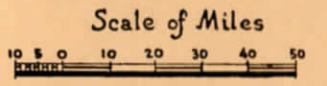




**NORTHWESTERN DISTRICT**  
**OREGON DIVISION**  
 CORRECTED TO APRIL 26, 1964



**UNION PACIFIC RAILROAD COMPANY**  
 NORTHWESTERN DISTRICT



**OREGON DIVISION**  
**TIME-TABLE**  
**No. 50**

**Effective Sunday**  
**September 24, 1967**  
 At 12:01 A.M. Pacific Time

**SPOKANE INTERNATIONAL RAILROAD COMPANY**

**TIME-TABLE NO. 69**  
 Effective Sunday  
 September 24, 1967  
 At 12:01 A.M. Pacific Time

*Safety Gains*  
*Where Courtesy Reigns*

**FOR EMPLOYEES ONLY**

**G. H. BAKER**  
General Manager

**J. BOWEN**  
General Superintendent Transportation

**W. J. FOX**  
General Superintendent

**W. G. JOHNSON, Superintendent**.....Portland, Ore.

R. B. Hardin, Assistant Superintendent.....Portland, Ore.  
E. L. Chantry, Assistant Superintendent.....Seattle, Wash.  
A. R. Brown, Assistant Superintendent.....Spokane, Wash.  
J. F. Chapman, Terminal Superintendent.....Portland, Ore.  
O. E. Vallen, Terminal Superintendent.....Seattle, Wash.  
L. J. Schreiber, Asst. Terminal Superintendent.....Portland, Ore.  
C. R. Phelps, Asst. Terminal Superintendent.....Seattle, Wash.  
H. H. Donaldson, Trainmaster.....Portland, Ore.  
W. J. Barry, Trainmaster.....Spokane, Wash.  
S. R. Tortorelli, Trainmaster.....Spokane, Wash.  
F. W. Davis, Trainmaster.....Hinkle, Ore.  
L. B. Maskill, Trainmaster.....La Grande, Ore.  
G. C. Fisher, Asst. Trainmaster.....Walla Walla, Wash.  
J. E. Pickett, Master Mechanic.....Portland, Ore.  
A. B. Ziegler, General Road Foreman of Engines.....Portland, Ore.  
J. C. Ladd, Road Foreman of Engines.....La Grande, Ore.  
D. L. Freeman, Road Foreman of Engines.....Portland, Ore.  
G. W. Jones, Road Foreman of Engines.....Spokane, Wash.

L. F. Love, Road Foreman of Engines.....Portland, Ore.  
H. B. Durrant, Division Engineer.....Portland, Ore.  
V. W. Wise, General Roadmaster.....Portland, Ore.  
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy.....Portland, Ore.  
J. L. Slane, Asst. Supt. of Safety and Courtesy.....Portland, Ore.  
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.  
F. H. Cavallo, Asst. Chief Train Dispatcher.....Albina, Ore.  
R. S. Larabee, Assistant Chief Train Dispatcher.....Albina, Ore.  
P. A. Mead, Assistant Chief Train Dispatcher.....Albina, Ore.  
J. R. Gerry, Assistant Chief Train Dispatcher.....Albina, Ore.  
D. C. Tannehill, Assistant Chief Train Dispatcher.....Albina, Ore.  
D. E. Widner, Assistant Chief Train Dispatcher.....Albina, Ore.  
H. R. Scheminske, Asst. Chief Train Dispatcher.....Albina, Ore.  
R. D. Harmon, Asst. Chief Train Dispatcher.....Albina, Ore.

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

Name	Title	Location	Name	Title	Location
Joseph M. Roberts	District Surgeon	Portland, Ore.	W. J. Kubler	Surgeon	La Grande, Ore.
J. P. Craven	Surgeon	Portland, Ore.	T. B. Lumsden	Surgeon	La Grande, Ore.
Joyle Dahl	Surgeon	Portland, Ore.	Robert L. Stuart	Oculist and Aurist	La Grande, Ore.
David G. Duncan	Surgeon	Portland, Ore.	J. E. Carsow	Surgeon	Lewiston, Ida.
Warren W. Hale	Surgeon	Portland-St. Johns, Ore.	Wm. P. Marineau	Surgeon	Moscow, Ida.
R. F. Haney	Oculist	Portland, Ore.	C. E. McArthur	Surgeon	Olympia, Wash.
Robt. M. Hansen	Aurist	Portland, Ore.	William O. Steele	Surgeon	Oregon City, Ore.
M. H. Johnson	Oculist	Portland, Ore.	J. F. Bittner	Physician	Pendleton, Ore.
Alfred J. Kreft	Oculist and Aurist	Portland, Ore.	J. R. Broun	Surgeon	Pendleton, Ore.
Minor Nichols	Surgeon	Portland, Ore.	E. S. Morgan	Surgeon	Pendleton, Ore.
T. R. Nickelson	Surgeon	Portland, Ore.	R. J. Weiland	Surgeon	Pomeroy, Wash.
A. Ottinger	Surgeon	Portland, Ore.	H. R. Gahler	Surgeon	St. John, Wash.
Edward C. Parkinson	Surgeon	Portland-St. Johns, Ore.	J. L. Ash	Aurist	Seattle, Wash.
R. L. Olsen	Surgeon	Parkrose, Ore.	Wm. J. Kelly	Physician	Seattle, Wash.
P. A. Snedecor	Surgeon	Portland, Ore.	LeRoy F. Lundy	Surgeon	Seattle, Wash.
R. H. Tinker	Surgeon	Portland, Ore.	B. E. McConville	Surgeon	Seattle, Wash.
Paul A. Wagner	Surgeon	Portland, Ore.	John M. Shiach	Oculist	Seattle, Wash.
J. D. Fletcher	Physician	Aberdeen, Wash.	Stephen J. Wood	Surgeon	Seattle, Wash.
G. M. Burns	Surgeon	Baker, Ore.	H. E. Eggers, Jr.	Urologist	Seattle, Wash.
J. R. Higgins	Surgeon	Baker, Ore.	S. A. Davis	Surgeon	Spokane, Wash.
P. W. Ford	Surgeon	Bend, Ore.	R. E. Elston	Surgeon	Spokane, Wash.
D. S. Spence	Surgeon	Bend, Ore.	G. W. Girvin	Surgeon	Spokane, Wash.
George F. Parke	Surgeon	Centralia, Wash.	R. A. Lower	Oculist and Aurist	Spokane, Wash.
W. A. Gamon	Surgeon	Cheney, Wash.	D. J. McGonigle	Surgeon	Spokane, Wash.
Conrad Weitz, Jr.	Surgeon	Colfax, Wash.	Robert L. Pohl	Oculist and Aurist	Spokane, Wash.
S. A. McCool	Surgeon	Elma, Wash.	W. H. Tousey	Surgeon	Spokane, Wash.
Lyle C. Ham	Surgeon	Enterprise, Ore.	G. T. Wallace	Orthopedist	Spokane, Wash.
Frank C. Spratt	Surgeon	Grandview, Wash.	A. J. Herrmann	Surgeon	Tacoma, Wash.
W. H. Wolf	Surgeon	Heppler, Ore.	Paul B. Smith	Oculist and Aurist	Tacoma, 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.
G. C. Carter	Surgeon	Hood River, Ore.	A. M. Peterson	Surgeon	Walla Walla, Wash.
H. D. Lewis	Surgeon	Hood River, Ore.	J. B. Adams	Surgeon	Walla Walla, Wash.
Stanley E. Wells	Surgeon	Hood River, Ore.	G. A. Falkner	Surgeon	Walla Walla, Wash.
Robert E. Staley	Surgeon	Kellogg, Ida.	C. D. Hogenson	Oculist and Aurist	Walla Walla, Wash.
G. M. Whitesel	Surgeon	Kellogg, Ida.	W. F. Holmes	Physician	Walla Walla, Wash.
Glen V. Axford	Surgeon	Kennewick, Wash.	R. W. Stevens	Oculist and Aurist	Walla Walla, Wash.
James J. D. Haun	Surgeon	La Grande, Ore.	H. C. Lynch	Surgeon	Yakima, Wash.
			R. P. Scheffer	Oculist and Aurist	Yakima, Wash.

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 50 September 24, 1967	FIRST CLASS				
105 Passenger	19 Passenger	457 Passenger	17 Passenger	11 Passenger			20 Passenger	106 Passenger	458 Passenger	12 Passenger	18 Passenger
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>					
4.40			4.50		0.0	GRANGER	A 8.45			A 10.55	
8.05 8.15			9.40 10.30	12.45	213.0	POCATELLO	4.45 4.30		A 2.20	8.15 8.35	
10.40			1.55	4.00	373.8	GLENN'S FERRY	1.45		10.55	2.15	
11.55			3.35	5.55	448.4	BOIBE	12.20		9.10	12.35	
1-50			6.20	A 9.05	550.1	M.T. HUNTINGTON M.T.	10.36		6.20	10.00	
12-51			5.30			P.T. HUNTINGTON P.T.	9.35			8.50	
3-15			8.20		649.7	LA GRANDE	7.15			6.05	
5-20			11.00		723.9	PENDLETON	5.01			3.20	
	10.45				941.3	SPOKANE	A 5.30				
6-06	A 3.15		12.15		755.3	HINKLE	1.00	4.26		2.25	
7-40			2.40		855.4	THE DALLES	2.45			12.03	
A 9.30		9.45	A 5.00		939.5	PORTLAND	1.00	A 9.30		10.00	
		A 1.30			1122.7	SEATTLE		5.30			
							Daily	Daily	Daily	Daily	
(17.50) 52.7	(4.30) 40.7	(3.45) 48.9	(25.10) 37.3	(8.20) 40.3		.....Thru Time.....	(4.30) 40.7	(18.45) 60.1	(4.00) 45.8	(8.00) 42.0	(23.55) 39.4
						.....Average speed per hour.....					

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from McCammon	Time-Table No. 50 September 24, 1967	FIRST CLASS				
				35 Passenger			36 Passenger				
				Daily		<b>STATIONS</b>					
					0.0	McCAMMON	A 3.15				
					22.7	POCATELLO	2.45 2.05				
					73.3	IDAHO FALLS	12.55				
				A 7.30	285.8	BUTTE	7.30				
							Daily				
					(8.05) 35.4	.....Thru Time.....	(7.45) 36.9				
						.....Average speed per hour.....					

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

**MILEAGE**

Main Line.....	776.64
Branches.....	1080.80
Grand Total.....	1857.44

WESTWARD				FIRST SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS				Time-Table No. 50 September 24, 1967	Mile Post	FIRST CLASS				SECOND CLASS
	17 Passenger		105 Passenger				18 Passenger	106 Passenger		126 Time Freight	
	Daily		Daily				STATIONS				
	BFJKPTWYZ		5.30 PM	12.51 AM	C-R HUNTINGTON HU	389.4	A 8.50 AM	A 9.35 PM		A 5.45 AM	
93	P				LIME 4.9	384.5					
91	P				WEATHERBY 7.0	377.5					
179	PT				DURKEE 8.6	368.9					
94	P				OXMAN 7.2	361.7					
119	P				PLEASANT VALLEY 6.3	355.4					
184	PT				ENCINA 4.6	351.9					
94	P				QUARTZ 5.3	347.3					
189	BFKP TWYZ		6.57	2.05	C BAKER BC	342.0	7.25	8.15			
86	P				WING 4.4	337.6					
92	P				HAINES 5.9	331.7					
92	P				NORTH POWDER 9.6	322.1					
92	P				SAGO 6.6	315.5					
127	PT				TELOCASET 2.9	312.6					
92	P				CROOKS 3.7	308.9					
93	JPT				O UNION JCT. UN	302.2					
92	P				LONETREE 7.3	294.9					
	BFJKPTWYZ		A 8.10 PM	A 3.10 AM	C-R LA GRANDE RA	289.8	6.05 AM	7.15 PM		2.35 AM	
					(99.6)		Daily	Daily		Daily Except Sunday and Monday	
		(2.40) 37.4	(2.19) 43.0	..... Thru Time.....	(2.45) 38.2	(2.20) 42.7	(3.10) 31.5	Average speed per hour.....			

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. 50 September 24, 1967	Mile Post	FIRST CLASS				SECOND CLASS
	17 Passenger		105 Passenger				18 Passenger	106 Passenger		126 Time Freight	
	Daily		Daily				STATIONS				
	BFJKPTWYZ		8.20 PM	3.15 AM	C-R LA GRANDE RA	289.8	A 5.55 AM	A 7.10 PM		A 2.25 AM	
131	PT				HILGARD 6.6	282.1					
121	P				MOTANIC 3.5	275.6					
	P				NORDEEN 1.0	272.1					
123	PTY				KAMELA 2.8	271.1					
	P				ROSS 2.8	268.3					
	WB 92 P EB 85				MEACHAM 7.5	265.5					
119	P				HURON 3.6	257.7					
105	P				CAMP 6.6	254.1					
	WB 57 PT EB 77				DUNCAN 9.0	248.5					
87	P				BONIFER 2.6	239.5					
87	PT				GIBBON 7.3	236.9					
104	P				HOMLY 4.9	229.6					
99	P				MINTHORN 5.8	224.7					
101	P				MUNRA 3.3	218.9					
139	BJKPT WYZ		11.00	5.20	C PENDLETON FD	215.6	3.20	5.01			
138	JP				RIETH 3.6	212.0					
114	P				BARNHART 9.4	208.3					
114	P				NOLIN 6.3	198.9					
116	P		11.34		ECHO 4.2	192.6					
	P		11.39	5.47	STANFIELD 4.2	188.4					
	BFJKPTWYZ		A 1.55 PM	A 6.05 AM	C-R HINKLE UK	184.2	2.25 AM	4.26 PM		11.05 PM	
					(106.6)		Daily	Daily		Daily Except Saturday and Sunday	
		(3.35) 29.5	(2.50) 37.3	..... Thru Time.....	(3.30) 30.2	(2.44) 38.5	(3.20) 31.7	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. 50 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS			
		105	17			18	106	126	Time Freight		
		Passenger	Passenger							Passenger	Passenger
	Daily	Daily									
STATIONS											
BFJKPQTWYZ		6.06AM	12.15AM	C-R HINKLE UK	184.2	A 2.05AM	A 4.25PM	A 10.50PM			
P			12.22	O ORDNANCE RN	177.7						
158 P				MUNLEY	175.8						
116 P				CLARKE	169.8						
178 P				O BOARDMAN BD	163.7						
176 P				CATTLE	157.3						
176 JP				HEPPNER JCT.	147.5						
180 JPT			1.07 <sup>18</sup>	O ARLINGTON MX	138.3	1.07 <sup>17</sup>					
176 P				BLALOCK	128.7						
176 P				QUINTON	121.1						
196 P				GOFF	112.4						
114 P				O BIGGS BX	103.1						
43				MILLER	100.4						
JPX				O OREGON TRUNK JCT.	95.1						
60 PX		7.26	2.08	DUNE	91.9						
BFKPQTWXYZ		As 7.40AM	A 2.30AM	C-R THE DALLES DK	85.8	12.03AM	2.45PM	8.55PM			
				(98.4)		Daily	Daily	Daily Except Saturday and Sunday			

(1.34) (2.15) ..... Thru Time ..... (2.02) (1.40) (1.55)  
 62.8 43.7 ..... Average speed per hour ..... 48.4 59.0 51.3

Rules 251 to 254 inclusive apply between Biggs and The Dalles.  
 For conditional stops to discharge or pick up revenue passengers, see page 25.  
 For stations not shown on schedule pages, see page 16.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	FIRST CLASS			Time-Table No. 50 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS			
		105	17			106	18	126	Time Freight		
		Passenger	Passenger							Passenger	Passenger
	Daily	Daily									
STATIONS											
BEKPQTWXYZ		7.40AM	2.40AM	C-R THE DALLES DK	85.8	As 2.45PM	A 11.53PM	A 8.50PM			
P		7.45	2.46	CRATES	81.7	2.36	11.47	8.38			
121 P		7.51	2.52	ROWENA	76.5	2.30	11.41	8.32			
115 P		7.59	3.01	MOSIER	70.2	2.23	11.33	8.23			
92 JPY		8.08	3.17	C HOOD RIVER KI	62.8	2.14	11.24	8.10			
117 P		8.13	3.23	MENO	58.7	2.09	11.13	8.03			
112 P		8.23	3.35	WYETH	50.2	1.59	11.03	7.51			
122 P		8.32	3.45	C CASCADE LOCKS CJ	43.0	1.50	10.53	7.39			
107 P		8.37	3.52	BONNEVILLE	38.7	1.45	10.48	7.32			
114 P		8.42	3.58	DODSON	33.9	1.40	10.42	7.26			
114 P		8.49	4.08	BRIDAL VEIL	26.6	1.33	10.34	7.17			
114 P		8.53	4.13	ROOSTER ROCK	22.7	1.29	10.30	7.12			
45 89 LJP		9.00	4.24	C TROUTDALE BN	15.6	1.22	10.23	7.03			
P			4.29	FAIRVIEW	13.2		10.20	7.00			
43 P		9.08	4.36	CLARNE	7.7	1.15	10.15	6.54			
22 PY		9.13	4.42	GRAHAM	4.4	1.10	10.10	6.48			
IJPTY		9.20	4.51	C EAST PORTLAND EP	0.5	1.03	10.03	6.40			
42 P				HEMLOCK	17.0						
PY				FIR	12.4						
BKPYZ		VIA GRAHAM	VIA GRAHAM	KENTON	8.1	VIA GRAHAM	VIA GRAHAM	VIA GRAHAM			
JPTY				PENINSULA JCT.	5.6						
JPY				ST. JOHNS JCT.	4.2						
BFKPQTWYZ				C-R ALBINA BX	1.6			6.30PM			
IJPTY		9.20	4.51	C EAST PORTLAND EP	0.5	1.03	10.03				
BIJKP		A 9.30AM	A 5.00AM	C-R PORTLAND P-VC	0.0	1.00PM	10.00PM				
				VIA GRAHAM (85.8)		Daily	Daily	Daily Except Saturday and Sunday			
				VIA KENTON (92.2)							

(1.50) (2.20) ..... Thru Time ..... (1.45) (1.53) (2.20)  
 46.8 36.8 ..... Average speed per hour ..... 49.0 45.6 36.8

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule 5-72.  
 Rules 251 to 254 inclusive apply between Crates and The Dalles.  
 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		JOSEPH BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS
	305	September 24, 1967			304
	Freight				Freight
	Daily Except Sunday	STATIONS			
22	PTY	7:00AM	O-R JOSEPH J	83.8	A 1:50PM
22	PY	7:30	O ENTERPRISE RS	78.0	1:25
29		8:05	LOSTINE	67.8	12:50
40	PTY	8:30	WALLOWA	60.0	12:25PM
7	P	9:00	MINAM	47.1	11:55AM
66		9:35	KIMMELL	39.5	11:25
33		9:50	LOOKING GLASS	33.8	11:05
24		10:35	GULLING	25.1	10:35
28	PTY	11:05	O ELGIN GN	20.9	10:20
17	P	11:30	IMBLER	12.3	9:55
14		11:45AM	ALICEL	8.4	9:40
BFJKPTYZ		A 12:25PM	C-R LA GRANDE RA	0.0	9:00AM
			(83.8)		Daily Except Saturday
		(5.25) Thru Time.....		(4.50)	
		15.5 Average speed per hour.....		17.3	

WESTWARD		PILOT ROCK BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
138	JP		RIETH	0.0	
22			SPARKS	6.7	
18	Y		O PILOT ROCK RO	14.3	
			(14.3)		

WESTWARD		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
BFJKPQ TWYZ		C-R	HINKLE UK	0.0	
95	P	O	HERMISTON MN	3.9	
	TY		UMATILLA	10.1	
			IRRIGON	17.9	
			(17.9)		

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

WESTWARD		HEPPNER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
39	PTY	O-R	HEPPNER HR	45.2	
19	P		LEXINGTON	36.3	
7			JORDAN	31.0	
15	P	O	IONE ON	28.3	
3			McNAB	25.2	
13			MORGAN	19.8	
3			CECIL	14.5	
176	JP		HEPPNER JCT.	0.0	
			(45.2)		

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
26	JTY	O-R	CONDON CD	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	
180	JPT	O	ARLINGTON MX	0.0	
			(44.5)		

WESTWARD		BEND BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS
	313	September 24, 1967			314
	Freight				Freight
	Daily Except Monday	STATIONS			
BFJKPT WYZ		5:00 AM	C-R BEND D	150.0	A 2:30 PM

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. 50		Mile Post	SECOND CLASS
	313	September 24, 1967			314
	Freight				Freight
	Daily Except Monday	STATIONS			
BFJKPT WYZ		5:00 AM	C-R BEND D	150.0	A 2:30 PM

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

WESTWARD		CONDON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
JPTY		A 12:01PM	OREGON TRUNK JUNCTION	0.0	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. 50		Mile Post		
	September 24, 1967				
	STATIONS				
JPTY			EAST OLYMPIA	0.0	
	Y		CAPITOL	2.0	
	PY		TUMWATER	4.9	
	Y		N. P. CROSSING	7.3	
BJKPT WYZ		O-R	OLYMPIA OA	7.4	
			(7.4)		

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS
	307	September 24, 1967			308
	Freight				306
	Daily Except Sunday	STATIONS			
BFJKP TWYZ		2:00 AM	C-R CENTRALIA CN	0.0	A 8:00 PM

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

WESTWARD		BLAKESLEE JUNCTION		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
JMPY		2:15AM	BLAKESLEE JUNCTION	2.4	A 7:45PM
	M		N. P. CROSSING	2.4	
	M		C. M. St. P. & P. CROSSING	2.4	
	20 P	2:25	GALVIN	5.0	7:35
	36 JP	2:50	12:01AM R HELSING JUNCTION	12.2	A 7:40PM 7:10
	43	2:55	INDEPENDENCE	18.7	7:35 7:05
	43 P	3:20	5.5 CEDARVILLE	22.2	7:10 6:40
	42	3:30	4.1 LANKNER	26.3	7:00 6:30
	36	3:45	4.5 SAGINAW	30.8	6:45 6:15
	1 P	3:50	1.7 SOUTH ELMA	32.5	6:40 6:10
	43 PTY	4:25	0.9 SOUTH MONTESANO	42.4	6:05 5:35
	JPY		1.5 MONTESANO	43.9	
	43 PTY	4:25	1.5 SOUTH MONTESANO	42.4	6:05 5:35
	69 PY	5:00	10.2 COSMOPOLIS	52.6	5:30 5:00
	JY		0.6 SOUTH ABERDEEN JCT.	53.2	
	PUY		0.1 N. P. CROSSING	53.3	
	75 JPYZ	A 5:10AM	A 2:35AM O-R ABERDEEN SA	53.9	5:20PM 4:50PM
			3.6		

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.

WESTWARD		HOQUIAM		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
BFJKP TWYZ		A 5:30 AM	A 3:05 AM O-R HOQUIAM HO	57.5	5:00 PM 4:30 PM
			(57.5)		Daily Except Saturday
		(3.30) Thru Time.....		(2.40)	(3.30)
		16.4 Average speed per hour.....		17.0	16.4

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50		Mile Post	SECOND CLASS
	307	September 24, 1967			308
	Freight				306
	Daily Except Sunday	STATIONS			
BFJKP TWYZ		2:00 AM	C-R CENTRALIA CN	0.0	A 8:00 PM

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

WESTWARD		HOQUIAM		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
BFJKP TWYZ		A 5:30 AM	A 3:05 AM O-R HOQUIAM HO	57.5	5:00 PM 4:30 PM
			(57.5)		Daily Except Saturday
		(3.30) Thru Time.....		(2.40)	(3.30)
		16.4 Average speed per hour.....		17.0	16.4

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		UMATILLA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	Time-Table No. 50		Mile Post		
	September 24, 1967				
	STATIONS				
BFJKPQ TWYZ		C-R	HINKLE UK	0.0	
95	P	O	HERMISTON MN	3.9	
	TY		UMATILLA	10.1	
			IRRIGON	17.9	
			(17.9)		

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

WESTWARD		YAKIMA BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS			
		373 N. P. Freight	361 Freight			363 Freight	362 Freight	374 N. P. Freight	364 Freight
		Daily Except Sunday	Daily Except Sunday			Daily			
STATIONS									
BFJKPTWYZ				9.30 PM	O-R YAKIMA NY 98.0			A 2.15 AM	
31 X				9.40	UNION GAP 94.6			1.55	
MP					N. P. CROSSING 91.3				
23 P				9.50	PARKER 90.8			1.45	
M					N. P. CROSSING 89.4				
24 P				10.00	DONALD 86.8			1.30	
12 JP				10.07	SAWYER 84.5			1.20	
30 JP				10.15	BUENA BA 81.6			1.10	
60 JPY				10.24	ZILLAH AH 78.5			12.55	
43 P				10.40	GRANGER 73.4			12.25	
42				10.55	EMERALD 67.2			12.05 AM	
28 JPTY				11.05	MIDVALE 63.6			11.35 PM	
41 JPY				11.20	GRANDVIEW GW 57.7			11.20	
35 P				11.45 PM	NORTH PROSSER 50.8			10.50	
43				12.05 AM	CHAFFEE 43.0			10.30	
41 P				12.25	BENTON CITY 36.5			10.12	
43				12.40	ACTON 31.3			9.55	
43 JPY		7.40 AM	6.20 AM	1.05	R RICHLAND JCT. 19.0	A 5.20 AM	A 5.30 AM	9.25	
36 BJKPWY		A 8.00 AM	A 6.50 AM	1.20	KENNEWICK KN 13.2	5.00 AM	5.10 AM	8.52	
6 P				1.35	HEDGES 8.7			8.38	
70 JP				1.45	VILLARD JCT. 7.0			8.30	
58 JPY					ATTALIA 0.6				
134 JPTY				A 2.05 AM	WALLULA JN 0.0			8.15 PM	
				(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. 50 September 24, 1967	Mile Post			
	STATIONS							
	35 JPTY						R MIDVALE 0.0	
JPY				O SUNNYSIDE SI 2.8				
				(2.8)				

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

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

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

WESTWARD		TEKOA BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS				Time-Table No. 50 September 24, 1967	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											
BFJKPTWYZ				6.00 AM	12.30 AM			EAST SPOKANE 161.0	A 1.00 AM	A 1.55 PM	
48 IJY				6.10	12.40			DISHMAN SP 158.9	10.45	1.45	
27 P				6.20	12.50			CHESTER 155.7	10.35	1.35	
63 P				6.45	1.15			MICA MA 149.7	10.10	1.10	
JPY				f 7.00	A 1.30 AM			O-R MANITO MU 143.6	9.55 AM	12.55	
17				f 7.20				O ROCKFORD RD 138.4		12.35	
34				f 7.35				DARKNELL 135.1		12.20	
24 JPY				f 7.50				O FAIRFIELD G 131.7		12.05 PM	
18				f 8.05				LATAH 123.3		11.35 AM	
PTY				s 8.35				O-R TEKOA K 116.1	s 11.10		
8 JPY				A 8.55 AM				R SELTICE 110.4		10.50	
25								O FARMINGTON FM 104.5		10.30	
U								N. P. CROSSING 95.4			
28 JY								O GARFIELD GR 95.1		10.05	
								ELBERTON 89.7		9.45	
24 JPTY								O-R COLFAX CA 77.4	s 9.00		
M								G. N. CROSSING 77.3			
25								MOCKONEMA 72.5		f 8.30	
21								DIAMOND 68.5		f 8.15	
22 PY								O ENDICOTT DI 67.9	s 7.40		
53 JPTY					12.15 PM			O-R WINONA WA 62.1	s 7.20		
38					12.25			SUTTON 48.0		7.10	
19 JPTY					A 12.45 PM			O-R LA CROSSE JA 41.5		6.50 AM	
35								JERITA 35.8			
34								HAY 30.2			
49 JPTY				10.00 PM				O-R RIPARIA XF 17.5		A 9.50 PM	
M								N. P. CROSSING 17.4			
10 JPTY				10.20	7.55 PM			R TUCANNON 12.6		A 3.45 PM	
31 Y				10.25	8.00			PATAHA 11.8		3.40	
45 Y				11.00	8.30			RIFTON 2.9		3.10	
BFJKPTWYZ				A 11.10 PM	A 8.40 PM			C-R AYER JD 0.0		3.00 PM	
				(1.10) (0.45) (6.45)	Thru Time	(1.00) (1.05) (7.05)			(1.10) (1.10) (15.0)		
				15.0 16.8 16.2	Average speed per hour	17.4 16.0 16.9			16.8 15.0		

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

No. 355 arriving at Tucannon on Tucannon Branch will run as No. 355 Tucannon to Ayer.  
 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. 50 September 24, 1967	Mile Post	SECOND CLASS	
	379 Freight			378 Freight	
	Daily Except Sunday				
BKJPWY	8:00AM	O-R MOSCOW MO	28.1	A 2:00PM	
	8:30	7.6 WHITLOW	20.5	1:10	
U		1.2 N. P. CROSSING	19.3		
17 PY	8:40	O PULLMAN XN	18.7	1:00	
13 P	9:05	6.0 ALBION	12.7	12:25	
14	9:20	3.0 SHAWNEE	9.7	12:10PM	
JMPTY	A10:00AM	O-R COLFAX CA	0.0	11:30AM	
		(28.1)		Daily Except Sunday	
	(2.00) Thru Time.....		(2.30)		
	14.1	Average speed per hour	11.2		

WESTWARD		WALLULA BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	
	Daily Except Saturday				
BFJKPTWYZ		C-R WALLA WALLA BU	30.9		
5 Y		2.0 COLLEGE PLACE	28.9		
M		0.2 W. W. V. RY. CROSSING	28.7		
17 Y		0.1 GARRETT	28.6		
10		4.6 WHITMAN	24.0		
12		4.7 LOWDEN	19.3		
120 PY		4.3 TOUCHET	15.0		
11		7.5 REESE	7.5		
JP		3.7 ZANGAR JCT.	3.8		

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

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS
JPTY	3.8 WALLULA JCT.		0.0	
	(30.9)			

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	391 Mixed			378 Freight	
	Daily Except Saturday				
8 JPY	9:01AM	O SELTICE	48.0		
U		8.2 G. N. CROSSING	39.8		
U		0.03 N. P. CROSSING	39.7		
24 JY	9:30	O OAKESDALE ON	39.1		
36	10:00	7.9 THORNTON	31.2		
M		0.5 G. N. CROSSING	30.7		
21 Y	10:45	O ST JOHN SJ	18.3		
19	11:15	6.8 WILLADA	11.5		
42	11:45AM	7.1 GRAVEL PIT	4.4		
53 JTY	A12:01PM	O-R WINONA WA	0.0		
		(48.0)			
	(3.00) Thru Time.....		(16.0)		
	16.0	Average speed per hour			

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

WESTWARD		CONNELL BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	391 Mixed			392 Mixed	
	Monday Wednesday Thursday Sunday				
JPTY	12:50PM	O-R LA CROSSE JA	0.0	A 6:45AM	
5 Y		14.7 HOOPER	14.7		
24 JPTY	A 1:35PM	R HOOPER JCT.	15.7	6:00AM	
29		7.8 WASHTUCNA	23.5		
16 J		13.9 KAHLOTUS	37.4		Daily Except Sunday
14 TY		15.5 CONNELL N	52.9		
		(52.9)			
	(0.45) Thru Time.....		(0.45)		
	20.9	Average speed per hour	20.9		

WESTWARD		TUCANNON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	
	Daily Except Saturday				
JPTY	7:40PM	RELIEF	9.3	A 4:00PM	
JPTY	A 7:55PM	R STARBUCK	3.8	3:45PM	
		3.8 TUCANNON	0.0		Daily Except Saturday
		(9.3)			
	(0.15) Thru Time.....		(0.15)		
	15.2	Average speed per hour	15.2		

WESTWARD		POMEROY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	355 Freight			356 Freight	
	Daily Except Saturday				
30 Y	5:55PM	O-R POMEROY PY	28.9	A 5:45PM	
18	6:10	4.5 ZUMWALT	24.4	5:30	
2	6:40	8.1 DODGE	16.3	5:00	
13	6:50	1.8 CHARD	14.5	4:50	
4	7:00	3.2 JACKSON	11.3	4:40	
13	7:15	3.4 DELANEY	7.9	4:25	
JPTY	A 7:40PM	R STARBUCK	0.0	4:00PM	
		(28.9)		Daily Except Saturday	
	(1.45) Thru Time.....		(1.45)		
	16.5	Average speed per hour	16.5		

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

WESTWARD		PENDLETON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	
	Daily Except Sunday				
20 Y		ALTO	83.0		
17		7.5 MENOKEN	75.5		
20 JPY	12:50PM	4.2 BOLLES	71.3	A10:05AM	
19 PY	1:10	O PRESCOTT SY	66.7	9:45	
15	1:55	13.1 VALLEY GROVE	53.8	9:00	
U		6.4 N. P. CROSSING	47.2		
U		0.6 W. W. V. RY. CROSSING	46.6		
BFJKPT WYZ	A 2:25PM	C-R WALLA WALLA BU	46.1	8:30AM	
M		1.9 W. W. V. RY. CROSSING	44.2		
21		4.3 SPOFFORD	39.9		
M		3.6 W. W. V. RY. CROSSING	36.3		
30 JPY		O MILTON-FREEWATER CO	36.2		
40		9.5 BLUE MOUNTAIN	26.7		
14		3.3 DOWNING	23.4		
57 PY		O WESTON WT	20.9		
15 PY		O ATHENA CN	17.2		
31		4.6 ADAMS	12.6		
10		2.6 BLAKELEY	10.0		
BKJTWYZ		C-R PENDLETON FD	0.0		
		(83.0)		Daily Except Sunday	
	(1.35) Thru Time.....		(1.35)		
	15.9	Average speed per hour	15.9		

WESTWARD		DAYTON BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	
	Daily Except Sunday				
24		TURNER	24.8		
18		2.1 WHESTONE	22.7		
10 JPTY	11:50AM	O DAYTON DA	13.1	A11:05AM	
U		9.5 N. P. CROSSING	13.0		
U		0.09 N. P. CROSSING	13.0		
JY	A11:55AM	O DAYTON JCT.	12.9	11:00AM	
		(24.8)		Daily Except Sunday	
	(1.00) Thru Time.....		(1.00)		
	13.1	Average speed per hour	13.1		

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

Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS
JY	12:25PM	R WAITSBURG JCT.	5.2	A10:30AM
18 PY	12:35	O WAITSBURG BG	3.5	10:20
20 JPY	A12:50PM	BOLLES	0.0	10:05AM
		(24.8)		Daily Except Sunday

WESTWARD		WALLACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS	Time-Table No. 50 September 24, 1967	Mile Post	SECOND CLASS	
	387 Mixed			388 Mixed	
	Daily				
JY	1:30 AM	O-R MANITO MU	19.8	A 9:55 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. R. CO. TIME SHOWN AT MANITO IS FOR INFORMATION ONLY.					
JPY	2:10AM	C-R PLUMMER JCT. WJ	16.2	A 9:15AM	
16 PY	2:40	6.6 CHATCOLET	22.8	8:45	
Y	3:10	7.7 HARRISON	30.5	8:15	
34 P	3:20	3.5 SPRINGSTON	34.0	8:05	
14 P	3:55	11.3 LANE	45.3	7:30	
27	4:10	3.8 ROSE LAKE	49.1	7:15	
23	4:40	8.6 CATALDO	57.7	6:45	
3 T	4:55	4.8 ENAVILLE	62.5	6:30	
5	5:05	1.6 PINE CREEK	64.1	6:20	
JY	5:15	3.1 BRADLEY	67.2	6:10	
10 BFKPQ WY	A 5:30AM	O-R DN KELLOGG-WARDNER	69.2	6:00AM	
23		6.6 OSBURN	75.8		
JPYZ		O WALLACE WC	80.2		
U		4.4 N. P. CROSSING	80.4		
U		0.2 N. P. CROSSING	80.6		
JY		0.1 WALLACE JCT.	80.7		
2 JY		6.2 BURKE	86.9		
		(90.5)		Daily	
	(4.00) Thru Time.....		(3.55)		
	17.3	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. 50 September 24, 1967	Mile Post	SECOND CLASS	
	365 Freight			366 Freight	
	Daily Except Sunday				
JY		BRADLEY	0.0		
Y		2.0 END OF TRACK	2.0		
		(2.0)			

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>Yakima Branch</b>			
Nelson.....	372.9	47 P	East	Grosscup.....	28.2	3	Both
<b>Second Subdivision</b>				Biggam.....	48.3	5	Both
Pendair.....	213.5	114 P	Both	Boone.....	76.4	1	East
Mission.....	221.2	5 P	Both	<b>Pleasant Valley Branch</b>			
Cayuse.....	227.1	19 P	Both	Juno.....	20.8	6	Both
North Fork.....	251.4	37 P	Both	Huntley.....	22.6	1	Both
<b>Third Subdivision</b>				Sunset.....	25.4	22	Both
Seufert.....	87.2	58 PXY	West	Warner.....	45.3	6	Both
Rufus.....	108.7	26 P	Both	<b>Moscow Branch</b>			
<b>Fourth Subdivision</b>				Risbeck.....	4.5	2	Both
Bruun.....	1.9	13 PY	Both	Parvin.....	7.8	5	Both
Montavilla.....	5.9	7	Both	Armstrong.....	15.7	1	Both
Rockwood.....	11.8	49	Both	<b>Tekoa Branch</b>			
Eri.....	14.2	1	Both	Little Goose.....	16.9	30	Both
C. L. Lumber Co.....	45.1	2 P	East	Pierson.....	20.1	1	West
Chatfield.....	71.8	9 P	West	Schreck.....	31.9	7	Both
<b>Via Kenton</b>				Thera..... (1)	64.8	10	Both
Champ.....	9.5	1	Both	Crest.....	74.9	..	None
Ward.....	14.2	1	Both	Glenwood.....	83.5	8	Both
Reynolds.....	20.0	29 P	Both	Walters.....	98.6	10	Both
		20 P	West	Rahm.....	125.9	1	Both
		121	West	Freeman.....	146.9	32	Both
<b>Sixth Subdivision</b>				<b>Connell Branch</b>			
Humorist.....	222.6	79 P	Both	Pampa.....	4.6	9	Both
Ice Harbor.....	226.0	15 P	East	Gordon.....	8.2	3	Both
Sheffler.....	244.8	8	West	Wacota.....	34.1	3	West
Scott.....	252.1	1	Both	Estes.....	42.3	2	Both
Ruxby.....	259.6	79 P	Both	Sulphur.....	46.1	4	Both
Magallon.....	260.7	1	Both	Curry.....	51.1	7	Both
Park.....	279.3	1	Both	<b>Tucannon Branch</b>			
Mack.....	297.0	53 P	Both	Powers.....	2.7	2	Both
Teske.....	310.6	1	Both	<b>Pomeroy Branch</b>			
Ashby.....	317.1	36 P	Both	Houser.....	19.1	1	Both
Croskey.....	332.9	52 P	Both	<b>Pendleton Branch</b>			
Geib.....	345.3	42 P	Both	Havana.....	6.9	7	Both
Cowles.....	362.0	42 P	Both	Bade.....	30.2	8	Both
<b>Joseph Branch</b>				Barrett.....	33.1	6	Both
Island City.....	2.6	6	Both	Prunedale.....	34.2	10	Both
Baum.....	3.7	32	West	State Line.....	41.7	6	Both
Conley.....	5.9	2	Both	Langdon.....	43.6	8	Both
Vincent.....	40.6	1	East	Russell.....	51.8	7	Both
Harris.....	48.0	1	Both	Hadley.....	56.5	13	Both
Sevier.....	56.7	1	West	Berryman.....	59.8	5	Both
Freels.....	75.2	1	West	Ennis.....	60.9	3	Both
Marble.....	75.8	1	Both	Robison.....	67.7	1	Both
		22	West	McCall.....	69.4	1	Both
<b>Pilot Rock Branch</b>				McKay.....	78.6	2	Both
McBee.....	2.8	2	East	<b>Dayton Branch</b>			
<b>Condon Branch</b>				Taggard.....	4.3	1	West
Roddy.....	11.2	11	West	Ronan.....	19.3	21	West
<b>Grays Harbor Branch</b>				<b>Wallace Branch</b>			
Raisch.....	2.6	2	Both	Dudley.....	52.0	6	Both
Balch.....	18.3	14 P	Both	Shont.....	72.8	1	Both
Melbourne.....	43.8	..	None	Polaris.....	74.6	35	East
Preachers Slough.....	46.7	..	None	Gem.....	84.1	1	Both
				Frisko.....	84.4	4	Both

(1) Flag stop for No. 392.

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

**Designation "Psgr."**—Train with Diesel locomotive and all passenger train equipment.  
**Designation "Frt."**—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.  
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.  
 Where two or three speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.  
**Reduced Speed**—Proceed prepared to stop short of train, engine or obstruction.  
**Restricted Speed**—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	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
When using No. 14 turn-outs.	25	20	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 other cross-overs or turn-outs.	15	15	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): Main line; Branch lines.		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	35	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	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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum Speed	79	60	Between Mile Posts— 346.9 and 347.1.	70	55	Between Mile Posts— 364.1 and 364.5.	35	25
<b>La Grande</b> Over street crossings within city limits.	20	20	<b>Quartz</b> 348.2 and 349.6.	30	25	366.3 and 366.5.	70	55
Between Mile Posts— <b>Union Jct.</b> 302.6 and 307.4.	35	25	351.1 and 353.9.	40	25	<b>Durkee</b> 370.7 and 371.0.	70	55
307.4 and 311.9.	45	25	354.1 and 354.5.	60	30	372.8 and 377.1.	35	25
311.9 and 314.3.	55	40	<b>Pleasant Valley</b> On descending grade between Pleasant Valley and MP 365.0.	50	25	<b>Weatherby</b> 378.1 and 382.0.	40	25
315.4 and 319.5.	30	20	On descending grade between Pleasant Valley and MP 365.0, freight trains averaging more than 65 tons per operative brake.			382.3 and 383.9.	60	45
321.3 and 321.6.	70	55				<b>Lime</b> High line track and connection.		
<b>Baker</b> 342.3 and 342.5.	20	20	Between Mile Posts— 384.3 and 385.0.			385.0 and 388.8.	35	25
Over street crossings within city limits.	15	15	389.0 and 389.8.	30	25	<b>Huntington</b>	20	20
Between Mile Posts— 343.6 and 345.2.	45	30	<b>Oxman</b> 362.1 and 363.6.	45	25			

SECOND SUBDIVISION

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

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	65	Between Mile Posts— 98.8 and 99.3.	60	45	Between Mile Posts— <b>Goff</b> 113.4 and 114.7.	65	50
<b>The Dalles</b> Over street crossings.	12	12	Trains handling open top loads of chips between Oregon Trunk Jct. and The Dalles	30		<b>Ordnance</b> 181.8 and 182.0.	60	45
Between Mile Posts— 87.3 and 88.2.	70	55				<b>Hinkle</b>		
<b>Dune</b> 96.5 and 98.8.	70	55	<b>Biggs</b> 104.6 and 106.2.	70	55			

FOURTH SUBDIVISION

Maximum speed.	79	65	Between Mile Posts— 18.1 and 18.5.	60	45	Between Mile Posts— <b>Hood River</b> 63.1 and 64.3.	45	30
<b>Portland</b> Union Station, on all tracks P. T. R. R. Co. Yard, and through interlocking.	6	6	20.1 and 22.4.	60	45	64.4 and 66.1.	60	45
<b>East Portland</b> Over frogs and railroad crossings and through interlocking and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	<b>Rooster Rock</b> 23.8 and 24.0.	55	40	66.1 and 66.7.	40	25
Between Portland and Albina, over street crossings.	10	10	24.8 and 25.0.	60	45	67.1 and 68.2.	60	45
<b>Kenton</b> Over Columbia Boulevard, near Peninsula Jct.	25	25	<b>Bridal Veil</b> 27.5 and 29.4.	60	45	68.4 and 70.3.	40	25
Between Kenton and Troutdale via Fir.	35	35	30.2 and 31.4.	60	45	70.4 and 72.7.	55	40
Between Mile Posts— <b>East Portland</b> 1.0 and 2.7.	35	20	31.7 and 32.8.	70	55	73.7 and 75.0.	60	45
<b>Bruun</b> 3.2 and 7.6.	50	35	<b>Dodson</b> 35.5 and 37.3.	55	40	75.1 and 75.9.	55	40
<b>Clarnie</b> 10.9 and 12.0.	50	40	38.2 and 39.9.	60	45	76.3 and 77.0.	60	45
13.2 and 13.5.	45	30	41.4 and 42.5.	35	20	77.5 and 78.2.	70	55
14.8 and 17.9.	70	55	42.8 and 43.0.	70	55	79.0 and 79.4.	55	40
			<b>Cascade Locks</b> 43.3 and 48.8.	50	35	79.4 and 80.3.	70	55
			48.8 and 58.5.	60	45	80.3 and 81.2.	55	40
			<b>Meno</b> 59.4 and 61.9.	50	35	<b>Crates</b> 81.8 and 82.1.	60	45
						83.0 and 83.4.	45	30
						84.5 and 85.0.	20	20
						<b>The Dalles</b>		

FIFTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	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.			<b>Argo</b> On Eastward track at end of double track MP 180.1.	15	15
<b>Tacoma</b> On curves between Jct. Switch 15th Street and Reservation Tower.	10	10		15	15	Between Mile Posts— 180.7 and 180.9.	35	25
			Between Mile Posts— 178.2 and 178.5.	30	25	<b>Argo Yard</b> All turn-outs.		10
<b>Reservation</b> On curves between Reservation Tower and Tacoma Jct.	20	15	<b>Argo</b> Through interlocking.	30	30	Over all street crossings between Argo and Seattle.	20	20
						<b>Seattle</b>		

SIXTH SUBDIVISION

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

BRANCHES

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

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
<b>Joseph Branch</b> Maximum speed.	25	<b>Olympia Branch</b> Maximum speed.	15	Between Mile Posts— 53.5 and 53.7.	10
3-degree curves.	15	<b>Olympia</b> Within city limits.	10	<b>Aberdeen</b> Within city limits.	15
On curves of 4-degrees and over.	10	On curves of 4-degrees and over.	10	Over Boon St. Crossing.	5
Between La Grande and M.P. 10.4.	15			Over other street crossings.	10
Between Mile Posts— 10.4 and 13.0.	20	<b>Grays Harbor Branch</b> Maximum speed.	25	<b>Yakima Branch</b> Maximum speed.	
25.0 and 55.0.	20	Between Mile Posts— <b>Centralia</b> 1.0 and 1.3.	10	Between Wallula and Villard Jct.	45
Between M.P. 72.0 and Joseph.	20	<b>Blakeslee Jct.</b> 4.3 and 4.7.	15	Between Villard Jct. and M.P. 70.0.	30
<b>Pilot Rock Branch</b> Maximum speed.	15	<b>Galvin</b> 5.1 and 5.7.	10	Between M.P. 70.0 and Yakima.	25
		6.5 and 6.8.	10	With pile driver 900321.	10
<b>Umatilla Branch</b> Maximum speed.	20	7.1 and 7.5.	15	On 4-degree curves.	30
Between Mile Posts— <b>Hinkle</b> 0.0 and 0.1.	10	10.1 and 10.3.	15	On 5- and 6-degree curves.	20
2.3 and 3.7.	15	11.9 and 12.1.	10	Between Mile Posts— <b>Villard Jct.</b> 7.1 and 7.4.	25
<b>Hermiston</b> Standard and Union Oil spurs.	6	<b>Independence</b> 14.7 and 15.2.	10	Bridge 7.44.	10
On house track west of McNaught Warehouse.	6	16.7 and 16.9.	15	<b>Kennewick</b> Over street crossings.	8
Over road crossing east end of depot.	10	18.8 and 19.2.	10	<b>Richland Jct.</b> On Govt. track between Richland Jct. and North Richland. Within yard limits.	20 10
<b>Umatilla</b> On wye.	10	<b>South Elma</b> 32.8 and 33.8.	10	<b>Benton City</b> Within city limits.	25
		34.4 and 34.6.	10	Between Mile Posts— 37.5 and 38.5.	10
<b>Heppner Branch</b> Maximum speed.	20	35.0 and 35.4.	10	<b>Grandview</b> Within city limits.	25
3-degree curves.	15	36.1 and 36.3.	10	<b>Granger</b> Over street crossings.	25
On curves of 4-degrees and over.	10	37.5 and 38.2.	15	<b>Zillah</b> Over street crossings.	10
		38.5 and 39.7.	10	<b>Donald</b> Yakima River Bridge 89.35, through gantlet track.	10
<b>Condon Branch</b> Maximum speed.	20	41.5 and 42.3.	10	Over N. P. Crossing and between home signals governing crossing.	15
3-degree curves.	15	Between Mile Posts— <b>Melbourne</b> 44.3 and 45.5.	10		
On curves of 4-degrees and over.	10	46.3 and 46.8.	15		
On descending grades between Speece and Mikkalo.	10	<b>Cosmopolis</b> Within city limits.	15		
On descending grades between Barnett and Rock Creek.	10	Handling logs within city limits.	8		

## BRANCHES (Continued)

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
<b>Yakima</b> Over Yakima Ave., and Walnut Street.	6	Between Mile Posts— 1.3 and 3.1.	15	Between Mile Posts— 14.3 and 16.1.	20
Over other street crossings.	10	5.6 and 7.5.	15	17.1 and 17.2.	10
<b>Sunnyside Branch</b> Maximum speed.	25	8.4 and 8.8.	15	Over Snake River Bridge 17.23.	5
<b>Pleasant Valley Branch</b> Maximum speed.	20	<b>Shawnee</b> 9.9 and 10.0.	15	Between Mile Posts— <b>Riparia</b> 17.7 and 18.1.	15
G. N. Crossing, M.P. 30.7.	15	10.8 and 11.2.	15	18.6 and 18.8.	20
On curves of 7-degrees and over.	15	12.2 and 12.5.	15	19.7 and 19.9.	15
<b>Wallula Branch</b> Maximum speed.	25	<b>Albion</b> 13.4 and 13.6.	15	23.1 and 23.6.	20
On 5- and 6-degree curves.	20	14.3 and 14.9.	15	23.6 and 23.7.	15
On curves of 7-degrees and over.	15	17.5 and 17.7.	15	24.5 and 25.0.	20
Between Mile Posts— <b>Zagar Jct.</b> 5.1 and 6.4.	15	17.9 and 18.0.	15	25.4 and 26.9.	20
6.7 and 6.8.	15	<b>Pullman</b> Within city limits.	10	27.1 and 27.2.	15
7.0 and 7.1.	15	Over street crossings.	6	27.4 and 27.8.	15
<b>Reese</b> 7.7 and 8.0.	15	Between Mile Posts— <b>N. P. Crossing</b> 19.9 and 20.0.	15	28.2 and 28.7.	15
8.2 and 8.4.	20	24.6 and 24.8.	15	<b>Hay</b> 30.4 and 31.1.	20
8.7 and 9.1.	15	25.2 and 25.4.	15	32.0 and 33.8.	15
9.5 and 9.7.	15	<b>Jerita</b> 36.2 and 36.9.	15	34.2 and 35.2.	15
10.0 and 10.1.	20	<b>Moscow</b> Within city limits.	15	<b>Sutton</b> 49.3 and 50.1.	15
10.7 and 10.9.	20	Over street crossings.	10	<b>Winona</b> 57.2 and 59.0.	10
11.1 and 11.4.	20	<b>Tekoa Branch</b> Maximum speed.	20	64.9 and 65.2.	20
12.1 and 12.3.	15	Between Tucannon and Manito.	25	68.2 and 68.5.	20
12.5 and 12.6.	20	Between Manito and East Spokane.	30	<b>Diamond</b> 68.8 and 69.0.	20
<b>Touchet</b> 18.5 and 18.6.	20	On 4-, 5- and 6-degree curves.	20	69.9 and 70.1.	20
W. W. V. Ry. Crossing, M.P. 28.7.	12	On curves of 7-degrees and over.	15	<b>Mockonema</b> 73.3 and 73.6.	15
<b>Moscow Branch.</b> Maximum speed.	20	Between Mile Posts— <b>Tucannon</b> 14.0 and 14.1.	20		
On curves 7-degrees and over.	15				
<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.	10	Between Mile Posts— 120.2 and 121.4.	20	Between Mile Posts— <b>La Crosse</b> 3.4 and 3.6.	20
<b>Colfax</b> Within city limits.	10	121.6 and 121.9.	15	6.6 and 6.8.	20
Between Mile Posts— 78.4 and 78.5.	15	122.1 and 122.5.	20	7.2 and 7.8.	15
79.8 and 80.7.	15	<b>Latah</b> 123.4 and 124.5.	15	9.2 and 9.7.	15
81.5 and 82.3.	15	125.1 and 125.7.	20	<b>Hooper Jct.</b> On connection between Connell Branch and Sixth Subdivi- sion.	10
82.9 and 83.4.	15	127.5 and 128.4.	20	Through west leg of wye on 16-degree curve.	5
83.7 and 84.5.	15	129.6 and 130.6.	20	<b>Tucannon Branch</b> Maximum speed.	20
86.5 and 87.0.	15	<b>Fairfield</b> Within city limits.	20	On curves of 7-degrees and over.	15
87.6 and 88.9.	15	Between Mile Posts— 133.3 and 134.6.	15	<b>Starbuck</b> Within city limits.	10
89.1 and 89.4.	15	<b>Darknell</b> 135.3 and 136.3.	20	Between Starbuck and Relief.	10
<b>Elberton</b> Within city limits.	20	136.6 and 139.2.	15	<b>Pomeroy Branch</b> Maximum speed.	20
Between Mile Posts— 90.7 and 91.9.	15	<b>Rockford</b> Within city limits.	15	<b>Starbuck</b> Within city limits.	10
92.4 and 92.9.	20	Between Mile Posts— 141.0 and 141.2.	20	<b>Pendleton Branch</b> Maximum speed.	20
<b>Garfield</b> Within city limits.	20	142.6 and 143.2.	15	On curves of 7-degrees and over.	15
Between Mile Posts— 101.1 and 101.5.	20	<b>Manito</b> 147.3 and 148.4.	20	Between Barrett and Downing, on descending grade.	10
102.0 and 102.4.	20	<b>Mica</b> 150.5 and 153.9.	15	<b>Pendleton</b> Over S.W. Fourth, Main and S.E. Third Streets.	12
<b>Farmington</b> Within city limits.	15	154.3 and 154.5.	20	Over other street crossings within city limits.	20
Between Mile Posts— 104.6 and 104.9.	15	154.7 and 155.5.	20	Between Mile Posts— 2.5 and 3.0.	15
105.5 and 105.8.	15	Between Chester and Mica, on descending grade.	20	9.5 and 9.8.	15
112.2 and 113.1.	20	<b>Connell Branch</b> Maximum speed. Between La Crosse and Hooper Jct.	25	<b>Athena</b> Over street crossings.	10
115.6 and 116.0.	15	On 5- and 6-degree curves.	20		
<b>Tekoa</b> On west leg of wye.	10	On curves of 7-degrees and over.	15		
Between Mile Posts— 117.2 and 117.5.	15	Between Hooper Jct. and Connell.	15		
118.1 and 118.3.	20				
118.5 and 119.7.	15				

**BRANCHES (Continued)**

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Between Mile Posts— <b>Downing</b> 24.0 and 24.5.	15	Between Mile Posts— 79.6 and 79.9.	15	Between Mile Posts— <b>Rose Lake</b> 50.6 and 51.0.	20
25.4 and 26.2.	15	80.8 and 81.2	15		
<b>Blue Mountain</b> 29.0 and 29.4.	15	<b>Dayton Branch</b> Maximum speed.	20	<b>Dudley</b> 53.6 and 54.2.	20
29.8 and 30.1.	15	Between Dayton Jet. and Turner.	10	54.5 and 54.9.	20
30.3 and 30.4.	15	On curves of 7-degrees and over.	15		
31.2 and 31.7.	15	Between Mile Posts— <b>Bolles</b> 0.4 and 0.6.	15	<b>Cataldo</b> 60.0 and 60.2.	15
32.2 and 32.4.	15			62.4 and 63.2.	20
32.7 and 32.9.	15			<b>Kellogg-Wardner</b> Over street crossings.	10
<b>Milton-Freewater</b> Over street crossings.	10	<b>Dayton</b> Over street crossings west of Touchet River.	10	Between Mile Posts— 70.1 and 70.3.	20
W. W. V. Ry. Crossing, M.P. 36.3.	10	Over all other street crossings.	10	70.7 and 70.9.	20
W. W. V. Ry. Crossing, M.P. 44.2.	15			72.4 and 72.6.	20
<b>Walla Walla</b> Over street crossings.	10	<b>Wallace Branch</b> Maximum speed.	25		
Within city limits.	15	Between Plummer Jet. and Chatcolet.	15	<b>Osburn</b> 77.1 and 77.2.	20
On west leg of wye.	5	Between Chatcolet and Harrison.	20	77.4 and 77.7.	20
Between Mile Posts— 52.7 and 53.4.	15	On 5- and 6-degree curves.	20	78.0 and 78.2.	20
<b>Valley Grove</b> 64.8 and 64.9.	15	On curves 7-degrees and over.	15	78.6 and 78.7.	15
65.5 and 66.0.	15				
66.1 and 66.3.	15	<b>Chatcolet</b> Bridge 23.45.	10	<b>Wallace</b> Over street crossings.	5
<b>Bolles</b> 71.7 and 72.5.	15	Between Mile Posts— 24.1 and 28.4.	15	Between Mile Posts— 81.4 and 87.3.	15
72.8 and 73.2.	15			Burke to Wallace, eastward.	10
74.3 and 76.1.	15	<b>Springston</b> 34.0 and 34.4.	10		
78.4 and 78.5.	15	34.9 and 35.2.	20	<b>Sierra-Nevada Branch</b> Maximum speed.	10
78.9 and 79.3.	15	38.3 and 38.6.	20		

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

Albina..... Train Dispatcher's Office	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
Ayer..... Telegraph Office	La Grande..... Crew Dispatcher's Office	Walla Walla..... Telegraph Office
Baker..... Telegraph Office	La Grande..... Depot Telegraph Office	Yakima..... 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:

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

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

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

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

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

# SPOKANE INTERNATIONAL RAILROAD COMPANY

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## TIME-TABLE NO. 69

Effective Sunday  
**September 24, 1967**  
At 12:01 A.M. Pacific Time

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

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**Safety Gains  
Where Courtesy Reigns**

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

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

### STANDARD CLOCK LOCATIONS

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

### RAILROAD RADIO CALL LETTERS AND NUMBERS

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

### SYMBOLS AND ABBREVIATIONS

#### Rules 6 and 6(A)

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

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

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

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

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

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

WESTWARD				SPOKANE SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A).	SECOND CLASS			Time-Table No. 69 September 24, 1967	Mile Post	SECOND CLASS					
			9			8					
			Freight							Freight	
		Daily									
STATIONS											
91	BJKPQTY		4.00AM	C-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	PY		4.51		MOYIE SPRINGS		119.2	11.48			
52	BFJKPQTWY		5.50	C-R	BONNERS FERRY	BY	109.6	11.25			
	MY				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	BJKMPQTWYZ		7.28	C	SANDPOINT (G.N. Crossing)	SA	74.7	10.12			
Spur 64	JY		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	JPQTY		8.51		COEUR D'ALENE JCT.		25.5	8.44			
60	JMPY		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	PQTY		9.18	O	TRENTWOOD-VELOX	KD	10.8	8.18			
24	JPY		9.30		MILLWOOD-IRVIN		6.8	8.10			
45	JPTY		9.40		SPOKANE SHOP		2.7	8.00			
	IJPQY		A 9.50AM	C	N.P. CROSSING	CG		7.50PM			
	BFJKPQTWYZ		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. 69 September 24, 1967	Mile Post						
STATIONS											
	MPQTY			O-R	COEUR D'ALENE	CN	9.0				
17	JMY				GIBBS		7.8				
37	JPTY				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
Trentwood-Velox.....	10.8			Naples.....	97.7	8
Velox Siding.....		34	Both	Burns.....	101.5	13
West Wye Track.....		29	West	Deep Creek Planing Mill Track..	101.5	5
East Wye Track (Main Lead)...		30	East	Bonnors Ferry.....	109.6	
East Siding.....		9	Both	West Storage Track.....		63
West Siding.....		17	Both	Passing Track.....		52
Cominco No. 3 Track.....		22	Both	House Track.....		6
Trentwood Passing Track.....		27	Both	Oil Spur.....		13
Austin.....	12.5	46	East	Thompsons.....		17
Eastfarms Apple Spur.....	19.0	22	East	Cinder Spur.....		17
Interstate.....	20.19	6	West	Moyie.....	119.0	
Haycroft Spur.....	26.5	5	East	Log Siding.....		24
Chilco Spur.....	36.5	36	East	Saddler Siding.....		22
Vay Industry Spur.....	57.7	5	East	Sinclair.....	135.1	12
Collala.....	62.9	5	West	Addie.....	137.1	12
Dover.....	71.7			Eastport.....	140.8	
G. N. Transfer.....		24	West	New Passing Track.....		91
Board Plant.....		14	West	Track No. 1.....		41
No. 2 Track.....		20	West	Track No. 2.....		36
Run-a-round Track.....		6	Both	Track No. 3.....		32
Sandpoint.....	74.7			Warehouse Track (U. S. Side)..		10
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:**

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

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

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

**GENERAL**

Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed.	49		
When using cross-overs or turn-outs.	15	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:	
		Maximum speed.	20
		Through truss bridges.	6
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.	40	Trains handling diesel units dead in train:	
Derricks with 4-wheel trucks.	35	Yard switch units of any type;	35
For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings.	20	Foreign line, government, export or commercial diesel units other than yard-switch type;	45
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		Union Pacific road-switch units of Alco or Baldwin type.	45

**SPOKANE SUB-DIVISION**

Location	Restricted Speed	Location	Miles Per Hour
Between Mile Posts— NP Crossing and 2.7		Between Mile Posts— <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— <b>Athol</b> 43.1 and 43.5	40	114.5 and 115.7	20
45.4 and 47.5	40	115.7 and 116.7	35
<b>Vay</b> 60.0 and 68.7	35	116.7 and 117.3	15
68.7 and 75.2	30	117.3 and 120.2	30
<b>Forest Siding</b> 83.0 and 86.0	35	<b>Moyie Springs</b> 120.2 and 121.1	20
<b>Elmira</b> 92.6 and 96.6	35	121.1 and 123.7	30
<b>Shiloh</b> 96.6 and 100.5	30	<b>Eileen</b> 123.7 and 124.2	15
		124.2 and 140.8	30

**COEUR D'ALENE BRANCH**

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