X	Both
Raisch.....	2.6	7	Both	Dorn.....	85.1	13	Both
Balch.....(4)	18.3	18 P	Both	Dayton Branch			
Yakima Branch				Taggard.....	4.3	1	West
Grosscup.....	28.2	8	Both	Ronan.....	19.3	28	West
Biggam.....(5)	48.3	10	Both				
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				

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

BRANCHES

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

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	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
Heppler 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.	70	60	35	154.7 and 155.5.	45	35	25	On 7- and 8-degree curves.		25	20
Between Spokane and Manito.				Between Chester and Mica, on descending grade.			25	On 9- and 10-degree curves.		20	20
Between Manito and Tekoa.		45	30	N. P. Crossing Through interlocking.	15	15	10	Colfax Within city limits.		12	12
Tekoa On west leg of wye.		10	10	Spokane Over street crossings between N.P. Crossing and city limits.	20	20	20	Between Mile Posts— 1.3 and 3.1.		25	20
Between Mile Posts— 117.2 and 117.5.		20	20	Between N. P. Crossing and Mission Ave., on line through old yard.			12	5.6 and 7.5.		25	20
118.1 and 118.3.		35	25	Through tunnel.	15	15	15	8.4 and 8.8.		25	20
118.5 and 119.7.		25	20	Pleasant Valley Branch Maximum speed.			25	Shawnee 9.9 and 10.0.		25	20
120.2 and 121.4.		35	25	G. N. Crossing, M.P. 30.7.			20	10.8 and 11.2.		25	20
121.6 and 121.9.		25	20	On curves of 7 degrees and over.			20	12.2 and 12.5.		25	20
122.1 and 122.5.		35	25	Wallula Branch Maximum speed.			35	Albion 13.4 and 13.6.		25	20
Latah Within city limits.		40	30	On 5- and 6-degree curves.			35	14.3 and 14.9.		20	20
Between Mile Posts— 123.4 and 124.5.		20	20	On 7- and 8-degree curves.			25	17.5 and 17.7.		25	20
125.1 and 125.7.		35	25	On 9- and 10-degree curves.			20	17.9 and 18.0.		25	20
127.5 and 128.4.		35	25	Wallula Jct. West leg of wye.	15	15		Pullman Within city limits.		15	15
129.6 and 130.6.		35	25	Between Mile Posts— Zangar Jct. 5.1 and 6.4.			25	Over street crossings.		6	6
Fairfield Within city limits.		25	25	6.7 and 6.8.			25	Between Mile Posts— N. P. Crossing 19.9 and 20.0.		25	20
Between Mile Posts— 133.3 and 134.6.		25	20	7.0 and 7.1.			20	24.6 and 24.8.		25	20
Darknell 135.3 and 136.3.		35	25	Reese 7.7 and 8.0.			25	25.2 and 25.4.		25	20
136.6 and 139.2.		20	20	8.2 and 8.4.			35	Moscow Within city limits.		20	20
Rockford Within city limits.		20	20	8.7 and 9.1.			25	Over street crossings.		12	12
Between Mile Posts— 141.0 and 141.2.		35	25	9.5 and 9.7.			25				
142.6 and 143.2.		25	20	10.0 and 10.1.			35				
Manito 144.4 and 144.6.	60	50	35	10.7 and 10.9.			35				
145.5 and 146.0.	55	45	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 Mile Posts— 23.1 and 23.6.			35	25	Elberton Within city limits.		25	25
Between La Crosse and Hooper Jct.		30	30	23.6 and 23.7.			30	20	Between Mile Posts— 90.7 and 91.9.		20	20
On 5- and 6-degree curves.		25	25	24.5 and 25.0.			35	25	92.4 and 92.9.		25	25
On 7-, 8-, 9- and 10-degree curves.		20	20	25.4 and 26.9.			30	25	Garfield Within city limits.		25	25
Between Hooper Jct. and Connell.		20	20	27.1 and 27.2.			25	20	Between Mile Posts— 101.1 and 101.5.		25	25
Between Mile Posts— La Crosse 3.4 and 3.6.		25	25	27.4 and 27.8.			20	20	102.0 and 102.4.		25	25
6.6 and 6.8.		25	25	28.2 and 28.7.			20	20	Farmington Within city limits.		20	20
7.2 and 7.8.		20	20	Hay 30.4 and 31.1.			35	25	Between Mile Posts— 104.6 and 104.9.		20	20
9.2 and 9.7.		20	20	32.0 and 33.8.			25	20	105.5 and 105.8.		20	20
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.		15	15	34.2 and 35.2.			20	20	112.2 and 113.1.		25	25
Through west leg of wye on 16- degree curve.		8	8	Jerita 36.2 and 36.9.			25	20	115.6 and 116.0.		20	20
Tekoa-Ayer Branch Maximum speed.		45	30	37.8 and 39.3.			25	20	Tekoa On west leg of wye.		10	10
Between Ayer and Tucannon.		35	25	Sutton 49.3 and 50.1.			30	20	Pomeroy Branch Maximum speed.		25	25
Between Colfax and Tekoa, via Garfield.		30	30	Endicott 64.9 and 65.2.			35	25	Starbuck Within city limits.		15	15
On 4-degree curves.		35	25	68.2 and 68.5.			35	25	Tucannon Branch Maximum speed.		25	25
On 5- and 6-degree curves.		25	25	Diamond 68.8 and 69.0.			35	25	On curves of 7 degrees and over.		20	20
On 7-, 8-, 9- and 10-degree curves.		20	20	69.9 and 70.1.			35	25	Starbuck Within city limits.		15	15
Between Mile Posts— Tucannon 14.0 and 14.1.		35	25	Mookonema 73.3 and 73.6.			20	20	Between Starbuck and Relief.		12	12
14.3 and 16.1.		25	25	Crest 74.9 and 77.2.			25	12	Pendleton Branch Maximum speed.		25	25
17.1 and 17.2.		15	15	Colfax Within city limits.			12	12	On 7-, 8-, 9- and 10-degree curves.		20	20
Over Snake River Bridge 17.23.		5	5	Between Mile Posts— 78.4 and 78.5.			20	20	Between Barrett and Downing, on descending grade.		15	15
Between Mile Posts— Riparia 17.7 and 18.1.		25	20	79.8 and 80.7.			20	20	Pendleton Over Thompson, Main and Aura Streets.		12	12
18.6 and 18.8.		35	25	81.5 and 82.3.			20	20	Over other street crossings within city limits.		20	20
19.7 and 19.9.		20	20	82.9 and 83.4.			20	20	Between Mile Posts— 2.5 and 3.0.		20	20
				83.7 and 84.5.			20	20	9.5 and 9.8.		20	20
				86.5 and 87.0.			20	20	Athens Over street crossings.		15	15
				87.6 and 88.9.			20	20				
				89.1 and 89.4.			20	20				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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					Cataldo 58.7 and 59.1.		45	30	
32.2 and 32.4.		20	20	60.0 and 60.2.					20	20		
32.7 and 32.9.		20	20	Over all other street crossings.	10	10	62.4 and 63.2.		35	25		
Milton-Freewater Over street crossings.		15	15	Wallace Branch 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	Kellogg-Wardner Over street crossings.		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		25	
Walla Walla 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		
Valley Grove 64.8 and 64.9.		20	20	Between Mile Posts— Plummer Jct. 16.2 and 16.9.	20	20	Osburn 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	
Bolles 71.7 and 72.5.		20	20	Chatcolet Bridge 23.45.	15	15	78.6 and 78.7.		25	20		
72.8 and 73.2.		20	20				Between Mile Posts— 24.1 and 28.4.	25	20	Wallace Over street crossings.		6
74.3 and 76.1.		20	20	Springston 34.0 and 34.4.	10	10	Between Mile Posts— 81.4 and 87.3.		20	20		
78.4 and 78.5.		20	20				Burke to Wallace, eastward.	10	10	Sierra-Nevada Branch Maximum speed.		10
78.9 and 79.3.		20	20				34.5 and 34.7.	45	30		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						
Alto				39.6 and 39.8.	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)
Albina.....Crew Dispatcher's Board Room	Hoquiam (Joint), N. P. Ry. Telegraph Office	.....N. P. T. Co. Telegraph Office
Albina.....Terminal No. 4 Yard Office	Huntington.....Telegraph Office	Seattle (Joint)
Argo.....Yard Office	Kellogg-Wardner.....Telegraph Office	.....Union Station Telegraph Office
Argo.....Enginemen's Register Room	Kennebec.....Telegraph Office	Spokane.....Train Dispatcher's Office
Arlington.....Telegraph Office	Kenton.....Yard Office	Spokane.....Telegraph Office
Ayer.....Telegraph Office	La Grande.....Crew Dispatcher's Office	Tacoma.....Yard Office
Baker.....Telegraph Office	La Grande.....Train Dispatcher's Office	The Dalles.....Telegraph Office
Bend (Joint)....O. T. Ry. Telegraph Office	La Grande.....Depot Telegraph Office	The Dalles.....Switchmen's Locker Room
Centralia (Joint), N. P. Ry. Telegraph Office	Moscow.....Telegraph Office	Walla Walla.....Telegraph Office
East Spokane...Trainmen's Register Room	Olympia.....Telegraph Office	Yakima.....Telegraph Office
Hinkle.....Telegraph Office		Yakima.....Roundhouse

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

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

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

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

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

- B—bulletins;
- C—coal;
- D—day operator;
- 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.