



**NORTHWESTERN DISTRICT**

**OREGON DIVISION**

CORRECTED TO APRIL 26, 1964

Scale of Miles



**UNION PACIFIC RAILROAD COMPANY**  
NORTHWESTERN DISTRICT



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 47**

**Effective Sunday**  
**Sept. 12, 1965**  
**At 12:01 A.M. Pacific Time**

**SPOKANE INTERNATIONAL**  
**RAILROAD COMPANY**

**TIME-TABLE NO. 66**

**Effective Sunday**  
**Sept. 12, 1965**  
**At 12:01 A.M. Pacific Time**

*Safety Always Makes a Suggestion*

**FOR EMPLOYEES ONLY**



**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Superintendent Transportation

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

L. G. Malzahn, Supt. of Safety and Courtesy ..... Portland, Ore.  
 M. D. Sweet, Asst. Supt. of Safety and Courtesy ..... Portland, Ore.

**First and Second Subdivisions and Branches**

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

**Third, Fourth, Fifth and Sixth Subdivisions and Branches**

M. H. Galloway, Chief Train Dispatcher ..... Albina, Ore.  
 R. V. Dygart, Assistant Chief Train Dispatcher ..... Albina, Ore.  
 J. A. Fehr, Assistant Chief Train Dispatcher ..... Albina, Ore.  
 J. F. Fehrenbacher, Assistant Chief Train Dispatcher ..... Albina, Ore.  
 P. A. Mead, Assistant Chief Train Dispatcher ..... Albina, Ore.  
 R. S. Larabee, Assistant Chief Train Dispatcher ..... Albina, Ore.  
 D. E. Widner, Assistant Chief Train Dispatcher ..... Albina, Ore.  
 H. R. Scheminske, Asst. Chief Train Dispatcher ..... Albina, Ore.

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

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

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 47 September 12, 1965	FIRST CLASS				
105 Passenger	19 Passenger	457 Passenger	17 Passenger	11 Passenger			20 Passenger	12 Passenger	106 Passenger	458 Passenger	18 Passenger
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>					
3.45			4.50		0.0	GRANGER			A 7.55	A 10.55	
7.25 7.35			9.40 10.30	12.45	213.0	POCATELLO		A 2.20	3.55 3.40	6.15 5.35	
10.05			1.55	4.00	373.8	GLENNS FERRY		10.55	1.05	2.15	
11.20			3.35	5.55	448.4	BOISE		9.10	11.50	12.35	
1.15			6.20	9.05	550.1	M.T. HUNTINGTON M.T.		6.20	10.06	10.00	
12.16			5.30	8.15		P.T. P.T.		5.10	9.05	8.50	
2.40			8.20	11.45	649.7	LA GRANDE		2.30	6.45	6.05	
4.45			11.00	2.25	723.0	PENDLETON		12.15	4.31	3.20	
	10.45				941.3	SPOKANE	A 5.30				
5.31	A 3.15		12.15	3.55	755.3	HINKLE	1.00	11.30	3.56	2.25	
7.05			2.40	6.20	855.4	THE DALLES		9.30	2.15	12.03	
A 9.00		9.30	A 5.00	A 8.45	939.5	PORTLAND		7.10	12.30	A 9.15 10.00	
		A 1.30			1122.7	SEATTLE			5.00		
							Daily	Daily	Daily	Daily	
(18.15) 51.5	(4.30) 40.7	(4.00) 45.8	(25.10) 37.3	(21.00) 34.6		.....Thru Time.....	(4.30) 40.7	(18.10) 39.9	(18.25) 51.0	(4.15) 43.1	(23.55) 39.4
						.....Average speed per hour.....					

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from McCannon	Time-Table No. 47 September 12, 1965	FIRST CLASS				
		35 Passenger	47 Passenger				36 Passenger	48 Passenger			
		Daily	Daily			<b>STATIONS</b>					
		11.25		0.0		McCANNON	A 4.15				
		11.55 12.25	12.55	22.7		POCATELLO	3.45 2.30	A 2.05			
		1.40	3.00	73.3		IDAHO FALLS	1.15	12.10			
			5.55	124.3		ASHTON		10.20			
			A 7.30	169.9		VICTOR		8.15			
				285.8		BUTTE	7.30				
							Daily	Daily			
		(8.05) 35.4	(6.35) 22.4			.....Thru Time.....	(8.45) 32.7	(5.50) 25.2			
						.....Average speed per hour.....					

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

**MILEAGE**

Main Line	776.64
Branches	1133.30
Grand Total	1909.94



WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 47 September 12, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXYZ	5.30PM	8.15AM	12.16AM	DN-R HUNTINGTON HU	389.4	A 8.50AM	A 5.10PM	A 9.05PM	A 4.15AM		
100 P		f 8.30		4.9 LIME	384.5						
100 P				7.0 WEATHERBY	377.5						
150 PY		f 9.00		8.6 DURKEE	368.9		f 4.20				
100 P				7.2 OXMAN	361.7						
125 P		f 9.25		6.3 PLEASANT VALLEY	355.4						
200 PY				3.5 ENCINA	351.9						
107 P				4.6 QUARTZ	347.3						
220 BKOP XYZ	s 6.57	s 10.00	s 1.30	5.3 DN BAKER BC	342.0	s 7.25	s 3.40	s 7.45			
100 P				4.4 WING	337.6						
100 P		s 10.12		5.9 HAINES	331.7		f 3.26				
100 P		s 10.23		9.6 D NORTH POWDER HD	322.1		f 3.15				
107 P				6.6 SAGO	315.5						
138 PY		f 10.37		2.9 TELOCASET	312.6						
105 P				3.7 CROOKS	308.9						
100 PVY				6.7 D UNION JCT. UN	302.2						
100 P				7.3 LONETREE	294.9						
				5.1 DN-R LA GRANDE RA	289.8	6.05AM	2.30PM	6.45PM	1.30AM		
				(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		

(2.40)	(3.10)	(2.19)	..... Thru Time.....	(2.45)	(2.40)	(2.20)	(2.45)
37.4	31.5	43.0	..... Average speed per hour.....	36.2	37.4	42.7	36.2

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

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 47 September 12, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXYZ	8.20PM	11.45AM	2.40AM	DN-R LA GRANDE RA	289.8	A 5.55AM	A 2.20PM	A 6.40PM	A 1.20AM		
143 PY				7.7 HILGARD	282.1						
139 P				6.5 MOTANIC	275.6						
P				3.5 NORDEEN	272.1						
141 PXY				1.0 KAMELA	271.1						
P				2.8 ROSS	268.3						
WB 102 P EB 100		s 12.35PM		2.8 MEACHAM	265.5						
136 P				7.8 HURON	267.7						
120 P				3.6 CAMP	264.1						
WB 68 PY EB 69				5.6 DUNCAN	248.5						
87 P				9.0 BONIFER	239.5						
96 PY		f 1.30		2.6 GIBBON	236.9						
117 P				7.3 HOLLY	229.6						
116 P				4.9 MINTHORN	224.7						
115 P				5.8 MUNRA	218.9						
69 BJKPV XYZ	s 11.00	s 2.25	s 4.45	3.3 DN PENDLETON FD	215.6	s 3.20	s 12.15PM	s 4.31			
155 JP				3.6 RIETH	212.0						
135 P				3.7 BARNHART	208.3						
135 P				9.4 NOLIN	198.9						
135 P	f 11.34	s 3.00		6.3 ECHO	192.6						
P	f 11.39	s 3.10	5.12	4.3 STANFIELD	188.4						
BKOPXYZ	A 11.55PM	A 3.35PM	A 5.30AM	DN-R HINKLE UK	184.2	2.25AM	11.30AM	3.56PM	10.15PM		
				(108.6)		Daily	Daily	Daily	Daily Except Saturday and Sunday		

(3.35)	(3.50)	(2.50)	..... Thru Time.....	(3.30)	(2.50)	(2.44)	(3.05)
29.5	27.5	37.3	..... Average speed per hour.....	30.2	37.3	38.5	34.2

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. 47 September 12, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPXYZ	3.55 <sup>106</sup> PM	5.31AM	12.15AM	DN-R NINKLE UK	184.2	A 2.05AM	A 11.20AM	A 3.55 <sup>11</sup> PM	A 10.05PM		
P	f 4.03		f 12.22	D ORDNANCE RN	177.7		f 11.09				
175 P				MUNLEY	175.8						
130 P	4.11	5.43	12.29	CLARKE	170.0						
128 P	s 4.18	5.48	s 12.34	D BOARDMAN BD	163.8	s 1.31	s 10.54	3.27	9.43		
128 P	4.28	5.55	12.42	CATTLE	155.7	1.23	10.46	3.20	9.34		
14 JP	4.36		12.50	HEPPNER JCT.	148.2			3.13	9.25		
140 P	4.38	6.02	12.52	WILLOWS	147.0	1.15	10.38	3.12	9.23		
WB 134 EB 112 BJKPTX	s 5.00	6.10	s 1.07 <sup>18</sup>	DN ARLINGTON MX	138.5	s 1.07 <sup>17</sup>	s 10.30	3.05	9.13		
130 P	5.06	6.14	1.25	GILMORE	134.0	12.51	10.20	3.01	9.07		
125 P	5.11	6.18	1.30	BLA LOCK	129.3	12.47	10.16	2.57	9.01		
132 P				QUINTON	121.1	12.41	10.10	2.52	8.54		
215 P				GOFF	112.4						
127 JP	f 5.36	6.40	1.57	DN BIGGS BX	108.1	12.24	9.51	2.35	8.31		
55	5.39	6.43	2.00	MILLER	100.4	12.20	9.47	2.31	8.28		
JPV	5.44	6.48	2.05	OREGON TRUNK JCT.	95.1	12.14	9.41	2.26	8.22		
75 P	5.47	6.51	2.08	DUNE	91.9	12.11	9.38	2.23	8.18		
BKOPTXZ	A 5.55PM	As 7.05AM	A 2.30AM	DN-R THE DALLES DK	85.8	12.03AM	9.30AM	2.15PM	8.10PM		
				(98.4)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
	(2.00) 49.2	(1.34) 62.8	(2.15) 43.7	.....Thru Time.....	(2.02) 48.4	(1.50) 53.7	(1.40) 59.0	(1.55) 51.3	.....Average speed per hour.....		

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

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 47 September 12, 1965	Mile Post	FIRST CLASS			SECOND CLASS		
	11	105	17			12	106	18	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BKOPTXZ	6.20PM	7.05AM	2.40AM	DN-R THE DALLES DK	85.8	A 9.25AM	As 2.15PM	A 11.53PM	A 8.05PM		
P	6.25	7.10	2.46	CRATES	81.7	9.17	2.06	11.47	7.53		
131 P	6.31	7.16	2.52	ROWENA	76.5	9.11	2.00	11.41	7.47		
128 P	s 6.40	7.24	3.01	MOSIER	70.2	s 9.02	1.52	11.33	7.39		
WB 67 EB 102 PVX	s 6.55	f 7.33	s 3.17	DN HOOD RIVER KI	62.8	s 8.53	f 1.44	s 11.24	7.31		
126 P	7.01	7.38	3.23	MENO	58.7	8.45	1.39	11.13	7.25		
127 P	7.12 <sup>126</sup>	7.48	3.35	WYETH	50.2	8.34	1.29	11.02	7.12 <sup>11</sup>		
134 P	s 7.22	7.57	3.45	DN CASCADE LOCKS CJ	43.0	s 8.24	1.20	10.53	6.55		
117 P	s 7.30	8.02	3.52	BONNEVILLE	38.7	s 8.16	1.15	10.48	6.48		
126 P	7.40	8.07 <sup>12</sup>	3.58	DODSON	33.9	8.07 <sup>105</sup>	1.10	10.42	6.41		
126 P	s 7.52	8.14	4.08	BRIDAL VEIL	26.6	s 7.50	1.03	10.34	6.33		
126 P	7.57	8.18	4.13	ROOSTER ROCK	22.7	7.44	12.59	10.30	6.29		
51 102 LJP	s 8.12	8.25	4.24	DN TROUTDALE HN	15.6	s 7.35	12.52	10.23	6.21		
P	8.15		4.29	FAIRVIEW	13.2	7.31		10.20	6.18		
48 P	8.20	8.33	4.36	CLARNIE	7.7	7.25	12.45	10.15	6.12		
23 PX	8.25	8.38	4.42	GRAHAM	4.4	7.20	12.40	10.10	6.07		
LJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	10.03	6.00		
46 P				HEMLOCK	17.0						
PX				FIR	12.4						
BKPXZ	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	KENTON	8.1	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM		
JPXY				PENINSULA JCT.	5.6						
JPX				ST. JOHNS JCT.	4.2						
BKOPTXZ				DN-R ALBINA BX	1.6				5.55PM		
LJPVXY	8.32	8.45	4.51	EAST PORTLAND	0.5	7.13	12.33	10.03			
BIKPV	A 8.45PM	A 9.00AM	A 5.00AM	DN-R PORTLAND P-VG	0.0	7.10AM	12.30PM	10.00PM			
				VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily Except Saturday and Sunday		
				VIA KENTON (92.2)							
	(2.25) 35.5	(1.55) 44.7	(2.20) 36.8	.....Thru Time.....	(2.15) 38.1	(1.45) 49.0	(1.53) 45.6	(2.10) 39.9	.....Average speed per hour.....		

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.  
The time of No. 126 must be cleared by extra trains in the same direction, in the manner provided by Operating Rule 86.  
No. 17 will reduce speed to 35 MPH at Troutdale if arrives Troutdale after 6.00 AM to permit exchange of mail.  
No. 18 will reduce speed to 35 MPH at Troutdale to permit exchange of mail.  
Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.  
At Portland, trains and engines are governed by Operating Rules and special instructions of N. P. T. Company while using N. P. T. Company tracks.  
For conditional stops to discharge or pick up revenue passengers, see page 25.  
For stations not shown on schedule pages, see page 16.







WESTWARD		JOSEPH BRANCH		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47 September 12, 1965	Mile Post	SECOND CLASS	304 Freight			
	305 Freight					Daily Except Sunday		
28	PXY	7:00AM	D-R	JOSEPH	J	83.8	A	1:35PM
22	PX	7:30	D	ENTERPRISE	RS	78.0		1:05
39		8:00		LOSTINE		67.8		12:25
27	PXY	8:30	D	WALLOWA	WO	60.0		12:05PM
12	P	9:10		MINAM		47.1		11:25AM
77		9:30		KIMMELL		39.5		11:05
40		9:45		LOOKING GLASS		33.8		10:50
32		10:20		GULLING		25.1		10:20
35	PXY	11:05	D	ELGIN	GN	20.9		10:10
18	P	11:31	D	IMBLER	BR	12.3		9:31
20		11:45AM		ALICEL		8.4		9:21
	BJKOPT XYZ	A 12:10PM	DN-R	LA GRANDE	RA	0.0		9:00AM
				(83.8)				Daily Except Saturday
		(5.10) Thru Time.....		(4.35)				
		16.2 Average speed per hour.....		18.3				

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 47 September 12, 1965	Mile Post	STATIONS	Mile Post	STATIONS
22			SPARKS	6.7	
18	X		PILOT ROCK	14.3	
				(14.3)	

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 47 September 12, 1965	Mile Post	STATIONS	Mile Post	STATIONS
95	P		HERMISTON	3.9	
	XY		UMATILLA	10.1	
			IRRIGON	17.9	
				(17.9)	

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 47 September 12, 1965	Mile Post	STATIONS	Mile Post	STATIONS
19	P			LEXINGTON	36.3
7				JORDAN	31.0
15	P		D	IONE	28.3
3				McNAB	25.2
13				MORGAN	19.8
3				CECIL	14.5
	JPX			HEPPNER JCT.	0.0
				(45.2)	

WESTWARD		CONDON BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 47 September 12, 1965	Mile Post	STATIONS	Mile Post	STATIONS	
						26
22				GWENDOLEN	36.3	
27				SPEECE	32.3	
26				CLEM	28.6	
29				MIKKALO	24.4	
27				BARNETT	19.7	
11				ROCK CREEK	16.0	
29				SHUTLER	7.3	
WB 137	BJK		DN-R	ARLINGTON	MX	0.0
EB 112	PTX					
				(44.5)		

WESTWARD		GRASS VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 47 September 12, 1965	Mile Post	STATIONS	Mile Post	STATIONS	
						14
10				EAKIN	42.5	
28	P			GRASS VALLEY	38.5	
25	P			MORO	27.0	
16				KLONDIKE	14.2	
32	P			WASCO	9.7	
6				THORNBERRY	5.2	
130	JPX		DN-R	BIGGS	BX	0.0
				(52.5)		

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		BEND BRANCH		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47 September 12, 1965	Mile Post	SECOND CLASS	314 Freight			
	313 Freight					Daily Except Monday		
BKOP VXYZ		5:00 AM	DN-R	BEND	D	150.0	A	2:30 PM

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

JPVX	A 12:01PM	OREGON TRUNK JUNCTION	O.O	7:30 AM
		(150.0)		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. 47 September 12, 1965	Mile Post	STATIONS	Mile Post	STATIONS	
						JPVXY
X				CAPITOL	2.0	
PX				TUMWATER	4.9	
X				N. P. CROSSING	7.3	
BKPV XYZ			D-R	OLYMPIA	OA	7.4
				(7.4)		

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

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47 September 12, 1965	Mile Post	SECOND CLASS	308 CMSt. P & P Freight			
	307 Freight					309 CMSt. P & P Freight	306 Freight	
BKOP VXYZ		2:00 AM	DN-R	CENTRALIA	CN	0.0		A 7:45 PM

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

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPVX	2:10AM		BLAKESLEE JUNCTION	2.4		A 7:35PM		
M			N. P. CROSSING	2.4				
M			C. M. St. P. & P. CROSSING	2.4				
23	P	2:20	GALVIN	5.0		7:25		
43	JPV	2:40	12:01AM	R HELSING JUNCTION	12.2	A 7:40PM	7:10	
48		2:45	12:05	INDEPENDENCE	18.7	7:20	6:50	
53	P	3:05	12:30	CEDARVILLE	22.2	7:00	6:30	
51		3:20	12:40	LANKNER	26.3	6:45	6:15	
44		3:30	12:55	SAGINAW	30.8	6:35	6:05	
8	P	3:35	1:00	SOUTH ELMA	32.5	6:30	6:00	
53	PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05	5:35	
	PVX			D MONTESANO	MO	43.9		
53	PXY	4:05	1:35	SOUTH MONTESANO	42.4	6:05	5:35	
83	PX	4:35	2:05	COSMOPOLIS	51.2	5:30	5:00	
	JVX			SOUTH ABERDEEN JCT.	53.2			
	PUX			N. P. CROSSING	53.8			
82	PVXZ	A 4:45AM	A 2:35AM	DN-R ABERDEEN	SA	53.9	5:15PM	4:45PM

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

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

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



WESTWARD		YAKIMA BRANCH					EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 47 September 12, 1965	Mile Post	SECOND CLASS			
		373 N. P. Freight	361 Freight			363 Freight	362 Freight	374 N. P. Freight	364 Freight
		Daily Except Sunday	Daily Except Sunday			Daily			
STATIONS									
BKOPTVXYZ				9.30PM	D-R	YAKIMA NY	98.0		A 2.15AM
39 X				9.40		UNION GAP	94.6		1.55
MP						N. P. CROSSING	91.3		
30 P				9.50		PARKER	90.8		1.45
M						N. P. CROSSING	89.4		
32 P				10.00		DONALD	86.8		1.30
18 PV				10.05		SAWYER	84.5		1.20
40 PV				10.15	D	BUENA BA	81.6		1.10
74 PVX				10.22	D	ZILLAH AH	78.5		12.55
53 P				10.32		GRANGER	73.4		12.25
52				10.45		EMERALD	67.2		12.05AM
35 JPXY				10.53	R	MIDVALE	63.6		11.30PM
51 PVX				11.10	DN	GRANDVIEW GW	57.7		11.10
44 P				11.29		NORTH PROSSER	50.8		10.50
53				11.45PM		CHAFFEE	43.0		10.30
42 P				12.01AM		BENTON CITY	36.5		10.12
53				12.15		ACTON	31.3		9.55
51 JPX		7.40AM	6.20AM	12.40	R	RICHLAND JCT.	19.0	A 5.20AM	A 5.30AM
55 BKPXV		A 8.00AM	A 6.50AM	1.20	DN	KENNEWICK KN	13.2	5.00AM	5.10AM
12 P				1.35		HEDGES	8.7		8.38
70 JPV				1.45		VILLARD JCT.	7.0		8.30
70 JPX						ATTALIA	0.8		
157 JPVXY				A 2.05AM	DN-R	WALLULA JN	0.0		8.15PM
					(98.4)				
					(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. 47 September 12, 1965	Mile Post				
	STATIONS								
	35 JPXY					R	MIDVALE	0.0	
PVX			D	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. 47 September 12, 1965	Mile Post	SECOND CLASS			
		355 Freight	391 Mixed			387 Mixed	388 Mixed	392 Mixed	356 Freight
		Daily Except Saturday	Daily Except Saturday			Daily			
STATIONS									
BIJKOP TVXZ				6.00AM		EAST SPOKANE	161.0	A 10.30AM	A 1.25PM
59 IVX				6.15	f 12.40	DN DISHMAN	158.9	f 10.10	1.10
35 P				6.25	f 12.50	CHESTER	155.7	f 10.00	12.55
78 P				6.40	f 1.07	D MICA MA	149.7	f 9.42	12.36
JPVX				f 7.05	A 1.30AM	D-R MANITO MU	143.6	9.25AM	f 12.15
23				f 7.21		D ROCKFORD RD	138.4		f 12.01PM
40				f 7.32		D DARKNELL	135.1		f 11.50AM
31 VX				f 7.42		D FAIRFIELD G	131.7		f 11.40
25				f 8.05		D LATAH	123.3		f 11.20
BPXY				s 8.30		D-R TEKOA K	116.1		s 11.01
14 JPX				A 8.45AM		R SELTICE	110.4		10.30
32						D FARMINGTON FM	104.5		10.20
U						N. P. CROSSING	95.4		
38 VX						D GARFIELD GR	95.1		10.00
						ELBERTON	89.7		9.45
32 JPXY						D-R COLFAX CA	77.4		s 9.25
M						G. N. CROSSING	77.3		
34						MOCKONEMA	72.5		f 8.05
29						DIAMOND	68.5		f 7.55
27 PX						D ENDICOTT DI	67.9		s 7.30
63 BJPXY				12.15PM		D-R WINONA WA	62.1		s 7.15
46				12.25		SUTTON	48.0		7.05
26 JPXY				A 12.40PM		D-R LA CROSSE JA	41.5		6.50AM
42						JERITA	35.8		
44						HAY	30.2		
60 JPVXY						D-R RIPARIA XN	17.5		
M						N. P. CROSSING	17.4		
10 JPXY				7.30PM		R TUCANNON	12.6		A 3.40PM
41 X				7.35		PATAHA	11.8		3.35
54 X				8.00		RIFTON	2.9		3.10
BJKOPXY				A 8.10PM		DN-R AYER JD	0.0		3.00PM
					(161.0)				
					(0.40) (6.40) (1.00) Thru Time.....				(1.05) (6.35) (0.40)
					18.9 17.9 17.4 Average speed per hour....				16.0 18.2 18.9

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392 and No. 388.—See Rule S-72.

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

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



WESTWARD		MOSCOW BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	379	September 12, 1965			378	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
BKPVX	8:00AM	D-R	MOSCOW MO	28.1	A 2:00PM	
5	8:20		WHITLOW	20.5	1:10	
U			N. P. CROSSING	19.3		
23 PX	8:30	D	PULLMAN XN	18.7	1:00	
18 P	8:45		ALBION	12.7	12:25	
19	8:55		SHAWNEE	9.7	12:10PM	
JMPXY	A 9:20AM	D-R	COLFAX CA	0.0	11:30AM	
			(28.1)		Daily Except Sunday	
(1.20)		..... Thru Time.....		(2.80)		
21.1		Average speed per hour		11.2		

WESTWARD		CONNELL BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	391	Sept. 12, 1965			392	
	Mixed			Mixed		
	Daily Except Sunday	STATIONS				
JPXY	12:45PM	D-R	LA CROSSE JA	0.0	A 6:40AM	
11 X			HOOPER	14.7		
32 JPXY	A 1:25PM	R	HOOPER JCT.	15.7	6:00AM	
34			WASHTUCNA	23.5		
21 V			KAHLOTUS	37.4	Daily Except Sunday	
18 XY		D-R	CONNELL N	52.9		
			(52.9)			
(0.40)		..... Thru Time.....		(0.40)		
23.6		Average speed per hour		23.6		

WESTWARD		WALLULA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	379	September 12, 1965			378	
	Freight			Freight		
	Daily Except Saturday	STATIONS				
BJKOPVXYZ		DN-R	WALLA WALLA BU	30.9		
5 X			COLLEGE PLACE	28.9		
M			W. W. V. RY. CROSSING	28.7		
17 X			GARRETT	28.6		
10			WHITMAN	24.0		
12			LOWDEN	19.3		
120 PX		D	TOUCHET CH	15.0		
11			REESE	7.5		
PV			ZANGAR JCT.	3.8		
(0.20)		..... Thru Time.....		(0.10)		
11.4		Average speed per hour		22.8		

WESTWARD		TUCANNON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	355	September 12, 1965			356	
	Freight			Freight		
	Daily Except Saturday	STATIONS				
19			RELIEF	9.3		
JPXY	7:10PM		STARBUCK	3.8	A 3:50PM	
JPXY	A 7:30PM	R	TUCANNON	0.0	3:40PM	
			(9.3)		Daily Except Saturday	
(0.20)		..... Thru Time.....		(0.10)		
11.4		Average speed per hour		22.8		

WESTWARD		WALLULA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	379	September 12, 1965			378	
	Freight			Freight		
	Daily Except Saturday	STATIONS				
JPVXY			WALLULA JCT.	0.0		
			(30.9)			

WESTWARD		POMEROY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	355	September 12, 1965			356	
	Freight			Freight		
	Daily Except Saturday	STATIONS				
35 X	5:30PM	D-R	POMEROY PY	28.9	A 5:20PM	
25	5:50		ZUMWALT	24.4	5:00	
7	6:10		DODGE	16.3	4:40	
18	6:20		CHARD	14.5	4:30	
8	6:35		JACKSON	11.3	4:20	
18	6:50		DELANEY	7.9	4:10	
JPXY	A 7:10PM		STARBUCK	0.0	3:50PM	
			(28.9)		Daily Except Saturday	
(1.40)		..... Thru Time.....		(1.30)		
17.3		Average speed per hour		19.3		

WESTWARD		PLEASANT VALLEY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	391	September 12, 1965			392	
	Mixed			Mixed		
	Daily Except Saturday	STATIONS				
14 JPX	8:50AM		SELTICE	48.0		
U			G. N. CROSSING	39.8		
U			N. P. CROSSING	39.7		
34 VX	9:30	D	OAKESDALE ON	39.1		
44	10:00		THORNTON	31.2		
M			G. N. CROSSING	30.7		
28 X	10:45	D	ST. JOHN SJ	18.3		
27	11:15		WILLADA	11.5		
53	11:45AM		GRAVEL PIT	4.4		
65 BJXY	A 12:01PM	D-R	WINONA WA	0.0		
			(48.0)			
(3.11)		..... Thru Time.....		(1.30)		
15.0		Average speed per hour		19.3		

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

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	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	365	September 12, 1965			366	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
27 X			ALTO	83.0		
			MENOKEN	75.5		
23			BOLLES	71.3	A 9:40AM	
28 JPX	11:45AM		PRESCOTT SY	66.7	9:38	
26 PX	11:58AM	D	VALLEY GROVE	53.6	8:59	
21	12:35PM		N. P. CROSSING	47.2		
U			W. W. V. RY. CROSSING	46.6		
U			W. W. V. RY. CROSSING	46.6		
BJKOPV XYZ	A 12:55PM	DN-R	WALLA WALLA BU	46.1	8:30AM	
M			W. W. V. RY. CROSSING	44.2		
			SPOFFORD	39.9		
24			W. W. V. RY. CROSSING	36.3		
			MILTON-FREEWATER CO	36.2		
39 PVX			BLUE MOUNTAIN	26.7		
50			DOWNING	23.4		
20			WESTON WT	20.9		
66 PX		D	ATHENA CN	17.2		
20 PX			ADAMS	12.6		
41			BLAKELEY	10.0		
15			PENDLETON FD	0.0		
BJKVXYZ		DN-R	PENDLETON FD	0.0		
			(83.0)		Daily Except Sunday	
(1.10)		..... Thru Time.....		(1.10)		
21.6		Average speed per hour		21.6		

WESTWARD		DAYTON BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	365	September 12, 1965			366	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
29			TURNER	24.8		
25			WHEATSTONE	22.7		
26 PVXY	11:01AM	D	DAYTON DA	18.1	A 10:15AM	
U			N. P. CROSSING	13.0		
U			N. P. CROSSING	13.0		
VX	A 1:03AM		DAYTON JCT.	12.9	10:13AM	
			(24.8)		Daily Except Sunday	
(0.44)		..... Thru Time.....		(0.35)		
17.9		Average speed per hour		22.5		

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

VX	11:25AM	R	WAITSBURG JCT.	5.2	A 9:53AM
28 PX	11:31	D	WAITSBURG BG	3.5	9:49
28 JPX	A 1:45AM		BOLLES	0.0	9:40AM
			(24.8)		Daily Except Sunday

WESTWARD		WALLACE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	387	September 12, 1965			388	
	Mixed			Mixed		
	Daily	STATIONS				
VX	1:30 AM	D-R	MANITO MU	19.8	A 9:25 AM	
BETWEEN MANITO AND PLUMMER JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.						
PVX	2:10AM	DN-R	PLUMMER JCT. WJ	16.2	A 8:45AM	
22 PX	2:31		CHATCOLET	22.8	8:24	
X	2:53		HARRISON	30.5	7:59	
48 P	3:05	D	SPRINGSTON RC	34.0	7:44	
20 P	3:40		LANE	45.3	7:09	
33	3:55		ROSE LAKE	49.1	6:59	
30	4:20		CATALDO	57.7	6:24	
6 Y	4:35		ENAVILLE	62.5	6:09	
18	4:40		PINE CREEK	64.1	5:59	
JX	4:50		BRADLEY	67.2	5:40	
25 BKOPX	A 5:00AM	DN-R	KELLOGG-WARDNER DN	69.2	5:30AM	
31			OSBURN	75.8		
PVXZ		D	WALLACE WC	80.2		
U			N. P. CROSSING	80.4		
U			N. P. CROSSING	80.6		
JX			WALLACE JCT.	80.7		
5 VX			BURKE	86.9		
			(90.5)		Daily	
(3.30)		..... Thru Time.....		(3.55)		
19.8		Average speed per hour		17.7		

WESTWARD		SIERRA NEVADA BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 47		Mile Post	SECOND CLASS	
	365	September 12, 1965			366	
	Freight			Freight		
	Daily Except Sunday	STATIONS				
JX			BRADLEY	0.0		
X			END OF TRACK	2.0		
			(2.0)			

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

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



STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection	Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection
<b>First Subdivision</b>				<b>Grays Harbor Branch</b>			
Nelson.....	372.9	54 P	East	Raisch.....	2.6	7	Both
<b>Second Subdivision</b>				Balch.....	18.3	18 P	Both
Pendair.....	213.5	80 P	Both	Melbourne.....	43.8	..	None
Mission.....	221.2	18 P	Both	Preachers Slough.....	46.7	..	None
Cayuse.....(1)	227.1	25 P	Both	<b>Yakima Branch</b>			
North Fork.....	251.4	48 P	Both	Grosscup.....	28.2	8	Both
<b>Third Subdivision</b>				Biggam.....	48.3	10	Both
Seufert.....	87.2	16 P	West	Boone.....	76.4	1	East
Rufus.....	108.7	58 P	Both	<b>Pleasant Valley Branch</b>			
<b>Fourth Subdivision</b>				Juno.....	20.8	10	Both
Bruun.....	1.9	32 P	Both	Huntley.....	22.6	2	Both
Montavilla.....	5.9	17 P	Both	Sunset.....	25.4	30	Both
Rockwood.....	11.8		Both	Warner.....	45.3	11	Both
Cascade Mfg. Co. Spur.....	12.0		West	<b>Moscow Branch</b>			
Eri.....	14.2		Both	Risbeck.....	4.5	6	Both
Corbett.....(1) (2)	20.3		None	Parvin.....	7.8	8	Both
Latourell.....	23.9		None	Armstrong.....	15.7	3	Both
Multnomah Falls.....	29.6		None	<b>Tekoa Branch</b>			
C. L. Lumber Co.....	45.1		East	Little Goose.....	16.9	40	Both
Farley.....	47.0		Both	Pierson.....	20.1	3	West
Chatfield.....	71.8		West	Schreck.....	31.9	14	Both
<b>Via Kenton</b>				Thera.....(3)	64.8	15	Both
Champ.....	9.5		Both	Crest.....	74.9	..	None
Ward.....	14.2		Both	Glenwood.....	83.5	13	Both
Reynolds.....	20.0		Both	Walters.....	98.6	10	Both
<b>Sixth Subdivision</b>				Rahm.....	125.9	4	Both
Humorist.....	222.6		Both	Freeman.....	146.9	38	Both
Ice Harbor.....	226.0		East	<b>Connell Branch</b>			
Sheffler.....	244.8		West	Pampa.....	4.6	15	Both
Scott.....	252.1		Both	Gordon.....	8.2	7	Both
Ruxby.....	259.6		Both	Wacota.....	34.1	4	Both
Magallon.....	260.7		Both	Estes.....	42.3	7	Both
Park.....	279.3		Both	Sulphur.....	46.1	9	Both
Mack.....	297.0		Both	Curry.....	51.1	12	Both
Teske.....	310.6		Both	<b>Tucannon Branch</b>			
Ashby.....	317.1		Both	Powers.....	2.7	4	Both
Croskey.....	332.9		Both	<b>Pomeroy Branch</b>			
Geib.....	345.3		Both	Houser.....	19.1	1	Both
Cowles.....	362.0		Both	<b>Pendleton Branch</b>			
<b>Joseph Branch</b>				Havana.....	6.9	11	Both
Island City.....	2.6		Both	Bade.....	30.2	13	Both
Baum.....	3.7		West	Barrett.....	33.1	10	Both
Conley.....	5.9		Both	Prunedale.....	34.2	15	Both
Vincent.....	40.6		East	State Line.....	41.7	10	Both
Harris.....	48.0		Both	Langdon.....	43.6	12	Both
Sevier.....	56.7		West	Russell.....	51.8	11	Both
Freels.....	75.2		West	Hadley.....	56.5	19	Both
Marble.....	75.8		Both	Berryman.....	59.8	9	Both
<b>Pilot Rock Branch</b>				Ennis.....	60.9	10	Both
McBee.....	2.8		East	Robinson.....	67.6	2	Both
Lens.....	11.2		East	McCall.....	69.4	2	Both
<b>Condon Branch</b>				McKay.....	78.6	6	Both
Roddy.....	11.2		West	<b>Dayton Branch</b>			
<b>Grass Valley Branch</b>				Taggard.....	4.3	1	West
Sandon.....	15.6		Both	Ronan.....	19.3	28	West
Hay Canyon.....	19.2		East	<b>Wallace Branch</b>			
De Moss.....	23.9		West	Dudley.....	52.0	12	Both
Erskine.....	31.3		Both	Shont.....	72.8	3	Both
Bourbon.....	45.8		Both	Polaris.....	74.6	42	East
				Gem.....	84.1	5 X	Both
				Frisco.....	84.4	7 X	Both

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

(3) Flag stop for No. 392.

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	70	60	Diesel locomotives running light. Will be governed by passenger train speed restrictions but not to exceed; With dynamic brake not in operation, on descending grade in excess of 1 per cent.		50
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.)		30
When using No. 14 turn-outs.	25	20	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.		40
When using other cross-overs or turn-outs.	15	15			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, except at end of double track Biggs.	20	20			20
Within yard limits: Where protected by continuous block signal system. Where not protected by continuous block signal system: Main line; Branch lines.	60	35			30
	30	15			20
Diesel road freight and road switch locomotives.	65		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Jordan spreaders and other machines of spreader type, when in operation.		15
	50	50	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20
Multiple unit engine when controlled from other than leading unit.	30	30			6
Freight trains handling tonnage in excess of 70 tons per operative brake.		40	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		35
Freight trains when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of the listed commodities.		40			45
		40			45



FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
<b>La Grande</b> Over street crossings within city limits.	20	20	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
Between Mile Posts— <b>Union Jct.</b> 302.6 and 307.4.	35	25	<b>Quartz</b> 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
307.4 and 311.9.	45	25	351.1 and 353.9.	40	25	<b>Durkee</b> 370.7 and 371.0.	70	55
311.9 and 314.3.	55	40	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
315.4 and 319.5.	30	20	<b>Pleasant Valley</b> On descending grade between Pleasant Valley and MP 365.0.	50	25	<b>Weatherby</b> 378.1 and 382.0.	40	25
321.3 and 321.6.	70	55	On descending grade between Pleasant Valley and MP 365.0, freight trains averaging more than 65 tons per operative brake.		20	382.3 and 383.9.	60	45
<b>Baker</b> 342.3 and 342.5.	20	20				<b>Lime</b> High line track and connection.		10
Over street crossings within city limits.	15	15	Between Mile Posts— 355.9 and 360.5.	30	25	Between Mile Posts— 384.3 and 385.0.	30	25
Between Mile Posts— 343.6 and 345.2.	45	30	<b>Oxman</b> 362.1 and 363.6.	45	25	385.0 and 388.8.	35	25
						389.0 and 389.8.	20	20
						<b>Huntington</b>		

SECOND SUBDIVISION

Between Mile Posts— <b>Hinkle</b> 188.7 and 191.8.	60	45	Over other street crossings within city limits.	20	20	Between Mile Posts— 247.3 and 248.1.	35	25
<b>Echo</b> Over street crossings.	30	30	Between Mile Posts— 216.3 and 217.4.	40	25	248.4 and 248.6.	50	30
Between Mile Posts— 193.4 and 194.5.	45	30	217.4 and 218.9.	60	45	249.4 and 249.6.	35	25
195.4 and 195.6.	60	45	220.1 and 220.5.	55	40	249.8 and 250.7.	70	55
196.7 and 198.1.	55	40	222.7 and 223.8.	35	25	251.0 and 251.2.	35	25
198.5 and 198.6.	45	30	<b>Minthorn</b> 226.0 and 226.2.	70	55	251.4 and 251.9.	60	45
			227.7 and 231.6.	40	25	252.3 and 257.0.	35	25
<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			
205.9 and 206.2.	70	55	240.1 and 240.2.	30	25	Between Mile Posts— <b>Hilgard</b> 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
<b>Barnhart</b> 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25	289.8 and 290.5.	20	20
<b>Pendleton</b> Over S.W. Fourth, Main and S.E. Third Streets.	12	12	242.4 and 243.2.	60	45	<b>La Grande</b>		
			244.0 and 244.7.	40	25			
			245.7 and 246.1.	60	45			

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
<b>The Dalles</b> Over street crossings.	12	12	<b>Quinton</b> East switch Quinton when using turn out.	15	15	Between Mile Posts— 141.7 and 142.3.	60	45
Between Mile Posts— 87.3 and 88.2.	70	55	Between Mile Posts— 123.7 and 124.2.	70	55	143.8 and 144.0.	60	45
<b>Dune</b> 96.5 and 98.8.	70	55	126.6 and 130.0.	70	55	146.1 and 146.8.	70	55
98.8 and 99.3.	60	45	130.4 and 131.0.	60	45	<b>Willows</b> 148.0 and 148.4.	50	35
<b>Biggs</b> 104.6 and 105.2.	70	55	132.7 and 132.8.	70	55	<b>Heppler Jct.</b> 149.4 and 154.5.	70	55
<b>Goff</b> 113.4 and 114.7.	65	50	<b>Gilmore</b> 138.1 and 139.0.	50	35	<b>Ordnance</b> 181.8 and 182.0.	60	45
			<b>Arlington</b> 140.5 and 141.6.	70	55	<b>Hinkle</b>		

FOURTH SUBDIVISION

<b>Portland</b> Union Station, on all tracks N. P. T. Yard, and through interlocking.	6	6	Between Mile Posts— <b>Rooster Rock</b> 23.8 and 24.0.	55	40	Between Mile Posts— <b>Meno</b> 59.4 and 61.9.	50	35
			24.8 and 25.9.	60	45	<b>Hood River</b> 63.1 and 64.3.	45	30
<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>Bridal Veil</b> 27.5 and 29.4.	60	45	64.4 and 66.1.	60	45
Between Portland and Albina, over street crossings.	10	10	30.2 and 31.4.	60	45	66.1 and 66.7.	40	25
<b>Kenton</b> Over Columbia Boulevard, near Peninsula Jct.	25	25	31.7 and 32.8.	70	55	67.1 and 68.2.	60	45
Between Kenton and Troutdale via Fir.	35	35	<b>Dodson</b> 35.5 and 37.3.	55	40	68.4 and 70.3.	40	25
Between Mile Posts— <b>East Portland</b> 1.0 and 2.7.	35	20	38.2 and 39.9.	60	45	70.4 and 72.7.	55	40
<b>Bruun</b> 3.2 and 7.6.	50	35	41.4 and 42.5.	35	20	73.7 and 75.0.	60	45
<b>Clarnie</b> 10.9 and 12.0.	50	40	42.8 and 43.0.	70	55	75.1 and 75.9.	55	40
13.2 and 13.5.	45	30	<b>Cascade Locks</b> 43.3 and 46.8.	50	35	76.3 and 77.0.	60	45
14.8 and 17.9.	70	55	46.8 and 47.0.	25	25	77.5 and 78.2.	70	55
18.1 and 18.5.	60	45	47.0 and 48.7.	50	35	79.0 and 79.4.	55	40
20.1 and 22.4.	60	45	48.7 and 49.4.	35	20	79.4 and 80.3.	70	55
			49.7 and 49.9.	55	40	80.3 and 81.2.	55	40
			<b>Wyeth</b> 50.4 and 52.2.	60	45	<b>Crates</b> 81.8 and 82.1.	60	45
			52.2 and 52.8.	55	40	83.0 and 83.4.	45	30
			53.3 and 54.4.	60	45	84.5 and 85.0.	20	20
			54.6 and 55.8.	35	20	<b>The Dalles</b>		
			55.8 and 58.5.	60	45			



**FIFTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour				
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.			
Maximum speed.	70	45	<b>Black River</b> Over slip switches within interlocking, all engines, eastward and westward trains until entire train through slip switches.	15	15	<b>Argo</b> On Eastward track at end of double track MP 180.1.	15	15			
<b>Tacoma</b> On curves between Jet. Switch 15th Street and Reservation Tower.	10	10				Between Mile Posts— 180.7 and 180.9.	35	25			
<b>Reservation</b> On curves between Reservation Tower and Tacoma Jet.	20	15				Between Mile Posts— 178.25 and 178.50.	30	25	<b>Argo Yard</b> All turn-outs.		10
						<b>Argo</b> Through interlocking.	30	30	<b>Seattle</b> Over all street crossings between Argo and Seattle.	20	20

**SIXTH SUBDIVISION**

Maximum speed. Between Hinkle and Matthews.	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
Between Matthews and Chew. All trains.	60	45	239.7 and 240.1.	50	40	295.4 and 297.0.	55	45
Between Chew and Spokane.	70	60	240.6 and 245.0.	60	50	<b>Marengo</b> 308.6 and 309.0.	60	45
<b>Hinkle</b> East and West legs of wye.	20	20	245.0 and 246.5.	45	35	<b>Cheney</b> Within city limits.	35	35
			246.5 and 247.0.	60	50		35	35
Between Mile Posts— <b>Cold Springs</b> 200.4 and 201.0.	50	45	<b>Walker</b> 248.3 and 249.3.	60	50	Between Mile Posts— 352.8 and 353.5.	55	40
<b>Juniper</b> 209.2 and 212.7.	40	30	<b>Scott</b> 259.2 and 259.4.	45	35	354.0 and 363.8 on curves.	60	45
Between Mile Posts— <b>Wallula Jct.</b> 214.6 and 215.5 over manual switches.	20	20	<b>Chew</b> 268.2 and 269.3.	35	35	364.2 and 364.4.	45	35
<b>Wallula</b> 216.3 and 216.6.	45	35	271.5 and 272.5.	25	15	364.7 and 364.9.	55	40
			219.7 and 220.0.	45	35	365.1 and 366.2.	25	15
221.6 and 222.0.	55	45	272.7 and 273.2.	45	35	Over Bridge 367.13.	10	10
<b>Humorist</b> 226.7 and 227.0.	55	45	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
230.6 and 232.3.	35	30	<b>Park</b> 280.0 and 281.6.	40	35	Over street crossings between N.P. Crossing and East Spokane.		20
232.3 and 234.1.	60	50	281.9 and 282.2.	50	40	Between N. P. Crossing and Mission Ave., on line through old yard.		12
234.2 and 234.6.	50	40	<b>Hooper Jct.</b> 286.1 and 286.5.	50	40	Through tunnel.		15
235.4 and 236.0.	45	35				<b>N. P. Crossing</b> Through interlocking.	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.	30	4- and 5-degree curves.	15	<b>Cosmopolis</b> Within city limits.	15
3-degree curves.	20	On curves of 6-degrees and over.	10	Handling logs within city limits.	8
4- and 5-degree curves.	15	Between M.P. 33.0 and Thornberry.	20	Between Mile Posts— 53.5 and 53.7.	10
On curves of 6-degrees and over.	10	Between Thornberry and Biggs, on descending grades.	10	<b>Aberdeen</b> Within city limits.	20
Between La Grande and M.P. 13.0.	25	<b>Olympia Branch</b> Maximum speed.	20	Over Boon St. Crossing.	5
Between Mile Posts— 25.0 and 55.0.	25	<b>Olympia</b> Within city limits.	10	Over other street crossings.	10
Between M.P. 72.0 and Joseph.	25	4- and 5-degree curves.	15	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.	50
<b>Pilot Rock Branch</b> Maximum speed.	15	On curves of 6-degrees and over.	10		
<b>Umatilla Branch</b> Maximum speed.	25	<b>Grays Harbor Branch</b> Maximum speed.	30	Between Villard Jct. and M.P. 70.0.	35
Between Mile Posts— <b>Hinkle</b> 0.0 and 0.1.	15	Between Mile Posts— <b>Centralia</b> 1.0 and 1.3.	10	Between M.P. 70.0 and Yakima.	30
2.3 and 3.7.	20	<b>Blakeslee Jct.</b> 4.3 and 4.7.	20	With pile driver 900321.	15
<b>Hermiston</b> Standard and Union Oil spurs.	6	<b>Galvin</b> 5.1 and 5.7.	15	On 4-degree curves.	35
On house track west of McNaught Warehouse.	6	6.5 and 6.8.	10	On 5- and 6-degree curves.	25
Over road crossing east end of depot.	15	7.1 and 7.5.	20	Between Mile Posts— <b>Villard Jct.</b> 7.1 and 7.4.	30
<b>Umatilla</b> On wye.	10	10.1 and 10.3.	20	Bridge 7.44.	15
<b>Heppler Branch</b> Maximum speed.	25	11.9 and 12.1.	15	<b>Kennewick</b> Over street crossings.	8
3-degree curves.	20	<b>Independence</b> 14.7 and 15.2.	10	<b>Richland Jct.</b> On Govt. track between Richland Jct. and North Richland. Within yard limits.	25 15
4- and 5-degree curves.	15	16.7 and 16.0.	20	<b>Benton City</b> Within city limits.	30
On curves of 6-degrees and over.	10	18.5 and 19.8.	15	Between Mile Posts— 37.5 and 38.5.	15
<b>Condon Branch</b> Maximum speed.	25	<b>South Elma</b> 32.8 and 33.8.	15	<b>Grandview</b> Within city limits.	30
3-degree curves.	20	34.4 and 34.6.	10	<b>Granger</b> Over street crossings.	30
4- and 5-degree curves.	15	35.0 and 35.4.	15	<b>Zillah</b> Over street crossings.	15
On curves of 6-degrees and over.	10	36.1 and 36.3.	15	<b>Donald</b> Yakima River Bridge 89.35, through gantlet track.	15
On descending grades between Speece and Mikkalo.	15	37.5 and 38.2.	20	Over N. P. Crossing and between home signals governing crossing.	20
On descending grades between Barnett and Rock Creek.	15	38.5 and 39.7.	15		
<b>Grass Valley Branch</b> Maximum speed.	25	41.5 and 42.3.	15		
3-degree curves.	20	Between Mile Posts— <b>Melbourne</b> 44.3 and 45.5.	15		
		46.3 and 46.8.	20		



## BRANCHES (Continued)

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

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



**BRANCHES (Continued)**

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

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

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

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

**SYMBOLS AND ABBREVIATIONS**  
Rules 6 and 6(A)

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

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

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

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

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

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordnance.....	Portland or beyond.	
18	{ Union Jct. .... North Powder ... Haines. .... }	Portland or beyond, Tuesdays only.	
18	Any station west of Hinkle.....		Pendleton or beyond.
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond.	



# SPOKANE INTERNATIONAL RAILROAD COMPANY

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## TIME-TABLE NO. 66

Effective Sunday  
**Sept. 12, 1965**  
At 12:01 A.M. Pacific Time

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

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**Safety and Courtesy Insure Security**

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

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

### STANDARD CLOCK LOCATIONS

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

### RAILROAD RADIO CALL LETTERS AND NUMBERS

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:

L—leave;  
A—arrive;  
s—regular stop;  
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**Rule 6(A).**—The following letters, when placed in the columns provided, indicate:

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

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

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



WESTWARD		SPOKANE SUB-DIVISION				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 66 September 12, 1965	Mile Post	SECOND CLASS				
							8 Freight				
								STATIONS			
91	BKPRVXY			4.00AM	DN	EASTPORT	RO	140.8	A 2.25AM		
49	P			4.30		MEADOW CREEK		126.3	12.07AM		
36				4.39		EILEEN		123.1	11.58PM		
39	PX			4.51		MOYIE SPRINGS		119.2	11.48		
52	BKOPRVWXY			5.20	DN	BONNERS FERRY	BY	109.6	11.25		
	MX					K. V. CROSSING		109.3			
25	P			5.34		DEEP CREEK		103.7	11.02		
103	P			5.48		SHILOH		95.5	10.47		
64	P			5.58		ELMIRA		89.9	10.37		
48	P			6.03		SAMUELS		86.8	10.32		
63	P			6.11		FOREST SIDING		82.4	10.24		
43	BKMPVXYZ			6.28	DN	SANDPOINT	SA	74.7	10.12		
Spur 64	VX			6.36		DOVER		71.7	9.57		
66	P			6.43		GRAVEL PIT		68.8	9.50		
103	P			7.03		VAY		57.7	9.30		
52	P			7.15		CLAGSTONE		50.1	9.19		
50	P			7.28		ATHOL		42.7	9.07		
Spur 36				7.36		CHILCO		36.5	8.59		
37	JPXY			7.51		COEUR D'ALENE JCT.		25.5	8.44		
60	MPVX			7.57		GRAND JCT. (C.M.S.T.P.&P. and N.P. Crossing)		22.1	8.37		
						STATE LINE		18.5			
60				8.05		EAST FARMS		18.0	8.30		
27	PXY			8.18	D	TRENTWOOD-VELOX	KD	10.8	8.18		
24	JPVX			8.30		MILLWOOD-IRVIN		6.8	8.10		
45	PVXY			8.40		SPOKANE SHOP		2.7	8.00		
	IJPVX			A 8.50AM	DN	N. P. CROSSING	CG		7.50PM		
	BIJKOPTVXZ			A 9.00 AM		East Spokane			7.40 PM		
						(139.7)			Daily		
				(4.50)		Thru Time		(6.35)			
				28.9		Average Speed per Hour		21.2			

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

S. I. No. 8 arriving at NP crossing on Sixth Subdivision, Union Pacific Railroad, Oregon Division, will run as No. 8 on Spokane International Railroad.  
Between East Spokane and NP crossing, trains will be governed by operating rules, Time-Table and special instructions of Union Pacific Railroad, Oregon Division.  
Time shown at East Spokane is for information only.

WESTWARD		COEUR D'ALENE BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).					Time-Table No. 66 September 12, 1965	Mile Post					
							STATIONS				
								STATIONS			
	MPRXY				D	COEUR D'ALENE	CN	9.0			
17	MVX					GIBBS		7.6			
37	JPXY					COEUR D'ALENE JCT.		0.0			
						(0.0)					

**SIDINGS AND SPURS  
SPOKANE SUB-DIVISION**

	Mile Post	Car Capacity	Switch Connection
Center Spur	3.7	2	West
Parkwater	4.1	5	West
Airway	5.0	4	West
Millwood-Irvin	6.8		
Apple Spur		14	West
Irvin Siding		26	Both
Trentwood-Velox	10.8		
Velox Siding		34	Both
West Wye Track		29	West
East Wye Track (Main Lead)		30	East
East Siding		9	Both
West Siding		17	Both
Cominco No. 3 Track		22	Both
Trentwood Passing Track		27	Both
Austin	12.5	46	East
Eastfarms Apple Spur	19.0	22	East
Interstate	20.19	6	West
Haycroft Spur	26.5	5	East
Chilco Spur	36.5	36	East
Vay Industry Spur	57.7	5	East
Collala	62.9	5	West
Gravel Pit Spur	68.8	12	West
Dover	71.7		
G. N. Transfer		24	West
Board Plant		14	West
No. 2 Track		20	West
Run-a-round Track		6	Both
Sandpoint	74.7		
West Passing Track		43	Both
Fansler		1	East
Shell		7	West
CoOp Gas		5	West
Ames Spur		5	West
Long House		49	Both
Short One		10	East
Scale Track		25	Both
Material Spur		15	East
Wendt Spur		4	East
Hedlund Dock Spur		7	West
Hedlund Lumber Spur		12	East

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

**COEUR D'ALENE BRANCH**

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



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

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

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

**GENERAL**

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

**SPOKANE SUB-DIVISION**

Between Mile Posts—	Restricted Speed	Between Mile Posts—	
NP Crossing and 2.7		<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>Bonniers 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	25	Between Mile Posts— A-6.8 and A-7.2	15
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