

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 51

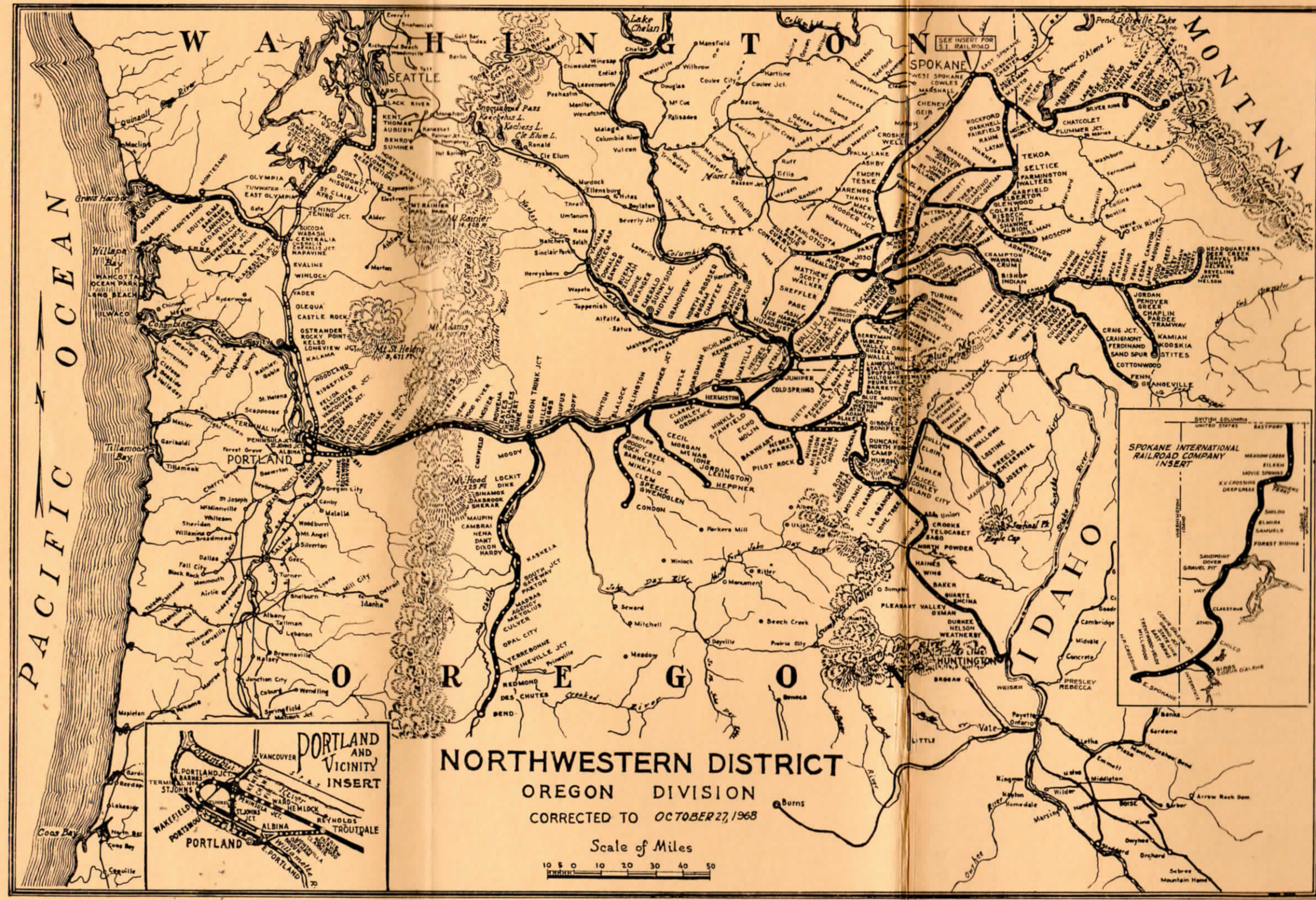
Effective Sunday
October 27, 1968
At 12:01 A.M. Pacific Time

SPOKANE INTERNATIONAL
RAILROAD COMPANY

TIME-TABLE NO. 70
Effective Sunday
October 27, 1968
At 12:01 A.M. Pacific Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY



NORTHWESTERN DISTRICT

OREGON DIVISION
 CORRECTED TO **OCTOBER 27, 1968**

Scale of Miles
 0 10 20 30 40 50

G. H. BAKER
General Manager

J. BOWEN
General Superintendent Transportation

W. R. TUEL
General Superintendent

W. G. JOHNSON, Superintendent Portland, Ore.

R. B. Hardin, Assistant Superintendent Portland, Ore.
J. E. Petersen, 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.
L. A. Kirkeby, Trainmaster La Grande, Ore.
G. C. Fisher, Asst. Trainmaster Walla Walla, Wash.
J. E. Pickett, Master Mechanic Portland, Ore.

A. B. Ziegler, General Road Foreman of Engines Portland, Ore.
J. C. Ladd, Road Foreman of Engines La Grande, Ore.
D. L. Freeman, Road Foreman of Engines Portland, Ore.
G. W. Jones, Road Foreman of Engines Spokane, Wash.
L. F. Love, Road Foreman of Engines Portland, Ore.
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.
M. E. Merritt, 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.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Joyle Dahl	Surgeon	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
David G. Duncan	Surgeon	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
Robt. M. Hansen	Aurist	Portland, Ore.	G. V. Axford	Surgeon	Pasco, Wash.
M. H. Johnson	Oculist	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
A. M. Klass	Oculist and Aurist	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
M. L. Linn	Oculist	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
L. E. Lundberg	Surgeon	Portland, Ore.	G. S. McConnell	Surgeon	Ritzville, Wash.
A. T. Morrison	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
T. R. Nickelson	Surgeon	Portland, Ore.	J. L. Ash	Aurist	Seattle, Wash.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	John M. Shiach	Oculist	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
G. M. Burns	Surgeon	Baker, Ore.	H. E. Eggers, Jr.	Urologist	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	H. S. Brown	Surgeon	Spokane, Wash.
P. W. Ford	Surgeon	Bend, Ore.	S. A. Davis	Surgeon	Spokane, Wash.
D. S. Spence	Surgeon	Bend, Ore.	R. E. Elston	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	G. W. Girvin	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	D. J. McGonigle	Surgeon	Spokane, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
W. H. Wolff	Surgeon	Heppner, Ore.	G. T. Wallace	Orthopedist	Spokane, Wash.
F. W. Ford	Surgeon	Hermiston, Ore.	A. J. Herrmann	Surgeon	Tacoma, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, Wash.
G. C. Carter	Surgeon	Hood River, Ore.	W. E. Hart	Surgeon	Tekoa-Fairfld., Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	F. A. Thiel	Surgeon	Tekoa-Fairfld., Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Robert E. Staley	Surgeon	Kellogg, Ida.	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	Wallace, Ida.
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.
			N. W. Moss	Surgeon	Yakima, Wash.
			R. P. Schefter	Oculist and Aurist	Yakima, Wash.

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 51		FIRST CLASS			
105	19	457	17	October 27, 1968		20	106	458	18		
Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily		STATIONS					
4.40			4.05	0.0		GRANGER		A 8.45		A 8.55	
8.05			9.00	213.9		POCATELLO		4.45		4.30	
8.15			9.50			GLENN'S FERRY		4.30		3.50	
10.40			1.30	373.8		BOISE		1.45		12.45	
11.55			3.15	448.4		M.T. HUNTINGTON M.T.		12.20		11.05	
1.50			6.05	550.1		P.T. LA GRANDE P.T.		10.36		8.40	
12.51			5.15	649.7		PENDLETON		9.35		7.30	
3.10			8.15	723.9		SPOKANE		7.15		5.00	
5.15			11.00	841.8		HINKLE	A 5.30	5.01		2.45	
	10.45			941.8		THE DALLES		1.00	4.26	2.05	
5.56	A 3.15		12.15	755.3		PORTLAND		2.45		12.25	
7.25			2.40	855.4		SEATTLE		1.00	A 9.30	10.30	
A 9.15		9.45	A 5.00	939.5				5.30			
		A 1.30		1122.7							
								Daily	Daily	Daily	Daily
(17.35)	(4.30)	(3.45)	(25.55)			.....Thru Time.....	(4.30)	(18.45)	(4.00)	(21.25)
53.4	40.7	48.9	36.2			.....Average speed per hour.....	40.7	50.1	45.8	43.9

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 51		FIRST CLASS			
			35		October 27, 1968		36			
			Passenger		Passenger	Passenger	Passenger			
			Monday			STATIONS				
			Thursday			McCAMMON		A 3.15		
			Saturday			POCATELLO		2.45		
						IDAHO FALLS		2.05		
						BUTTE		12.55		
								7.30		
								Sunday		
								Tuesday		
								Friday		
						.....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. 51 October 27, 1968	Mile Post	FIRST CLASS					
		17 Passenger	105 Passenger			18 Passenger	106 Passenger				
		Daily	Daily								
	STATIONS					STATIONS					
BFKPTWYZ		5.15PM	12.51AM	C-R HUNTINGTON HU	389.4	A 7.30AM	A 9.35PM				
93 P				4.9 LIME	384.5						
91 P				7.0 WEATHERBY	377.5						
179 PT				8.6 DURKEE	368.9						
94 P				7.2 OXMAN	361.7						
119 P				6.3 PLEASANT VALLEY	355.4						
184 PT				3.5 ENCINA	351.9						
94 P				4.6 QUARTZ	347.3						
189 BFKP TWYZ		6.47	2.05	5.3 BAKER BC	342.0	6.15	8.15				
86 P				4.4 WING	337.6						
92 P				5.9 HAINES	331.7						
92 P				9.6 NORTH POWDER	322.1						
92 P				6.6 SAGO	315.5						
127 PT				2.9 TELOCASET	312.6						
92 P				3.7 CROOKS	308.9						
93 JPT				6.7 O UNION JCT. UN	302.2						
92 P				7.3 LONETREE	294.9						
BFKPQTWYZ		8.05PM	3.05AM	5.1 C-R LA GRANDE RA	289.8	5.00AM	7.15PM				
				(99.6)		Daily	Daily				
	(2.50)	(2.14)	..... Thru Time.....	(2.30)	(2.20)					
	35.1	44.6	..... Average speed per hour.....	39.8	42.7					

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. 51 October 27, 1968	Mile Post	FIRST CLASS					
		17 Passenger	105 Passenger			18 Passenger	106 Passenger				
		Daily	Daily								
	STATIONS					STATIONS					
BEJKPQTWYZ		8.15PM	3.10AM	C-R LA GRANDE RA	289.8	A 4.50AM	A 7.10PM				
131 PT				7.7 HILGARD	282.1						
121 P				8.5 MOTANIC	275.6						
P				3.5 NORDEEN	272.1						
123 PT				1.0 KAMELA	271.1						
P				2.5 ROSS	268.3						
WB 92 P EB 85				2.8 MEACHAM	265.5						
119 P				7.8 HURON	257.7						
105 P				3.6 CAMP	254.1						
WB 57 PT EB 47				5.6 DUNCAN	248.5						
87 P				9.0 BONIFER	239.5						
87 PT				2.6 GIBBON	236.9						
104 P				7.3 HOMLY	229.6						
99 P				4.9 MINTHORN	224.7						
101 P				5.5 MUNRA	218.9						
139 BJKPT WYZ		11.00	5.15	3.3 C PENDLETON FD	215.6	2.45	5.01				
138 JP				3.6 RIETH	212.0						
114 P				3.7 BARNHART	208.3						
114 P				9.4 NOLIN	198.9						
116 P		11.34		6.3 ECHO	192.6						
P		11.39		4.2 STANFIELD	188.4						
BFKPQTWYZ		11.55PM	5.55AM	4.2 C-R HINKLE UK	184.2	2.05AM	4.26PM				
				(105.6)		Daily	Daily				
	(3.40)	(2.45)	..... Thru Time.....	(2.45)	(2.44)					
	28.8	38.4	..... Average speed per hour.....	38.4	38.5					

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

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 51 October 27, 1968	Mile Post	FIRST CLASS					
		105 Passenger	17 Passenger			18 Passenger	106 Passenger				
		Daily	Daily								
	STATIONS										
BFJKPQTWYZ		5-56AM	12-15AM	C-R HINKLE UK	184.2	A 1-55AM	A 4-25PM				
P			12-22	O ORDNANCE RN	177.7						
158 P				MUNLEY	175.8						
116 P				CLARKE	169.8						
178 P				O BOARDMAN BD	163.7						
176 P				CASTLE	157.3						
176 JP				HEPPNER JCT.	147.5						
180 JPT			s 1-10	O ARLINGTON MX	138.3	s 1-10					
176 P				BLALOCK	128.7						
176 P				QUINTON	121.1						
196 P				GOFF	112.4						
114 P				O BIGGS BX	103.1						
43				MILLER	100.4						
JPX				OREGON TRUNK JCT.	95.1						
60 PX		7-15	2-08	DUNE	91.9						
BFJKPQTWYZ		As 7-25AM	A 2-30AM	C-R THE DALLES DK	85.8	12-25AM	2-45PM				
				(98.4)		Daily	Daily				

(1.29) (2.15) Thru Time..... (1.30) (1.40)
66.3 43.7 Average speed per hour..... 65.6 59.0

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

For conditional stops to discharge or pick up revenue passengers, see page 25.

For stations not shown on schedule pages, see page 16.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 51 October 27, 1968	Mile Post	FIRST CLASS					
		105 Passenger	17 Passenger			106 Passenger	18 Passenger				
		Daily	Daily								
	STATIONS										
BFJKPQTWYZ		7-25AM	2-40AM	C-R THE DALLES DK	85.8	As 2-45PM	A 12-20AM				
P		7-31	2-46	CRATES	81.7	2-36	12-13				
121 P		7-37	2-52	ROWENA	76.5	2-30	12-07AM				
115 P		7-45	3-01	MOSIER	70.2	2-23	11-59PM				
92 JPY		f 7-54	s 3-17	C HOOD RIVER KI	62.8	f 2-14	s 11-50				
117 P		7-59	3-23	MENO	58.7	2-09	11-42				
112 P		8-09	3-35	WYETH	50.2	1-59	11-32				
122 P		8-18	3-45	C CASCADE LOCKS CJ	43.0	1-50	11-22				
107 P		8-23	3-52	BONNEVILLE	38.7	1-45	11-17				
114 P		8-28	3-58	DODSON	33.9	1-40	11-11				
114 P		8-35	4-08	BRIDAL VEIL	26.6	1-33	11-03				
114 P		8-39	4-13	ROOSTER ROCK	22.7	1-29	10-59				
45		8-46	4-24	C TROUTDALE SN	15.6	1-22	10-52				
80 JPY				FAIRVIEW	13.2		10-49				
P			4-29	CLARNIE	7.7	1-15	10-44				
43 P		8-54	4-36	GRAHAM	4.4	1-10	10-39				
22 PY		8-59	4-42	C EAST PORTLAND EP	0.5	1-03	10-33				
IJPTY		9-05	4-51	HEMLOCK	17.0						
42 P				FIR	12.4						
PY				KENTON	8.1	VIA GRAHAM	VIA GRAHAM				
BKPYZ		VIA GRAHAM	VIA GRAHAM	PENINSULA JCT.	5.6						
JPTY				ST. JOHNS JCT.	4.2						
JPY				ALBINA	1.6						
BFJKPQTWYZ				C EAST PORTLAND EP	0.5	1-03	10-33				
IJPTY		9-05	4-51	C-R PORTLAND P-VC	0.0	1-00PM	10-30PM				
BIJKP		A 9-15AM	A 5-00AM	VIA GRAHAM (85.8)		Daily	Daily				
				VIA KENTON (92.2)							

(1.50) (2.20) Thru Time..... (1.45) (1.50)
46.8 36.8 Average speed per hour..... 49.0 46.8

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

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

Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

At Portland, trains and engines are governed by Operating Rules and special instructions of Portland Terminal Railroad Company while using Portland Terminal Railroad Company tracks.

For conditional stops to discharge or pick up revenue passengers, see page 25.

For stations not shown on schedule pages, see page 16.

WESTWARD		FIFTH SUBDIVISION			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS		Time-Table No. 51 October 27, 1968	Mile Post	FIRST CLASS		
		457 Passenger				458 Passenger	
		Daily					
STATIONS							
		9 45 AM	C PORTLAND P-Vc	0.0	A 9 30 PM		
IJY		9 50	C NORTH PORTLAND JCT. KD	6.8	9 12		
		A 10 03 AM	1.9 VANCOUVER	8.7	9 08 PM		

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

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

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

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

		N. P. CROSSING		145.2		
		1.2		146.4		
		0.1		146.5		
		0.3		146.8	A 6 22 PM	
IJY		12 41 PM	C RESERVATION RN	147.5	6 20 PM	
IJPY		A 12 43 PM	C TACOMA JCT. JN			

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.

		BLACK RIVER		173.8	A 5 45 PM	
18 IJPY		1 14 PM	C-R	173.8		
P			C. M. St. P. & P. & P. C. CROSSING			
			6.3			
BFIJKPQ TWYZ		1 22	C-R ARGO G	180.1	5 37	
BKPY		A 1 30 PM	O-R SEATTLE OW	183.2	5 30 PM	
			(183.2)		Daily	
		(3.45)	..... Thru Time.....	(4.00)		
		48.9	..... Average speed per hour.....	45.8		

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

WESTWARD		SIXTH SUBDIVISION						EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					FIRST CLASS	Time-Table No. 51 Oct. 27, 1968	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														
BFIJKPQ TWYZ			10 00 PM	7 40 PM				R EAST SPOKANE 2.5	371.7				A 10 00 AM	A 4 35 PM
IJPY			10 09	A 7 50 PM				C N.P. CG CROSSING 1.9	369.2				9 50 AM	4 25
BJKPY			10 15			10 45 AM		C-R SPOKANE AU 1.7	367.8	A 5 30 AM				4 20
45 PY			10 22			10 51		WEST SPOKANE 7.8	366.5	5 17				4 12
43 P			10 35			11 03		MARSHALL 7.3	367.8	5 03				3 52
118 P			10 50			11 12		CHENEY 10.2	360.5	f 4 53				3 37
42 P			11 05			11 24		MASON 11.4	340.3	4 40				3 17
86 P			11 22			11 38		WELLS 6.6	328.9	4 27				2 52
42 P			11 32			11 45		PALM LAKE 9.4	322.3	4 19				2 42
43 P			11 46 PM			11 55 AM		EMDEN 6.7	312.9	4 08				2 25
62 JPTY			12 01 AM			12 05 PM		O MARENGO 4.8	306.2	4 00				2 15
42 P			12 08			12 10		THAVIS 8.6	301.4	3 54				2 07
42 P			12 21			12 20		ANKENY 7.9	292.8	3 43				1 53
31 JPT	1 40 PM		12 33			12 29		R HOOPER JCT. 11.8	284.9	3 33		A 6 00 AM		1 40
121 P	2 02		12 52			12 45		JOSO 5.3	273.1	3 16		5 25		12 45 ¹⁰
JY								AYER JCT. 1.5	269.6					
BFKP TWY	A 2 25 PM		1 30			1 04		C-R AYER JD 11.4	268.1	A 2 58		5 00 AM		12 20 PM
176 P			1 45			1 17		MATTHEWS 10.0	266.7	2 43				11 55 AM
176 P			2 00			1 28		WALKER 9.8	246.7	2 30				11 40
187 P			2 15 ²⁰			1 41		PAGE 8.7	236.9	2 15 ¹⁵¹				11 25
100 P			2 39			1 53		ASH 13.0	228.2	2 00				11 10
134 JPTY		3 30 AM	3 05			2 55 AM	f 2 08	C-R WALLULA 1.7	215.2	f 1 45	A 2 45 AM			10 50
JPTY		3 35	3 10			3 00	2 11	WALLULA JCT. 10.3	213.5	1 40	2 40			10 45
132 P		3 52	3 30			3 20	2 25	JUNIPER 9.8	203.2	1 25	2 22			10 30
134 P		4 10	3 45			3 40	2 35	COLD SPRINGS 9.2	193.4	1 15	2 05			10 15
BFIJKPQ TWYZ		A 4 35 AM	A 4 05 AM			A 4 00 AM	A 3 15 PM	C-R HINKLE UK (189.8)	184.2	1 00 AM	1 45 AM			10 00 AM
										Daily	Daily	Daily Except Sunday	Daily	Daily
		(0.45)	(1.05)	(6.05)	(0.10)	(1.05)	(4.30)	..... Thru Time.....	(4.30)	(1.00)	(1.00)	(0.10)	(6.35)	(1.05)
		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-72.

S. I. No. 9 arriving at N. P. Crossing on Spokane International Railroad Co. will run as S. I. No. 9 N. P. Crossing to East Spokane. No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 Hooper Jct. to Ayer. For conditional stops to discharge or pick up revenue passengers, see page 25. For stations not shown on schedule pages, see page 16.

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51		Mile Post	SECOND CLASS
	305	October 27, 1968			304
	Freight				Freight
STATIONS					
22	PTY	7:00AM	O-R JOSEPH J	83.8	A 1:50PM
22	PY	7:30	O ENTERPRISE RS	78.0	1:25
29		8:05	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		A 12:25PM	C-R LA GRANDE RA	0.0	9:00AM
			(83.8)		Daily Except Saturday
		(5.25)	..... Thru Time.....	(4.50)	
		15.5	..... Average speed per hour.....	17.3	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 51		Mile Post		
	October 27, 1968				
	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. 51		Mile Post		
	October 27, 1968				
	STATIONS				
BFJKPQ TWYZ		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 the opposite direction.—See Rule S-72.
For stations not shown on schedule pages, see page 16.

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 51		Mile Post		
	October 27, 1968				
	STATIONS				
37	PTY	O-R	HEPPNER 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		HEPPNER JCT.	0.0	
			(45.2)		

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 51		Mile Post		
	October 27, 1968				
	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. 51		Mile Post	SECOND CLASS
	313	October 27, 1968			314
	Freight				Freight
STATIONS					
BFJKPT WYZ		5:00 AM	C-R BEND D	150.0	A 2:30 PM

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

JPTY	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
		(150.0)		Daily Except Sunday
	(7.01)	..... Thru Time.....	(7.00)	
	21.4	..... Average speed per hour.....	21.4	

BEND BRANCH SHOWN FOR INFORMATION ONLY.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 51		Mile Post		
	October 27, 1968				
	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)		

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages, see page 16.

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS		Time-Table No. 51		Mile Post	
	307	309	October 27, 1968			308
	Freight	CMSt. P & P Freight				306
STATIONS						
BFJKP TWYZ		2:00 AM	C-R CENTRALIA CN	0.0	A 8:00 PM	

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPY	2:15AM	BLAKESLEE JUNCTION	2.4	A 7:45PM	
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
20	P	GALVIN	5.0	7:35	
36	JP	2:50	12:01AM R HELSING JUNCTION	12.2	A 7:40PM 7:10
43		2:55	12:05 INDEPENDENCE	13.7	7:35 7:05
43	P	3:20	12:30 CEDARVILLE	22.2	7:10 6:40
42		3:30	12:40 LANKNER	26.3	7:00 6:30
36		3:45	12:55 SAGINAW	30.8	6:45 6:15
1	P	3:50	1:00 SOUTH ELMA	32.5	6:40 6:10
43	PTY	4:25	1:35 SOUTH MONTESANO	42.4	6:05 5:35
JPY			MONTESANO	43.9	
43	PTY	4:25	1:35 SOUTH MONTESANO	42.4	6:05 5:35
28	PY	5:00	2:05 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 5:30 AM	A 3:05 AM	O-R HOQUIAM HO	57.5	5:00 PM	4:30 PM
			(57.5)		Daily Except Saturday	Daily Except Sunday
	(3.30)	(3.04)	..... Thru Time.....	(2.40)	(3.30)	
	16.4	14.8	..... Average speed per hour.....	17.0	16.4	

WESTWARD				YAKIMA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 51 October 27, 1968	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					
BFJKPTWYZ				9.30 PM	O-R	YAKIMA NY	98.0			A 2.15 AM	
31 Y				9.40		UNION GAP	94.6			1.55	
MP					Block Signal	N. P. CROSSING	91.3				
23 P				9.50		PARKER	90.8			1.45	
M					Block Signal	N. P. CROSSING	89.4				
24 P				10.00		DONALD	86.8			1.30	
12 JP				10.07		SAWYER	84.5			1.20	
30 JP				10.15	O	BUENA BA	81.6			1.10	
60 JPY				10.24	O	ZILLAH AH	78.5			12.55	
43 P				10.40		GRANGER	78.4			12.25	
42				10.55		EMERALD	67.2			12.05 AM	
28 JPTY				11.05	R	MIDVALE	63.6			11.35 PM	
41 JPY				11.20	O	GRANDVIEW GW	57.7			11.20 ³⁶³	
35 P				11.45 PM		NORTH PROSSER	50.8			10.50	
43				12.05 AM		CHAFFEE	43.0			10.30	
41 P				12.25		BENTON CITY	36.5			10.12	
43				12.40		ACTON	31.3			9.55	
43 JPY		7.40 AM	6.20 AM	1.05	R	RICHLAND JCT.	19.0	A 5.20 AM	A 5.30 AM	9.25	
36 BJKPWY		A 8.00 AM	A 6.50 AM	1.20	C	KENNEWICK KN	13.2	5.00 AM	5.10 AM	8.52	
6 P				1.35		HEDGES	8.7			8.38	
70 JP				1.45		VILLARD JCT.	7.0			8.30	
58 JPY					C.T.C.	ATTALIA	0.6				
134 JPTY				A 2.05 AM	C-R	WALLULA JN	0.0			8.15 PM	
						(98.4)		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	(6.00) 16.3	

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).				Time-Table No. 51 October 27, 1968	Mile Post						
35 JPTY				R	MIDVALE	0.0					
JPY				O	SUNNYSIDE SI	2.8					
					(2.8)						

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

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Kennewick.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.
 For stations not shown on schedule pages, see page 16.

WESTWARD				TEKOA BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 51 October 27, 1968	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					
BFLJKPQ TWYZ				6.00 AM		EAST SPOKANE	161.0			A 1.00 AM	A 1.55 PM	
48 IJY				6.10	f	DISHMAN SP	158.9			10.45	1.45	
27 P				6.20	f	CHESTER	155.7			10.35	1.35	
63 P				6.45	f	MICA MA	149.7			10.10	1.10	
JPY				7.00	A f	MANITO MU	143.8			9.55 AM	12.55	
17				7.20	f	ROCKFORD RD	138.4				12.35	
34				7.35	f	DARKNELL	135.1				12.20	
24 JPY				7.50	f	FAIRFIELD G	131.7				12.05 PM	
18				8.05	f	LATAH	123.3				11.35 AM	
PTY				8.35	s	TEKOA K	116.1				11.10	
8 JPY				8.55 AM	A	SELTICE	110.4				10.50	
25						FARMINGTON FM	104.5				10.30	
U						N. P. CROSSING	95.4					
28 JY						GARFIELD GR	95.1				10.05	
24 JPTY						ELBERTON	89.7				9.45	
25						COLFAX CA	77.4				9.00	
21						MOCKONEMA	72.5				8.30	
22 PY						DIAMOND	68.5				8.15	
53 JPTY				12.15 PM		ENDICOTT DI	57.9				7.40	
38				12.25		WINONA WA	52.1				7.20	
19 JPTY				12.45 PM	A f	BUTTON	48.0				7.10	
35						LA CROSSE JA	41.5				6.50 AM	
34						JERITA	35.8					
46 JPTY		10.00 PM				HAY	30.2					
10 JPTY		10.20	7.55 PM			RIPARIA XR	17.5				A 9.50 PM	
JY		A 11.10 PM	A 8.40 PM			TUCANNON	11.8				A 3.45 PM	
						AYER JCT.	7.2				3.00 PM	
						(153.8)		Daily	Daily Except Sunday	Daily Except Saturday	Daily	
	(1.10) 15.0	(0.45) 16.8	(6.45) 16.2	(1.00) 17.4	.....	Thru Time.....	(1.05) 16.0	(7.05) 16.9	(0.45) 16.8	(1.10) 15.0	

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 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. 51 October 27, 1968	Mile Post	SECOND CLASS	378
	379					Freight
	Daily Except Sunday				
STATIONS					
BJKPWY	8.00AM	O-R MOSCOW MO	28.1	A 2.00PM	
		7.6			
	8.30	WHITLOW	20.5	1.10	
		1.2			
U		N. P. CROSSING	19.3		
		0.6			
17 PY	8.40	O PULLMAN XN	18.7	1.00	
		6.0			
13 P	9.05	ALBION	12.7	12.25	
		3.0			
14	9.20	SHAWNEE	9.7	12.10PM	
		9.7			
JMPTY	A10.00AM	O-R COLFAX CA	0.0	11.30AM	
		(28.1)			
				Daily Except Sunday	
	(2.00)	..... Thru Time.....		(2.30)	
	14.1	Average speed per hour		11.2	

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51 October 27, 1968	Mile Post	SECOND CLASS	356
	355					Freight
	Daily Except Saturday				
STATIONS					
BFJKPTWYZ		C-R WALLA WALLA BU	30.9		
		2.0			
2 Y		COLLEGE PLACE	28.9		
		0.2			
M		W. W. V. RY. CROSSING	28.7		
		0.1			
12 Y		GARRETT	28.6		
		4.6			
5		WHITMAN	24.0		
		4.7			
22		LOWDEN	19.3		
		4.3			
107 PY		TOUCHET	15.0		
		7.5			
7		REESE	7.5		
		3.7			
JP		ZANGAR JCT.	3.8		

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

WESTWARD	WALLULA JCT.	EASTWARD
JPTY	3.8	0.0
	(30.9)	

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51 October 27, 1968	Mile Post	SECOND CLASS	391
	391					Mixed
	Daily Except Saturday				
STATIONS					
8 JPY	9.01AM	SELTICE	48.0		
		8.2			
U		G. N. CROSSING	39.8		
		0.03			
U		N. P. CROSSING	39.7		
		0.55			
24 JY	9.30	O OAKESDALE ON	39.1		
		7.9			
36	10.00	THORNTON	31.2		
		0.5			
M		G. N. CROSSING	30.7		
		12.4			
21 Y	10.45	O ST JOHN SJ	18.3		
		6.8			
19	11.15	WILLADA	11.5		
		7.1			
42	11.45AM	GRAVEL PIT	4.4		
		4.4			
53 JTY	A12.01PM	O-R WINONA WA	0.0		
		(48.0)			
				Daily Except Saturday	
	(3.00)	..... Thru Time.....		(1.45)	
	16.0	Average speed per hour		16.5	

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

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51 October 27, 1968	Mile Post	SECOND CLASS	392
	391					Mixed
	Monday Wednesday Thursday Sunday				
STATIONS					
JPTY	12.50PM	O-R LA CROSSE JA	0.0	A 6.45AM	
		14.7			
5 Y		HOOPER	14.7		
		1.0			
24 JPTY	A 1.35PM	R HOOPER JCT.	15.7	6.00AM	
		7.8			
29		WASHTUCNA	23.5		
		13.9			
16 J		KAHLOTUS	37.4		Daily Except Sunday
		15.5			
14 TY		O-R CONNELL N	52.9		
		(52.9)			
	(0.45)	..... Thru Time.....		(0.45)	
	20.9	Average speed per hour		20.9	

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51 October 27, 1968	Mile Post	SECOND CLASS	356
	355					Freight
	Daily Except Saturday				
STATIONS					
17		RELIEF	9.3		
		4.5			
JPTY	7.40PM	STARBUCK	4.8	A 4.00PM	
		4.8			
JPTY	A 7.55PM	R TUCANNON	0.0	3.45PM	
		(9.3)			Daily Except Saturday
	(0.15)	..... Thru Time.....		(0.15)	
	15.2	Average speed per hour		15.2	

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51 October 27, 1968	Mile Post	SECOND CLASS	356
	355					Freight
	Daily Except Saturday				
STATIONS					
30 Y	5.55PM	O-R POMEROY PY	28.9	A 5.45PM	
		4.5			
18	6.10	ZUMWALT	24.4	5.30	
		8.1			
2	6.40	DODGE	18.3	5.00	
		1.8			
13	6.50	CHARD	14.5	4.50	
		3.2			
4	7.00	JACKSON	11.3	4.40	
		3.4			
13	7.15	DELANEY	7.9	4.25	
		7.9			
JPTY	A 7.40PM	STARBUCK	0.0	4.00PM	
		(28.9)			Daily Except Saturday
	(1.45)	..... Thru Time.....		(1.45)	
	16.5	Average speed per hour		16.5	

No. 355 arriving at Starbuck on Pomeroy Branch will run as No. 355 Starbuck to Tucannon.
 No. 356 arriving at Tucannon on Tekoa Branch will run as No. 356 Tucannon to Starbuck.
 No. 356 arriving at Starbuck on Tucannon Branch will run as No. 356 Starbuck to Pomeroy.
 No. 391 arriving at Seltice on Tekoa Branch will run as No. 391 Seltice to Winona.
 No. 391 arriving at La Crosse on Tekoa Branch will run as No. 391 La Crosse to Hooper Jct.
 No. 392 arriving at Hooper Jct. on Sixth Subdivision will run as No. 392 Hooper Jct. to La Crosse.
 For Stations not shown on schedule pages, see page 16.

WESTWARD		PENDLETON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51 October 27, 1968	Mile Post	SECOND CLASS	366
	365					Freight
	Daily Except Sunday				
STATIONS					
20 Y		ALTO	83.0		
		7.5			
17		MENOKEN	75.5		
		4.2			
20 JPY	12.50PM	BOLLES	71.3	A10.05AM	
		4.6			
19 PY	1.10	O PRESCOTT SY	66.7	9.45	
		13.1			
15	1.55	VALLEY GROVE	53.6	9.00	
		6.4			
U		N. P. CROSSING	47.2		
		0.6			
U		W. W. V. RY. CROSSING	46.6		
		0.5			
BFJKPT WYZ	A 2.25PM	C-R WALLA WALLA BU	46.1	8.30AM	
		1.9			
M		W. W. V. RY. CROSSING	44.2		
		4.3			
21		SPOFFORD	39.9		
		3.6			
M		W. W. V. RY. CROSSING	36.3		
		0.1			
30 JPY		O MILTON-FREEWATER CO	36.2		
		9.5			
40		BLUE MOUNTAIN	26.7		
		3.3			
14		DOWNING	23.4		
		2.5			
57 PY		O WESTON WT	20.9		
		3.7			
15 PY		O ATHENA CN	17.2		
		4.6			
31		ADAMS	12.6		
		2.6			
10		BLAKELEY	10.0		
		10.0			
BJKPTWYZ		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. 51 October 27, 1968	Mile Post	SECOND CLASS	366
	365					Freight
	Daily Except Sunday				
STATIONS					
24		TURNER	24.8		
		2.1			
18		WHESTONE	22.7		
		9.6			
10 JPTY	11.50AM	O DAYTON DA	13.1	A1 1.05AM	
		0.09			
U		N. P. CROSSING	13.0		
		0.01			
U		N. P. CROSSING	13.0		
		0.1			
JY	A1 1.55AM	DAYTON JCT.	12.9	11.00AM	

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

WESTWARD	STATIONS	EASTWARD
JY	12.25PM R WAITSBURG JCT.	5.2 A10.30AM
18 PY	12.35 O WAITSBURG BG	3.5 10.20
20 JPY	A12.50PM BOLLES	0.0 10.05AM
	(24.8)	Daily Except Sunday
	(1.00)	..... Thru Time.....
	13.1	Average speed per hour

WESTWARD		WALLACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 51 October 27, 1968	Mile Post	SECOND CLASS	388
	387					Mixed
	Daily				
STATIONS					
JY	1.30 AM	O-R MANITO MU	19.8	A 9.55 AM	
		(19.8)			
BETWEEN MANITO AND PLUMMER JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.					
JPY	2.10AM	C-R PLUMMER JCT. WJ	16.2	A1 9.15AM	
		6.6			
16 PY	f 2.40	CHATCOLET	22.8	f 8.45	
		7.7			
Y	f 3.10	HARRISON	30.5	f 8.15	
		3.5			
34 P	f 3.20	SPRINGSTON	34.0	f 8.05	
		11.3			
14 P	f 3.55	LANE	45.3	f 7.30	
		8.6			
27	f 4.10	ROSE LAKE	49.1	f 7.15	
		8.6			
23	f 4.40	CATALDO	57.7	f 6.45	
		4.8			
3 T	f 4.55	ENAVILLE	62.5	f 6.30	
		1.6			
5	f 5.05	PINE CREEK	64.1	f 6.20	
		3.1			
JY	f 5.15	BRADLEY	67.2	f 6.10	
		2.0			
19 BFKPQ WY	A 5.30AM	O-R KELLOGG-WARDNER DN	69.2	6.00AM	
		6.6			
23		OSBURN	75.8		
		4.4			
JPYZ		O WALLACE WC	80.2		
		0.2			
U		N. P. CROSSING	80.4		
		0.2			
U		N. P. CROSSING	80.6		
		0.1			
JY		WALLACE JCT.	80.7		
		6.2			</

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection	Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection
First Subdivision				Yakima Branch			
Nelson.....	372.9	47 P	East	Grosscup.....	28.2	3	Both
Second Subdivision				Biggam.....	48.3	5	Both
Pendair.....	213.5	114 P	Both	Boone.....	76.4	1	East
Mission.....	221.2	{ 5 P	Both	Pleasant Valley Branch			
Cayuse.....	227.1	19 P	Both	Juno.....	20.8	6	Both
North Fork.....	251.4	37 P	Both	Huntley.....	22.6	1	Both
Third Subdivision				Sunset.....	25.4	22	Both
Seufert.....	87.2	58 PXY	West	Warner.....	45.3	6	Both
Rufus.....	108.7	26 P	Both	Moscow Branch			
Fourth Subdivision				Risbeck.....	4.5	2	Both
Bruun.....	1.9	13 PY	Both	Parvin.....	7.8	5	Both
Montavilla.....	5.9	7	Both	Armstrong.....	15.7	1	Both
Rockwood.....	11.8	49	Both	Tekoa Branch			
Eri.....	14.2	1	Both	Pierson.....	20.1	1	West
C. L. Lumber Co.....	45.1	2 P	East	Schreck.....	31.9	7	Both
Chatfield.....	71.8	9 P	West	Thera.....(1)	64.8	10	Both
Via Kenton				Glenwood.....	83.5	8	Both
Champ.....	9.5	1	Both	Walters.....	98.6	10	Both
Ward.....	14.2	1	Both	Rahm.....	125.9	1	Both
Reynolds.....	20.0	{ 29 P	Both	Freeman.....	146.9	32	Both
Sixth Subdivision				Connell Branch			
Humorist.....	222.6	79 P	Both	Pampa.....	4.6	9	Both
Sun Harbor.....	223.9	15	Both	Gordon.....	8.2	3	Both
Ice Harbor.....	226.0	{ 15 P	Both	Wacota.....	34.1	3	West
Sheffler.....	244.8	8	Both	Estes.....	42.3	2	Both
Scott.....	252.1	1	Both	Sulphur.....	46.1	4	Both
Magallon.....	260.8	21	Both	Curry.....	51.1	7	Both
Park.....	279.3	44 P	Both	Tucannon Branch			
Mack.....	297.0	53 P	Both	Powers.....	3.0	2	Both
Teske.....	310.6	1	Both	Pomeroy Branch			
Ashby.....	317.1	36 P	Both	Houser.....	19.1	1	Both
Croskey.....	332.9	52 P	Both	Pendleton Branch			
Geib.....	345.3	42 P	Both	Havana.....	6.9	7	Both
Cowles.....	362.0	42 P	Both	Bade.....	30.2	8	Both
Joseph Branch				Barrett.....	33.1	6	Both
Island City.....	2.6	6	Both	Prunedale.....	34.2	10	Both
Baum.....	3.7	32	West	State Line.....	41.7	6	Both
Conley.....	5.9	2	Both	Langdon.....	43.6	8	Both
Vincent.....	40.6	1	East	Russell.....	51.8	7	Both
Harris.....	48.0	1	Both	Hadley.....	56.5	13	Both
Sevier.....	56.7	1	West	Berryman.....	59.8	5	Both
Freels.....	75.2	1	West	Ennis.....	60.9	3	Both
Marble.....	75.8	{ 1 P	Both	Robison.....	67.7	1	Both
Pilot Rock Branch				McCall.....	69.4	1	Both
McBee.....	2.8	1	East	McKay.....	78.6	2	Both
Condon Branch				Dayton Branch			
Roddy.....	11.2	10	West	Taggard.....	4.3	1	West
Grays Harbor Branch				Ronan.....	19.3	21	West
Raisch.....	2.6	2	Both	Wallace Branch			
Balch.....	18.3	14 P	Both	Dudley.....	52.0	6	Both
				Shont.....	72.8	1	Both
				Polaris.....	74.6	35	East
				Gem.....	84.1	1	Both
				Frisco.....	84.4	4 Y	Both

(1) Flag stop for No. 392.

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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
Passenger trains with 6 cars or less.	70		Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Work trains.		50	Derricks with 4-wheel trucks.		35
Regularly assigned locals.		50	For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		20
When using No. 14 turn-outs.	25	20	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line;		30
When using other cross-overs or turn-outs.	15	15	Branch lines.		20
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits: Where protected by continuous block signal system. Where not protected by continuous block signal system: Main line;	60	35	Jordan spreaders and other machines of spreader type, when in operation.		15
Branch lines.	50	25	Trains handling U. P. ore cars Nos 26000 to 26499, loaded or empty.		50
Diesel road freight locomotives except G. P. 7 Units Nos. 100 to 129 inclusive.	75		Trains handling MCPX and MONX 23000 series loaded tank cars.		50
G. P. 7 Units Nos. 100 to 129 inclusive.	65	65	Trains handling UTLX 80500 to 80999 jumbo tank cars.		50
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Trains handling specially equipped cars for company wheels and axles in series U.P. 99000 to 99014 and U.P. 99500 to 99962.		50
1800 class.	50	50	Trains handling company scrap.		35
Diesel locomotives running light. Will be governed by passenger train speed restrictions but not to exceed; With dynamic brake not in operation, on descending grade in excess of 1 per cent.		50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			6
Multiple unit engine when controlled from other than leading unit.	30	30	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35
Freight trains handling tonnage in excess of 70 tons per operative brake.		40			45
					45

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum Speed	79	60	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
La Grande Over street crossings within city limits.	20	20	Quartz 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
Between Mile Posts— Union Jct. 302.6 and 307.4.	35	25	351.1 and 353.9.	40	25	Durkee 370.7 and 371.0.	70	55
307.4 and 311.9.	45	25	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
311.9 and 314.3.	55	40	Pleasant Valley On descending grade between Pleasant Valley and MP 365.0.	50	25	Weatherby 378.1 and 382.0.	40	25
315.4 and 319.5.	30	20				382.3 and 383.9.	60	45
321.3 and 321.6.	70	55				Lime High line track and connection.			10
Baker 342.3 and 342.5.	20	20	On descending grade between Pleasant Valley and MP 365.0, freight trains averaging more than 65 tons per operative brake.		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	251.4 and 251.9.	60	45
205.3 and 206.2.	70	55	240.1 and 240.2.	30	25	252.3 and 257.0.	35	25
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	Hilgard 282.5 and 283.3.	45	30
Barnhart 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25	283.4 and 289.0.	30	20
			242.4 and 243.2.	60	45	289.8 and 290.5	20	20
			244.0 and 244.7.	40	25	La Grande		

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— 18.1 and 18.5.	60	45	Between Mile Posts— Hood River 63.1 and 64.3.	45	30
Portland Union Station, on all tracks P. T. R. R. Co. Yard, and through interlocking.	6	6	20.1 and 22.4	60	45	64.4 and 66.1.	60	45
East Portland Over frogs and railroad cross- ings and through interlock- ing 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 Trout- dale 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 Over slip switches within interlocking, all engines, eastward and westward trains until entire train through slip switches.	15	15	Argo On Eastward track at end of double track MP 180.1.	15	15			
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10				Between Mile Posts— 180.7 and 180.9.	35	25			
Reservation On curves between Reservation Tower and Tacoma Jct.	20	15				Between Mile Posts— 178.2 and 178.5.	20	20	Argo Yard All turn-outs.		10
						Argo Through interlocking.	30	30	Over all street crossings between Argo and Seattle.	20	20
						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
Between Mile Posts— Cold Springs 200.4 and 201.0.	50	45	240.6 and 245.0.	60	50	305.5 and 307.0.	35	35
			245.0 and 246.5.	45	35	Marengo 308.6 and 309.0.	60	45
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
Between Mile Posts— Wallula Jct. 214.6 and 215.5 over manual switches.	20	20	Scott 259.2 and 259.4.	45	35	354.0 and 363.8 on curves.	60	45
			265.2 and 266.0.	60	50	364.2 and 364.4.	45	35
Wallula 216.3 and 216.6.	45	35	266.7 and 267.1.	50	35	364.7 and 364.9.	55	40
			268.6 and 268.9.	50	35	365.1 and 366.2.	25	15
219.7 and 220.0.	45	35	269.4 and 269.7.	50	35	366.5 and 367.1.	45	25
221.6 and 222.0.	55	45	271.5 and 272.5.	25	15	Over Bridge 367.13.	10	10
Humorist 226.7 and 227.0.	55	45	272.7 and 273.2.	45	35	Spokane Through Union Station limits.	15	15
			275.1 and 276.9.	40	35	Union Station over slip switches.	10	10
Ash 229.3 and 229.6.	50	40	277.9 and 280.0.	45	35	Over street crossings between N.P. Crossing and East Spokane.		20
			Park 280.0 and 281.6.	40	35	Between N. P. Crossing and Mission Ave., on line through old yard.		12
230.6 and 232.3.	35	30	281.9 and 282.2.	50	40	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	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.	25	Olympia Branch Maximum speed.	15	Between Mile Posts— 53.5 and 53.7.	10
3-degree curves.	15	Olympia Within city limits.	10	Aberdeen Within city limits.	15
On curves of 4-degrees and over.	10	On curves of 4-degrees and over.	10	Over Boon St. Crossing.	5
Between Mile Posts— 0.0 and 1.3.	10	Grays Harbor Branch Maximum speed.	25	Over other street crossings.	10
15.6 and 19.1.	10			Yakima Branch Maximum speed.	45
19.1 and 24.3.	15			Between Wallula and Villard Jct.	
24.3 and 55.9.	10			Between Villard Jct. and M.P. 70.0.	30
64.4 and 75.1.	20	Between M.P. 70.0 and Yakima.	25		
75.1 and 78.1.	15	With pile driver 900321.	10		
78.1 and 82.6.	20	On 4-degree curves.	30		
82.6 and 83.6.	15	On 5- and 6-degree curves.	20		
Pilot Rock Branch Maximum speed.	15	Between Mile Posts— Villard Jct. 7.1 and 7.4.	25		
Umatilla Branch Maximum speed.	20	Bridge 7.44.	10		
		Between Mile Posts— Hinkle 0.0 and 0.1.	10		
2.3 and 3.7.	15	Kennewick Over street crossings.	8		
Hermiston Standard and Union Oil spurs.	6	Richland Jct. On Govt. track between Richland Jct. and North Richland. Within yard limits.	25 15		
On house track west of McNaught Warehouse.	6	Benton City Within city limits.	25		
Over road crossing east end of depot.	10	Between Mile Posts— 37.5 and 38.5.	10		
Umatilla On wye.	10	Grandview Within city limits.	25		
Heppner Branch Maximum speed.	20	Granger Over street crossings.	25		
3-degree curves.	15	Zillah Over street crossings.	10		
On curves of 4-degrees and over.	10	Donald Yakima River Bridge 89.35, through gantlet track.	10		
Condon Branch Maximum speed.	20	Over N. P. Crossing and between home signals governing crossing.	15		
3-degree curves.	15				
On curves of 4-degrees and over.	10				
On descending grades between Speece and Mikkalo.	10				
On descending grades between Barnett and Rock Creek.	10				

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Yakima Over Yakima Ave., 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, M.P. 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 Jet. turnout.	20	68.2 and 68.5.	20
12.1 and 12.3.	15	Between Ayer Jet. 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, M.P. 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 Subdivi- sion.	10
82.9 and 83.4.	15	127.5 and 128.4.	20	Through west leg of wye on 16-degree curve.	5
83.7 and 84.5.	15	129.6 and 130.6.	20	Tucannon Branch Maximum speed. 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	Athens 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		
Blue Mountain 29.0 and 29.4.	15	Dayton Branch Maximum speed.	20	Dudley 53.6 and 54.2.	20
29.8 and 30.1.	15	Between Dayton Jet. and Turner.	10	54.5 and 54.9.	20
30.3 and 30.4.	15	On curves of 7-degrees and over.	15	Cataldo 60.0 and 60.2.	15
31.2 and 31.7.	15	Between Mile Posts— Bolles 0.4 and 0.6.	15	62.4 and 63.2.	20
32.2 and 32.4.	15	Dayton Over street crossings west of Touchet River.	10	Kellogg-Wardner Over street crossings.	10
32.7 and 32.9.	15	Over all other street crossings.	10	Between Mile Posts— 70.1 and 70.3.	20
Milton-Freewater Over street crossings.	10	Wallace Branch Maximum speed.	25	70.7 and 70.9.	20
W. W. V. Ry. Crossing, M.P. 36.3.	10	Between Plummer Jet. and Chatcolet.	15	72.4 and 72.6.	20
W. W. V. Ry. Crossing, M.P. 44.2.	15	Between Chatcolet and Harrison.	20	Osburn 77.1 and 77.2.	20
Walla Walla Over street crossings.	10	On 5- and 6-degree curves.	20	77.4 and 77.7.	20
Within city limits.	15	On curves 7-degrees and over.	15	78.0 and 78.2.	20
On west leg of wye.	5	Chatcolet Bridge 23.45.	10	78.6 and 78.7.	15
Between Mile Posts— 52.7 and 53.4.	15	Between Mile Posts— 24.1 and 28.4.	15	Wallace Over street crossings.	5
Valley Grove 64.8 and 64.9.	15	Springston 34.0 and 34.4.	10	Between Mile Posts— 81.4 and 87.3.	15
65.5 and 66.0.	15	34.9 and 35.2.	20	Burke to Wallace, eastward.	10
66.1 and 66.3.	15	38.3 and 38.6.	20	Sierra-Nevada Branch Maximum speed.	10
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	Hinkle..... Enginemen's Register Room	Portland (Joint)
End Yard Office	Hinkle..... Yard Office	..... P. T. R. R. Co. Telegraph Office
Albina..... Terminal No. 4 Yard Office	Hoquiam(Joint).N.P.Ry.Co. Telegraph Office	Seattle (Joint)
Argo..... Trainmen's Register Room	Huntington..... Telegraph Office	..... Union Station Telegraph Office
Argo..... Yard Office	Kellogg-Wardner..... Telegraph Office	Spokane..... Telegraph Office
Ayer..... Telegraph Office	Kennewick..... Telegraph Office	Tacoma..... Yard Office
Baker..... Telegraph Office	Kenton..... Yard Office	The Dalles..... Telegraph Office
Bend (Joint)	La Grande..... Crew Dispatcher's Office	Walla Walla..... Telegraph Office
.....S. P. & S. Ry. Co. Telegraph Office	La Grande..... Depot Telegraph Office	Yakima..... Telegraph Office
Centralia(Joint)	Moscow..... Telegraph Office	Yakima..... Roundhouse
..... N. P. Ry. Co. Telegraph Office		

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

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

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

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

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

- | | |
|--|--|
| A—Automatic interlocking; | 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 Jet..... North Powder... Haines.....	{ Portland or beyond, Tuesdays only.	
18	Any station west of Hinkle.....		Pendleton or beyond.
19	Hooper Jet.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	

SPOKANE INTERNATIONAL RAILROAD COMPANY

TIME-TABLE NO. 70

Effective Sunday
October 27, 1968
At 12:01 A.M. Pacific Time

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

Safety Gains
Where Courtesy Reigns

S.I.R.R. SURGEONS AND PHYSICIANS

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

STANDARD CLOCK LOCATIONS

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

RAILROAD RADIO CALL LETTERS AND NUMBERS

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

SYMBOLS AND ABBREVIATIONS Rules 6 and 6(A)

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

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

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

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

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

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

WESTWARD				SPOKANE SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 70 October 27, 1968	Mile Post	SECOND CLASS					
			9					8			
			Freight					Freight			
		Daily	STATIONS								
69	BJKPQTWY		5.00AM	C-R	EASTPORT	RO	140.8	A	2.25AM		
34	P		5.30		MEADOW CREEK		126.3		12.07AM		
25			5.39		EILEEN		123.1		11.58PM		
25	PY		5.51		MOYIE SPRINGS		119.2		11.48		
34	BJKPQTWY		6.50	C-R	BONNERS FERRY	BY	109.6		11.25		
	MY				K. V. CROSSING		109.3				
14	P		7.04		DEEP CREEK		103.7		11.02		
78	P		7.18		SHILOH		95.5		10.47		
42	P		7.28		ELMIRA		89.9		10.37		
40	P		7.33		SAMUELS		86.8		10.32		
47	P		7.41		FOREST SIDING		82.4		10.24		
39	BJKMPQTWYZ		8.28	C	SANDPOINT (G.N. Crossing)	SA	74.7		10.12		
Spur 50	JY		8.36		DOVER		71.7		9.57		
28	P		8.43		GRAVEL PIT		68.8		9.50		
78	P		9.03		VAY		57.7		9.30		
36	P		9.15		CLAGSTONE		50.1		9.19		
34	P		9.28		ATHOL		42.7		9.07		
Spur 23			9.36		CHILCO		36.5		8.59		
25	JPTY		9.51		COEUR D'ALENE JCT.		25.5		8.44		
43	JMPY		9.57		GRAND JCT. (C.M.ST.P.&P. and N.P. Crossing)		22.1		8.37		
					STATE LINE		18.5				
43			10.05		EAST FARMS		18.0		8.30		
23	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		
	LJPQY		A 10.50AM	C	N.P. CROSSING	CG			7.50PM		
	BFJKPQTWYZ		A 11.00 AM	R	East Spokane				7.40 PM		
					(139.7)				Daily		

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

Eastward trains are superior to trains of the same class in opposite direction.— See Rule S-72.

S. I. No. 8 arriving at NP crossing on Sixth Subdivision, Union Pacific Railroad Co., Oregon Division, will run as No. 8 on Spokane International Railroad Co.

Between East Spokane and NP crossing, trains will be governed by operating rules, Time-Table and special instructions of Union Pacific Railroad Co., Oregon Division.

Time shown at East Spokane is for information only.

WESTWARD				COEUR D'ALENE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).				Time-Table No. 70 October 27, 1968	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 SUB-DIVISION**

	Mile Post	Car Capacity	Switch Connection
Center Spur.....	3.7	1	West
Parkwater.....	4.1	1	West
Airway.....	5.0	1	West
Millwood-Irvin.....	6.8		
Apple Siding.....		2	Both
Irvin Siding.....		13	Both
Trentwood-Velox.....	10.8		
Hillyard Spur.....		4	East
West Wye Track.....		16	West
East Wye Track (Main Lead)...		23	East
East Siding.....		6	Both
West Siding.....		12	Both
Cominco No. 3 Track.....		15	Both
Velox Siding.....	11.7	25	Both
Austin.....	12.5	34	East
Eastfarms Apple Spur.....	19.0	15	East
Interstate.....	20.19	1	West
Haycroft Spur.....	26.5	4	East
Baker track.....	47.4	27	Both
Vay Industry Spur.....	57.7	8	East
Collala.....	62.9	1	West
Dover.....	71.7		
G. N. Transfer.....		17	West
Board Plant.....		9	West
No. 2 Track.....		14	West
Run-a-round Track.....		5	West
Sandpoint.....	74.7		
Fansler.....		1	East
Shell.....		5	West
CoOp Gas.....		1	West
Ames Spur.....		1	East
Long House.....		38	Both
Short One.....		5	East
Old Scale Track.....		17	Both
Material Spur.....		10	East
Wendt Spur.....		1	East
Hedlund Dock Spur.....		3	West
Hedlund Lumber Spur.....		9	East
G. N. Transfer.....		5	West

	Mile Post	Car Capacity	Switch Connection
N. P. Transfer.....	76.2		
Track No. 1.....		25	Both
Track No. 2.....		36	Both
Track No. 3.....		33	Both
Track No. 4.....		32	Both
Sandpoint East Siding.....	76.5	79	Both
Naples.....	97.7	5	West
Burns.....	101.5	18	West
Deep Creek Planing Mill Track..	101.5	1	East
Bonnors Ferry.....	109.6		
West Storage Track.....		47	Both
House Track.....		5	East
Oil Spur.....		7	West
Thompsons.....		23	East
Spaulding Spur.....		3	East
Moyie.....	119.0		
Log Siding.....		15	Both
Saddler Siding.....		15	Both
Sinclair.....	135.1	6	West
Addie.....	137.1	5	West
Eastport.....	140.8		
Track No. 1.....		28	Both
Track No. 2.....		26	Both
Track No. 3.....		23	Both
Warehouse Track (U. S. Side)..		10	Both

COEUR D'ALENE BRANCH

	Mile Post	Car Capacity	Switch Connection
Feeley's Spur.....	2.7	4	West
Cement Spur.....	6.75	1	West
N.W. Timber Spur.....	7.5	8	West
Winton Lumber Spur.....	7.6	19	West
Lafferty Log Spur.....	8.4	23	West
Lafferty Pole.....	8.4	1	West
Rupp Spur.....	8.9	1	East
House Track.....	9.0	5	East

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

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

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

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

GENERAL

Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed.	49		
When using cross-overs or turn-outs.	15		
Within yard limits: Where protected by continuous block signal system.	35	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.	30 20
Where not protected by continuous block signal system: Main line; Branch lines.	25 15		
Diesel yard-switch locomotives in road service: 1000-1100 class.	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	25
When leading unit at front of train is gas turbine or car body type unit backing up.	30	Jordan spreaders and other machines of spreader type, when in operation.	15
Multiple unit engine when controlled from other than leading unit.	30		
Freight trains handling tonnage in excess of 70 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
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 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	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.	35
	35		45
	20		45
		Trains handling company scrap	35

SPOKANE SUB-DIVISION

Between Mile Posts— NP Crossing and 2.7	Restricted Speed	Between Mile Posts— Deep Creek 105.5 and 109.0	
Spokane Shop 2.7 and 7.0	25	109.0 and 110.2	35 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
---------------	----	--	----