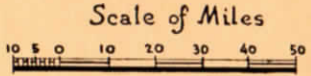




NORTHWESTERN DISTRICT
OREGON DIVISION
 CORRECTED TO OCTOBER 27, 1968



UNION PACIFIC RAILROAD COMPANY
 NORTHWESTERN DISTRICT



OREGON DIVISION
TIME-TABLE
No. 54

Effective Sunday
April 26, 1970
 At 12:01 A.M. Pacific Time

SPOKANE INTERNATIONAL
RAILROAD COMPANY

TIME-TABLE NO. 73
 Effective Sunday
April 26, 1970
 At 12:01 A.M. Pacific Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

G. H. BAKER
General Manager

R. L. RICHMOND
General Superintendent

R. B. HARDIN, Superintendent.....Portland, Ore.
T. P. Rogers, Assistant Superintendent.....Portland, Ore.
A. R. Brown, Assistant Superintendent.....Spokane, Wash.
J. F. Chapman, Supt. Northern Terminals.....Seattle, Wash.
O. E. Vallen, Terminal Superintendent.....Seattle, Wash.
C. R. Phelps, Asst. Terminal Superintendent.....Seattle, Wash.
L. J. Schreiber, Terminal Superintendent.....Portland, Ore.
J. L. Jensen, Asst. Terminal Superintendent.....Portland, Ore.
H. H. Donaldson, Trainmaster.....Portland, Ore.
J. A. McCullough, Trainmaster.....Seattle, Wash.
M. S. Barkdull, Trainmaster.....Spokane, Wash.
S. R. Tortorelli, Trainmaster.....Spokane, Wash.
F. W. Davis, Trainmaster.....Hinkle, Ore.
M. D. Sweet, Trainmaster.....La Grande, Ore.
G. C. Fisher, Asst. Trainmaster.....Walla Walla, Wash.
J. F. Stern, Terminal Trainmaster.....Argo, Wash.
R. D. Yingst, Terminal Trainmaster.....Argo, Wash.
P. N. Martin, Terminal Trainmaster.....La Grande, Ore.

J. BOWEN
General Superintendent Transportation

S. R. Colosso, Terminal Trainmaster.....The Dalles, Ore.
J. E. Pickett, Master Mechanic.....Portland, Ore.
A. B. Ziegler, General Road Foreman of Engines.....Portland, Ore.
J. C. Ladd, Road Foreman of Engines.....La Grande, Ore.
D. L. Freeman, Road Foreman of Engines.....Portland, Ore.
G. W. Jones, Road Foreman of Engines.....Spokane, Wash.
A. D. McGinnis, Road Foreman of Engines.....Portland, Ore.
G. W. McDonald, Division Engineer.....Portland, Ore.
V. W. Wise, General Roadmaster.....Portland, Ore.
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy.....Portland, Ore.
L. C. Pitchford, Asst. Supt. of Safety and Courtesy.....Portland, Ore.
M. H. Galloway, Chief Train Dispatcher.....Albina, Ore.
J. A. Fehr, Assistant Chief Train Dispatcher.....Albina, Ore.
J. F. Fehrenbacher, Assistant Chief Train Dispatcher.....Albina, Ore.
F. H. Cavallo, Assistant Chief Train Dispatcher.....Albina, Ore.
R. S. Leabee, 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 Employes Hospital Association
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
J. P. Craven	Surgeon	Portland, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
Joyle Dahl	Surgeon	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
David G. Duncan	Surgeon	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	G. V. Axford	Surgeon	Pasco, Wash.
Robert M. Hansen	Aurist	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
A. M. Klass	Oculist and Aurist	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	K. F. Harcourt	Physician	Pendleton, Ore.
L. E. Lundberg	Surgeon	Portland, Ore.	A. D. Brandt	Internist	Pendleton, Ore.
T. R. Nickelson	Surgeon	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	G. S. McConnell	Surgeon	Ritzville, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
H. D. Kellÿ	Surgeon	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	John M. Shlach	Oculist	Seattle, Wash.
G. M. Burns	Surgeon	Baker, Ore.	Stephen J. Wood	Surgeon	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	H. E. Eggers, Jr.	Urologist	Seattle, Wash.
P. W. Ford	Surgeon	Bend, Ore.	H. S. Brown	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	S. A. Davis	Surgeon	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	R. E. Elston	Surgeon	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	G. W. Girvin	Surgeon	Spokane, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	D. J. McGonigle	Surgeon	Spokane, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
W. H. Wolff	Surgeon	Heppner, Ore.	W. H. Tousey	Surgeon	Spokane, Wash.
F. W. Ford	Surgeon	Hermiston, Ore.	G. T. Wallace	Orthopedist	Spokane, Wash.
M. J. Johnson	Surgeon	Hermiston, Ore.	M. L. Johnson	Surgeon	Tacoma, Wash.
G. A. Jones	Surgeon	Hermiston, Ore.	Roy H. Virak	Physician	Tacoma, Wash.
G. C. Carter	Surgeon	Hood River, Ore.	W. E. Hart	Surgeon	Tekoa-Fairfid., Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	F. A. Thiel	Surgeon	Tekoa-Fairfid., Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	The Dalles Clinic	Surgeons	The Dalles, Ore.
Glen V. Axford	Surgeon	Kennewick, Wash.	H. M. Wiswall	Surgeon	Vancouver, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	S. R. Hevel	Surgeon	Waitsburg, Wash.
W. J. Kubler	Surgeon	La Grande, Ore.	A. M. Peterson	Surgeon	Wallace, Ida.
T. B. Lumsden	Surgeon	La Grande, Ore.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
Robert L. Stuart	Oculist and Aurist	La Grande, Ore.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
P. F. Little	Physician	Enterprise, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Schefer	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. 54		FIRST CLASS					
105	19	457	17		April 26, 1970		20	18	106	458		
Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily									
5.30			2.20	0.0		GRANGER		A 4.00	A10.20			
9.00 9.10			6.30 6.45	213.9		POCATELLO		11.35 11.25	6.20 6.10			
11.35			9.55	373.8		GLENNS FERRY		8.30	3.20			
12.55			11.23	448.4		BOISE		7.05	1.55			
2.50			1.35	550.1	M.T.	HUNTINGTON	M.T.	5.05	12.01			
1.51			12.40	649.7	P.T.	LA GRANDE	P.T.	4.00	10.59			
4.10			3.15	723.9		PENDLETON		11.25	6.31			
6.15			5.30	941.3		SPOKANE	A 5.30					
	10.45			755.3		HINKLE	1.00	10.45	5.56			
7.00	A 3.15		6.20	855.4		THE DALLES		9.05	4.30			
8.20			8.05	939.5		PORTLAND		7.00	2.45	A 9.30		
A10.20		10.45	A10.00	1122.7		SEATTLE				5.30		
		A 2.30					Daily	Daily	Daily	Daily		
(17.50)	(4.30)	(3.45)	(20.40)									
52.7	40.7	48.9	45.4									
								Thru Time	(4.30)	(20.00)	(18.35)	(4.00)
								Average speed per hour	40.7	46.9	50.6	45.8

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCammon	Time-Table No. 54		FIRST CLASS			
			35		April 26, 1970		36			
			Passenger				Passenger			
			Monday							
			Thursday							
			Saturday							
			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)				Thru Time	(7.45)	
				35.4				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. 54 April 26, 1970	Mile Post	FIRST CLASS			
		17	105				18	106		
		Passenger	Passenger				Passenger	Passenger		
	Daily	Daily	STATIONS							
	BFKPTWZ		12.40PM	1.51AM	C-R HUNTINGTON HU	389.4	A 4.00PM	A 10.59PM		
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	BFKPTWYZ		s 2.00	s 3.05	C BAKER BC	342.0	s 2.45	s 9.45		
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				
	BFKPTWYZ		A 3.05PM	A 4.05AM	C-R LA GRANDE RA	289.8	1.35PM	8.45PM		
					(99.6)		Daily	Daily		
		(2.25) 41.3	(2.14) 44.6	..... Thru Time.....		(2.25) 41.3	(2.14) 44.6	..... Average speed per hour.....		

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

WESTWARD		SECOND SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 54 April 26, 1970	Mile Post	FIRST CLASS			
		17	105				18	106		
		Passenger	Passenger				Passenger	Passenger		
	Daily	Daily	STATIONS							
	BFKPTWYZ		3.15PM	4.10AM	C-R LA GRANDE RA	289.8	A 1.30PM	A 8.40PM		
131	PT				7.7 HILGARD	282.1				
121	P				6.5 MOTANIC	275.6				
	P				3.5 NORDEEN	272.1				
123	PT				1.0 KAMELA	271.1				
	P				2.8 ROSS	268.3				
92	P				2.8 MEACHAM	265.5				
85					7.8 HURON	257.7				
119	P				3.6 CAMP	254.1				
105	P				5.6 DUNCAN	248.5				
57	PT				9.0 BONIFER	239.5				
57					2.6 GIBBON	236.9				
87	P				7.3 HOMLY	229.6				
87	PT				4.9 MINTHORN	224.7				
104	P				5.8 MUNRA	218.9				
99	P				3.3 PENDLETON FD	215.6	s 11.25AM	s 6.31		
101	P				3.6 RIETH	212.0				
139	BJKPTWYZ		s 5.30	s 6.15	3.7 BARNHART	208.3				
138	JP				9.4 NOLIN	198.9				
114	P				6.3 ECHO	192.6				
114	P				4.2 STANFIELD	188.4				
116	P		f 5.55							
	P		f 6.01							
	BFKPTWYZ		A 6.10PM	A 6.59AM	C-R HINKLE UK	184.2	10.45AM	5.56PM		
					(105.6)		Daily	Daily		
		(2.55) 36.2	(2.49) 37.5	..... Thru Time.....		(2.45) 38.4	(2.44) 38.6	..... Average speed per hour.....		

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

WESTWARD				THIRD SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 54 April 26, 1970	Mile Post	FIRST CLASS					
		17 Passenger	105 Passenger			18 Passenger	106 Passenger				
		Daily	Daily								
	STATIONS										
BFKPQTWXYZ		6:20PM	7:00AM	C-R HINKLE UK	184.2	A 10:40AM	A 5:55PM				
P		f 6:27		O 6.5 ORDNANCE RN	177.7						
158 P				O 1.9 MUNLEY	175.8						
116 P				O 6.0 CLARKE	169.8						
178 P				O 6.1 BOARDMAN BD	163.7						
176 P				O 6.4 CASTLE	157.3						
176 JP				O 9.8 HEPPNER JCT.	147.5						
180 JPT		f 7:07		O 9.2 ARLINGTON MX	138.3	f 9:55					
176 P				O 9.6 BLALOCK	128.7						
176 P				O 7.6 QUINTON	121.1						
196 P				O 8.7 GOFF	112.4						
114 P				O 9.3 BIGGS	103.1						
43				O 2.7 MILLER	100.4						
JPX				O 5.3 OREGON TRUNK JCT.	95.1						
60 PX		7:50	8:10	O 3.2 DUNE	91.9						
BFKPQTWXYZ		A 8:00PM	As 8:20AM	C-R 6.1 THE DALLES DK	85.8	9:05AM	4:30PM				
				(98.4)		Daily	Daily				
	(1.40) 59.0	(1.20) 71.3	..... Thru Time.....		(1.35) 62.1	(1.25) 69.4	..... 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. 54 April 26, 1970	Mile Post	FIRST CLASS					
		17 Passenger	105 Passenger			18 Passenger	106 Passenger				
		Daily	Daily								
	STATIONS										
BFKPQTWXYZ		8:05PM	8:20AM	C-R THE DALLES DK	85.8	A 9:00AM	As 4:30PM				
P		8:11	8:26	O 4.1 CRATES	81.7	8:53	4:21				
121 P		8:17	8:32	O 5.2 ROWENA	76.5	8:47	4:15				
115 P		8:25	8:39	O 6.3 MOSIER	70.2	8:39	4:08				
92 JPY		s 8:35	f 8:50	O 7.4 HOOD RIVER KI	62.8	s 8:21	f 3:59				
117 P		8:40	8:55	O 4.1 MENO	58.7	8:14	3:54				
112 P		8:50	9:06	O 8.5 WYETH	50.2	8:04	3:44				
122 P		9:00	9:16	O 7.2 CASCADE LOCKS CJ	43.0	7:52	3:35				
107 P		9:05	9:21	O 4.3 BONNEVILLE	38.7	7:47	3:30				
114 P		9:10	9:26	O 4.8 DODSON	33.9	7:41	3:25				
114 P		9:17	9:33	O 7.3 BRIDAL VEIL	26.6	7:33	3:18				
114 P		9:21	9:37	O 3.9 ROOSTER ROCK	22.7	7:29	3:14				
45 89 IJPY		9:28	9:46	C 7.1 TROUTDALE SN	15.6	7:22	3:07				
P		9:32		O 2.4 FAIRVIEW	13.2	7:19					
43 P		9:38	9:54	O 5.5 CLARNIE	7.7	7:14	3:00				
22 PY		9:43	9:59	O 3.3 GRAHAM	4.4	7:09	2:55				
IJPTY		9:49	10:05	C 3.9 EAST PORTLAND EP	0.5	7:03	2:48				
42 P				O 0.5 HEMLOCK	17.0						
PY				O 4.6 FIR	12.4						
BKPYZ		VIA GRAHAM	VIA GRAHAM	O 4.3 KENTON	8.1	VIA GRAHAM	VIA GRAHAM				
JPTY				O 2.5 PENINSULA JCT.	5.6						
JPY				O 1.4 ST. JOHNS JCT.	4.2						
BFKPQTWXYZ				C-R 2.6 ALBINA B	1.6						
IJPTY		9:49	10:05	C 1.1 EAST PORTLAND EP	0.5	7:03	2:48				
BIJKP		A 10:00PM	A 10:20AM	C-R 0.5 PORTLAND P-VC	0.0	7:00AM	2:45PM				
				VIA GRAHAM (85.8) VIA KENTON (92.2)		Daily	Daily				
	(1.55) 44.7	(2.00) 42.9	..... Thru Time.....		(2.00) 42.9	(1.45) 49.0	..... Average speed per hour.....			

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-71.

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. 54 April 26, 1970	Mile Post	FIRST CLASS		
		457 Passenger			458 Passenger		
		Daily					
STATIONS							
		10.45AM	C	PORTLAND	P-Vc	0.0	A 9.30PM
IJY		10.59	C	NORTH PORTLAND JCT.	KD	6.8	9.12
		A 11.03AM		VANCOUVER		8.7	9.08PM
				136.5			
<p>NO. 457 AND NO. 458 WILL OPERATE OVER BURLINGTON NORTHERN INC., VIA WILLBRIDGE.</p> <p>TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER IS FOR INFORMATION ONLY.</p> <p>BETWEEN PORTLAND AND RESERVATION, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF BURLINGTON NORTHERN INC.</p>							
				B. N. CROSSING		145.2	
				B. N. CROSSING		146.4	
				B. N. CROSSING		146.5	
IJY		1.41PM	C	RESERVATION	RN	146.8	A 6.22PM
IJPY		A 1.43PM	C	TACOMA JCT.	JN	147.5	6.20PM
<p>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.</p>							
18 55	IJPY			C-R BLACK RIVER	BI	173.8	A 5.45PM
	P			C. M. St. P. & P. & P. C. CROSSING		173.8	
	BFLJKPQ TWYZ		2.22	C-R ARGO	G	180.1	5.37
	BKPY		A 2.30PM	O-R SEATTLE	OW	183.2	5.30PM
				(183.2)			Daily
		(3.45)		..... Thru Time.....		(4.00)	
		48.9		..... Average speed per hour.....		45.8	
<p>On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.</p> <p>Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.</p>							

WESTWARD		SIXTH SUBDIVISION						EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					FIRST CLASS	Time-Table No. 54 April 26, 1970	Mile Post	FIRST CLASS	SECOND CLASS				
	151	8	391	363	361	19			20	362	392	9	298	364
	Freight	S.I. Freight	Mixed	Freight	Freight	Passenger			Passenger	Freight	Mixed	S.I. Freight	Freight	Freight
	Daily	Daily	Monday Wednesday Thursday Sunday	Daily	Daily	Daily								
STATIONS														
BFLJKP QTWYZ	10.00PM	7.40PM					R EAST SPOKANE	371.7				A 10.00AM	A 4.35PM	
IJPQY	10.09	A 7.50PM					C B. N. CG CROSSING	369.2				9.50AM	4.25	
BKPY	10.15						O-R SPOKANE	367.3	A 5.30AM				4.20	
45 PY	10.22						WEST SPOKANE	365.6	5.17				4.12	
43 P	10.35						MARSHALL	357.8	5.03				3.52	
118 P	10.50						CHENEY	350.5	f 4.53				3.37	
42 P	11.05						MASON	340.3	4.40				3.17	
86 P	11.22						WELLS	328.9	4.27				2.52	
42 P	11.32						PALM LAKE	322.3	4.19				2.42	
43 P	11.46PM						EMDEN	312.9	4.08				2.25	
62 JPTY	12.01AM						O MARENGO	306.2	4.00				2.15	
42 P	12.08						THAVIS	301.4	3.54				2.07	
42 P	12.21						ANKENY	292.8	3.43				1.53	
31 JPT	12.33			298	1.40PM		R HOOPER JCT.	284.9	3.33		A 6.00AM		391 1.40	
121 P	12.52			2.02			JOSO	273.1	3.16		5.25		12.45 ¹⁹	
J							AYER JCT.	269.6						
BFKP TWY	1.30			A 2.25PM			C-R AYER	268.1	s 2.58		5.00AM		12.20PM	
176 P	1.45						MATTHEWS	266.7	2.43				11.55AM	
176 P	2.00						WALKER	246.7	2.30				11.40	
187 P	2.15 ²⁰						PAGE	236.9	2.15 ¹⁵¹				11.25	
100 P	2.39						ASH	228.2	2.00				11.10	
134 JPTY	3.05			4.25AM	3.30AM	f 2.08	C-R WALLULA	215.2	f 1.45	A 2.45AM			10.50	A 1.05AM
JPTY	3.10			4.30	3.35	2.11	WALLULA JCT.	213.5	1.40	2.40			10.45	1.00
132 P	3.30			4.50	3.52	2.25	JUNIPER	203.2	1.25	2.22			10.30	12.40
134 P	3.45			5.10	4.10	2.35	COLD SPRINGS	193.4	1.15	2.05			10.15	12.20AM
BFLJKPQ TWYZ	A 4.05AM			A 5.30AM	A 4.35AM	A 3.15PM	C-R HINKLE	184.2	1.00AM	1.45AM			10.00AM	11.59PM
							(189.8)	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
	(6.05)	(0.10)	(0.45)	(1.05)	(1.05)	(4.30)	..... Thru Time.....	(4.30)	(1.00)	(1.00)	(0.10)	(6.35)	(1.06)
	30.8	15.0	28.5	28.6	28.6	40.7	Average speed per hour	40.7	31.0	21.4	15.0	28.5	28.6	
<p>Except in Centralized Traffic Control territory on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-71.</p> <p>Rule 261 applies between west switch Joso and east switch Ayer.</p> <p>S. I. No. 9 arriving at B. N. Crossing on Spokane International Railroad Co. will run as S. I. No. 9 B. N. Crossing to East Spokane.</p> <p>No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 Hooper Jct. to Ayer.</p> <p>For conditional stops to discharge or pick up revenue passengers, see page 25.</p> <p>For stations not shown on schedule pages, see page 16.</p>														

WESTWARD		JOSEPH BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS		
	305					304
	Freight					Freight
	Monday Wednesday Friday					
	STATIONS					
22	PTY	7.00AM	O-R	JOSEPH	J 83.8 A 1.50PM	
22	PY	7.30	O	ENTERPRISE	RS 78.0 1.25	
29		8.05		LOSTINE	67.8 12.50	
40	PTY	8.30		WALLOWA	60.0 12.25PM	
7	P	9.00		MINAM	47.1 11.55AM	
66		9.35		KIMMELL	39.5 11.25	
33		9.50		LOOKING GLASS	33.8 11.05	
24		10.35		GULLING	25.1 10.35	
28	PTY	11.05	O	ELGIN	GN 20.9 10.20	
17	P	11.30		IMBLER	12.3 9.55	
14		11.45AM		ALICEL	8.4 9.40	
BFJKPQTYZ	A12.25PM	C-R	LA GRANDE	RA 0.0	9.00AM	
			(83.8)		Sunday Tuesday Thursday	
	(5.25)	..... 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).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						305	304
						Freight	Freight
	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).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						305	304
						Freight	Freight
	STATIONS						
BFJKPQTYZ	C-R	HINKLE	UK	0.0			
79	P	HERMISTON	MN	3.9			
		UMATILLA		10.1			
		IRRIGON		17.9			
		(17.9)					

WESTWARD		HEPPNER BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						305	304
						Freight	Freight
	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).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						305	304
						Freight	Freight
	STATIONS						
21	JTY		O-R	CONDON	CD 44.5		
18				GWENDOLEN	36.3		
22				CLEM	28.6		
22				MIKKALO	24.4		
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. 54 April 26, 1970	Mile Post	SECOND CLASS			
						313	314
						Freight	Freight
	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 BURLINGTON NORTHERN INC.

Westward		OREGON TRUNK JUNCTION		Eastward			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						313	314
						Freight	Freight
	STATIONS						
JPKY	A12.01PM				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).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						313	314
						Freight	Freight
	STATIONS						
JPTY		EAST OLYMPIA		0.0			
Y		CAPITOL		2.0			
PY		TUMWATER		4.9			
Y		B. N. 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-71.
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. 54 April 26, 1970	Mile Post	SECOND CLASS			
						307	306
						Freight	Freight
	STATIONS						
BFJKP TWYZ	12.01AM	C-R	CENTRALIA	CN 0.0	A 7.30PM		

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

Westward		BLAKESLEE JUNCTION		Eastward			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						307	306
						Freight	Freight
	STATIONS						
JMPY	12.15AM				A 7.15PM		
M			B. N. CROSSING	2.4			
M			C. M. St. P. & P. CROSSING	2.4			
20	P	12.25		GALVIN	5.0 7.05		
36	JP	12.50	12.01AM	R HELSING JUNCTION	12.2 A 7.40PM 6.40		
43		12.55	12.05	INDEPENDENCE	18.7 7.35 6.35		
43	P	1.20	12.30	CEDARVILLE	22.2 7.10 6.10		
42		1.30	12.40	LANKNER	26.3 7.00 6.00		
36		1.45	12.55	SAGINAW	30.8 6.45 5.45		
1	P	1.50	1.00	SOUTH ELMA	32.5 6.40 5.40		
43	PTY	2.25	1.35	SOUTH MONTESANO	42.4 6.05 5.05		
				MONTESANO	43.9		
43	PTY	2.25	1.35	SOUTH MONTESANO	42.4 6.05 5.05		
28	PY	3.00	2.05	COSMOPOLIS	52.6 5.30 4.30		
				SOUTH ABERDEEN JCT.	53.2		
				B. N. CROSSING	53.3		
75	JPYZ	A 3.10AM	A 2.35AM	O-R ABERDEEN	SA 53.9 5.20PM 4.20PM		

BETWEEN ABERDEEN AND HOQUIAM, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF BURLINGTON NORTHERN INC.
Time shown at Hoquiam is for information only.

Westward		HOQUIAM		Eastward			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 54 April 26, 1970	Mile Post	SECOND CLASS			
						307	306
						Freight	Freight
	STATIONS						
BFKP TWYZ	A 3.30AM	A 3.05AM	O-R	HOQUIAM	HO 57.5 5.00PM 4.00PM		
				(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. 54 April 26, 1970	Mile Post	SECOND CLASS			
		373 B. N. Freight	361 Freight	363 Freight				362 Freight	374 B. N. Freight	364 Freight	
		Daily Except Sunday	Daily Except Sunday	Daily							
		STATIONS									
BFJKPTWYZ				11.30PM	O-R	YAKIMA NY	98.0		A 6.15AM		
31 Y				11.40		UNION GAP	94.6		5.55		
MP					Block Signal	B. N. CROSSING	91.3				
23 P				11.50PM		PARKER	90.8		5.45		
M					Block Signal	B. N. CROSSING	89.4				
24 P				12.01AM		DONALD	86.8		5.30		
12 JP				12.07		SAWYER	84.5		5.20		
30 JP				12.15		BUENA	81.6		5.10		
60 JPY				12.24	O	ZILLAH AH	78.5		4.55		
43 P				12.40		GRANGER	73.4		4.40		
42				12.55		EMERALD	67.2		4.25		
28 JPTY				1.05	R	MIDVALE	63.6		4.15		
41 JPY				1.20	O	GRANDVIEW GW	57.7		3.55		
35 P				1.45		NORTH PROSSER	50.8		3.35		
43				2.05		CHAFFEE	43.0		3.15		
41 P				2.25		BENTON CITY	36.5		2.55		
43				2.40	364	ACTON	31.3		2.40	363	
43 JPY		7.40AM	6.20AM	3.05	R	RICHLAND JCT.	19.0	A 5.20AM	A 5.30AM	2.15	
36 BJKPWY		A 8.00AM	A 6.50AM	3.20	C	KENNEWICK KN	13.2	5.00AM	5.10AM	2.00	
6 P				3.35		HEDGES	8.7		1.35		
70 JP				3.45		VILLARD JCT.	7.0		1.25		
58 JPY					C.T.C.	ATTALIA	0.6				
134 JPTY				A 4.05AM	C-R	WALLULA JN	0.0		1.10AM		
		(98.4)									
		(0.20) 17.4	(0.30) 11.6	(4.35) 21.5 Thru Time.....		(0.20) 17.4	(0.20) 17.4	(5.05) 19.3 Average speed per hour.....	

WESTWARD		SUNNYSIDE BRANCH					EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).						Time-Table No. 54 April 26, 1970	Mile Post			
	STATIONS									
35 JPTY					R	MIDVALE	0.0			
JPY						SUNNYSIDE	2.8			
		(2.8)								

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-71.

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Kennewick.
 No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

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

WESTWARD		TEKOA BRANCH					EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS					Time-Table No. 54 April 26, 1970	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										
BFJJKPQ TWYZ				6.00AM	12.30AM		EAST SPOKANE	161.0	A 1.00AM	A 1.55PM		
48 LJY				6.10	12.40	C	DISHMAN SP	168.9	10.45	1.45		
27 P				6.20	12.50		CHESTER	165.7	10.35	1.35		
63 P				6.45	1.15	O	MICA MA	149.7	10.10	1.10		
JPY				7.00	1.30AM	R	MANITO	143.6	9.55AM	12.55		
17				7.20		O	ROCKFORD RD	138.4		12.35		
34				7.35			DARKNELL	135.1		12.20		
24 JPY				7.50		O	FAIRFIELD G	131.7		12.05PM		
18				8.05			LATAH	123.3		11.35AM		
PTY				8.35		O	TEKOA K	116.1		11.10		
8 JPY				8.55AM		R	SELTICE	110.4		10.50		
25						O	FARMINGTON FM	104.5		10.30		
U							B. N. CROSSING	95.4				
28 JY						O	GARFIELD GR	95.1		10.05		
24 JPTY						O-R	COLFAX CA	77.4		9.00		
25							MOCKONEMA	72.5		8.30		
21							DIAMOND	68.5		8.15		
22 Y						O	ENDICOTT DI	57.9		7.40		
53 JTY				12.15PM		O-R	WINONA WA	52.1		7.20		
38				12.25			SUTTON	48.0		7.10		
19 JTY				12.45PM		O-R	LA CROSSE JA	41.5		6.50AM		
35							JERITA	35.8				
34							HAY	30.2				
46 JTY		10.00PM				O-R	RIPARIA XS	17.5			A 9.50PM	
10 JPTY		10.20	7.55PM			R	TUCANNON	11.8		A 3.45PM	9.30	
JY		A 11.10PM	A 8.40PM				AYER JCT.	7.2		3.00PM	8.40PM	
		(153.8)										
		(1.10) 15.0	(0.45) 6.1	(6.45) 16.2	(1.00) 17.4	..... Thru Time.....		(1.05) 16.0	(7.05) 16.9	(0.45) 6.1	(1.10) 15.0

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392 and No. 388.—See Rule S-71.

No. 355 arriving at Tucannon on Tucannon Branch will run as No. 355 Tucannon to Ayer Jct.
 No. 388 arriving at Plummer Jct. on Wallace Branch will run as No. 388 Manito to East Spokane.
 No. 391 arriving at Winona on Pleasant Valley Branch will run as No. 391 Winona to La Crosse.
 No. 392 arriving at La Crosse on Connell Branch will run as No. 392 La Crosse to East Spokane.

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

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

(1) Flag stop for No. 392.

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

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

Designation "Frts."—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 "Frts." 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	
	Psg.	Frts.		Psg.	Frts.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)	40	35
Passenger trains handling 6 cars or less, except No. 105 and No. 106.	70			20	
All work trains.		50			
All regularly assigned locals.		50			
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.	35	25
When using No. 14 turn-outs.	25	20		25	25
When using other turn-outs.	15	15			
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35	
Within yard limits protected by continuous block signal system.	60	35	Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15	
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.	40	10
When using siding in C.T.C. Territory.	20	20			
When using other sidings or any other track other than main track.	15	15			
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65	Trains handling ore cars U. P. 26000-26499 inclusive, loaded or empty.	50	
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.	50	
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Trains handling specially equipped cars for company wheels and axles, U. P. 99000-99014 inclusive and U.P. 99500-99962.	50	
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling company scrap.	50	
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.	20	6
Freight trains handling tonnage in excess of 75 tons per operative brake.		40			
Wye tracks except those portions used as main track or siding.	6	6	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

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	60	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
La Grande Over street crossings within city limits.	20	20	Quartz 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
Between Mile Posts— Union Jct. 302.6 and 307.4.	35	25	351.1 and 353.9.	40	25	Durkee 370.7 and 371.0.	70	55
307.4 and 311.9.	45	25	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
311.9 and 314.3.	55	40	Pleasant Valley On descending grade between Pleasant Valley and MP365.0.	50	25	Weatherby 378.1 and 382.0.	40	25
315.4 and 319.5.	30	20				382.3 and 383.9.	60	45
321.3 and 321.6.	70	55	On descending grade between Pleasant Valley and MP 365.0, freight trains averaging more than 65 tons per operative brake.			Lime High line track and connection.		10
Baker 342.3 and 342.5.	20	20				Between Mile Posts— 384.3 and 385.0.	30	25
Over street crossings within city limits.	15	15	Between Mile Posts— 355.9 and 360.5.	30	25	385.0 and 388.8.	35	25
Between Mile Posts— 343.6 and 345.2.	45	30	Oxman 362.1 and 363.6.	45	25	389.2 and 390.0.	20	20
						Huntington		

SECOND SUBDIVISION

Maximum speed. Between Hinkle and Pendleton.	79	65	Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12	12	Between Mile Posts— 245.7 and 246.1.	60	45
Between Pendleton and La Grande	79	60		Over other street crossings within city limits.	20	20	247.3 and 248.1.	35	25
Between Mile Posts— Hinkle 188.7 and 191.8.	60	45	Between Mile Posts— 216.3 and 217.4.	40	25	248.4 and 248.6.	50	30
Echo Over street crossings.	30	30		217.4 and 218.9.	60	45	249.4 and 249.6.	35	25
Between Mile Posts— 193.4 and 194.5.	45	30	220.1 and 220.5.	55	40	249.8 and 250.7.	70	55
195.4 and 195.6.	60	45	222.7 and 223.8.	35	25	251.0 and 251.2.	35	25
196.7 and 198.1.	55	40	Minthorn 226.0 and 226.2.	70	55	251.4 and 251.9.	60	45
198.5 and 198.6.	45	30		227.3 and 231.6.	40	25	252.3 and 257.0.	35	25
Nolin 200.7 and 200.9.	60	45	232.5 and 234.0.	55	40	Huron On descending grade between MP 257.1 and 281.9.	30	25
201.4 and 201.6.	70	55	236.6 and 237.9.	35	25			
202.3 and 204.5.	60	45	238.2 and 240.1.	55	40	On descending grade between MP 257.1 and 281.9, freight trains averaging more than 65 tons per operative brake.		20
205.3 and 206.2.	70	55	240.1 and 240.2.	30	25	Between Mile Posts— Hilgard 282.5 and 283.3.	45	30
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	283.4 and 289.0.	30	20
Barnhart 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25	289.8 and 290.5.	20	20
			242.4 and 243.2.	60	45	La Grande		
			244.0 and 244.7.	40	25			

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— 20.1 and 22.4.	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	24.8 and 25.9.	60	45	64.4 and 66.1.	60	45
East Portland Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8				66.1 and 66.7.	40	25
Between Portland and Albina, over street crossings.	10	10	Bridal Veil 27.5 and 29.4.	60	45	67.1 and 68.2.	60	45
Kenton Over Columbia Boulevard, near Peninsula Jct.	25	25				68.4 and 70.3.	40	25
Between Kenton and Troutdale via Fir.	35	35	30.2 and 31.4.	60	45	70.4 and 72.7.	55	40
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	31.7 and 32.8.	70	55	73.7 and 75.0.	60	45
Bruun 3.2 and 7.6.	50	35	Dodson 35.5 and 37.3.	55	40	75.1 and 75.9.	55	40
Clarnie 10.9 and 13.2.	50	40				76.3 and 77.0.	60	45
13.2 and 13.5.	45	30	38.2 and 39.9.	60	45	77.5 and 78.2.	70	55
14.8 and 18.5.	60	45	41.4 and 42.5.	35	20	79.0 and 79.4.	55	40
			42.8 and 43.0.	70	55	79.4 and 80.1.	70	55
			Cascade Locks 43.3 and 45.0.	50	35	80.1 and 81.2.	55	40
			45.0 and 49.0.	55	40	Crates 81.8 and 82.1.	60	45
			49.6 and 58.5.	60	45				83.0 and 83.4.	45	30
			Meno 59.4 and 61.9.	50	35	84.5 and 85.0.	20	20
						61.9 and 62.9.	60	45	The Dalles

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed.	70	45	Black River Trains and engines moving through new P.C.-U.P. crossover switches within interlocking.			Argo On Eastward track at end of double track MP 180.1.		
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10		15	15		Between Mile Posts— 180.7 and 180.9.	15	15
Reservation On curves between Reservation Tower and Tacoma Jct.	20	15		20	20	Argo Yard All turn-outs.		10
				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
Wallula Jct. 214.6 and 215.5. over manual switches.	20	20	Walker 248.3 and 249.3.	60	50	Between Mile Posts— 352.8 and 353.5.	55	40
						Matthews 265.2 and 266.0.	60	50	354.0 and 363.8 on curves.	60	45
Wallula 216.3 and 216.6.	45	35	266.7 and 267.1.	50	35	364.2 and 364.4.	45	35
			268.2 and 269.7.	35	35	364.7 and 364.9.	55	40
219.7 and 220.0.	45	35	271.5 and 272.5.	25	15	365.1 and 366.2.	25	15
221.6 and 222.0.	55	45	272.7 and 273.2.	45	35	366.5 and 367.1.	45	25
Humorist 226.7 and 227.0.	55	45	275.1 and 276.9.	40	35	Over Bridge 367.13.	10	10
			277.9 and 280.0.	45	35	Spokane Through Union Station limits.	15	15
Ash 229.3 and 229.6.	50	40	Park 280.0 and 281.6.	40	35		Over street crossings between B. N. Crossing and East Spokane.		20
						230.6 and 232.3.	35	30	Between B. N. Crossing and Mission Ave., on line through old yard.		12
232.3 and 234.1.	60	50	281.9 and 282.2.	50	40	Through tunnel.		15
234.2 and 234.6.	50	40	Hooper Jct. 286.1 and 286.5.	50	40	B. N. Crossing Through interlocking.		10
235.4 and 236.0.	45	35					290.6 and 291.1.	50	40
			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
Between Mile Posts— 0.0 and 1.3.	10	Olympia Within city limits.	10	Aberdeen Within city limits.	15
15.6 and 19.1.	10				
19.1 and 24.3.	15	On curves of 4-degrees and over.	10	Over Boon St. Crossing.	5
24.3 and 55.9.	10	Grays Harbor Branch Maximum speed.	25	Yakima Branch Maximum speed.	45
64.4 and 75.1.	20				
75.1 and 78.1.	15	Between Mile Posts— Centralia 1.0 and 1.3.	10	Between Villard Jct. and MP 70.0.	30
78.1 and 82.6.	20	Blakeslee Jct. 4.3 and 4.7.	15	Between MP 70.0 and Yakima.	25
82.6 and 83.6.	15				
Pilot Rock Branch Maximum speed.	15	Galvin 5.1 and 5.7.	10	With pile driver 900321.	10
Umatilla Branch Maximum speed.	20				
Between Mile Posts— Hinkle 0.0 and 0.1.	10	6.5 and 6.8.	10	On 4-degree curves.	30
2.3 and 3.7.	15	7.1 and 7.5.	15	On 5- and 6-degree curves.	20
Hermiston Standard and Union Oil spurs.	6	10.1 and 10.3.	15	Between Mile Posts— Villard Jct. 7.1 and 7.4.	25
On house track west of McNaught Warehouse.	6	11.9 and 12.1.	10	Bridge 7.44.	10
Over road crossing east end of depot.	10	Independence 14.7 and 15.2.	10	Kennewick Over street crossings.	8
Umatilla On wye.	10	16.7 and 16.9.	15	Richland Jct. On Government track between Richland Jct. and North Richland. Within yard limits.	25 15
Heppner Branch Maximum speed.	20	18.8 and 19.8.	10	Benton City Within city limits.	25
3-degree curves.	15	South Elma 32.8 and 33.8.	10	Between Mile Posts— 37.5 and 38.5.	10
On curves of 4-degrees and over.	10	34.4 and 34.6.	10	Grandview Within city limits.	25
Condon Branch Maximum speed.	20	35.0 and 35.4.	10	Granger Over street crossings.	25
3-degree curves.	15	36.1 and 36.3.	10	Zillah Over street crossings.	10
On curves of 4-degrees and over.	10	37.5 and 38.2.	15	Donald Yakima River Bridge 89.35, through gantlet track.	10
On descending grades between MP 32.3 and Mikkalo.	10	38.5 and 39.7.	10	Over B. N. Crossing and between home signals governing crossing.	15
On descending grades between MP 19.7 and Rock Creek.	10	41.5 and 42.3.	10		
		44.3 and 45.5.	10		
		46.3 and 46.8.	15		
		Cosmopolis Within city limits.	15		
		Handling logs within city limits.	8		

BRANCHES (Continued)					
Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Yakima Over Yakima Avenue, and Walnut Street.	6	Colfax Within city limits.	12	On curves of 7-degrees and over.	15
Over other street crossings.	10	Between Mile Posts— 1.3 and 3.1.	15	Tucannon Between Mile Posts— 11.8 and 12.7.	25
Sunnyside Branch Maximum speed.	20	5.6 and 7.5.	15		
		8.4 and 8.8.	15		
Pleasant Valley Branch Maximum speed.	20			Riparia 19.7 and 19.9.	15
B. N. Crossing, MP 30.7.	15	Shawnee 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
Wallula Branch Maximum speed.	25			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		
7.0 and 7.1.	15	Pullman Within city limits.	10	Hay 30.4 and 31.1.	20
Reese 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. Crossing 19.9 and 20.0.	15	34.2 and 35.2.	15
8.7 and 9.1.	15	24.6 and 24.8.	15	Jerita 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			Sutton 49.3 and 50.1.	15
10.7 and 10.9.	20	Moscov Within city limits.	15		
11.1 and 11.4.	20	Over street crossings.	10	Winona 57.2 and 59.0.	10
12.1 and 12.3.	15			64.9 and 65.2.	20
12.5 and 12.6.	20	Tekoa Branch Maximum speed. On Ayer Jct. turnout.	20	68.2 and 68.5.	20
Touchet 18.5 and 18.6.	20	Between Ayer Jct. and Riparia.	45		
W. W. V. Ry. Crossing, MP 28.7.	12	Between Riparia and Manito.	25	Diamond 68.8 and 69.0.	20
		Between Manito and East Spokane.	30	69.9 and 70.1.	20
Moscov Branch Maximum speed.	20	On 4-, 5- and 6-degree curves.	20	Mockonema 73.3 and 73.6.	15
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			9.2 and 9.7.	15
81.5 and 82.3.	15	Latah 123.4 and 124.5.	15		
82.9 and 83.4.	15	125.1 and 125.7.	20	Hooper Jct. On connection between Connell Branch and Sixth Subdivision.	10
83.7 and 84.5.	15	127.5 and 128.4.	20	Through west leg of wye on 16-degree curve.	5
86.5 and 87.0.	15	129.6 and 130.6.	20		
87.6 and 88.9.	15	Fairfield Within city limits.	20	Tucannon Branch Maximum speed. Between Tucannon and Powers.	35
89.1 and 89.4.	15	Between Mile Posts— 133.3 and 134.6.	15	Between Powers and Starbuck.	20
Elberton Within city limits.	20	Darknell 135.3 and 136.3.	20		
Between Mile Posts— 90.7 and 91.9.	15	136.6 and 139.2.	15	Starbuck Within city limits.	10
92.4 and 92.9.	20			Between Starbuck and Relief.	10
Garfield Within city limits.	20	Rockford Within city limits.	15	Pomeroy Branch Maximum speed.	20
Between Mile Posts— 101.1 and 101.5.	20	Between Mile Posts— 141.0 and 141.2.	20	Starbuck Within city limits.	10
102.0 and 102.4.	20	142.6 and 143.2.	15		
Farmington Within city limits.	15	Manito 147.3 and 148.4.	20	Pendleton Branch Maximum speed.	20
Between Mile Posts— 104.6 and 104.9.	15	Mica 150.5 and 153.9.	15	On curves of 7-degrees and over.	15
105.5 and 105.8.	15	154.3 and 154.5.	20	Between Barrett and Downing, on descending grade.	10
112.2 and 113.1.	20	154.7 and 155.5.	20		
115.6 and 116.0.	15	Between Chester and Mica, on descending grade.	20	Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12
Tekoa On west leg of wye.	10	Connell Branch Maximum speed. Between La Crosse and Hooper Jct.	25	Over other street crossings within city limits.	20
Between Mile Posts— 117.2 and 117.5.	15	Between Hooper Jct. and Connell.	15	Between Mile Posts— 2.5 and 3.0.	15
118.1 and 118.3.	20	On 5- and 6-degree curves.	20	9.5 and 9.8.	15
118.5 and 119.7.	15	On curves of 7-degrees and over.	15	Athens Over street crossings.	10

BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Between Mile Posts— Downing 24.0 and 24.5.	15	Between Mile Posts— 79.6 and 79.9.	15	Between Mile Posts— Rose Lake 50.6 and 51.0.	20
25.4 and 26.2.	15	80.8 and 81.2.	15		
Blue Mountain 29.0 and 29.4.	15	Dayton Branch Maximum speed.	20	Dudley 53.6 and 54.2.	20
29.8 and 30.1.	15	Between Dayton Jct. and Turner.	10	54.5 and 54.9.	20
30.3 and 30.4.	15	On curves of 7-degrees and over.	15	Cataldo 60.0 and 60.2.	15
31.2 and 31.7.	15			62.4 and 63.2.	20
32.2 and 32.4.	15	Between Mile Posts— Bolles 0.4 and 0.6.	15		
32.7 and 32.9.	15			Kellogg-Wardner Over street crossings.	10
Milton-Freewater Over street crossings.	10	Dayton 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
Walla Walla Over street crossings.	10	Wallace Branch Maximum speed.	25		
Within city limits.	15	Between Plummer Jct. and Chatcolet.	15	Osburn 77.1 and 77.2.	20
On west leg of wye.	5	Between Chatcolet and Harrison.	20	77.4 and 77.7.	20
Between Mile Posts— 52.7 and 53.4.	15	On 5- and 6-degree curves.	20	78.0 and 78.2.	20
Valley Grove 64.8 and 64.9.	15	On curves 7-degrees and over.	15	78.6 and 78.7.	15
65.5 and 66.0.	15				
66.1 and 66.3.	15	Chatcolet Bridge 23.45.	10	Wallace Over street crossings.	5
Bolles 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	Springston 34.9 and 35.2.	20		
78.4 and 78.5.	15	38.3 and 38.6.	20	Sierra-Nevada Branch Maximum speed.	10
78.9 and 79.3.	15				

Standard clocks are located as shown below:

Albina..... Train Dispatcher's Office	East Spokane... Trainmen's Register Room	Olympia..... Telegraph Office
Albina..... Crew Dispatcher's Board Room	Hinkle..... Telegraph Office	Pendleton..... Telegraph Office
Albina..... Trainmen's Register Room West End Yard Office	Hinkle..... Enginemen's Register Room	Portland (Joint) P. T. R. R. Co. Telegraph Office
Albina..... Terminal No. 4 Yard Office	Hoquiam (Joint) B. N. Inc. Telegraph Office	Seattle (Joint) Union Station Telegraph Office
Argo..... Trainmen's Register Room	Huntington..... Telegraph Office	Spokane..... Telegraph Office
Ayer..... Telegraph Office	Kellogg-Wardner..... Telegraph Office	Tacoma..... Yard Office
Baker..... Telegraph Office	Kennewick..... Telegraph Office	The Dalles..... Telegraph Office
Bend (Joint) B. N. Inc. Telegraph Office	Kenton..... Yard Office	Walla Walla..... Telegraph Office
Centralia (Joint) B. N. Inc. Telegraph Office	La Grande..... Crew Dispatcher's Office	Yakima..... Telegraph Office
	La Grande..... Depot Telegraph Office	Yakima..... Roundhouse
	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 Jct..... North Powder... Haines.....	Portland or beyond, Tuesdays only.	
18	Any station west of Hinkle.....		Pendleton or beyond.
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	

SPOKANE INTERNATIONAL RAILROAD COMPANY

TIME-TABLE NO. 73

Effective Sunday
April 26, 1970
At 12:01 A.M. Pacific Time

G. H. BAKER, General Manager
R. L. RICHMOND, General Superintendent
R. B. HARDIN, 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
B. N. 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. 73 April 26, 1970	Mile Post	SECOND CLASS							
			9			8							
			Freight							Freight			
		Daily											
				STATIONS									
90	BKJQWTWY		5.00AM	C-R	EASTPORT	RO	140.8	A	2.25AM				
49	P		5.30		MEADOW CREEK		126.3		12.07AM				
36			5.39		ELLEN		123.1		11.58PM				
39	PY		5.51		MOYIE SPRINGS		119.2		11.48				
52	BKJQWTWY		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	BKMPQTWYZ		8.28	C	SANDPOINT (B.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 B.N. Crossing)		22.1		8.37				
					STATE LINE		18.5						
50			10.05		EAST FARMS		18.0		8.30				
27	PQWTWY		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	B. N. CROSSING	CG			7.50PM				
	BFIJKPQTWYZ		A11.00AM	R	EAST SPOKANE				7.40PM				
					(139.7)				Daily				
			(6.00)		Thru Time		(6.35)						
			23.2		Average speed per hour		21.2						

WESTWARD				COEUR D'ALENE BRANCH				EASTWARD					
Car Capacity of Sidings etc. See Rule 6(A).				Time-Table No. 73 April 26, 1970	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	B. N. Transfer	76.2		
Parkwater	4.1	4	West	Track No. 1		25	Both
Suburban Gas	4.25	4	West	Track No. 2		36	Both
Airway	5.0	1	West	Track No. 3		33	Both
Millwood-Irvin	6.8			Track No. 4		32	Both
Apple Siding		8	Both	Sandpoint East Siding	76.5	90	Both
Irvin Siding		26	Both	Naples	97.7	5	West
Trentwood-Velox	10.8			Burns	101.5	12	West
Hillyard Spur		6	East	Deep Creek Planing Mill Track	101.5	4	East
West Wye Track		20	West	Bonnors Ferry	109.6		
East Wye Track (Main Lead)		23	East	West Storage Track		60	Both
East Siding		8	Both	House Track		6	East
West Siding		16	Both	Oil Spur		13	West
Cominco No. 3 Track		20	Both	Thompsons		23	East
Velox Siding	11.7	25	Both	Spaulding Spur		3	East
Austin	12.5	34	East	Moyie	119.0		
Eastfarms Apple Spur	19.0	15	East	Log Siding		24	Both
Interstate	20.19	4	West	Saddler Spring		22	Both
Haycroft Spur	26.5	5	East	Sinclair	135.1	8	West
Vay Industry Spur	57.7	8	East	Addie	137.1	8	West
Collala	62.9	3	West	Eastport	140.8		
Dover	71.7			Track No. 1		40	Both
B. N. Transfer		17	West	Track No. 2		36	Both
Board Plant		9	West	Track No. 3		32	Both
No. 2 Track		14	West	Warehouse Track (U. S. Side)		10	Both
Run-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				
B. 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

Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-71.
 S. I. No. 8 arriving at BN crossing on Sixth Subdivision, Union Pacific Railroad Co., Oregon Division, will run as No. 8 on Spokane International Railroad Co.
 Between East Spokane and BN 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.

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

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

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

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

GENERAL

Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed.	49	When using any track other than main track.	15
When using cross-overs or turn-outs.	15	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):	
Within yard limits protected by continuous block signal system.	35	On main lines—tangent track;	35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	On main lines—curves;	25
Yard-switch locomotives in road service: 1000-1100 class.	35	On branch lines.	25
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35
Freight trains handling tonnage in excess of 75 tons per operative brake.	40	Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15
When multiple unit engine is controlled from other than leading unit.	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules:	
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.	35	Maximum speed.	20
Trains handling wrecking derricks:		Through truss bridges.	6
Derricks with 6-wheel trucks.	40	Trains handling diesel units dead in train:	
Derricks with 4-wheel trucks.	35	Yard-switch units of any type;	35
For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.	20	Foreign line, government, export or commercial units other than yard-switch type;	45
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		Union Pacific road-switch units of Alco or Baldwin type.	45
Wye tracks, except those portions used as main track or siding.	6	Trains handling continuous welded rail or continuous lengths of jointed rail:	
		On unrestricted track;	40
		On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH.	
		Through cross-overs or turn-outs.	10

SPOKANE SUBDIVISION

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

COEUR D'ALENE BRANCH

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