



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 46

Effective Sunday
May 30, 1965
At 12:01 A.M. Pacific Time

SPokane INTERNATIONAL
RAILROAD COMPANY

TIME-TABLE NO. 65
Effective Sunday
May 30, 1965
At 12:01 A.M. Pacific Time

Safety Always Makes a Suggestion

FOR EMPLOYEES ONLY

G. H. BAKER
General Manager

W. G. JOHNSON, Superintendent.....Portland, Ore.
 R. B. Hardin, Assistant Superintendent.....Portland, Ore.
 E. L. Chantry, Assistant Superintendent.....Seattle, Wash.
 G. L. Jensen, Assistant Superintendent.....Spokane, Wash.
 J. F. Chapman, Terminal Superintendent.....Portland, Ore.
 O. E. Vallen, Terminal Superintendent.....Seattle, Wash.
 L. J. Schreiber, Asst. Terminal Superintendent.....Portland, Ore.
 C. R. Phelps, Asst. Terminal Superintendent.....Seattle, Wash.
 O. D. Christopherson, Trainmaster.....Spokane, Wash.
 S. R. Tortorelli, Trainmaster.....Spokane, Wash.
 A. R. Brown, Trainmaster.....Hinkle, Ore.
 L. B. Maskill, Trainmaster.....La Grande, Ore.
 J. R. Ferney, Asst. Trainmaster.....The Dalles, Ore.
 J. E. Pickett, Master Mechanic.....Portland, Ore.
 J. C. Ladd, Road Foreman of Engines.....La Grande, Ore.
 A. B. Ziegler, Road Foreman of Engines.....Portland, Ore.
 H. H. Donaldson, Road Foreman of Engines.....Portland, Ore.
 G. W. Jones, Road Foreman of Engines.....Spokane, Wash.
 H. B. Durrant, Division Engineer.....Portland, Ore.
 C. W. Lee, General Roadmaster.....Portland, Ore.
 L. G. Malzahn, Supt. of Safety and Courtesy.....Portland, Ore.
 M. D. Sweet, Asst. Supt. of Safety and Courtesy.....Portland, Ore.

J. BOWEN
General Superintendent Transportation

First and Second Subdivisions and Branches
 F. H. Cavallo, Chief Train Dispatcher.....La Grande, Ore.
 J. R. Gerry, Assistant Chief Train Dispatcher.....La Grande, Ore.
 D. C. Tannehill, Assistant Chief Train Dispatcher.....La Grande, Ore.
 J. A. Franks, Assistant Chief Train Dispatcher.....La Grande, Ore.

Third, Fourth and Fifth Subdivisions and Branches
 L. V. Neely, 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.

Sixth Subdivision and Branches
 M. H. Galloway, Chief Train Dispatcher.....Spokane, Wash.
 R. S. Larabee, Assistant Chief Train Dispatcher.....Spokane, Wash.
 D. E. Widner, Assistant Chief Train Dispatcher.....Spokane, Wash.
 H. R. Scheminske, Asst. Chief Train Dispatcher.....Spokane, Wash.

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

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	Robert E. Staley	Surgeon	Kellogg, Ida.
J. P. Craven	Surgeon	Portland, Ore.	G. M. Whitesel	Surgeon	Kellogg, Ida.
David G. Duncan	Surgeon	Portland, Ore.	Glen V. Axford	Surgeon	Kennewick, Wash.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	R. A. Gingrich	Surgeon	La Grande, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	James J. D. Haun	Surgeon	La Grande, Ore.
M. H. Johnson	Oculist	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
J. D. Kavanaugh	Surgeon	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
H. D. Kelly	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
C. G. Loosli	Surgeon	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
Minor Nichols	Surgeon	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
T. R. Nickelson	Surgeon	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
R. L. Olsen	Surgeon	Parkrose, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Carl R. Kostal	Surgeon	Baker, Ore.	John M. Shiach	Oculist	Seattle, Wash.
Menzie McKim, Jr.	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
P. W. Ford	Surgeon	Bend, Ore.	H. E. Eggers	Urologist	Seattle, Wash.
D. S. Spence	Surgeon	Bend, Ore.	B. P. Jacobson	Surgeon	Spokane, Wash.
R. M. Galvin	Surgeon	Centralia, Wash.	M. F. Kepl	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Albert Will	Surgeon	Elgin, Ore.	Charles G. Smick	Surgeon	Sprague-Wells, Wash.
S. A. McCool	Surgeon	Elma, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Galen H. Hoover	Physician	Tacoma, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
W. H. Wolff	Surgeon	Heppner, Ore.	John J. Lorang	Surgeon	Tekoa, 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.
Dean M. Macy	Surgeon	Hermiston, Ore.	A. M. Peterson	Surgeon	Wallace, Ida.
G. C. Carter	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
H. E. Bonebrake	Surgeon	Kellogg, Idaho	W. F. Holmes	Physician	Walla Walla, Wash.
R. W. Cordwell	Surgeon	Kellogg, Ida.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
O. B. Scott	Surgeon	Kellogg, Ida.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffter	Oculist and Aurist	Yakima, Wash.
			John W. Skinner	Surgeon	Yakima, Wash.

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 46 May 30, 1966		FIRST CLASS				
105	19	457	17	11		20	12	106	458	18		
Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily								
3.45			5.05		0.0			A 7.55		A 10.55		
7.25			10.10	12.45	213.9			A 2.20	3.55	8.15		
7.35			10.50					3.40		5.35		
10.05			2.25	4.00	373.8			10.55	1.05	2.15		
11.20			4.05	5.55	448.4			9.10	11.50	12.35		
1.15			6.50	9.05	550.1	M.T.		6.30	10.06	10.00		
12.16			6.00	8.15		P.T.		5.20	9.05	8.50		
2.40			8.40	11.45	649.7			2.40	6.45	6.05		
4.45			11.00	2.25	728.9			12.25	4.31	3.20		
	10.45				941.3			A 5.30				
5.31	A 3.15		12.15	3.55	755.3			1.00	11.40	3.56		
7.05			2.40	6.20	855.4				9.30	2.15		
A 9.00		9.30	A 5.00	A 8.45	939.5				7.10	12.30		
		A 1.30			1122.7					A 9.15		
										5.00		
										Daily		
										Daily		
										Daily		
										Daily		
										Daily		
(18.15)	(4.30)	(4.00)	(24.55)	(21.00)		Thru Time	(4.30)	(18.10)	(18.25)	(4.15)	(23.55)	
51.5	40.7	45.8	37.7	34.6		Average speed per hour	40.7	39.9	61.0	43.1	39.4	

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 46 May 30, 1966		FIRST CLASS				
		35	47			36	48					
		Passenger	Passenger		Passenger	Passenger						
		Daily	Daily									
				0.0				A 4.15				
		11.25		22.7				3.45	A 2.05			
		12.25	12.55					2.30				
		1.43	3.00	73.3				1.13	12.10			
			5.55	124.3					10.20			
			A 7.30	169.9					8.15			
				285.8				7.30				
								Daily	Daily			
		(8.05)	(6.35)					(8.45)	(5.50)			
		35.4	22.4					32.7	25.2			

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

MILEAGE
 Main Line..... 776.64
 Branches..... 1165.69
 Grand Total..... 1942.33

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 46 May 30, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXYZ	6.00PM	8.15AM	12.16AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.20PM	A 9.05PM	A 4.15AM		
100 P		f 8.30		LIME	384.5						
100 P				WEATHERBY	377.5						
150 PY		f 9.00		DURKEE	368.9		f 4.30				
100 P				OXMAN	361.7						
125 P		f 9.25		PLEASANT VALLEY	355.4						
200 PY				ENCINA	351.9						
107 P				QUARTZ	347.3						
220 BKOP XYZ	s 7.22	s 10.00	s 1.30	DN BAKER BC	342.0	s 7.25	s 3.50	s 7.45			
100 P				WING	337.6						
100 P		s 10.12		HAINES	331.7		f 3.36				
100 P		s 10.23		D NORTH POWDER HD	322.1		f 3.25				
107 P				SAGO	315.5						
136 PY		f 10.37		TELOCASET	312.6						
105 P				CROOKS	308.9						
100 PVY				D UNION JCT. UN	302.2						
100 P				LONETREE	294.9						
BKOPTXYZ	A 8.30PM	A 11.25AM	A 2.35AM	DN-R LA GRANDE RA	289.8	6.05AM	2.40PM	6.45PM	1.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.30) 39.8	(3.10) 31.5	(2.19) 43.0	..... Thru Time.....	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2	..... Average speed per hour.....

No. 11 and No. 12 will stop at Durkee, daily except Sundays and holidays, to permit exchange of mail.
 No. 12 will reduce speed to 35 MPH at North Powder and Haines to permit exchange of mail.
 No. 18 will reduce speed to 35 MPH at North Powder, Haines and Durkee to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers, see page 25.
 For stations not shown on schedule pages, see page 16.

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 46 May 30, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BJKOPTXYZ		8.40PM	11.45AM	2.40AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.30PM	A 6.40PM	A 1.20AM	
143 PY					HILGARD	282.1					
139 P					MOTANIC	275.6					
P					NORDEEN	273.1					
141 PXY					KAMELA	271.1					
P					ROSS	268.3					
WB 102 P EB 100			s 12.35PM		MEACHAM	265.5					
136 P					HURON	267.7					
120 P					CAMP	264.1					
WB 68 PY EB 69					DUNCAN	248.5					
87 P					BONIFER	239.5					
96 PY			f 1.30		GIBBON	236.9					
117 P					HOMLY	230.6					
116 P					MINTHORN	224.7					
115 P					MUNRA	218.9					
69 BJKPV XYZ		s 11.00	s 2.25	s 4.45	DN PENDLETON FD	215.6	s 3.20	s 12.25PM	s 4.31		
155 JP					RIETH	212.0					
135 P					BARNHART	208.3					
135 P					NOLIN	198.9					
135 P		f 11.34	s 3.00		ECHO	192.6					
P		f 11.39	s 3.10	5.12	STANFIELD	188.4					
BJKOPXYZ		A 1.55PM	A 3.35PM	A 5.30AM	DN-R HINKLE UK	184.2	2.25AM	11.40AM	3.56PM	10.15PM	
					(105.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday	
		(3.15) 32.5	(3.50) 27.5	(2.50) 37.3	..... Thru Time.....	(3.30) 30.2	(2.50) 37.3	(2.44) 38.5	(3.05) 34.2	..... Average speed per hour.....

For conditional stops to discharge or pick up passengers, see page 26.
 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. 46 May 30, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPXYZ	3.55 ¹⁰⁰ PM	5.31AM	12.15AM	DN-R HINKLE UK	184.2	A 2.05AM	A 1.30AM	A 3.55 ¹¹ PM	A 10.05PM		
P	f 4.03		f 12.22	D ORDNANCE RN	177.7		f 11.09				
150 P				MUNLEY	175.8						
109 P	4.11	5.43	12.29	CLARKE	170.0						
130 P	s 4.18	5.48	s 12.34	D BOARDMAN BD	163.8	s 1.31	s 10.54	3.27	9.43		
125 P	4.28	5.55	12.42	CASTLE	155.7	1.23	10.46	3.20	9.34		
14 JP	4.36		12.50	HEPPNER JCT.	148.2			3.13	9.25		
138 P	4.38	6.02	12.52	WILLOWS	147.0	1.15	10.38	3.12	9.23		
WB 137 EB 112 BJKPTX	s 5.00	6.10	s 1.07 ¹⁸	DN ARLINGTON MX	138.5	s 1.07 ¹⁷	s 10.30	3.05	9.13		
130 P	5.06	6.14	1.25	GILMORE	134.0	12.51	10.20	3.01	9.07		
127 P	5.11	6.18	1.30	BLALOCK	129.3	12.47	10.16	2.57	9.01		
118 P				QUINTON	121.1	12.41	10.10	2.52	8.54		
190 P				GOFF	112.4						
108 JP	f 5.36	6.40	1.57	DN BIGGS BX	103.1	12.24	9.51	2.35	8.31		
55	5.39	6.43	2.00	MILLER	100.4	12.20	9.47	2.31	8.28		
JPV	5.44	6.48	2.05	OREGON TRUNK JCT.	95.1	12.14	9.41	2.26	8.22		
75 P	5.47	6.51	2.08	DUNE	91.9	12.11	9.38	2.23	8.18		
BKOPTXZ	A 5.55PM	As 7.05AM	A 2.30AM	DN-R THE DALLES DK	85.8	12.03AM	9.30AM	2.15PM	8.10PM	Daily Except Saturday and Sunday	
				(98.4)		Daily	Daily	Daily			
	(2.00) 49.2	(1.34) 62.8	(2.15) 43.7	.....Thru Time.....	(2.02) 48.4	(2.00) 49.2	(1.40) 59.0	(1.55) 51.3		
				.....Average speed per hour.....						

Except in Centralized Traffic Control territory on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
The time of No. 126 must be cleared by extra trains in the same direction, in the manner provided by Operating Rule 86.
For conditional stops to discharge or pick up revenue passengers, see page 25.
For stations not shown on schedule pages, see page 16.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 46 May 30, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			12	106	18	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXZ	6.20PM	7.05AM	2.40AM	DN-R THE DALLES DK	85.8	A 9.25AM	As 2.15PM	A 11.53PM	A 8.05PM		
P	6.25	7.10	2.46	CRATES	81.7	9.17	2.06	11.47	7.53		
131 P	6.31	7.16	2.52	ROWENA	76.5	9.11	2.00	11.41	7.47		
128 P	s 6.40	7.24	3.01	MOSIER	70.2	s 9.02	1.52	11.33	7.39		
WB 67 EB 102 PVX	s 6.55	f 7.33	s 3.17	DN HOOD RIVER KI	62.8	s 8.53	f 1.44	s 11.24	7.31		
126 P	7.01	7.38	3.23	MENO	58.7	8.45	1.39	11.13	7.25		
127 P	7.12 ¹²⁶	7.48	3.35	WYETH	50.2	8.34	1.29	11.02	7.12 ¹¹		
134 P	s 7.22	7.57	3.45	DN CARCADE LOCKS CJ	43.0	s 8.24	1.20	10.53	6.55		
117 P	s 7.30	8.02	3.52	BONNEVILLE	38.7	s 8.16	1.15	10.48	6.48		
126 P	7.40	8.07 ¹²	3.58	DODSON	33.9	8.07 ¹⁰⁵	1.10	10.42	6.41		
126 P	s 7.52	8.14	4.08	BRIDAL VEIL	26.6	s 7.50	1.03	10.34	6.33		
126 P	7.57	8.18	4.13	ROOSTER ROCK	22.7	7.44	12.59	10.30	6.29		
51 102 IJP	s 8.12	8.25	4.24	DN TROUTDALE HN	15.6	s 7.35	12.52	10.23	6.21		
P	8.15		4.29	FAIRVIEW	13.2	7.31		10.20	6.18		
48 P	8.20	8.33	4.36	CLARNIE	7.7	7.25	12.45	10.15	6.12		
23 PX	8.25	8.38	4.42	GRAHAM	4.4	7.20	12.40	10.10	6.07		
IJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	10.03	6.00		
46 P				HEMLOCK	17.0						
PX				FIR	12.4						
BKXPZ		VIA GRAHAM	VIA GRAHAM	KENTON	8.1	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
JPXY				PENINSULA JCT.	5.6						
JPX				ST. JOHNS JCT.	4.2						
BKOPTXZ				DN-R ALBINA BX	1.6				5.55PM		
IJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	10.03			
BIKPV	A 8.45PM	A 9.00AM	A 5.00AM	DN-R PORTLAND P-VG	0.0	7.10AM	12.30PM	10.00PM			
				VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
				VIA KENTON (92.2)							
	(2.25) 35.5	(1.55) 44.7	(2.20) 36.8	.....Thru Time.....	(2.15) 38.1	(1.45) 49.0	(1.53) 45.6	(2.10) 39.9		
				.....Average speed per hour.....						

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.
The time of No. 126 must be cleared by extra trains in the same direction, in the manner provided by Operating Rule 86.
No. 17 will reduce speed to 35 MPH at Troutdale if arrives Troutdale after 6.00 AM to permit exchange of mail.
No. 18 will reduce speed to 35 MPH at Troutdale to permit exchange of mail.
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.
At Portland, trains and engines are governed by Operating Rules and special instructions of N. P. T. Company while using N. P. T. 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			
FIRST CLASS				Time-Table No. 46 May 30, 1965				FIRST CLASS			
457 Passenger				Mile Post				458 Passenger			
Daily				STATIONS							
9.30 AM				PORTLAND				A 9.15 PM			
9.46				DN NORTH PORTLAND JCT. KD				8.55			
A 9.51 AM				VANCOUVER				8.51 PM			

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

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

WESTWARD				RESERVATION				EASTWARD			
FIRST CLASS				N. P. CROSSING				FIRST CLASS			
12.39 PM				145.2				A 5.52 PM			
A 12.41 PM				146.4				5.50 PM			
DN RESERVATION RN				146.8				A 5.52 PM			
DN TACOMA JCT. JN				147.5				5.50 PM			

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

WESTWARD				BLACK RIVER				EASTWARD			
FIRST CLASS				C. M. Bt. P. & P. C. CROSSING				FIRST CLASS			
1.12 PM				173.8				A 5.15 PM			
A 1.30 PM				173.8				5.07			
DN-R ARGON G				180.1				5.07			
D-R SEATTLE OW				183.2				5.00 PM			

(4.00) Thru Time (4.15)
45.8 Average speed per hour 43.1

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					
FIRST CLASS						684						690					
Daily						A 4.00 PM						A 2.00 AM					
Daily Except Saturday						6.00 AM						6.00 PM					
Daily except Sunday						Daily except Monday						Daily except Sunday					
9.00 PM						A 4.00 AM						A 4.00 AM					
A 4.00 AM						A 10.00 PM						A 4.30 PM					

WESTWARD							SIXTH SUBDIVISION							EASTWARD						
SECOND CLASS							Time-Table No. 46 May 30, 1965							FIRST CLASS						
391 Mixed							Mile Post							20 Passenger						
361 Freight							STATIONS							362 Freight						
151 Freight														392 Mixed						
8 S.I. Freight														9 S.I. Freight						
363 Freight														298 Freight						
19 Passenger														364 Freight						
Monday Wednesday Thursday Sunday																				
BLJKOP TVXZ							10.00 PM							7.40 PM						
LJPX							10.09							A 7.50 PM						
BKP VX							10.15							10.45 AM						
70 PX							10.22							10.53						
53 P							10.35							11.06						
103 P							10.50							11.16						
52 P							11.05							11.32						
109 P							11.22							11.46						
52 P							11.32							11.55 AM						
52 P							11.46 PM							12.06 PM						
75 JPV XY							12.01 AM							12.15						
52 P							12.08							12.22						
51 P							12.21							12.34						
38 JPY							1.40 PM							12.33						
146 P							2.02							12.52						
73 P							2.17							1.05						
BLJKOP XY							A 2.25 PM							1.30						
150 P														1.20						
196 P														1.45						
196 P														2.00						
95 P														2.15						
157 JPV XY							7.25 AM							3.05						
JPV XY														2.55 AM						
157 P							7.30							3.10						
159 P							7.47							3.30						
BLJKOP XYZ							A 8.30 AM							A 4.05 AM						
														A 4.00 AM						
														A 3.15 PM						

(0.45) Thru Time (4.30)
28.5 Average speed per hour 40.7

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 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 26. 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. 46 May 30, 1965	Mile Post	SECOND CLASS	304 Freight
	305 Freight					304 Freight
STATIONS					
28	PXY	7:00AM	D-R JOSEPH J	83.8	A 1:30PM
22	PX	7:30	D ENTERPRISE RS	78.0	1:00
39		8:00	LOSTINE	67.8	12:20
27	PXY	8:30	D WALLOWA WO	60.0	12:00PM
12	P	9:10	MINAM	47.1	11:20AM
77		9:30	KIMMELL	39.5	11:00
40		9:45	LOOKING GLASS	33.8	10:50
32		10:20	GULLING	25.1	10:20
35	PXY	11:05	D ELGIN GN	20.9	10:10
18	P	11:31	D IMBLER BR	12.3	9:31
20		11:45AM	ALICEL	8.4	9:21
	BJKOPT XYZ	A 12:10PM	DN-R LA GRANDE RA	0.0	9:00AM
(83.8)					
(5.10) Thru Time..... (4.30) 16.2 Average speed per hour..... 18.3					

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 46 May 30, 1965	Mile Post	STATIONS		
			155	JPX	0.0	RIETH	0.0
22		6.7	SPARKS	6.7	
18	X	14.3	D PILOT ROCK	14.3	
(14.3)					

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 46 May 30, 1965	Mile Post	STATIONS		
			BJKOP XYZ	DN-R HINKLE UK	0.0
95	P	3.9	D HERMISTON	3.9	
	XY	10.1	UMATILLA	10.1	
		17.9	IRRIGON	17.9	
(17.9)					

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 46 May 30, 1965	Mile Post	STATIONS		
			39	PXY	45.2	D-R HEPPNER	45.2
19	P	36.3	LEXINGTON	36.3	
7		31.0	JORDAN	31.0	
15	P	28.3	D IONE	28.3	
3		25.2	McNAB	25.2	
13		19.8	MORGAN	19.8	
3		14.5	CECIL	14.5	
19	JPX	0.0	HEPPNER JCT.	0.0	
(45.2)					

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 46 May 30, 1965	Mile Post	STATIONS		
			26	VXY	44.5	D-R CONDON	44.5
22		36.3	GWENDOLEN	36.3	
27		32.3	SPEECE	32.3	
26		28.6	CLEM	28.6	
29		24.4	MIKKALO	24.4	
27		19.7	BARNETT	19.7	
11		16.0	ROCK CREEK	16.0	
29		7.3	SHUTLER	7.3	
WB 137 BJK			DN-R ARLINGTON MX	0.0	
EB 112 PTX					
(44.5)					

WESTWARD		GRASS VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 46 May 30, 1965	Mile Post	STATIONS		
			14	Y	52.5	KENT	52.5
10		42.5	EAKIN	42.5	
28	P	38.5	GRASS VALLEY	38.5	
25	P	27.0	MORO	27.0	
16		14.2	KLONDIKE	14.2	
32	P	9.7	WASCO	9.7	
6		5.2	THORNBERRY	5.2	
130	JPX	0.0	DN-R BIGGS BX	0.0	
(52.5)					

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	314 Freight
	313 Freight					314 Freight
STATIONS					
BKOP VXYZ	5:00 AM	DN-R BEND	D 150.0	A 2:30 PM	

BETWEEN OREGON TRUNK JUNCTION AND BEND, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.

JPVX	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
(150.0)				
(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. 46 May 30, 1965	Mile Post	STATIONS		
			JPVXY		0.0	EAST OLYMPIA	0.0
X		2.0	CAPITOL	2.0	
PX		4.9	TUMWATER	4.9	
X		7.3	N. P. CROSSING	7.3	
BKPV XYZ		7.4	D-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. 46 May 30, 1965	Mile Post	SECOND CLASS	308 CMSt. P & P Freight
	307 Freight					309 CMSt. P & P Freight
STATIONS					
BJKOPT VXYZ	2:00 AM	DN-R CENTRALIA	CN 2.4	O.O	A 7:45 PM

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPVX	2:10AM	BLAKESLEE JUNCTION	2.4		A 7:35PM
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
23	P	GALVIN	5.0		7:25
43	JPV	12:01AM	R HELSING JUNCTION	12.2	A 7:40PM
48		12:05	INDEPENDENCE	13.7	7:20
52	P	12:30	CEDARVILLE	22.2	7:00
51		12:40	LANKNER	26.3	6:45
44		12:55	SAGINAW	30.8	6:35
5	P	1:00	SOUTH ELMA	32.5	6:30
53	PXY	1:35	SOUTH MONTESANO	42.4	6:05
PVX			D MONTESANO MO	43.9	
53	PXY	1:35	SOUTH MONTESANO	42.4	6:05
83	PX	2:05	COSMOPOLIS	51.2	5:30
JVX			SOUTH ABERDEEN JCT.	53.2	
PVX			N. P. CROSSING	53.3	
82	PVXZ	A 4:45AM	A 2:35AM DN-R ABERDEEN SA	53.9	5:15PM
3.6					

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT XYZ	A 5:00 AM	A 3:05 AM	DN-R HOQUIAM HO	57.5	5:00 PM	4:30 PM
(57.5)						
(3.00) Thru Time..... (2.40) Average speed per hour..... (3.15) 19.2 14.8 17.0 17.6						

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. 46 May 30, 1965	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					
	BKOPTVXYZ				9.30 PM	D-R YAKIMA NY 98.0				A 2.15 AM	
30	X				9.40	UNION GAP 94.6				1.55	
	MP					N. P. CROSSING 91.3					
30	P				9.50	PARKER 90.8				1.45	
	M					N. P. CROSSING 89.4					
32	P				10.00	DONALD 86.8				1.30	
18	PV				10.05	SAWYER 84.5				1.20	
40	PV				10.15	BUENA BA 81.6				1.10	
74	PVX				10.22	ZILLAH AH 78.5				12.55	
53	P				10.32	GRANGER 73.4				12.25	
52					10.45	EMERALD 67.2				12.05 AM	
35	JPXY				10.53	MIDVALE 63.6				11.30 PM	
51	PVX				11.10	GRANDVIEW GW 57.7				11.10	
44	P				11.29	NORTH PROSSER 50.8				10.50	
53					11.45 PM	CHAFFEE 43.0				10.30	
42	P				12.01 AM	BENTON CITY 36.5				10.12	
53					12.15	ACTON 31.8				9.55	
51	JPX				7.40 AM	RICHLAND JCT. 19.0				5.20 AM	
55	BKPVX				8.00 AM	KENNEWICK KN 13.2				5.10 AM	
12	P				1.35	HEDGES 8.7				8.38	
70	JPV				1.45	VILLARD JCT. 7.0				8.30	
70	JPX					ATTALIA 0.6					
157	JPVXY				2.05 AM	WALLULA JN 0.0				8.15 PM	
						(98.4)				Daily	
		(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. 46 May 30, 1965	Mile Post						
35	JPXY				0.0	MIDVALE					
	PVX				2.8	SUNNYSIDE SI					
						(2.8)					

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

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to 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. 46 May 30, 1965	Mile Post	SECOND CLASS					
		355 Freight	391 Mixed			387 Mixed	388 Mixed	392 Mixed	356 Freight		
		Daily Except Saturday	Daily Except Saturday			Daily					
	BJKOP TVXZ					EAST SPOKANE 161.0				A 10.30 AM	
59	IVX				6.00 AM	DISHMAN 158.9				1.25 PM	
	35 P				6.15	CHESTER 155.7				1.10	
	78 P				6.25	MICA MA 149.7				12.55	
	JPVX				6.40	MANITO MU 143.6				12.36	
23					7.05	ROCKFORD RD 138.4				12.15	
40					7.21	DARKNELL 135.1				12.01 PM	
31	VX				7.32	FAIRFIELD G 131.7				11.50 AM	
25					7.42	LATAH 123.3				11.40	
	BPXY				8.05	TEKOA K 116.1				11.20	
14	JPX				8.30	SELTICE 110.4				11.01	
32					8.45 AM	FARMINGTON FM 104.5				10.30	
	U					N. P. CROSSING 95.4				10.20	
38	VX					GARFIELD GR 95.1				10.00	
	32 JPXY					ELBERTON 89.7				9.45	
	M					COLFAX CA 77.4				9.25	
34						G. N. CROSSING 77.3					
29						MOCKONEMA 72.5				8.05	
	27 PX					DIAMOND 68.5				7.55	
63	BJPXY				12.15 PM	ENDICOTT DI 57.9				7.30	
46					12.25	WINONA WA 52.1				7.15	
26	JPXY				12.40 PM	SUTTON 48.0				7.05	
42						LA CROSSE JA 41.5				6.50 AM	
44						JERITA 35.8					
60	JPVXY					HAY 30.2					
	M					RIPARIA XE 17.5					
10	JPXY				7.30 PM	N. P. CROSSING 17.4					
41	X				7.35	TUCANNON 13.6				3.40 PM	
54	X				8.00	PATAHA 11.8				3.35	
	BJKOPXY				8.10 PM	RIFTON 3.9				3.10	
						AYER JD 0.0				3.00 PM	
						(161.0)				Daily	
		(0.40) 18.9	(6.40) 17.9	(1.00) 17.4	Thru Time.....	(1.05) 16.0	(6.35) 18.2	(0.40) 18.9	Average speed per hour.....		

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 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. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	379					378
	Freight				
	Daily Except Sunday				
STATIONS					
BKPVX	8:00AM	D-R MOSCOW MO	28.1	A 2:00PM	
5	8:20	7.6 WHITLOW	20.5	1:10	
U		1.2 N. P. CROSSING	19.3		
23 PX	8:30	D PULLMAN XN	18.7	1:00	
18 P	8:45	6.0 ALBION	12.7	12:25	
19	8:55	3.0 SHAWNEE	9.7	12:10PM	
JMPXY	A 9:20AM	D-R COLFAX CA	0.0	11:30AM	
		(28.1)		Daily Except Sunday	
	(1.20)	..... Thru Time.....		(2.30)	
	21.1	Average speed per hour		11.3	

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	355					356
	Freight				
	Daily Except Saturday				
STATIONS					
BJKOPVXYZ		DN-R WALLA WALLA BU	30.9		
5 X		2.0 COLLEGE PLACE	28.9		
M		0.2 W. W. V. RY. CROSSING	28.7		
17 X		0.1 GARRETT	28.0		
10		4.6 WHITMAN	24.0		
12		4.7 LOWDEN	19.3		
120 PX		D TOUCHET CH	15.0		
11		4.3 REESE	7.5		
PV		3.7 ZANGAR JCT.	3.0		

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. 46 May 30, 1965	Mile Post	SECOND CLASS
355	356		Freight
JPVXY	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. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	391					392
	Mixed				
	Daily Except Saturday				
STATIONS					
14 JPX	8:50AM	SELTICE	48.0		
U		8.2 G. N. CROSSING	39.8		
U		0.03 N. P. CROSSING	39.7		
34 VX	9:30	D OAKESDALE ON	39.1		
44	10:00	7.9 THORNTON	31.3		
M		0.5 G. N. CROSSING	30.7		
28 X	10:45	D ST. JOHN SJ	18.3		
27	11:15	12.4 WILLADA	11.5		
53	11:45AM	7.1 GRAVEL PIT	4.4		
63 BJXY	A 12:01PM	D-R WINONA WA	0.0		
		(48.0)		Daily Except Saturday	
	(3.11)	..... Thru Time.....		(1.30)	
	15.0	Average speed per hour		19.3	

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 5-72.

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	391					392
	Mixed				
	Monday Wednesday Thursday Sunday				
STATIONS					
JPXY	12:45PM	D-R LA CROSSE JA	0.0	A 6:40AM	
11 X		14.7 HOOPER	14.7		
32 JPXY	A 1:25PM	R HOOPER JCT.	15.7	6:00AM	
34		1.0 WASHUCNA	23.5		
21 V		7.8 KAHLOTUS	37.4		Daily Except Sunday
18 XY		D-R CONNELL N	52.9		
		(52.9)			
	(0.40)	..... Thru Time.....		(0.40)	
	23.6	Average speed per hour		23.6	

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	355					356
	Freight				
	Daily Except Saturday				
STATIONS					
19		RELIEF	9.3		
JPXY	7:10PM	5.5 STARBUCK	3.8	A 3:50PM	
JPXY	A 7:30PM	R TUCANNON	0.0	3:40PM	
		(9.3)		Daily Except Saturday	
	(0.20)	..... Thru Time.....		(0.10)	
	11.4	Average speed per hour		22.8	

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	355					356
	Freight				
	Daily Except Saturday				
STATIONS					
35 X	5:30PM	D-R POMEROY PY	28.9	A 5:20PM	
25	5:50	4.5 ZUMWALT	24.4	5:00	
7	6:10	8.1 DODGE	16.3	4:40	
18	6:20	1.8 CHARD	14.5	4:30	
8	6:35	3.2 JACKSON	11.3	4:20	
18	6:50	3.4 DELANEY	7.9	4:10	
JPXY	A 7:10PM	7.9 STARBUCK	0.0	3:50PM	
		(28.9)		Daily Except Saturday	
	(1.40)	..... Thru Time.....		(1.30)	
	17.3	Average speed per hour		19.3	

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. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	365					366
	Freight				
	Daily Except Sunday				
STATIONS					
27 X		ALTO	83.0		
23		7.5 MENOKEN	75.5		
28 JPX	11:45AM	4.2 BOLLES	71.3	A 9:40AM	
26 PX	11:58AM	D PRESCOTT SY	66.7	9:28	
21	12:35PM	13.1 VALLEY GROVE	53.6	8:52	
U		6.4 N. P. CROSSING	47.2		
U		0.6 W. W. V. RY. CROSSING	46.6		
BJKOPVXYZ	A 12:55PM	DN-R WALLA WALLA BU	46.1	8:30AM	
M		1.9 W. W. V. RY. CROSSING	44.2		
24		4.3 SPOFFORD	39.9		
M		3.6 W. W. V. RY. CROSSING	36.3		
39 PVX		D MILTON-FREEWATER CO	36.2		
50		9.5 BLUE MOUNTAIN	26.7		
20		3.3 DOWNING	23.4		
66 PX		D WESTON WT	20.9		
20 PX		D ATHENA CN	17.2		
41		4.6 ADAMS	12.6		
15		2.6 BLAKELEY	10.0		
BJKVXYZ		DN-R PENDLETON FD	0.0		
		(83.0)		Daily Except Sunday	
	(1.10)	..... Thru Time.....		(1.10)	
	21.6	Average speed per hour		21.6	

WESTWARD		DAYTON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	365					366
	Freight				
	Daily Except Sunday				
STATIONS					
29		TURNER	24.8		
25		2.1 WHETSTONE	22.7		
26 PVXY	11:01AM	D DAYTON DA	13.1	A 10:15AM	
U		0.09 N. P. CROSSING	13.0		
U		0.01 N. P. CROSSING	13.0		
VX	A 11:03AM	0.1 DAYTON JCT.	12.9	10:13AM	

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

SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS
365	366		Freight
VX	11:25AM	R WAITSBURG JCT.	5.2
28 PX	11:31	D WAITSBURG BG	3.5
28 JPX	A 11:45AM	3.5 BOLLES	0.0
		(24.8)	
	(0.44)	..... Thru Time.....	(0.85)
	17.9	Average speed per hour	23.6

WESTWARD		WALLACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	387					388
	Mixed				
	Daily				
STATIONS					
VX	1:30 AM	D-R MANITO MU	19.8	A 9:25 AM	
BETWEEN MANITO AND PLUMMER JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.					
PVX	2:10AM	DN-R PLUMMER JCT. WJ	16.2	A 8:45AM	
22 PX	2:31	6.6 CHATCOLET	22.8	8:24	
X	2:53	7.7 HARRISON	30.5	7:59	
43 P	3:05	D SPRINGSTON RC	34.0	7:44	
30 P	3:40	11.3 LANE	45.3	7:09	
33	3:55	3.8 ROSE LAKE	49.1	6:59	
30	4:20	8.0 CATALDO	57.7	6:24	
6 Y	4:35	4.8 ENAVILLE	62.5	6:09	
18	4:40	1.6 PINE CREEK	64.1	5:59	
JX	4:50	3.1 BRADLEY	67.2	5:40	
25 BKOPX	A 5:00AM	DN-R KELLOGG-WARDNER DN	69.2	5:30AM	
		6.6 OSBURN	75.8		
PVXZ		D WALLACE WC	80.2		
U		0.2 N. P. CROSSING	80.4		
U		0.2 N. P. CROSSING	80.6		
JX		0.1 WALLACE JCT.	80.7		
5 VX		6.2 BURKE	86.9		
		(90.5)		Daily	
	(3.30)	..... Thru Time.....		(3.55)	
	19.8	Average speed per hour		17.7	

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 46 May 30, 1965	Mile Post	SECOND CLASS	Freight
	387					388
	Mixed				
	Daily				
STATIONS					
JX		BRADLEY	0.0		
X		2.0 END OF TRACK	2.0		
		(2.0)			

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 387 is superior to No. 388.—See Rule 5-72.
 No. 365 arriving at Bolles on Dayton Branch will run as No. 365 Bolles to Walla Walla.
 No. 366 arriving at Bolles on Pendleton Branch will run as No. 366 Bolles to Dayton.
 For stations not shown on schedule pages, see page 16.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection	Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection
First Subdivision				Grays Harbor Branch			
Nelson.....	372.9	54 P	East	Raisch.....	2.6	7	Both
Second Subdivision				Balch.....	18.3	18 P	Both
Pendair.....	213.5	80 P	Both	Melbourne.....	43.8	..	None
Mission.....	221.2	18 P	Both	Preachers Slough.....	46.7	..	None
Cayuse.....(1)	227.1	25 P	Both	Yakima Branch			
North Fork.....	251.4	48 P	Both	Grosscup.....	28.2	8	Both
Third Subdivision				Biggam.....	48.3	10	Both
Seufert.....	87.2	16 P	West	Boone.....	76.4	1	East
Rufus.....	108.7	58 P	Both	Pleasant Valley Branch			
Fourth Subdivision				Juno.....	20.8	10	Both
Bruun.....	1.9	32 P	Both	Huntley.....	22.6	2	Both
Montavilla.....	5.9	17 P	Both	Sunset.....	25.4	30	Both
Rockwood.....	11.8	12 PX	Both	Warner.....	45.3	11	Both
Cascade Mfg. Co. Spur.....	12.0	8	Both	Moscow Branch			
Eri.....	14.2	60	Both	Risbeck.....	4.5	6	Both
Corbett.....(1) (2)	20.3	13	West	Parvin.....	7.8	8	Both
Latourell.....	23.9	4	Both	Armstrong.....	15.7	3	Both
Multnomah Falls.....	29.6	..	None	Tekoa Branch			
C. L. Lumber Co.....	45.1	..	None	Little Goose.....	16.9	40	Both
Farley.....	47.0	11 P	East	Pierson.....	20.1	3	West
Chatfield.....	71.8	102 P	Both	Schreck.....	31.9	14	Both
Via Kenton				Thera.....(3)	64.8	15	Both
Champ.....	9.5	7	Both	Crest.....	74.9	..	None
Ward.....	14.2	6	Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0	37 P	Both	Walters.....	98.6	10	Both
Sixth Subdivision				Rahm.....	125.9	4	Both
Humorist.....	222.6	40 P	West	Freeman.....	146.9	38	Both
Ice Harbor.....	226.0	126 P	West	Connell Branch			
Sheffler.....	244.8	4.6	Both	Pampa.....	4.6	15	Both
Scott.....	252.1	8.2	Both	Gordon.....	8.2	7	Both
Ruxby.....	259.6	10	Both	Wacota.....	34.1	4	Both
Magallon.....	260.7	6	Both	Estes.....	42.3	7	Both
Park.....	279.3	96 P	Both	Sulphur.....	46.1	9	Both
Mack.....	297.0	96 P	Both	Curry.....	51.1	12	Both
Teske.....	310.6	2	Both	Tucannon Branch			
Ashby.....	317.1	53 P	Both	Powers.....	2.7	4	Both
Croskey.....	332.9	63 P	Both	Pomeroy Branch			
Geib.....	345.3	2	Both	Houser.....	19.1	1	Both
Cowles.....	362.0	44 P	Both	Pendleton Branch			
Joseph Branch				Havana.....	6.9	11	Both
Island City.....	2.6	12	Both	Bade.....	30.2	13	Both
Conley.....	5.9	6	Both	Barrett.....	33.1	10	Both
Vincent.....	40.6	2	East	Prunedale.....	34.2	15	Both
Harris.....	48.0	2	Both	State Line.....	41.7	10	Both
Sevier.....	56.7	6	Both	Langdon.....	43.6	12	Both
Freels.....	75.2	5	West	Russell.....	51.8	11	Both
Marble.....	75.8	5	West	Hadley.....	56.5	19	Both
Pilot Rock Branch				Berryman.....	59.8	9	Both
McBee.....	2.8	2	East	Ennis.....	60.9	10	Both
Lens.....	11.2	4	East	Robinson.....	67.6	2	Both
Condon Branch				McCall.....	69.4	2	Both
Roddy.....	11.2	11	West	McKay.....	78.6	6	Both
Grass Valley Branch				Dayton Branch			
Sandon.....	15.6	8	Both	Taggard.....	4.3	1	West
Hay Canyon.....	19.2	12	East	Ronan.....	19.3	28	West
De Moss.....	23.9	15	West	Wallace Branch			
Erskine.....	31.3	52.0	Both	Dudley.....	52.0	12	Both
Bourbon.....	45.8	72.8	Both	Shont.....	72.8	3	Both
		74.6	Both	Polaris.....	74.6	42	East
		84.1	Both	Gem.....	84.1	5 X	Both
		84.4	Both	Frisco.....	84.4	7 X	Both

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

(3) Flag stop for No. 392.

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Diesel locomotives running light.		
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Will be governed by passenger train speed restrictions but not to exceed;		50
When using No. 14 turn-outs.	25	20	With dynamic brake not in operation, on descending grade in excess of 1 per cent.		30
When using other cross-overs or turn-outs.	15	15	Trains handling wrecking derricks:		
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	Derricks with 6-wheel trucks.		40
Within yard limits:			Derricks with 4-wheel trucks.		35
Where protected by continuous block signal system.	60	35	For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.		20
Where not protected by continuous block signal system:			(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		
Main line;	50	25	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):		
Branch lines.	30	15	Main line;		30
Diesel road freight and road switch locomotives.	65		Branch lines.		20
Diesel yard-switch locomotives in road service:			Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power.		
1000-1100 class;	35	35	(Slower speed must be observed where conditions require.)		25
1800 class.	50	50	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 logs, unless cars are staked and wired in accordance with A.A.R. rules:		
Freight trains handling tonnage in excess of 70 tons per operative brake.		40	Maximum speed.		20
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	Through truss bridges.		6
			Trains handling diesel units dead in train:		
			Yard switch units of any type;		35
			Foreign line, government, export or commercial diesel units other than yard-switch type;		45
			Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		45

FIRST SUBDIVISION

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

SECOND SUBDIVISION

Between Mile Posts— Hinkle 188.7 and 191.8.	60	45	Over other street crossings within city limits.	20	20	Between Mile Posts— 247.3 and 248.1.	35	25
Echo Over street crossings.	30	30	Between Mile Posts— 216.3 and 217.4.	40	25	248.4 and 248.6.	50	30
Between Mile Posts— 193.4 and 194.5.	45	30	217.4 and 218.9.	60	45	249.4 and 249.6.	35	25
195.4 and 195.6.	60	45	220.1 and 220.5.	55	40	249.8 and 250.7.	70	55
196.7 and 198.1.	55	40	222.7 and 223.8.	35	25	251.0 and 251.2.	35	25
198.5 and 198.6.	45	30	Minthorn 226.0 and 226.2.	70	55	251.4 and 251.9.	60	45
			227.7 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			
205.9 and 206.2.	70	55	240.1 and 240.2.	30	25	Between Mile Posts— Hilgard 282.5 and 283.3.	45	30
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	283.4 and 289.0.	30	20
Barnhart 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25	289.8 and 290.5.	20	20
Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12	12	242.4 and 243.2.	60	45	La Grande		
			244.0 and 244.7.	40	25			
			245.7 and 246.1.	60	45			

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
The Dalles Over street crossings.	12	12	Quinton East switch Quinton when using turn out.	15	15	Between Mile Posts— 141.7 and 142.3.	60	45
Between Mile Posts— 87.3 and 88.2.	70	55	Between Mile Posts— 123.7 and 124.2.	70	55	143.8 and 144.0.	60	45
Dune 96.5 and 98.8.	70	55	126.6 and 130.0.	70	55	146.1 and 146.8.	70	55
98.8 and 99.3.	60	45	130.4 and 131.0.	60	45	Willows 148.0 and 148.4.	50	35
Biggs 104.6 and 105.2.	70	55	132.7 and 132.8.	70	55	Heppner Jct. 149.4 and 154.5.	70	55
Goff 113.4 and 114.7.	65	50	Gilmore 138.1 and 139.0.	50	35	Ordnance 181.8 and 182.0.	60	45
			Arlington 140.5 and 141.0.	70	55	Hinkle		

FOURTH SUBDIVISION

Portland Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	Between Mile Posts— Rooster Rock 23.8 and 24.0.	55	40	Between Mile Posts— Meno 59.4 and 61.9.	50	35
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	24.8 and 25.0.	60	45	Hood River 63.1 and 64.3.	45	30
Between Portland and Albina, over street crossings.	10	10	Bridal Veil 27.5 and 29.4.	60	45	64.4 and 66.1.	60	45
Kenton Over Columbia Boulevard, near Peninsula Jct.	25	25	30.2 and 31.4.	60	45	66.1 and 66.7.	40	25
Between Kenton and Troutdale via Fir.	35	35	31.7 and 32.8.	70	55	67.1 and 68.2.	60	45
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	Dodson 35.5 and 37.3.	55	40	68.4 and 70.3.	40	25
Bruun 3.2 and 7.6.	50	35	38.2 and 39.9.	60	45	70.4 and 72.7.	55	40
Clarnie 10.9 and 12.0.	50	40	41.4 and 42.5.	35	20	73.7 and 75.0.	60	45
13.2 and 13.5.	45	30	42.8 and 43.0.	70	55	75.1 and 75.9.	55	40
14.8 and 17.9.	70	55	Cascade Locks 43.3 and 46.8.	50	35	76.3 and 77.0.	60	45
18.1 and 18.5.	60	45	46.8 and 47.0.	25	25	77.5 and 78.2.	70	55
20.1 and 22.4.	60	45	47.0 and 48.7.	50	35	79.0 and 79.4.	55	40
			48.7 and 49.4.	35	20	79.4 and 80.3.	70	55
			49.7 and 49.9.	55	40	80.3 and 81.2.	55	40
			Wyeth 50.4 and 52.2.	60	45	Crates 81.8 and 82.1.	60	45
			52.2 and 52.8.	55	40	83.0 and 83.4.	45	30
			53.3 and 54.4.	60	45	84.5 and 85.0.	20	20
			54.6 and 55.8.	35	20	The Dalles		
			55.8 and 58.5.	60	45			

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour			
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.		
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— 178.25 and 178.50.	30	25	Argo Yard All turn-outs.	10
						Argo Through interlocking.	30	30	Seattle Over all street crossings between Argo and Seattle.	20	20

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Matthews. No. 19 and No. 20. Other trains.	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. All trains.	60	45	239.7 and 240.1.	50	40	295.4 and 297.0.	55	45
Between Chew and Spokane. No. 19 and No. 20. Other trains.	70	60	240.6 and 245.0.	60	50	Marengo 308.6 and 309.0.	60	45
			70	50	245.0 and 246.5.	45	35	Cheney Within city limits.	35	35
Hinkle East and West legs of wye.	20	20	246.5 and 247.0.	60	50	Between Mile Posts— 352.8 and 353.5.	55	40
Between Mile Posts— Cold Springs 200.4 and 201.0.	50	45	Walker 248.3 and 249.3.	60	50	354.0 and 363.8 on curves.	60	45
Juniper 209.2 and 212.7.	40	30	Scott 259.2 and 259.4.	45	35	364.2 and 364.4.	45	35
			20	20	271.5 and 272.5.	25	15	364.7 and 364.9.	55	40
Between Mile Posts— Wallula Jct. 214.6 and 215.5 over manual switches.	20	20	Chew 268.2 and 269.3.	35	35	365.1 and 366.2.	25	15
Wallula 216.3 and 216.6.	45	35	271.5 and 272.5.	25	15	366.5 and 367.1.	45	25
			45	35	272.7 and 273.2.	45	35	Over Bridge 367.13.	10	10
219.7 and 220.0.	45	35	275.1 and 276.9.	40	35	Spokane Through Union Station limits.	15	15
221.6 and 222.0.	55	45	277.9 and 280.0.	45	35	Union Station over slip switches.	10	10
Humorist 226.7 and 227.0.	55	45	Park 280.0 and 281.6.	40	35	Over street crossings between N.P. Crossing and East Spokane.	20	
			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	Hooper Jct. 286.1 and 286.5.	50	40	Through tunnel.	15	
232.3 and 234.1.	60	50				N. P. Crossing Through interlocking.	10	
234.2 and 234.6.	50	40	290.6 and 291.1.	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.	30	4- and 5-degree curves.	15	Cosmopolis Within city limits.	15
3-degree curves.	20	On curves of 6-degrees and over.	10	Handling logs within city limits.	8
4- and 5-degree curves.	15	Between M.P. 33.0 and Thornberry.	20	Between Mile Posts— 53.5 and 53.7.	10
On curves of 6-degrees and over.	10	Between Thornberry and Biggs, on descending grades.	10	Aberdeen Within city limits.	20
Between La Grande and M.P. 13.0.	25	Olympia Branch Maximum speed.	20	Over Boon St. Crossing.	5
Between Mile Posts— 25.0 and 55.0.	25	Olympia Within city limits.	10	Over other street crossings.	10
Between M.P. 72.0 and Joseph.	25	4- and 5-degree curves.	15	Yakima Branch Maximum speed. Between Wallula and Villard Jct.	50
Pilot Rock Branch Maximum speed.	15	On curves of 6-degrees and over.	10	Between Villard Jct. and M.P. 70.0.	35
Umatilla Branch Maximum speed.	25	Grays Harbor Branch Maximum speed.	30	Between M.P. 70.0 and Yakima.	30
Between Mile Posts— Hinkle 0.0 and 0.1.	15	Between Mile Posts— Centralia 1.0 and 1.3.	10	With pile driver 900321.	15
2.3 and 3.7.	20	Blakeslee Jct. 4.3 and 4.7.	20	On 4-degree curves.	35
Hermiston Standard and Union Oil spurs.	6	Galvin 5.1 and 5.7.	15	On 5- and 6-degree curves.	25
On house track west of McNaught Warehouse.	6	6.5 and 6.8.	10	Between Mile Posts— Villard Jct. 7.1 and 7.4.	30
Over road crossing east end of depot.	15	7.1 and 7.5.	20	Bridge 7.44.	15
Umatilla On wye.	10	10.1 and 10.3.	20	Kennewick Over street crossings.	8
Heppner Branch Maximum speed.	25	11.9 and 12.1.	15	Richland Jct. On Govt. track between Richland Jct. and North Richland. Within yard limits.	25 15
3-degree curves.	20	Independence 14.7 and 15.2.	10	Benton City Within city limits.	30
4- and 5-degree curves.	15	16.7 and 16.9.	20	Between Mile Posts— 37.5 and 38.5.	15
On curves of 6-degrees and over.	10	18.5 and 19.8.	15	Grandview Within city limits.	30
Condon Branch Maximum speed.	25	South Elma 32.8 and 33.8.	15	Over street crossings.	30
3-degree curves.	20	34.4 and 34.6.	10	Zillah Over street crossings.	15
4- and 5-degree curves.	15	35.0 and 35.4.	15	Donald Yakima River Bridge 89.35, through gantlet track.	15
On curves of 6-degrees and over.	10	36.1 and 36.3.	15	Over N. P. Crossing and between home signals governing crossing.	20
On descending grades between Speece and Mikkalo.	15	37.5 and 38.2.	20		
On descending grades between Barnett and Rock Creek.	15	38.5 and 39.7.	15		
Grass Valley Branch Maximum speed.	25	41.5 and 42.3.	15		
3-degree curves.	20	Between Mile Posts— Melbourne 44.3 and 45.5.	15		
		46.3 and 46.8.	20		

BRANCHES (Continued)

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

BRANCHES (Continued)

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

BRANCHES (Continued)

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

Standard clocks are located as shown below:

Albina..... Train Dispatcher's Office	Bend (Joint) . . . O. T. Ry. Telegraph Office	Olympia..... Telegraph Office
Albina..... Yard Telegraph Office	Centralia (Joint).N. P. Ry. 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	.....N. P. T. 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	Hoquiam (Joint).N. P. Ry. Telegraph Office	..... Union Station Telegraph Office
Argo..... Trainmen's Register Room	Huntington..... Telegraph Office	Spokane..... Train Dispatcher's Office
Argo..... Yard Office	Kellogg-Wardner..... Telegraph Office	Spokane..... Telegraph Office
Argo..... Enginemen's Register Room	Kennewick..... Telegraph Office	Tacoma..... Yard Office
Arlington..... Telegraph Office	La Grande..... Crew Dispatcher's Office	The Dalles..... Telegraph Office
Ayer..... Telegraph Office	La Grande..... Train Dispatcher's Office	The Dalles..... Switchmen's Locker Room
Baker..... Telegraph Office	La Grande..... Depot Telegraph Office	Walla Walla..... Telegraph Office
	Moscow..... Telegraph Office	Yakima..... Telegraph Office
		Yakima..... Roundhouse

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

SYMBOLS AND ABBREVIATIONS
Rules 6 and 6(A)

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

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

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

- B—bulletins;
- D—day operator;
- H—hog drenching;
- I—interlocking;
- J—junction;
- K—standard clock;
- M—railroad crossing protected by signals or gates;
- N—night operator;
- O—oil;
- P—telephone;
- R—train register;
- T—turntable;
- U—railroad crossing not protected by signals or gates;
- V—track connection with foreign railroad;
- X—yard limits;
- Y—wye;
- Z—track scales.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	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. 65

Effective Sunday
May 30, 1965
At 12:01 A.M. Pacific Time

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

Safety and Courtesy Insure Security

S.I.R.R. SURGEONS AND PHYSICIANS

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

STANDARD CLOCK LOCATIONS

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

RAILROAD RADIO CALL LETTERS AND NUMBERS

Dispatcher—KOH 379
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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B—bulletins;	P—telephone;
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H—hog drenching;	T—turntable;
I—interlocking;	U—railroad crossing not protected by signals or gates;
J—junction;	V—track connection with foreign railroad;
K—standard clock;	X—yard limits;
M—railroad crossing protected by signals or gates;	Y—wye;
N—night operator;	Z—track scales.
O—oil;	

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

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

WESTWARD		SPOKANE SUB-DIVISION				EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 65 May 30, 1965	Mile Post	SECOND CLASS							
	9 Freight						8 Freight							
	Daily						STATIONS							
91	BKPRVXYZ				4.00AM	DN	EASTPORT	RO	140.8	A	2.25AM			
							14.5							
49	P				4.30		MEADOW CREEK		126.3		12.07AM			
							3.2							
36					4.39		EILEEN		123.1		11.58PM			
							3.9							
39	PX				4.51		MOYIE SPRINGS		119.2		11.48			
							0.6							
52	BKOPRVWXY				5.20	DN	BONNERS FERRY	BY	109.6		11.25			
							0.3							
	MX						K. V. CROSSING		109.3					
							5.6							
25	P				5.34		DEEP CREEK		103.7		11.02			
							8.2							
103	P				5.48		SHILOH		95.5		10.47			
							5.6							
64	P				5.58		ELMIRA		89.9		10.37			
							3.1							
48	P				6.03		SAMUELS		86.8		10.32			
							4.4							
63	P				6.11		FOREST SIDING		82.4		10.24			
							7.7							
43	BKMPVXYZ				6.28	DN	SANDPOINT	SA	74.7		10.12			
							3.0							
Spur 64	VX				6.36		DOVER		71.7		9.57			
							2.9							
66	P				6.43		GRAVEL PIT		68.8		9.50			
							11.1							
103	P				7.03		VAY		57.7		9.30			
							7.6							
52	P				7.15		CLAGSTONE		50.1		9.19			
							7.4							
50	P				7.28		ATHOL		42.7		9.07			
							6.2							
Spur 36					7.36		CHILCO		36.5		8.59			
							11.0							
37	JPXY				7.51		COUER D'ALENE JCT.		25.5		8.44			
							3.4							
60	MPVX				7.57		GRAND JCT. (C.M.ST.P.&P. and N.P. Crossing)		22.1		8.37			
							3.6							
							STATE LINE		18.5					
							0.5							
60					8.05		EAST FARMS		18.0		8.30			
							7.2							
27	PXY				8.18	D	TRENTWOOD-VELOX	KD	10.8		8.18			
							4.0							
24	JPVX				8.30		MILLWOOD-IRVIN		6.8		8.10			
							4.1							
45	PVXYZ				8.40		SPOKANE SHOP		2.7		8.00			
							1.6							
	IJPX				A 8.50AM	DN	N.P. CROSSING	CG			7.50PM			
							2.5							
	BLJKOPTVXZ				A 9.00 AM		East Spokane				7.40 PM			
							(139.7)				Daily			

(4.50) Thru Time (6.35)
28.9 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, Oregon Division, will run as No. 8 on Spokane International Railroad.
Between East Spokane and NP crossing, trains will be governed by operating rules, Time-Table and special instructions of Union Pacific Railroad, 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. 65 May 30, 1965	Mile Post							
							STATIONS						
	MPRXY				D	COUER D'ALENE	CN		9.0				
17	MVX					1.4	GIBBS		7.6				
						7.6	COUER D'ALENE JCT.		0.0				
37	JPXY												
							(9.0)						

**SIDINGS AND SPURS
SPOKANE SUB-DIVISION**

	Mile Post	Car Capacity	Switch Connection
Center Spur.....	3.7	2	West
Parkwater.....	4.1	5	West
Airway.....	5.0	4	West
Millwood-Irvin.....	6.8		
Team Track.....		2	West
Apple Spur.....		14	West
Irvin Siding.....		26	Both
Trentwood-Velox.....	10.8		
Velox Siding.....		34	Both
West Wye Track.....		29	West
East Wye Track (Main Lead)...		30	East
East Siding.....		9	Both
West Siding.....		17	Both
Cominco No. 3 Track.....		22	Both
Trentwood Passing Track.....		27	Both
Austin.....	12.5	46	East
Eastfarms Apple Spur.....	19.0	22	East
Interstate.....	20.19	6	West
Haycroft Spur.....	26.5	5	East
Chilco Spur.....	36.5	36	East
Vay Industry Spur.....	57.7	5	East
Collala.....	62.9	5	West
Gravel Pit Spur.....	68.8	12	West
Dover.....	71.7		
G. N. Transfer.....		24	West
Board Plant.....		14	West
No. 2 Track.....		20	West
Run-a-round Track.....		6	Both
Sandpoint.....	74.7		
West Passing Track.....		43	Both
Fansler.....		1	East
Shell.....		7	West
CoOp Gas.....		3	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

	Mile Post	Car Capacity	Switch Connection
N. P. Transfer.....	76.2		
Track No. 1.....		28	Both
Track No. 2.....		39	Both
Track No. 3.....		36	Both
Track No. 4.....		35	Both
Sandpoint East Siding.....	76.5	102	Both
Naples.....	97.7	8	West
Burns.....	101.5	13	West
Deep Creek Planing Mill Track..	101.5	5	East
Bonnors Ferry.....	109.6		
West Storage Track.....		63	Both
Passing Track.....		52	Both
House Track.....		6	East
Oil Spur.....		13	West
Thompsons.....		17	East
Cinder Spur.....		17	East
Moyie.....	119.0		
Log Siding.....		24	Both
Saddler Siding.....		22	Both
Sinclair.....	135.1	12	West
Addie.....	137.1	12	West
Eastport.....	140.8		
New Passing Track.....		91	Both
Track No. 1.....		41	Both
Track No. 2.....		36	Both
Track No. 3.....		32	Both
Warehouse Track (U. S. Side)..		10	Both

COEUR D'ALENE BRANCH

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

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

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

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

GENERAL

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

SPOKANE SUB-DIVISION

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

COEUR D'ALENE BRANCH

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