



**UNION PACIFIC RAILROAD COMPANY**

**NORTHWESTERN DISTRICT**



**OREGON DIVISION  
TIME-TABLE  
No. 52**

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

**SPOKANE INTERNATIONAL  
RAILROAD COMPANY**

**TIME-TABLE NO. 71  
Effective Sunday  
September 7, 1969  
At 12:01 A.M. Pacific Time**

**Safety Gains  
Where Courtesy Reigns**

**FOR EMPLOYEES ONLY**

**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Superintendent Transportation

**R. L. RICHMOND**  
General Superintendent

<b>W. G. JOHNSON, Superintendent</b> .....	Portland, Ore.	J. E. Pickett, Master Mechanic .....	Portland, Ore.
R. B. Hardin, Assistant Superintendent .....	Portland, Ore.	A. B. Ziegler, General Road Foreman of Engines .....	Portland, Ore.
E. L. Chantry, Assistant Superintendent .....	Seattle, Wash.	J. C. Ladd, Road Foreman of Engines .....	La Grande, Ore.
A. R. Brown, Assistant Superintendent .....	Spokane, Wash.	D. L. Freeman, Road Foreman of Engines .....	Portland, Ore.
J. F. Chapman, Terminal Superintendent .....	Portland, Ore.	G. W. Jones, Road Foreman of Engines .....	Spokane, Wash.
O. E. Vallen, Terminal Superintendent .....	Seattle, Wash.	A. D. McGinnis, Road Foreman of Engines .....	Portland, Ore.
L. J. Schreiber, Asst. Terminal Superintendent .....	Portland, Ore.	G. W. McDonald, Division Engineer .....	Portland, Ore.
C. R. Phelps, Asst. Terminal Superintendent .....	Seattle, Wash.	V. W. Wise, General Roadmaster .....	Portland, Ore.
H. H. Donaldson, Trainmaster .....	Portland, Ore.	L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy .....	Portland, Ore.
J. A. McCullough, Trainmaster .....	Seattle, Wash.	M. E. Merritt, Asst. Supt. of Safety and Courtesy .....	Portland, Ore.
M. S. Barkdull, Trainmaster .....	Spokane, Wash.	M. H. Galloway, Chief Train Dispatcher .....	Albina, Ore.
S. R. Tortorelli, Trainmaster .....	Spokane, Wash.	J. A. Fehr, Assistant Chief Train Dispatcher .....	Albina, Ore.
F. W. Davis, Trainmaster .....	Hinkle, Ore.	J. F. Fehrenbacher, Assistant Chief Train Dispatcher .....	Albina, Ore.
L. A. Kirkeby, Trainmaster .....	La Grande, Ore.	F. H. Cavallo, Assistant Chief Train Dispatcher .....	Albina, Ore.
G. C. Fisher, Asst. Trainmaster .....	Walla Walla, Wash.	R. S. Larabee, Assistant Chief Train Dispatcher .....	Albina, Ore.
P. N. Martin, Terminal Trainmaster .....	La Grande, Ore.	P. A. Mead, Assistant Chief Train Dispatcher .....	Albina, Ore.
J. L. Jensen, Terminal Trainmaster .....	The Dalles, Ore.	D. C. Tannehill, Assistant Chief Train Dispatcher .....	Albina, Ore.

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

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
J. P. Craven	Surgeon	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
Joyle Dahl	Surgeon	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
David G. Duncan	Surgeon	Portland, Ore.	G. V. Axford	Surgeon	Pasco, Wash.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Robert M. Hansen	Aurist	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
A. M. Klass	Oculist and Aurist	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	G. S. McConnell	Surgeon	Ritzville, Wash.
L. E. Lundberg	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
T. R. Nickelson	Surgeon	Portland, Ore.	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.	M. L. Johnson	Surgeon	Tacoma, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	Roy H. Virak	Physician	Tacoma, Wash.
G. A. Jones	Surgeon	Hermiston, Ore.	W. E. Hart	Surgeon	Tekoa-Fairfid., Wash.
G. C. Carter	Surgeon	Hood River, Ore.	F. A. Thiel	Surgeon	Tekoa-Fairfid., Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	The Dalles Clinic	Surgeons	The Dalles, Ore.
G. M. Whitesel	Surgeon	Kellogg, Ida.	H. M. Wiswall	Surgeon	Vancouver, Wash.
Glen V. Axford	Surgeon	Kennewick, Wash.	S. R. Hevel	Surgeon	Waitsburg, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	A. M. Peterson	Surgeon	Wallace, Ida.
W. J. Kubler	Surgeon	La Grande, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
T. B. Lumsden	Surgeon	La Grande, Ore.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
J. E. Carssow	Surgeon	Lewiston, Ida.	N. W. Moss	Surgeon	Yakima, Wash.
			R. P. Scheffter	Oculist and Aurist	Yakima, Wash.
			D. H. Ballew	Surgeon	Yakima, Wash.

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS				Distance from Granger via Boise	Time-Table No. 52 September 7, 1969	FIRST CLASS				
105 Passenger	19 Passenger	457 Passenger	17 Passenger			20 Passenger	106 Passenger	458 Passenger	18 Passenger	
Daily	* Daily	Daily	Daily		<b>STATIONS</b>					
5.05			4.05	0.0	GRANGER		A1 1.00		A 8.55	
8.30 8.40			9.00 9.50	213.9	POCATELLO		7.00 6.50		4.30 3.50	
11.01			1.30	373.8	GLENN'S FERRY		4.05		12.45	
12.16			3.15	448.4	BOISE		2.45		11.05	
2.05			6.05	550.1	M.T. HUNTINGTON M.T.		1.00		8.40	
1.06			5.15	649.7	P.T. HUNTINGTON P.T.		11.59		7.30	
3.25			8.15	723.9	LA GRANDE		9.40		5.00	
5.30			11.00	723.9	PENDELTON		7.26		2.45	
	10.45			941.3	SPOKANE	A 5.30				
6.10	A 3.15		12.15	755.3	HINKLE	1.00	6.51		2.05	
7.30			2.40	855.4	THE DALLES		5.15		12.25	
A 9.15		9.45	A 5.00	939.5	PORTLAND		3.30	A 9.30	10.30	
		A 1.30		1122.7	SEATTLE			5.30		
						Daily	Daily	Daily	Daily	
(17.10) 54.7	(4.30) 40.7	(3.45) 48.9	(25.55) 36.2			Thru Time	(4.30)	(18.30)	(4.00)	(21.25)
						Average speed per hour	40.7	50.8	45.8	43.9

**WESTWARD**

**CONDENSED TIME-TABLE**

**EASTWARD**

FIRST CLASS				Distance from McCammon	Time-Table No. 52 September 7, 1969	FIRST CLASS			
			35 Passenger			36 Passenger			
			Monday Thursday Saturday		<b>STATIONS</b>				
			11.25	0.0	McCAMMON	A 3.15			
			11.55 12.25	22.7	POCATELLO	2.45 2.05			
			1.40	73.3	IDAHO FALLS	12.55			
			A 7.30	285.8	BUTTE	7.30			
						Sunday Tuesday Friday			
				(8.05) 35.4		Thru Time	(7.45)		
						Average speed per hour	36.9		

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

**MILEAGE**

Main Line	776.64
Branches	1080.80
<b>Grand Total</b>	<b>1857.44</b>

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 52 September 7, 1969	Mile Post	FIRST CLASS				
		17	105				18	106			
		Passenger	Passenger				Passenger	Passenger			
	Daily	Daily									
STATIONS											
BFKPTWYZ		5.15PM	1.06AM	C-R	HUNTINGTON HU	389.4	A 7.30AM	A 1.59PM			
93 P					LIME 4.9	384.5					
91 P					WEATHERBY 7.0	377.5					
179 PT					DURKEE 8.6	368.9					
94 P					OXMAN 7.2	361.7					
119 P					PLEASANT VALLEY 6.3	355.4					
184 PT					ENCINA 3.5	351.9					
94 P					QUARTZ 4.6	347.3					
189 BFKPTWYZ		s 6.47	s 2.20	C	BAKER BC	342.0	s 6.15	s 10.40PM			
86 P					WING 4.4	337.6					
92 P					HAINES 5.9	331.7					
92 P					NORTH POWDER 9.6	322.1					
92 P					SAGO 6.6	315.5					
127 PT					TELOCASET 2.9	312.6					
92 P					CROOKS 3.7	308.9					
93 JPT				O	UNION JCT. UN	302.2					
92 P					LONETREE 7.3	294.9					
BFKPTWYZ		A 8.05PM	A 3.20AM	C-R	LA GRANDE RA	289.8	5.00AM	9.40PM			
					(99.6)		Daily	Daily			

(2.50) (2.14) ..... Thru Time..... (2.30) (2.19)  
35.1 44.6 ..... Average speed per hour..... 39.8 42.9

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. 52 September 7, 1969	Mile Post	FIRST CLASS				
		17	105				18	106			
		Passenger	Passenger				Passenger	Passenger			
	Daily	Daily									
STATIONS											
BFKPTWYZ		8.15PM	3.25AM	C-R	LA GRANDE RA	289.8	A 4.50AM	A 9.35PM			
131 PT					HILGARD 7.7	282.1					
121 P					MOTANIC 6.5	275.6					
P					NORDEEN 3.5	272.1					
123 PT					KAMELA 1.0	271.1					
P					ROSS 2.8	268.3					
WB 92 P EB 85					MEACHAM 2.8	265.5					
119 P					HURON 7.8	257.7					
105 P					CAMP 3.0	254.1					
WB 57 PT EB 57					DUNCAN 5.6	248.5					
87 P					BONIFER 9.0	239.5					
87 PT					GIBBON 2.6	236.9					
104 P					HOMLY 7.3	229.6					
99 P					MINTHORN 4.9	224.7					
101 P					MUNRA 5.8	218.9					
139 BJKPT WYZ		s 11.00	s 5.30	C	PENDLETON FD	215.6	s 2.45	s 7.26			
138 JP					RIETH 3.6	212.0					
114 P					BARNHART 3.7	208.3					
114 P					NOLIN 9.4	198.9					
116 P		f 11.34			ECHO 6.3	192.6					
P		f 11.39			STANFIELD 4.2	188.4					
BFKPTWYZ		A 1.55PM	A 6.09AM	C-R	HINKLE UK	184.2	2.05AM	6.51PM			
					(105.6)		Daily	Daily			

(3.40) (2.44) ..... Thru Time..... (2.45) (2.44)  
28.8 38.6 ..... 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. 52 September 7, 1969	Mile Post	FIRST CLASS					
	105 Passenger	17 Passenger	STATIONS			18 Passenger	106 Passenger				
										Daily	Daily
BFJKPQWXYZ	6-10AM	12-15AM	C-R HINKLE UK	184.2	A 1-55AM	A 6-50PM					
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		1-10	O ARLINGTON MX	138.8	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			O OREGON TRUNK JCT.	95.1							
60 PX	7-20	2-08	DUNE	91.9							
BFJKPQWXYZ	As 7-30AM	A 2-30AM	C-R THE DALLES DK	85.8	12-25AM	5-15PM					
			(98.4)		Daily	Daily					
	(1.20) 71.3	(2.15) 43.7	..... Thru Time.....	(1.30) 65.6	(1.35) 62.1						
			..... Average speed per hour.....								

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. 52 September 7, 1969	Mile Post	FIRST CLASS					
	105 Passenger	17 Passenger	STATIONS			106 Passenger	18 Passenger				
										Daily	Daily
BFJKPQWXYZ	7-30AM	2-40AM	C-R THE DALLES DK	85.8	As 5-15PM	A 12-20AM					
P	7-36	2-46	4.1 CRATES	81.7	5-06	12-13					
121 P	7-42	2-52	5.2 ROWENA	76.5	5-00	12-07AM					
115 P	7-50	3-01	6.3 MOSIER	70.2	4-53	11-59PM					
92 JPY	7-59	3-17	7.4 HOOD RIVER KI	62.8	4-44	11-50					
117 P	8-04	3-23	4.1 MENO	58.7	4-39	11-42					
112 P	8-14	3-35	8.5 WYETH	50.2	4-29	11-32					
122 P	8-23	3-45	7.2 CASCADE LOCKS CJ	43.0	4-20	11-22					
107 P	8-28	3-52	4.3 BONNEVILLE	38.7	4-15	11-17					
114 P	8-33	3-58	4.8 DODSON	33.9	4-10	11-11					
114 P	8-40	4-08	7.3 BRIDAL VEIL	26.6	4-03	11-03					
114 P	8-44	4-13	3.9 ROOSTER ROCK	22.7	3-59	10-59					
45 JPY	8-51	4-24	7.1 TROUTDALE SN	15.6	3-52	10-52					
P		4-29	2.4 FAIRVIEW	13.2		10-49					
43 P	8-59	4-36	5.5 CLARNIE	7.7	3-45	10-44					
22 PY	9-04	4-42	3.3 GRAHAM	4.4	3-40	10-39					
IJPTY	9-10	4-51	3.9 EAST PORTLAND EP	0.5	3-33	10-33					
42 P			0.5 HEMLOCK	17.0							
PY			4.6 FIR	12.4							
BKPYZ		VIA GRAHAM	4.3 KENTON	8.1	VIA GRAHAM	VIA GRAHAM					
JPTY			2.5 PENINSULA JCT.	5.6							
JPY			1.4 ST. JOHNS JCT.	4.2							
BFJKPQWXYZ			2.6 ALBINA H X	1.6							
IJPTY	9-10	4-51	1.1 EAST PORTLAND EP	0.5	3-33	10-33					
BIJKP	A 9-15AM	A 5-00AM	0.5 PORTLAND P-VC	0.0	3-30PM	10-30PM					
			VIA GRAHAM (85.8) VIA KENTON (92.2)		Daily	Daily					
	(1.45) 49.0	(2.20) 36.8	..... Thru Time.....	(1.45) 49.0	(1.50) 46.8						
			..... 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.

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. 52 September 7, 1969	Mile Post	FIRST CLASS		
		457 Passenger				458 Passenger		
		Daily		<b>STATIONS</b>				
		9.45 AM	C	PORTLAND	P-Vc	0.0	A	9.30 PM
IJY		9.59	C	NORTH PORTLAND JCT.	KD	6.8		9.12
		A 10.03 AM		VANCOUVER		8.7		9.08 PM
<p><b>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.</b></p> <p><b>TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER IS FOR INFORMATION ONLY.</b></p> <p><b>BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. CO.</b></p> <p><b>BETWEEN VANCOUVER AND RESERVATION, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO.</b></p>								
				N. P. CROSSING		145.2		
				N. P. CROSSING		146.4		
				N. P. CROSSING		146.5		
IJY		12.41 PM	C	RESERVATION	RN	146.8	A	6.22 PM
IJPY		A 12.43 PM	C	TACOMA JCT.	JN	147.5		6.20 PM
<p><b>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.</b></p>								
<sup>18</sup> 55 IJPY		1.14 PM	C-R	BLACK RIVER	BI	173.8	A	5.45 PM
P				C. M. St. P. & P. & P. C. CROSSING		173.8		
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) 48.9		..... Thru Time.....		(4.00) 45.8		
				..... Average speed per hour.....				
<p><b>On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.</b></p> <p><b>Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.</b></p>								

WESTWARD		SIXTH SUBDIVISION					EASTWARD							
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					FIRST CLASS	Time-Table No. 52 Sept. 7, 1969	Mile Post	FIRST CLASS	SECOND CLASS				
	391 Mixed	361 Freight	151 Freight	8 S.I. Freight	363 Freight	19 Passenger			20 Passenger	362 Freight	392 Mixed	9 S.I. Freight	298 Freight	364 Freight
	Monday Wednesday Thursday Sunday	Daily	Daily	Daily	Daily	Daily	<b>STATIONS</b>							
BFIJKP QTWYZ			10.00 PM	7.40 PM			R EAST SPOKANE	371.7				A 10.00 AM	A 4.35 PM	
IJPQY			10.09	A 7.50 PM			C N.P. CROSSING	369.2				9.50 AM	4.25	
BJKPY			10.15			10.45 AM	C-R SPOKANE	367.3	A 5.30 AM				4.20	
45 PY			10.22			10.51	WEST SPOKANE	366.5	5.17				4.12	
43 P			10.35			11.03	MARSHALL	367.8	5.03				3.52	
118 P			10.50		11.12		CHENEY	360.5	f 4.53				3.37	
42 P			11.05			11.24	MASON	340.3	4.40				3.17	
86 P			11.22			11.38	WELLS	328.9	4.27				2.52	
42 P			11.32			11.45	PALM LAKE	322.3	4.19				2.42	
43 P			11.46 PM			11.55 AM	EMDEN	312.9	4.08				2.25	
62 JPTY			12.01 AM			12.05 PM	O MARENGO	306.2	4.00				2.15	
42 P			12.08			12.10	THAVIS	301.4	3.54				2.07	
42 P			12.21			12.20	ANKENY	292.8	3.43				1.53	
31 JPT	1.40 PM		12.33			12.29	R HOOPER JCT.	284.9	3.33		A 6.00 AM		1.40	
121 P	2.02		12.52			12.45	JOSO	273.1	3.16		5.25		12.45 <sup>19</sup>	
J							AYER JCT.	269.6						
BFKP TWYZ	A 2.25 PM		1.30			1.04	C-R AYER	268.1	2.58		5.00 AM		12.20 PM	
176 P			1.45			1.17	MATTHEWS	266.7	2.43				11.55 AM	
176 P			2.00			1.28	WALKER	246.7	2.30				11.40	
187 P			2.15 <sup>20</sup>			1.41	PAGE	236.9	2.15 <sup>151</sup>				11.25	
100 P			2.39			1.53	ASH	228.2	2.00				11.10	
134 JPTY		3.30 AM	3.05		2.55 AM	2.08	C-R WALLULA	215.2	f 1.45	A 2.45 AM			10.50	
JPTY		3.35	3.10		3.00	2.11	WALLULA JCT.	213.5	1.40	2.40			10.45	
132 P		3.52	3.30		3.20	2.25	JUNIPER	203.2	1.25	2.22			10.30	
134 P		4.10	3.45		3.40	2.35	COLD SPRINGS	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	184.2	1.00 AM	1.45 AM			10.00 AM	
							(189.8)	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	
		(0.45) 28.5	(1.05) 28.6	(6.05) 30.8	(0.10) 15.0	(1.05) 28.6	(4.30) 40.7	..... Thru Time.....	(4.30) 40.7	(1.00) 31.0	(1.00) 21.4	(0.10) 15.0	(6.35) 28.5	
								..... Average speed per hour.....					(1.05) 28.6	
<p><b>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.</b></p> <p><b>Rule 261 applies between west switch Joso and east switch Ayer.</b></p> <p><b>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.</b></p> <p><b>No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 Hooper Jct. to Ayer.</b></p> <p><b>For conditional stops to discharge or pick up revenue passengers, see page 25.</b></p> <p><b>For stations not shown on schedule pages, see page 16.</b></p>														

WESTWARD		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 52		Mile Post	SECOND CLASS
	305	September 7, 1969			304
	Freight				Freight
	Monday Wednesday Friday	STATIONS			
22	PTY	7:00AM	O-R JOSEPH J	83.8	A 1:50PM
22	PY	7:30	O ENTERPRISE RS	78.0	1:25
29		8:05	LOSTINE	67.8	12:50
40	PTY	8:30	WALLOWA	60.0	12:25PM
7	P	9:00	MINAM	47.1	11:55AM
66		9:35	KIMMELL	39.5	11:25
33		9:50	LOOKING GLASS	33.8	11:05
24		10:35	GULLING	25.1	10:35
28	PTY	11:05	O ELGIN GN	20.9	10:20
17	P	11:30	IMBLER	12.3	9:55
14		11:45AM	ALICEL	8.4	9:40
BFJKPQTYZ	A12:25PM	C-R	LA GRANDE RA	0.0	9:00AM
			(83.8)		Sunday Tuesday Thursday
		(5.25)	..... 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. 52		Mile Post		
	September 7, 1969				
	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. 52		Mile Post		
	September 7, 1969				
	STATIONS				
BFJKPQTYZ		C-R	HINKLE UK	0.0	
79	P	O	HERMISTON MN	3.9	
	TY		UMATILLA	10.1	
			IRRIGON	17.9	
			(17.9)		

Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-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. 52		Mile Post		
	September 7, 1969				
	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. 52		Mile Post		
	September 7, 1969				
	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. 52		Mile Post	SECOND CLASS
	313	September 7, 1969			314
	Freight				Freight
	Daily Except Monday	STATIONS			
BFJKPT WYZ	5:00AM	C-R	BEND D	150.0	A 2:30PM

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

JPTY	A12:01PM	OREGON TRUNK JUNCTION	0.0	7:30AM
		(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. 52		Mile Post		
	September 7, 1969				
	STATIONS				
JPTY		EAST OLYMPIA	0.0		
Y		CAPITOL	2.0		
PY		TUMWATER	4.9		
Y		N. P. CROSSING	7.3		
BJKPT WYZ		O-R OLYMPIA OA	7.4		
		(7.4)			

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 52		Mile Post	SECOND CLASS
	307	September 7, 1969			308
	Freight				Freight
	Daily Except Sunday	STATIONS			
BFJKP TWYZ	2:00AM	C-R	CENTRALIA CN	0.0	A 8:00PM

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO.  
Time shown at Centralia is for information only.

JMPY	2:15AM	BLAKESLEE JUNCTION	2.4		A 7:45PM
M		N. P. CROSSING	2.4		
M		C. M. St. P. & P. CROSSING	2.4		
20	P	GALVIN	5.0		7:35
36	JP	HELISING JUNCTION	12.2	A 7:40PM	7:10
43		INDEPENDENCE	13.7	7:35	7:05
43	P	CEDARVILLE	22.2	7:10	6:40
42		LANKNER	26.3	7:00	6:30
36		SAGINAW	30.8	6:45	6:15
1	P	SOUTH ELMA	32.5	6:40	6:10
43	PTY	SOUTH MONTESANO	42.4	6:05	5:35
	JPY	MONTESANO	43.9		
43	PTY	SOUTH MONTESANO	42.4	6:05	5:35
28	PY	COSMOPOLIS	52.6	5:30	5:00
	JY	SOUTH ABERDEEN JCT.	53.2		
	PUY	N. P. CROSSING	53.3		
75	JPYZ	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.

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. 52 September 7, 1969	Mile Post	SECOND CLASS					
		373 N. P. Freight	361 Freight			363 Freight	362 Freight	374 N. P. Freight	364 Freight		
		Daily Except Sunday	Daily Except Sunday			Daily					
STATIONS											
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					1 1/2	N. P. CROSSING	91.3				
23 P				9.50		PARKER	90.8			1.45	
M					1 1/2	N. P. CROSSING	89.4				
24 P				10.00		DONALD	86.8			1.30	
12 JP				10.07		SAWYER	84.5			1.20	
30 JP				10.15	O	BUENA BA	81.6			1.10	
60 JPY				10.24	O	ZILLAH AH	78.5			12.55	
43 P				10.40		GRANGER	73.4			12.25	
42				10.55		EMERALD	67.2			12.05 AM	
28 JPTY				11.05	R	MIDVALE	63.6			11.35 PM	
41 JPY				11.20	O	GRANDVIEW GW	57.7			11.20 <sup>363</sup>	
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						ATTALIA	0.6				
134 JPTY				A 2.05 AM	C.T.C.	WALLULA JN	0.0			8.15 PM	
						(98.4)		Daily Except Sunday	Daily Except Sunday	Daily	
	(0.20)	(0.30)	(4.35)			Thru Time	(0.20)	(0.20)	(6.00)		
	17.4	11.6	21.5			Average speed per hour	17.4	17.4	16.3		

WESTWARD				SUNNYSIDE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).				Time-Table No. 52 September 7, 1969	Mile Post						
STATIONS											
35 JPTY					R	MIDVALE	0.0				
JPY					O	SUNNYSIDE SI	2.8				
						(2.8)					

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

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

WESTWARD				TEKOA BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 52 September 7, 1969	Mile Post	SECOND CLASS					
		863 Freight	355 Freight			391 Mixed	387 Mixed	388 Mixed	392 Mixed	356 Freight	864 Freight
		Daily	Daily Except Saturday			Daily Except Saturday	Daily				
STATIONS											
BFIJKPQ TWYZ				6.00 AM		EAST SPOKANE	161.0			A 1.00 AM	
48 JY				6.10	f	DISHMAN SP	158.9			10.45	
27 P				6.20	f	CHESTER	155.7			10.35	
63 P				6.45	f	MICA MA	149.7			10.10	
JPY				7.00	A f	MANITO MU	143.6			9.55 AM	
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	SUTTON	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 XS	17.5			9.50 PM	
JY		A 11.10 PM	A 8.40 PM			TUCANNON	11.8			3.45 PM	
						AYER JCT.	7.2			3.00 PM	
						(153.8)				8.40 PM	
	(1.10)	(0.45)	(6.45)	(1.00)		Thru Time	(1.05)	(7.05)	(0.45)	(1.10)	
	15.0	16.8	16.2	17.4		Average speed per hour	16.0	16.9	16.8	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. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Moscow, Whitlow, Pullman, Albion, Shawnee, and Colfax.

WESTWARD WALLULA BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Walla Walla, College Place, W. W. V. Ry. Crossing, Garrett, Whitman, Lowden, Touchet, Reese, and Zangar Jct.

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

Westward PLEASANT VALLEY BRANCH Eastward. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Seltsice, G. N. Crossing, N. P. Crossing, Oakesdale, Thornton, G. N. Crossing, St. John, Willada, Gravel Pit, and Winona.

Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Seltsice, G. N. Crossing, N. P. Crossing, Oakesdale, Thornton, G. N. Crossing, St. John, Willada, Gravel Pit, and Winona.

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. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like La Crosse, Hooper, Hooper Jct., Wash Tucna, Kahlotus, and Connell.

Westward TUCANNON BRANCH Eastward. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Relief, Starbuck, and Tucannon.

Westward POMEROY BRANCH Eastward. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Pomeroy, Zumwalt, Dodge, Chard, Jackson, Delaney, and Starbuck.

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

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

WESTWARD PENDLETON BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Alto, Menoken, Bolles, Prescott, Valley Grove, N. P. Crossing, W. W. V. Ry. Crossing, Walla Walla, Spofford, Milton-Freewater, Blue Mountain, Downing, Weston, Athena, Adams, Blakeley, and Pendleton.

WESTWARD DAYTON BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Turner, Whetstone, Dayton, N. P. Crossing, and Dayton Jct.

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO. Includes stations like Waitsburg Jct., Waitsburg, and Bolles.

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 WALLACE BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Manito, Plummer Jct., Chatcolet, Harrison, Springston, Lane, Rose Lake, Cataldo, Enaville, Pine Creek, Bradley, Kellogg-Wardner, Osburn, Wallace, N. P. Crossing, Wallace Jct., and Burke.

WESTWARD SIERRA NEVADA BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 52, and Mile Post. Includes stations like Bradley and End of Track.

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

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.



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
<b>First Subdivision</b>				<b>Yakima Branch</b>			
Nelson.....	372.9	47 P	East	Grosscup.....	28.2	3	Both
<b>Second Subdivision</b>				Biggam.....	48.3	5	Both
Pendair.....	213.5	114 P	Both	Boone.....	76.4	1	East
Mission.....	221.2	5 P	Both	<b>Pleasant Valley Branch</b>			
Cayuse.....	227.1	19 P	Both	Juno.....	20.8	6	Both
North Fork.....	251.4	37 P	Both	Huntley.....	22.6	1	Both
		9 P	West	Sunset.....	25.4	22	Both
<b>Third Subdivision</b>				Warner.....	45.3	6	Both
Seufert.....	87.2	58 PXY	West	<b>Moscow Branch</b>			
Rufus.....	108.7	26 P	Both	Risbeck.....	4.5	2	Both
<b>Fourth Subdivision</b>				Parvin.....	7.8	5	Both
Bruun.....	1.9	13 PY	Both	Armstrong.....	15.7	1	Both
Montavilla.....	5.9	7	Both	<b>Tekoa Branch</b>			
Rockwood.....	11.8	49	Both	Pierson.....	20.1	1	West
Eri.....	14.2	1	Both	Schreck.....	31.9	7	Both
C. L. Lumber Co.....	45.1	2 P	East	Thera(1).....	64.8	10	Both
Chatfield.....	71.8	9 P	West	Glenwood.....	83.5	8	Both
<b>Via Kenton</b>				Walters.....	98.6	10	Both
Champ.....	9.5	1	Both	Rahm.....	125.9	1	Both
Ward.....	14.2	1	Both	Freeman.....	146.9	32	Both
		29	Both	<b>Connell Branch</b>			
Reynolds.....	20.0	20 P	West	Pampa.....	4.6	9	Both
		121	West	Gordon.....	8.2	3	Both
<b>Sixth Subdivision</b>				Wacota.....	34.1	3	West
Wallula Heights.....	217.9	67	East	Estes.....	42.3	2	Both
Humorist.....	222.6	79 P	Both	Sulphur.....	46.1	4	Both
Sun Harbor.....	223.9	15	Both	Curry.....	51.1	7	Both
Ice Harbor.....	226.0	15	East	<b>Tucannon Branch</b>			
		8	West	Powers.....	3.0	2	Both
Sheffler.....	244.8	1	Both	<b>Pomeroy Branch</b>			
Scott.....	252.1	79 P	Both	Houser.....	19.1	1	Both
Magallon.....	260.8	21	Both	<b>Pendleton Branch</b>			
Park.....	279.3	44 P	Both	Havana.....	6.9	7	Both
Mack.....	297.0	53 P	Both	Bade.....	30.2	8	Both
Teske.....	310.6	1	Both	Barrett.....	33.1	6	Both
Ashby.....	317.1	36 P	Both	Prunedale.....	34.2	10	Both
Croskey.....	332.9	52 P	Both	State Line.....	41.7	6	Both
Geib.....	345.3	42 P	Both	Langdon.....	43.6	8	Both
Cowles.....	362.0	42 P	Both	Russell.....	51.8	7	Both
<b>Joseph Branch</b>				Hadley.....	56.5	13	Both
Island City.....	2.6	6	Both	Berryman.....	59.8	5	Both
Baum.....	3.7	32	West	Ennis.....	60.9	3	Both
Conley.....	5.9	2	Both	Robison.....	67.7	1	Both
Vincent.....	40.6	1	East	McCall.....	69.4	1	Both
Harris.....	48.0	1	Both	McKay.....	78.6	2	Both
Sevier.....	56.7	1	West	<b>Dayton Branch</b>			
Freels.....	75.2	1	West	Taggard.....	4.3	1	West
Marble.....	75.8	1	Both	Ronan.....	19.3	21	West
		22	West	<b>Wallace Branch</b>			
<b>Pilot Rock Branch</b>				Dudley.....	52.0	6	Both
McBee.....	2.8	1	East	Shont.....	72.8	1	Both
<b>Condon Branch</b>				Polaris.....	74.6	35	East
Roddy.....	11.2	10	West	Gem.....	84.1	1 Y	Both
<b>Grays Harbor Branch</b>				Frisko.....	84.4	4 Y	Both
Raisch.....	2.6	2	Both				
Balch.....	18.3	14 P	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 handling in excess of 70 tons per operative brake.		40
Passenger trains handling 6 cars or less, except Train Nos. 105 and 106.	70		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40 35 20
Work trains.		50	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.		30 20
Regularly assigned locals.		50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Jordan spreaders and other machines of spreader type, when in operation.		15
When using No. 14 turn-outs.	25	20	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
When using other cross-overs or turn-outs.	15	15	Trains handling M.C.P.X. 23000 Series or M.O.N.X. 23000 series tank cars loaded with phosphorus.		35
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Trains handling specially equipped cars for company wheels and axles in series U. P. 99000 to 99014 and U. P. 99500 to 99962.		50
When using siding in C.T.C. Territory.	20	20	Trains handling company scrap.		35
When using any track other than main track or siding.	15	15	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Within yard limits: Where protected by continuous automatic block signal system.	60	35	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Where not protected by continuous automatic block signal system, unless a different speed is specified.	20	20	Wye tracks except those portions used as main track or siding.	6	6
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65			
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50			
Locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35			
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
<b>La Grande</b> Over street crossings within city limits.	20	20	<b>Quartz</b> 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
Between Mile Posts— <b>Union Jct.</b> 302.6 and 307.4.	35	25	351.1 and 353.9.	40	25	<b>Durkee</b> 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	<b>Pleasant Valley</b> On descending grade between Pleasant Valley and MP365.0.	50	25	<b>Weatherby</b> 378.1 and 382.0.	40	25
315.4 and 319.5.	30	20	On descending grade between Pleasant Valley and MP365.0, freight trains averaging more than 65 tons per operative brake.			382.3 and 383.9.	60	45
321.3 and 321.6.	70	55				<b>Lime</b> High line track and connection.		
<b>Baker</b> 342.3 and 342.5.	20	20	Between Mile Posts— 384.3 and 385.0.			385.0 and 388.8.	30	25
Over street crossings within city limits.	15	15	Between Mile Posts— 355.9 and 360.5.	30	25	389.0 and 389.8.	35	25
Between Mile Posts— 343.6 and 345.2.	45	30	<b>Oxman</b> 362.1 and 363.6.	45	25	<b>Huntington</b>	20	20

SECOND SUBDIVISION

Maximum speed. Between Hinkle and Pendleton.	79	65	<b>Pendleton</b> 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— <b>Hinkle</b> 188.7 and 191.8.	60	45	Between Mile Posts— 216.8 and 217.4.	40	25	248.4 and 248.6.	50	30
<b>Echo</b> 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	<b>Minthorn</b> 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
<b>Nolin</b> 200.7 and 200.9.	60	45	232.5 and 234.0.	55	40	<b>Huron</b> On descending grade between MP 257.1 and 281.9.	30	25
201.4 and 201.6.	70	55	236.6 and 237.9.	35	25	On descending grade between MP 257.1 and 281.9, freight trains averaging more than 65 tons per operative brake.		20
202.3 and 204.5.	60	45	238.2 and 240.1.	55	40	Between Mile Posts— <b>Hilgard</b> 282.5 and 283.3.	45	30
205.3 and 206.2.	70	55	240.1 and 240.2.	30	25	240.3 and 240.6.	70	55
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	241.0 and 241.9.	30	25
<b>Barnhart</b> 208.9 and 210.9.	55	40	242.4 and 243.2.	60	45	242.4 and 243.2.	60	45
			244.0 and 244.7.	40	25	<b>La Grande</b>		

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— 18.1 and 18.5.	60	45	Between Mile Posts— <b>Hood River</b> 63.1 and 64.3.	45	30
<b>Portland</b> 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
<b>East Portland</b> Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	<b>Rooster Rock</b> 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
<b>Kenton</b> Over Columbia Boulevard, near Peninsula Jct.	25	25	<b>Bridal Veil</b> 27.5 and 29.4.	60	45	68.4 and 70.3.	40	25
Between Kenton and Troutdale via Fir.	35	35	30.2 and 31.4.	60	45	70.4 and 72.7.	55	40
Between Mile Posts— <b>East Portland</b> 1.0 and 2.7.	35	20	31.7 and 32.8.	70	55	73.7 and 75.0.	60	45
<b>Bruun</b> 3.2 and 7.6.	50	35	<b>Dodson</b> 35.5 and 37.3.	55	40	75.1 and 75.9.	55	40
<b>Clarnie</b> 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
			<b>Cascade Locks</b> 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	<b>Crates</b> 81.8 and 82.1.	60	45
			<b>Meno</b> 59.4 and 61.9.	50	35	83.0 and 83.4.	45	30
						84.5 and 85.0.	20	20
						<b>The Dalles</b>		

**FIFTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.	
Maximum speed.	70	45	<b>Black River</b> Trains and engines moving through new P.C.-U.P. crossover switches within interlocking.			<b>Argo</b> On Eastward track at end of double track MP 180.1.	15	15	
<b>Tacoma</b> On curves between Jct. Switch 15th Street and Reservation Tower.	10	10		Between Mile Posts—178.2 and 178.5.	20		20	<b>Argo Yard</b> All turn-outs.	
<b>Reservation</b> On curves between Reservation Tower and Tacoma Jct.	20	15		<b>Argo</b> Through interlocking.	30	30	Over all street crossings between Argo and Seattle.	20	20
							<b>Seattle</b>		

**SIXTH SUBDIVISION**

Maximum speed.	70	60	Between Mile Posts— <b>Page</b> 238.4 and 239.0.	45	35	Between Mile Posts— <b>Ankeny</b> 294.4 and 294.5.	40	35		
<b>Hinkle</b> 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— <b>Cold Springs</b> 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	<b>Marengo</b> 308.6 and 309.0.	60	45		
<b>Juniper</b> 209.2 and 212.7.	40	30	246.5 and 247.0.	60	50	<b>Cheney</b> Within city limits.	35	35		
<b>Wallula Jct.</b> 214.6 and 215.5. over manual switches.	20	20	<b>Walker</b> 248.3 and 249.3.	60	50	Between Mile Posts— 352.8 and 353.5.	55	40		
			<b>Matthews</b> 265.2 and 266.0.	60	50	354.0 and 363.8 on curves.	60	45		
<b>Wallula</b> 216.3 and 216.6.	45	35	266.7 and 267.1.	50	35	364.2 and 364.4.	45	35		
			268.6 and 268.9.	50	35	364.7 and 364.9.	55	40		
219.7 and 220.0.	45	35	269.4 and 269.7.	50	35	365.1 and 366.2.	25	15		
221.6 and 222.0.	55	45	271.5 and 272.5.	25	15	366.5 and 367.1.	45	25		
<b>Humorist</b> 226.7 and 227.0.	55	45	272.7 and 273.2.	45	35	Over Bridge 367.13.	10	10		
			275.1 and 276.9.	40	35	<b>Spokane</b> Through Union Station limits.	15	15		
<b>Ash</b> 229.3 and 229.6.	50	40	277.9 and 280.0.	45	35	Union Station over slip switches.	10	10		
			280.0 and 281.6.	40	35	Over street crossings between N.P. Crossing and East Spokane.		20		
230.6 and 232.3.	35	30	281.9 and 282.2.	50	40	Between N. P. Crossing and Mission Ave., on line through old yard.		12		
232.3 and 234.1.	60	50	<b>Hooper Jct.</b> 286.1 and 286.5.	50	40	Through tunnel.		15		
234.2 and 234.6.	50	40				290.6 and 291.1.	50	40	<b>N. P. Crossing</b> Through interlocking.	10
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	
<b>Joseph Branch</b> Maximum speed.	25	<b>Olympia Branch</b> Maximum speed.	15	Between Mile Posts—53.5 and 53.7.	10	
3-degree curves.	15	<b>Olympia</b> Within city limits.	10	<b>Aberdeen</b> Within city limits.	15	
On curves of 4-degrees and over.	10			Over Boon St. Crossing.	5	
Between Mile Posts—0.0 and 1.3.	10	On curves of 4-degrees and over.	10	Over other street crossings.	10	
15.6 and 19.1.	10	<b>Grays Harbor Branch</b> Maximum speed.	25	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.	45	
19.1 and 24.3.	15				Between Villard Jct. and MP 70.0.	30
24.3 and 55.9.	10				Between MP 70.0 and Yakima.	25
64.4 and 75.1.	20	<b>Blakeslee Jct.</b> 4.3 and 4.7.	15	With pile driver 900321.	10	
75.1 and 78.1.	15			On 4-degree curves.	30	
78.1 and 82.6.	20	<b>Galvin</b> 5.1 and 5.7.	10	On 5- and 6-degree curves.	20	
82.6 and 83.6.	15			Between Mile Posts— <b>Villard Jct.</b> 7.1 and 7.4.	25	
<b>Pilot Rock Branch</b> Maximum speed.	15	6.5 and 6.8.	10	Bridge 7.44.	10	
<b>Umatilla Branch</b> Maximum speed.	20	7.1 and 7.5.	15	<b>Kennewick</b> Over street crossings.	8	
Between Mile Posts— <b>Hinkle</b> 0.0 and 0.1.	10	10.1 and 10.3.	15	<b>Richland Jct.</b> On Government track between Richland Jct. and North Richland. Within yard limits.	25 15	
2.3 and 3.7.	15	11.9 and 12.1.	10	<b>Benton City</b> Within city limits.	25	
<b>Hermiston</b> Standard and Union Oil spurs.	6	<b>Independence</b> 14.7 and 15.2.	10	Between Mile Posts— 37.5 and 38.5.	10	
On house track west of McNaught Warehouse.	6			<b>Grandview</b> Within city limits.	25	
Over road crossing east end of depot.	10	16.7 and 16.9.	15	<b>Granger</b> Over street crossings.	25	
<b>Umatilla</b> On wye.	10	18.8 and 19.8.	10	<b>Zillah</b> Over street crossings.	10	
<b>Hepner Branch</b> Maximum speed.	20	<b>South Elma</b> 32.8 and 33.8.	10	<b>Donald</b> Yakima River Bridge 89.35, through gantlet track.	10	
3-degree curves.	15				34.4 and 34.6.	10
On curves of 4-degrees and over.	10	35.0 and 35.4.	10			
<b>Condon Branch</b> Maximum speed.	20	36.1 and 36.3.	10			
3-degree curves.	15	37.5 and 38.2.	15			
On curves of 4-degrees and over.	10	38.5 and 39.7.	10			
On descending grades between Speece and Mikkalo.	10	41.5 and 42.3.	10			
On descending grades between Barnett and Rock Creek.	10	44.3 and 45.5.	10			
		46.3 and 46.8.	15			
		<b>Cosmopolis</b> Within city limits.	15			
		Handling logs within city limits.	8			

## BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
<b>Yakima</b> Over Yakima Avenue, and Walnut Street.	6	<b>Colfax</b> 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	<b>Tucannon</b> Between Mile Posts— 11.8 and 12.7.	25
<b>Sunnyside Branch</b> Maximum speed.	25	5.6 and 7.5.	15		
		8.4 and 8.8.	15		
<b>Pleasant Valley Branch</b> Maximum speed.	20			<b>Riparia</b> 19.7 and 19.9.	15
G. N. Crossing, MP 30.7.	15	<b>Shawnee</b> 9.9 and 10.0.	15	23.1 and 23.6.	20
On curves of 7-degrees and over.	15	10.8 and 11.2.	15	23.6 and 23.7.	15
		12.2 and 12.5.	15	24.5 and 25.0.	20
<b>Wallula Branch</b> Maximum speed.	25			25.4 and 26.9.	20
On 5- and 6-degree curves.	20	<b>Albion</b> 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— <b>Zangar Jct.</b> 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		
7.0 and 7.1.	15	<b>Pullman</b> Within city limits.	10	<b>Hay</b> 30.4 and 31.1.	20
<b>Reese</b> 7.7 and 8.0.	15	Over street crossings.	6	32.0 and 33.8.	15
8.2 and 8.4.	20	Between Mile Posts— <b>N. P. Crossing</b> 19.9 and 20.0.	15	34.2 and 35.2.	15
8.7 and 9.1.	15	24.6 and 24.8.	15	<b>Jerita</b> 36.2 and 36.9.	15
9.5 and 9.7.	15	25.2 and 25.4.	15	37.8 and 39.3.	15
10.0 and 10.1.	20			<b>Sutton</b> 49.3 and 50.1.	15
10.7 and 10.9.	20	<b>Moscow</b> Within city limits.	15	<b>Winona</b> 57.2 and 59.0.	10
11.1 and 11.4.	20	Over street crossings.	10	64.9 and 65.2.	20
12.1 and 12.3.	15			68.2 and 68.5.	20
12.5 and 12.6.	20	<b>Tekoa Branch</b> Maximum speed. On Ayer Jct. turnout.	20		
<b>Touchet</b> 18.5 and 18.6.	20	Between Ayer Jct. and Riparia.	45	<b>Diamond</b> 68.8 and 69.0.	20
W. W. V. Ry. Crossing, MP 28.7.	12	Between Riparia and Manito.	25	69.9 and 70.1.	20
		Between Manito and East Spokane.	30	<b>Mockonema</b> 73.3 and 73.6.	15
<b>Moscow Branch</b> Maximum speed.	20	On 4-, 5- and 6-degree curves.	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— <b>Crest</b> 74.9 and 77.2.	10	Between Mile Posts— 120.2 and 121.4.	20	Between Mile Posts— <b>La Crosse</b> 3.4 and 3.6.	20
<b>Colfax</b> 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	<b>Latah</b> 123.4 and 124.5.	15	9.2 and 9.7.	15
81.5 and 82.3.	15	125.1 and 125.7.	20	<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivision.	10
82.9 and 83.4.	15	127.5 and 128.4.	20	Through west leg of wye on 16-degree curve.	5
83.7 and 84.5.	15	129.6 and 130.6.	20		
86.5 and 87.0.	15	<b>Fairfield</b> Within city limits.	20	<b>Tucannon Branch</b> Maximum speed. Between Tucannon and Powers.	35
87.6 and 88.9.	15	Between Mile Posts— 133.3 and 134.6.	15	Between Powers and Starbuck.	20
89.1 and 89.4.	15	<b>Darknell</b> 135.3 and 136.3.	20	<b>Starbuck</b> Within city limits.	10
<b>Elberton</b> Within city limits.	20	136.6 and 139.2.	15	Between Starbuck and Relief.	10
Between Mile Posts— 90.7 and 91.9.	15	<b>Rockford</b> Within city limits.	15	<b>Pomeroy Branch</b> Maximum speed.	20
92.4 and 92.9.	20	Between Mile Posts— 141.0 and 141.2.	20	<b>Starbuck</b> Within city limits.	10
<b>Garfield</b> Within city limits.	20	142.6 and 143.2.	15		
Between Mile Posts— 101.1 and 101.5.	20	<b>Manito</b> 147.3 and 148.4.	20	<b>Pendleton Branch</b> Maximum speed.	20
102.0 and 102.4.	20	<b>Mica</b> 150.5 and 153.9.	15	On curves of 7-degrees and over.	15
<b>Farmington</b> Within city limits.	15	154.3 and 154.5.	20	Between Barrett and Downing, on descending grade.	10
Between Mile Posts— 104.6 and 104.9.	15	154.7 and 155.5.	20	<b>Pendleton</b> Over S.W. Fourth, Main and S.E. Third Streets.	12
105.5 and 105.8.	15	Between Chester and Mica, on descending grade.	20	Over other street crossings within city limits.	20
112.2 and 113.1.	20	<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.	25	Between Mile Posts— 2.5 and 3.0.	15
115.6 and 116.0.	15	Between Hooper Jct. and Connell.	15	9.5 and 9.8.	15
<b>Tekoa</b> On west leg of wye.	10	On 5- and 6-degree curves.	20	<b>Athens</b> Over street crossings.	10
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— <b>Downing</b> 24.0 and 24.5.	15	Between Mile Posts— 79.6 and 79.9.	15	Between Mile Posts— <b>Rose Lake</b> 50.6 and 51.0.	20
25.4 and 26.2.	15	80.8 and 81.2.	15		
<b>Blue Mountain</b> 29.0 and 29.4.	15	<b>Dayton Branch</b> Maximum speed.	20	<b>Dudley</b> 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	<b>Cataldo</b> 60.0 and 60.2.	15
31.2 and 31.7.	15			62.4 and 63.2.	20
32.2 and 32.4.	15	Between Mile Posts— <b>Bolles</b> 0.4 and 0.6.	15		
32.7 and 32.9.	15			<b>Kellogg-Wardner</b> Over street crossings.	10
<b>Milton-Freewater</b> Over street crossings.	10	<b>Dayton</b> Over street crossings west of Touchet River.	10	Between Mile Posts— 70.1 and 70.3.	20
W. W. V. Ry. Crossing, MP 36.3.	10	Over all other street crossings.	10	70.7 and 70.9.	20
W. W. V. Ry. Crossing, MP 44.2.	15			72.4 and 72.6.	20
<b>Walla Walla</b> Over street crossings.	10	<b>Wallace Branch</b> Maximum speed.	25		
Within city limits.	15	Between Plummer Jet. and Chatcolet.	15	<b>Osburn</b> 77.1 and 77.2.	20
On west leg of wye.	5			77.4 and 77.7.	20
Between Mile Posts— 52.7 and 53.4.	15	Between Chatcolet and Harrison.	20	78.0 and 78.2.	20
<b>Valley Grove</b> 64.8 and 64.9.	15	On 5- and 6-degree curves.	20	78.6 and 78.7.	15
65.5 and 66.0.	15	On curves 7-degrees and over.	15		
66.1 and 66.3.	15	<b>Chatcolet</b> Bridge 23.45.	10	<b>Wallace</b> Over street crossings.	5
<b>Bolles</b> 71.7 and 72.5.	15	Between Mile Posts— 24.1 and 28.4.	15	Between Mile Posts— 81.4 and 87.3.	15
72.8 and 73.2.	15			Burke to Wallace, eastward.	10
74.3 and 76.1.	15	<b>Springston</b> 34.0 and 34.4.	10		
78.4 and 78.5.	15	34.9 and 35.2.	20	<b>Sierra-Nevada Branch</b> Maximum speed.	10
78.9 and 79.3.	15	38.3 and 38.6.	20		

**Standard clocks are located as shown below:**

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

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

**SYMBOLS AND ABBREVIATIONS**

**Rules 6 and 6(A)**

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

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

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

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

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordinance.....	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. 71

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

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

**Safety Gains  
Where Courtesy Reigns**

### S.I.R.R. SURGEONS AND PHYSICIANS

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

### STANDARD CLOCK LOCATIONS

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

### RAILROAD RADIO CALL LETTERS AND NUMBERS

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

### SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

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

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

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

A—Automatic interlocking;	Q—Radio installation;
B—Bulletins—general orders;	R—Train register;
C—Continuous office;	T—Turntable or wye;
F—Fuel;	U—Railroad crossing
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. 71 September 7, 1969	Mile Post	SECOND CLASS					
		9 Freight	Daily			STATIONS	8 Freight				
90 BJKPQWY		5.00AM		C-R EASTPORT RO	140.8	A 2.25AM					
49 P		5.30		MEADOW CREEK	126.3	12.07AM					
36		5.39		EILEEN	123.1	11.58PM					
39 PY		5.51		MOYIE SPRINGS	119.2	11.48					
52 BJKPQWY		6.50		C-R BONNERS FERRY BY	109.6	11.25					
MY				K. V. CROSSING	109.3						
25 P		7.04		DEEP CREEK	103.7	11.02					
90 P		7.18		SHILOH	95.5	10.47					
60 P		7.28		ELMIRA	89.9	10.37					
48 P		7.33		SAMUELS	86.8	10.32					
55 P		7.41		FOREST SIDING	82.4	10.24					
43 BJKMPQWYZ		8.28		C SANDPOINT (G.N. Crossing) SA	74.7	10.12					
Spur 50 JY		8.36		DOVER	71.7	9.57					
60 P		8.43		GRAVEL PIT	68.8	9.50					
90 P		9.03		VAY	57.7	9.30					
50 P		9.15		CLAGSTONE	50.1	9.19					
50 P		9.28		ATHOL	42.7	9.07					
Spur 36		9.36		CHILCO	36.5	8.59					
35 JPTY		9.51		COEUR D'ALENE JCT.	25.5	8.44					
55 JMPY		9.57		GRAND JCT. (C.M.St.P.&P. and N.P. Crossing)	22.1	8.37					
				STATE LINE	18.5						
50		10.05		EAST FARMS	18.0	8.30					
27 PQTWY		10.18		O TRENTWOOD-VELOX KD	10.8	8.18					
4 JPY		10.30		MILLWOOD-IRVIN	6.8	8.10					
35 JPTY		10.40		SPOKANE SHOP	2.7	8.00					
LJPQY		A10.50AM		C N. P. CROSSING CG		7.50PM					
BFLJKPQWYZ		A11.00AM		R EAST SPOKANE		7.40PM					
				(139.7)		Daily					
		(6.00) Thru Time.....		(6.35)							
		23.2 Average speed per hour.....		21.2							

Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-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. 71 September 7, 1969	Mile Post						
						STATIONS					
MPQTY				O-R COEUR D'ALENE CN	9.0						
8 JMY				GIBBS	7.6						
25 JPTY				COEUR D'ALENE JCT.	0.0						
				(9.0)							

SIDINGS AND SPURS

SPOKANE SUBDIVISION

	Mile Post	Car Capacity	Switch Connection		Mile Post	Car Capacity	Switch Connection
Center Spur	3.7	2	West	N. P. Transfer	76.2		
Parkwater	4.1	4	West	Track No. 1		25	Both
Suburban Gas	4.25	4	West	Track No. 2		36	Both
Airway	5.0	1	West	Track No. 3		33	Both
Millwood-Irvin	6.8			Track No. 4		32	Both
Apple Siding		8	Both	Sandpoint East Siding	76.5	90	Both
Irvin Siding		26	Both	Naples	97.7	5	West
Trentwood-Velox	10.8			Burns	101.5	12	West
Hillyard Spur		6	East	Deep Creek Planing Mill Track	101.5	4	East
West Wye Track		20	West	Bonnors Ferry	109.6		
East Wye Track (Main Lead)		23	East	West Storage Track		60	Both
East Siding		8	Both	House Track		6	East
West Siding		16	Both	Oil Spur		13	West
Cominco No. 3 Track		20	Both	Thompsons		23	East
Velox Siding		25	Both	Spaulding Spur		3	East
Austin	11.7	34	East	Moyie	119.0		
Eastfarms Apple Spur	12.5	15	East	Log Siding		24	Both
Interstate	19.0	4	West	Saddler Spring		22	Both
Haycroft Spur	20.19	5	East	Sinclair	135.1	8	West
Vay Industry Spur	26.5	8	East	Addie	137.1	8	West
Collala	57.7	3	West	Eastport	140.8		
Dover	62.9			Track No. 1		40	Both
G. N. Transfer	71.7	17	West	Track No. 2		36	Both
Board Plant		9	West	Track No. 3		32	Both
No. 2 Track		14	West	Warehouse Track (U. S. Side)		10	Both
Run-a-round Track		5	West				
Sandpoint	74.7						
Fansler		1	East				
Shell		7	West				
CoOp Gas		4	West				
Ames Spur		4	East				
Long House		49	Both				
Short One		10	East				
Old Scale Track		24	Both				
Material Spur		15	East				
Wendt Spur		3	East				
Hedlund Dock Spur		7	West				
Hedlund Lumber Spur		12	East				
G. N. Transfer		5	West				

COEUR D'ALENE BRANCH

	Mile Post	Car Capacity	Switch Connection
Feeley's Spur	2.7	8	West
Cement Spur	6.75	4	West
N.W. Timber Spur	7.5	8	West
Winton Lumber Spur	7.6	8	West
Lafferty Log Spur	8.4	23	West
Lafferty Pole	8.4	6	West
Rupp Spur	8.9	1	East
House Track	9.0	10	East

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

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

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

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

**GENERAL**

Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed.	49	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):	
When using cross-overs or turn-outs.	15	Main line;	30
		Branch lines.	20
Within yard limits:			
Where protected by continuous automatic block signal system.	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power.	25
Where not protected by continuous automatic block signal system, unless a different speed is specified.	20	(Slower speed must be observed where conditions require.)	
Diesel yard-switch locomotives in road service: 1000-1100 class.	35	Jordan spreaders and other machines of spreader type, when in operation.	15
When leading unit at front of train is gas turbine or car body type unit backing up.	30	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
		Through truss bridges.	6
Multiple unit engine when controlled from other than leading unit.	30	Trains handling diesel units dead in train:	
Trains handling wrecking derricks:		Yard switch units of any type;	35
Derricks with 6-wheel trucks.	40	Foreign line, government, export or commercial units	45
Derricks with 4-wheel trucks.	35	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 or Baldwin type.	45
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		Trains handling company scrap.	35

**SPOKANE SUBDIVISION**

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

**COEUR D'ALENE BRANCH**

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