



UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT



OREGON DIVISION

TIME-TABLE

No. 49

**Effective Sunday
October 30, 1966
At 12:01 A.M. Pacific Time**

**SPOKANE INTERNATIONAL
RAILROAD COMPANY**

TIME-TABLE NO. 68

**Effective Sunday
October 30, 1966
At 12:01 A.M. Pacific Time**

Safety Always Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 49 October 30, 1966	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							
BKOPTXZ	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				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				6.3 PLEASANT VALLEY	355.4						
200 PY				3.6 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						
136 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		
BJKOPTXYZ	A 8.10PM	A 11.25AM	A 2.35AM	(99.6)		Daily	Daily	Daily	Daily Except Sunday and Monday		
	(2.40) 37.4	(3.10) 31.5	(2.19) 43.0	..... Thru Time	(2.45) 36.2	(2.40) 37.4	(2.20) 42.7	(2.45) 36.2		
				..... Average speed per hour						

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

WESTWARD				SECOND SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 49 October 30, 1966	Mile Post	FIRST CLASS			SECOND CLASS		
	17	11	105			18	12	106	126		
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight		
	Daily	Daily	Daily	STATIONS							
BJKOPTXYZ	8.20PM	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	257.7						
120 P				3.6 CAMP	254.1						
WB 68 PY EB 69				6.0 DUNCAN	248.5						
87 P				9.0 BONIFER	239.5						
96 PY				2.6 GIBBON	236.9						
117 P				7.3 HOMLY	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	4.2 STANFIELD	188.4						
BJKOPXYZ	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) 29.5	(3.50) 27.5	(2.50) 37.3	..... Thru Time	(3.30) 30.2	(2.50) 37.3	(2.44) 38.5	(3.05) 34.2		
				..... Average speed per hour						

For conditional stops to discharge or pick up passengers, see page 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. 49 October 30, 1966	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					
BJKOPXYZ	3:55 ¹⁰⁶ PM	5:31AM	12:15AM	DN-R HINKLE UK	184.2	A 2:05AM	A 11:20AM	A 3:55 ¹¹ 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	12:34	D BOARDMAN BD	163.8	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 ¹⁸	DN ARLINGTON MX	138.5	s 1:07 ¹⁷	s 10:30	3:05	9:13
130 P	5:06	6:14	1:25	GILMORE	134.0	12:51	10:20	3:01	9:07
125 P	5:11	6:18	1:30	BLALOCK	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				COFF	112.4				
127 JP	f 5:36	6:40	1:57	DN BIGGS BX	103.1	12:24	9:51	2:35	8:31
55	5:39	6:43	2:00	MILLER	100.4	12:20	9:47	2:31	8:28
JPV	5:44	6:48	2:05	OREGON TRUNK JCT.	95.1	12:14	9:41	2:26	8:22
75 P	5:47	6:51	2:08	DUNE	91.9	12:11	9:38	2:23	8:18
BKOPTXZ	A 5:55PM	As 7:05AM	A 2:30AM	DN-R THE DALLES DK	85.8	12:03AM	9:30AM	2:15PM	8:10PM
				(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. 49 October 30, 1966	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	*11:24	7:31
126 P	7:01	7:38	3:23	MENO	58.7	8:45	1:39	11:13	7:25
127 P	7:12 ¹²⁶	7:48	3:35	WYETH	50.2	8:34	1:29	11:02	7:12 ¹¹
134 P	s 7:22	7:57	3:45	DN 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 ¹²	3:58	DODSON	33.9	8:07 ¹⁰⁵	1:10	10:42	6:41
126 P	s 7:52	8:14	4:08	BRIDAL VEIL	26.6	s 7:50	1:03	10:34	6:33
126 P	7:57	8:18	4:13	ROOSTER ROCK	22.7	7:44	12:59	10:30	6:29
51 102 LJP	s 8:12	8:25	4:24	DN TROUTDALE SN	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
JPVY				PENINSULA JCT.	5.6				
JPX				ST. JOHNS JCT.	4.2				
BKOPTXZ				DN-R ALBINA B	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-VC	0.0	7:10AM	12:30PM	10:00PM	
				VIA GRAHAM (85.8)		Daily	Daily	Daily	Daily Except Saturday and Sunday
				VIA KENTON (92.2)					
	(2.10) 39.6	(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 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					
FIRST CLASS					Time-Table No. 49 October 30, 1966					FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6(A).					Mile Post										
	457 Passenger									458 Passenger					
	Daily				STATIONS										
IJXX				9.30 AM	BLOCK SIGNALS	PORTLAND	0.0	A 9.30 PM							
				9.46		DN NORTH PORTLAND JCT.	KD	6.8	9.12						
				A 9.51 AM		VANCOUVER		8.7	9.08 PM						
<p>NO. 457 AND NO. 458 WILL OPERATE OVER SPOKANE, PORTLAND AND SEATTLE RY. CO., VIA WILLBRIDGE, AND ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. CO. BETWEEN PORTLAND AND NORTH PORTLAND JCT.</p> <p>TIME SHOWN AT PORTLAND, NORTH PORTLAND JCT., AND VANCOUVER IS FOR INFORMATION ONLY.</p> <p>BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND AND SEATTLE RY. CO.</p> <p>BETWEEN VANCOUVER AND RESERVATION, TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO.</p>															
IJXX				12.39 PM	BLOCK SIGNALS	N. P. CROSSING	145.2								
						N. P. CROSSING		146.4							
IJPX				A 12.41 PM		DN RESERVATION	RN	146.8	A 6.22 PM						
					DN TACOMA JCT.	JN	147.5	6.20 PM							
<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>															
23 67 IPVX				1.12 PM	BLOCK SIGNALS	DN-R BLACK RIVER	BI	173.8	A 5.45 PM						
P						C. M. St. P. & P. C. CROSSING		173.8							
BLJKOP VXYZ				1.20		DN-R ARGO	G	180.1	5.37						
BKPX				A 1.30 PM	D-R SEATTLE	OW	183.2	5.30 PM							
						(183.2)		Daily							
				(4.00) 45.8		Thru Time		(4.00) 45.8							
<p>On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.</p>															
WESTWARD					THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.					EASTWARD					
					691	683	681						684	690	692
					Daily	Daily Except Saturday	Daily except Sunday								
					9.00 PM	3.00 PM	7.30 AM								
					A 4.00 AM	A 10.00 PM	A 4.30 PM								
								ALBINA					A 4.00 PM	A 2.00 AM	A 4.00 AM
								ARGO					6.00 AM	6.00 PM	10.00 PM
													Daily except Monday	Daily except Sunday	Daily

WESTWARD							SIXTH SUBDIVISION							EASTWARD						
SECOND CLASS							Time-Table No. 49 October 30, 1966							FIRST CLASS						
Car Capacity of Sidings, etc. See Rule 6(A).							Mile Post													
	391 Mixed	361 Freight	151 Freight	8 S.I. Freight	363 Freight	19 Passenger								20 Passenger	362 Freight	392 Mixed	9 S.I. Freight	298 Freight	364 Freight	
	Monday Wednesday Thursday Sunday	Daily	Daily	Daily	Daily	Daily	STATIONS													
BIJKOP TVXZ			10.00 PM	7.40 PM			R EAST SPOKANE	371.7								10.00 AM	A 4.35 PM			
IJPX			10.09	A 7.50 PM			DN N.P. CG CROSSING	369.2								9.50 AM	4.25			
BKP VX			10.15				DN-R DS SPOKANE AU	367.3	A 5.30 AM								4.20			
70 PX			10.22				WEST SPOKANE	365.6	5.17								4.12			
53 P			10.35				MARSHALL	367.8	5.03								3.52			
103 P			10.50				CHENEY	360.5	f 4.53								3.37			
52 P			11.05				MASON	340.3	4.40								3.17			
109 P			11.22				WELLS	328.9	4.27								2.52			
52 P			11.32				PALM LAKE	322.3	4.19								2.42			
52 P			11.46 PM				EMDEN	312.9	4.08								2.25			
75 JPV XY			12.01 AM				DN-R MARENGO	306.2	4.00								2.15			
52 P			12.08				THAVIS	301.4	3.54								2.05			
51 P			12.21				ANKENY	292.8	3.43								1.50			
38 JPY	1.40 PM		12.33				R HOOPER JCT.	284.9	3.33						A 6.00 AM		1.35			
146 P	2.02		12.52				JOSO	273.1	3.16								1.02			
73 P	2.17		1.05				CHEW	267.3	3.05								12.32			
BJKOP XY	A 2.25 PM		1.30				DN-R AYER	265.8	2.58								12.26			
150 P			1.45				MATTHEWS	266.7	2.43								12.10 PM			
196 P			2.00				WALKER	246.7	2.30								11.56 AM			
196 P			2.15				PAGE	236.9	2.15								11.35			
85 P			2.39				ASH	228.2	2.00								11.20			
157 JPV XY		7.25 AM	3.05				DN-R WALLULA	215.2	f 1.45								10.55			
JPV XY		7.30	3.10				WALLULA JCT.	213.5	1.40								10.50			
157 P		7.47	3.30				JUNIPER	203.2	1.25								10.33			
159 P		8.05	3.45				COLD SPRINGS	193.4	1.15								10.18			
BJKOP XYZ		A 8.30 AM	A 4.05 AM				DN-R HINKLE	184.2	1.00 AM								10.00 AM			
							(189.8)		Daily								Daily			
									Daily								Daily			
									Daily Except Sunday								Daily			
									(4.30) 40.7								(1.05) 28.6			
									(0.45) 28.5								(1.05) 28.6			

Except in Centralized Traffic Control territory on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 392.—See Rule S-72.

S. I. No. 9 arriving at N. P. Crossing on Spokane International Railroad Co. will run as S. I. No. 9 N. P. Crossing to East Spokane. No. 391 arriving at Hooper Jct. on Connell Branch will run as No. 391 Hooper Jct. to Ayer.

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

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

WESTWARD		JOSEPH BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	304 Freight	
	305 Freight					304 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	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	10:20 ³⁰⁴	GULLING	25.1	10:20 ³⁰⁴		
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	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. 49 October 30, 1966	Mile Post	STATIONS					
	155 JPX						RIETH	0.0	
	22						SPARKS	6.7	
18 X	D	PILOT ROCK	14.3						
		(14.3)							

WESTWARD		UMATILLA BRANCH		EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).		Time-Table No. 49 October 30, 1966	Mile Post	STATIONS					
	BJKOP XYZ					DN-R	HINKLE UK	0.0	
	95 P					D	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. 49 October 30, 1966	Mile Post	STATIONS					
	39 PXY					D-R	HEPPNER	45.2	
	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. 49 October 30, 1966	Mile Post	STATIONS					
	26 VXY					D-R	CONDON	44.5	
	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 EB 112 PTX	DN-R	ARLINGTON MX	0.0						
		(44.5)							

WESTWARD		BEND BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	314 Freight	
	313 Freight					314 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 SPOKANE, PORTLAND AND SEATTLE RY. CO.

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. 49 October 30, 1966	Mile Post	STATIONS					
	JPVXY						EAST OLYMPIA	0.0	
	X						CAPITOL	2.0	
PX		TUMWATER	4.9						
X		N. P. CROSSING	7.3						
BKPV XYZ	D-R	OLYMPIA OA	7.4						
		(7.4)							

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 49 October 30, 1966	Mile Post	SECOND CLASS	308 CMSt. P & P Freight	
	307 Freight					306 Freight
	Daily Except Sunday					Daily Except Sunday
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. CO.

		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	13.7	7:20	6:50
52 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
5 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	48.9		
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	53.3		
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. CO.

		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)		(3.15)	
		19.2 Average speed per hour..... 14.8		17.0	

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

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

WESTWARD		YAKIMA BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 49 October 30, 1966	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					Block Signals	N. P. CROSSING	91.3				
30 P				9.50		PARKER	90.8			1.45	
M					Block Signals	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	ZILAH 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		CHAFEE	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	9.25	
55 BKPVX		A 8.00AM	A 6.50AM	1.20	DN	KENNEWICK KN	13.2	5.00AM	5.10AM	8.52	
12 P				1.35		HEDGES	8.7			8.38	
70 JPV				1.45		VILLARD JCT.	7.0			8.30	
70 JPX					C.T.C.	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. 49 October 30, 1966	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. 49 October 30, 1966	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											
BLJKOP TVXZ				6.00AM	12.30AM	EAST SPOKANE				161.0	
59 IVX				6.15	12.40	DN	DISHMAN	SP	158.9	A 10.30AM A 1.25PM	
35 P				6.25	12.50		CHESTER		155.7	10.00 12.55	
78 P				6.40	1.07	D	MICA	MA	149.7	9.42 12.36	
JPVX				7.05	1.30AM	D-R	MANITO	MU	143.6	9.25AM 12.15	
23				7.21		D	ROCKFORD	RD	138.4	12.01PM	
40				7.32			DARKNELL		135.1	11.50AM	
31 PVX				7.42		D	FAIRFIELD	G	131.7	11.40	
25				8.05			LATAH		123.3	11.20	
BPXY				8.30		D-R	TEKOA	K	116.1	11.01	
14 JPX				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	9.25	
M							G. N. CROSSING		77.3		
34							MOCKONEMA		72.5	8.05	
29							DIAMOND		68.5	7.55	
27 PX						D	ENDICOTT	DI	57.9	7.30	
63 BJPXY				12.15PM		D-R	WINONA	WA	52.1	7.15	
46				12.25			SUTTON		48.0	7.05	
26 JPXY				12.40PM		D-R	LA CROSSE	JA	41.5	6.50AM	
42							JERITA		35.8		
44							HAY		30.2		
60 JPVXY		10.00PM				D-R	RIPARIA	XR	17.5	9.40PM	
M							N. P. CROSSING		17.4		
10 JPXY		10.20	7.30PM			R	TUCANNON		12.6	3.40PM 9.20	
41 X		10.35	7.35				PATAHA		11.8	3.35 9.05	
54 X		11.00	8.00				RIFTON		2.9	3.10 8.40	
BJKOPXY		A 11.10PM	A 8.10PM			DN-R	AYER	JD	0.0	3.00PM 8.30PM	
(161.0)											
		(1.10)	(0.40)	(6.40) Thru Time.....			(1.00)	(1.05)	(6.35)	(1.10)
		15.0	18.9	17.9 Average speed per hour.....			17.4	16.0	18.2	15.0

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

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

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

WESTWARD MOSCOW BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like BKPX, U, 23 PX, 18 P, 19, JMPXY.

WESTWARD CONNELL BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like JPXY, 11 X, 32 JPXY, 34, 21 V, 18 XY.

WESTWARD PENDLETON BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like 27 X, 23, 28 JPX, 26 PX, 21, U, U, BJKOPV XYZ, M, 24, M, 39 PVX, 50, 20, 66 PX, 20 PX, 41, 15, BJKVXYZ.

WESTWARD WALLACE BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like VX, 22 PX, X, 43 P, 20 P, 33, 30, 6 Y, 18, JX, 25 BKOPX, 31, PVXZ, U, U, JX, 5 VX.

WESTWARD WALLULA BRANCH EASTWARD. Table with columns for Car Capacity, Time-Table No. 49, Mile Post, and Second Class. Includes stations like BJKOPVXYZ, 5 X, M, 17 X, 10, 12, 120 PX, 11, PV.

WESTWARD TUCANNON BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like 19, JPXY, JPXY.

WESTWARD DAYTON BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like 29, 25, 26 PVXY, U, U, VX.

WESTWARD SIERRA NEVADA BRANCH EASTWARD. Table with columns for Car Capacity, Time-Table No. 49, Mile Post, and Second Class. Includes stations like JX, X.

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

WESTWARD POMEROY BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like 35 X, 25, 7, 18, 8, 18, JPXY.

BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS ARE GOVERNED BY OPERATING RULES, TIME-TABLE AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. CO. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like VX, 28 PX, 28 JPX.

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.

WESTWARD PLEASANT VALLEY BRANCH EASTWARD. Table with columns for Car Capacity, Second Class, Time-Table No. 49, Mile Post, and Second Class. Includes stations like 14 JPX, U, U, 34 VX, 44, M, 28 X, 27, 53, 63 BJXY.

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.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection	Location	Mile Post	Car Capacity See Rule 6(A).	Switch Connection
First Subdivision				Yakima Branch			
Nelson.....	372.9	54 P	East	Grossepup.....	28.2	8	Both
Second Subdivision				Biggam.....	48.3	10	Both
Pendair.....	213.5	80 P	Both	Boone.....	76.4	1	East
Mission.....	221.2	18 P	Both	Pleasant Valley Branch			
Cayuse.....(1)	227.1	25 P	Both	Juno.....	20.8	10	Both
North Fork.....	251.4	48 P	Both	Huntley.....	22.6	2	Both
Third Subdivision				Sunset.....	25.4	30	Both
Seufert.....	87.2	16 P	West	Warner.....	45.3	11	Both
Rufus.....	108.7	58 P	Both	Moscow Branch			
Fourth Subdivision				Risbeck.....	4.5	6	Both
Bruun.....	1.9	32 P	Both	Parvin.....	7.8	8	Both
Montavilla.....	5.9	17 P	Both	Armstrong.....	15.7	3	Both
Rockwood.....	11.8	12 PX	Both	Tekoa Branch			
Eri.....	14.2	8	Both	Little Goose.....	16.9	40	Both
Corbett.....(1) (2)	20.3	60	Both	Pierson.....	20.1	3	West
C. L. Lumber Co.....	45.1	2	Both	Schreck.....	31.9	14	Both
Farley.....	47.0	11 P	East	Thera.....(3)	64.8	15	Both
Chatfield.....	71.8	102 P	Both	Crest.....	74.9	..	None
Via Kenton				Glenwood.....	83.5	13	Both
Champ.....	9.5	7	Both	Walters.....	98.6	10	Both
Ward.....	14.2	6	Both	Rahm.....	125.9	4	Both
Reynolds.....	20.0	37 P	Both	Freeman.....	146.9	38	Both
Sixth Subdivision				Connell Branch			
Humorist.....	222.6	40 P	West	Pampa.....	4.6	15	Both
Ice Harbor.....	226.0	126 P	West	Gordon.....	8.2	7	Both
Sheffler.....	244.8	94 P	Both	Wacota.....	34.1	4	Both
Scott.....	252.1	23 P	East	Estes.....	42.3	7	Both
Ruxby.....	259.6	10 P	West	Sulphur.....	46.1	9	Both
Magallon.....	260.7	6	Both	Curry.....	51.1	12	Both
Park.....	279.3	96 P	Both	Tucannon Branch			
Mack.....	297.0	96 P	Both	Powers.....	2.7	4	Both
Teske.....	310.6	2	Both	Pomeroy Branch			
Ashby.....	317.1	53 P	Both	Houser.....	19.1	1	Both
Croskey.....	332.9	63 P	Both	Pendleton Branch			
Geib.....	345.3	2	Both	Havana.....	6.9	11	Both
Cowles.....	362.0	44 P	Both	Bade.....	30.2	13	Both
Joseph Branch				Barrett.....	33.1	10	Both
Island City.....	2.6	51 P	Both	Prunedale.....	34.2	15	Both
Baum.....	3.7	48 P	Both	State Line.....	41.7	10	Both
Conley.....	5.9	5	Both	Langdon.....	43.6	12	Both
Vincent.....	40.6	2	East	Russell.....	51.8	11	Both
Harris.....	48.0	6	Both	Hadley.....	56.5	19	Both
Sevier.....	56.7	5	West	Berryman.....	59.8	9	Both
Freels.....	75.2	2	West	Ennis.....	60.9	10	Both
Marble.....	75.8	2	Both	Robinson.....	67.6	2	Both
Pilet Rock Branch				McCall.....	69.4	2	Both
McBee.....	2.8	5 P	East	McKay.....	78.6	6	Both
Lens.....	11.2	25 P	East	Dayton Branch			
Condon Branch				Taggard.....	4.3	1	West
Roddy.....	11.2	11	West	Ronan.....	19.3	28	West
Grays Harbor Branch				Wallace Branch			
Raisch.....	2.6	7	Both	Dudley.....	52.0	12	Both
Balch.....	18.3	18 P	Both	Shont.....	72.8	3	Both
Melbourne.....	43.8	..	None	Polaris.....	74.6	42	East
Preachers Slough.....	46.7	..	None	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.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Diesel locomotives running light. Will be governed by passenger train speed restrictions but not to exceed;		50
When using No. 14 turn-outs.	25	20	With dynamic brake not in operation, on descending grade in excess of 1 per cent.		30
When using other cross-overs or turn-outs.	15	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40 35 20
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	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.		30 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	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel road freight and road switch locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 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 MCPX 23000 Series or MONX 23000 Series tank cars loaded with phosphorus.		50
Multiple unit engine when controlled from other than leading unit.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Maximum speed. All work trains. All regularly assigned locals.		50 50	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 45 45
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			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum Speed	79	60	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
La Grande Over street crossings within city limits.	20	20	Quartz 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
Between Mile Posts— Union Jct. 302.6 and 307.4.	35	25	351.1 and 353.9.	40	25	Durkee 370.7 and 371.0.	70	55
307.4 and 311.9.	45	25	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
311.9 and 314.3.	55	40	Pleasant Valley On descending grade between Pleasant Valley and MP 365.0.	50	25	Weatherby 378.1 and 382.0.	40	25
315.4 and 319.5.	30	20				382.3 and 383.9.	60	45
321.3 and 321.6.	70	55	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	389.0 and 389.8.	20	20
						Huntington		

SECOND SUBDIVISION

Maximum speed. Between Hinkle and Pendleton.	79	65	Pendleton Over S.W. Fourth, Main and S.E. Third Streets.	12	12	Between Mile Posts— 245.7 and 246.1.	60	45
Between Pendleton and La Grande	79	60		Over other street crossings within city limits.	20	20	247.3 and 248.1.	35	25
Between Mile Posts— Hinkle 188.7 and 191.8.	60	45	Between Mile Posts— 216.3 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				On descending grade between MP 257.1 and 281.9, freight trains averaging more than 65 tons per operative brake.
202.3 and 204.5.	60	45	238.2 and 240.1.	55	40	Between Mile Posts— Hilgard 282.5 and 283.3.	45	30
205.3 and 206.2.	70	55	240.1 and 240.2.	30	25				283.4 and 289.0.	30	20
206.7 and 206.9.	60	45	240.3 and 240.6.	70	55	289.8 and 290.5.	20	20
Barnhart 208.9 and 210.9.	55	40	241.0 and 241.9.	30	25			
			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	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	65	Goff 113.4 and 114.7.	65	50	Between Mile Posts— 141.7 and 142.3.	60	45
The Dalles Over street crossings.	12	12	Quinton East switch Quinton when using turn out.	15	15	143.8 and 144.0.	60	45
Between Mile Posts— 87.3 and 88.2.	70	55				146.1 and 146.8.	70	55
Dune 96.5 and 98.8.	70	55	Between Mile Posts— 123.7 and 124.2.	70	55	Willows 148.0 and 148.4.	50	35
98.8 and 99.3.	60	45	126.6 and 130.0.	70	55	Heppner Jct. 149.4 and 154.5.	70	55
Trains handling open top loads of chips between Oregon Trunk Jct. and The Dalles.		30	130.4 and 131.0.	60	45	Ordnance 181.8 and 182.0.	60	45
Biggs 104.6 and 105.2.	70	55	Gilmore 138.1 and 139.0.	50	35	Hinkle		
			Arlington 140.5 and 141.6.	70	55			

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— Rooster Rock 23.8 and 24.0.	55	40	Between Mile Posts— Meno 59.4 and 61.9.	50	35
Portland Union Station, on all tracks P. T. R. R. Co. Yard, and through interlocking.	6	6	24.8 and 25.9.	60	45	Hood River 63.1 and 64.3.	45	30
			Bridal Veil 27.5 and 29.4.	60	45			
East Portland Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	30.2 and 31.4.	60	45	64.4 and 66.1.	60	45
			31.7 and 32.8.	70	55	66.1 and 66.7.	40	25
Between Portland and Albina, over street crossings.	10	10	Dodson 35.5 and 37.3.	55	40	67.1 and 68.2.	60	45
			38.2 and 39.9.	60	45	68.4 and 70.3.	40	25
Kenton Over Columbia Boulevard, near Peninsula Jct.	25	25	41.4 and 42.5.	35	20	70.4 and 72.7.	55	40
			42.8 and 43.0.	70	55	73.7 and 75.0.	60	45
Between Kenton and Trout- dale via Fir.	35	35	Cascade Locks 43.3 and 46.8.	50	35	75.1 and 75.9.	55	40
Between Mile Posts— East Portland 1.0 and 2.7.	35	20	46.8 and 47.0.	25	25	76.3 and 77.0.	60	45
Bruun 3.2 and 7.6.	50	35	47.0 and 48.7.	50	35	77.5 and 78.2.	70	55
Clarnie 10.9 and 12.0.	50	40	48.7 and 49.4.	35	20	79.0 and 79.4.	55	40
13.2 and 13.5.	45	30	49.7 and 49.9.	55	40	79.4 and 80.3.	70	55
14.8 and 17.9.	70	55	Wyeth 50.4 and 52.2.	60	45	80.3 and 81.2.	55	40
18.1 and 18.5.	60	45				52.2 and 52.8.	55	40	Crates 81.8 and 82.1.	60	45
20.1 and 22.4.	60	45	53.3 and 54.4.	60	45	83.0 and 83.4.	45	30
			54.6 and 55.8.	35	20	84.5 and 85.0.	20	20
			55.8 and 58.5.	60	45	The Dalles		

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed.	70	45	Black River Over slip switches within interlocking, all engines, eastward and westward trains until entire train through slip switches.	15	15	Argo On Eastward track at end of double track MP 180.1.	15	15
Tacoma On curves between Jct. Switch 15th Street and Reservation Tower.	10	10				Between Mile Posts— 180.7 and 180.9.	35	25
Reservation On curves between Reservation Tower and Tacoma Jct.	20	15				Between Mile Posts— 178.25 and 178.50.	30	25
						Argo Through interlocking.	30	30
						Seattle	20	20

SIXTH SUBDIVISION

Maximum speed. Between Hinkle and Matthews.	70	60	Between Mile Posts— Page 238.4 and 239.0.	45	35	Between Mile Posts— Ankeny 294.4 and 294.5.	40	35			
Between Matthews and Chew.	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	305.5 and 307.0.	35	35			
			245.0 and 246.5.	45	35	Marengo 308.6 and 309.0.	60	45			
Hinkle East and West legs of wye.	20	20	246.5 and 247.0.	60	50	Cheney Within city limits.	35	35			
Between Mile Posts— Cold Springs 200.4 and 201.0.	50	45	Walker 248.3 and 249.3.	60	50	Between Mile Posts— 352.8 and 353.5.	55	40			
			Scott 259.2 and 259.4.	45	35	354.0 and 363.8 on curves.	60	45			
Juniper 209.2 and 212.7.	40	30	Chew 268.2 and 269.3.	35	35	364.2 and 364.4.	45	35			
Between Mile Posts— Wallula Jct. 214.6 and 215.5 over manual switches.	20	20				271.5 and 272.5.	25	15	364.7 and 364.9	55	40
						Wallula 216.3 and 216.6.	45	35	272.7 and 273.2.	45	35	365.1 and 366.2.	25	15
219.7 and 220.0.	45	35				275.1 and 276.9.	40	35	366.5 and 367.1.	45	25
221.6 and 222.0.	55	45	277.9 and 280.0.	45	35	Over Bridge 367.13.	10	10			
Humorist 226.7 and 227.0.	55	45	Park 280.0 and 281.6.	40	35	Spokane Through Union Station limits.	15	15			
Ash 229.3 and 229.6.	50	40	281.9 and 282.2.	50	40	Union Station over slip switches.	10	10			
			230.6 and 232.3.	35	30	Over street crossings between N.P. Crossing and East Spokane.		20			
232.3 and 234.1.	60	50	Hooper Jct. 286.1 and 286.5.	50	40	Between N. P. Crossing and Mission Ave., on line through old yard.		12			
234.2 and 234.6.	50	40				Through tunnel.		15			
235.4 and 236.0.	45	35				N. P. Crossing Through interlocking.		10			

BRANCHES

On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below, but in no case may permissible speed for such branch be exceeded.

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Joseph Branch Maximum speed.	30	Olympia Branch Maximum speed.	20	Between Mile Posts— 53.5 and 53.7.	10
3-degree curves.	20	Olympia Within city limits.	10	Aberdeen Within city limits.	20
4- and 5-degree curves.	15	4- and 5-degree curves.	15	Over Boon St. Crossing.	5
On curves of 6-degrees and over.	10	On curves of 6-degrees and over.	10	Over other street crossings.	10
Between La Grande and M.P. 10.4.	20	Grays Harbor Branch Maximum speed.	30	Yakima Branch Maximum speed.	50
Between Mile Posts— 10.4 and 13.0.	25			Between Wallula and Villard Jct.	
25.0 and 55.0.	25			Between Villard Jct. and M.P. 70.0.	35
Between M.P. 72.0 and Joseph.	25			Between M.P. 70.0 and Yakima.	30
Pilot Rock Branch Maximum speed.	15	Blakeslee Jct. 4.3 and 4.7.	20	With pile driver 900321.	15
Umatilla Branch Maximum speed.	25	Galvin 5.1 and 5.7.	15	On 4-degree curves.	35
		Between Mile Posts— Hinkle 0.0 and 0.1.	15	On 5- and 6-degree curves.	25
2.3 and 3.7.	20	6.5 and 6.8.	10	Between Mile Posts— Villard Jct. 7.1 and 7.4.	30
Hermiston Standard and Union Oil spurs.	6	7.1 and 7.5.	20	Bridge 7.44.	15
On house track west of McNaught Warehouse.	6	10.1 and 10.3.	20	Kennewick Over street crossings.	8
Over road crossing east end of depot.	15	11.9 and 12.1.	15	Richland Jct. On Govt. track between Richland Jct. and North Richland. Within yard limits.	25 15
Umatilla On wye.	10	Independence 14.7 and 15.2.	10	Benton City Within city limits.	30
Heppler Branch Maximum speed.	25	16.7 and 16.9.	20	Between Mile Posts— 37.5 and 38.5.	15
		18.8 and 19.2.	10	Grandview Within city limits.	30
3-degree curves.	20	South Elma 32.8 and 33.8.	15	Granger Over street crossings.	30
4- and 5-degree curves.	15	34.4 and 34.6.	10	Zillah Over street crossings.	15
On curves of 6-degrees and over.	10	35.0 and 35.4.	15	Donald Yakima River Bridge 89.35, through gantlet track.	15
Condon Branch Maximum speed.	25	36.1 and 36.3.	15			Over N. P. Crossing and between home signals governing crossing.	20
		3-degree curves.	20	37.5 and 38.2.	20
4- and 5-degree curves.	15	38.5 and 39.7.	15	Cosmopolis Within city limits.	15
On curves of 6-degrees and over.	10	41.5 and 42.3.	15		
On descending grades between Speece and Mikkalo.	15	Between Mile Posts— Melbourne 44.3 and 45.5.	15	Handling logs within city limits.	8
On descending grades between Barnett and Rock Creek.	15	46.3 and 46.8.	20		

BRANCHES (Continued)

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

BRANCHES (Continued)

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

BRANCHES (Continued)

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

Standard clocks are located as shown below:

Albina..... Train Dispatcher's Office	Bend (Joint) S. P. & S. Ry. Co. Telegraph Office	Olympia..... Telegraph Office
Albina..... Yard Telegraph Office	Centralia (Joint) N. P. Ry. Co. 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	..... P. T. R. R. 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. Co. Telegraph Office	Spokane..... Telegraph Office
Albina..... Terminal No. 4 Yard Office	Huntington..... Telegraph Office	Tacoma..... Yard Office
Argo..... Trainmen's Register Room	Kellogg-Wardner..... Telegraph Office	The Dalles..... Telegraph Office
Argo..... Yard Office	Kennewick..... Telegraph Office	The Dalles..... Switchmen's Locker Room
Arlington..... Telegraph Office	La Grande..... Crew Dispatcher's Office	Walla Walla..... Telegraph Office
Ayer..... Telegraph Office	La Grande..... Train Dispatcher's Office	Yakima..... Telegraph Office
Baker..... 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:

- 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	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. 68

Effective Sunday
October 30, 1966
At 12:01 A.M. Pacific Time

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

Safety and Courtesy Insure Security

S.I.R.R. SURGEONS AND PHYSICIANS

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

STANDARD CLOCK LOCATIONS

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

RAILROAD RADIO CALL LETTERS AND NUMBERS

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

SYMBOLS AND ABBREVIATIONS

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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
J—junction;	protected by signals or
K—standard clock;	gates;
M—railroad crossing protected	V—track connection with
by signals or gates;	foreign railroad;
N—night operator;	X—yard limits;
O—oil;	Y—wye;
	Z—track scales.

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. 68 October 30, 1966	Mile Post	SECOND CLASS					
			9			8					
			Freight							Freight	
		Daily									
91	BKPVXY		4.00AM	DN-R	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	BKOPVWXY		5.50	DN-R	BONNERS FERRY	BY	109.6		11.25		
	MX				K. V. CROSSING		109.3				
25	P		6.04		DEEP CREEK		103.7		11.02		
103	P		6.18		SHILOH		95.5		10.47		
64	P		6.28		ELMIRA		89.9		10.37		
48	P		6.33		SAMUELS		86.8		10.32		
63	P		6.41		FOREST SIDING		82.4		10.24		
43	BKMPVXYZ		7.28	DN	SANDPOINT (G.N. Crossing)	SA	74.7		10.12		
Spur 64	VX		7.36		DOVER		71.7		9.57		
66	P		7.43		GRAVEL PIT		68.8		9.50		
103	P		8.03		VAY		57.7		9.30		
52	P		8.15		CLAGSTONE		50.1		9.19		
50	P		8.28		ATHOL		42.7		9.07		
Spur 36			8.36		CHILCO		36.5		8.59		
37	JPXY		8.51		COEUR D'ALENE JCT.		25.5		8.44		
60	MPVX		8.57		GRAND JCT. (C.M.ST.P.&P. and N.P. Crossing)		22.1		8.37		
					STATE LINE		18.5				
60			9.05		EAST FARMS		18.0		8.30		
27	PXY		9.18	D	TRENTWOOD-VELOX	KD	10.8		8.18		
24	JPVX		9.30		MILLWOOD-IRVIN		6.8		8.10		
45	PVXY		9.40		SPOKANE SHOP		2.7		8.00		
	IJPVX		A 9.50AM	DN	N.P. CROSSING	CG			7.50PM		
	BIJKOPTVXZ		A 10.00 AM	R	East Spokane				7.40 PM		
					(139.7)				Daily		

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

Eastward trains are superior to trains of the same class in opposite direction.—See Rule S-72.
S. I. No. 8 arriving at NP crossing on Sixth Subdivision, Union Pacific Railroad Co., Oregon Division, will run as No. 8 on Spokane International Railroad Co.
 Between East Spokane and NP crossing, trains will be governed by operating rules, Time-Table and special instructions of Union Pacific Railroad Co., Oregon Division.
 Time shown at East Spokane is for information only.

WESTWARD				COEUR D'ALENE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).				Time-Table No. 68 October 30, 1966	Mile Post						
										STATIONS	
	MPXY			D-R	COEUR D'ALENE	CN	9.0				
17	MVX				GIBBS		7.6				
37	JPXY				COEUR D'ALENE JCT.		0.0				
					(9.0)						

**SIDINGS AND SPURS
SPOKANE SUB-DIVISION**

	Mile Post	Car Capacity	Switch Connection		Mile Post	Car Capacity	Switch Connection
Center Spur.....	3.7	2	West	N. P. Transfer.....	76.2		
Parkwater.....	4.1	5	West	Track No. 1.....		28	Both
Airway.....	5.0	4	West	Track No. 2.....		39	Both
Millwood-Irvin.....	6.8			Track No. 3.....		36	Both
Apple Siding.....		8	Both	Track No. 4.....		35	Both
Irvin Siding.....		26	Both	Sandpoint East Siding.....	76.5	102	Both
Trentwood-Velox.....	10.8			Naples.....	97.7	8	West
Velox Siding.....		34	Both	Burns.....	101.5	13	West
West Wye Track.....		29	West	Deep Creek Planing Mill Track..	101.5	5	East
East Wye Track (Main Lead)...		30	East	Bonnors Ferry.....	109.6		
East Siding.....		9	Both	West Storage Track.....		63	Both
West Siding.....		17	Both	Passing Track.....		52	Both
Cominco No. 3 Track.....		22	Both	House Track.....		6	East
Trentwood Passing Track.....		27	Both	Oil Spur.....		13	West
Austin.....	12.5	46	East	Thompsons.....		17	East
Eastfarms Apple Spur.....	19.0	22	East	Cinder Spur.....		17	East
Interstate.....	20.19	6	West	Moyie.....	119.0		
Haycroft Spur.....	26.5	5	East	Log Siding.....		24	Both
Chilco Spur.....	36.5	36	East	Saddler Siding.....		22	Both
Vay Industry Spur.....	57.7	5	East	Sinclair.....	135.1	12	West
Collala.....	62.9	5	West	Addie.....	137.1	12	West
Dover.....	71.7			Eastport.....	140.8		
G. N. Transfer.....		24	West	New Passing Track.....		91	Both
Board Plant.....		14	West	Track No. 1.....		41	Both
No. 2 Track.....		20	West	Track No. 2.....		36	Both
Run-a-round Track.....		6	Both	Track No. 3.....		32	Both
Sandpoint.....	74.7			Warehouse Track (U. S. Side)..		10	Both
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				

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		
Within yard limits: Where protected by continuous block signal system.	35	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.	30
Where not protected by continuous block signal system: Main line; Branch lines.	25 15		20
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: Maximum speed. Through truss bridges.	20 6
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)	40 35 20	Trains handling diesel units dead in train: Yard switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.	35 45 45

SPOKANE SUB-DIVISION

Between Mile Posts—	Restricted Speed	Between Mile Posts—	
NP Crossing and 2.7		Deep Creek 105.5 and 109.0	35
Spokane Shop 2.7 and 7.0	25	109.0 and 110.2	15
Over Argonne Street, Millwood	5	Bonniers 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	25	Between Mile Posts— A-6.8 and A-7.2	15
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