



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 37

Effective Sunday
January 11, 1959
At 12:01 A.M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

D. F. WENGERT
General Manager

J. G. KIMMELL
General Superintendent

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

H. E. SHUMWAY
General Superintendent Transportation

First and Second Subdivisions and Branches

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

Third, Fourth and Fifth Subdivision and Branches

L. V. Neely, Chief Train Dispatcher. Albina, Ore.
G. J. Schatz, Jr., Assistant Chief Train Dispatcher. Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher. Albina, Ore.
R. M. Enfield, Assistant Chief Train Dispatcher. Albina, Ore.

Sixth Subdivision and Branches

M. H. Galloway, Chief Train Dispatcher. Spokane, Wash.
C. E. Wizek, Assistant Chief Train Dispatcher. Spokane, Wash.
R. S. Larabee, Assistant Chief Train Dispatcher. Spokane, Wash.
D. E. Widner, Assistant Chief Train Dispatcher. Spokane, Wash.

Union Pacific Railroad Employees Hospital Association
Physicians and Surgeons are located as shown below:

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

WESTWARD					CONDENSED TIME-TABLE										EASTWARD				
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 37					FIRST CLASS								
19	105	457	17	11		January 11, 1959					20	12	106	458	18				
Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express							Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily		STATIONS													
	3.15		4.20		0.0	GRANGER							A 7.55		A 11.30				
	6.55 7.00		9.30 10.15	12.50	213.9	POCATELLO						A 2.30	4.05 4.00		6.15 5.20				
	9.30		1.50	4.15	373.8	GLENN'S FERRY						11.10	1.35		2.00				
	10.45		3.35	6.10	448.4	BOISE						9.20	12.20		12.15				
	12.45		6.30	9.30	550.1	M.T.	HUNTINGTON				M.T.	6.45	10.25		9.40				
	11.45		5.40	8.40		P.T.					P.T.	5.35	9.25		8.30				
	2.06		8.35	11.35	649.7	LA GRANDE						3.00	7.06		5.45				
	4.10		11.00	1.55	723.9	PENDLETON						12.40	4.56		3.05				
7.30					941.3	SPOKANE					A 6.30								
9.57					837.4	AYER					4.05								
11.00					786.3	WALLULA					2.55								
A 11.45	4.56		12.40	3.05	755.3	HINKLE					2.20	11.55	4.21		2.10				
	6.30		3.10	5.40	855.4	THE DALLES						9.50	2.45		11.40				
	A 8.15	9.00	A 5.30	A 8.00	939.5	PORTLAND						7.30	1.00	A 9.15	9.30				
		A 1.00			1122.7	SEATTLE								5.00					
											Daily	Daily	Daily	Daily	Daily				
(4.15) 43.1	(18.00) 52.2	(4.00) 45.8	(26.10) 35.9	(20.10) 36.0	 Thru Time Average speed per hour					(4.10) 44.5	(18.00) 40.3	(17.55) 52.4	(4.15) 45.4	(25.00) 37.6					

WESTWARD					CONDENSED TIME-TABLE										EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 37 January 11, 1969					FIRST CLASS								
			35 Passenger	33 Passenger							34 Passenger	36 Passenger							
			Daily	Daily															
			11.20	9.15	0.0	McCAMMON	A	6.15	A	3.50									
			11.50 12.20	A 9.45	22.7	POCATELLO		5.45		3.15 2.40									
			1.45		73.3	IDAHO FALLS				1.13									
					124.3	ASHTON													
					169.9	VICTOR													
					180.4	WEST YELLOWSTONE													
			A 7.30		206.0	BUTTE													
							Daily		Daily										
					(8.10) 35.0	Thru Time.....					(0.30) 45.4	(8.30) 33.6							

WESTWARD				FIRST SUBDIVISION		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS			Time-Table No. 37 January 11, 1959	Mile Post	FIRST CLASS			SECOND CLASS
	105	17	11			18	12	106	126
	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight
	Daily	Daily	Daily			STATIONS			
BKOPTWXYZ	11.45PM	5.40PM	8.40AM	DN-R HUNTINGTON HU	389.4	A 8.30AM	A 5.35PM	As 9.25PM	A 5.15AM
100 P			s 8.50	D LIME BY	384.5	8.05	5.15	9.10	
100 P				WEATHERBY	377.5				
150 PWY			s 9.12	DURKEE	368.9		f 4.50		
100 P				OXMAN	361.7				
138 P			s 9.39	PLEASANT VALLEY	355.4				
WB 91 PY EB 109				ENCINA	351.9				
107 P				QUARTZ	347.3				
WB 109 BKOPW EB 111 XYZ	s 1.00AM	s 7.02	s 10.04	DN BAKER BC	342.0	s 7.00	s 4.10	s 8.05	
106 P				WING	337.6				
106 P			s 10.16	D HAINES KB	331.7		f 3.56		
106 P			s 10.27	D NORTH POWDER HD	322.1		f 3.45		
107 P				SAGO	315.5				
154 PVWY			f 10.41	TELOCASET	312.6				
105 P				CROOKS	308.9				
105 PVY				D UNION JCT. UN	302.2				
105 P				LONETREE	294.9				
BKOPTWXYZ	A 2.05AM	A 8.25PM	A 11.25AM	DN-R LA GRANDE RA	289.8	5.45AM	3.00PM	7.06PM	2.35AM
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday
(2.20) (2.45) (2.45)				Thru Time.....		(2.45) (2.35) (2.19)	(2.40)		
42.7 36.2 36.2				Average speed per hour.....		36.2 38.6 42.9	37.4		

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

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

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

WESTWARD			SECOND SUBDIVISION			EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.			FIRST CLASS			Time-Table No. 37 January 11, 1959	Mile Post	FIRST CLASS			SECOND CLASS	
			17	11	105			18	12	106	126	
			Passenger	Mail and Express	Streamliner Passenger			Passenger	Mail and Express	Streamliner Passenger	Time Freight	
			Daily	Daily	Daily			STATIONS				
BJKOPTWXYZ			8.35PM	11.35AM	2.06AM	DN-R LA GRANDE RA	289.8	A 5.35AM	A 2.50PM	A 7.05PM	A 2.25AM	
WB 71 PWY EB 72						HILGARD	282.1					
139 P						MOTANIC	275.6					
P						NORDEEN	272.1					
141 PWXY						KAMELA	271.1					
P						ROSS	268.3					
WB 105 PW EB 102				s 12.25PM		MEACHAM	265.5					
136 P						HURON	267.7					
120 P						CAMP	264.1					
WB 68 PWY EB 69				12.58		DUNCAN	248.5					
102 P						BONIFER	239.5					
106 PWY				f 1.16		GIBBON	236.9					
117 P						HOMLY	229.6					
116 P						MINTHORN	224.7					
115 P						MUNRA	218.9					
69 BJKPV WXYZ			s 11.00	s 1.55	s 4.10	DN PENDLETON FD	215.6	s 3.05	s 12.40PM	s 4.56		
155 JPX				s 2.01		RIETH	212.0					
135 P						BARNHART	208.3					
135 P						NOLIN	198.9					
135 P			f 11.34	s 2.28		D ECHO HI	192.6					
P			f 11.40	s 2.35	4.37	STANFIELD	188.4					
BJKOPWXYZ			A 1.59PM	A 2.55PM	A 4.55AM	DN-R HINKLE UK	184.2	2.10AM	11.55AM	4.21PM	11.15PM	
						(106.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday	
			(3.24)	(3.20)	(2.49)	 Thru Time		(3.25)	(2.55)	(2.44)	(3.10)	
			31.4	31.7	37.4	Average speed per hour		30.9	36.2	38.6	33.3	

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

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

WESTWARD				THIRD SUBDIVISION						Time-Table No. 37 January 11, 1959		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	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				9.30AM	1.45AM ¹⁸			3.05PM	4.56AM	12.40AM	DN-R HINKLE UK 6.5	
PW				9.40	1.55			s 3.12		f 12.48	D ORDNANCE RN 1.9	
131	P			9.43	1.58			3.15	5.03	12.50	MUNLEY 5.8	
131	P			9.51	2.06			3.21	5.08	12.56	CLARKE 6.2	
131	P			10.00	2.15			s 3.29	5.13	f 1.14 ¹⁸	DN BOARDMAN BD 8.1	
125	P			10.11	2.26			3.51 ¹⁰⁶	5.20	1.24	CASTLE 7.5	
14	JP			10.22	2.37			3.59		1.31	N HEPPNER JCT. WI 1.2	
138	P			10.25	2.40			4.01	5.27	1.33	WILLOWS 8.5	
WB 137 EB 112	BJKPTWX			10.50 ¹²	2.55 ²⁶²			s 4.15 ²⁶⁴	5.35	s 1.42	DN ARLINGTON MX 4.5	
130	P			11.15	3.02			4.22	5.39	1.51 ²⁶²	GILMORE 4.7	
127	P			11.24	3.09			s 4.29	5.43	1.55	BLALOCK 6.1	
129	P			11.33	3.17			4.36	5.48	2.02	QUINTON 8.2	
132	P			11.48	3.30			4.44	5.55	2.11	GOFF 6.0	
125	P			11.57AM	3.39			4.50	6.00	2.18	RUFUS 5.9	
130	JPW			12.07PM	3.48			f 4.56	6.05	2.24	DN BIGGS BX 2.7	
55	P			12.13	3.54			5.01	6.08	2.29	MILLER 5.3	
	JPV			12.24	4.05			5.08	6.13	2.36	OREGON TRUNK JCT. 3.2	
75	P			12.30	4.13			5.12	6.16	2.42	DUNE 6.1	
BKOPTWXZ				A 12.40PM	A 4.35AM			A 5.30PM	As 6.30AM	A 3.00AM	DN-R THE DALLES DK	
											(98.4)	
				(3.10) 31.1	(2.50) 34.7			(2.25) 40.7	(1.34) 62.8	(2.20) 42.2	Thru Time.....Average speed per hour.....	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 5-72.

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

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

No. 17 will stop at Ordinance 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									
Time-Table No. 37 January 11, 1959				FIRST CLASS				SECOND CLASS	
STATIONS	Mile Post	12 Mail and Express	106 Streamliner Passenger	18 Passenger				262 Time Freight	264 Time Freight
DN-R HINKLE UK	184.2	A 1.45AM	A 4.20PM	A 1.45AM ²⁵⁷				A 4.40AM	A 5.45PM
D ORDNANCE RN	177.7	11.34	4.10	1.29				4.20	5.30
MUNLEY	175.8	11.30	4.08	1.27				4.15	5.26
CLARKE	170.0	11.25	4.03	1.21				4.03	5.15
DN BOARDMAN BD	163.8	11.17	3.58	1.14 ¹⁷				3.50	5.03
CASTLE	155.7	11.09	3.51 ¹¹	1.06				3.36	4.50
N HEPPNER JCT. WI	148.2	11.02	3.44	12.59				3.24	4.38
WILLOWS	147.0	11.00	3.43	12.57				3.21	4.35
DN ARLINGTON MX	138.5	10.50 ¹⁵¹	3.35	12.47				2.55 ²⁵⁷	4.15 ¹¹
GILMORE	134.0	10.40	3.31 ²⁰⁴	12.29				1.51 ¹⁷	3.31 ¹⁰⁶
BLALOCK	129.3	10.36	3.27	12.25				1.24	2.55
QUINTON	123.2	10.30	3.22	12.19				1.12	2.43
GOFF	115.0	10.22	3.15	12.12				12.57	2.28
RUFUS	109.0	10.16	3.10	12.06				12.46	2.17
DN BIGGS BX	103.1	10.11	3.05	12.01AM				12.36	2.07
MILLER	100.4	10.07	3.01	11.57PM				12.30	2.01
OREGON TRUNK JCT.	95.1	10.01	2.56	11.51				12.20	1.50
DUNE	91.9	9.58	2.53	11.48				12.15	1.45
DN-R THE DALLES DK	85.8	9.50AM	2.46PM	11.40PM				12.01AM	1.30PM
(98.4)		Daily	Daily	Daily				Daily	Daily
				(1.55) 51.3		(1.55) 62.1		(2.05) 47.2	
								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.

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						FIFTH SUBDIVISION											
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	FIRST CLASS										Time-Table No. 37 January 11, 1959						
							85 CMSt.P&P Streamliner Passenger	457 Passenger	83 CMSt.P&P Streamliner Passenger								
							Daily	Daily	Daily								
								9.00 AM		BLOCK SIGNALS { PORTLAND 6.8 DN NORTH PORTLAND JCT. KD 1.0 VANCOUVER							
								9.16									
							A 9.21 AM										
BETWEEN PORTLAND AND NORTH PORTLAND JCT., TRAINS EXCEPT NO. 457 AND NO. 458 WILL BE GOVERNED BY FOURTH SUBDIVISION TIME-TABLE.																	
NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND & SEATTLE RY., VIA WILLBRIDGE AND WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY., BETWEEN PORTLAND AND NORTH PORTLAND JCT.																	
BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER FOR INFORMATION ONLY.																	
BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.																	
										BLOCK SIGNALS { N. P. CROSSING 1.2 N. P. CROSSING 0.1 N. P. CROSSING 0.3 DN RESERVATION RN 0.7 DN TACOMA JCT. JN							
IJX								12.09 PM									
IJPX								A 12.11 PM									
BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.																	
23 67 IPVX								12.42 PM		BLOCK SIGNALS { DN-R BLACK RIVER BI 0.0 C. M. St. P. & P. & P. C. CROSSING 6.3 DN-R ARGO G 3.1 DN-R SEATTLE OW (183.2)							
BIJKOP TVWXYZ							3.03 PM	12.50	7.56 AM								
BKPWXZ							A 3.15 PM	A 1.00 PM	A 8.15 AM								
							(0.12) 15.5	(4.00) 45.8	(0.19) 9.8	Thru Time.....Average speed per hour.....							
On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. On Fifth Subdivision, Rule D-97 is in effect. Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.																	
WESTWARD						THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.						EASTWARD					
				691	681			690	692								
				5.15 PM	6.00 AM		ALBINA	A 4.00 AM	A 5.30 AM								
				A 3.30 AM	A 8.00 PM		ARGO	7.30 PM	10.00 PM								

FIFTH SUBDIVISION										EASTWARD	
Time-Table No. 37 January 11, 1959			Mile Post	FIRST CLASS							
				82 CM St. P. & P. Streamliner Passenger	84 CM St. P. & P. Streamliner Passenger	458 Passenger					
STATIONS											
BLOCK SIGNALS	PORTLAND		0.0			A 9.15 PM					
	DN NORTH PORTLAND JCT. KD		6.8			8.55					
	VANCOUVER		8.7			8.51 PM					
BETWEEN PORTLAND AND NORTH PORTLAND JCT., TRAINS EXCEPT NO. 457 AND NO. 458 WILL BE GOVERNED BY FOURTH SUBDIVISION TIME-TABLE.											
NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND & SEATTLE RY., VIA WILLBRIDGE AND WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY., BETWEEN PORTLAND AND NORTH PORTLAND JCT.											
BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER FOR INFORMATION ONLY.											
BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.											
BLOCK SIGNALS	N. P. CROSSING		145.2								
	N. P. CROSSING		146.4								
	N. P. CROSSING		146.5								
	DN RESERVATION RN		146.8			A 5.52 PM					
	DN TACOMA JCT. JN		147.5			5.50 PM					
BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.											
BLOCK SIGNALS	DN-R BLACK RIVER BI		173.8			A 5.15 PM					
	C. M. St. P. & P. & P. C. CROSSING		173.8								
	DN-R ARGO G		180.1	A 8.38 AM	A 3.38 PM	5.07					
	DN-R SEATTLE OW		183.2	8.30 AM	3.30 PM	5.00 PM					
	(183.2)			Daily	Daily	Daily					
Thru Time.....			(0.08)	(0.08)	(4.15)						
Average speed per hour.....			23.3	23.3	45.4						
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.											

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.

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

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

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37		Mile Post	SECOND CLASS
	305 Mixed	January 11, 1959			304 Mixed
	Daily Except Sunday	STATIONS			
28 WXY	6.30AM	D-R	JOSEPH J	83.8	A12.05PM
22 X	7.00	D	ENTERPRISE RS	78.0	11.10AM
39	7.30		LOSTINE	67.8	10.30
27 WXY	8.00	D	WALLOWA WO	60.0	10.10
12	8.35		MINAM	47.1	9.35
40	9.05 ³⁰⁴		LOOKING GLASS	33.8	9.05 ³⁰⁸
32	9.45		GULLING	25.1	7.50
35 WXY	10.05	D	ELGIN GN	20.9	7.40
18	10.30	D	IMBLER BR	12.3	7.01
20	10.50		ALICEL	8.4	6.51
BJKOPT WXYZ	11.15AM	DN-R	LA GRANDE RA	0.0	6.30AM
			(83.8)		Daily Except Saturday
(4.45)		Thru Time.....		(5.35)	
17.6		Average speed per hour.....		15.0	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 37		Mile Post	
		January 11, 1959			
		STATIONS			
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. 37		Mile Post	
		January 11, 1959			
		STATIONS			
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)		

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 37		Mile Post	
		January 11, 1959			
		STATIONS			
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. 37		Mile Post	
		January 11, 1959			
		STATIONS			
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. 37		Mile Post	
		January 11, 1959			
		STATIONS			
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)		

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

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37		Mile Post	SECOND CLASS
	313 Mixed	January 11, 1959			314 Mixed
	Daily Except Monday	STATIONS			
BKOP VWXYZ	5.00 AM	DN-R	BEND ND	150.0	A 2.30 PM
BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL IN- STRUCTIONS OF OREGON TRUNK RAILWAY.					
JPV	A 12.01PM	OREGON TRUNK JUNCTION		O.O	7.30 AM
		(150.0)			Daily Except Sunday
(7.01) 21.4		Thru Time.....Average speed per hour..		(7.00) 21.4	
BEND BRANCH SHOWN FOR INFORMATION ONLY.					
WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 37		Mile Post	
		January 11, 1959			
		STATIONS			
JPVXY		R	EAST OLYMPIA	0.0	
			7.3 N. P. CROSSING 0.1	7.3	
BKPV WXYZ		D-R	OLYMPIA OA	7.4	
		(7.4)			

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

WESTWARD			GRAYS HARBOR BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 37 January 11, 1959			Mile Post	SECOND CLASS			
	307	309					308	306		
	Mixed	CMSt.P.&P Freight					CMSt.P.&P Freight	Mixed		
	Daily Except Sunday	Daily Except Sunday								
BJKOPT VWXYZ	2.00 PM		DN-R	CENTRALIA 2.4	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			0.0 N. P. CROSSING			2.4				
M			0.0 C. M. St. P. & P. CROSSING			2.4				
23 P	f 2.20		2.6 GALVIN			5.0		8.25		
43 JPVX	f 2.40	12.01 AM	BLOCK SIGNALS	7.2 HELISING JUNCTION		12.2	A 7.40 PM	f 8.10		
48 PX	s 2.45	12.05		1.5 N-R INDEPENDENCE ND		13.7	7.20	s 7.50		
52 P	f 3.05	12.30		8.5 CEDARVILLE		22.2	7.00	f 7.30		
51	f 3.20	12.40		4.1 LANKNER		26.3	6.45	f 7.15		
44 P	f 3.30	12.55	4.5 SAGINAW			30.8	6.35	f 7.05		
5 P	f 3.35	1.00	1.7 SOUTH ELMA			32.5	6.30	f 7.00		
53 PXY	f 4.05	1.35	9.9 SOUTH MONTESANO			42.4	6.05	f 6.35		
X			SOUTH MONTESANO			42.4				
PVX			1.5 D MONTESANO MO			43.9				
53 PXY	f 4.05	1.35	SOUTH MONTESANO			42.4	6.05	f 6.35		
27	f 4.10	1.43	1.4 MELBOURNE			43.8	5.55	f 6.25		
32 P	f 4.20	1.50	2.9 PREACHER'S SLOUGH			46.7	5.45	f 6.15		
53 PXY	f 4.35	2.05	4.5 COSMOPOLIS			51.2	5.30	f 6.00		
JV			2.0 SOUTH ABERDEEN JCT.			53.2				
M			0.1 N. P. CROSSING			53.3				
52 KPVXZ	A 4.45 PM	A 2.35 AM	DN-R	ABERDEEN 3.6	SA	53.9	5.15 PM	s 5.45 PM		
BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.										
TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.										
BKOPT WYZ	A 5.00 PM	A 3.05 AM	DN-R	HOQUIAM	HO	57.5	5.00 PM	5.30 PM		
				(57.5)			Daily Except Sunday	Daily Except Sunday		
(3.00)		(3.04)	 Thru Time				(2.40)	(3.15)		
19.2		14.8	 Average speed per hour				17.0	17.6		

WESTWARD		SUNNYSIDE BRANCH				Time Table No. 37 January 11, 1959	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.						STATIONS	
35	JPXV					R	MIDVALE
	PVX					D	2.8 SUNNYSIDE
							(2.8)

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

SUNNYSIDE BRANCH			EASTWARD				
Time-Table No. 37			Mile Post				
January 11, 1959							
STATIONS							
R	MIDVALE		0.0				
	2.8						
D	SUNNYSIDE	SI	2.8				
	(2.8)						

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

WESTWARD				SPOKANE-TEKOA BRANCH									
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS						FIRST CLASS		Time-Table No. 37				
							95		January 11, 1959				
	CMSt.P&P Freight						CMSt.P&P Streamliner Passenger						
	Daily						Daily		STATIONS				
BKPVX				381	298	391	387		95	DN-R SPOKANE DS AU			
										1.9			
IJPX										DN N. P. CROSSING CG			
										2.5			
BLJKOP TVWXZ				9.30 PM	A 4.25 PM	6.00 AM	12.30 AM			EAST SPOKANE			
59 IVX				9.40		6.15	12.40			2.1			
										DN DISHMAN SP			
										3.2			
35				9.50		6.25	12.50			CHESTER			
										6.0			
78				10.05		6.40	1.07			D MICA MA			
										2.8			
38				10.15		6.50	1.17			FREEMAN			
										3.3			
VX				A 10.30 PM		7.05	A 1.30 AM			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)	(3.20)	(1.00)	(0.46)		Thru Time.....			
				16.4	17.6	19.2	17.4	28.4		Average speed per hour.....			

WESTWARD					TEKOA-AYER BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				Time-Table No. 37 January 11, 1959	Mile Post	SECOND CLASS							
			355 Freight	391 Mixed			392 Mixed	356 Freight						
			Daily Except Saturday	Daily Except Sunday										
	STATIONS													
BPWXYZ				8.30AM	DN-R	TEKOA	K	116.1	A10.40AM					
14 JPX				A 8.45AM	R	SELTICE		110.4	10.30					
32				VIA PLEASANT VALLEY BRANCH	D	5.9 FAIRMINGTON	FM	104.5	10.20					
M						1.1 N. P. CROSSING		103.4						
						8.0 N. P. CROSSING		95.4						
38 VWX					D	0.3 GARFIELD	GR	95.1	10.00					
						5.4 ELBERTON		89.7	9.45					
32 JMWXY					BLOCK SIGNALS	D-R	12.3 COLFAX	CA	77.4	s 9.25				
M							0.1 G. N. CROSSING		77.3					
14 East Spur X 16 West Spur X							2.4							
34							CREST		74.9	8.15				
							2.4 MOCKONEMA		72.5	f 8.05				
29							4.0 DIAMOND		68.5	f 7.55				
27						D	10.6 ENDICOTT	DI	57.9	s 7.30				
63 BJWXY				12.15PM	D-R	5.8 WINONA	WA	52.1	s 7.15					
46				12.25		4.1 BUTTON		48.0	7.05					
26 JWXY				A12.40PM	D-R	6.5 LA CROSSE	JA	41.5	6.50AM					
42						5.7 JERITA		35.8						
44						5.6 HAY		30.2						
60 JPVXY					D-R	12.7 HIPARIA	XS	17.5						
M						0.1 N. P. CROSSING		17.4						
10 JPXY				10.30PM	R	4.8 TUCANNON		12.6	A 6.40PM					
41 X				10.35		0.8 PATAHA		11.8	6.35					
54 X				11.00		8.9 HIFTON		2.9	6.10					
BJKOPWXY				A11.10PM	DN-R	2.9 AYER	JD	0.0	6.00PM					
						(116.1)			Daily Except Sunday	Daily Except Saturday				
				(0.40) 18.9	(0.40) 25.0	 Thru Time.....			(3.50) 19.5	(0.40) 18.9				
				...Average speed per hour...										

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 37		Mile Post	SECOND CLASS
	355	January 11, 1959			356
	Freight				Freight
	Daily Except Saturday	STATIONS			
35 X	8.30PM	D-R	POMEROY PY	28.9	A 8.20PM
25	8.50		ZUMWALT	24.4	8.00
7	9.10		DODGE	18.3	7.40
18	9.20		CHARD	14.5	7.30
8	9.35		JACKSON	11.3	7.20
18	9.50		DELANEY	7.9	7.10
JXY	A 10.10PM	D	STARBUCK SA	0.0	6.50PM
			(28.9)		Daily Except Saturday
(1.40)	 Thru Time.....				(1.30)
17.3	Average speed per hour....				19.3

WESTWARD TUCANNON BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 37		Mile Post	SECOND CLASS	
	355 Freight Daily Except Saturday		January 11, 1959			356 Freight	
			STATIONS				
19			RELIEF		9.3		
JXY	10.10PM	D	5.5 STARBUCK SA		3.8	A	6.50PM
JPXY	A 10.30PM	R	3.8 TUCANNON		0.0		6.40PM
			(9.3)				Daily Except Saturday
(0.20) Thru Time.....				(0.10)			
11.4 Average speed per hour....				22.8			
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.							
No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.							
No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to Tekoa.							
For stations not shown on schedule pages, see page 22.							

WESTWARD PENDLETON BRANCH				EASTWARD		WEST	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 37		Mile Post	SECOND CLASS	
	365	Daily Except Sunday	January 11, 1959			366	Freight
	Freight		STATIONS			Freight	
27 X			ALTO	83.0			VX
23			7.5 MENOKEN	75.5			
26 JX	11.45AM		4.2 BOLLES	71.3	A 9.40AM		BETW ERNED OF
26 X	11.58AM	D	4.6 PRESCOTT SY	66.7	9.28		
21	12.35PM		13.1 VALLEY GROVE	53.6	8.52		VX
			6.4 N. P. CROSSING	47.2			
M			0.6 W. W. V. RY. CROSSING	46.6			22 X
BJKOPV WXYZ	A 12.55PM	DN-R	0.5 WALLA WALLA BU	46.1	8.30AM		X
M			1.9 W. W. V. RY. CROSSING	44.2			43
24			4.3 SPOFFORD	39.9			20
M			3.6 W. W. V. RY. CROSSING	36.3			33
			0.1 D MILTON-FREEWATER CO	36.2			30
39 VX			9.5 BLUE MOUNTAIN	26.7			6 Y
50			3.3 DOWNING	23.4			18
20			2.5 WESTON WT	20.9			JX
66 X		D	3.7 ATHENA CN	17.2			25 BKOW
20 X		D	4.6 ADAMS	12.6			31
41			2.6 BLAKELEY	10.0			BVWX
15			10.0 DN-R PENDLETON FD	0.0			M
BJKVWXYZ							M
			(83.0)			Daily Except Sunday	JX
(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. 37 January 11, 1959			Mile Post	SECOND CLASS	
		365 Freight	STATIONS				366 Freight	
		Daily Except Sunday						
29			TURNER 2.1			24.8		
25			WHETSTONE 9.5			22.7		
26 VXY		11.01AM	D	DAYTON DA		13.1	A 10.15AM	
M				N. P. CROSSING 0.09		13.0		
M				N. P. CROSSING 0.01		13.0		
VX		A 11.03AM		DAYTON JCT. 0.1		12.9	10.13AM	
BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.								
VX		11.25AM	R	WAITSBURG JCT. 1.7		5.2	A 9.53AM	
28 X		11.31	D	WAITSBURG BG 3.5		3.5	9.49	
28 JX		A 11.45AM		BOLLES (24.8)		0.0	9.40AM	
							Daily Except Sunday	

WARD			WALLACE BRANCH			EASTWARD		
		SECOND CLASS	Time-Table No. 37				SECOND CLASS	
		387 Mixed	January 11, 1959			Mile Post	388 Mixed	
		Daily	STATIONS					
		1.30 AM	DN-R	MANITO	MU		A 9.25 AM	
				19.8				
BETWEEN MANITO AND PLUMMER JCT., TRAINS WILL BE GOV- BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.								
		2.10AM	DN-R	PLUMMER JCT.	WJ	16.2	A 8.45AM	
	f	2.31		CHATCOLET		22.8	f 8.24	
	f	2.53		HARRISON		30.5	f 7.59	
	f	3.05	D	SPRINGSTON	RC	34.0	f 7.44	
	f	3.40		LANE		45.3	f 7.09	
	f	3.55		ROSE LAKE		49.1	f 6.59	
	f	4.20		CATALDO		57.7	f 6.24	
	f	4.35		ENAVILLE		62.5	f 6.09	
	f	4.40		PINE CREEK		64.1	f 5.59	
	f			BRADLEY		67.2	f	
		A 5.00AM	D-R	KELLOGG-WARDNER	DN	69.2	5.30AM	
				OSBURN		75.8		
			D-R	WALLACE	WC	80.2		
				N. P. CROSSING		80.4		
				N. P. CROSSING		80.6		
				WALLACE JCT.		80.7		
			D	BURKE	B	86.9		
				(90.5)			Daily	
(3.30) Thru Time. (3.55) 19.8 Average speed per hour. 17.7								

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		Time-Table No. 37 January 11, 1959		Mile Post	
		STATIONS			
JX		BRADLEY 2.0		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
First Subdivision				Spokane-Tekoa Branch			
Nelson.....	372.9	54 P	East	Rahm.....	125.9	4	Both
Second Subdivision				Pleasant Valley Branch			
Pendair.....	213.5	80 P	Both	Juno.....	20.8	10	Both
Mission.....	221.2	18 P	Both	Huntley.....	22.6	2	Both
Cayuse.....(1).....	227.1	25 P	Both	Sunset.....	25.4	30	Both
Thorn Hollow.....	232.1	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
				Parvin.....(6).....	7.8	8	Both
Fourth Subdivision				Armstrong.....(6).....	15.7	3 W ^(M.P.) _{16.2}	Both
Montavilla.....	5.9	8	Both	Connell Branch			
Quarry Spur.....	6.5	13	West	Pampa.....	4.6	15	Both
Cascade Mfg. Co. Spur.....	12.0	13	West	Gordon.....	8.2	7	Both
Eri.....	14.2	4	Both	McAdam.....	29.3	3	Both
Corbett.....(1) (2).....	20.3		None	Wacota.....	34.1	4	Both
Latourell.....(1) (2).....	23.9		None	Estes.....	42.3	7	Both
Multnomah Falls.....	29.6	 P	None	Sulphur.....	46.1	9	Both
C. L. Lumber Co.....	45.1	11 P	East	Curry.....	51.1	12	Both
Farley.....	47.0	102 P	Both				
Chatfield.....	71.8	20 P	West	Tekoa-Ayer Branch			
Via Kenton				Pierson.....	20.1	3	West
Champ.....	9.5	7 P	Both	Schreck.....	31.9	14	Both
Ward.....	14.2	6	Both	Thera.....(7).....	64.8	15	Both
		37	Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0	40 P	West	Walters.....	98.6	10	Both
		126	West				
Sixth Subdivision				Pomeroy Branch			
Ice Harbor.....	223.5	23	West	Houser.....	19.1	1	Both
Sheffler.....	242.1	10	West				
Matthews.....	253.3	4	Both	Tucannon Branch			
Magallon.....	258.6	5	Both	Powers.....	2.7	4	Both
Teske.....	310.6	2	Both				
Joseph Branch				Pendleton Branch			
Island City.....(3).....	2.6	12	Both	Havana.....	6.9	11	Both
Conley.....(3).....	5.9	6	Both	Bade.....	30.2	13	Both
Vincent.....(3).....	40.6	2	East	Barrett.....	33.1	10	Both
Sevier.....	56.7	2	West	Prunedale.....	34.2	15	Both
Freels.....	75.2	5	West	State Line.....	41.7	10	Both
Marble.....	75.8	2	Both	Langdon.....	43.6	12	Both
		5	Both	Russell.....	51.8	11	Both
		25	West	Hadley.....	56.5	19	Both
Pilot Rock Branch				Berryman.....	59.8	9	Both
McBee.....	2.8	2	East	Ennis.....	60.9	10	Both
Lens.....	11.2	4	East	Robinson.....	67.6	2	Both
				McCall.....	69.4	2	Both
Grass Valley Branch				McKay.....	78.6	6	Both
Sandon.....	15.6	8	Both	Wallace Branch			
Hay Canyon.....	19.2	12	East	O'Gara.....(8).....	26.3		None
De Moss.....	23.9	15	West	Black Lake.....(8).....	38.0		None
Erskine.....	31.3	12	Both	Dudley.....(8).....	52.0	12	Both
Bourbon.....	45.8	9	Both	Smelterville.....(8).....	66.3		None
		8	Both	Shont.....	72.8	3	Both
Grays Harbor Branch				Polaris.....	74.6	42	East
Raisch.....	2.6	7	Both	Gem.....	84.1	5 X	Both
Balch.....(4).....	18.3	18 P	Both	Frisco.....	84.4	7 X	Both
				Dorn.....	85.1	13	Both
Yakima Branch				Dayton Branch			
Grosscup.....	28.2	8	Both	Taggard.....	4.3	1	West
Biggam.....(5).....	48.3	10	Both	Ronan.....	19.3	28	West
Boone.....	76.4	1	East				
Flint.....	83.6	18	Both				

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

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

- (7) Flag stop for No. 392.
 (8) Flag stop for Nos. 387-388.

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

Designation "Str." —Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
No. 126, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	With side rods and main rods in place.			25
Motor trains and inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars: On main line. On branch lines.			30 25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
No. 126, within yard limits.		40	40	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	When using No. 14 turn-outs.	25	20	20
G.P. 9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50 50	When using other cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel freight and road switch locomotives.	65	65	50	On tracks other than main tracks.	15	15	15
1500 class Diesel road freight locomotives.	50	50	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
1800 class Diesel yard locomotives in road service.	50	50	50				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40 35 20					

FIRST SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
La Grande Over street crossings within city limits.	20	20	20	Between Mile Posts— Quartz 348.4 and 349.8.	30	25	20	Weatherby 378.1 and 382.6.	40	35	25
Between Mile Posts— Union Jct. 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	Lime High line track and connection.			10
311.8 and 314.3.	55	45	25	Pleasant Valley Descending grade, between Quartz and Pleasant Valley.	60	50	25	Between Mile Posts— 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	Between Mile Posts— 355.9 and 360.5.	30	25	20	388.8 and 389.8.	20	20	20
North Powder				Oxman 362.1 and 363.6.	45	35	20	Huntington			
Wing 341.5 and 342.2.	20	20	20	364.1 and 364.5.	35	30	20	Exceptions: Between Mile Posts— Union Jct. 302.7 and 307.4 train No. 126.			25
Baker 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
Between Mile Posts— 343.6 and 345.1.	45	35	25	Durkee 370.7 and 371.0.	70	60	50	Quartz 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															
Between Mile Posts— Hinkle 188.6 and 191.9.	60	50	40	Between Mile Posts— 216.3 and 217.6.	40	35	25	Between Mile Posts— 249.9 and 250.6.	70	60	50				
Echo Over street crossings.	30	30	30	217.7 and 219.0.	60	50	40	251.0 and 251.2.	35	30	20				
				220.1 and 220.5.	55	45	35	251.4 and 251.9.	60	50	40				
Between Mile Posts— 193.4 and 194.5.	45	35	25	222.8 and 223.8.	35	30	20	252.2 and 257.2.	35	30	20				
195.4 and 195.6.	60	50	40	Minthorn 226.0 and 226.1.	70	60	50	Huron 257.2 and 282.1, ascending and descending grade.	30	25	20				
196.8 and 198.2.	55	45	35	227.2 and 231.7.	40	35	25	Between Mile Posts— Hilgard 282.1 and 283.3.	45	35	25				
198.5 and 198.6.	45	35	25	232.5 and 233.9.	55	45	35					283.4 and 288.8.	30	25	20
Nolin 200.6 and 200.9.	60	50	40	236.6 and 237.9.	35	30	20					289.8 and 290.5.	20	20	20
				238.3 and 240.0.	55	45	35	La Grande Exceptions: Between Mile Posts— Huron 257.2 and 261.1 train No. 126.							
201.4 and 201.6.	70	60	50	240.1 and 240.2.	30	25	20								
202.2 and 204.5.	60	50	40	240.3 and 240.6.	70	60	45					261.2 and 262.8 train No. 126.			25
205.9 and 206.3.	70	60	50	241.1 and 242.0.	30	25	20					265.0 and 268.4 train No. 126.			25
206.7 and 206.9.	60	50	40	242.5 and 243.2.	60	50	40	268.8 and 271.8 train No. 126.			25				
Barnhart 208.9 and 210.8.	55	45	35	244.0 and 244.7.	40	35	25	272.0 and 276.8 train No. 126.			25				
Rieth				245.6 and 246.1.	60	50	40	277.0 and 279.4 train No. 126.			25				
Pendleton Over Fourth, Main and Third Streets.	12	12	12	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								
Over other street crossings within city limits.	20	20	20	249.4 and 249.6.	35	30	20								

THIRD SUBDIVISION											
Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
The Dalles Over street crossings.	12	12	12	Between Mile Posts— Goff 116.2 and 116.4.	70	60	50	Between Mile Posts— Arlington 140.5 and 141.6.	70	60	50
Between Mile Posts— 86.5 and 88.5.	70	60	50	118.6 and 118.8.	70	60	50	143.9 and 144.0.	60	50	40
Dune 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	Quinton 123.7 and 123.8.	55	45	35	Willows 147.9 and 148.5.	50	40	30
Miller				124.0 and 124.8.	70	60	50	Heppner Jct. 149.4 and 154.5.	70	60	50
Biggs 104.7 and 105.2.	70	60	50	129.2 and 130.0.	70	60	50	Castle			
Rufus 110.1 and 110.5.	70	60	50	130.4 and 131.0.	60	50	40	Ordnance 181.7 and 182.0.	60	50	40
112.5 and 114.5.	60	50	40	132.7 and 132.8.	70	60	50	Hinkle			
114.7 and 114.9.	70	60	50	Gilmore 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															
Portland Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	6	Between Mile Posts— Rooster Rock 23.8 and 24.0.	55	45	35	Between Mile Posts— Meno 59.4 and 62.1.	55	45	35				
				24.8 and 25.9.				60				50	40		
East Portland Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8	Bridal Veil 27.5 and 29.4.	60	50	40	Hood River 63.1 and 63.2.	45	35	25				
				30.3 and 31.4.				60				50	40		
				31.7 and 32.8.				70				60	50		
				64.4 and 66.4.				60				50	40		
Between Portland and Albina, over street crossings.	10	10	10	Dodson 35.5 and 37.3.	55	45	35	66.4 and 66.7.	40	35	25				
Over Columbia Boulevard, near Peninsula Jct.	25	25	25					67.1 and 68.4.	60	50	40				
Kenton Between Kenton and Trout- dale via Fir.	35	35	35					38.2 and 39.9.	60	50	40	68.4 and 70.4.	40	35	25
								41.4 and 42.4.	35	30	20	70.4 and 72.7.	55	45	35
				42.7 and 42.9.	70	60	50	73.7 and 75.1.	60	50	40				
				Between Mile Posts— Bruun 1.0 and 2.7.	35	30	20	75.1 and 75.8.	55	45	35				
Graham 2.7 and 7.6.	50	40	25	Cascade Locks 43.3 and 48.7.	55	45	35	76.3 and 77.0.	60	50	40				
Clarnie 10.9 and 12.0.	50	50	40					77.5 and 78.2.	70	60	50				
								13.1 and 13.5.	45	40	30	78.9 and 79.3.	55	45	35
Fairview 14.8 and 17.9.	70	60	50					48.7 and 49.4.	35	30	20	79.3 and 80.1.	70	60	50
18.2 and 18.5.	60	50	40	49.6 and 49.9.	55	45	35	80.1 and 81.2.	55	45	35				
20.1 and 22.4.	60	50	40	Wyeth 50.4 and 52.3.	60	50	40	Crates 81.8 and 82.1.	60	50	40				
				52.3 and 52.8.	55	45	35	83.0 and 83.5.	45	35	25				
				53.2 and 54.7.	60	50	40	84.4 and 85.1.	20	20	20				
				54.7 and 56.0.	35	30	20	The Dalles							
				56.0 and 58.5.	60	50	40								

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

BRANCHES

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

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

BRANCHES (Continued)											
Location			Miles Per Hour			Location			Miles Per Hour		
			Str.	Pagr.	Fr.				Str.	Pagr.	Fr.
Yakima Over Yakima Ave., and Walnut Street.				6	6	Between Mile Posts— 146.2 and 147.2.			60	50	35
Over other street crossings.				10	10	147.3 and 148.8.			45	35	25
Sunnyside Branch Maximum speed.				45	30	149.1 and 149.2.			60	50	35
Sunnyside Within city limits.				30	30	Mica 150.5 and 153.9.			35	30	20
Spokane-Tekoa Branch Maximum speed. Between Spokane and Manito.			70	60	35	154.3 and 154.5.			60	50	25
Between Manito and Tekoa.				45	30	154.7 and 155.5.			45	35	25
Tekoa On west leg of wye.				10	10	Between Chester and Mica, on descending grade.					25
Between Mile Posts— 117.2 and 117.5.				20	20	N. P. Crossing Through interlocking.			15	15	10
118.1 and 118.3.				35	25	Spokane Over street crossings between N.P. Crossing and city limits.			20	20	20
118.5 and 119.7.				25	20	Between N. P. Crossing and Mission Ave., on line through old yard.				12	12
120.2 and 121.4.				35	25	Through tunnel.			15	15	15
121.6 and 121.9.				25	20	Pleasant Valley Branch Maximum speed.				25	25
122.1 and 122.5.				35	25	G. N. Crossing, M.P. 30.7.				20	20
Latah Within city limits.				40	30	On curves of 7 degrees and over.				20	20
Between Mile Posts— 123.4 and 124.5.				20	20	Wallula Branch Maximum speed.				35	30
125.1 and 125.7.				35	25	On 5- and 6-degree curves.				35	25
127.5 and 128.4.				35	25	On 7- and 8-degree curves.				25	20
129.6 and 130.6.				35	25	On 9- and 10-degree curves.				20	20
Fairfield Within city limits.				25	25	Wallula Jct. West leg of wye.				15	15
Between Mile Posts— 133.3 and 134.6.				25	20	Between Mile Posts— Zangar Jct. 5.1 and 6.4.				25	20
Darknell 135.3 and 136.3.				35	25	6.7 and 6.8.				25	20
136.6 and 139.2.				20	20	7.0 and 7.1.				20	20
Rockford Within city limits.				20	20	Reese 7.7 and 8.0.				25	20
Between Mile Posts— 141.0 and 141.2.				35	25	8.2 and 8.4.				35	25
142.6 and 143.2.				25	20	8.7 and 9.1.				25	20
Manito 144.4 and 144.6.			60	50	35	9.5 and 9.7.				25	20
145.5 and 146.0.				55	45	35	10.0 and 10.1.			35	25
							10.7 and 10.9.			35	25
							11.1 and 11.4.			35	25
							12.1 and 12.3.			20	20
							12.5 and 12.6.			35	25
							Moscow Within city limits.			20	20
							Over street crossings.			12	12

BRANCHES (Continued)											
Location			Miles Per Hour			Location			Miles Per Hour		
			Str.	Pagr.	Fr.				Str.	Pagr.	Fr.
Connell Branch Maximum speed. Between La Crosse and Hooper Jct.				30	30	Between Mile Posts— 23.1 and 23.6.			35	25	
On 5- and 6-degree curves.				25	25	23.6 and 23.7.			30	20	
On 7-, 8-, 9- and 10-degree curves.				20	20	24.5 and 25.0.			35	25	
Between Hooper Jct. and Connell.				20	20	25.4 and 26.9.			30	25	
Between Mile Posts— La Crosse 3.4 and 3.6.				25	25	27.1 and 27.2.			25	20	
6.6 and 6.8.				25	25	27.4 and 27.8.			20	20	
7.2 and 7.8.				20	20	28.2 and 28.7.			20	20	
9.2 and 9.7.				20	20	Hay 30.4 and 31.1.			35	25	
Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.				15	15	32.0 and 33.8.			25	20	
Through west leg of wye on 16- degree curve.				8	8	34.2 and 35.2.			20	20	
Tekoa-Ayer Branch Maximum speed.				45	30	Jerita 36.2 and 36.9.			25	20	
Between Ayer and Tucannon.				35	25	37.8 and 39.3.			25	20	
Between Colfax and Tekoa, via Garfield.				30	30	Sutton 49.3 and 50.1.			30	20	
On 4-degree curves.				35	25	Endicott 64.9 and 65.2.			35	25	
On 5- and 6-degree curves.				25	25	68.2 and 68.5.			35	25	
On 7-, 8-, 9- and 10-degree curves.				20	20	Diamond 68.8 and 69.0.			35	25	
Between Mile Posts— Tucannon 14.0 and 14.1.				35	25	69.9 and 70.1.			35	25	
14.3 and 16.1.				25	25	Mockonema 73.3 and 73.6.			20	20	
17.1 and 17.2.				15	15	Crest 74.9 and 77.2.			25	12	
Over Snake River Bridge 17.23.				5	5	Colfax Within city limits.			12	12	
Between Mile Posts— Riparia 17.7 and 18.1.				25	20	Between Mile Posts— 78.4 and 78.5.			20	20	
18.6 and 18.8.				35	25	79.8 and 80.7.			20	20	
19.7 and 19.9.				20	20	81.5 and 82.3.			20	20	
						82.9 and 83.4.			20	20	
						83.7 and 84.5.			20	20	
						86.5 and 87.0.			20	20	
						87.6 and 88.9.			20	20	
						89.1 and 89.4.			20	20	
						Elberton Within city limits.				25	25
						Between Mile Posts— 90.7 and 91.9.				20	20
						92.4 and 92.9.				25	25
						Garfield Within city limits.				25	25
						Between Mile Posts— 101.1 and 101.5.				25	25
						102.0 and 102.4.				25	25
						Farmington Within city limits.				20	20
						Between Mile Posts— 104.6 and 104.9.				20	20
						105.5 and 105.8.				20	20
						112.2 and 113.1.				25	25
						115.6 and 116.0.				20	20
						Tekoa On west leg of wye.				10	10
						Pomeroy Branch Maximum speed.				25	25
						Starbuck Within city limits.				15	15
						Tucannon Branch Maximum speed.				25	25
						On curves of 7 degrees and over.				20	20
						Starbuck Within city limits.				15	15
						Between Starbuck and Relief.				12	12
						Pendleton Branch Maximum speed.				25	25
						On 7-, 8-, 9- and 10-degree curves.				20	20
						Between Barrett and Downing, on descending grade.				15	15
						Pendleton Over Thompson, Main and Aura Streets.				12	12
						Over other street crossings within city limits.				20	20
						Between Mile Posts— 2.5 and 3.0.				20	20
						9.5 and 9.8.				20	20
						Athena Over street crossings.				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.
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			15	15	48.6 and 49.0.		45	30
						20	20				
Blue Mountain 29.0 and 29.4.		20	20	On curves of 7 degrees and over.				Rose Lake 50.6 and 51.0.		35	25
29.8 and 30.1.		20	20					Dudley 53.6 and 54.2.		35	25
30.3 and 30.4.		20	20					54.5 and 54.9.		35	25
31.2 and 31.7.		20	20	Dayton Over street crossings west of Touchet River.				Cataldo 58.7 and 59.1.		45	30
32.2 and 32.4.		20	20			15	15	60.0 and 60.2.		20	20
32.7 and 32.9.		20	20			10	10	62.4 and 63.2.		35	25
Milton-Freewater Over street crossings.		15	15	Wallace Branch Maximum speed.				63.4 and 64.0.		45	30
W. W. V. Ry. Crossing, M.P. 36.3.		15	15					Kellogg-Wardner Over street crossings.		10	10
W. W. V. Ry. Crossing, M.P. 44.2.		20	20								
Walla Walla Over street crossings.		12	12	On 4-degree curves.		45	30	Between Mile Posts— 70.1 and 70.3.		35	25
Within city limits.		20	20	On 5- and 6-degree curves.		35	25	70.7 and 70.9.		35	25
On west leg of wye.		8	8	On 7- and 8-degree curves.		25	20	71.5 and 71.7.		45	30
Between Mile Posts— 52.7 and 53.4.		20	20	On 9- and 10-degree curves.		20	20	72.4 and 72.6.		35	25
Valley Grove 64.8 and 64.9.		20	20	Between Mile Posts— Plummer Jct. 16.2 and 16.9.				73.4 and 73.6.		45	30
65.5 and 66.0.		20	20			20	20	Osburn 77.1 and 77.2.		35	25
66.1 and 66.3.		20	20			25	20	77.4 and 77.7.		35	25
Bolles 71.7 and 72.5.		20	20	Chatcolet Bridge 23.45.		15	15	78.0 and 78.2.		35	25
72.8 and 73.2.		20	20					78.6 and 78.7.		25	20
74.3 and 76.1.		20	20					Wallace Over street crossings.		6	6
78.4 and 78.5.		20	20	Between Mile Posts— 24.1 and 28.4.		25	20	Between Mile Posts— 81.4 and 87.3.		20	20
78.9 and 79.3.		20	20	Springston 34.0 and 34.4.		10	10	Burke to Wallace, eastward.		10	10
79.6 and 79.9.		20	20			45	30	Sierra-Nevada Branch Maximum speed.			
80.8 and 81.2.		20	20			35	25				
Alto				39.6 and 39.8.		45	30				

Standard clocks are located as shown below:

Aberdeen.....Telegraph Office
 Albina.....Train Dispatcher's Office
 Albina.....Yard Telegraph Office
 Albina.....Crew Dispatcher's Board Room
 Albina.....Terminal No. 4 Yard Office
 Argo.....Yard Office
 Argo.....Enginemen's Register Room
 Arlington.....Telegraph Office
 Ayer.....Telegraph Office
 Baker.....Telegraph Office
 Bend (Joint)....O. T. Ry. Telegraph Office
 Centralia (Joint).N. P. Ry. Telegraph Office
 East Spokane...Trainmen's Register Room
 Hinkle.....Telegraph Office

Hinkle.....Enginemen's Register Room
 Hinkle.....Yard Office
 Hoquiam (Joint).N. P. Ry. Telegraph Office
 Huntington.....Yard Office
 Huntington.....Telegraph Office
 Kellogg-Wardner.....Telegraph Office
 Kennewick.....Telegraph Office
 Kenton.....Yard Office
 La Grande.....Crew Dispatcher's Office
 La Grande.....Train Dispatcher's Office
 La Grande.....Depot Telegraph Office
 La Grande.....Yard Office
 Moscow.....Telegraph Office
 Olympia.....Telegraph Office

Pendleton.....Telegraph Office
 Portland (Joint)
N. P. T. Co. Telegraph Office
 Seattle (Joint)
Union Station Telegraph Office
 Spokane.....Train Dispatcher's Office
 Spokane.....Telegraph Office
 Tacoma.....Yard Office
 The Dalles.....Telegraph Office
 The Dalles.....Switchmen's Locker Room
 Walla Walla.....Telegraph Office
 Yakima.....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.