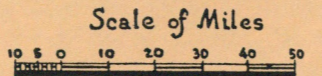


NORTHWESTERN DISTRICT
OREGON DIVISION
 CORRECTED TO APRIL 26, 1964



UNION PACIFIC RAILROAD COMPANY
 NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 49

Effective Sunday
October 30, 1966
At 12:01 A.M. Pacific Time

SPOKANE INTERNATIONAL RAILROAD COMPANY

TIME-TABLE NO. 68
Effective Sunday
October 30, 1966
At 12:01 A.M. Pacific Time

Safety Always Makes a Suggestion

FOR EMPLOYEES ONLY

G. H. BAKER
General Manager

J. BOWEN
General Superintendent Transportation

W. J. FOX
General Superintendent

W. G. JOHNSON, Superintendent.....Portland, Ore.

R. B. Hardin, Assistant Superintendent.....Portland, Ore.
E. L. Chantry, Assistant Superintendent.....Seattle, Wash.
G. L. Jensen, Assistant Superintendent.....Spokane, Wash.
J. F. Chapman, Terminal Superintendent.....Portland, Ore.
O. E. Vallen, Terminal Superintendent.....Seattle, Wash.
L. J. Schreiber, Asst. Terminal Superintendent.....Portland, Ore.
C. R. Phelps, Asst. Terminal Superintendent.....Seattle, Wash.
H. H. Donaldson, Trainmaster.....Portland, Ore.
A. R. Brown, Trainmaster.....Spokane, Wash.
S. R. Tortorelli, Trainmaster.....Spokane, Wash.
F. W. Davis, Trainmaster.....Hinkle, Ore.
L. B. Maskill, Trainmaster.....La Grande, Ore.
W. J. Barry, Asst. Trainmaster.....The Dalles, Ore.
J. E. Pickett, Master Mechanic.....Portland, Ore.
A. B. Ziegler, General Road Foreman of Engines.....Portland, Ore.
J. C. Ladd, Road Foreman of Engines.....La Grande, Ore.
D. L. Freeman, Road Foreman of Engines.....Portland, Ore.
G. W. Jones, Road Foreman of Engines.....Spokane, Wash.
L. F. Love, Road Foreman of Engines.....Portland, Ore.
H. B. Durrant, Division Engineer.....Portland, Ore.

V. W. Wise, General Roadmaster.....Portland, Ore.
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy.....Portland, Ore.
J. L. Slane, Asst. Supt. of Safety and Courtesy.....Portland, Ore.

First and Second Subdivisions and Branches

F. H. Cavallo, Chief Train Dispatcher.....La Grande, Ore.
J. R. Gerry, Assistant Chief Train Dispatcher.....La Grande, Ore.
D. C. Tannehill, Assistant Chief Train Dispatcher.....La Grande, Ore.
M. V. Bruce, Assistant Chief Train Dispatcher.....La Grande, Ore.

Third, Fourth, Fifth and Sixth Subdivisions and Branches

M. H. Galloway, Chief Train Dispatcher.....Albina, Ore.
R. V. Dygart, Assistant Chief Train Dispatcher.....Albina, Ore.
J. A. Fehr, Assistant Chief Train Dispatcher.....Albina, Ore.
J. F. Fehrenbacher, Assistant Chief Train Dispatcher.....Albina, Ore.
P. A. Mead, Assistant Chief Train Dispatcher.....Albina, Ore.
R. S. Larabee, Assistant Chief Train Dispatcher.....Albina, Ore.
D. E. Widner, Assistant Chief Train Dispatcher.....Albina, Ore.
H. R. Scheminske, Asst. Chief Train Dispatcher.....Albina, Ore.

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

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	G. M. Whitesel	Surgeon	Kellogg, Ida.
J. P. Craven	Surgeon	Portland, Ore.	Glen V. Axford	Surgeon	Kennewick, Wash.
Joyle Dahl	Surgeon	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
R. F. Haney	Oculist	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	J. E. Carssow	Surgeon	Lewiston, Ida.
M. H. Johnson	Oculist	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
H. D. Kelly	Surgeon	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
C. G. Loosli	Surgeon	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Minor Nichols	Surgeon	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
T. R. Nickelson	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	B. E. McConville	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	John M. Shiach	Oculist	Seattle, Wash.
Carl R. Kostol	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	H. E. Eggers, Jr.	Urologist	Seattle, Wash.
P. W. Ford	Surgeon	Bend, Ore.	S. A. Davis	Surgeon	Spokane, Wash.
D. S. Spence	Surgeon	Bend, Ore.	R. E. Elston	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	G. W. Girvin	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	D. J. McGonigle	Surgeon	Spokane, Wash.
W. V. Frick	Surgeon	Dayton, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
S. A. McCool	Surgeon	Elma, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	The Dalles Clinic	Surgeons	The Dalles, Ore.
W. H. Wolf	Surgeon	Heppner, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
F. W. Ford	Surgeon	Hermiston, Ore.	A. M. Peterson	Surgeon	Walla Walla, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
G. C. Carter	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	W. F. Holmes	Physician	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Schefter	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 49		FIRST CLASS				
105	19	457	17	11		October 30, 1966		20	12	106	458	18
Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily								
3.45			4.50		0.0	GRANGER				A 7.55		A10.55
7.25			9.40	12.45	213.9	POCATELLO			A 2.20	3.55		6.15
7.35			10.30			GLENN'S FERRY				3.40		6.35
10.05			1.55	4.00	373.8	BOISE			10.55	1.05		2.15
11.20			3.35	5.55	448.4	HUNTINGTON			9.10	11.50		12.35
1.15			6.20	9.05	550.1	M.T.		M.T.	6.20	10.06		10.00
12.16			5.30	8.15		P.T.		P.T.	5.10	9.05		8.50
2.40			8.20	11.45	649.7	LA GRANDE			2.30	6.45		6.05
4.45			11.00	2.25	723.9	PENDLETON			12.15	4.31		3.20
	10.45				941.3	SPOKANE		A 5.30				
5.31	A 3.15		12.15	3.55	755.3	HINKLE			1.00	11.30	3.56	2.25
7.05			2.40	6.20	855.4	THE DALLES				9.30	2.15	12.03
A 9.00		9.30	A 5.00	A 8.45	939.5	PORTLAND				7.10	12.30	A 9.30
		A 1.30			1122.7	SEATTLE					5.30	10.00
									Daily	Daily	Daily	Daily

(18.15)	(4.30)	(4.00)	(25.10)	(21.00)	.....Thru Time.....	(4.30)	(18.10)	(18.25)	(4.00)	(23.55)
51.5	40.7	45.8	37.3	34.5	.....Average speed per hour.....	40.7	39.9	51.0	45.8	39.4

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 49		FIRST CLASS				
				35		October 30, 1966		36				
				Passenger				Passenger				
				Daily								
				11.25	0.0	McCAMMON		A 3.15				
				11.55	22.7	POCATELLO		2.45				
				12.25		IDAHO FALLS		2.05				
				1.40	73.3	ASHTON		12.55				
					124.3	VICTOR						
					169.9	BUTTE		7.30				
				A 7.30	285.8			Daily				
				(8.05)	35.4	.....Thru Time.....		(7.45)				
						.....Average speed per hour.....		36.9				

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

MILEAGE

Main Line.....	776.64
Branches.....	1080.80
Grand Total.....	1857.44

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 49 October 30, 1966	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXZ	5.30PM	8.15AM	12.16AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.10PM	A 9.05PM	A 4.15AM		
100 P				4.9 LIME	384.5						
100 P				7.0 WEATHERBY	377.5						
150 PY		f 9.00		8.6 DURKEE	368.9		f 4.20				
100 P				7.2 OXMAN	361.7						
125 P				6.3 PLEASANT VALLEY	355.4						
200 PY				5.3 ENCINA	351.9						
107 P				4.6 QUARTZ	347.3						
220 BKOP XYZ	s 6.57	s 10.00	s 1.30	DN BAKER BC	342.0	s 7.25	s 3.40	s 7.45			
100 P				4.4 WING	337.6						
100 P		s 10.12		5.9 HAINES	331.7		f 3.26				
100 P		s 10.23		9.8 D NORTH POWDER HD	322.1		f 3.15				
107 P				8.6 SAGO	315.5						
136 PY		f 10.37		2.9 TELOCASET	312.6						
105 P				3.7 CROOKS	308.9						
100 PVY				6.7 D UNION JCT. UN	302.2						
100 P				7.3 LONETREE	294.9						
BJKOPTXYZ	A 8.10PM	A 11.25AM	A 2.35AM	DN-R LA GRANDE RA	289.8	6.05AM	2.30PM	6.45PM	1.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.40) 37.4	(3.10) 31.5	(2.19) 43.0	.....Thru Time.....	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2	.....Average speed per hour.....

No. 11 and No. 12 will stop at Durkee, daily except Sundays and holidays, to permit exchange of mail.
 No. 12 will reduce speed to 35 MPH at North Powder and Haines to permit exchange of mail.
 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 25.
 For stations not shown on schedule pages, see page 16.

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 49 October 30, 1966	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXYZ	8.20PM	11.45AM	2.40AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.20PM	A 6.40PM	A 1.20AM		
143 PY				7.7 HILGARD	282.1						
139 P				6.5 MOTANIC	275.6						
P				3.5 NORDEEN	272.1						
141 PXY				1.0 KAMELA	271.1						
P				2.8 ROSS	268.3						
WB 102 P EB 100		s 12.35PM		MEACHAM	265.5						
136 P				7.8 HURON	257.7						
120 P				3.6 CAMP	254.1						
WB 68 PY EB 69				5.6 DUNCAN	248.5						
87 P				9.0 BONIFER	239.5						
96 PY				2.6 GIBBON	236.9						
117 P				7.3 HOMLY	229.6						
116 P				4.9 MINTHORN	224.7						
115 P				5.8 MUNRA	218.9						
69 BJKPV XYZ	s 11.00	s 2.25	s 4.45	DN PENDLETON FD	215.6	s 3.20	s 12.15PM	s 4.31			
155 JP				3.6 RIETH	212.0						
135 P				3.7 BARNHART	208.3						
135 P				9.4 NOLIN	198.9						
135 P	f 11.34	s 3.00		6.3 ECHO	192.6						
P	f 11.39	s 3.10	5.12	4.2 STANFIELD	188.4						
BJKOPXYZ	A 1.55PM	A 3.35PM	A 5.30AM	DN-R HINKLE UK	184.2	2.25AM	11.30AM	3.56PM	10.15PM		
				(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
	(3.35) 29.5	(3.50) 27.5	(2.50) 37.3	.....Thru Time.....	(3.30) 30.2	(2.50) 37.3	(2.44) 38.5	(3.05) 34.2	.....Average speed per hour.....

For conditional stops to discharge or pick up passengers, see page 25.
 For stations not shown on schedule pages, see page 16

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 49 October 30, 1966	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			18	12	106	126	Time Freight	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	STATIONS								
BKOPXYZ	3.55 ¹⁰⁶ PM	5.31AM	12.15AM	DN-R HINKLE UK	184.2	A 2.05AM	A1 1.20AM	A 3.55 ¹¹ PM	A10.05PM		
P	f 4.03		f 12.22	D ORDNANCE RN	177.7		f 11.09				
175 P				MUNLEY	175.8						
130 P	4.11	5.43	12.29	CLARKE	170.0						
128 P	s 4.18	5.48	12.34	D BOARDMAN BD	163.8	1.31	s 10.54	3.27	9.43		
128 P	4.28	5.55	12.42	CASTLE	155.7	1.23	10.46	3.20	9.34		
14 JP	4.36		12.50	HEPPNER JCT.	148.2			3.13	9.25		
140 P	4.38	6.02	12.52	WILLOWS	147.0	1.15	10.38	3.12	9.23		
WB 134 EB 112 BJKPTX	s 5.00	6.10	s 1.07 ¹⁸	DN ARLINGTON MX	138.5	s 1.07 ¹⁷	s 10.30	3.05	9.13		
130 P	5.06	6.14	1.25	GILMORE	134.0	12.51	10.20	3.01	9.07		
125 P	5.11	6.18	1.30	BLA LOCK	129.3	12.47	10.16	2.57	9.01		
132 P				QUINTON	121.1	12.41	10.10	2.52	8.54		
215 P				GOFF	112.4						
127 JP	f 5.36	6.40	1.57	DN BIGGS BX	103.1	12.24	9.51	2.35	8.31		
55	5.39	6.43	2.00	MILLER	100.4	12.20	9.47	2.31	8.28		
JPV	5.44	6.48	2.05	OREGON TRUNK JCT.	95.1	12.14	9.41	2.26	8.22		
75 P	5.47	6.51	2.08	DUNE	91.9	12.11	9.38	2.23	8.18		
BKOPTXZ	A 5.55 ^{PM}	As 7.05 ^{AM}	A 2.30 ^{AM}	DN-R THE DALLES DK	85.8	12.03 ^{AM}	9.30 ^{AM}	2.15 ^{PM}	8.10 ^{PM}		
				(98.4)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
	(2.00) 49.2	(1.34) 62.8	(2.15) 43.7	.....Thru Time.....	(2.02) 48.4	(1.50) 53.7	(1.40) 59.0	(1.55) 51.3		
				.....Average speed per hour.....						

Except in Centralized Traffic Control territory 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 extra trains in the same direction, in the manner provided by Operating Rule 86.
For conditional stops to discharge or pick up revenue passengers, see page 25.
For stations not shown on schedule pages, see page 16.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 49 October 30, 1966	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			12	106	18	126	Time Freight	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	STATIONS								
BKOPTXZ	6.20 ^{PM}	7.05 ^{AM}	2.40 ^{AM}	DN-R THE DALLES DK	85.8	A 9.25 ^{AM}	As 2.15 ^{PM}	A1 1.53 ^{PM}	A 8.05 ^{PM}		
P	6.25	7.10	2.46	CRATES	81.7	9.17	2.06	11.47	7.53		
131 P	6.31	7.16	2.52	ROWENA	76.5	9.11	2.00	11.41	7.47		
128 P	s 6.40	7.24	3.01	MOSIER	70.2	s 9.02	1.52	11.33	7.39		
WB 67 EB 102 PVX	s 6.55	f 7.33	s 3.17	DN HOOD RIVER KI	62.8	s 8.53	f 1.44	s 11.24	7.31		
126 P	7.01	7.38	3.23	MENO	58.7	8.45	1.39	11.13	7.25		
127 P	7.12 ¹²⁶	7.48	3.35	WYETH	50.2	8.34	1.29	11.02	7.12 ¹¹		
134 P	s 7.22	7.57	3.45	DN CASCADE LOCKS CJ	43.0	s 8.24	1.20	10.53	6.55		
117 P	s 7.30	8.02	3.52	BONNEVILLE	38.7	s 8.16	1.15	10.48	6.48		
126 P	7.40	8.07 ¹²	3.58	DODSON	33.9	8.07 ¹⁰⁵	1.10	10.42	6.41		
126 P	s 7.52	8.14	4.08	BRIDAL VEIL	26.6	s 7.50	1.03	10.34	6.33		
126 P	7.57	8.18	4.13	ROOSTER ROCK	22.7	7.44	12.59	10.30	6.29		
51 102 IJP	s 8.12	8.25	4.24	DN TROUTDALE SN	15.6	s 7.35	12.52	10.23	6.21		
P	8.15		4.29	FAIRVIEW	13.2	7.31		10.20	6.18		
48 P	8.20	8.33	4.36	CLARNE	7.7	7.25	12.45	10.15	6.12		
23 PX	8.25	8.38	4.42	GRAHAM	4.4	7.20	12.40	10.10	6.07		
IJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	10.03	6.00		
46 P				HEMLOCK	17.0						
PX				FIR	12.4						
BKPxZ				KENTON	8.1	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
JPX				PENINSULA JCT.	5.6						
JPX				ST. JOHNS JCT.	4.2						
BKOPTXZ				DN-R ALBINA BX	1.6				5.55 ^{PM}		
IJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	10.03			
BIKPV	A 8.45 ^{PM}	A 9.00 ^{AM}	A 5.00 ^{AM}	DN-R PORTLAND P-VC	0.0	7.10 ^{AM}	12.30 ^{PM}	10.00 ^{PM}			
				VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
				VIA KENTON (92.2)							
	(2.10) 39.6	(1.55) 44.7	(2.20) 36.8	.....Thru Time.....	(2.15) 38.1	(1.45) 49.0	(1.53) 45.6	(2.10) 39.9		
				.....Average speed per hour.....						

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
The time of No. 126 must be cleared by extra trains in the same direction, in the manner provided by Operating Rule 86.
No. 17 will reduce speed to 35 MPH at Troutdale if arrives Troutdale after 6.00 AM to permit exchange of mail.
No. 18 will reduce speed to 35 MPH at Troutdale to permit exchange of mail.
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
At Portland, trains and engines are governed by Operating Rules and special instructions of Portland Terminal Railroad Company while using Portland Terminal Railroad Company tracks.
For conditional stops to discharge or pick up revenue passengers, see page 25.
For stations not shown on schedule pages, see page 16.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49		Mile Post	SECOND CLASS
	305	October 30, 1966			304
	Freight				Freight
	Daily Except Sunday	STATIONS			
28 PXY	7.00AM	D-R	JOSEPH J	83.8	A 1.35PM
22 PX	7.30	D	ENTERPRISE RS	78.0	1.05
39	8.00		LOSTINE	67.8	12.25
27 PXY	8.30		WALLOWA	60.0	12.05PM
12 P	9.10		MINAM	47.1	11.25AM
77	9.30		KIMMELL	39.5	11.05
40	9.45		LOOKING GLASS	33.8	10.50
32	10.20		GULLING	25.1	10.20
35 PXY	11.05	D	ELGIN GN	20.9	10.10
18 P	11.31	D	IMBLER BR	12.3	9.31
20	11.45AM		ALICEL	8.4	9.21
BJKOPT XYZ	A 12.10PM	DN-R	LA GRANDE RA	0.0	9.00AM
		(83.8)		Daily Except Saturday	
(5.10)		..... Thru Time.....		(4.35)	
16.2		..... Average speed per hour.....		18.3	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 49		Mile Post		
	October 30, 1966				
	STATIONS				
155 JPX			RIETH	0.0	
22			SPARKS	6.7	
18 X	D		PILOT ROCK	14.3	
		(14.3)			

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 49		Mile Post		
	October 30, 1966				
	STATIONS				
BJKOPT XYZ		DN-R	HINKLE UK	0.0	
95 P	D		HERMISTON	3.9	
XY			UMATILLA	10.1	
			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 16.

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 49		Mile Post		
	October 30, 1966				
	STATIONS				
39 PXY		D-R	HEPPNER	45.2	
19 P			LEXINGTON	36.3	
7			JORDAN	31.0	
15 P		D	IONE	28.3	
3			McNAB	25.2	
13			MORGAN	19.8	
3			CECIL	14.5	
			HEPPNER JCT.	0.0	
		(45.2)			

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 49		Mile Post		
	October 30, 1966				
	STATIONS				
26 VXY		D-R	CONDON	44.5	
22			GWENDOLEN	36.3	
27			SPEECE	32.3	
26			CLEM	28.6	
29			MIKKALO	24.4	
27			BARNETT	19.7	
11			ROCK CREEK	16.0	
29			SHUTLER	7.3	
WB 137 BJK		DN-R	ARLINGTON MX	0.0	
EB 112 PTX					
		(44.5)			

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49		Mile Post	SECOND CLASS
	313	October 30, 1966			314
	Freight				Freight
	Daily Except Monday	STATIONS			
BKOP VXYZ	5.00 AM	DN-R	BEND D	150.0	A 2.30 PM

BETWEEN OREGON TRUNK JUNCTION AND BEND, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. CO.

JPVX	A 12.01PM	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).	Time-Table No. 49		Mile Post		
	October 30, 1966				
	STATIONS				
JPVXY			EAST OLYMPIA	0.0	
X			CAPITOL	2.0	
PX			TUMWATER	4.9	
X			N. P. CROSSING	7.3	
BKPV XYZ		D-R	OLYMPIA OA	7.4	
		(7.4)			

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 16.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 49		Mile Post
	307	309	October 30, 1966		
	Freight	CMSt. P & P Freight			
	Daily Except Sunday	Daily Except Sunday	STATIONS		
BJKOP VXYZ	2.00 AM		DN-R	CENTRALIA CN	0.0
		(2.4)		A 7.45 PM	

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO.

JMPVX	2.10AM		BLAKESLEE JUNCTION	2.4	A 7.35PM
M			N. P. CROSSING	2.4	
M			C. M. St. P. & P. CROSSING	2.4	
23 P	2.20		GALVIN	5.0	7.25
43 JPV	2.40	12.01AM R	HELING JUNCTION	12.2	A 7.40PM 7.10
48	2.45	12.05	INDEPENDENCE	13.7	7.20 6.50
52 P	3.05	12.30	CEDARVILLE	22.2	7.00 6.30
51	3.20	12.40	LANKNER	26.3	6.45 6.15
44	3.30	12.55	SAGINAW	30.8	6.35 6.05
5 P	3.35	1.00	SOUTH ELMA	32.5	6.30 6.00
53 PXY	4.05	1.35	SOUTH MONTESANO	42.4	6.05 5.35
PVX			D MONTESANO MO	43.9	
53 PXY	4.05	1.35	SOUTH MONTESANO	42.4	6.05 5.35
83 PX	4.35	2.05	COSMOPOLIS	51.2	5.30 5.00
JVX			SOUTH ABERDEEN JCT.	53.2	
PUX			N. P. CROSSING	53.3	
82 PVXZ	A 4.45AM A 2.35AM	DN-R	ABERDEEN SA	53.9	5.15PM 4.45PM

BETWEEN ABERDEEN AND HOQUIAM, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO.

BKOPT XYZ	A 5.00 AM A 3.05 AM	DN-R	HOQUIAM HO	57.5	5.00 PM 4.30 PM
		(57.5)		Daily Except Saturday Daily Except Sunday	
(3.00)		(3.04)		..... Thru Time..... (2.40) (3.15)	
19.2		14.8		..... Average speed per hour..... 17.0 17.6	

WESTWARD		YAKIMA BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS			
		373 N. P. Freight	361 Freight	363 Freight			362 Freight	374 N. P. Freight	364 Freight	
		Daily Except Sunday	Daily Except Sunday	Daily						
STATIONS										
BKOPTVXYZ				9.30PM	D-R	YAKIMA NY	98.0		A 2.15AM	
39 X				9.40		UNION GAP	94.6		1.55	
MP					Block Signals	N. P. CROSSING	91.3			
						PARKER	90.8		1.45	
30 P				9.50		N. P. CROSSING	89.4			
					Block Signals	DONALD	86.8		1.30	
32 P				10.00			SAWYER	84.5		1.20
18 PV				10.05		BUENA BA	81.6		1.10	
40 PV				10.15	D	ZILLAH AH	78.5		12.55	
74 PVX				10.22		GRANGER	73.4		12.25	
53 P				10.32		EMERALD	67.2		12.05AM	
52				10.45		MIDVALE	63.6		11.30PM	
35 JPXY				10.53	R	GRANDVIEW GW	57.7		11.10	
51 PVX				11.10	DN	NORTH PROSSER	50.8		10.50	
44 P				11.29		CHAFFEE	43.0		10.30	
53				11.45PM		BENTON CITY	36.5		10.12	
42 P				12.01AM		ACTON	31.3		9.55	
53				12.15		RICHLAND JCT.	19.0	A 5.20AM A 5.30AM	9.25	
51 JPX		7.40AM	6.20AM	12.40	R	KENNEWICK KN	13.2	5.00AM 5.10AM	8.52	
55 BKPVX		A 8.00AM	A 6.50AM	1.20	DN	HEDGES	8.7		8.38	
12 P				1.35		VILLARD JCT.	7.0		8.30	
70 JPV				1.45		ATTALIA	0.6			
70 JPX					C.T.C.	WALLULA JN	0.0		8.15PM	
157 JPVXY				A 2.05AM						
(98.4)										
		(0.20)	(0.30)	(4.35)	Thru Time			(0.20)	(0.20)	(6.00)
		17.4	11.6	21.5	Average speed per hour			17.4	17.4	16.3

WESTWARD		SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).					Time-Table No. 49 October 30, 1966	Mile Post			
	STATIONS								
	35 JPXY						R	MIDVALE	0.0
PVX				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 Kennewick.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 16.

WESTWARD		TEKOA BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS					
		863 Freight	355 Freight	391 Mixed			387 Mixed	388 Mixed	392 Mixed	356 Freight	864 Freight	
		Daily	Daily Except Saturday	Daily Except Saturday			Daily					
STATIONS												
BLKOP TVXZ				6.00AM	12.30AM	EAST SPOKANE	161.0	A 10.30AM	A 1.25PM			
59 IVX				6.15	f 12.40	DN DISHMAN SP	158.9	f 10.10	1.10			
35 P				6.25	f 12.50	CHESTER	155.7	f 10.00	12.55			
78 P				6.40	f 1.07	D MICA MA	149.7	f 9.42	12.36			
JPVX				f 7.05	Af 1.30AM	D-R MANITO MU	143.6	9.25AM	f 12.15			
23				f 7.21		D ROCKFORD RD	138.4		f 12.01PM			
40				f 7.32		DARKNELL	135.1		f 11.50AM			
31 PVX				f 7.42		D FAIRFIELD G	131.7		f 11.40			
25				f 8.05		LATAH	123.3		f 11.20			
BPXY				s 8.30		D-R TEKOA K	116.1	s 11.01				
14 JPX				A 8.45AM		R SELTICE	110.4		10.30			
32						D FARMINGTON FM	104.5		10.20			
U						N. P. CROSSING	95.4					
38 VX						D GARFIELD GR	95.1		10.00			
						ELBERTON	89.7		9.45			
32 JPXY						D-R COLFAX CA	77.4	s 9.25				
M						G. N. CROSSING	77.3					
34						MOCKONEMA	72.5		f 8.05			
29						DIAMOND	68.5		f 7.55			
27 PX						D ENDICOTT DI	57.9	s 7.30				
63 BJPXY				12.15PM		D-R WINONA WA	52.1	s 7.15				
46				12.25		SUTTON	48.0		7.05			
26 JPXY				A 12.40PM		D-R LA CROSSE JA	41.5		6.50AM			
42						JERITA	35.8					
44						HAY	30.2					
60 JPVXY				10.00PM		D-R RIPARIA XS	17.5		A 9.40PM			
M						N. P. CROSSING	17.4					
10 JPXY				10.20	7.30PM	R TUCANNON	12.6		A 3.40PM 9.20			
41 X				10.35	7.35	PATAHA	11.8		3.35 9.05			
54 X				11.00	8.00	RIFTON	2.9		3.10 8.40			
BJKOPXY				A 11.10PM	A 8.10PM	DN-R AYER JD	0.0		3.00PM 8.30PM			
(161.0)												
		(1.10)	(0.40)	(6.40)	(1.00)	Thru Time			(1.05)	(6.35)	(0.40)	(1.10)
		15.0	18.9	17.9	17.4	Average speed per hour			16.0	18.2	18.9	15.0

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 and No. 388.—See Rule S-72.

No. 355 arriving at Tucannon on Tucannon Branch will run as No. 355 Tucannon to Ayer.
 No. 388 arriving at Plummer Jct. on Wallace Branch will run as No. 388 Manito to East Spokane.
 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 East Spokane.
 For stations not shown on schedule pages, see page 16.

WESTWARD		MOSCOW BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	378 Freight
	379 Freight					378 Freight
BKPVX		8:00AM	D-R MOSCOW MO 28.1	A 2:00PM	
5		8:20	7.6 WHITLOW 20.5	1:10	
U			1.2 N. P. CROSSING 19.3		
23 PX		8:30	D PULLMAN XN 18.7	1:00	
18 P		8:45	6.0 ALBION 12.7	12:25	
19		8:55	3.0 SHAWNEE 9.7	12:10PM	
JMPXY	A 9:20AM	D-R COLFAX CA 0.0		11:30AM	Daily Except Sunday
			(28.1)		
	(1.20) 21.1	..... Thru Time.....		(2.30) 11.2	Average speed per hour

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	356 Freight
	355 Freight				
BKOPVXYZ		DN-R WALLA WALLA BU 30.9			
5 X		2.0 COLLEGE PLACE 28.9			
M		0.2 W. W. V. RY. CROSSING 28.7			
17 X		0.1 GARRETT 28.6			
10		4.6 WHITMAN 24.0			
12		4.7 LOWDEN 19.3			
120 PX		4.3 TOUCHET 15.0			
11		7.5 REESE 7.5			
PV		3.7 ZANGAR JCT. 3.8			
	(0.20) 11.4	..... Thru Time.....		(0.10) 22.8	Average speed per hour

BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.

SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post
38	WALLULA JCT.	0.0
	(30.9)	

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	391 Mixed
	391 Mixed				
14 JPX		8:50AM	SELTICE 48.0		
U			8.2 G. N. CROSSING 39.8		
U			0.03 N. P. CROSSING 39.7		
34 VX		9:30	D OAKESDALE ON 39.1		
44		10:00	7.9 THORNTON 31.2		
M			0.5 G. N. CROSSING 30.7		
28 X		10:45	D ST. JOHN SJ 18.3		
27		11:15	6.8 WILLADA 11.5		
53		11:45AM	7.1 GRAVEL PIT 4.4		
63 BJXY	A 12:01PM	D-R WINONA WA 0.0			
			(48.0)		
	(3.11) 15.0	..... Thru Time.....		(0.35) 22.5	Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 379 is superior to No. 378 on Moscow Branch.—See Rule S-72.

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	392 Mixed
	391 Mixed					392 Mixed
JPXY		12:45PM	D-R LA CROSSE JA 0.0	A 6:40AM	
11 X			14.7 HOOPER 14.7		
32 JPXY	A 1:25PM	R HOOPER JCT. 15.7		6:00AM	
34			7.8 WASHTUCNA 23.5		
21 V			13.9 KAHLOTUS 37.4	Daily Except Sunday	
18 XY			15.5 CONNELL N 52.9		
			(52.9)		
	(0.40) 23.6	..... Thru Time.....		(0.40) 23.6	Average speed per hour

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	356 Freight
	355 Freight				
19			9.3 RELIEF 9.3		
JPXY		7:10PM	5.5 STARBUCK 3.8	A 3:50PM	
JPXY	A 7:30PM	R TUCANNON 0.0		3:40PM	
			(9.3)		Daily Except Saturday
	(0.20) 11.4	..... Thru Time.....		(0.10) 22.8	Average speed per hour

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	356 Freight
	355 Freight				
35 X		5:30PM	D-R POMEROY PY 28.9	A 5:20PM	
25		5:50	4.6 ZUMWALT 24.4	5:00	
7		6:10	8.1 DODGE 16.3	4:40	
18		6:20	1.8 CHARD 14.5	4:30	
8		6:35	3.2 JACKSON 11.3	4:20	
18		6:50	3.4 DELANEY 7.9	4:10	
JPXY	A 7:10PM	STARBUCK 0.0		3:50PM	Daily Except Saturday
			(28.9)		
	(1.40) 17.3	..... Thru Time.....		(1.30) 19.3	Average speed per hour

No. 355 arriving at Starbuck on Pomeroy Branch will run as No. 355 Starbuck to Tucannon.
 No. 356 arriving at Tucannon on Tekoa Branch will run as No. 356 Tucannon to Starbuck.
 No. 356 arriving at Starbuck on Tucannon Branch will run as No. 356 Starbuck to Pomeroy.
 No. 391 arriving at Seltice on Tekoa Branch will run as No. 391 Seltice to Winona.
 No. 391 arriving at La Crosse on Tekoa 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 16.

WESTWARD		PENDLETON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	366 Freight
	365 Freight				
27 X			83.0 ALTO 83.0		
23			7.5 MENOKEN 75.5		
28 JPX		11:45AM	4.2 BOLLES 71.3	A 9:40AM	
26 PX		11:58AM	D 4.6 PRESCOTT SY 66.7	9:28	
21		12:35PM	13.1 VALLEY GROVE 53.6	8:52	
U			6.4 N. P. CROSSING 47.2		
U			0.6 W. W. V. RY. CROSSING 46.6		
BJKOPV XYZ	A 12:55PM	DN-R WALLA WALLA BU 46.1		8:30AM	Daily Except Sunday
M			1.9 W. W. V. RY. CROSSING 44.2		
24			4.3 SPOFFORD 39.9		
M			3.6 W. W. V. RY. CROSSING 36.3		
39 PVX			0.1 MILTON-FREEWATER CO 36.2		
50			9.5 BLUE MOUNTAIN 26.7		
20			3.3 DOWNING 23.4		
66 PX			2.5 D WESTON WT 20.9		
20 PX			3.7 D ATHENA CN 17.2		
41			4.6 ADAMS 12.6		
15			2.6 BLAKELEY 10.0		
BJKVXYZ			10.0 DN-R PENDLETON FD 0.0		
			(83.0)		Daily Except Sunday
	(1.10) 21.6	..... Thru Time.....		(1.10) 21.6	Average speed per hour

WESTWARD		DAYTON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	366 Freight
	365 Freight				
29			24.8 TURNER 24.8		
25			2.1 WHESTONE 22.7		
26 PVXY		11:01AM	D 9.6 DAYTON DA 13.1	A 10:15AM	
U			0.09 N. P. CROSSING 13.0		
U			0.01 N. P. CROSSING 13.0		
VX	A 1:03AM	DAYTON JCT. 12.9		10:13AM	
			(24.8)		Daily Except Sunday
	(0.44) 17.9	..... Thru Time.....		(0.35) 22.5	Average speed per hour

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

SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post
VX	11:25AM	R WAITSBURG JCT. 5.2
28 PX	11:31	D WAITSBURG BG 3.5
28 JPX	A 1:45AM	BOLLES 0.0
		(24.8)

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	388 Mixed
	387 Mixed					388 Mixed
VX		1:30 AM	D-R MANITO MU 19.8	A 9:25 AM	

WESTWARD		WALLACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	388 Mixed
	387 Mixed					388 Mixed
VX		1:30 AM	D-R MANITO MU 19.8	A 9:25 AM	
BETWEEN MANITO AND PLUMMER JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.					
PVX		2:10AM	DN-R PLUMMER JCT. WJ 16.2	Af 8:45AM	
22 PX		f 2:31	0.6 CHATCOLET 22.8	f 8:24	
X		f 2:53	7.7 HARRISON 30.5	f 7:59	
43 P		f 3:05	3.5 SPRINGSTON 34.0	f 7:44	
20 P		f 3:40	11.3 LANE 45.3	f 7:09	
33		f 3:55	8.6 ROSE LAKE 49.1	f 6:59	
30		f 4:20	8.6 CATALDO 57.7	f 6:24	
6 Y		f 4:35	4.8 ENAVILLE 62.5	f 6:09	
18		f 4:40	1.6 PINE CREEK 64.1	f 5:59	
JX		f 4:50	3.1 BRADLEY 67.2	f 5:40	
25 BKOPX		A 5:00AM	2.0 DN-R KELLOGG-WARDNER DN 69.2	5:30AM	
31			6.6 OSBURN 75.8		
PVXZ			4.4 D WALLACE WC 80.2		
U			0.2 N. P. CROSSING 80.4		
U			0.2 N. P. CROSSING 80.6		
JX			0.1 WALLACE JCT. 80.7		
5 VX			6.2 BURKE 86.9		
			(90.5)		Daily
	(3.30) 19.8	..... Thru Time.....		(3.55) 17.7	Average speed per hour

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	388 Mixed
	387 Mixed				
JX			2.0 BRADLEY 0.0		
X			2.0 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.
 No. 365 arriving at Bolles on Dayton Branch will run as No. 365 Bolles to Walla Walla.
 No. 366 arriving at Bolles on Pendleton Branch will run as No. 366 Bolles to Dayton.
 For stations not shown on schedule pages, see page 16.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection	Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection
First Subdivision				Yakima Branch			
Nelson.....	372.9	54 P	East	Grosscup.....	28.2	8	Both
Second Subdivision				Biggam.....	48.3	10	Both
Pendair.....	213.5	80 P	Both	Boone.....	76.4	1	East
Mission.....	221.2	(18 P 25 P)	Both	Pleasant Valley Branch			
Cayuse.....(1)	227.1	48 P	Both	Juno.....	20.8	10	Both
North Fork.....	251.4	16 P	West	Huntley.....	22.6	2	Both
Third Subdivision				Sunset.....	25.4	30	Both
Seufert.....	87.2	58 P	West	Warner.....	45.3	11	Both
Rufus.....	108.7	(32 P 17 P)	Both Both	Moscow Branch			
Fourth Subdivision				Risbeck.....	4.5	6	Both
Bruun.....	1.9	12 PX	Both	Parvin.....	7.8	8	Both
Montavilla.....	5.9	8	Both	Armstrong.....	15.7	3	Both
Rockwood.....	11.8	60	Both	Tekoa Branch			
Eri.....	14.2	2	Both	Little Goose.....	16.9	40	Both
Corbett.....(1)(2)	20.3	None	None	Pierson.....	20.1	3	West
C. L. Lumber Co.....	45.1	11 P	East	Schreck.....	31.9	14	Both
Farley.....	47.0	102 P	Both	Thera.....(3)	64.8	15	Both
Chatfield.....	71.8	20 P	West	Crest.....	74.9	..	None
Via Kenton				Glenwood.....	83.5	13	Both
Champ.....	9.5	7	Both	Walters.....	98.6	10	Both
Ward.....	14.2	6	Both	Rahm.....	125.9	4	Both
		37	Both	Freeman.....	146.9	38	Both
Reynolds.....	20.0	(40 P 126)	West West	Connell Branch			
Sixth Subdivision				Pampa.....	4.6	15	Both
Humorist.....	222.6	94 P	Both	Gordon.....	8.2	7	Both
Ice Harbor.....	226.0	(23 10)	East West	Wacota.....	34.1	4	Both
Sheffler.....	244.8	6	Both	Estes.....	42.3	7	Both
Scott.....	252.1	96 P	Both	Sulphur.....	46.1	9	Both
Ruxby.....	259.6	96 P	Both	Curry.....	51.1	12	Both
Magallon.....	260.7	2	Both	Tucannon Branch			
Park.....	279.3	53 P	Both	Powers.....	2.7	4	Both
Mack.....	297.0	63 P	Both	Pomeroy Branch			
Teske.....	310.6	2	Both	Houser.....	19.1	1	Both
Ashby.....	317.1	44 P	Both	Pendleton Branch			
Croskey.....	332.9	53 P	Both	Havana.....	6.9	11	Both
Geib.....	345.3	51 P	Both	Bade.....	30.2	13	Both
Cowles.....	362.0	48 P	Both	Barrett.....	33.1	10	Both
Joseph Branch				Prunedale.....	34.2	15	Both
Island City.....	2.6	12	Both	State Line.....	41.7	10	Both
Baum.....	3.7	33	West	Langdon.....	43.6	12	Both
Conley.....	5.9	6	Both	Russell.....	51.8	11	Both
Vincent.....	40.6	2	East	Hadley.....	56.5	19	Both
Harris.....	48.0	6	Both	Berryman.....	59.8	9	Both
Sevier.....	56.7	5	West	Ennis.....	60.9	10	Both
Freels.....	75.2	2	West	Robinson.....	67.6	2	Both
Marble.....	75.8	(5 25)	Both West	McCall.....	69.4	2	Both
Pilot Rock Branch				McKay.....	78.6	6	Both
McBee.....	2.8	2	East	Dayton Branch			
Lens.....	11.2	4	East	Taggard.....	4.3	1	West
Condon Branch				Ronan.....	19.3	28	West
Roddy.....	11.2	11	West	Wallace Branch			
Grays Harbor Branch				Dudley.....	52.0	12	Both
Raisch.....	2.6	7	Both	Shont.....	72.8	3	Both
Balch.....	18.3	18 P	Both	Polaris.....	74.6	42	East
Melbourne.....	43.8	..	None	Gem.....	84.1	5 X	Both
Preachers Slough.....	46.7	..	None	Frisco.....	84.4	7 X	Both

(1) Regular stop for No. 11.
(2) Regular stop for No. 12.

(3) Flag stop for No. 392.

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

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

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

Where two or three speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.

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	
	Psg.	Frt.		Psg.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Diesel locomotives running light. Will be governed by passenger train speed restrictions but not to exceed; With dynamic brake not in operation, on descending grade in excess of 1 per cent.		50
When using No. 14 turn-outs.	25	20	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.)		30
When using other cross-overs or turn-outs.	15	15	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.		40 35
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, except at end of double track Biggs.	20	20	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.		20
Within yard limits: Where protected by continuous block signal system. Where not protected by continuous block signal system: Main line; Branch lines.	60	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		30 20
Diesel road freight and road switch locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		25
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		15
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling MCPX 23000 Series or MONX 23000 Series tank cars loaded with phosphorus.		50
Multiple unit engine when controlled from other than leading unit.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		50 6
Maximum speed. All work trains. All regularly assigned locals.		50 50	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		35 45 45
Freight trains handling tonnage in excess of 70 tons per operative brake.		40			
Freight trains when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of the listed commodities.		40			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum Speed	79	60	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
La Grande Over street crossings within city limits.	20	20	Quartz 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
Between Mile Posts— Union Jct. 302.6 and 307.4.	35	25	351.1 and 353.9.	40	25	Durkee 370.7 and 371.0.	70	55
307.4 and 311.9.	45	25	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
311.9 and 314.3.	55	40	Pleasant Valley On descending grade between Pleasant Valley and MP 365.0.	50	25	Weatherby 378.1 and 382.0.	40	25
315.4 and 319.5.	30	20				382.3 and 383.9.	60	45
321.3 and 321.6.	70	55	On descending grade between Pleasant Valley and MP 365.0, freight trains averaging more than 65 tons per operative brake.	20	20	Lime High line track and connection.		10
Baker 342.3 and 342.5.	20	20				Between Mile Posts— 384.3 and 385.0.	30	25
Over street crossings within city limits.	15	15	Between Mile Posts— 355.9 and 360.5.	30	25	385.0 and 388.8.	35	25
Between Mile Posts— 343.6 and 345.2.	45	30	Oxman 362.1 and 363.6.	45	25	389.0 and 389.8.	20	20
						Huntington		

SECOND SUBDIVISION

Maximum speed. Between Hinkle and Pendleton.	79	65	Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12	12	Between Mile Posts— 245.7 and 246.1.	60	45
Between Pendleton and La Grande	79	60		Over other street crossings within city limits.	20	20	247.3 and 248.1.	35	25
Between Mile Posts— Hinkle 188.7 and 191.8.	60	45	Between Mile Posts— 216.3 and 217.4.	40	25	248.4 and 248.6.	50	30
Echo Over street crossings.	30	30	217.4 and 218.9.	60	45	249.4 and 249.6.	35	25
Between Mile Posts— 193.4 and 194.5.	45	30	220.1 and 220.5.	55	40	249.8 and 250.7.	70	55
195.4 and 195.6.	60	45	222.7 and 223.8.	35	25	251.0 and 251.2.	35	25
196.7 and 198.1.	55	40	Minthorn 226.0 and 226.2.	70	55	251.4 and 251.9.	60	45
198.5 and 198.6.	45	30		227.3 and 231.6.	40	25	252.3 and 257.0.	35	25
Nolin 200.7 and 200.9.	60	45	232.5 and 234.0.	55	40	Huron On descending grade between MP 257.1 and 281.9.	30	25
201.4 and 201.6.	70	55	236.6 and 237.9.	35	25		On descending grade between MP 257.1 and 281.9, freight trains averaging more than 65 tons per operative brake.		20
202.3 and 204.5.	60	45	238.2 and 240.1.	55	40	Between Mile Posts— Hilgard 282.5 and 283.3	45	30
205.3 and 206.2.	70	55	240.1 and 240.2.	30	25	283.4 and 289.0.	30	20
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	289.8 and 290.5	20	20
Barnhart 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25	La Grande		
			242.4 and 243.2.	60	45			
			244.0 and 244.7.	40	25			

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed.	79	65	Goff 113.4 and 114.7.	65	50	Between Mile Posts— 141.7 and 142.3.	60	45
The Dalles Over street crossings.	12	12	Quinton East switch Quinton when using turn out.	15	15	143.8 and 144.0.	60	45
Between Mile Posts— 87.3 and 88.2.	70	55	Between Mile Posts— 123.7 and 124.2.	70	55	146.1 and 146.8.	70	55
Dune 96.5 and 98.8.	70	55	126.6 and 130.0.	70	55	Willows 148.0 and 148.4.	50	35
98.8 and 99.3.	60	45	130.4 and 131.0.	60	45	Heppner Jct. 149.4 and 154.5.	70	55
Trains handling open top loads of chips between Oregon Trunk Jct. and The Dalles.		30	Gilmore 138.1 and 139.0.	50	35	Ordnance 181.8 and 182.0.	60	45
Biggs 104.6 and 105.2.	70	55	Arlington 140.5 and 141.6.	70	55	Hinkle		

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— Rooster Rock 23.8 and 24.0.	55	40	Between Mile Posts— Meno 59.4 and 61.9.	50	35
Portland Union Station, on all tracks P. T. R. R. Co. Yard, and through interlocking.	6	6	24.8 and 25.9.	60	45	Hood River 63.1 and 64.3.	45	30
East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	Bridal Veil 27.5 and 29.4.	60	45	64.4 and 66.1.	60	45
Between Portland and Albina, over street crossings.	10	10	30.2 and 31.4.	60	45	66.1 and 66.7.	40	25
Kenton Over Columbia Boulevard, near Peninsula Jct.	25	25	31.7 and 32.8.	70	55	Dodson 35.5 and 37.3.	60	45
Between Kenton and Troutdale via Fir.	35	35	38.2 and 39.9.	60	45	38.2 and 39.9.	60	45
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	41.4 and 42.5.	35	20	42.8 and 43.0.	70	55
Bruun 3.2 and 7.6.	50	35	42.8 and 43.0.	70	55	Cascade Locks 43.3 and 46.8.	50	35
Clarnie 10.9 and 12.0.	50	40	44.8 and 45.5.	50	35	46.8 and 47.0.	25	25
13.2 and 13.5.	45	30	47.0 and 48.7.	50	35	47.0 and 48.7.	50	35
14.8 and 17.9.	70	55	48.7 and 49.4.	35	20	48.7 and 49.4.	35	20
18.1 and 18.5.	60	45	49.7 and 49.9.	55	40	49.7 and 49.9.	55	40
20.1 and 22.4.	60	45	Wyeth 50.4 and 52.2.	60	45	50.4 and 52.2.	60	45
			52.2 and 52.8.	55	40	52.2 and 52.8.	55	40
			53.3 and 54.4.	60	45	53.3 and 54.4.	60	45
			54.6 and 55.8.	35	20	54.6 and 55.8.	35	20
			55.8 and 58.5.	60	45	55.8 and 58.5.	60	45
			The Dalles					

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed.	70	45	Black River Over slip switches within interlocking, all engines, eastward and westward trains until entire train through slip switches.	15	15	Argo On Eastward track at end of double track MP 180.1.	15	15
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10				Between Mile Posts— 178.25 and 178.50.	30	25	Argo Yard All turn-outs.		10
Reservation On curves between Reservation Tower and Tacoma Jct.	20	15	Argo Through interlocking.	30	30	Over all street crossings between Argo and Seattle.	20	20
						Seattle		

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Matthews.	70	60	Between Mile Posts— Page 238.4 and 239.0.	45	35	Between Mile Posts— Ankeny 294.4 and 294.5.	40	35
Between Matthews and Chew.	60	45	239.7 and 240.1.	50	40	295.4 and 297.0.	55	45
Between Chew and Spokane.	70	60	240.6 and 245.0.	60	50	305.5 and 307.0.	35	35
Hinkle East and West legs of wye.	20	20	245.0 and 246.5.	45	35	Marengo 308.6 and 309.0.	60	45
Between Mile Posts— Cold Springs 200.4 and 201.0.	50	45	246.5 and 247.0.	60	50	Cheney Within city limits.	35	35
Juniper 209.2 and 212.7.	40	30	Walker 248.3 and 249.3.	60	50	Between Mile Posts— 352.8 and 353.5.	55	40
Between Mile Posts— Wallula Jct. 214.6 and 215.5 over manual switches.	20	20	Scott 259.2 and 259.4.	45	35	354.0 and 363.8 on curves.	60	45
Wallula 216.3 and 216.6.	45	35	Chew 268.2 and 269.3.	35	35	364.2 and 364.4.	45	35
219.7 and 220.0.	45	35	271.5 and 272.5.	25	15	364.7 and 364.9.	55	40
221.6 and 222.0.	55	45	272.7 and 273.2.	45	35	365.1 and 366.2.	25	15
Humorist 226.7 and 227.0.	55	45	275.1 and 276.9.	40	35	366.5 and 367.1.	45	25
Ash 229.3 and 229.6.	50	40	277.9 and 280.0.	45	35	Over Bridge 367.13.	10	10
230.6 and 232.3.	35	30	Park 280.0 and 281.6.	40	35	Spokane Through Union Station limits.	15	15
232.3 and 234.1.	60	50	281.9 and 282.2.	50	40	Union Station over slip switches.	10	10
234.2 and 234.6.	50	40	Hooper Jct. 286.1 and 286.5.	50	40	Over street crossings between N.P. Crossing and East Spokane.		20
235.4 and 236.0.	45	35	290.6 and 291.1.	50	40	Between N. P. Crossing and Mission Ave., on line through old yard.		12
			291.9 and 292.3.	25	25	Through tunnel.		15
						N. P. Crossing Through interlocking.		10

BRANCHES

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

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Joseph Branch Maximum speed.	30	Olympia Branch Maximum speed.	20	Between Mile Posts— 53.5 and 53.7.	10
3-degree curves.	20	Olympia Within city limits.	10	Aberdeen Within city limits.	20
4- and 5-degree curves.	15	4- and 5-degree curves.	15	Over Boon St. Crossing.	5
On curves of 6-degrees and over.	10	On curves of 6-degrees and over.	10	Over other street crossings.	10
Between La Grande and M.P. 10.4.	20	Grays Harbor Branch Maximum speed.	30	Yakima Branch Maximum speed. Between Wallula and Villard Jct.	50
Between Mile Posts— 10.4 and 13.0.	25	Between Mile Posts— Centralia 1.0 and 1.3.	10	Between Villard Jct. and M.P. 70.0.	35
25.0 and 55.0.	25	Blakeslee Jct. 4.3 and 4.7.	20	Between M.P. 70.0 and Yakima.	30
Between M.P. 72.0 and Joseph.	25	Galvin 5.1 and 5.7.	15	With pile driver 900321.	15
Pilot Rock Branch Maximum speed.	15	6.5 and 6.8.	10	On 4-degree curves.	35
Umatilla Branch Maximum speed.	25	7.1 and 7.5.	20	On 5- and 6-degree curves.	25
Between Mile Posts— Hinkle 0.0 and 0.1.	15	10.1 and 10.3.	20	Between Mile Posts— Villard Jct. 7.1 and 7.4.	30
2.3 and 3.7.	20	11.9 and 12.1.	15	Bridge 7.44.	15
Hermiston Standard and Union Oil spurs.	6	Independence 14.7 and 15.2.	10	Kennewick Over street crossings.	8
On house track west of McNaught Warehouse.	6	16.7 and 16.9.	20	Richland Jct. On Govt. track between Richland Jct. and North Richland. Within yard limits.	25 15
Over road crossing east end of depot.	15	18.8 and 19.2.	10	Benton City Within city limits.	30
Umatilla On wye.	10	South Elma 32.8 and 33.8.	15	Between Mile Posts— 37.5 and 38.5.	15
Heppner Branch Maximum speed.	25	34.4 and 34.6.	10	Grandview Within city limits.	30
3-degree curves.	20	35.0 and 35.4.	15	Granger Over street crossings.	30
4- and 5-degree curves.	15	36.1 and 36.3.	15	Zillah Over street crossings.	15
On curves of 6-degrees and over.	10	37.5 and 38.2.	20	Donald Yakima River Bridge 89.35, through gantlet track.	15
Condon Branch Maximum speed.	25	38.5 and 39.7.	15	Over N. P. Crossing and between home signals governing crossing.	20
3-degree curves.	20	41.5 and 42.3.	15		
4- and 5-degree curves.	15	Between Mile Posts— Melbourne 44.3 and 45.5.	15		
On curves of 6-degrees and over.	10	46.3 and 46.8.	20		
On descending grades between Speece and Mikkalo.	15	Cosmopolis Within city limits.	15		
On descending grades between Barnett and Rock Creek.	15	Handling logs within city limits.	8		

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Yakima Over Yakima Ave., and Walnut Street.	6	Between Mile Posts— 1.3 and 3.1.	20	Between Mile Posts— 14.3 and 16.1.	25
Over other street crossings.	10	5.6 and 7.5.	20	17.1 and 17.2.	15
Sunnyside Branch Maximum speed.	30	8.4 and 8.8.	20	Over Snake River Bridge 17.23.	5
Pleasant Valley Branch Maximum speed.	25	Shawnee 9.9 and 10.0.	20	Between Mile Posts— Riparia 17.7 and 18.1.	20
G. N. Crossing, M.P. 30.7.	20	10.8 and 11.2.	20	18.6 and 18.8.	25
On curves of 7-degrees and over.	20	12.2 and 12.5.	20	19.7 and 19.9.	20
Wallula Branch Maximum speed.	30	Albion 13.4 and 13.6.	20	23.1 and 23.6.	25
On 5- and 6-degree curves.	25	14.3 and 14.9.	20	23.6 and 23.7.	20
On curves of 7-degrees and over.	20	17.5 and 17.7.	20	24.5 and 25.0.	25
Between Mile Posts— Zangar Jct. 5.1 and 6.4.	20	17.9 and 18.0.	20	25.4 and 26.9.	25
6.7 and 6.8.	20	Pullman Within city limits.	15	27.1 and 27.2.	20
7.0 and 7.1.	20	Over street crossings.	6	27.4 and 27.8.	20
Reese 7.7 and 8.0.	20	Between Mile Posts— N. P. Crossing 19.9 and 20.0.	20	28.2 and 28.7.	20
8.2 and 8.4.	25	24.6 and 24.8.	20	Hay 30.4 and 31.1.	25
8.7 and 9.1.	20	25.2 and 25.4.	20	32.0 and 33.8.	20
9.5 and 9.7.	20	Moscow Within city limits.	20	34.2 and 35.2.	20
10.0 and 10.1.	25	Over street crossings.	12	Jerita 36.2 and 36.9.	20
10.7 and 10.9.	25	Tekoa Branch Maximum speed.	25	37.8 and 39.3.	20
11.1 and 11.4.	25	Between Ayer and Tucannon.	30	Sutton 49.3 and 50.1.	20
12.1 and 12.3.	20	Between Tucannon and Manito.	30	Winona 57.2 and 59.0.	15
12.5 and 12.6.	25	Between Manito and East Spokane.	35	64.9 and 65.2.	25
Touchet 18.5 and 18.6.	25	On 4-, 5- and 6-degree curves.	25	68.2 and 68.5.	25
W. W. V. Ry. Crossing, M.P. 28.7.	12	On curves of 7-degrees and over.	20	Diamond 68.8 and 69.0.	25
Moscow Branch Maximum speed.	25	Between Mile Posts— Tucannon 14.0 and 14.1.	25	69.9 and 70.1.	25
On curves 7-degrees and over.	20			Mockonema 73.3 and 73.6.	20
Colfax Within city limits.	12				

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Between Mile Posts— Crest 74.9 and 77.2.	12	Between Mile Posts— 120.2 and 121.4.	25	Between Mile Posts— La Crosse 3.4 and 3.6.	25
Colfax Within city limits.	12	121.6 and 121.9.	20	6.6 and 6.8.	25
Between Mile Posts— 78.4 and 78.5.	20	122.1 and 122.5.	25	7.2 and 7.8.	20
79.8 and 80.7.	20	Latah 123.4 and 124.5.	20	9.2 and 9.7.	20
81.5 and 82.3.	20	125.1 and 125.7.	25	Hooper Jct. On connection between Connell Branch and Sixth Subdivi- sion.	15
82.9 and 83.4.	20	127.5 and 128.4.	25	Through west leg of wye on 16-degree curve.	8
83.7 and 84.5.	20	129.6 and 130.6.	25	Tucannon Branch Maximum speed.	25
86.5 and 87.0.	20	Fairfield Within city limits.	25	On curves of 7-degrees and over.	20
87.6 and 88.9.	20	Between Mile Posts— 133.3 and 134.6.	20	Starbuck Within city limits.	15
89.1 and 89.4.	20	Darknell 135.3 and 136.3.	25	Between Starbuck and Relief.	12
Elberton Within city limits.	25	136.6 and 139.2.	20	Pomeroy Branch Maximum speed.	25
Between Mile Posts— 90.7 and 91.9.	20	Rockford Within city limits.	20	Starbuck Within city limits.	15
92.4 and 92.9.	25	Between Mile Posts— 141.0 and 141.2.	25	Pendleton Branch Maximum speed.	25
Garfield Within city limits.	25	142.6 and 143.2.	20	On curves of 7-degrees and over.	20
Between Mile Posts— 101.1 and 101.5.	25	Manito 147.3 and 148.4.	25	Between Barrett and Downing, on descending grade.	15
102.0 and 102.4.	25	Mica 150.5 and 153.9.	20	Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12
Farmington Within city limits.	20	154.3 and 154.5.	25	Over other street crossings within city limits.	20
Between Mile Posts— 104.6 and 104.9.	20	154.7 and 155.5.	25	Between Mile Posts— 2.5 and 3.0.	20
105.5 and 105.8.	20	Between Chester and Mica, on descending grade.	25	9.5 and 9.8.	20
112.2 and 113.1.	25	Connell Branch Maximum speed. Between La Crosse and Hooper Jct.	30	Athens Over street crossings.	15
115.6 and 116.0.	20	On 5- and 6-degree curves.	25		
Tekoa On west leg of wye.	10	On curves of 7-degrees and over.	20		
Between Mile Posts— 117.2 and 117.5.	20	Between Hooper Jct. and Connell.	20		
118.1 and 118.3.	25				
118.5 and 119.7.	20				

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Between Mile Posts— Downing 24.0 and 24.5.	20	Alto		Between Mile Posts— 34.9 and 35.2.	25
25.4 and 26.2.	20	Dayton Branch Maximum speed.	25	38.3 and 38.6.	25
Blue Mountain 29.0 and 29.4.	20	Between Dayton Jct. and Turner.	15	Rose Lake 50.6 and 51.0.	25
29.8 and 30.1.	20	On curves of 7-degrees and over.	20	Dudley 53.6 and 54.2.	25
30.3 and 30.4.	20	Between Mile Posts— Bolles 0.4 and 0.6.	20	54.5 and 54.9.	25
31.2 and 31.7.	20	Dayton Over street crossings west of Touchet River.	15	Cataldo 60.0 and 60.2.	20
32.2 and 32.4.	20	Over all other street crossings.	10	62.4 and 63.2.	25
32.7 and 32.9.	20	Wallace Branch Maximum speed.	30	Kellog-Wardner Over street crossings.	10
Milton-Freewater Over street crossings.	15	Between Plummer Jct. and Chatcolet.	20	Between Mile Posts— 70.1 and 70.3.	25
W. W. V. Ry. Crossing, M.P. 36.3.	15	Between Chatcolet and Harrison.	25	70.7 and 70.9.	25
W. W. V. Ry. Crossing, M.P. 44.2.	20	On 5- and 6-degree curves.	25	72.4 and 72.6.	25
Walla Walla Over street crossings.	12	On curves 7-degrees and over.	20	Osburn 77.1 and 77.2.	25
Within city limits.	20	Between Mile Posts— Plummer Jct. 16.2 and 16.9.	20	77.4 and 77.7.	25
On west leg of wye.	8	17.9 and 18.2.	20	78.0 and 78.2.	25
Between Mile Posts— 52.7 and 53.4.	20	18.5 and 20.3.	20	78.6 and 78.7.	20
Valley Grove 64.8 and 64.9.	20	20.7 and 21.5.	20	Wallace Over street crossings.	6
65.5 and 66.0.	20	Chatcolet Bridge 23.45.	15	Between Mile Posts— 81.4 and 87.3.	20
66.1 and 66.3.	20	Between Mile Posts— 24.1 and 28.4.	20	Burke to Wallace, eastward.	10
Bolles 71.7 and 72.5.	20	Springston 34.0 and 34.4.	10	Sierra-Nevada Branch Maximum speed.	10
72.8 and 73.2.	20				
74.3 and 76.1.	20				
78.4 and 78.5.	20				
78.9 and 79.3.	20				
79.6 and 79.9.	20				
80.8 and 81.2.	20				

Standard clocks are located as shown below:

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	28.6		
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;
- D—day operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- N—night operator;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- U—railroad crossing not protected by signals or gates;
- V—track connection with foreign railroad;
- 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.....		Pendleton or beyond.
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	

SPOKANE INTERNATIONAL RAILROAD COMPANY

TIME-TABLE NO. 68

Effective Sunday
October 30, 1966
At 12:01 A.M. Pacific Time

G. H. BAKER, General Manager
W. J. FOX, General Superintendent
W. G. JOHNSON, Superintendent
G. L. JENSEN, Assistant Superintendent
S. R. TORTORELLI, Trainmaster
M. H. GALLOWAY, Chief Dispatcher
R. S. Larabee, Ass't. Chief Dispatcher
D. E. Widner, Ass't. Chief Dispatcher
H. R. Scheminske, Ass't. Chief Dispatcher

Safety and Courtesy Insure Security

S.I.R.R. SURGEONS AND PHYSICIANS

James E. Cunningham, Chief Surgeon, Spokane, Wash.
Alexander Barclay, Jr., Coeur d'Alene, Idaho
J. P. Munson, Sandpoint, Idaho
F. E. Marienau, Sandpoint, Idaho
F. W. Durose, Bonners Ferry, Idaho

STANDARD CLOCK LOCATIONS

East Spokane—Trainmen's register room
Sandpoint—Telegraph Office
Bonners Ferry—Telegraph Office
Eastport—Telegraph Office

RAILROAD RADIO CALL LETTERS AND NUMBERS

Yard Office—KOH 379
N. P. Tower—KOH 679
Trentwood—KOK 694
Coeur d'Alene—KOG 685
Sandpoint—KOG 679
Bonners Ferry—KOG 680
Eastport—KOG 681

SYMBOLS AND ABBREVIATIONS

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J—junction;	V—track connection with foreign railroad;
K—standard clock;	X—yard limits;
M—railroad crossing protected by signals or gates;	Y—wye;
N—night operator;	Z—track scales.
O—oil;	

When and where conditions require it, trains will sacrifice speed for safety.

Ratings and Tonnage will be handled by the Chief Dispatcher.
For Speed Table see page 25 Oregon Division Time Table.

WESTWARD		SPOKANE SUBDIVISION				EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 68 October 30, 1966	Mile Post	SECOND CLASS							
			9			8							
			Freight							Freight			
			Daily	STATIONS									
91	BKPVXY			4.00AM	DN-R	EASTPORT	RO	140.8	A	2.25AM			
49	P			4.30		MEADOW CREEK		126.3		12.07AM			
36				4.39		EILEEN		123.1		11.58PM			
39	PX			4.51		MOYIE SPRINGS		119.2		11.48			
52	BKOPVWXY			5.50	DN-R	BONNERS FERRY	BY	109.6		11.25			
	MX					K. V. CROSSING		109.3					
25	P			6.04		DEEP CREEK		103.7		11.02			
103	P			6.18		SHILOH		95.5		10.47			
64	P			6.28		ELMIRA		89.9		10.37			
48	P			6.33		SAMUELS		86.8		10.32			
63	P			6.41		FOREST SIDING		82.4		10.24			
43	BKMPVXYZ			7.28	DN	SANDPOINT (G.N. Crossing)	SA	74.7		10.12			
Spur 64	VX			7.36		DOVER		71.7		9.57			
66	P			7.43		GRAVEL PIT		68.8		9.50			
103	P			8.03		VAY		57.7		9.30			
52	P			8.15		CLAGSTONE		50.1		9.19			
50	P			8.28		ATHOL		42.7		9.07			
Spur 36				8.36		CHILCO		36.5		8.59			
37	JPXY			8.51		COEUR D'ALENE JCT.		25.5		8.44			
60	MPVX			8.57		GRAND JCT. (C.M.ST.P.&P. and N.P. Crossing)		22.1		8.37			
						STATE LINE		18.5					
60				9.05		EAST FARMS		18.0		8.30			
27	PXY			9.18	D	TRENTWOOD-VELOX	KD	10.8		8.18			
24	JPVX			9.30		MILLWOOD-IRVIN		6.8		8.10			
45	PVXY			9.40		SPOKANE SHOP		2.7		8.00			
	IPVX			A 9.50AM	DN	N.P. CROSSING	CG			7.50PM			
	BIJKOPTVXZ			A 10.00 AM	R	East Spokane				7.40 PM			
						(139.7)				Daily			

(6.00) Thru Time..... (6.35)
23.2 Average Speed per Hour..... 21.2

Eastward trains are superior to trains of the same class in opposite direction.— See Rule S-72.
S. I. No. 8 arriving at NP crossing on Sixth Subdivision, Union Pacific Railroad Co., Oregon Division, will run as No. 8 on Spokane International Railroad Co.
 Between East Spokane and NP crossing, trains will be governed by operating rules, Time-Table and special instructions of Union Pacific Railroad Co., Oregon Division.
 Time shown at East Spokane is for information only.

WESTWARD		COEUR D'ALENE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A).				Time-Table No. 68 October 30, 1966	Mile Post							
										STATIONS		
	MPXY			D-R	COEUR D'ALENE	CN	9.0					
17	MVX				GIBBS		7.6					
37	JPXY				COEUR D'ALENE JCT.		0.0					
					(9.0)							

**SIDINGS AND SPURS
SPOKANE SUB-DIVISION**

	Mile Post	Car Capacity	Switch Connection		Mile Post	Car Capacity	Switch Connection
Center Spur.....	3.7	2	West	N. P. Transfer.....	76.2		
Parkwater.....	4.1	5	West	Track No. 1.....		28	Both
Airway.....	5.0	4	West	Track No. 2.....		39	Both
Millwood-Irvin.....	6.8			Track No. 3.....		36	Both
Apple Siding.....		8	Both	Track No. 4.....		35	Both
Irvin Siding.....		26	Both	Sandpoint East Siding.....	76.5	102	Both
Trentwood-Velox.....	10.8			Naples.....	97.7	8	West
Velox Siding.....		34	Both	Burns.....	101.5	13	West
West Wye Track.....		29	West	Deep Creek Planing Mill Track..	101.5	5	East
East Wye Track (Main Lead)...		30	East	Bonnors Ferry.....	109.6		
East Siding.....		9	Both	West Storage Track.....		63	Both
West Siding.....		17	Both	Passing Track.....		52	Both
Cominco No. 3 Track.....		22	Both	House Track.....		6	East
Trentwood Passing Track.....		27	Both	Oil Spur.....		13	West
Austin.....	12.5	46	East	Thompsons.....		17	East
Eastfarms Apple Spur.....	19.0	22	East	Cinder Spur.....		17	East
Interstate.....	20.19	6	West	Moyie.....	119.0		
Haycroft Spur.....	26.5	5	East	Log Siding.....		24	Both
Chilco Spur.....	36.5	36	East	Saddler Siding.....		22	Both
Vay Industry Spur.....	57.7	5	East	Sinclair.....	135.1	12	West
Collala.....	62.9	5	West	Addie.....	137.1	12	West
Dover.....	71.7			Eastport.....	140.8		
G. N. Transfer.....		24	West	New Passing Track.....		91	Both
Board Plant.....		14	West	Track No. 1.....		41	Both
No. 2 Track.....		20	West	Track No. 2.....		36	Both
Run-a-round Track.....		6	Both	Track No. 3.....		32	Both
Sandpoint.....	74.7			Warehouse Track (U. S. Side)..		10	Both
West Passing Track.....		43	Both				
Fansler.....		1	East				
Shell.....		7	West				
CoOp Gas.....		5	West				
Ames Spur.....		5	West				
Long House.....		49	Both				
Short One.....		10	East				
Scale Track.....		25	Both				
Material Spur.....		15	East				
Wendt Spur.....		4	East				
Hedlund Dock Spur.....		7	West				
Hedlund Lumber Spur.....		12	East				

COEUR D'ALENE BRANCH

	Mile Post	Car Capacity	Switch Connection
Feeley's Spur.....	2.7	9	West
Cement Spur.....	6.75	4	West
N.W. Timber Spur.....	7.5	7	West
Winton Lumber Spur.....	7.6	6	East
Lafferty Log Spur.....	8.4	31	West
Lafferty Pole.....	8.4	1	West
Rupp Spur.....	8.9	6	East
House Track.....	9.0	11	East

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND 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.

Where one speed is shown, on "Reduced Speed" signs, it applies to all trains.

GENERAL

Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed.	49		
When using cross-overs or turn-outs.	15	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):	
Within yard limits:		Main line;	30
Where protected by continuous block signal system.	35	Branch lines.	20
Where not protected by continuous block signal system:			
Main line;	25		
Branch lines.	15		
Diesel yard-switch locomotives in road service: 1000-1100 class.	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	25
When leading unit at front of train is gas turbine or car body type unit backing up.	30		
Multiple unit engine when controlled from other than leading unit.	30	Jordan spreaders and other machines of spreader type, when in operation.	15
Freight trains handling tonnage in excess of 70 tons per operative brake.	40		
Freight trains when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of the listed commodities.	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:	
		Maximum speed.	20
		Through truss bridges.	6
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.	40	Trains handling diesel units dead in train:	
Derricks with 4-wheel trucks.	35	Yard switch units of any type;	35
For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.	20	Foreign line, government, export or commercial diesel units other than yard-switch type;	45
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		Union Pacific road-switch units of Alco or Baldwin type.	45

SPOKANE SUB-DIVISION

Between Mile Posts—	Restricted Speed	Between Mile Posts—	
NP Crossing and 2.7		Deep Creek 105.5 and 109.0	35
Spokane Shop 2.7 and 7.0	25	109.0 and 110.2	15
Over Argonne Street, Millwood	5	Bonniers Ferry 110.2 and 114.5	35
Between Mile Posts—		114.5 and 115.7	20
Athol		115.7 and 116.7	35
43.1 and 43.5	40	116.7 and 117.3	15
45.4 and 47.5	40	117.3 and 120.2	30
Vay		Moyie Springs 120.2 and 121.1	20
60.0 and 68.7	35	121.1 and 123.7	30
68.7 and 75.2	30	Eileen 123.7 and 124.2	15
Forest Siding		124.2 and 140.8	30
83.0 and 86.0	35		
Elmira			
92.6 and 96.6	35		
Shiloh			
96.6 and 100.5	30		

COEUR D'ALENE BRANCH

Maximum speed	25	Between Mile Posts— A-6.8 and A-7.2	15
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