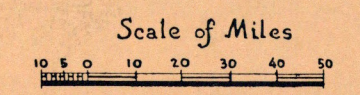




NORTHWESTERN DISTRICT

OREGON DIVISION
CORRECTED TO OCTOBER 27, 1968



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 53

Effective Sunday
December 7, 1969
At 12:01 A.M. Pacific Time

SPokane INTERNATIONAL
RAILROAD COMPANY

TIME-TABLE NO. 72
Effective Sunday
December 7, 1969
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

R. L. RICHMOND
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.
J. A. McCullough, Trainmaster Seattle, Wash.
M. S. Barkdull, Trainmaster Spokane, Wash.
S. R. Tortorelli, Trainmaster Spokane, Wash.
F. W. Davis, Trainmaster Hinkle, Ore.
M. D. Sweet, Trainmaster La Grande, Ore.
G. C. Fisher, Asst. Trainmaster Walla Walla, Wash.
J. F. Stern, Terminal Trainmaster Argo, Wash.
R. D. Yingst, Terminal Trainmaster Argo, Wash.
P. N. Martin, Terminal Trainmaster La Grande, Ore.

J. L. Jensen, Terminal 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.
A. D. McGinnis, Road Foreman of Engines Portland, Ore.
G. W. McDonald, Division Engineer Portland, Ore.
V. W. Wise, General Roadmaster Portland, Ore.
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy Portland, Ore.
L. C. Pitchford, Asst. Supt. of Safety and Courtesy Portland, Ore.
M. H. Galloway, 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, Assistant Chief Train Dispatcher Albina, Ore.
R. S. Larabee, Assistant Chief Train Dispatcher Albina, Ore.
P. A. Mead, Assistant Chief Train Dispatcher Albina, Ore.
D. C. Tannehill, Assistant 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.	Wm. P. Marineau	Surgeon	Moscow, Ida.
J. P. Craven	Surgeon	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
Joyle Dahl	Surgeon	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
David G. Duncan	Surgeon	Portland, Ore.	G. V. Axford	Surgeon	Pasco, Wash.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Robert M. Hansen	Aurist	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
A. M. Klass	Oculist and Aurist	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Alfred J. Krefl	Oculist and Aurist	Portland, Ore.	G. S. McConnell	Surgeon	Ritzville, Wash.
L. E. Lundberg	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
T. R. Nickelson	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	John M. Shiach	Oculist	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	H. E. Eggers, Jr.	Urologist	Seattle, Wash.
G. M. Burns	Surgeon	Baker, Ore.	H. S. Brown	Surgeon	Spokane, 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.
Lyle C. Ham	Surgeon	Enterprise, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	G. T. Wallace	Orthopedist	Spokane, Wash.
W. H. Wolf	Surgeon	Heppner, Ore.	M. L. Johnson	Surgeon	Tacoma, Wash.
F. W. Ford	Surgeon	Hermiston, Ore.	Roy H. Virak	Physician	Tacoma, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	W. E. Hart	Surgeon	Tekoa-Fairfld., Wash.
G. A. Jones	Surgeon	Hermiston, Ore.	F. A. Thiel	Surgeon	Tekoa-Fairfld., Wash.
G. C. Carter	Surgeon	Hood River, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Stanley E. Wells	Surgeon	Hood River, Ore.	H. M. Wiswall	Surgeon	Vancouver, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	S. R. Hevel	Surgeon	Waitsburg, Wash.
Glen V. Axford	Surgeon	Kennewick, Wash.	A. M. Peterson	Surgeon	Walla Walla, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
T. B. Lumsden	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.	N. W. Moss	Surgeon	Yakima, Wash.
J. E. Carsow	Surgeon	Lewiston, Ida.	R. P. Schefter	Oculist and Aurist	Yakima, Wash.
			D. H. Ballew	Surgeon	Yakima, Wash.

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Granger via Boise	Time-Table No. 53 December 7, 1969	FIRST CLASS			
105 Passenger	19 Passenger	457 Passenger	17 Passenger			20 Passenger	18 Passenger	106 Passenger	458 Passenger
Daily	Daily	Daily	Daily		STATIONS				
5.05			2.20	0.0	GRANGER		A 4.00	A1 1.00	
8.30 8.40			6.30 6.45	213.9	POCATELLO		11.35 11.25	7.00 6.50	
11.01			9.55	373.8	GLENN'S FERRY		8.40	4.00	
12.16			11.25	448.4	BOISE		7.15	2.40	
2.05			1.35	550.1	M.T. HUNTINGTON M.T.		5.05	12.50	
1.06			12.40		P.T. P.T.		4.00	11.49	
3.25			3.15	649.7	LA GRANDE		1.35	9.30	
5.30			5.30	723.9	PENDLETON		11.25	7.16	
	10.45			941.3	SPOKANE	A 5.30			
6.10	A 3.15		6.20	755.3	HINKLE	1.00	10.45	6.41	
7.30			8.05	855.4	THE DALLES		9.05	5.15	
A 9.15		9.45	A10.00	939.5	PORTLAND		7.00	3.30	A 9.30
		A 1.30		1122.7	SEATTLE				5.30
						Daily	Daily	Daily	Daily
(17.10)	(4.30)	(3.45)	(20.40)		..... Thru Time	(4.30)	(20.00)	(18.30)	(4.00)
54.7	40.7	48.9	45.4		..... Average speed per hour	40.7	46.9	50.8	45.8

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 53 December 7, 1969	FIRST CLASS			
			35 Passenger			36 Passenger			
			Monday Thursday Saturday		STATIONS				
			11.25	0.0	McCAMMON	A 3.15			
			11.55 12.25	22.7	POCATELLO	2.45 2.05			
			1.40	73.3	IDAHO FALLS	12.55			
			A 7.30	285.8	BUTTE	7.30			
						Sunday Tuesday Friday			
				(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. 53 December 7, 1969	Mile Post	FIRST CLASS			
	17 Passenger		105 Passenger				18 Passenger		106 Passenger	
	Daily		Daily							
STATIONS										
BFKPTWZ		12.40PM	1.06AM		C-R HUNTINGTON HU	389.4	A 4.00PM	A 1.49PM		
93 P				CENTRALIZED TRAFFIC CONTROL	LIME	384.5				
91 P					WEATHERBY	377.5				
179 PT					DURKEE	368.9				
94 P					OXMAN	361.7				
119 P					PLEASANT VALLEY	355.4				
184 PT					ENCINA	351.9				
94 P					QUARTZ	347.3				
189 BFKPTWYZ		s 2.00	s 2.20		C BAKER BC	342.0	s 2.45	s 10.30		
86 P					WING	337.6				
92 P					HAINES	331.7				
92 P					NORTH POWDER	322.1				
92 P					SAGO	315.5				
127 PT					TELOCASET	312.6				
92 P					CROOKS	308.9				
93 JPT					O UNION JCT. UN	302.2				
92 P				LONETREE	294.9					
BFJKPQTWYZ		A 3.05PM	A 3.20AM	C-R LA GRANDE RA	289.8	1.35PM	9.30PM			
				(99.6)		Daily	Daily			
	(2.25) 41.3	(2.14) 44.6	..... Thru Time.....		(2.25) 41.3	(2.19) 42.9	..... Average speed per hour.....			

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. 53 December 7, 1969	Mile Post	FIRST CLASS			
	17 Passenger		105 Passenger				18 Passenger		106 Passenger	
	Daily		Daily							
STATIONS										
BFJKPQTWYZ		3.15PM	3.25AM		C-R LA GRANDE RA	289.8	A 1.30PM	A 9.25PM		
131 PT				CENTRALIZED TRAFFIC CONTROL	HILGARD	282.1				
121 P					MOTANIC	275.6				
P					NORDEEN	272.1				
123 PT					KAMELA	271.1				
P					ROSS	268.3				
92 P					MEACHAM	265.5				
85 P					HURON	257.7				
105 P					CAMP	254.1				
57 PT					DUNCAN	248.5				
57 P					BONIFER	239.5				
87 P					GIBBON	236.9				
87 PT					HOMLY	229.6				
104 P					MINTHORN	224.7				
99 P					MUNRA	218.9				
101 P					C PENDLETON FD	215.6	s 11.25AM	s 7.16		
139 BJKPTWYZ		s 5.30	s 5.30	RIETH	212.0					
138 JP				BARNHART	208.3					
114 P				NOLIN	198.9					
114 P				ECHO	192.6					
116 P		f 5.55		STANFIELD	188.4					
P		f 6.01		C-R HINKLE UK	184.2	10.45AM	6.41PM			
BFJKPQTWYZ		A 6.10PM	A 6.09AM	(105.6)		Daily	Daily			
	(2.55) 36.2	(2.44) 38.6	..... Thru Time.....		(2.45) 38.4	(2.44) 38.6	..... 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				FIFTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 53 December 7, 1969	Mile Post	FIRST CLASS					
			457 Passenger			458 Passenger					
			Daily								
STATIONS											
			9.45AM	BLOCK SIGNALS C	PORTLAND	P-Vc	0.0	A 9.30PM			
IJY			9.59		C	NORTH PORTLAND JCT.	KD	6.8	9.12		
			A10.03AM			VANCOUVER		8.7	9.08PM		

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.

					N. P. CROSSING		145.2			
					N. P. CROSSING		146.4			
					N. P. CROSSING		146.5			
IJY			12.41PM	BLOCK SIGNALS C	RESERVATION	RN	146.8	A 6.22PM		
IJPY			A12.43PM		C	TACOMA JCT.	JN	147.5	6.20PM	

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.

18 55	IJPY		1.15PM	BLOCK SIGNALS C-R	BLACK RIVER	BI	173.8	A 5.45PM		
	P					C. M. St. P. & P. C. CROSSING		173.8		
	BFIJKPQ TWYZ		1.22			ARGO	G	180.1	5.37	
	BKPY		A 1.30PM			SEATTLE	OW	183.2	5.30PM	

(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-71.
Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.

WESTWARD						SIXTH SUBDIVISION						EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					FIRST CLASS	Time-Table No. 53 Dec. 7, 1969	Mile Post	FIRST CLASS	SECOND CLASS							
	391	361	151	8	363	19			20	362	392	9	298	364			
	Mixed	Freight	Freight	S.I. Freight	Freight	Passenger			Passenger	Freight	Mixed	S.I. Freight	Freight	Freight			
STATIONS																	
BFIJKP QTWYZ			10.00PM		7.40PM				R EAST SPOKANE	371.7				A10.00AM	A 4.35PM		
IJPQY			10.09		A 7.50PM				C N.P. CROSSING	369.2				9.50AM	4.25		
BKPY			10.15				10.45AM		O-R SPOKANE	367.3	A 5.30AM				4.20		
45 PY			10.22				10.51		WEST SPOKANE	365.6	5.17				4.12		
43 P			10.35				11.03		MARSHALL	357.8	5.03				3.52		
118 P			10.50				f 11.12		CHENEY	350.5	f 4.53				3.37		
42 P			11.05				11.24		MASON	340.3	4.40				3.17		
86 P			11.22				11.38		WELLS	328.9	4.27				2.52		
42 P			11.32				11.45		PALM LAKE	322.3	4.19				2.42		
43 P			11.46PM				11.55AM		EMDEN	312.9	4.08				2.25		
62 JPTY			12.01AM				12.05PM		O MARENGO	306.2	4.00				2.15		
42 P			12.08				12.10		THAVIS	301.4	3.54				2.07		
42 P			12.21				12.20		ANKENY	292.8	3.43				1.53		
31 JPT			1.40PM				12.29		R HOOPER JCT.	284.9	3.33	A 6.00AM			1.40		
121 P			2.02				12.45		JOSO	273.1	3.16		5.25		12.45		
J									AYER JCT.	269.6							
BFKP TWY			A 2.25PM				s 1.04		C-R AYER	268.1	s 2.58		5.00AM		12.20PM		
176 P			1.45				1.17		MATTHEWS	256.7	2.43				11.55AM		
176 P			2.00				1.28		WALKER	246.7	2.30				11.40		
187 P			2.15				1.41		PAGE	236.9	2.15				11.25		
100 P			2.39				1.53		ASH	228.2	2.00				11.10		
134 JPTY			3.30AM		3.05		4.25AM	f 2.08	C-R WALLULA	215.2	f 1.45	A 2.45AM			10.50		
JPTY			3.35		3.10		4.30	2.11	WALLULA JCT.	213.5	1.40	2.40			10.45		
132 P			3.52		3.30		4.50	2.25	JUNIPER	203.2	1.25	2.22			10.30		
134 P			4.10		3.45		5.10	2.35	COLD SPRINGS	193.4	1.15	2.05			10.15		
BFIJKPQ TWYZ			A 4.35AM		A 4.05AM		A 5.30AM	A 3.15PM	C-R HINKLE	184.2	1.00AM	1.45AM			10.00AM		

(0.45) (1.05) (6.05) (0.10) (1.05) (4.30) Thru Time (4.30) (1.00) (1.00) (0.10) (6.35) (1.06)
28.5 28.6 30.8 15.0 28.6 40.7 Average speed per hour 40.7 31.0 21.4 15.0 28.5 28.6

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-71.

Rule 261 applies between west switch Joso and east switch Ayer.

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. 53 December 7, 1969	Mile Post	SECOND CLASS
	305			304
	Freight			Freight
	Monday Wednesday Friday			
	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	LOSTINE 67.8	12.50
40	PTY	8.30	WALLOWA 60.0	12.25PM
7	P	9.00	MINAM 47.1	11.55AM
66		9.35	KIMMELL 39.5	11.25
33		9.50	LOOKING GLASS 33.8	11.05
24		10.35	GULLING 25.1	10.35
28	PTY	11.05	O ELGIN GN 20.9	10.20
17	P	11.30	IMBLER 12.3	9.55
14		11.45AM	ALICEL 8.4	9.40
BFJKPQTYZ	A12.25PM	C-R LA GRANDE RA 0.0		9.00AM
		(83.8)		Sunday Tuesday Thursday
	(5.25) 15.5	..... Thru Time..... Average speed per hour.....		(4.50) 17.3

WESTWARD PILOT ROCK BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 53 December 7, 1969	Mile Post	
			STATIONS
			138	JP	RIETH 0.0
17		SPARKS 6.7	
14	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. 53 December 7, 1969	Mile Post	
			STATIONS
			BFJKPQTYZ	C-R HINKLE UK 0.0
79	P	O HERMISTON MN 3.9	
	TY	UMATILLA 10.1	
		IRRIGON 17.9	
		(17.9)	

Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-71.
For stations not shown on schedule pages.—See page 16.

WESTWARD HEPNER BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 53 December 7, 1969	Mile Post	
			STATIONS
			37	PTY	O-R HEPNER HR 45.2
13	P	LEXINGTON 36.3	
3		JORDAN 31.0	
15	P	O IONE ON 28.3	
1		McNAB 25.2	
6		MORGAN 19.8	
1		CECIL 14.5	
176	JP	HEPNER JCT. 0.0	
		(45.2)	

WESTWARD CONDON BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 53 December 7, 1969	Mile Post	
			STATIONS
			21	JTY	O-R CONDON CD 44.5
18		GWENDOLEN 36.3	
22		SPEECE 32.3	
22		CLEM 28.6	
22		MIKKALO 24.4	
20		BARNETT 19.7	
6		ROCK CREEK 16.0	
22		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. 53 Dec. 7, 1969	Mile Post	SECOND CLASS
	313			314
	Freight			Freight
	Daily Except Monday			
	STATIONS			
BFJKPT WYZ	5.00AM	C-R BEND D 150.0		A 2.30PM

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	A12.01PM	OREGON TRUNK JUNCTION	0.0	7.30AM
		(150.0)		Daily Except Sunday
	(7.01) 21.4	..... Thru Time..... Average speed per hour.....		(7.00) 21.4

BEND BRANCH SHOWN FOR INFORMATION ONLY.

Westward OLYMPIA BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 53 Dec. 7, 1969	Mile Post	
			STATIONS
			JPTY	EAST OLYMPIA 0.0
Y	CAPITOL 2.0		
PY	TUMWATER 4.9		
Y	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. 53 December 7, 1969	Mile Post	SECOND CLASS	
	307	309			308	306
	Freight	CMSt. P&P Freight			CMSt. P&P Freight	Freight
	Daily Except Sunday	Daily Except Sunday				
	STATIONS					
BFJKP TWYZ	2.00AM		C-R CENTRALIA 2.4	CN 0.0		A 8.00PM

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		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
20	P	GALVIN	5.0		7.35
36	JP	R HELSING JUNCTION	12.2	A 7.40PM	7.10
43		INDEPENDENCE	13.7	7.35	7.05
43	P	CEDARVILLE	22.2	7.10	6.40
42		LANKNER	26.3	7.00	6.30
36		SAGINAW	30.8	6.45	6.15
1	P	SOUTH ELMA	32.5	6.40	6.10
43	PTY	SOUTH MONTESANO	42.4	6.05	5.35
JPY		MONTESANO	43.9		
43	PTY	SOUTH MONTESANO	42.4	6.05	5.35
28	PY	COSMOPOLIS	52.6	5.30	5.00
JY		SOUTH ABERDEEN JCT.	53.2		
PUY		N. P. CROSSING	53.3		
75	JPYZ	A 5.10AM A 2.35AM O-R ABERDEEN SA 53.9		5.20PM	4.50PM

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

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.
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. 53 December 7, 1969	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							STATIONS						
BFJKPTWYZ					11.30PM	O-R	YAKIMA NY	98.0			A 6.15AM			
31 Y					11.40		UNION GAP	94.6			5.55			
MP						Block Signals	N. P. CROSSING	91.3						
23 P					11.50PM			PARKER	90.8			5.45		
M						Block Signals	N. P. CROSSING	89.4						
24 P					12.01AM			DONALD	86.8			5.30		
12 JP					12.07		SAWYER	84.5			5.20			
30 JP					12.15	O	BUENA BA	81.6			5.10			
60 JPY					12.24	O	ZILLAH AH	78.5			4.55			
43 P					12.40		GRANGER	73.4			4.40			
42					12.55		EMERALD	67.2			4.25			
28 JPTY					1.05	R	MIDVALE	63.6			4.15			
41 JPY					1.20	O	GRANDVIEW GW	57.7			3.55			
35 P					1.45		NORTH PROSSER	50.8			3.35			
43					2.05		CHAFFEE	43.0			3.15			
41 P					2.25		BENTON CITY	36.5			2.55			
43					2.40		ACTON	31.3			2.40			
43 JPY		7.40AM	6.20AM		3.05	R	RICHLAND JCT.	19.0	A 5.20AM	A 5.30AM	2.15			
36 BJKPWY		A 8.00AM	A 6.50AM		3.20	C	KENNEWICK KN	13.2	5.00AM	5.10AM	2.00			
6 P					3.35		HEDGES	8.7			1.35			
70 JP					3.45		VILLARD JCT.	7.0			1.25			
58 JPY						C.T.C.	ATTALIA	0.6						
134 JPTY					A 4.05AM		C-R	WALLULA JN	0.0			1.10AM		
							(98.4)		Daily Except Sunday	Daily Except Sunday	Daily			
		(0.20) 17.4	(0.30) 11.6	(4.35) 21.5			..... Thru Time		(0.20) 17.4	(0.20) 17.4	(5.05) 19.3			
							..... Average speed per hour							

WESTWARD		SUNNYSIDE BRANCH					EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS						
	STATIONS							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-71.

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. 53 December 7, 1969	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							STATIONS						
BFIJKPQ TWYZ				6.00AM	12.30AM		161.0					A 11.00AM	A 1.55PM	
48 JY				6.10	f 12.40	C	DISHMAN SP	158.9			f 10.45	1.45		
27 P				6.20	f 12.50		CHESTER	155.7			f 10.35	1.35		
63 P				6.45	f 1.15	O	MICA MA	149.7			f 10.10	1.10		
JPY				f 7.00	Af 1.30AM	R	MANITO MU	143.6			9.55AM	f 12.55		
17				f 7.20		O	ROCKFORD RD	138.4				f 12.35		
34				f 7.35			DARKNELL	135.1				f 12.20		
24 JPY				f 7.50		O	FAIRFIELD G	131.7				f 12.05PM		
18				f 8.05			LATAH	123.3				f 11.35AM		
PTY				s 8.35		O	TEKOA K	116.1			s 11.10			
8 JPY				A 8.55AM		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			
25							MOCKONEMA	72.5			f 8.30			
21							DIAMOND	68.5			f 8.15			
22 Y						O	ENDICOTT DI	57.9			s 7.40			
53 JTY				12.15PM		O-R	WINONA WA	52.1			s 7.20			
38				12.25			SUTTON	48.0				7.10		
19 JTY				A 12.45PM		O-R	LA CROSSE JA	41.5				6.50AM		
35							JERITA	35.8						
34							HAY	30.2						
46 JTY		10.00PM				O-R	RIPARIA XS	17.5						A 9.50PM
10 JPTY		10.20	7.55PM			R	TUCANNON	11.8			A 3.45PM	9.30		
JY		A 11.10PM	A 8.40PM				AYER JCT.	7.2			3.00PM	8.40PM		
							(153.8)			Daily	Daily Except Sunday	Daily Except Saturday	Daily	
		(1.10) 15.0	(0.45) 6.1	(6.45) 16.2	(1.00) 17.4		..... Thru Time		(1.05) 16.0	(7.05) 16.9	(0.45) 6.1	(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-71.

No. 355 arriving at Tucannon on Tucannon Branch will run as No. 355 Tucannon to Ayer Jct.
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. 53 December 7, 1969	Mile Post	SECOND CLASS	
	379 Freight			378 Freight	STATIONS
BJKWY	8.00AM	O-R MOSCOW MO	28.1	A 2.00PM	
1	8.30	7.6 WHITLOW	20.5	1.10	
U		1.2 N. P. CROSSING	19.3		
17 Y	8.40	0.6 PULLMAN XN	18.7	1.00	
13 P	9.05	6.0 ALBION	12.7	12.25	
14	9.20	3.0 SHAWNEE	9.7	12.10PM	
JMPTY	A10.00AM	9.7 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. 53 December 7, 1969	Mile Post	SECOND CLASS	
	379 Freight			378 Freight	STATIONS
BFJKPTWYZ		C-R WALLA WALLA BU	30.9		
2 Y		2.0 COLLEGE PLACE	28.9		
M		0.2 W. W. V. RY. CROSSING	28.7		
12 Y		0.1 GARRETT	28.6		
5		4.6 WHITMAN	24.0		
22		4.7 LOWDEN	19.3		
107 PY		4.3 TOUCHET	15.0		
7		7.5 REESE	7.5		
JP		3.7 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. 53 December 7, 1969	Mile Post	SECOND CLASS
JPTY	3.8 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. 53 December 7, 1969	Mile Post	SECOND CLASS	
	391 Mixed			392 Mixed	STATIONS
8 JPY	9.01AM	SELTICE	48.0		
U		8.2 G. N. CROSSING	39.8		
U		0.03 N. P. CROSSING	39.7		
24 JY	9.30	0.55 OAKESDALE ON	39.1		
36	10.00	7.9 THORNTON	31.2		
M		0.5 G. N. CROSSING	30.7		
21 Y	10.45	12.4 ST. JOHN SJ	18.3		
19	11.15	6.8 WILLADA	11.5		
42	11.45AM	7.1 GRAVEL PIT	4.4		
53 JTY	A12.01PM	4.4 O-R WINONA WA	0.0		
		(48.0)			
	(3.00)	..... Thru Time.....			
	16.0	..... Average speed per hour.....			

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	
	391 Mixed			392 Mixed	STATIONS
JPTY	12.50PM	O-R LA CROSSE JA	0.0	A 6.45AM	
5 Y		14.7 HOOPER	14.7		
24 JPTY	A 1.35PM	1.0 HOOPER JCT.	15.7	6.00AM	
29		7.8 WASHTUCNA	23.5		
16 J		13.9 KAHLOTUS	37.4	Daily Except Sunday	
14 TY		15.5 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. 53 December 7, 1969	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	STATIONS
17 JPTY	7.40PM	RELIEF	9.3		
		4.5 STARBUCK	4.8	A 4.00PM	
JPTY	A 7.55PM	4.8 TUCANNON	0.0	3.45PM	
		(9.3)		Daily Except Saturday	
	(0.15)	..... Thru Time.....	(0.15)		
	19.2	..... Average speed per hour.....	19.2		

Westward		POMEROY BRANCH		Eastward	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	STATIONS
30 Y	5.55PM	O-R POMEROY PY	28.9	A 5.45PM	
18	6.10	4.5 ZUMWALT	24.4	5.30	
2	6.40	8.1 DODGE	16.3	5.00	
13	6.50	1.8 CHARD	14.5	4.50	
4	7.00	3.2 JACKSON	11.3	4.40	
13	7.15	3.4 DELANEY	7.9	4.25	
JTY	A 7.40PM	7.9 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. 356 arriving Pomeroy will run as No. 355 Pomeroy to Starbuck.
 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.

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-71.

WESTWARD		PENDLETON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	STATIONS
20 Y		ALTO	83.0		
17		7.5 MENOKEN	75.5		
20 JPY	12.50PM	4.2 BOLLES	71.3	A10.05AM	
19 PY	1.10	4.6 PRESCOTT SY	66.7	9.45	
15	1.55	13.1 VALLEY GROVE	53.6	9.00	
U		6.4 N. P. CROSSING	47.2		
U		0.6 W. W. V. RY. CROSSING	46.6		
BFJKPT WYZ	A 2.25PM	0.5 C-R WALLA WALLA BU	46.1	8.30AM	
M		1.9 W. W. V. RY. CROSSING	44.2		
21		4.3 SPOFFORD	39.9		
M		3.6 W. W. V. RY. CROSSING	36.3		
30 JPY		0.1 MILTON-FREEWATER CO	36.2		
40		9.5 BLUE MOUNTAIN	26.7		
14		3.3 DOWNING	23.4		
57 PY		2.5 WESTON WT	20.9		
15 PY		3.7 ATHENA CN	17.2		
31		4.6 ADAMS	12.6		
10		2.6 BLAKELEY	10.0		
BJKTWYZ		10.0 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. 53 December 7, 1969	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	STATIONS
24		TURNER	24.8		
18		2.1 WHETSTONE	22.7		
10 JPTY	11.50AM	9.6 DAYTON DA	13.1	A11.05AM	
U		0.09 N. P. CROSSING	13.0		
U		0.01 N. P. CROSSING	13.0		
JY	A11.55AM	0.1 DAYTON JCT.	12.9	11.00AM	
		7.7			

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. 53 December 7, 1969	Mile Post	SECOND CLASS
JY	12.25PM	R WAITSBURG JCT.	5.2
18 PY	12.35	1.7 O WAITSBURG BG	3.5
20 JPY	A12.50PM	3.5 BOLLES	0.0
		(24.8)	Daily Except Sunday
	(1.00)	..... Thru Time.....	(1.00)
	13.1	..... Average speed per hour.....	13.1

No. 366 arriving Dayton will run as No. 365 Dayton to Bolles.

WESTWARD		WALLACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	
	387 Mixed			388 Mixed	STATIONS
JY		1.30AM	R MANITO M		A 9.55AM
		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. Time shown at Manito is for information only.

SECOND CLASS	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS
JPY	2.10AM	C-R PLUMMER JCT. WJ	16.2
16 PY	f 2.40	6.6 CHATCOLET	22.8
	f 3.10	7.7 HARRISON	30.5
34 P	f 3.20	3.5 SPRINGSTON	34.0
14 P	f 3.55	11.3 LANE	45.3
27	f 4.10	3.8 ROSE LAKE	49.1
23	f 4.40	8.6 CATALDO	57.7
3 T	f 4.55	4.8 ENAVILLE	62.5
5	f 5.05	1.6 PINE CREEK	64.1
JY	f 5.15	3.1 BRADLEY	67.2
19 BFJKPQ WY	A 5.30AM	2.0 O-R KELLOGG-WARDNER DN	69.2
23		6.6 OSBURN	75.8
JPYZ		4.4 O WALLACE WC	80.2
U		0.2 N. P. CROSSING	80.4
U		0.2 N. P. CROSSING	80.6
JY		0.1 WALLACE JCT.	80.7
2 JY		6.2 BURKE	86.9
		(90.5)	Daily
	(4.00)	..... Thru Time.....	(3.55)
	17.3	..... Average speed per hour.....	17.7

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 53 December 7, 1969	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	STATIONS
JY		BRADLEY	0.0		
Y		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-71.

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				Pleasant Valley Branch			
Nelson.....	372.9	47 P	East	Juno.....	20.8	6	Both
Second Subdivision				Huntley.....	22.6	1	Both
Pendair.....	213.5	114 P	Both	Sunset.....	25.4	22	Both
Mission.....	221.2	5 P	Both	Warner.....	45.3	6	Both
		19		Moscow Branch			
Cayuse.....	227.1	37 P	Both	Risbeck.....	4.5	2	Both
North Fork.....	251.4	9 P	West	Parvin.....	7.8	5	Both
				Armstrong.....	15.7	1	Both
Third Subdivision				Tekoa Branch			
Seufert.....	87.2	58 PXY	West	Pierson.....	20.1	1	West
Rufus.....	108.7	26 P	Both	Schreck.....	31.9	7	Both
Fourth Subdivision				Thera(1).....	64.8	10	Both
Bruun.....	1.9	13 PY	Both	Glenwood.....	83.5	8	Both
Montavilla.....	5.9	7	Both	Walters.....	98.6	10	Both
Rockwood.....	11.8	49	Both	Rahm.....	125.9	1	Both
Eri.....	14.2	1	Both	Freeman.....	146.9	32	Both
C. L. Lumber Co.....	45.1	2 P	East	Connell Branch			
Chatfield.....	71.8	9 P	West	Pampa.....	4.6	9	Both
Via Kenton				Gordon.....	8.2	3	Both
Champ.....	9.5	1	Both	Wacota.....	34.1	3	West
Ward.....	14.2	1	Both	Estes.....	42.3	2	Both
		29	Both	Sulphur.....	46.1	4	Both
Reynolds.....	20.0	20 P	West	Curry.....	51.1	7	Both
		121	West	Tucannon Branch			
Sixth Subdivision				Powers.....	3.0	2	Both
Wallula Heights.....	217.9	67	East	Pomeroy Branch			
Humorist.....	222.6	79 P	Both	Houser.....	19.1	1	Both
Sun Harbor.....	223.9	15	Both	Pendleton Branch			
Ice Harbor.....	226.0	15	East	Havana.....	6.9	7	Both
Sheffler.....	244.8	1	Both	Bade.....	30.2	8	Both
Scott.....	252.1	79 P	Both	Barrett.....	33.1	6	Both
Magallon.....	260.8	21	Both	Prunedale.....	34.2	10	Both
Park.....	279.3	44 P	Both	State Line.....	41.7	6	Both
Teske.....	310.6	1	West	Langdon.....	43.6	8	Both
Croskey.....	332.9	52 P	Both	Russell.....	51.8	7	Both
Joseph Branch				Hadley.....	56.5	13	Both
Island City.....	2.6	6	Both	Berryman.....	59.8	5	Both
Baum.....	3.7	32	West	Ennis.....	60.9	3	Both
Conley.....	5.9	2	Both	Robison.....	67.7	1	Both
Vincent.....	40.6	1	East	McCall.....	69.4	1	Both
Harris.....	48.0	1	Both	McKay.....	78.6	2	Both
Sevier.....	56.7	1	West	Dayton Branch			
Freels.....	75.2	1	West	Taggard.....	4.3	1	West
Marble.....	75.8	1	Both	Ronan.....	19.3	21	West
		22	West	Wallace Branch			
Pilot Rock Branch				Dudley.....	52.0	6	Both
McBee.....	2.8	1	East	Shont.....	72.8	1	Both
Condon Branch				Polaris.....	74.6	35	East
Roddy.....	11.2	10	West	Gem.....	84.1	1 Y	Both
Grays Harbor Branch				Frisco.....	84.4	4 Y	Both
Raisch.....	2.6	2	Both				
Balch.....	18.3	14 P	Both				
Yakima Branch							
Grossepup.....	28.2	3	Both				
Biggam.....	48.3	5	Both				
Boone.....	76.4	1	East				

(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	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
Passenger trains handling 6 cars or less, except No. 105 and No. 106.	70		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.		35 25 25
All work trains.		50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
All regularly assigned locals.		50	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		50 10
When using No. 14 turn-outs.	25	20	Trains handling ore cars U. P. 26000-26499 inclusive, loaded or empty.		50
When using other turn-outs.	15	15	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling specially equipped cars for company wheels and axles, U. P. 99000-99014 inclusive and U.P. 99500-99962.		50
Within yard limits protected by continuous block signal system.	60	35	Trains handling company scrap.		50
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
When using siding in C.T.C. Territory.	20	20	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
When using other sidings or any other track other than main track.	15	15			
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65			
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50			
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35			
When multiple unit engine is controlled from other than leading unit.	30	30			
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30			
Freight trains handling tonnage in excess of 75 tons per operative brake.		40			
Wye tracks except those portions used as main track or siding.	6	6			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frtn.		Psgr.	Frtn.		Psgr.	Frtn.
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 MP365.0.	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 MP365.0, 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— 216.8 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	240.1 and 240.2.	30	25
205.3 and 206.2.	70	55	240.1 and 240.2.	30	25	240.3 and 240.6.	70	55
206.7 and 206.9.	60	45	241.0 and 241.9.	30	25	240.3 and 240.6.	70	55
Barnhart 208.9 and 210.9.	55	40	242.4 and 243.2.	60	45	241.0 and 241.9.	30	25
			244.0 and 244.7.	40	25	242.4 and 243.2.	60	45
						244.0 and 244.7.	40	25
						La Grande		

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frtn.		Psgr.	Frtn.		Psgr.	Frtn.
Maximum speed.	79	70	Between Mile Posts— 98.8 and 99.3.	60	45	Between Mile Posts— 104.6 and 105.2.	70	55
The Dalles Over street crossings.	12	12	Trains handling open top loads of chips between Oregon Trunk Jct. and The Dalles.	30		Goff 113.4 and 114.7.	65	50
Between Mile Posts— 87.3 and 88.2.	70	55				Ordnance 181.8 and 182.0.	60	45
Dune 96.5 and 98.8.	70	55	Biggs Through No. 20 equilateral turnout at end of double track.	60	60	Hinkle		

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
Between Portland and Albina, over street crossings.	10	10	24.8 and 25.9.	60	45	67.1 and 68.2.	60	45
Kenton Over Columbia Boulevard, near Peninsula Jct.	25	25	Bridal Veil 27.5 and 29.4.	60	45	68.4 and 70.3.	40	25
Between Kenton and Troutdale via Fir.	35	35	30.2 and 31.4.	60	45	70.4 and 72.7.	55	40
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	31.7 and 32.8.	70	55	73.7 and 75.0.	60	45
Bruun 3.2 and 7.6.	50	35	Dodson 35.5 and 37.3.	55	40	75.1 and 75.9.	55	40
Clarnie 10.9 and 13.2.	50	40	38.2 and 39.9.	60	45	76.3 and 77.0.	60	45
13.2 and 13.5.	45	30	41.4 and 42.5.	35	20	77.5 and 78.2.	70	55
14.8 and 16.0.	60	45	42.8 and 43.0.	70	55	79.0 and 79.4.	55	40
			Cascade Locks 43.3 and 45.0.	50	35	79.4 and 80.3.	70	55
			45.0 and 49.0.	55	40	80.3 and 81.2.	55	40
			49.6 and 58.5.	60	45	Crates 81.8 and 82.1.	60	45
			Meno 59.4 and 61.9.	50	35	83.0 and 83.4.	45	30
						84.5 and 85.0.	20	20
						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 Trains and engines moving through new P.C.-U.P. crossover switches within interlocking.	15	15	Argo On Eastward track at end of double track MP 180.1.	15	15
Tacoma On curves between Jet. 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 Jet.	20	15				Between Mile Posts— 178.2 and 178.5.	20	20
						Argo Through interlocking.	30	30
						Seattle		

SIXTH SUBDIVISION

Maximum speed.	70	60	Between Mile Posts— Page 238.4 and 239.0.	45	35	Between Mile Posts— Ankeny 294.4 and 294.5.	40	35
Hinkle East and West legs of wye.	20	20	239.7 and 240.1.	50	40	295.4 and 297.0.	55	45
			240.6 and 245.0.	60	50	305.5 and 307.0.	35	35
Between Mile Posts— Cold Springs 200.4 and 201.0.	50	45	245.0 and 246.5.	45	35	Marengo 308.6 and 309.0.	60	45
Juniper 209.2 and 212.7.	40	30	246.5 and 247.0.	60	50	Cheney Within city limits.	35	35
			Walker 248.3 and 249.3.	60	50	Between Mile Posts— 352.8 and 353.5.	55	40
Wallula Jct. 214.6 and 215.5. over manual switches.	20	20	Matthews 265.2 and 266.0.	60	50	354.0 and 363.8 on curves.	60	45
			266.7 and 267.1.	50	35	364.2 and 364.4.	45	35
Wallula 216.3 and 216.6.	45	35	268.2 and 269.7.	35	35	364.7 and 364.9.	55	40
			271.5 and 272.5.	25	15	365.1 and 366.2.	25	15
219.7 and 220.0.	45	35	272.7 and 273.2.	45	35	366.5 and 367.1.	45	25
221.6 and 222.0.	55	45	275.1 and 276.9.	40	35	Over Bridge 367.13.	10	10
Humorist 226.7 and 227.0.	55	45	277.9 and 280.0.	45	35	Spokane Through Union Station limits.	15	15
			Park 280.0 and 281.6.	40	35	Over street crossings between N.P. Crossing and East Spokane.		20
Ash 229.3 and 229.6.	50	40	281.9 and 282.2.	50	40	Between N. P. Crossing and Mission Ave., on line through old yard.		12
			230.6 and 232.3.	35	30	Through tunnel.		15
232.3 and 234.1.	60	50	Hooper Jct. 286.1 and 286.5.	50	40	N. P. Crossing Through interlocking.		10
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			Over Boon St. Crossing.	5	
Between Mile Posts— 0.0 and 1.3.	10	On curves of 4-degrees and over.	10	Over other street crossings.	10	
15.6 and 19.1.	10	Grays Harbor Branch Maximum speed.	25	Yakima Branch Maximum speed. Between Wallula and Villard Jct.	45	
19.1 and 24.3.	15				Between Villard Jct. and MP 70.0.	30
24.3 and 55.9.	10	Between Mile Posts— Centralia 1.0 and 1.3.	10		Between MP 70.0 and Yakima.	25
64.4 and 75.1.	20	Blakeslee Jct. 4.3 and 4.7.	15		With pile driver 900321.	10
75.1 and 78.1.	15	Galvin 5.1 and 5.7.	10	On 4-degree curves.	30	
78.1 and 82.6.	20			On 5- and 6-degree curves.	20	
82.6 and 83.6.	15	Pilot Rock Branch Maximum speed.	15	Between Mile Posts— Villard Jct. 7.1 and 7.4.	25	
Umatilla Branch Maximum speed.	20	7.1 and 7.5.	15	Bridge 7.44.	10	
Between Mile Posts— Hinkle 0.0 and 0.1.	10	10.1 and 10.3.	15	Kennewick Over street crossings.	8	
2.3 and 3.7.	15	11.9 and 12.1.	10	Richland Jct. On Government track between Richland Jct. and North Richland. Within yard limits.	25 15	
Hermiston Standard and Union Oil spurs.	6	Independence 14.7 and 15.2.	10	Benton City Within city limits.	25	
On house track west of McNaught Warehouse.	6	16.7 and 16.9.	15	Between Mile Posts— 37.5 and 38.5.	10	
Over road crossing east end of depot.	10	18.8 and 19.8.	10	Grandview Within city limits.	25	
Umatilla On wye.	10	South Elma 32.8 and 33.8.	10	Granger Over street crossings.	25	
Heppner Branch Maximum speed.	20	34.4 and 34.6.	10	Zillah Over street crossings.	10	
3-degree curves.	15	35.0 and 35.4.	10	Donald Yakima River Bridge 89.35, through gantlet track.	10	
On curves of 4-degrees and over.	10	36.1 and 36.3.	10			
Condon Branch Maximum speed.	20	37.5 and 38.2.	15	Over N. P. Crossing and between home signals governing crossing.	15	
3-degree curves.	15	38.5 and 39.7.	10			
On curves of 4-degrees and over.	10	41.5 and 42.3.	10			
On descending grades between Speece and Mikkalo.	10	44.3 and 45.5.	10			
On descending grades between Barnett and Rock Creek.	10	46.3 and 46.8.	15			
		Cosmopolis Within city limits.	15			
		Handling logs within city limits.	8			

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Yakima Over Yakima Avenue, and Walnut Street.	6	Colfax Within city limits.	12	On curves of 7-degrees and over.	15
Over other street crossings.	10	Between Mile Posts— 1.3 and 3.1.	15	Tucannon Between Mile Posts— 11.8 and 12.7.	25
Sunnyside Branch Maximum speed.	25	5.6 and 7.5.	15	Riparia 19.7 and 19.9.	15
Pleasant Valley Branch Maximum speed.	20	8.4 and 8.8.	15	23.1 and 23.6.	20
G. N. Crossing, MP 30.7.	15	Shawnee 9.9 and 10.0.	15	23.6 and 23.7.	15
On curves of 7-degrees and over.	15	10.8 and 11.2.	15	24.5 and 25.0.	20
Wallula Branch Maximum speed.	25	12.2 and 12.5.	15	25.4 and 26.9.	20
On 5- and 6-degree curves.	20	Albion 13.4 and 13.6.	15	27.1 and 27.2.	15
On curves of 7-degrees and over.	15	14.3 and 14.9.	15	27.4 and 27.8.	15
Between Mile Posts— Zangar Jct. 5.1 and 6.4.	15	17.5 and 17.7.	15	28.2 and 28.7.	15
6.7 and 6.8.	15	17.9 and 18.0.	15	Hay 30.4 and 31.1.	20
7.0 and 7.1.	15	Pullman Within city limits.	10	32.0 and 33.8.	15
Reese 7.7 and 8.0.	15	Over street crossings.	6	34.2 and 35.2.	15
8.2 and 8.4.	20	Between Mile Posts— N. P. Crossing 19.9 and 20.0.	15	Jerita 36.2 and 36.9.	15
8.7 and 9.1.	15	24.6 and 24.8.	15	37.8 and 39.3.	15
9.5 and 9.7.	15	25.2 and 25.4.	15	Sutton 49.3 and 50.1.	15
10.0 and 10.1.	20	Moscow Within city limits.	15	Winona 57.2 and 59.0.	10
10.7 and 10.9.	20	Over street crossings.	10	64.9 and 65.2.	20
11.1 and 11.4.	20	Tekoa Branch Maximum speed. On Ayer Jct. turnout.	20	68.2 and 68.5.	20
12.1 and 12.3.	15	Between Ayer Jct. and Riparia.	45	Diamond 68.8 and 69.0.	20
12.5 and 12.6.	20	Between Riparia and Manito.	25	69.9 and 70.1.	20
Touchet 18.5 and 18.6.	20	Between Manito and East Spokane.	30	Mockonema 73.3 and 73.6.	15
W. W. V. Ry. Crossing, MP 28.7.	12	On 4-, 5- and 6-degree curves.	20		
Moscow Branch Maximum speed.	20				
On curves 7-degrees and over.	15				

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 Subdivision.	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. Between Tucannon and Powers.	35
86.5 and 87.0.	15	Fairfield Within city limits.	20	Between Powers and Starbuck.	20
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	Between Hooper Jct. and Connell.	15	Athena Over street crossings.	10
Tekoa On west leg of wye.	10	On 5- and 6-degree curves.	20		
Between Mile Posts— 117.2 and 117.5.	15	On curves of 7-degrees and over.	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	Dudley 53.6 and 54.2.	20
Blue Mountain 29.0 and 29.4.	15	Dayton Branch Maximum speed.	20	54.5 and 54.9.	20
29.8 and 30.1.	15	Between Dayton Jct. and Turner.	10	Cataldo 60.0 and 60.2.	15
30.3 and 30.4.	15	On curves of 7-degrees and over.	15	62.4 and 63.2.	20
31.2 and 31.7.	15	Between Mile Posts— Bolles 0.4 and 0.6.	15	Kellogg-Wardner Over street crossings.	10
32.2 and 32.4.	15	Dayton Over street crossings west of Touchet River.	10	Between Mile Posts— 70.1 and 70.3.	20
32.7 and 32.9.	15	Over all other street crossings.	10	70.7 and 70.9.	20
Milton-Freewater Over street crossings.	10	Wallace Branch Maximum speed.	25	72.4 and 72.6.	20
W. W. V. Ry. Crossing, MP 36.3.	10	Between Plummer Jct. and Chatcolet.	15	Osburn 77.1 and 77.2.	20
W. W. V. Ry. Crossing, MP 44.2.	15	Between Chatcolet and Harrison.	20	77.4 and 77.7.	20
Walla Walla Over street crossings.	10	On 5- and 6-degree curves.	20	78.0 and 78.2.	20
Within city limits.	15	On curves 7-degrees and over.	15	78.6 and 78.7.	15
On west leg of wye.	5	Chatcolet Bridge 23.45.	10	Wallace Over street crossings.	5
Between Mile Posts— 52.7 and 53.4.	15	Between Mile Posts— 24.1 and 28.4.	15	Between Mile Posts— 81.4 and 87.3.	15
Valley Grove 64.8 and 64.9.	15	Springston 34.9 and 35.2.	20	Burke to Wallace, eastward.	10
65.5 and 66.0.	15	38.3 and 38.6.	20	Sierra-Nevada Branch Maximum speed.	10
66.1 and 66.3.	15				
Bolles 71.7 and 72.5.	15				
72.8 and 73.2.	15				
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	East Spokane... Trainmen's Register Room	Olympia..... Telegraph Office
Albina..... Crew Dispatcher's Board Room	Hinkle..... Telegraph Office	Pendleton..... Telegraph Office
Albina..... Trainmen's Register Room West End Yard Office	Hinkle..... Enginemen's Register Room	Portland (Joint)
Albina..... Terminal No. 4 Yard Office	Hoquiam (Joint)	..... P. T. R. R. Co. Telegraph Office
Argo..... Trainmen's Register Room	..... N. P. Ry. Co. Telegraph Office	Seattle (Joint)
Ayer..... Telegraph Office	Huntington..... Telegraph Office	..... Union Station Telegraph Office
Baker..... Telegraph Office	Kellogg-Wardner..... Telegraph Office	Spokane..... Telegraph Office
Bend (Joint)	Kennewick..... Telegraph Office	Tacoma..... Yard Office
..... S. P. & S. Ry. Co. Telegraph Office	Kenton..... Yard Office	The Dalles..... Telegraph Office
Centralia (Joint)	La Grande..... Crew Dispatcher's Office	Walla Walla..... Telegraph Office
..... N. P. Ry. Co. 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 provide, 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 not protected by signals or gates; |
| I—Manual interlocking; | W—Water; |
| J—Junction; | X—Crossover; |
| K—Standard clock; | Y—Yard limits; |
| M—Railroad crossing protected by signals or gates; | Z—Track scales. |
| O—Agent or Operator; | |
| P—Dispatchers telephone; | |

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 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. 72

Effective Sunday
December 7, 1969
At 12:01 A.M. Pacific Time

G. H. BAKER, General Manager
R. L. RICHMOND, 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 Barelay, Jr., Coeur d'Alene, Idaho
J. P. Munson, Sandpoint, Idaho
F. E. Marienau, Sandpoint, Idaho
S. J. Coram, 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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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. 72 December 7, 1969	Mile Post	SECOND CLASS							
	9						8							
	Freight						Freight							
	Daily						STATIONS							
90 BJKPQTWY				5.00AM	C-R	EASTPORT	RO	140.8	A	2.25AM				
49 P				5.30		MEADOW CREEK		126.3		12.07AM				
36				5.39		EILEEN		123.1		11.58PM				
39 PY				5.51		MOYIE SPRINGS		119.2		11.48				
52 BJKPQTWY				6.50	C-R	BONNERS FERRY	BY	109.6		11.25				
MY						K. V. CROSSING		109.3						
25 P				7.04		DEEP CREEK		103.7		11.02				
90 P				7.18		SHILOH		95.5		10.47				
60 P				7.28		ELMIRA		89.9		10.37				
48 P				7.33		SAMUELS		86.8		10.32				
55 P				7.41		FOREST SIDING		82.4		10.24				
43 BJKMPQTWYZ				8.28	C	SANDPOINT (G.N. Crossing)	SA	74.7		10.12				
Spur 50 JY				8.36		DOVER		71.7		9.57				
60 P				8.43		GRAVEL PIT		68.8		9.50				
90 P				9.03		VAY		57.7		9.30				
50 P				9.15		CLAGSTONE		50.1		9.19				
50 P				9.28		ATHOL		42.7		9.07				
Spur 36				9.36		CHILCO		36.5		8.59				
35 JPTY				9.51		COEUR D'ALENE JCT.		25.5		8.44				
55 JMPY				9.57		GRAND JCT. (C.M.St.P.&P. and N.P. Crossing)		22.1		8.37				
						STATE LINE		18.5						
50				10.05		EAST FARMS		18.0		8.30				
27 PQTWY				10.18	O	TRENTWOOD-VELOX	KD	10.8		8.18				
4 JPY				10.30		MILLWOOD-IRVIN		6.8		8.10				
35 JPTY				10.40		SPOKANE SHOP		2.7		8.00				
IJPQY				A10.50AM	C	N. P. CROSSING	CG			7.50PM				
BFIJKPQTWYZ				A11.00AM	R	EAST SPOKANE				7.40PM				
						(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-71.

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. 72 December 7, 1969	Mile Post								
							STATIONS							
MPQTY					O-R	COEUR D'ALENE	CN	9.0						
8 JMY						GIBBS		7.6						
25 JPTY						COEUR D'ALENE JCT.		0.0						
						(9.0)								

**SIDINGS AND SPURS
SPOKANE SUBDIVISION**

	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	4	West	Track No. 1		25	Both
Suburban Gas	4.25	4	West	Track No. 2		36	Both
Airway	5.0	1	West	Track No. 3		33	Both
Millwood-Irvin	6.8			Track No. 4		32	Both
Apple Siding		8	Both	Sandpoint East Siding	76.5	90	Both
Irvin Siding		26	Both	Naples	97.7	5	West
Trentwood-Velox	10.8			Burns	101.5	12	West
Hillyard Spur		6	East	Deep Creek Planing Mill Track	101.5	4	East
West Wye Track		20	West	Bonnors Ferry	109.6		
East Wye Track (Main Lead)		23	East	West Storage Track		60	Both
East Siding		8	Both	House Track		6	East
West Siding		16	Both	Oil Spur		13	West
Cominco No. 3 Track		20	Both	Thompsons		23	East
Velox Siding	11.7	25	Both	Spaulding Spur		3	East
Austin	12.5	34	East	Moyie	119.0		
Eastfarms Apple Spur	19.0	15	East	Log Siding		24	Both
Interstate	20.19	4	West	Saddler Spring		22	Both
Hayercroft Spur	26.5	5	East	Sinclair	135.1	8	West
Vay Industry Spur	57.7	8	East	Addie	137.1	8	West
Collala	62.9	3	West	Eastport	140.8		
Dover	71.7			Track No. 1		40	Both
G. N. Transfer		17	West	Track No. 2		36	Both
Board Plant		9	West	Track No. 3		32	Both
No. 2 Track		14	West	Warehouse Track (U. S. Side)		10	Both
Run-around Track		5	West				
Sandpoint	74.7						
Fansler		1	East				
Shell		7	West				
CoOp Gas		4	West				
Ames Spur		4	East				
Long House		49	Both				
Short One		10	East				
Old Scale Track		24	Both				
Material Spur		15	East				
Wendt Spur		3	East				
Hedlund Dock Spur		7	West				
Hedlund Lumber Spur		12	East				
G. N. Transfer		5	West				

COEUR D'ALENE BRANCH

	Mile Post	Car Capacity	Switch Connection
Feeley's Spur	2.7	8	West
Cement Spur	6.75	4	West
N.W. Timber Spur	7.5	8	West
Winton Lumber Spur	7.6	8	West
Lafferty Log Spur	8.4	23	West
Lafferty Pole	8.4	6	West
Rupp Spur	8.9	1	East
House Track	9.0	10	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 any track other than main track.	15
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): On main lines—tangent track; On main lines—curves; On branch lines.	35 25 25
Within yard limits protected by continuous block signal system.	35		
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20		
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.)	35
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15
Freight trains handling tonnage in excess of 75 tons per operative brake.	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.	20 6
When multiple unit engine is controlled from other than leading unit.	30		
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.	35	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.	35 45 45
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		
	20		
Wye tracks, except those portions used as main track or siding.	6	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.	40 10

SPOKANE SUBDIVISION

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.	20	109.0 and 110.2.	15
Over Argonne Street, Millwood	5	Bonnors Ferry 110.2 and 114.5.	35
Between Mile Posts— Athol 43.1 and 43.5.	40	114.5 and 115.7.	20
45.4 and 47.5.	40	115.7 and 116.7.	35
Vay 60.0 and 68.7.	35	116.7 and 117.3.	15
68.7 and 75.2.	30	117.3 and 120.2.	30
Forest Siding 83.0 and 86.0.	35	Moyie Springs 120.2 and 121.1.	20
Elmira 92.6 and 96.6.	35	121.1 and 123.7.	30
Shiloh 96.6 and 100.5.	30	Eileen 123.7 and 124.2.	15
		124.2 and 140.8.	30

COEUR D'ALENE BRANCH

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