

UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT



OREGON DIVISION TIME-TABLE No. 50

Effective Sunday
September 24, 1967
At 12:01 A.M. Pacific Time

**SPOKANE INTERNATIONAL
RAILROAD COMPANY**

TIME-TABLE NO. 69
Effective Sunday
September 24, 1967
At 12:01 A.M. Pacific Time

*Safety Gains
Where Courtesy Reigns*

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.
A. R. Brown, 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.
W. J. Barry, Trainmaster Spokane, Wash.
S. R. Tortorelli, Trainmaster Spokane, Wash.
F. W. Davis, Trainmaster Hinkle, Ore.
L. B. Maskill, Trainmaster La Grande, Ore.
G. C. Fisher, Asst. Trainmaster Walla Walla, Wash.
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.
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.
F. H. Cavallo, Asst. Chief Train Dispatcher Albina, Ore.
R. S. Larabee, Assistant Chief Train Dispatcher Albina, Ore.
P. A. Mead, Assistant Chief Train Dispatcher Albina, Ore.
J. R. Gerry, Assistant Chief Train Dispatcher Albina, Ore.
D. C. Tannehill, Assistant Chief Train Dispatcher Albina, Ore.
D. E. Widner, Assistant Chief Train Dispatcher Albina, Ore.
H. R. Scheminske, Asst. Chief Train Dispatcher Albina, Ore.
R. D. Harmon, 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.	W. J. Kubler	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
Joyle Dahl	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
R. F. Haney	Oculist	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
Robt. M. Hansen	Aurist	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
Minor Nichols	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
T. R. Nickelson	Surgeon	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
A. Ottinger	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. L. Ash	Aurist	Seattle, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	John M. Shlach	Oculist	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
G. M. Burns	Surgeon	Baker, Ore.	H. E. Eggers, Jr.	Urologist	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	S. A. Davis	Surgeon	Spokane, Wash.
P. W. Ford	Surgeon	Bend, Ore.	R. E. Elston	Surgeon	Spokane, Wash.
D. S. Spence	Surgeon	Bend, Ore.	G. W. Girvin	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	D. J. McGonigle	Surgeon	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
S. A. McCool	Surgeon	Elma, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	G. T. Wallace	Orthopedist	Spokane, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
F. W. Ford	Surgeon	Hermiston, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
M. J. Johnson	Surgeon	Hermiston, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
G. C. Carter	Surgeon	Hood River, Ore.	A. M. Peterson	Surgeon	Walla Walla, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
Glen V. Axford	Surgeon	Kennewick, Wash.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffter	Oculist and Aurist	Yakima, Wash.

WESTWARD					CONDENSED TIME-TABLE					EASTWARD						
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 50					FIRST CLASS					
105	19	457	17	11		September 24, 1967					20	106	458	12	18	
Passenger	Passenger	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	STATIONS					Daily	Daily	Daily	Daily	Daily		
4.40			4.50		0.0	GRANGER					A 8.45				A 10.55	
8.05			9.40	12.45	213.9	POCATELLO					4.45			A 2.20	6.15	
8.15			10.30								4.30				6.35	
10.40			1.55	4.00	373.8	GLENNS FERRY					1.45			10.55	2.15	
11.55			3.35	5.55	448.4	BOISE					12.20			9.10	12.35	
1.50			6.20	A 9.05	550.1	M.T.	HUNTINGTON					M.T.	10.36		6.20	10.00
12.51			5.30			P.T.						P.T.	9.35			8.50
3.15			8.20		649.7	LA GRANDE					7.15				6.05	
5.20			11.00		723.9	PENDLETON					5.01				3.20	
	10.45				941.3	SPOKANE					A 5.30					
6.06	A 3.15		12.15		755.3	HINKLE					1.00	4.26			2.25	
7.40			2.40		855.4	THE DALLES					2.45				12.03	
A 9.30		9.45	A 5.00		939.5	PORTLAND					1.00	A 9.30			10.00	
		A 1.30			1122.7	SEATTLE						5.30				
						STATIONS					Daily	Daily	Daily	Daily	Daily	
(17.50)	(4.30)	(3.45)	(25.10)	(8.20)		..... Thru Time					(4.30)	(18.45)	(4.00)	(8.00)	(23.55)
52.7	40.7	48.9	37.3	40.3		..... Average speed per hour					40.7	50.1	45.8	42.0	39.4

WESTWARD					CONDENSED TIME-TABLE					EASTWARD					
FIRST CLASS					Distance from McCammon	Time-Table No. 50					FIRST CLASS				
				35		September 24, 1967					36				
				Passenger							Passenger				
				Daily	STATIONS										
					0.0	McCAMMON					A 3.15				
					22.7	POCATELLO					2.45				
					73.3	IDAHO FALLS					12.55				
					285.8	BUTTE					7.30				
											Daily				
						..... 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. 50 September 24, 1967	Mile Post	FIRST CLASS			SECOND CLASS	
		17	105				18	106		126	
		Passenger	Passenger				Passenger	Passenger		Time Freight	
		Daily	Daily								
STATIONS											
BFKPTWYZ		5.30PM	12.51AM	C-R	HUNTINGTON HU	389.4	A 8.50AM	A 9.35PM		A 5.45AM	
93 P					LIME 4.9	384.5					
91 P					WEATHERBY 7.0	377.5					
179 PT					DURKEE 8.6	368.9					
94 P					OXMAN 7.2	361.7					
119 P					PLEASANT VALLEY 6.3	355.4					
184 PT					ENCINA 3.5	351.9					
94 P					QUARTZ 4.6	347.3					
189 BFKP TWYZ		6.57	2.05		BAKER BC	342.0	7.25	8.15			
86 P					WING 4.4	337.6					
92 P					HAINES 5.9	331.7					
92 P					NORTH POWDER 9.6	322.1					
92 P					SAGO 6.6	315.5					
127 PT					TELOCASET 2.9	312.6					
92 P					CROOKS 3.7	308.9					
93 JPT					UNION JCT. UN	302.2					
92 P					LONETREE 7.3	294.9					
BFJKPTWYZ		8.10PM	3.10AM	C-R	LA GRANDE RA	289.8	6.05AM	7.15PM		2.35AM	
					(99.6)		Daily	Daily		Daily Except Sunday and Monday	
	(2.40)	(2.19)			.....Thru Time.....	(2.45)	(2.20)			(3.10)
	37.4	43.0			.....Average speed per hour.....	36.2	42.7			31.5

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. 50 September 24, 1967	Mile Post	FIRST CLASS			SECOND CLASS	
		17	105				18	106		126	
		Passenger	Passenger				Passenger	Passenger		Time Freight	
		Daily	Daily								
STATIONS											
BFJKPTWYZ		8.20PM	3.15AM	C-R	LA GRANDE RA	289.8	A 5.55AM	A 7.10PM		A 2.25AM	
131 PT					HILGARD 7.7	282.1					
121 P					MOTANIC 6.5	275.6					
P					NORDEEN 3.5	272.1					
123 PTY					KAMELA 1.0	271.1					
P					ROSS 2.8	268.3					
WB 92 P EB 85					MEACHAM 7.8	265.5					
119 P					HURON 3.6	257.7					
105 P					CAMP 5.6	254.1					
WB 57 PT EB 57					DUNCAN 9.0	248.5					
87 P					BONIFER 2.6	239.5					
87 PT					GIBBON 7.3	236.9					
104 P					HOMLY 4.9	229.6					
99 P					MINTHORN 5.8	224.7					
101 P					MUNRA 3.3	218.9					
139 BJKPT WYZ		11.00	5.20	C	PENDLETON FD	215.6	3.20	5.01			
138 JP					RIETH 3.6	212.0					
114 P					BARNHART 3.7	208.3					
114 P					NOLIN 9.4	198.9					
116 P		11.34			ECHO 6.3	192.6					
P		11.39	5.47		STANFIELD 4.2	188.4					
BFJKPTWYZ		1.55PM	6.05AM	C-R	HINKLE UK	184.2	2.25AM	4.26PM		11.05PM	
					(105.6)		Daily	Daily		Daily Except Saturday and Sunday	
	(3.35)	(2.50)			.....Thru Time.....	(3.30)	(2.44)			(3.20)
	29.5	37.3			.....Average speed per hour.....	30.2	38.5			31.7

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. 50 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS	
		105	17				18	106	126	
		Passenger	Passenger				Passenger	Passenger	Time Freight	
		Daily	Daily							
		STATIONS								
BFJKPQTWYZ		6.06AM	12.15AM		184.2	A 2.05AM	A 4.25PM		A 10.50PM	
P			f 12.22							
158 P					177.7					
116 P					175.8					
178 P					169.8					
176 P					163.7					
176 JP					157.3					
180 JPT			s 1.07		147.5					
176 P					138.3	1.07	17			
176 P					128.7					
196 P					121.1					
114 P					112.4					
43					103.1					
JPX					100.4					
60 PX		7.26	2.08		95.1					
BFJKPQTWYZ		As 7.40AM	A 2.30AM		91.9					
					85.8	12.03AM	2.45PM		8.55PM	
						Daily	Daily		Daily Except Saturday and Sunday	
		(1.34)	(2.15)	..... Thru Time.....	(2.02)	(1.40)	(1.55)		
		62.8	43.7	..... Average speed per hour.....	48.4	59.0	51.3		

Rules 251 to 254 inclusive apply between Biggs and The Dalles.

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. 50 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS	
		105	17				106	18	126	
		Passenger	Passenger				Passenger	Passenger	Time Freight	
		Daily	Daily							
		STATIONS								
BFJKPQTWYZ		7.40AM	2.40AM		85.8	As 2.45PM	A 11.53PM		A 8.50PM	
P		7.45	2.46		81.7	2.36	11.47		8.38	
121 P		7.51	2.52		76.5	2.30	11.41		8.32	
115 P		7.59	3.01		70.2	2.23	11.33		8.23	
92 JPY		f 8.08	s 3.17		62.8	f 2.14	s 11.24		8.10	
117 P		8.13	3.23		58.7	2.09	11.13		8.03	
112 P		8.23	3.35		50.2	1.59	11.03		7.51	
122 P		8.32	3.45		43.0	1.50	10.53		7.39	
107 P		8.37	3.52		38.7	1.45	10.48		7.32	
114 P		8.42	3.58		33.9	1.40	10.42		7.26	
114 P		8.49	4.08		26.6	1.33	10.34		7.17	
114 P		8.53	4.13		22.7	1.29	10.30		7.12	
45 89 IJP		9.00	4.24		15.6	1.22	10.23		7.03	
P			4.29		13.2		10.20		7.00	
43 P		9.08	4.36		7.7	1.15	10.15		6.54	
22 PY		9.13	4.42		4.4	1.10	10.10		6.48	
IJPTY		9.20	4.51		0.5	1.03	10.03		6.40	
42 P					17.0					
PY					12.4					
BKPYZ					8.1	VIA GRAHAM	VIA GRAHAM		VIA GRAHAM	
JPTY					5.6	VIA GRAHAM	VIA GRAHAM		VIA GRAHAM	
JPY					4.2					
BFJKPQTWYZ					1.6				6.30PM	
IJPTY		9.20	4.51		0.5	1.03	10.03			
BIJKP		A 9.30AM	A 5.00AM		0.0	1.00PM	10.00PM			
						Daily	Daily		Daily Except Saturday and Sunday	
		(1.50)	(2.20)	..... Thru Time.....	(1.45)	(1.53)	(2.20)		
		46.8	36.8	..... Average speed per hour.....	49.0	45.6	36.8		

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.

Rules 251 to 254 inclusive apply between Crates and The Dalles.

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				FIFTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 50 September 24, 1967	Mile Post	FIRST CLASS					
			457 Passenger			458 Passenger					
			Daily								
STATIONS											
			9.45 AM	BLOCK SIGNALS C	PORTLAND	P-Vc	0.0	A 9.30 PM			
IJY			9.59		NORTH PORTLAND JCT.	KD	6.8	9.12			
			A 10.03 AM		VANCOUVER		8.7	9.08 PM			

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

TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER IS FOR INFORMATION ONLY.

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. CO.

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

STATIONS										
				BLOCK SIGNALS C	N. P. CROSSING		145.2			
					N. P. CROSSING		146.4			
					N. P. CROSSING		146.5			
IJY			12.41 PM		RESERVATION	RN	146.8	A 6.22 PM		
IJPY			A 12.43 PM	TACOMA JCT.	JN	147.5	6.20 PM			

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

STATIONS										
18 55	IJPY		1.14 PM	BLOCK SIGNALS C-R	BLACK RIVER	BI	173.8	A 5.45 PM		
	P				C. M. St. P. & P. C. CROSSING		173.8			
	BFIJKPQ TWYZ		1.22		ARGO	G	180.1	5.37		
	BKPY		A 1.30 PM		SEATTLE	OW	183.2	5.30 PM		
					(183.2)			Daily		

(3.45) Thru Time (4.00)
48.9 Average speed per hour 45.8

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

WESTWARD					THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.					EASTWARD				
691			683		681		684			690		692		
	Daily		Daily		Daily except Saturday									
	9.00 PM		3.00 PM		7.30 AM		ALBINA	A 4.00 PM	A 2.00 AM	A 4.00 AM				
	A 4.00 AM		A 10.00 PM		A 4.30 PM		ARGO	6.00 AM	6.00 PM	10.00 PM				
								Daily except Sunday	Daily	Daily				

WESTWARD						SIXTH SUBDIVISION						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					FIRST CLASS 19 Passenger	Time-Table No. 50 Sept. 24, 1967	Mile Post	FIRST CLASS 20 Passenger	SECOND CLASS							
	391 Mixed	361 Freight	151 Freight	8 S.I. Freight	363 Freight					362 Freight	392 Mixed	9 S.I. Freight	298 Freight	364 Freight			
	Monday Wednesday Thursday Sunday	Daily	Daily	Daily	Daily												
STATIONS																	
BFIJKP QTWYZ			10.00 PM	7.40 PM					R EAST SPOKANE	371.7					A 10.00 AM	A 4.35 PM	
IJPQY			10.09	A 7.50 PM					C N.P. CG CROSSING	369.2					9.50 AM	4.25	
BKPY			10.15						C-R DS SPOKANE AU	367.3	A 5.30 AM					4.20	
45 PY			10.22						WEST SPOKANE	366.5	5.17					4.12	
43 P			10.35						MARSHALL	357.8	5.03					3.52	
118 P			10.50						CHENEY	350.5	f 4.53					3.37	
42 P			11.05						MASON	340.3	4.40					3.17	
86 P			11.22						WELLS	328.9	4.27					2.52	
42 P			11.32						PALM LAKE	322.3	4.19					2.42	
43 P			11.46 PM						EMDEN	312.9	4.08					2.25	
62 JPTY			12.01 AM						C-R RA MARENGO	306.2	4.00					2.15	
42 P			12.08						THAVIS	301.4	3.54					2.07	
42 P			12.21						ANKENY	292.8	3.43					1.53	
31 JPT	1.40 PM		12.33						R HOOPER JCT.	284.9	3.33		A 6.00 AM			1.40	
121 P	2.02		12.52						JOSO	273.1	3.16			5.25		1.15	
62 P	2.17		1.05						CHEW	267.3	3.05			5.10		12.55 ¹⁹	
BFIJKP TWYZ	A 2.25 PM		1.30						C-R JD AYER	265.8	s 2.58		5.00 AM			12.26	
140 P			1.45						MATTHEWS	256.7	2.43					12.10 PM	
176 P			2.00						WALKER	246.7	2.30					11.56 AM	
187 P			2.15 ²⁰						PAGE	236.9	2.15 ¹⁵¹					11.35	
100 P			2.39						ASH	228.2	2.00					11.20	
134 JPTY		3.30 AM	3.05						C-R JN WALLULA	215.2	f 1.45	A 2.45 AM				10.55	
JPTY		3.35	3.10						WALLULA JCT.	213.5	1.40	2.40				10.50	
132 P		3.52	3.30						JUNIPER	203.2	1.25	2.22				10.33	
134 P		4.10	3.45						COLD SPRINGS	193.4	1.15	2.05				10.18	
BFIJKPQ TWYZ		A 4.35 AM	A 4.05 AM						C-R UK HINKLE	184.2	1.00 AM	1.45 AM				10.00 AM	
									(189.8)		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	

(0.45) 28.5 (1.05) 28.6 (6.05) 30.8 (0.10) 15.0 (1.05) 28.6 (4.30) 40.7 Thru Time (4.30) 40.7 (1.00) 31.0 (1.00) 21.4 (0.10) 15.0 (6.35) 28.5 (1.05) 28.6
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. 151 is superior to No. 392.—See Rule S-72.

S. I. No. 9 arriving at N. P. Crossing on Spokane International Railroad Co. will run as S. I. No. 9 N. P. Crossing to East Spokane. No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 Hooper Jct. to Ayer. 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. 50		Mile Post	SECOND CLASS
	305	September 24, 1967			304
	Freight				Freight
STATIONS					
22	PTY	7.00AM	O-R JOSEPH J	83.8	A 1.50PM
22	PY	7.30	O ENTERPRISE RS	78.0	1.25
29		8.05	10.2 LOSTINE	67.8	12.50
40	PTY	8.30	7.8 WALLOWA	60.0	12.25PM
7	P	9.00	12.9 MINAM	47.1	11.55AM
66		9.35	7.6 KIMMELL	39.5	11.25
33		9.50	5.7 LOOKING GLASS	33.8	11.05
24		10.35	8.7 GULLING	25.1	10.35
28	PTY	11.05	O ELGIN GN	20.9	10.20
17	P	11.30	8.6 IMBLER	12.3	9.55
14		11.45AM	3.9 ALICEL	8.4	9.40
BFJKPTYZ A12.25PM C-R LA GRANDE RA 0.0 9.00AM					
(83.8)					
Daily Except Saturday					
(5.25) Thru Time.....			(4.50) Thru Time.....		
15.5 Average speed per hour.....			17.3 Average speed per hour.....		

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
138	JP	RIETH	0.0		
22		6.7 SPARKS	6.7		
18	Y	O PILOT ROCK RO	14.3		
(14.3)					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
BFJKPQ TWYZ C-R HINKLE UK 0.0					
95	P	O HERMISTON MN	3.9		
	TY	6.2 UMATILLA	10.1		
		7.8 IRRIGON	17.9		
(17.9)					

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
39	PTY	O-R HEPPNER HR	45.2		
19	P	8.9 LEXINGTON	36.3		
7		5.3 JORDAN	31.0		
15	P	O IONE ON	28.3		
3		3.1 McNAB	25.2		
13		5.4 MORGAN	19.8		
3		5.3 CECIL	14.5		
176	JP	14.5 HEPPNER JCT.	0.0		
(45.2)					

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
26	JTY	O-R CONDON CD	44.5		
22		8.2 GWENDOLEN	36.3		
27		4.0 SPEECE	32.3		
26		3.7 CLEM	28.6		
29		4.2 MIKKALO	24.4		
27		4.7 BARNETT	19.7		
11		3.7 ROCK CREEK	16.0		
29		8.7 SHUTLER	7.3		
180	JPT	O ARLINGTON MX	0.0		
(44.5)					

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS
	313	September 24, 1967			314
	Freight				Freight
STATIONS					
BFJKPT WYZ 5.00 AM C-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.

JPKY	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. 50		Mile Post		
	September 24, 1967				
	STATIONS				
JPTY		EAST OLYMPIA	0.0		
Y		2.0 CAPITOL	2.0		
PY		2.9 TUMWATER	4.9		
Y		2.4 N. P. CROSSING	7.3		
BJKPT WYZ		O-R OLYMPIA OA	7.4		
(7.4)					

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS		
	307	309	September 24, 1967		308	306	
	Freight	CMSt. P & P Freight			CMSt. P & P Freight	Freight	
STATIONS							
BFJKP TWYZ 2.00 AM C-R CENTRALIA CN 0.0 A 8.00 PM							

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPY	2.15AM	BLAKESLEE JUNCTION	2.4		A 7.45PM
M		0.0 N. P. CROSSING	2.4		
M		0.0 C. M. St. P. & P. CROSSING	2.4		
		2.6 GALVIN	5.0		7.35
20	P	7.2			
36	JP	2.50 12.01AM R	HELSING JUNCTION	12.2	A 7.40PM 7.10
		1.5 INDEPENDENCE	13.7	7.35	7.05
43	P	3.20 12.30	CEDARVILLE	22.2	7.10 6.40
		4.1 LANKNER	26.3	7.00	6.30
42		3.30 12.40	SAGINAW	30.8	6.45 6.15
36		3.45 12.55	SOUTH ELMA	32.5	6.40 6.10
1	P	3.50 1.00	SOUTH MONTESANO	42.4	6.05 5.35
43	PTY	4.25 1.35	MONTESANO	43.9	
	JPY		SOUTH MONTESANO	42.4	6.05 5.35
43	PTY	4.25 1.35	COSMOPOLIS	52.6	5.30 5.00
69	PY	5.00 2.05	SOUTH ABERDEEN JCT.	53.2	
	JY		N. P. CROSSING	53.3	
	PUY		0.6 ABERDEEN SA	53.9	5.20PM 4.50PM
75	JPYZ	A 5.10AM A 2.35AM O-R			

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BFKP TWYZ	A 5.30 AM	A 3.05 AM	O-R HOQUIAM HO	57.5	5.00 PM	4.30 PM
			(57.5)		Daily Except Saturday	Daily Except Sunday
	(3.30) Thru Time.....	(3.04) Thru Time.....		(2.40)	(3.30)	
	16.4 Average speed per hour.....	14.8 Average speed per hour.....		17.0	16.4	

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.

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		YAKIMA BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 50 September 24, 1967	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											
BFJKPTWYZ				9.30 PM	O-R	YAKIMA NY	98.0			A 2.15 AM	
31 X				9.40		UNION GAP	94.6			1.55	
MP					Block Signals	N. P. CROSSING	91.3				
23 P				9.50			PARKER	90.8			1.45
M					Block Signals	N. P. CROSSING	89.4				
24 P				10.00			DONALD	86.8			1.30
12 JP				10.07		SAWYER	84.5			1.20	
30 JP				10.15	O	BUENA BA	81.6			1.10	
60 JPY				10.24	O	ZILLAH AH	78.5			12.55	
43 P				10.40		GRANGER	73.4			12.25	
42				10.55		EMERALD	67.2			12.05 AM	
28 JPTY				11.05	R	MIDVALE	63.6			11.35 PM	
41 JPY				11.20	C	GRANDVIEW GW	57.7			11.20	
35 P				11.45 PM		NORTH PROSSER	50.8			10.50	
43				12.05 AM		CHAFFEE	43.0			10.30	
41 P				12.25		BENTON CITY	36.5			10.12	
43				12.40		ACTON	31.3			9.55	
43 JPY		7.40 AM	6.20 AM	1.05	R	RICHLAND JCT.	19.0	A 5.20 AM	A 5.30 AM	9.25	
36 BJKPWY		A 8.00 AM	A 6.50 AM	1.20	C	KENNEWICK KN	13.2	5.00 AM	5.10 AM	8.52	
6 P				1.35		HEDGES	8.7			8.38	
70 JP				1.45		VILLARD JCT.	7.0			8.30	
58 JPY					C.T.C.	ATTALIA	0.6				
134 JPTY				A 2.05 AM		C-R	WALLULA JN	0.0			8.15 PM
(98.4)											
				(0.20) 17.4	(0.30) 11.6	(4.35) 21.5 Thru Time.....		(0.20) 17.4	(0.20) 17.4	(6.00) 16.3
			 Average speed per hour.....							

WESTWARD		SUNNYSIDE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).				Time-Table No. 50 September 24, 1967	Mile Post					
	STATIONS									
	35 JPTY						R	MIDVALE	0.0	
JPY				O	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. 50 September 24, 1967	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													
BFJKPTWYZ				6.00 AM	12.30 AM	EAST SPOKANE				161.0	A 11.00 AM	A 1.55 PM	
48 IJY				6.10	12.40	BLOCK SIGNALS	DISHMAN SP	158.9		f 10.45	1.45		
27 P				6.20	12.50		CHESTER	155.7		f 10.35	1.35		
63 P				6.45	1.15	O	MICA MA	149.7		f 10.10	1.10		
JPY				f 7.00	A f 1.30 AM	O-R	MANITO MU	143.6		9.55 AM	12.55		
17				f 7.20		O	ROCKFORD RD	138.4			12.35		
34				f 7.35			DARKNELL	135.1			12.20		
24 JPY				f 7.50		O	FAIRFIELD G	131.7			12.05 PM		
18				f 8.05			LATAH	123.3			11.35 AM		
PTY				s 8.35		O-R	TEKOA K	116.1		s 11.10			
8 JPY				A 8.55 AM		R	SELTICE	110.4			10.50		
25						O	FARMINGTON FM	104.5			10.30		
U							N. P. CROSSING	95.4					
28 JY						O	GARFIELD GR	95.1			10.05		
							ELBERTON	89.7			9.45		
24 JPTY						O-R	COLFAX CA	77.4		s 9.00			
M							G. N. CROSSING	77.3					
25							MOCKONEMA	72.5			f 8.30		
21							DIAMOND	68.5			f 8.15		
22 PY						O	ENDICOTT DI	57.9			s 7.40		
53 JPTY				12.15 PM		O-R	WINONA WA	52.1			s 7.20		
38				12.25			SUTTON	48.0			7.10		
19 JPTY				A 12.45 PM		O-R	LA CROSSE JA	41.5			6.50 AM		
35							JERITA	35.8					
34							HAY	30.2					
49 JPTY				10.00 PM		O-R	RIPARIA XS	17.5			A 9.50 PM		
M							N. P. CROSSING	17.4					
10 JPTY				10.20	7.55 PM	R	TUCANNON	12.6			A 3.45 PM		
31 Y				10.25	8.00		PATAHA	11.8			3.40		
45 Y				11.00	8.30		RIFTON	2.9			3.10		
BFJKPTWYZ				A 11.10 PM	A 8.40 PM	C-R	AYER JD	0.0			3.00 PM		
(161.0)													
				(1.10) 15.0	(0.45) 16.8	(6.45) 16.2	(1.00) 17.4 Thru Time.....		(1.05) 16.0	(7.05) 16.9	(0.45) 16.8	(1.10) 15.0
			 Average speed per hour.....									

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392 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. 50		Mile Post	SECOND CLASS	
	379	September 24, 1967			378	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
BJKPWY	8.00AM	O-R	MOSCOW MO	28.1	A 2.00PM	
			7.6			
1	8.30		WHITLOW	20.5	1.10	
			1.2			
U			N. P. CROSSING	19.3		
			0.6			
17 PY	8.40	O	PULLMAN XN	18.7	1.00	
			6.0			
13 P	9.05		ALBION	12.7	12.25	
			3.0			
14	9.20		SHAWNEE	9.7	12.10PM	
			9.7			
JMPTY	A10.00AM	O-R	COLFAX CA	0.0	11.30AM	
			(28.1)			
					Daily Except Sunday	
	(2.00)		..... Thru Time.....		(2.30)	
	14.1		Average speed per hour		11.2	

WESTWARD		WALLULA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS	
	379	September 24, 1967			378	
	Freight			Freight		
	Daily Except Saturday	STATIONS				
BFJKPTWYZ		C-R	WALLA WALLA BU	30.9		
			2.0			
5 Y			COLLEGE PLACE	28.9		
			0.2			
M			W. W. V. RY. CROSSING	28.7		
			0.1			
17 Y			GARRETT	28.6		
			4.6			
10			WHITMAN	24.0		
			4.7			
12			LOWDEN	19.3		
			4.3			
120 PY			TOUCHET	15.0		
			7.5			
11			REESE	7.5		
			3.7			
JP			ZANGAR JCT.	3.8		

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. 50	Mile Post
JPTY	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. 50		Mile Post	SECOND CLASS	
	391	September 24, 1967			378	
	Mixed			Freight		
	Daily Except Saturday	STATIONS				
8 JPY	9.01AM		SELTICE	48.0		
			8.2			
U			G. N. CROSSING	39.8		
			0.03			
U			N. P. CROSSING	39.7		
			0.55			
24 JY	9.30	O	OAKESDALE ON	39.1		
			7.9			
36	10.00		THORNTON	31.2		
			0.5			
M			G. N. CROSSING	30.7		
			12.4			
21 Y	10.45	O	ST. JOHN SJ	18.3		
			6.8			
19	11.15		WILLADA	11.5		
			7.1			
42	11.45AM		GRAVEL PIT	4.4		
			4.4			
53 JTY	A12.01PM	O-R	WINONA WA	0.0		
			(48.0)			
	(3.00)		..... Thru Time.....		(1.45)	
	16.0		Average speed per hour		16.5	

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. 50		Mile Post	SECOND CLASS	
	391	September 24, 1967			392	
	Mixed			Mixed		
	Monday Wednesday Thursday Sunday	STATIONS				
JPTY	12.50PM	O-R	LA CROSSE JA	0.0	A 6.45AM	
			14.7			
5 Y			HOOPER	14.7		
			1.0			
24 JPTY	A 1.35PM	R	HOOPER JCT.	15.7	6.00AM	
			7.8			
29			WASHTUCNA	23.5		
			13.9			
16 J			KAHLOTUS	37.4		Daily Except Sunday
			15.5			
14 TY		O-R	CONNELL N	52.9		
			(52.9)			
	(0.45)		..... Thru Time.....		(0.45)	
	20.9		Average speed per hour		20.9	

WESTWARD		TUCANNON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS	
	355	September 24, 1967			356	
	Freight			Freight		
	Daily Except Saturday	STATIONS				
17 JPTY	7.40PM		RELIEF	9.3		
			5.5			
JPTY	A 7.55PM	R	STARBUCK	3.8	A 4.00PM	
			3.8			
JPTY			TUCANNON	0.0	3.45PM	
			(9.3)			Daily Except Saturday
	(0.15)		..... Thru Time.....		(0.15)	
	15.2		Average speed per hour		15.2	

WESTWARD		POMEROY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS	
	355	September 24, 1967			356	
	Freight			Freight		
	Daily Except Saturday	STATIONS				
30 Y	5.55PM	O-R	POMEROY PY	28.9	A 5.45PM	
			4.5			
18	6.10		ZUMWALT	24.4	5.30	
			8.1			
2	6.40		DODGE	16.3	5.00	
			1.8			
13	6.50		CHARD	14.5	4.50	
			3.2			
4	7.00		JACKSON	11.3	4.40	
			3.4			
13	7.15		DELANEY	7.9	4.25	
			7.9			
JPTY	A 7.40PM		STARBUCK	0.0	4.00PM	
			(28.9)			Daily Except Saturday
	(1.45)		..... Thru Time.....		(1.45)	
	16.5		Average speed per hour		16.5	

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. 50		Mile Post	SECOND CLASS	
	365	September 24, 1967			366	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
20 Y			ALTO	83.0		
			7.5			
17			MENOKEN	75.5		
			4.2			
20 JPY	12.50PM		BOLLES	71.3	A10.05AM	
			4.6			
19 PY	1.10	O	PRESCOTT SY	66.7	9.45	
			13.1			
15	1.55		VALLEY GROVE	53.6	9.00	
			6.4			
U			N. P. CROSSING	47.2		
			0.6			
U			W. W. V. RY. CROSSING	46.6		
			0.5			
BFJKPT WYZ	A 2.25PM	C-R	WALLA WALLA BU	46.1	8.30AM	
			1.9			
M			W. W. V. RY. CROSSING	44.2		
			4.3			
21			SPOFFORD	39.9		
			3.6			
M			W. W. V. RY. CROSSING	36.3		
			0.1			
30 JPY		O	MILTON-FREEWATER CO	36.2		
			9.5			
40			BLUE MOUNTAIN	26.7		
			3.3			
14			DOWNING	23.4		
			2.5			
57 PY		O	WESTON WT	20.9		
			3.7			
15 PY		O	ATHENA CN	17.2		
			4.6			
31			ADAMS	12.6		
			2.6			
10			BLAKELEY	10.0		
			10.0			
BJKTWYZ		C-R	PENDLETON FD	0.0		
			(83.0)			Daily Except Sunday
	(1.35)		..... Thru Time.....		(1.35)	
	15.9		Average speed per hour		15.9	

WESTWARD		DAYTON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS	
	365	September 24, 1967			366	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
24			TURNER	24.8		
			2.1			
18			WHETSTONE	22.7		
			9.6			
10 JPTY	11.50AM	O	DAYTON DA	13.1	A11.05AM	
			0.09			
U			N. P. CROSSING	13.0		
			0.01			
U			N. P. CROSSING	13.0		
			0.1			
JY	A11.55AM		DAYTON JCT.	12.9	11.00AM	
			(24.8)			Daily Except Sunday
	(1.00)		..... Thru Time.....		(1.00)	
	13.1		Average speed per hour		13.1	

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

WESTWARD		WAITSBURG BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS	
	365	September 24, 1967			366	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
JY	12.25PM	R	WAITSBURG JCT.	5.2	A10.30AM	
			1.7			
18 PY	12.35	O	WAITSBURG BG	3.5	10.20	
			3.5			
20 JPY	A12.50PM		BOLLES	0.0	10.05AM	
			(24.8)			Daily Except Sunday
	(1.00)		..... Thru Time.....		(1.00)	
	13.1		Average speed per hour		13.1	

WESTWARD		WALLACE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS	
	387	September 24, 1967			388	
	Mixed			Mixed		
	Daily	STATIONS				
JY	1.30 AM	O-R	MANITO MU	19.8	A 9.55 AM	
			19.8			
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						

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	47 P	East	Grosceup.....	28.2	3	Both
Second Subdivision				Biggam.....	48.3	5	Both
Pendair.....	213.5	114 P	Both	Boone.....	76.4	1	East
Mission.....	221.2	{ 5 P	Both	Pleasant Valley Branch			
Cayuse.....	227.1	37 P	Both	Juno.....	20.8	6	Both
North Fork.....	251.4	9 P	West	Huntley.....	22.6	1	Both
Third Subdivision				Sunset.....	25.4	22	Both
Seufert.....	87.2	58 PXY	West	Warner.....	45.3	6	Both
Rufus.....	108.7	26 P	Both	Moscow Branch			
Fourth Subdivision				Risbeck.....	4.5	2	Both
Bruun.....	1.9	13 PY	Both	Parvin.....	7.8	5	Both
Montavilla.....	5.9	7	Both	Armstrong.....	15.7	1	Both
Rockwood.....	11.8	49	Both	Tekoa Branch			
Eri.....	14.2	1	Both	Little Goose.....	16.9	30	Both
C. L. Lumber Co.....	45.1	2 P	East	Pierson.....	20.1	1	West
Chatfield.....	71.8	9 P	West	Schreck.....	31.9	7	Both
Via Kenton				Thera.....(1)	64.8	10	Both
Champ.....	9.5	1	Both	Crest.....	74.9	..	None
Ward.....	14.2	1	Both	Glenwood.....	83.5	8	Both
		29	Both	Walters.....	98.6	10	Both
		20 P	West	Rahm.....	125.9	1	Both
Reynolds.....	20.0	{ 121	West	Freeman.....	146.9	32	Both
Sixth Subdivision				Connell Branch			
Humorist.....	222.6	79 P	Both	Pampa.....	4.6	9	Both
Ice Harbor.....	226.0	{ 15	East	Gordon.....	8.2	3	Both
Sheffler.....	244.8	1	West	Wacota.....	34.1	3	West
Scott.....	252.1	79 P	Both	Estes.....	42.3	2	Both
Ruxby.....	259.6	76 P	Both	Sulphur.....	46.1	4	Both
Magallon.....	260.7	1	Both	Curry.....	51.1	7	Both
Park.....	279.3	1	Both	Tucannon Branch			
Mack.....	297.0	53 P	Both	Powers.....	2.7	2	Both
Teske.....	310.6	1	Both	Pomeroy Branch			
Ashby.....	317.1	36 P	Both	Houser.....	19.1	1	Both
Croskey.....	332.9	52 P	Both	Pendleton Branch			
Geib.....	345.3	42 P	Both	Havana.....	6.9	7	Both
Cowles.....	362.0	42 P	Both	Bade.....	30.2	8	Both
Joseph Branch				Barrett.....	33.1	6	Both
Island City.....	2.6	6	Both	Prunedale.....	34.2	10	Both
Baum.....	3.7	32	West	State Line.....	41.7	6	Both
Conley.....	5.9	2	Both	Langdon.....	43.6	8	Both
Vincent.....	40.6	1	East	Russell.....	51.8	7	Both
Harris.....	48.0	1	Both	Hadley.....	56.5	13	Both
Sevier.....	56.7	1	West	Berryman.....	59.8	5	Both
Freels.....	75.2	1	West	Ennis.....	60.9	3	Both
Marble.....	75.8	{ 1	Both	Robison.....	67.7	1	Both
		22	West	McCall.....	69.4	1	Both
Pilot Rock Branch				McKay.....	78.6	2	Both
McBee.....	2.8	2	East	Dayton Branch			
Condon Branch				Taggard.....	4.3	1	West
Roddy.....	11.2	11	West	Ronan.....	19.3	21	West
Grays Harbor Branch				Wallace Branch			
Raisch.....	2.6	2	Both	Dudley.....	52.0	6	Both
Balch.....	18.3	14 P	Both	Shont.....	72.8	1	Both
Melbourne.....	43.8	..	None	Polaris.....	74.6	35	East
Preachers Slough.....	46.7	..	None	Gem.....	84.1	1 Y	Both
				Frisco.....	84.4	4 Y	Both

(1) 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.

Reduced Speed—Proceed prepared to stop short of train, engine or obstruction.

Restricted Speed—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	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			30
When using other cross-overs or turn-outs.	15	15	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
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.		30 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			
Diesel road freight and road switch locomotives.	65		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Jordan spreaders and other machines of spreader type, when in operation.		15
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Multiple unit engine when controlled from other than leading unit.	30	30	Trains handling MCPX 23000 Series or MONX 23000 Series tank cars loaded with phosphorus.		50
Maximum speed. All work trains. All regularly assigned locals.		50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Freight trains handling tonnage in excess of 70 tons per operative brake.		40	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 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.	Frt.		Psgr.	Frt.		Psgr.	Frt.
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.			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			
			242.4 and 243.2.	60	45	La Grande		
			244.0 and 244.7.	40	25			

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	65	Between Mile Posts— 98.8 and 99.3.	60	45	Between Mile Posts— Goff 113.4 and 114.7.	65	50
The Dalles Over street crossings.	12	12	Trains handling open top loads of chips between Oregon Trunk Jct. and The Dalles	30		Ordnance 181.8 and 182.0.	60	45
Between Mile Posts— 87.3 and 88.2.	70	55				Hinkle		
Dune 96.5 and 98.8.	70	55	Biggs 104.6 and 105.2.	70	55			

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— 18.1 and 18.5.	60	45	Between Mile Posts— Hood River 63.1 and 64.3.	45	30
Portland Union Station, on all tracks P. T. R. R. Co. Yard, and through interlocking.	6	6	20.1 and 22.4.	60	45	64.4 and 66.1.	60	45
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	Rooster Rock 23.8 and 24.0.	55	40	66.1 and 66.7.	40	25
						24.8 and 25.9.	60	45	67.1 and 68.2.	60	45
Between Portland and Albina, over street crossings.	10	10	Bridal Veil 27.5 and 29.4.	60	45	68.4 and 70.3.	40	25
Kenton Over Columbia Boulevard, near Peninsula Jct.	25	25				70.4 and 72.7.	55	40
Between Kenton and Troutdale via Fir.	35	35	30.2 and 31.4.	60	45	73.7 and 75.0.	60	45
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	31.7 and 32.8.	70	55	75.1 and 75.9.	55	40
Bruun 3.2 and 7.6.	50	35	Dodson 35.5 and 37.3.	55	40	76.3 and 77.0.	60	45
Clarnie 10.9 and 12.0.	50	40				77.5 and 78.2.	70	55
13.2 and 13.5.	45	30	38.2 and 39.9.	60	45	79.0 and 79.4.	55	40
14.8 and 17.9.	70	55	41.4 and 42.5.	35	20	79.4 and 80.3.	70	55
			42.8 and 43.0.	70	55	80.3 and 81.2.	55	40
			Cascade Locks 43.3 and 48.8.	50	35	Crates 81.8 and 82.1.	60	45
						48.8 and 58.5.	60	45	83.0 and 83.4.	45	30
			Meno 59.4 and 61.9.	50	35	84.5 and 85.0.	20	20
						The Dalles		

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour				
	Psgr.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.			
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— 180.7 and 180.9.	35	25			
Reservation On curves between Reservation Tower and Tacoma Jct.	20	15				Between Mile Posts— 178.2 and 178.5.	30	25	Argo Yard All turn-outs.		10
						Argo Through interlocking.	30	30	Over all street crossings between Argo and Seattle.	20	20
			Seattle								

SIXTH SUBDIVISION

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

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.	25	Olympia Branch Maximum speed.	15	Between Mile Posts— 53.5 and 53.7.	10	
3-degree curves.	15	Olympia Within city limits.	10	Aberdeen Within city limits.	15	
On curves of 4-degrees and over.	10	On curves of 4-degrees and over.	10	Over Boon St. Crossing.	5	
Between La Grande and M.P. 10.4.	15	Grays Harbor Branch Maximum speed.	25	Over other street crossings.	10	
Between Mile Posts— 10.4 and 13.0.	20			Yakima Branch Maximum speed.	45	Between Wallula and Villard Jct.
25.0 and 55.0.	20			Between Villard Jct. and M.P. 70.0.		30
Between M.P. 72.0 and Joseph.	20			Between M.P. 70.0 and Yakima.	25	
Pilot Rock Branch Maximum speed.	15	Blakeslee Jct. 4.3 and 4.7.	15	With pile driver 900321.	10	
Umatilla Branch Maximum speed.	20	Galvin 5.1 and 5.7.	10	On 4-degree curves.	30	
		Between Mile Posts— Hinkle 0.0 and 0.1.	10	On 5- and 6-degree curves.	20	
		2.3 and 3.7.	15	Between Mile Posts— Villard Jct. 7.1 and 7.4.	25	
Hermiston Standard and Union Oil spurs.	6	Independence 14.7 and 15.2.	10	Bridge 7.44.	10	
On house track west of McNaught Warehouse.	6	16.7 and 16.9.	15	Kennewick Over street crossings.	8	
Over road crossing east end of depot.	10	18.8 and 19.2.	10	Richland Jct. On Govt. track between Rich- land Jct. and North Richland. Within yard limits.	20 10	
Umatilla On wye.	10	South Elma 32.8 and 33.8.	10	Benton City Within city limits.	25	
Heppner Branch Maximum speed.	20	34.4 and 34.6.	10	Between Mile Posts— 37.5 and 38.5.	10	
		35.0 and 35.4.	10	Grandview Within city limits.	25	
		36.1 and 36.3.	10	Granger Over street crossings.	25	
		37.5 and 38.2.	15			
3-degree curves.	15	38.5 and 39.7.	10	Zillah Over street crossings.	10	
On curves of 4-degrees and over.	10	41.5 and 42.3.	10	Donald Yakima River Bridge 89.35. through gantlet track.	10	
Condon Branch Maximum speed.	20	Between Mile Posts— Melbourne 44.3 and 45.5.	10			
		3-degree curves.	15			Over N P Crossing and between home signals governing cross- ing.	15
		On curves of 4-degrees and over.	10			
On descending grades between Speece and Mikkalo.	10	Cosmopolis Within city limits.	15			
On descending grades between Barnett and Rock Creek.	10	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.	15	Between Mile Posts— 14.3 and 16.1.	20
Over other street crossings.	10	5.6 and 7.5.	15	17.1 and 17.2.	10
Sunnyside Branch Maximum speed.	25	8.4 and 8.8.	15	Over Snake River Bridge 17.23.	5
Pleasant Valley Branch Maximum speed.	20	Shawnee 9.9 and 10.0.	15	Between Mile Posts— Riparia 17.7 and 18.1.	15
G. N. Crossing, M.P. 30.7.	15	10.8 and 11.2.	15	18.6 and 18.8.	20
On curves of 7-degrees and over.	15	12.2 and 12.5.	15	19.7 and 19.9.	15
Wallula Branch Maximum speed.	25	Albion 13.4 and 13.6.	15	23.1 and 23.6.	20
On 5- and 6-degree curves.	20	14.3 and 14.9.	15	23.6 and 23.7.	15
On curves of 7-degrees and over.	15	17.5 and 17.7.	15	24.5 and 25.0.	20
Between Mile Posts— Zangar Jct. 5.1 and 6.4.	15	17.9 and 18.0.	15	25.4 and 26.9.	20
6.7 and 6.8.	15	Pullman Within city limits.	10	27.1 and 27.2.	15
7.0 and 7.1.	15	Over street crossings.	6	27.4 and 27.8.	15
Reese 7.7 and 8.0.	15	Between Mile Posts— N. P. Crossing 19.9 and 20.0.	15	28.2 and 28.7.	15
8.2 and 8.4.	20	Hay 30.4 and 31.1.	20	Jerita 36.2 and 36.9.	15
8.7 and 9.1.	15	32.0 and 33.8.	15	37.8 and 39.3.	15
9.5 and 9.7.	15	34.2 and 35.2.	15	Sutton 49.3 and 50.1.	15
10.0 and 10.1.	20	25.2 and 25.4.	15	Winona 57.2 and 59.0.	10
10.7 and 10.9.	20	Moscow Within city limits.	15	64.9 and 65.2.	20
11.1 and 11.4.	20	Over street crossings.	10	68.2 and 68.5.	20
12.1 and 12.3.	15	Tekoa Branch Maximum speed.	20	Diamond 68.8 and 69.0.	20
12.5 and 12.6.	20	Between Ayer and Tucannon.	20	69.9 and 70.1.	20
Touchet 18.5 and 18.6.	20	Between Tucannon and Manito.	25	Mockonema 73.3 and 73.6.	15
W. W. V. Ry. Crossing, M.P. 28.7.	12	Between Manito and East Spokane.	30		
Moscow Branch Maximum speed.	20	On 4-, 5- and 6-degree curves.	20		
On curves 7-degrees and over.	15	On curves of 7-degrees and over.	15		
Colfax Within city limits.	12	Between Mile Posts— Tucannon 14.0 and 14.1.	20		

BRANCHES (Continued)

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

BRANCHES (Continued)

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

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 End Yard Office	Hinkle..... Telegraph Office	..... P. T. R. R. Co. Telegraph Office
Albina..... Trainmen's Register Room East End Yard Office	Hinkle..... Enginemen's Register Room	Seattle (Joint)
Albina..... Terminal No. 4 Yard Office	Hinkle..... Yard Office	..... Union Station Telegraph Office
Argo..... Trainmen's Register Room	Hoquiam (Joint). N. P. Ry. Co. Telegraph Office	Spokane..... Telegraph Office
Argo..... Yard Office	Huntington..... Telegraph Office	Tacoma..... Yard Office
Ayer..... Telegraph Office	Kellogg-Wardner..... Telegraph Office	The Dalles..... Telegraph Office
Baker..... Telegraph Office	Kennewick..... Telegraph Office	The Dalles..... Switchmen's Locker Room
	La Grande..... Crew Dispatcher's Office	Walla Walla..... Telegraph Office
	La Grande..... Depot Telegraph Office	Yakima..... Telegraph Office
	Moscow..... 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:

- 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:

- A—Automatic interlocking;
- B—Bulletins—general orders;
- C—Continuous office;
- F—Fuel;
- I—Manual interlocking;
- J—Junction;
- K—Standard clock;
- M—Railroad crossing protected by signals or gates;
- O—Agent or Operator;
- P—Dispatchers telephone;
- Q—Radio installation;
- R—Train register;
- T—Turntable or wye;
- U—Railroad crossing not protected by signals or gates;
- W—Water;
- X—Crossover;
- Y—Yard limits;
- 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	Ordnance.....	Portland or beyond.	
18	Union Jet..... North Powder..... Haines.....	Portland or beyond, Tuesdays only.	
18	Any station west of Hinkle.....		Pendleton or beyond.
19	Hooper Jet.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	

SPOKANE INTERNATIONAL RAILROAD COMPANY

TIME-TABLE NO. 69

Effective Sunday
September 24, 1967
At 12:01 A.M. Pacific Time

G. H. BAKER, General Manager
W. J. FOX, General Superintendent
W. G. JOHNSON, Superintendent
A. R. BROWN, Assistant Superintendent
S. R. TORTORELLI, Trainmaster
M. H. GALLOWAY, Chief Dispatcher

**Safety Gains
Where Courtesy Reigns**

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 379
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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Rule 6.—The following letters, when placed before the figures of the schedule, indicate:

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

A—Automatic interlocking;	Q—Radio installation;
B—Bulletins—general orders;	R—Train register;
C—Continuous office;	T—Turntable or wye;
F—Fuel;	U—Railroad crossing
I—Manual interlocking;	not protected by
J—Junction;	signals or gates;
K—Standard clock;	W—Water;
M—Railroad crossing protected	X—Crossover;
by signals or gates;	Y—Yard limits;
O—Agent or Operator;	Z—Track scales.
P—Dispatchers telephone;	

**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. 69 September 24, 1967	Mile Post	SECOND CLASS			
			9			8			
			Freight						
		Daily							
91	BJKPQTY		4.00AM	C-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	PY		4.51		MOYIE SPRINGS	119.2		11.48	
52	BFJKPQTY		5.50	C-R	BONNERS FERRY BY	109.6		11.25	
	MY				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	88.8		10.32	
63	P		6.41		FOREST SIDING	82.4		10.24	
43	BJKMPQTYWYZ		7.28	C	SANDPOINT (G.N. Crossing) SA	74.7		10.12	
Spur 64	JY		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	JPQTY		8.51		COEUR D'ALENE JCT.	25.5		8.44	
60	JMPY		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	PQTY		9.18	O	TRENTWOOD-VELOX KD	10.8		8.18	
24	JPY		9.30		MILLWOOD-IRVIN	6.8		8.10	
45	JPTY		9.40		SPOKANE SHOP	2.7		8.00	
	IJPQY		A 9.50AM	C	N.P. CROSSING CG			7.50PM	
	BFJKPQTYWYZ		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).	SECOND CLASS			Time-Table No. 69 September 24, 1967	Mile Post	SECOND CLASS			
			9			8			
			Freight						
		Daily							
	MPQTY			O-R	COEUR D'ALENE CN	9.0			
17	JMY				GIBBS	7.6			
37	JPTY				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:

Reduced Speed—Proceed prepared to stop short of train, engine or obstruction.

Restricted Speed—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

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): Main line; Branch lines.	30
Within yard limits: Where protected by continuous block signal system.	35		20
Where not protected by continuous block signal system: Main line; Branch lines.	25 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. Through truss bridges.	20 6
Trains handling wrecking derricks: Derricks with 6-wheel trucks.	40	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 or Baldwin type.	35
Derricks with 4-wheel trucks.	35		45
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.)	20		45

SPOKANE SUB-DIVISION

Location	Restricted Speed	Location	Miles Per Hour
Between Mile Posts— NP Crossing and 2.7		Between Mile Posts— 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— Athol		114.5 and 115.7	20
43.1 and 43.5	40	115.7 and 116.7	35
45.4 and 47.5	40	116.7 and 117.3	15
Vay		117.3 and 120.2	30
60.0 and 68.7	35	Moyie Springs 120.2 and 121.1	20
68.7 and 75.2	30	121.1 and 123.7	30
Forest Siding 83.0 and 86.0	35	Eileen 123.7 and 124.2	15
Elmira 92.6 and 96.6	35	124.2 and 140.8	30
Shiloh 96.6 and 100.5	30		

COEUR D'ALENE BRANCH

Maximum speed	20	Between Mile Posts— A-6.8 and A-7.2	10
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